



President's Corner

If you were unable to attend January's Chapter gathering the hows and whys of the Automatic Dependent Surveillance-Broadcast (ADS-B) system were presented by guest speaker Eric Demaree.

Eric accomplished a tremendous task in presenting information that began in the 1970s and has evolved over decades using satellite navigation to broadcast a plane's location, improving safety and situational awareness for pilots and air traffic control (ATC).

[faa.gov/newsroom/faq-updates-basicmed-program](https://www.faa.gov/newsroom/faq-updates-basicmed-program)

BasicMed, did you know?

BasicMed which took effect in 2017, allows pilots to fly without holding an FAA medical certificate provided they meet certain conditions.

The FAA Reauthorization Act of 2024 required the FAA to expand BasicMed to:

- Increase the number of allowable passengers to six from five, and the number of occupants to seven from six.
- Increase the maximum aircraft takeoff weight to 12,500 lbs. from 6,000 lbs., excluding transport category helicopters
- Allow pilot examiners to conduct flight checks using BasicMed in aircraft that are covered by the BasicMed rule.

More Government stuff:

Are you a CFI, if so you may need to review TSA's rule that began November, 2024.

<https://www.ecfr.gov/current/title-49/subtitle-B/chapter-XII/subchapter-C/part-1552?toc=1>

Title 49, Subchapter C, Part 1552

Paul Camp - President EAA Chapter 2



Coming Events:

Thursday February 13 — Chapter 2 Gathering at the Ivy Tech Aviation Center, Smith Field, 7:00 PM. Member Amber Creed will continue her 3-part series on flight simulators. This part focuses on Building Your Simulator. It will cover required components and equipment, basic construction principles, as well as techniques for upgrading an existing system. No VMC club this month.

Thursday March 13 — Chapter 2 Gathering at the Ivy Tech Aviation Center, Smith Field, 7:00 PM. Amber Creed will conclude her 3-part series on flight simulators. This part focuses on Training in a Simulator. It will cover how to get the most from your simulator and creating realistic training scenarios. Come early (6:30) for the VMC club discussion!

Thursday April 10 — Chapter 2 Gathering at the Ivy Tech Aviation Center, Smith Field, 7:00 PM. Topic TBD. Come early (6:30) for the VMC club discussion!

Are you a pilot? Are you building an aircraft? Are you an aircraft owner?
Are you just "plane nuts" about aviation?

VMC CLUB — JANUARY ANSWERS

BY LARRY ZEPP, VMC CLUB COORDINATOR

Question 1. You're planning a VFR cross country flight in your 1977 Cessna Cardinal RG, which does not have a Minimum Equipment List (MEL). As you're taxiing out for departure, you notice that the turn coordinator is inoperative (red flag showing). Can you legally fly the airplane on this flight with the turn coordinator inoperative?

Answer: Yes, but you need to stop and do your homework first. The turn coordinator is not required as part of the VFR-day type certification instruments and equipment (§ 91.205), is not listed in the Kinds of Operations Equipment List for the aircraft (POH), and does not pose a hazard for this flight (your determination). It is not required by any airworthiness directive (this might be harder to determine). However, per § 91.213, it must be deactivated and placarded "Inoperative" prior to flight. Since the instrument is on a separate circuit, it can likely be deactivated without assistance from a mechanic. It will need to be repaired no later than at the next aircraft inspection.

The one question to ask yourself is whether in an emergency (low visibility, or inadvertent continued VFR into IMC), would it be safe to be flying the airplane without this instrument.

Question 2. What's the secret for keeping the airplane straight and level when you are busy with other tasks?

Courtesy of Pilot Workshops.com

Question 2 answer, next page...



2025 Membership Renewal

It's not too early to renew for 2025!

Your support of and participation in EAA Chapter 2 can enrich your aviation interest and understanding, as well as that of aviation enthusiasts of all ages.

Your support and participation also helps promote aviation throughout the broader community.

Membership renewal is easy, using the interactive form on the EAA 2 [website](#). Dues can be paid online via credit card / PayPal.

Alternately, you can mail your printed form and check to:

David Resler
4719 S. 300 E
Churubusco IN 46723

Individual memberships are **\$20**.

Family memberships are **\$30**. This covers two adults and all children in a family.

Student memberships are **FREE** to those under 19 who are EAA members, which is free to them. See www.eaa.org/membership for details on how to join the EAA as a student.

Newsletter options. Emailed newsletters are **FREE**. If you want a printed newsletter, please add **\$12** to your membership dues to cover the costs of printing and postage.

Are you a pilot? Are you building an aircraft? Are you an aircraft owner?
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When you reach to twist a knob, move a control, or even just look away to check a chart on your iPad, you’re unconsciously nudging the flight controls. It’s almost impossible to suppress these involuntary inputs. They’re especially insidious when you’re in IMC or flying at night, and if you don’t catch the deviation quickly, a gentle bank can lead to a spiraling descent or other prelude to a loss of control, especially if you also experience the first symptoms of spatial disorientation.

The key to avoiding subtle control inputs is opening your hand before you turn your attention away from the instruments—or the big horizon outside the window when you’re flying visually.

Don’t completely let go of the yoke or stick. Just consciously relax your fingers and arm so that you don’t make roll or pitch inputs while you’re performing a cockpit flow check, switching fuel tanks, changing frequencies, or loading an approach.

Pause briefly before you turn your focus away from the primary flight instruments. With repetition, this habit becomes almost as automatic as the involuntary inputs that cause the problem in the first place.

LOOKING AHEAD to YOUNG EAGLES 2025!

May 3 - DeKalb County Airport

May 17 - DeKalb County Airport

June 14 - Tri-State Steuben County Airport

June 21 - DeKalb County Airport

August 9 - Smith Field Airport

August 16 - DeKalb County Airport

September 13 - Smith Field Airport

September 20 - Kendallville Municipal Airport

Volunteers and pilots always welcome!

David and Laramie Resler

Young Eagle Coordinators



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