



**EAA Chapter 100**  
**June 2017 Newsletter**  
<http://eaa100.org>

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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.

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Reader submissions and comments are strongly encouraged.

**EAA Chapter 100 Upcoming Events:**

(Reference "Events" [on our website](#))

1. **Saturday June 10th – Dodge Center (KTOB), 0 nm, EAA Chapter 100 Fly-in. Free rolls and drinks until they are gone. Fly in if you can, drive in if you must.**
2. Saturday June 10th – Rushford (55Y), 45 nm, fresh made sweet rolls await you every Saturday morning, \$3.90 fuel.
3. Sunday June 11th -- Spencer IA (KSPW), 115 nm, Flight Breakfast 7-11am.
4. Wednesday June 14<sup>th</sup> – Rochester (KRST), 1900L WINGS program. ATC program about proper surface procedures at Airports, Lessons learned and your questions answered. Also, learn about Great Planes Aviation, a new flight training option at KRST. [Click here for more info.](#)
5. Saturday June 17th -- Dodge Center (KTOB), 0 nm, Prep for Flight Breakfast. Come help do the "setup."
6. **Sunday June 18th -- Dodge Center (KTOB), 0 nm, Chapter 100 sponsored Flight Breakfast. HELP!**
7. Wednesday June 21st - Decorah, IA (KDEH), 65 nm, Fly-out. [41st annual Air Race Classic](#). Let's fly-out to watch. Call or text Dick Fechter (507) 272-5099 if you are interested.
8. Sunday June 25th -- Wells, IA (68Y), 45 nm, , Wings and Wheels - Fly-In Breakfast and Classic Car Show
9. Sunday July 2nd -- Emmetsburg, IA (KEGQ), 98 nm, Pancake and Omelet Breakfast.
10. Sunday July 9th – Airlake Airport (KLVN), 40 nm, Flight Breakfast
11. **Thursday-Sunday July 13th-16th, Rochester (KRST), Ford Tri-Motor Tour Stop, Chapter 100 sponsored event. Need volunteers.**
12. Saturday July 15<sup>th</sup> – Flying Cloud (KFCM), 56 nm, Airport Flight Breakfast
13. AirVenture July 24-30
14. August 11-13, Spencer, IA (KSPW), 115 nm, Doug Yost Aerobatic Challenge
15. Saturday September 23rd, Rochester (KRST), 16 nm, – **Young Eagles Rally**. We will need all the help we can get.
16. Saturday September 23rd – Rochester (KRST), 16 nm, General Aviation Picnic/Party

The Young Eagles Rally went quite smoothly. We had enough volunteers to put smiles on many faces and memories in the hearts of 70 Young Eagles. Thanks to all of you who made this possible.

The General Aviation party in the afternoon was also successful. In fact, we ran out of chairs and tables. We'll fix that next time.

The next Young Eagles rally and a GA party will be September 23<sup>rd</sup>. Save the date.

Again, learn about Great Planes Aviation starting up at KRST. See the program June 14<sup>th</sup> at the airport maintenance building (<http://GR8Planes.com>). [Click here for more info on the WINGS program.](#)

Gordy Westphal forwarded an email about BasicMed from Dr. Scorby. Dr. Scorby is an AME physician who deals with a lot of pilots:

I am very familiar with the changes. The Basic Med exam is one that the FAA now allows a pilot's personal physician to do the flight physical and sign off if they feel that their patient does not have any health issues that will affect the safe operation of a plane. It's basically the same flight physical I do, but not necessarily subject to all the requirements of a Class 3 physical (which is the only class that the FAA will allow to go this route). It includes a health history section and a complete exam. The pilot/patient should bring the forms with them or forward them ahead of their exam.

So, pilots and AME's (Aviation Medical Examiners) are very familiar with what these exams are about. The only ones that are not are the physicians (like you) that are expected to do them. As an AME I do FAA Class 1,2 and 3 exams. Class 1 and 2 are for commercial pilots, Class 3 is everybody else. I won't do the Basic Med exams (at least not now and maybe never).

The Basic Med exam is a way for many pilots to avoid the requirement of meeting the standards of a Class 3 exam (and the associated cost - not just the exam but often times additional tests and specialist evaluations to satisfy the FAA).

The Aviation Medicine community is pretty much against these, feeling it is a compromise to aviation safety.

But if other physicians feel comfortable doing the Basic Med exams, they can legally do them.

