

The FlyPaper

October 2016

The Official Newsletter for EAA Chapter 477, Charleston, South Carolina



Words From the President

Greetings fellow aviators and aviation enthusiastic I think cooler weather is arriving. (Let's hope) The warmer temps have continued to hold on, at least in the low country but it's finally starting to cool down.

Well on to bigger and better things. September was a good month for flying with a lot of fly-ins in the area. Triple tree, Allendale's first annual fly-in, and a couple of South Carolina Breakfast fly-ins, and though the weather was wet for big portion of the month all in all it was a good month for GA. I did have the opportunity to attend my first Triple tree experience. Let's see, fly to the Wal-Mart super center south of Laurens, SC, then a sight right turn and then FR (follow the road) Hwy 221 cross the river and then a left turn to the airfield. The landing was exciting as well over the trees and then drop the nose to an 7,000 grass strip, with about a million other planes landing as well, well may not a million, just a half a million; well you get the picture. It was a great day and lots and lots of airplane even a few old war-birds. Though it was hot in the 90's you could find a cool shaded spot to cool off. Special thanks to Lee Miller who drove his camper in on Wednesday and provided a place to cool off for those of us who arrived on Saturday. (Thanks Lee!) I have attached some photos of Triple tree.

I wasn't able to attend Allendale's first annual fly-in but those that did said it was good, lots of airplanes, and good fun at a good price, hats off to the folks at the Allendale airport. (Good Job)

If you missed our last EAA 477 chapter meeting, we discussed the third class medical reform with a lot of questions and answers. If you would like a print out of the information that was covered during the meeting, stop by the Walterboro airport, (RBW) and I will be happy to provide you one.

Looking forward to October's meeting we are very pleased to have Patrick Shields as our speaker. Patrick is an Air Traffic Controller at the Charleston International Airport. Patrick who has been with us in the past will be giving us an update on the changes on the airspace in the Charleston area as well as a time of questions and answers. Patrick, not only is a great guy, but also is very knowledgeable in air traffic control; this is a meeting you don't want to miss. We will start the day with Young Eagles flights at 08:00 pilot briefing at 0:730 and as always Hamburgers and hot dogs got off the grill from our favorite chef Bruce.

Well that should cover it for now, and like I always say keep those wings level and fly safe.

Roger Medlin
President EAA 477



Upcoming Events

EAA477 Chapter meeting

October 8th, Young Eagles at 8:00 with meeting at 11:00. Burgers and dogs on the grill after the meeting

South Carolina Breakfast Club:

October 16th Sumter, SC
KSMS

September Chapter Meeting Report

20 September 2016
1100 start time
12 in attendance
Taken by: Diana Belknap
Secretary

Roger:

- Welcome Guests and introductions
- Several flew up to the Triple Tree Fly-in
- Announcements:
 - 1st Annual Allendale Fly-in on Sept 24th, 11-5pm, food music, 25 gallon fuel prize
 - Brunswick, GA has its fly-in on 8-9 October, \$25, Golden Isle Air Show, Canadian Snowbirds will be there, 38 Special will perform.
 - The Tri-Motor at Owens Field in Columbia on 13-16 October (? September?)
 - Breakfast tomorrow at Lawrence.

Roy: Treasurers report

- 1) Officers election is next month, has a list to sign up

Roger:

- 2) Now for the '3rd class airman medical reform
- 3) Questions like: "When can I fly?", "Who will benefit from the reforms?" and 25 more questions are answered in the pamphlet Roger passed to all of us. Very helpful info.
- 4) Finished up around 1215 and had burgers and dogs on the grill out at the hanger

Newsletter editors note:

The questions presented concerning the Third Class Airman's Medical Reform were taken from the AOPA website and selectively presented to the group. There were far too topics that could be covered in this meeting.

Therefore, I have reproduced all of those question topics and responses from the AOPA website as provided by Roger. They appear at the end of the newsletter for all to read. They can also be viewed on the AOPA website by following this link:

<http://aopa.org/advocacy/pilots/medical/third-class-airman-medical-reform>

Persons reading the "electronic" version of the newsletter can simply click on the link above. Others will have to copy the link into their browser to access the online information.

