



Short Wing Piper Club

“Buckeye Chapter”

December 30, 2016



*The next fly-in is Saturday January 14, 2017 at Sporty's (I69),
Details are on page 2.*

2017 Club Officers

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Cross-wind landing bends props on Aluminum Overcast at Lunken!

2107 annual dues of \$10 are due in January - See page 4.



From the "Continued VFR Flight into IMC" department:

A line from the latest Star Wars movie "Rogue One" - as a Rebel fighter is trying to takeoff during a series of disastrous explosions: "*Sir, there's a problem with the horizon there IS no HORIZON!*"



ON OUR HORIZON



- January 14, 2017 (Sat) - NOON – Sporty's at Clermont Co. Airport (I69).
- February 11, 2017 (Sat) – Grimes Field (I74), Urbana. Airport Cafe.
- March 11 - Open
- April 8 - Open
- May 13 Sat. – Andy Barnhart Mem'l Apt. (3OH0) – Leroy Lynn.
- June 11-16 - SWPC Convention Lancaster, PA Smoketown Apt. (S37)
- July 8 - Open
- August 12 - Open
- September 9 - Open
- October 14 - Open
- November 5 – (Sun) – Schulze Int'l (69OI), Annual chili carry-in.

Hosting a meeting requires: 1). Arranging for a place to eat and meet at an airport or restaurant; 2). Either making arrangements with the restaurant, if that is the venue; or 3). If it is a "carry-in" event, to provide the main dish, beverages, and table service.

NEXT MEETING

JANUARY FLY-IN

Saturday, January 14, 2017

Sporty's at Clermont Co. Airport (I69)

We will kick off 2017 with our traditional New Year fly-in to Sporty's Pilot Shop. Because we are meeting on a Saturday, we will enjoy Sporty's famous weekly hot dog grill between noon and 2pm. "It will be a carry-in lunch with Jan Widman providing a hot something-or-other for main dish - either soup or sandwich. Please bring side dishes; you ladies know what to bring 😊. Bring your own table service and beverage (or purchase one from the vending machines). We'll have the area on the mezzanine until 3:00 pm. Guys - bring aviation stuff to share and questions. Ladies - what are you working on currently? See ya then! Thanks, Jan." WE WILL BE SETTING THE MONTHLY MEETING/FLY-IN SCHEDULE FOR THE REST OF 2017.

AIRPLANES FOR SALE

FLYING CLUB TRI-PACER FOR SALE

Dayton Area

1958 Tri-Pacer SN# 22-6416, 160HP, 4981TT, 928 SMOH, MK12D, KT76 transponder, Pilot III GPS, Sigtronics 4-place Intercom, EGT, ELT, 1995 restoration. SkyPark Aero Club, asking \$24,000. Current Annual. Contact Joe LaMantia (937) 493-9923.



1957 PA-22-150 Tri-Pacer, S/N 22-4762 has 1800 hours on the airframe and original engine. The annual is current. Owner Marvin Stohler of Hagerstown, IN, is asking \$14,900, or best offer. It is located at Flightmaster Aviation, Richmond Muni Airport (KRID); speak to Jason or Hank, 765-309-3238, or flightmaster.aviation@gmail.com.





OHIO BUCKEYE CHAPTER
SHORT WING PIPER CLUB

2017
MEMBERSHIP APPLICATION



FILL IN THE GREY BOXES,
PRINT FORM, THEN MAIL IT WITH
A CHECK FOR \$10

NAME _____ SPOUSE _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ E-MAIL _____

AIRCRAFT TYPE _____ YEAR ____ N-NUMBER _____

IS AIRCRAFT FLYING? Yes No Based at:

GOOD PLACE AND DATE TO HOLD A CHAPTER EVENT IS:

I WOULD LIKE TO HOST A CHAPTER EVENT

PLEASE SEND ME THE CHAPTER NEWSLETTER BY E-MAIL

ANNUAL DUES ARE \$10.00 FOR THE YEAR AND ARE
DUE BY 1 FEB 2017

MAKE CHECKS PAYABLE TO: **SWPC-OHIO CHAPTER**
MAIL CHECK TO: JAN WIDMAN
BOX 573
LYNCHBURG, OH 45142



The Big Question

The FAA Extension Act of 2016, with its provisions for medical certification relief, was signed by President Obama on July 15. When the rule was signed, we immediately assigned a team to work on sorting out the details so we could write a rule that complies with the legislation and meets the required timeline.

We'd like to address some of the biggest questions that might be on the minds of many pilots. We all know there are some new requirements and limitations ... for example, pilots using this relief will need to take an online medical course and get a physical every four years from their doctor. They'll also need to follow some aircraft limitations, such as weight and speed.

When Does It Start?

The new law gives the FAA six months to write the rule, and a further six months before a "non-enforcement" period begins. What that means is that you will have to wait until the FAA's new rules implementing the legislation become effective before you can fly under this relief. In the unlikely event that the FAA is unable to issue rules by July 15, 2017, the FAA would be precluded from taking enforcement action against airmen who are complying with the new process as outlined in the law. But the FAA has confidence it will be able to publish final regulations in the Federal Register long before that date.

What Do I Need?

If you want to fly under the Act's relief, here are some of the basic requirements. You must first have a current and valid state driver's license. You must also hold, or have held, any FAA medical certificate in the ten year period counted from July 15, 2016. This means that if your medical certificate was valid at any point after July 15, 2006, you are covered. If you've never had a medical certificate, or your certificate lapsed before that date, you will have to get a one-time medical certificate. If your most recent medical certificate has been suspended, revoked, withdrawn, or denied, you will also need to get a new medical certificate before you can take advantage of the reforms. If you don't know the date of your last medical exam, you can look it up in our airmen database: www.faa.gov/licenses_certificates/airmen_certification/interactive_airmen_inquiry.

Certain conditions will still require a one-time special issuance medical certificate. Broadly, these

include certain cardiovascular, neurological, and mental health issues. The final rule will address the specifics.

Once you meet these requirements, you will need to meet some other provisions. The details are still being worked out, but as an example, pilots will be required to

complete an online aeromedical training course every two years and keep the certificate of completion in their logbooks. They'll also need to make some attestations to the FAA about their health, and consent to the same National Drivers Registry when they apply for a medical certificate.

Additionally, pilots will be required to have a physical exam from a state-licensed physician every four years. That physician will use an approved checklist and form to certify that you do not have any disqualifying conditions and are not taking any medications that would make you unsafe to fly. You must carry a form in your logbook documenting the exam.

What Can I Do Once The Rule Is Enacted?

The law allows private pilots to do most of the flying they already do. You can fly under VFR or IFR at altitudes below 18,000 feet MSL and at airspeeds below 250 knots. You can use any aircraft that has a maximum takeoff weight of 6,000 pounds (single or multi-engine) and six or fewer seats. Like all pilots, whether you hold a medical or not, you are still required to self-ground when you are not safe to fly.

Does This Mean the Third Class Medical is Going Away?

No. While medical reform offers a new medical qualification that pilots can elect to use, you can also just get a regular medical certificate the way you always have. We will use these pages to keep you informed as the answers develop, so stay tuned!

To be covered under the new rules, you must hold, or have held, an FAA medical certificate, (regular or special-issuance), in the last ten years measured from July 15, 2016.

James Fraser received a B.A., M.D., and M.P.H. from the University of Oklahoma. He completed a thirty year Navy career and retired as a Captain (O6) in January 2004. He is certified in the specialties of Preventive Medicine (Aerospace Medicine) and Family Practice. He is a Fellow of the Aerospace Medical Association and the American Academy of Family Practice.