I just think that many will not want to do them, trying to avoid any additional liability. We have enough of that. I think that practically every physician who is not an AME has been blindsided by this, as expected. I mean how would they know until a patient of theirs presented them with a request like this?

I (Dick Fechter) agree on some of the points in the above email, but not all. I've placed many links on my <http://44rf.com> website so pilots can read lots of other information that's out there.

I don't feel that BasicMed avoids some of the Class 3 requirements – it's the same exam form. If pilots lie to themselves about their health condition, they will do it under either Basic Med or 3<sup>rd</sup> Class. If pilots are truthful with themselves either system will work the same and there should not be a compromise to safety.

I feel if pilots are smart about complying with the program as it is intended to work, we will have a year or two to prove a full 3<sup>rd</sup> Class Medical is not necessary. That means we must understand when we can and when we should not fly to be safe.

One of the best benefits to come out of the BasicMed program is the online physiological training pilots receive. The 3<sup>rd</sup> class medical does not require this training, but any pilot can take the free on-line course. BasicMed users and 3<sup>rd</sup> Class users must pre-certify that they are medically and emotionally safe to fly every time they intend to fly. But the BasicMed program provides training on how to do this.

I use myself as an example. A GIST tumor grounded me for about a year – not because I was physically unable to safely fly, but because the FAA does not allow people to fly in my condition. The tumor was not going to cause any immediate incapacitation, but the FAA said no because it was a type of cancer they do not let AMEs waive.

The AME doctors at Mayo did a wonderful job of properly preparing the very large stacks of paperwork for my Special Issuance (SI). One SI issued was for 6 months and the FAA said to have all test results and reports in to them a month ahead of time – which we did. But the FAA was 6 weeks late approving the SI extension – probably due to a backlog of cases. The time and money to satisfy the FAA’s curiosity probably could have been more useful used another way. My doctors and myself are doing what is best for my health and safety of flight. I feel the reports to the FAA were above and beyond that required for safety of flight.

Now, that’s just my case and I’m sure there are many stories on the subject – both pro and con. But BasicMed should allow doctors treating patient/pilots along with the pilot to decide what actions need to be taken to keep everyone involved safe.

Yes, family physicians were/are blindsided by the program – and so were/are their liability insurers.

Doctors in Rochester who do BasicMed Physicals:

The AMEs at Mayo do not do BasicMed evaluations, but one of their AMEs, Dr. Clay Cowl has several non-AME physicians on his team that will be offering BasicMed evaluations. This is a great fit for pilots to still have one number to call at Mayo to schedule BasicMed or AME Class medicals - (507) 284-3097. The providers doing BasicMed will also have access to Mayo’s AMEs if there are questions about pilot health and certification.

Dr. Thomas Harman at Rochester Clinic, (507) 218-3095, accomplished my BasicMed physical for \$150.

Pilots flying under BasicMed are [now approved to fly to the Bahamas](#).

Places to fly:

<http://www.funplacestofly.com/Fun-Places-To-Fly-In-Wisconsin>

<http://www.funplacestofly.com/fun-places-to-fly-by-zip-code.asp>

[Rushford Aviation](#) - **Rushford, MN** (45 miles from TOB, 30 from RST)

Stop at the top. This airport is on the bluff ridge overlooking the Root River Valley in southeastern Minnesota. Great views and fresh made sweet rolls await you every Saturday morning. Call ahead and arrange car transportation for a tour of the area or bring your bike and ride the over 50 miles of paved Root River biking trail. - Submitted by A&PTOM

[Owatonna / Cabelas](#) - **Owatonna, MN**

Fly in to Owatonna airport and call Cabelas, there is a phone in the lobby with the number posted. They will send a shuttle to get you. Lots of shopping and good food at Cabelas. If you want something different there is a Famous Daves, Timberlodge Steakhouse, Wendy's and a good Sports Bar all within walking distance.

T3T, [Boyceville](#) - **Boyceville, WI**

Four restaurant/bars and Amish Oak Store within walking distance of 3T3. Camping, bathrooms, showers, fuel on field.  
\$3.89/gal, 81 NM

Y51, [Viroqua, WI](#): Sod and Asphalt runways. Good food within walking distance of airport or you can use a courtesy car to go to Westby to Borgen's or Old Town Inn. Viroqua Restaurants are within walking distance. Great Wall Buffet and Pizza Hut are closest. McDonalds, Culver's, Main Street Station within 3/4 mile and Dunnam's about a mile.  
\$4.00/gal, 83 NM.

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