



NEWSLETTER

EAA 297 - KITTYHAWKERS

VOLUME 47

August 2016

NUMBER 8

PRESIDENTS CORNER

The weather has sure been hot, and regrettably it will remain so for the next few months. But on a positive note, during the winter months, we will shovel very little snow. Our August 6th Chapter meeting will start as usual in the No Whining Saloon. Plan to join us for a great time and a delicious lunch. At this meeting, I would like to invite anyone who attended AirVenture at Oshkosk to give us a situation report and share their experiences. Lots of information is already posted on line with EAA.

Tom has lined up a speaker, for our October meeting, who has had experience with US Military Experimental Aircraft.

For all of us who are fascinated with flight, you may be interested in the celebration of National Aviation Day. It will be held on Friday the 19th of August at Kill Devil Hills, NC. If you hit the web for firstflight.org you'll get more info on the event. The admission is free and there will be lots of activities throughout the day. The local Coast Guard Station is also participating. Again, check the internet for details. If you plan to fly, we have plenty of chapter members with experience navigating through and around the Marine Corps restricted/alert areas. Seek them out if you have questions.

The Chapter is looking for volunteers to man a chapter booth during the Aviation Day at Wilmington Airport on Saturday October 8th. The day will include a 5K Fun Run, static displays, helicopter rides, and lots of food trucks with local, mobile cuisine. We are hoping to increase our chapter membership with folks who share an interest in aviation. If you man the booth you do not have to join the 5K run....

EAA Chapter 297's annual Fall Fly-in is scheduled for Saturday the 12th of November. This has always been a fun event and a great success. Please be thinking about new ideas and improvements that we could incorporate to make our fly-in the one that everyone wants to attend.

Dave

WEST VIRGINIA DISASTER RELIEF

During the 22nd and 23rd of June more than 10 inches of rain fell on parts of West Virginia causing floods and mudslides. In the wake of the storms, emergency officials reported 1500 homes destroyed, 4000 homes damaged, and 125 business lost. Several days later Gabe Glinisky and his fiancé Jill Cely were listening to the devastating news and wondered how they might help. Jill and Gabe had flown in that area and were familiar with the local airport so the idea of a relief flight was born. Gabe called Tom Goodwin and the idea grew. The EAA Chapter 297 email roster was put to good use and chapter volunteers responded with generous donations. Sam McGowan, Jerry Collins, DeVanna Mathis, and Elam Gryphon were just some who contributed supplies. James Smith of SkyPort Aviation at OAJ was especially helpful with a large donation of cleaning and bleaching supplies. And a chapter member, who remains anonymous, donated a very large check to the effort.



On Saturday July 2nd Tom Goodwin and his son Tommy loaded up their Bonanza; and Gabe and Jill packed their Piper Cherokee, and both headed toward Greenbrier Valley Airport. They were joined there by three Cessna 172's flown by EAA members arriving from

EAA CHAPTER 297 107 AVIATOR LANE, BURGAW, NC 28425

www.eaa297.org

PRESIDENT – DAVID MOORE
VICE PRESIDENT – TOM GOODWIN
SECRETARY – TBV
TREASURER – JERRY COLLINS
NEWSLETTER – MARK THOMAN

(910) 686-8907
(910) 470-7000
(To Be Volunteered)
(910) 617-9703
(910) 577-5446

cmoore016@ec.rr.com
tom@jdiinc.com
g.collins.nc@gmail.com
mnthoman@embarqmail.com

Maryland. The five aircraft flew in more than 2000 pounds of relief supplies. The hangar of the local FBO was being used as a staging area for airlifted supplies. The distribution of the relief supplies was being coordinated by St. James Episcopal Church in Lewisburg. The Rector, Rev. Joshua Saxe was thankful for the donations and appreciated the efforts of all involved. Reverend Saxe said that they were blessed with an abundance of supplies, but that the recovery phase would be long, and that additional supplies and volunteers will be needed for months to come.

circumnavigated as both aircraft proceeded to their final destinations. Tom and Gabe both agreed that our chapter's efforts had a direct and significant impact. They wanted to share with us the appreciation that was expressed to them, and to thank all who contributed. Our collective efforts made a difference to the folks in West Virginia.