Treasurer's Report

Roy Carson

Chapter 477 Department of Treasury Report

September Beginning Balance	\$2,551.03
Deposits	\$ 20.00
Expenses	\$ 78.95
Ending Balance	\$2,492.08

This concludes the Department of Treasury Report.

See ya at the airport,

Primitive Camping at a Little Grass Airstrip

by Lee Miller

In order to enjoy the best of two worlds I decided to spend the week camping at the Triple Tree Aerodrome Fly-in. I had heard many great things about the fly-in and since I don't own an airplane, but I do own a camper, I figured that I could see lots of airplanes (of all types) land and take off from a grass airstrip, and have a place to enjoy the evenings' rest in relative comfort.

Despite the title of this article, the “little” grass airstrip is over 7,000 feet in length and 400 feet wide, and is well kept, golf green grass.

Glen Phelps came out by car and spent a few of those days going to some seminars and looking at the planes with me. Glen will have his own story to tell about his adventurous trip out there. I had also hoped to provide a respite for a few more guys from the chapter who might be flying out and spend the night. As it turned out they all just did a day trip and went back home (although I threw together some burgers and chips for some of them for lunch while they were there).

Also despite the title the “primitive” camping was done in a 35' fifth wheel travel trailer that I had bought the week before. With that and a 7,000 watt generator we managed to make do for the week.

When you get a monster like this trailer behind you, you get these “oh wow, I hope I make it through here” moments. Even on the Interstate you pucker up a bit when you see the clearances on the overpasses and they are only 6 inches or so higher than the clearance you need. Trees are the next biggest concern as it would not take much for a good size branch to rip one of the A/C units off the roof. Thankfully I didn't leave marks on any overpasses or knock too many leaves off the trees.

Triple Tree has been doing this for several years now and have great instructions on how to get there. They even have special instructions for large campers and RV's which is great because the shortest path is a road that is impassable to long vehicles with low ground clearances. They route you around to another road (which is still narrow, but does not have the high railroad crossing that could hang up one of those vehicles). I took the “big trailer” route and then promptly missed my turn into the airstrip, which I figured out as I was looking at the impassable railroad crossing on the other side with no place to turn around. The sinking feeling of getting into a place that you can't get out of is almost claustrophobic. I figured I had gone about three quarters of a mile past the driveway that I figured must have been the airstrip entrance and had only seen one private driveway about a quarter mile back other than that one. I started backing up the road, thinking it was going to take most of the morning to get back to the airstrip. As I approached the private drive I got to thinking there would be the possibility that I could back this monster in between the two big trees guarding it without tearing up the trailer or the driveway and turn around. After several tries I squeezed it between them and got going the right way back to the airstrip (I was pretty proud of myself even though I screwed up to get there).

I camped beside a massive Motor Home on one side and later on a small “pop-up” camper moved in on the other side. People were camped in tents with their airplanes as well. We found out how much fun tent camping wasn't this year when we met a pilot from Summerville (Jim Lechleiter) and he offered to give me a ride in his plane the next morning in exchange for a night of sleep in the camper's A/C as he had been miserable the night before (a good deal for both of us). He had a neat little self inflating air mattress and got a space on the living room floor. I woke up early and got to ride a few times around the pattern with low flyby's and high G turns to start out my day “WHOOHOO”.



Glen will cover the airplane side of our visit to the aerodrome (a first for both of us). My first camping trip also went pretty well all things considered, but I definitely learned a hard lesson. Next time I go somewhere I haven't been before, with my little camper in tow, I will go scouting first.

Trip Report *Triple Tree Aerodrome*

Glen Phelps

Just had to include my assessment of the event! This was the first time I have attended, but following this experience, it will not be the last. As most experiences like this, there is far too much that can be presented in such a short article. And, as with great experiences, try as you might, there is nothing like being there. So, I hope this wets some appetites for next year.

I had intended to travel to the event earlier in the day than when I left. The intention was to meet with Lee Miller and spend a couple of days “rough camping” (yeah right) with him. I would join him early enough to enjoy the steak dinner on the grounds. But, I made my first mistake of the year, (yeah, right again) by taking my aging Ford Explorer which has in the past presented some “issues”.

