

# The FlyPaper

October 2017

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



## Words From the President

Clean up and repair, that seems to be the focus from the last two hurricanes, though we suffered minimal damage here at the Lowcountry Regional airport. (RBW) Indeed it has been a rough hurricane season for the southeast and Texas as many folks are still putting their lives back together.

Moving on to what's happening with the EAA 477 Chapter. Special thanks to Glen Phelps who did an outstanding job as our speaker at our last chapter meeting. Glen's presentation on the Basic Med, the new medical program implemented by the FAA as an alternative for the standard FAA medical was very good and insightful. (Thanks GP)

Looking ahead to October's chapter meeting, the Boy Scouts of North Charleston will be providing us with lunch as a thank you for the young flights they have received. Along with the Boy Scouts, which many will be taking Young Eagle flights, Pat Shields, an Air Traffic Controller from Charleston International airport will be our guest speaker. Pat will be discussing the new law in congress on privatization of Air Traffic Control. Lots of questions and answers I am sure. Patrick has been with us a number of times and as always it's a pleasure to have him come back.

It also have been a very busy month at the Lowcountry Regional Airport as the skies over Walterboro where filled with ten of the US Army's finest. Ten Apache helicopters from Ft Brag, Fayetteville, NC, in route to Ft. Steward, GA for some training and shooting exercises, stopped by for fueling and stretching their legs. It was an awesome sight. I have attached pictures and information to the newsletter on the Apache. (Check it out)

As we are closing out the year I would like to remind all our members of our upcoming elections which are held in November for 2018.

As the weather is cooling, (we hope) there is great opportunity to get out and fly. Lots of fly-ins, breakfasts and air shows happening around the state and region, so seize the moment get out and fly. If you don't have plane find out who does and see if a seat is available and where they are going.

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



Roger Medlin  
President EAA 477



## Upcoming Events

**EAA477 Chapter meeting**  
October 14th Young Eagles at 8:00 with meeting at 11:00. Burgers and dogs on the grill after the meeting

**South Carolina Breakfast Club:**

**October 8th** Camden, SC

**KCDN** Woodward Field

**October 29th** Orangeburg, SC

**KOGB** Orangeburg Municiple

## **Sightings Report**

**Roger Medlin**

### **Boeing AH-64 Apache**

The skies over Walterboro were filled with the Apache AH-64 choppers, in fact ten of our Army's finest landed at the Lowcountry Regional Airport on their way to Ft Steward, GA for training and firing exercises.

The AH-64 Apache is an American four-blade, twin turbo shaft attack helicopter with a tail wheel-type landing gear arrangement and a tandem cockpit for two-man crew. It features a nose mounted sensor suite for target acquisition and night vision systems. It is armed with a 30 mm M230 chain gun carried between the main landing gear, under the aircraft's forward fuselage. It has four hard point mounted on sub-wing pylons, typically carrying a mixture of AGM-114 Hellfire missiles and Hydra 70 rocket pods. The AH-64 has a large amount of systems redundancy to improve combat survivability.

The US Army is the primary operator of AH-64; it has also become the primary attack helicopter of multiple nations, including Greece, Japan, Israel, the Netherlands, and the United Arab Emirates; as well as being produced under license in the United Kingdom as the Agusta Westland Apache. American AH-64s have served in conflicts in Panama, the Persian Gulf, Kosovo, and Afghanistan.

You might say this is one fighting machine; hats off the United States Army and all the men and women who serve to protect and keep us safe. article, but here are some of my favorites.



