



EAA Chapter 100

April 2013 Newsletter

2013 Chapter Leaders

President

Dwayne Hora
President@eaa100.org
(507) 358-0495

Vice President

Dan Crandal
VP@eaa100.org
(507) 282-9682

Secretary/Treasurer

Tom Hall
Secretary@eaa100.org

Newsletter

Jeff Hanson
NewsLetter@eaa100.org

Programs/Web

Dick Fechter
ProgramDirector@eaa100.org
WebMaster@eaa100.org

Forum Administrator

John Somheil
Forum@eaa100.org

Technical Counselor

Flight Advisor

Dave Nelson

Young Eagles

Greg Edlund
YoungEagles@eaa100.org

Pancake Breakfast

Claire Johnson

Other Email Addresses:

BusTrip@eaa100.org – AirVenture Trip
Dan@eaa100.org – Dan Crandal
Hangar@eaa100.org – Hangar Issues
Help@eaa100.org – Any Chapter Questions
Spectrum@eaa100.org – Flight Training and Pilot Supplies

Chapter Website / Forum:

<http://www.100.eaachapter.org>
<http://groups.yahoo.com/group/eaa100/>

EAA Chapter 100 is a nonprofit association involved in the promotion of aviation through adult and youth education, hands-on training, building and maintenance of experimental aircraft, and through community awareness programs.

This publication by EAA Chapter 100, Inc is for the use, education and occasional enjoyment of its members and others. No claim is made for the accuracy or applicability of information herein. Editorial content is the opinion of the contributor not necessarily the position of either EAA Chapter 100 or the Experimental Aircraft Association.

Reader submissions and comments are strongly encouraged.

April Hangar Flying Event

The meeting this Friday, April 12th, will be a WINGS program by Tim Halbach, meteorologist from NOAA talking about thunderstorms. He will be explaining where to get information and how to interpret it to avoid or minimize altercations with thunderstorms.

Some examples of products pilots should know about and understand their significance might be:

- Surface Analysis
- Enhanced Thunderstorm Outlook
- Convective Outlook
- Short Range Surface Forecast
- Terminal Forecast
- Lifted Index
- Cloud Top Heights/Temp
- Enhanced Infrared Satellite

Time: 7:00 PM

Location: Regional Council of Carpenters
6692 Tenth Ave. SW, Rochester

****Just off Wright Rd – North of KRST****

Sign up at:

http://faasafety.gov/SPANS/event_details.aspx?eid=48970&caller=/SPANS/events/EventList.aspx?statecd=MN

Sign up is not required but will help for planning purposes.

National Safety Standown

On Saturday, April 13th there is a 2013 National Safety Stand Down at the St. Paul Downtown airport. Should be a great program with credit for all knowledge base wings programs. Dick Fechter plans to take the Glasair up and has one empty seat. Derwin Hammond plans to take the Club's new C172 and has seats available too. Anyone wanting a ride can contact either of them.

See https://faasafety.gov/SPANS/event_details.aspx?eid=49423&caller=/SPANS/events/EventList.aspx?statecd=MN for details and registration

Tower Closings

With some control towers going away, this is a good time to brush up on operations around non-towered airports.....

Here are some resources for more information:

Non-Towered Airports: Operating Safely! <http://pilotworkshop.com/nta>

Safety Resources for Non-Towered Airports

- [Operations at Non-Towered Airports Safety Advisor \(PDF file\)](#)
- ["Say It Right" radio communication course](#)
- [Interactive runway safety course](#)
- [Runway safety flash cards](#)

AOPA Webcast on Traffic Pattern Procedures
<https://goto.webcasts.com/viewer/event.jsp?ei=1015318>

There are many resources that provide advisory information for operations at airports without an operating control tower. These include section 3 of the [FAA Aeronautical Information Manual \(AIM\)](#), [Advisory Circular \(AC\) 90-66A](#), [CFR 91.113](#) (Basic Right of Way Rules), [CFR 91.126](#) and [CFR 91.127](#) (Traffic Flow Rules at Non-Towered Airports).