Sure enough, I was just on the west side of Columbia when it became obvious that I was in trouble. Fortunately, I was at least in a “safe” place. However, I could not raise ANYBODY on the phone for help. I was able to contact Lee and told him to enjoy the dinner since I for sure was not going to make it.

I did get in touch with my twin brother in the midwest when I just wanted SOMEONE to talk to. He said, “Take a hammer and pound on the gas tank!”. Really? “Yeah, just do it”.

So, I did it. Sure made me feel a lot better too. And for some reason, things started to work again and within fifteen minutes I felt I could possibility make it! (Don't ask me for any reasonable explanation for what the “pounding” did. I have none.)

With this new accomplishment, I headed on the the Triple Tree event. Lee started driving in my direction (dinner was over) to “escort” me along the way in case I had more trouble, which I didn't. We met part way and we continued on to the campground.

The next morning I awoke to an awesome sight! Planes, campers both in tents and in motor homes! And what a beautiful place! A 7000 by 400 foot grass runway of grass like a golf green! Darn, I forgot my putter!! Absolutely perfect conditions.

Campers were everywhere





There were little airplanes,



There were Big airplanes



There were old airplanes





There were classic airplanes



And pilots just having fun



And Lee got a ride in a cool RV-6....

Lucky guy.....





We saw Roger arrive

And we saw him
leave



I will conclude this presentation with, the ONLY reason you should not go next year is because you are dead!

The following pages are a reproduction of the presentation as found on the AOPA website. Some of these topics were discussed in the meeting, but not all. They are reproduced for a benefit to you.

← Third Class Airman Medical Reform

THIRD CLASS AIRMAN MEDICAL REFORM

Third class medical reform is here, but it's a complex issue and we know you have questions. Here are our answers to the most common questions we're being asked about third class medical reform.

ARE WE THERE YET?

The president has signed the FAA Extension, Safety, and Security Act of 2016. That means medical reforms are now law, but it is important to know that pilots cannot take advantage of the new medical reforms until the FAA issues or revises regulations that conform to the new law

WHEN CAN I FLY UNDER THE REFORMS?

The legislation gives the FAA 180 days to create and enact new regulations that conform to the legislation. Unfortunately, if the FAA does not issue these regulations within 180 days, there is no immediate consequence. However, under the new law, if the FAA does not issue regulations within one year from July 15, 2016, the date the President signed the bill into law, then the FAA cannot take enforcement action against a pilot for not holding a valid third class medical certificate so long as the pilot makes a good faith effort to comply with the legislation. Again, pilots cannot take advantage of the new third class medical reforms until the FAA promulgates these rules. In the meantime, pilots need to continue to comply with the current medical certification requirements in order to fly.

THE FAA EXTENSION ONLY LASTS THROUGH SEPTEMBER 2017. DOES THAT MEAN REFORMS ARE ALSO TEMPORARY?

No, the reforms are permanent and will not be affected by the expiration of the authorization extension in 2017.

WHO WILL BENEFIT FROM THIS REFORM?

Hundreds of thousands of pilots can potentially benefit from these reforms. To qualify, you need to hold a current valid state driver's license and have held a valid FAA medical certificate, regular or special issuance, within the past 10 years from the date the legislation became law (July 15, 2016).

If you've never held a medical certificate, you will need to get an FAA medical certificate from an AME one time only. If your regular or special issuance medical certificate lapsed more than 10 years before the legislation is enacted, you will need to get a medical certificate from an AME one time only. And if you develop certain cardiac, neurological, or mental health conditions, you will need a one-time-only special issuance for each condition.

Pilots whose most recent medical certificate has been revoked, suspended, withdrawn, or denied will need to obtain a new medical certificate before they can operate under the new reforms.

WHERE CAN I FIND INFORMATION ABOUT MY OLD MEDICAL CERTIFICATE?

The FAA maintains an **airmen certificate database**, which you can search online, or contact the AOPA Pilot Information Center at 800/USA-AOPA (872-2672) Monday through Friday, 8:30 a.m. to 6 p.m., Eastern time or email pilotassist@aopa.org.