## **Up Coming Aviation Events Near Us**

**Ron Malec**

October 21<sup>st</sup>, 10:00 AM to 4:00 PM, Aerofest 2017 - Jim Hamilton – LB Owens Airport (KCUB) to benefit Camp Kemo ([Http://flykcub.com/?q=content/aerofest-2017](http://flykcub.com/?q=content/aerofest-2017))

October 28<sup>th</sup>, 9:30 AM until..... EAA1167 Fall Fly-in, Conway-Horry County Airport (KHYW)

November 11<sup>th</sup> and 12<sup>th</sup>, Warbirds Over Monroe, Charlotte-Monroe Executive (KEQY) (<https://warbirdsovermonroe.com/>)

## **Young Eagles**

**Jeff Grigg**

*Young Eagles Coordinator*

This past month we flew 18 Young Eagles and 2 not so young Eagles. Thanks to Roger, Mike and Bill. Mike even went so far as to borrow a 172 from Billy Carter from Walterboro Skydive.

We had mostly returning students from Stall High School. After the program one of the students came over to me and asked if she could give me a hug. I have flown her previously. She said she enjoys my flights and is appreciative of our giving and dedication to these flights. Really unexpected. Got a lot of thank yous and hand shakes. Nothing like seeing the smiles on their faces.

I do have to give a special shout out to my wife Barbara. She is notable for being almost unflappable and handling all the paperwork in a businesslike and prompt manner. We would be a mess without her.

Thanks to the volunteers on the ground too.

Safety, safety, safety. If you are attending or helping on the ground there are a few rules. All youths, parents and others must stay in or right next to the hanger. They are NOT allowed on the flight line without escort to an aircraft they are going to fly in. No one is to just go looking at parked aircraft, this goes for adults and EAA members as well. If you are escorting kids to or from an aircraft if there is an aircraft on the ramp with an engine running you need to be next to an aircraft and not moving until the other aircraft is out of the area.

If a transient aircraft comes in for fueling at the pumps, please move all students into the hanger until they are finished fueling.

That's it for this month. Please if you can volunteer for ground. You'll get a free T shirt with the Young Eagle logo and Chapter 477 on the sleeve.

Any questions please let me know!



## September Chapter Meeting Report

*Glen Phelps*

The meeting kicked off on schedule at 11:00 AM. There was general discussion regarding what pilots like to do and what they have been doing. A brief summary of the morning Young Eagle event and a great thank you to Barbara Grigg for the tireless work she does in keeping the paper work going smoothly. Thanks Barbara!

A short “treasurer's” report, we are still solvent, and made a little slight increase in the money coffers over the last month, but that was just generous people eating lunch in comparison with the cost of food and drink. We really do appreciate members donating to the cost of the lunch.

I should mention, that the “mystery” chef was nothing other than our President, Roger Medlin. Look out Bruce, this guy is good.....

With that, we proceeded with the topic presentation, Basic Med, which I presented.

There was a good amount of input and questions from those in attendance. For those of you that could not make to the meeting, I am going to do my best to summarize it. Regardless, it is just like a picture: you just had to be there to get the most out of it.

I chose to use AOPA as my source of information. EAA I am sure is just as good in helping persons get through the Basic Med process. You don't have to be a member of AOPA to ask them questions, as they and I am sure EAA, are eager to encourage pilots to use the Basic Med program. After all, they both spent a lot of time over several years pushing for congress to come on board and eventually, get the FAA to put forth a process that meets the goal of the bill that was written into law.

At this point, I will present the slides I used with the presentation, along with comments shared at the meeting.

Before Basic Med became law, we had a presentation where we debated the need for the program. Many of use felt that we were probably better off just getting a medical. But, the program as now defined is really big! In the next slides, you will see just how much. However, there still are some questions that you need to ask yourself regarding WHY do you want to use the new program. Think about these. If the reason is to “get around” reporting medical issues, you are doing it for the wrong reason!

The last line on the slide is something we ALL must do regardless of the medical that we have in our pocket.

## Basic Med

**Is it something I really want to do?**

**Why would I want to do it?**

**There are those that say:**

- Are you concerned about passing a physical with an AME?
- Is it the cost of a third class medical?
- Is it for simplicity?
- Is it for convenience?
- How does it fit for you?
- How about someone having to get a special issuance every year?