Our typical North Carolina convective summer weather made the flight home for both aircraft a bit more interesting. Some towering cumulus clouds were



How to continue to help. Pilots who wish to ferry supplies or volunteer to help with the recovery phase throughout the devastated areas of West Virginia can view needs and register through the [Volunteer West Virginia website](#). Those who want to help specifically in Greenbrier County can learn how to get involved through the [Greenbrier Valley Flood Recovery and Relief Facebook page](#) and the [United Way of Greenbrier Valley website](#).

CROSSING THE INACTIVE RUNWAY

Editors note: As a young “aviator in training” I distinctly remember being taught that a clearance to taxi to the active runway included a clearance to cross all inactive or closed runways. I have included this AOPA article because the current regulations indicate the opposite, and were quite a surprise to me. Because we have many pilots who operate from ILM, which has multiple runways, I thought it would be worth repeating this important information.

Author - Jared Allen - Attorney for AOPA’s Pilot Protection Services

Every so often the Legal Services Plan receives a call from a pilot who, while taxiing to the active runway at the local towered airport, casually crossed a closed runway. As a result, ground control quickly advised the pilot of a deviation as no clearance had been issued to cross the closed runway. Having reviewed the NOTAM in effect for the runway closure prior to the flight, the pilot tells us that while taxiing the aircraft, he or she concluded that no clearance was necessary to cross the closed runway because there was no doubt that the runway was in fact closed.

However, the federal aviation regulations do not make any distinction between a closed runway and an active runway when it comes to clearance requirements. For example, with respect to takeoff, landing, and taxi clearances at Class D airports, [14 CFR 91.129](#) states that “no person may, at any airport with an operating control tower, operate an aircraft on a runway or taxiway, or take off or land an aircraft, unless an appropriate clearance is received from ATC.”

Additional insight can be gained from [FAA Order JO 7110.65W](#), which prescribes ATC procedures and phraseology, and states that for taxi and ground movement operations, “Aircraft/vehicles must receive a clearance for each runway their route crosses. An aircraft/vehicle must have crossed a previous runway before another runway crossing clearance may be issued. NOTE—A clearance is required for aircraft/vehicles to operate on any active, inactive, or closed runway except

for vehicles operating on closed runways in accordance with a Letter of Agreement (LOA).”

Likewise, the [FAA's best-practice guide for runway safety](#) states that pilots must “never cross a hold line, including inactive or closed runways, without explicit ATC instructions.” With this in mind, never hesitate to query ATC to be certain that you are cleared to cross or enter a runway.

AEROMEDICAL REFORM

Editors note: The following are the Frequently Asked Questions from the EAA’s Website concerning the recently passed and signed regulations. I know there are several of our chapter members who have been long awaiting these changes. I hope this information helps. See the EAA Website for additional information.

From the EAA Website:

Here are answers to some of the major questions EAA members are asking about third class medical reform:

What is the current state of the Pilot’s Bill of Rights 2?

On July 15, President Obama signed third class medical reform into law as part of the 2016 FAA extension bill passed by Congress this week.

Who will benefit from this reform?

Anyone who flies with a third-class medical certificate can benefit from this reform. In fact, almost anyone who has held a regular or special issuance third-class medical certificate within the 10 years preceding the date the legislation is enacted will **never** again need to visit an aviation medical examiner (AME). If you’ve never held a third-class medical certificate, you will need to get a medical certificate **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 **one time only**. And if you develop certain cardiac, neurological, or psychological conditions, you will need a **one-time only** special issuance medical.

What’s in the bill?

You will need to visit your personal physician at least once every four years and provide an FAA-developed checklist of issues to be discussed during the visit. Both you and your physician will need to sign the checklist saying that you discussed the items on it. You will then need to make a note of the visit and include the checklist in your logbook. You do not need to report the outcome of the visit or file any paperwork with the FAA unless you are specifically requested to do so.

You also will need to take online training in aeromedical factors every two years. The training will be offered free of charge.

Pilots flying under the new rules will be allowed to operate aircraft that weigh up to 6,000 pounds, carry up to five passengers plus the pilot in command, fly at altitudes below 18,000 feet, and at speeds of up to 250 knots. Pilots, if appropriately rated, can fly day or night, and VFR or IFR in qualified aircraft.

What will be in 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 include identifying information like name and address, date of birth, a short medical history and list of current medications, and information about whether you've ever had an FAA medical certificate denied, suspended, or revoked.