WHAT WILL I HAVE TO DO IN ORDER TO TAKE ADVANTAGE OF THE NEW REFORMS?

Once you meet the basic qualifications, you'll have to take a few steps to fly under the new reforms.

At least once every four years, you'll need to visit a state-licensed physician. At the visit, you'll need to provide your physician with an FAA-generated checklist, and your physician will need to certify that he or she has performed an examination and

discussed all the items on the checklist, including medications, with you. Your physician will have to certify that he is unaware of any medical conditions that, as presently treated, could interfere with your ability to safely operate an aircraft. You will then need to make a note of the visit and include the completed checklist in your logbook. You do not need to report the outcome of the visit to the FAA unless you are specifically requested to do so.

Every two years, you'll also need to take online training in aeromedical factors and keep the certificate of completion in your logbook. At that time you'll need to provide the FAA with some of the same information you do today, including authorization for the National Driver Register to provide your driving record to the FAA and a signed statement certifying that you understand that you can't operate an aircraft during a medical deficiency and that you don't know of, or have reason to know of, any medical condition that would prevent you from flying safely.

WHAT OPERATING LIMITATIONS WILL APPLY TO PILOTS FLYING UNDER THE NEW REFORMS?

Pilots flying under the new rules will be allowed to operate "covered aircraft" that weigh up to 6,000 pounds and have up to five passenger seats plus the pilot in command, at altitudes below 18,000 feet msl and at speeds of up to 250 knots. Pilots, if appropriately rated, can fly VFR or IFR in "covered aircraft." Pilots flying under the exemption cannot operate for compensation or hire.

WHAT IS A "COVERED AIRCRAFT?"

A "covered aircraft" is defined under the legislation as an aircraft that has a maximum certificated takeoff weight of not more than 6,000 pounds and is authorized under federal law to carry not more than six occupants.

HOW DOES THIS LEGISLATION COMPARE WITH THE PETITION FOR MEDICAL REFORM THAT AOPA AND EAA FILED JOINTLY BACK IN 2012?

The legislation greatly expands the number of pilots and aircraft who will be eligible to fly under third class medical reforms. The table below compares some of the key points.

<p>Aircraft Specifications</p> <p>Up to 4 seats, 180 hp, single-engine, fixed gear</p> <p>Up to 6 seats, up to 6,000 lbs (no limitations on horsepower, number of engines, or gear type)</p>
<p>Flight Rules</p> <p>Day VFR Only</p> <p>Day and Night VFR and IFR</p>
<p>Passengers</p> <p>Up to 1 passenger</p> <p>Up to 5 passengers</p>
<p>Aeromedical Training</p> <p>Pilots must take a free online course every 2 years</p> <p>Pilots must take a free online course every 2 years</p>
<p>Altitude Restrictions</p> <p>Up to 10,000 feet msl or up to 2,000 feet agl</p> <p>Up to 18,000 feet msl</p>

WHY ISN'T THIS A "DRIVER'S LICENSE" MEDICAL STANDARD?

To put it bluntly, we were faced with a choice: Make compromises that would allow medical reform to move forward and help thousands of pilots or allow medical reform to die. AOPA has been working to change or eliminate the third class medical certification process for nearly 30 years. The most significant medical reform prior to this was the creation of Sport Pilot, which allows pilots in some aircraft to fly without a medical certificate under limited circumstances. While we initially sought to expand that same standard to more pilots and aircraft, we ran into roadblocks at every turn. The FAA did not respond to our 2012 petition, and while the agency did initiate rulemaking, that process quickly stalled and it became clear that the regulatory path was blocked. In the legislative process that followed, some lawmakers made it absolutely clear that they would not support legislation that completely eliminated the third class medical or depended on a driver's license medical standard. The compromises we arrived at represent the very best deal we could get for pilots while winning sufficient support in Congress to keep the legislation alive. We recognize that not every pilot who was hoping for relief will get it. Nevertheless, this legislation will help thousands of pilots, and that's worth doing.

WHAT WILL THE CHECKLIST FOR THE MEDICAL EXAM INVOLVE?