**One thing to remember is that regardless of the medical certificate we use for flying, we must always “self certify”!**

Here are the basic questions that everyone needs to know regarding the Basic Med program.

1. DO I QUALIFY?
2. WHAT DO I NEED TO DO?
3. WHERE - AND WHAT - CAN I FLY?

To qualify, you will need to have a pilot certificate, a valid driver's license AND have an FAA medical as shown in the slide, PRIOR to July 15, 2016. Note that it can be 1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> class, regular OR SPECIAL ISSUANCE.

This is huge for pilots that have to get yearly special issuance medicals with all of the requirements associated with them.

### 1. DO I QUALIFY?



PILOT CERTIFICATE



DRIVER'S LICENSE



FAA MEDICAL CERTIFICATE

1ST, 2ND OR 3RD  
REGULAR  
OR SPECIAL ISSUANCE

WITHIN 10 YEARS  
PRIOR TO JULY 15, 2016

There are, however, situations that would preclude your being able to participate in the program. They are presented in this slide.

IF this is the case, you will have to go through the process of obtaining at least a third class medical again, along with a special issuance if it is required.



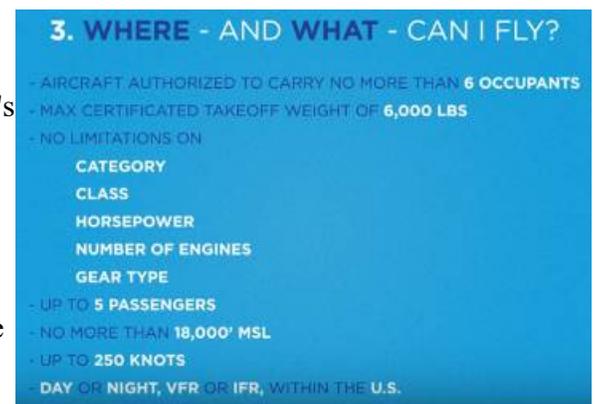
These are conditions that would preclude your getting a Basic Med certificate if they occurred since your last medical, OR if they occurred AFTER you are approved for the Basic Med. Or at least that is my understanding.

These are MAJOR incidents. For more details, I would recommend contacting AOPA or EAA.

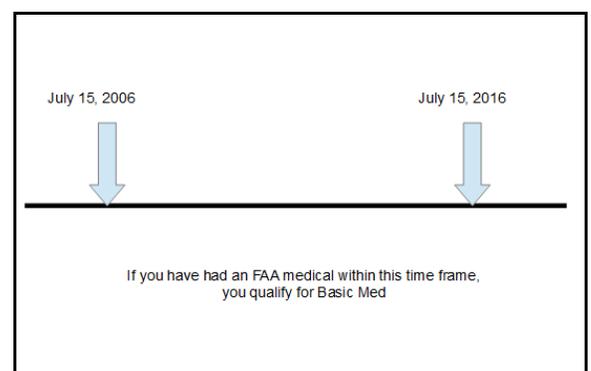


This is what you can do flying on a Basic Med certificate. Remember, the Light Sport program was designed with a driver's license as a "medical", but is restricted to weight, seating and performance of aircraft.

Think about this: flying a light twin at 17,500 feet in the cloud with six people on board in IFR! Just speed and weight being the other restrictions. OK, you will not be able to go outside the Continental US. That means Mexico, Canada or the Islands.

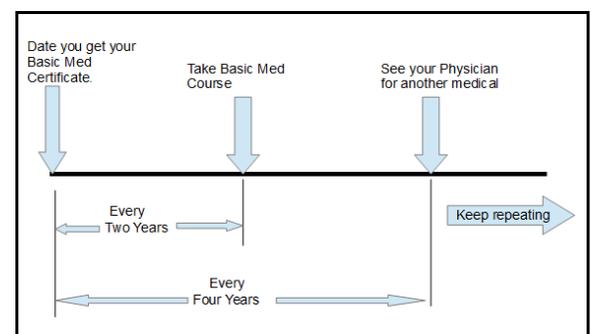


Here is a summary. If you have an FAA medical of ANY level, including special issuance in this time frame you qualify for the Basic Med program.