The list of items for the doctor to cover in the examination are now part of the third-class medical exam and are typical to those found in any routine physical. These items 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 arks, scars, tattoos; Lymphatics; Neurologic; Psychiatric; General systemic; Hearing; Vision; Blood pressure and pulse. And anything else the physician in his or her medical judgment considers necessary.

The doctor will have to indicate that he or she has made the necessary checks, and both the pilot and doctor will need to sign the form.

Do I have to go to an AME for the general medical exam required every four years? How does the FAA know that I complied with that rule?

No, you can go to any primary care physician for your exam and you do not need to visit an AME. To demonstrate compliance, just enter the visit 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. Because the FAA does not publish a list of disallowed medications, please contact EAA membership services 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?

Those conditions are described in the federal aviation regulations and are limited to an established medical history of the following:

- Cardiovascular: myocardial infarction (heart attack); coronary heart disease that has been treated by open heart surgery or cardiac valve replacement; and heart replacement.
- Neurological: epilepsy; a transient loss of control of the nervous system; 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; manifested or may reasonably expected to manifest delusions, hallucinations, grossly bizarre or disorganized behavior, or other commonly accepted symptoms of psychosis; severe bipolar disorder; and substance dependence within the previous two years as defined in FAR 67.307(4).
- Pilots who suffer from 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.

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 by July 2017 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 currently hold a special issuance third-class medical certificate, or have held one within the 10 years preceding enactment of the legislation, and do not suffer from or develop one of the specific cardiac, neurological, or mental health conditions identified as exceptions, you will **never again** need to go through the special issuance

process. That means you will no longer need to repeat expensive and time-consuming medical tests and submit complex paperwork to the FAA in order to fly. Obtaining a special issuance medical certificate can cost thousands of dollars—that's money you won't have to keep spending year after year. Even if you have one of the listed conditions, you will need to get a special issuance **one time only**—again a savings of thousands of dollars and countless hours of your time.

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, you may choose to renew it in order to keep flying. 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 preceding enactment of the legislation.

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 becomes law is the date that counts when it comes to determining whether or not your certificate was valid within the 10-year window. If the last time you held a valid medical was more than 10 years, you will need to go through the medical certification process one more time in order to fly under the new regulations.

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 third-class medical certificate.

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 medical reform becomes law. Our experience with the sport pilot regulations showed little or no impact on insurance availability or rates. 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.

Of course I talk to myself; sometimes I need expert advice.

FUTURE EVENTS

August

- Saturday 6th** **EAA 297** - Chapter Meeting 10:00 AM in the Chapter Clubhouse.
Lunch in the No Whining Saloon 12:00 PM
- Sunday 7th** South Carolina Breakfast Club, Anderson Regional Airport (KAND)
- Sunday 21st** South Carolina Breakfast Club, Berkeley County Airport (KMKS)
- Friday 26th** Final Friday Fly-In, 3:00-7:00 PM Lumberton Regional Airport (KLBT)

September

- Sunday 4th** South Carolina Breakfast Club, Jim Hamilton L B Owens Airport (KCU)
- Saturday 10th** **EAA 297** - Chapter Meeting 10:00 AM in the Chapter Clubhouse.
Lunch in the No Whining Saloon 12:00 PM
- Wednesday 14th** **EAA 297** - Board of Directors Mtg 7:00 PM, No Whining Saloon
- Sunday 18th** South Carolina Breakfast Club, Laurens County Airport (KLUX)
- Saturday 24th** EAA 1456 - Pancake Breakfast Fly-In Sumter County Airport (KSMS)

October

- Saturday 1st** **EAA 297** - Chapter Meeting 10:00 AM in the Chapter Clubhouse.
Lunch in the No Whining Saloon 12:00 PM
- Saturday 8th** Aviation Day at Wilmington Airport
- Sunday 2nd** South Carolina Breakfast Club, Woodward Field Airport (KCDN)
- Sunday 16th** South Carolina Breakfast Club, Sumter County Airport (KSMS)
- Saturday 22nd** EAA 1456 - Pancake Breakfast Fly-In, Sumter County Airport (KSMS)
- Sunday 30th** South Carolina Breakfast Club, Orangeburg Municipal Airport (KOGB)