The checklist will have two parts—questions to be answered by the pilot in advance of the exam and a list of items for the doctor to include in the examination. The questions will be similar to those asked on the application for medical certification and include identifying information like name and address, date of birth, a short medical history and listing of current medications, and information about whether you've ever had an FAA medical certificate denied, suspended, or revoked. Just as you do now, you'll have to affirm that your answers are true and complete and that you understand you can't fly if you develop a medical deficiency or disqualifying condition.

The second part contains a list of items for your physician to cover during the examination. The items are similar to those covered in an FAA medical certification exam and include:

Head, face, neck, scalp

Nose, sinuses, mouth, throat

Ears and eardrums
Eyes
Lungs and chest
Heart
Vascular system
Abdomen and viscera
Anus
Skin
G-U system
Upper and lower extremities
Spine, other musculo-skeletal
Body marks, scars, tattoos
Lymphatics
Neurologic
Psychiatric
General systemic
Hearing
Vision
Blood pressure and pulse

Your physician will exercise his or her discretion to address any other medical conditions identified in the exam and determine if additional tests are needed. Your physician will need to certify that he or she has performed an examination and discussed all the items on the FAA checklist, including medications, with you. Your physician will also have to certify that he is unaware of any medical conditions that, as presently treated, could interfere with your ability to safely operate an aircraft.

DOESN'T THE CHECKLIST MEAN THAT THIS IS REALLY JUST THE SAME AS A THIRD CLASS MEDICAL EXAM?

No. The current third class medical process requires the doctor to note whether a patient's condition is "normal" or "abnormal" and explain any abnormal findings. Under the exemption, the doctor is directed to conduct a medical examination and "address, as medically appropriate, any medical conditions identified." In addition, the results of the exam will no longer be sent to the FAA. Instead, the pilot will keep the completed checklist in his or her logbook and will only need to supply the information if the FAA specifically requests it, such as during an investigation or enforcement action.

WILL DOCTORS BE WILLING TO SIGN THESE FORMS?

Doctors are often asked to certify that a patient is medically fit for a specific job or activity. Many physicians are willing to administer such exams. To help make doctors more comfortable with the requirements, AOPA will work with medical organizations and physicians groups to provide educational materials and information about what the checklist requires and their role in providing their patients with these types of exams.

CAN I GO TO ANY DOCTOR FOR THE GENERAL MEDICAL EXAM REQUIRED EVERY FOUR YEARS? HOW DOES THE FAA KNOW THAT I COMPLIED WITH THAT RULE?

The legislation says that the comprehensive medical exam must be conducted by a state-licensed physician. To demonstrate compliance, just keep the completed checklist in your logbook. There's nothing to report to the FAA unless specifically requested.

WILL THIS REFORM CHANGE THE RULES REGARDING MEDICATIONS?

No. The rules regarding medications will remain unchanged. So pilots who take a medication that the FAA disallows will still be unable to fly while taking the disallowed medication. Please contact AOPA's Pilot Information Center if you have questions about a medication you are taking or that your doctor has recommended.

I UNDERSTAND I WILL NEED TO GET A ONE-TIME SPECIAL ISSUANCE MEDICAL IF I HAVE CERTAIN MEDICAL CONDITIONS. WHAT ARE THOSE CONDITIONS?

The conditions are described in the legislation and are limited to an established medical history of the following:

- Cardiovascular: myocardial infarction (heart attack); coronary heart disease that has required treatment; cardiac valve replacement; and heart replacement.
- Neurological: epilepsy; a transient loss of control of nervous system functions without satisfactory medical explanation of the cause; and disturbances of consciousness without satisfactory medical explanation of the cause.
- Mental Health: personality disorder that is severe enough to have repeatedly manifested itself by overt acts; psychosis defined as a case in which an individual has manifested or may reasonably be expected to manifest delusions, hallucinations, grossly bizarre or disorganized behavior, or other commonly

accepted symptoms of psychosis; bipolar disorder; and substance dependence within the previous two years as defined in FAR 67.307(4).

Pilots who have a clinically diagnosed mental health or neurological condition will be required to certify every two years that they are under the care of a state-licensed medical specialist for that condition. Details of how that certification process will work have not yet been determined.