You will have to pass the "course", and get a doctor to complete the physician's portion of the medical for with an appropriate examination. Once you have this, you will have to retake the "course" every two years, and get a medical doctor to sign the medial form after completing an appropriate examination.

It is my understanding that IF you develop a disqualifying condition, you will have to then obtain another standard FAA medical which might include a special issuance.



Let's talk about the "course". There 20 questions that are really medically related as they apply to aviation, or really driving if you will. Once you successfully pass the course, you will have to get the medical form (can be downloaded from AOPA) and complete your portion sighting ALL conditions EVER experienced. You will then take the physicians portion to a licensed doctor to complete that part of the form along with that person doing a medical exam. The detail might depend on what you have on your portion of the form, unless that person is knowledgeable concerning your medial history. Once completed those forms are kept IN YOUR POSSESION and only presented to the FAA if they request them.

<p><b>The Basic Med "Course"</b></p> <ul style="list-style-type: none"> <li>• A series of questions, that are mostly medically related</li> <li>• You can take the "course" multiple times, as there is no recording of how many times you had to take it to get a "passing" score</li> <li>• Once you have passed it, this information (AOPA) will keep the information and forward it to the FAA upon completion of the other things that need to be done.</li> </ul> <p><b>The Medical Form</b></p> <ul style="list-style-type: none"> <li>• Looks JUST LIKE your medical form that you have used in the past.</li> <li>• You will not be able to input "PRNC" (Previously recorded no change)</li> <li>• You will have to put ALL conditions EVER experienced in the form</li> </ul> <p><b>Where are the forms kept?</b></p> <p>"In your personal possession", or Log Book</p>
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Here are some bullet points representing discussion during the presentation

- One person knew of someone that thought he could just take the course without reading the material associated with the questions. That person failed four out of the first five questions. I am confident if you do not read the material, you will have the same experience.
- One individual in the group had completed the requirements for Basic Med and showed how he is keeping the required documents to meet the requirements.
- This program is very beneficial for those that carry a special issuance medical. One individual in the group falls into this category. Special issuance medicals vary. In this case, he will have to apply again in a year and a half. It seems to me that this is perfect for him. He is advised to contact AOPA or others that know details to ensure what appears to be correct is indeed correct.
- IF you have a special issuance, I would ASSUME that you are seeing an appropriate professional that will address this condition regardless of the standard FAA medical or Basic Med certification process. Certainly, this is not the place to attempt to by pass good medical health care.
- Four years between medicals is almost ridiculous. A prudent person should see a primary care physician on a regular basis. Yearly is a good standard. Men, it is the presenter's opinion that if you are over 50 years of age and not getting an annual PSA, you really need to think about that.
- One individual found that it was just as time consuming and costly to do the Basic Med as the standard third class medical. This certainly can be the case.
- There has to be a reason to do the Basic Med program. Outside of the special issuance, you really do have to have a justification. For the writer, it is really boiling down to "convenience".
- IF your goal is to "bypass" conditions that would keep you from obtaining a standard FAA medical, you are asking for trouble. This is not the place to cheat.
- I as the presenter, do have issue with telling a doctor that flying an airplane is just like driving a car. Especially if it is a high performance and complex aircraft. It just ain't so.....

## **Treasurer's Report**

*Glen Phelps*

This was a really quite month. Only expenses were for materials for the cookout, and the cash donations from members at the cookout. I would like to remind you that we really do need to cover these expenses and your contributions make a difference.

The financial summary is as follows:

Beginning balance =	\$2,225.92
Ending balance =	\$2,225.51
Increase or (decrease) =	(\$0.41)