EAA Webinars Schedule:

<http://www.eaa.org/webinars>

Recorded EAA Webinars:

<http://www.eaavideo.org/video.aspx?v=2274677932001>

Experimenter Magazine:

<http://experimenter.epubxp.com/i/118927>

Talk Before Applying for that Medical

(from Macsblog.com)

Posted on [April 1, 2013](#) by [Mac](#)

A story in *Sport Aviation* raised many questions from readers. The writer had been told that he had a disqualifying medical condition. He then went on to build an E-LSA that he could fly as a Sport Pilot using his driver's license as medical qualification.

Many readers jumped to the conclusion that the writer had been denied a medical certificate. If that had been the case, he would not be eligible to fly as a Sport Pilot using his driver's license.

But the story never said he was denied. It said he was told by the doc he didn't qualify. That is a very different issue. Any wise pilot will talk to a medical expert before they ever fill out the FAA Form 8500, the application for a medical certificate.

Once the medical application is submitted—and you can only do it online now—you can't take it back. There are

only three possible results after the application is in the system and those are approval, denial or deferral. And the deferral can only be for a limited time while additional information is collected.

The actual physical exam is not likely to uncover many disqualifying conditions. Perhaps your blood pressure may be too high, but that can typically be successfully handled by your AME. Or maybe the urine test could discover diabetes you were unaware of. But the reality is the application form is essentially what determines whether you will get the medical certificate or not.

We all know, for example, that most common heart and circulatory conditions such as bypass surgery or stents or strokes are disqualifying. But nowhere in the FARs will you read that many types of cancer are also disqualifying, for example. You can almost always get a medical after a cancer has been successfully treated, but it will go through the special issuance process, take time, and a number of medical reports. Put down on the application that you have had doctor visits to treat a cancer, and most likely you will be denied by the AME.

That is the type of information you need to know before you fill out the medical application. You want to know that you have a disqualifying condition in advance so that you don't submit the application and be surprised. You need to plan your future. Do you want to go through the process of getting a special issuance certificate with the added medical testing and probably some limitations, or do you want to fly under the Sport Pilot standards? Those are the questions you should ask, and answer, before submitting the medical application.

The rules require that to fly as a Sport Pilot using the driver's license as a medical you can't have a disqualifying condition. And you can't have been denied a medical certificate after applying. Those two sound like the same thing, but they are not.

For example, if you have one of the all too common heart problems that would be disqualifying on a medical application and applied for the medical certificate, you would be denied. That means you would have to get a special issuance certificate before you could fly Sport Pilot. But, if you have your heart condition successfully treated, and are cleared by your physician to resume driving and other normal activity, you no longer have the disqualifying condition and can fly as a Sport Pilot.

If you have the same successful treatment and want a medical certificate you will need to wait typically six months, and then apply for a special issuance medical. You won't need more actual treatment to get the special

medical, just lots of paperwork and probably additional tests that your own doctor won't require.

Bottom line is to keep control of your options know what your medical status is and don't apply for a medical certificate until you have a plan. EAA members can call headquarters and get advice from the EAA aeromedical council. Or you can search online at faa.gov to see more about disqualifying conditions. Or you can look for an AME with experience in handling special issuance medicals and talk before you fill out the application. Or you can hire one of several services that will help you prepare for the special issuance.

Whatever you do don't fill out that FAA medical application without knowing the outcome in advance and having a plan. You should know that you qualify, or don't, before you ever submit the application. If you plan to go the special issuance route you will be initially denied or deferred on your application, but at that time you have your reports and other paperwork in order and can minimize the hassle factor. If you are happy to fly on as a Sport Pilot get the medical treatment you need, regain your health, and never touch that medical application again.

This will be even more important if the FAA grants the EAA/AOPA petition to allow pilots to fly day VFR in a single engine airplane with 180 hp or less, no more than four seats, and carrying no more than one passenger. Many thousands of pilots commented favorably on the petition and it is still under consideration by the FAA. Approving that petition would do more to reduce the hassle and cost of the way so many pilots fly than anything I can think of.

Good Links

There's nothing better than the sound of 2 big radials – turn up the sound...

<http://www.youtube.com/watch?v=dIKBzeXUXLQ&list=UURRKRaf1b5BYJ4glQHbYOcA>