Pilots with a cardiovascular condition will still need to get a one-time special issuance, but successful completion of a clinical evaluation will satisfy the process for getting an Authorization for Special Issuance of a medical certificate with no mandatory waiting period.

WHEN WILL THESE NEW RULES GO INTO EFFECT?

Now that the legislation has been signed into law, the FAA will begin a rulemaking process to make the regulatory changes required by the legislation. To ensure that pilots don't have to wait indefinitely, there is a provision in the legislation that says if the FAA has not produced a final rule within one year of the legislation becoming law, then pilots can operate within the parameters of the legislation without fear of enforcement action. In other words, once the legislation has been enacted, pilots will be able to fly under its provisions within one year—less if the rulemaking is completed more quickly.

HOW DOES THIS HELP ME IF I'M ON SPECIAL ISSUANCE?

If you have had a special issuance medical within the 10-year lookback period and your medical status is unchanged, you should be able to fly under the exemption provided you meet all the other qualifications, including being under the treatment of a physician for your medical condition. If you develop a new condition that requires a special issuance medical certificate you will have to apply for a one-time special issuance for that condition.

WHAT IF MY REGULAR OR SPECIAL ISSUANCE MEDICAL EXPIRES BEFORE THE LAW TAKES EFFECT?

If your regular or special issuance medical certificate expires before the new regulations take effect and you want to continue flying, you will need to renew it in order to keep flying while the FAA completes its rulemaking process. Whether or not you choose to renew your medical certificate to cover the gap period, you will be allowed to fly as soon as the new rules take effect, provided your medical expired within the 10-year window following enactment of the legislation and you meet other requirements under the new legislation. To be clear, the 10-year lookback is based on the expiration date, not the issuance date, of your last medical certificate.

WHAT IF MY MEDICAL BECOMES MORE THAN 10 YEARS OLD BEFORE THE LAW TAKES EFFECT?

The clock on the 10-year lookback starts the day the legislation is enacted, not when its provisions take effect, which could be up to one year later. So, the date the legislation became law, July 15, 2016, is the date that counts when it comes to determining whether or not your certificate was valid within the 10-year window. If your medical expired more than 10 years before the date of enactment, you will need to go through the medical certification process one more time in order to fly under the new legislation.

WILL THIS AFFECT ME IF I STILL WANT TO FLY AS A SPORT PILOT?

Not at all. You may still fly light sport aircraft with at least a sport pilot certificate and a valid driver's license in lieu of a medical certificate.

CAN I FLY UNDER THESE RULES AS A CFI?

While we were supportive of the applicability of the new reforms to CFIs, unfortunately, we understand the legislative intent is that the new medical reforms will not be required by law to be extended to CFIs. Under existing law as well as under the new legislation, the FAA continues to have the discretion to modify or retain the medical certification requirements and procedures that currently apply to CFIs.

DO THE NEW RULES INCLUDE TWIN-ENGINE OPERATIONS?

As long as the aircraft meets the definition of a “covered aircraft,” you will be able to fly a twin-engine aircraft. So, twin-engine aircraft that weigh less than 6,000 pounds and have room for up to five passengers plus a pilot in command qualify, provided they are flown at speeds below 250 knots indicated airspeed and altitudes below 18,000 feet msl.

WILL I BE ABLE TO GET INSURANCE IF I FLY UNDER THESE NEW RULES?

Insurance companies have not yet addressed how they will handle medical reforms and are unlikely to do so until the FAA rulemaking process is under way. Our experience with the sport pilot regulations showed little or no impact on insurance availability or rates, and AOPA is working with insurers to be certain they understand how the reforms will affect pilots. Since each company uses slightly different language regarding medical requirements, the best thing to do is to contact your insurance broker or company and ask how they will handle anticipated reforms. History indicates that compliance with the applicable regulations is typically all that is required by insurance companies.

WHAT IF I JUST WANT TO KEEP GETTING A THIRD CLASS MEDICAL CERTIFICATE EVERY TWO OR FIVE YEARS?

You can do that. Just keep doing what you’re doing, including making regular visits to the AME and renewing your medical certificate as required.