



PUTTING WINGS ON

YOUR DREAMS

VOLUME XIII

ISSUE 9

Submitted by Jim Hudson Membership and Safety Director

the following is an article published earlier by Jim Hudson. I have reprinted it because it has such great information.(ed)

I've come across a few new online sources of aviation information, quizzes, articles, podcasts, video's and trivia. Also some that have been around for a long time. Here is a brief description of each with web links and a few examples.

Boldmethod –

<http://www.boldmethod.com>.

Articles with great graphics.

[How does cg affect aircraft performance](#)

[How your magnetic compass works](#)

Quizzes: [Can you avoid a violation](#)

Videos:[Where will aviation take you in 2016](#)

Podcasts and more.

The Finer Points of flying – The Finer Points of Flying gives you access to expert flight training in concise, engaging podcasts and videos created by veteran flight instructor Jason Miller. Informative

articles, weekly newsletter, a ton of podcasts, and more.

<https://www.learnthefinerpoints.com>

Pilot Workshops – Dedicated to Pilot Proficiency. Weekly tips and excellent courses. <http://www.pilotworkshop.com>
Weekly Tips [VFR Altitude, Altimeter or GPS](#)

Jason Schappert - Lots of free YouTube programs and webinars, weekly emails, training materials. <http://www.m0a.com>

JFK accident analysis. I highly recommend you watch this video, there are many lessons for all of us: [JFK Jr. Accident Analysis](#)

UND – University of North Dakota – Great podcasts and interactive trainers, especially for students.
<http://www.aviation.und.edu/multimedia/podcasts-videos.aspx>

AOPA – (have to be a member for some content) Click on each link below:

[Air Safety Education](#)

[Online-Courses](#) (several count as WINGS credit)

[Quizzes](#)

[Videos](#)

[Webinars](#)

[Accident-Case-Studies](#)

[Real-Pilot-Stories](#)

[Safety-Spotlights](#) ASI's free aviation safety education programs, arranged by subject. Spotlights include courses, accident case studies, real pilot stories, quizzes, videos, and publications relevant to each topic.

[Safety-Publications/Safety-Advisors](#)

[Flight Training](#) – A great resource for Student Pilots and CFI's.

FAA – Continuously improving their web and content, lots of good stuff. One could probably spend a lifetime on this site.

[Courses for Pilots](#)

[Online Resource Links](#)

[Aviation Handbooks and Manuals](#)

[Aircraft Hanbooks and Manuals](#)

[FAA Safety - Wings Program](#)

Some of these resources should keep you busy and engaged in aviation when you can't fly during the winter. If you know of other good resources, let me know.

Fly Smart, Fly Safe, Have Fun, and don't forget the

"This is Stupid" Abort Now. Button



Jim Hudson
Safety/Membership Director

T-Craft Events to look forward to for the upcoming year.

October 4th, Plane Wash
Fall Wx Class
Safety Stand down on October 29, 2016 from 8:00 a.m. to 12:00 p.m., at the Riverside Hotel, in Boise (Garden City).

October 2016

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Calendar of Events:

- 10/04/2016 - Plane wash
- 10/11/2016 – Board Meeting.
- 10/25/2016 - General Membership
- 10/10/2016 -Accounts due
- 10/20/2016 -Accounts past due
- 10/29/2016 - Safety Stand down
- 11/08/2016 - Board Meeting
- 11/29/2016 - General Membership

Fuel Reimbursement

\$4.17 per gallon.

The fuel account balance as of 09/25/16 was 8108 gallons.

Top flyers for the month*

Dale Reese 21
Ivan Sudac 12.8
Leon Baker 10

Highest billing aircraft*

7593S \$4,731.00
1891X \$4,168.00
4464R \$3,264.00

Hours flown for aircraft*

4464R 48
7593S 43.4
1891X 42.1

*These figures are reported at the directors meeting earlier in the month.

Breakdown of Membership

98 Members

38 Class I Members (39%)
60 Class II Members (61%)
13 Inactive (out of 98)
05 Social Members (non flying)

If you have news or pictures that you would like to have included in the

Ratings

14 Student Pilots
62 Private Pilots
01 Recreational Pilots
13 Commercial Pilots
08 Air Transport Pilots
29 Instrument Pilots

Welcome New Members:

Chad Hess
Patrick Charleton

Accomplishments:

Private Pilot Check Ride

Randy Nye

BFR's

Brian Corey
Mike Sheridan
Mike Eicher

New Ratings:

Mitch Geibel - CFII
Pete Glick- Commercial Rotorcraft
Preston Rufe- Commercial Fixed Wing

If you've achieved a new rating, BFR, accomplishment, please inform the Membership Director Jim Hudson, or Secretary/Newsletter editor Bert Osborn newsletter please submit them to Bert Osborn at 1berto@cableone.net



Mitch Geibel – Mt. St. Helens with Leon Baker enroute to the Bremerton AOPA fly in

INTERNET PHONE

The new VOIP phone has been installed and is working well. Give Reggie Sellers a pat on the back for his hard work in installing this new technology and saving T-Craft money. The telephone number is now 208-546-4128.

HATS OFF

Kudos and a warm thank you to Reggie Sellers for replacing the light bulbs in the hangar. That is generally a two man job and Reggie did by himself. Thank you Reggie.

Thanks to everyone who showed up at the plane wash. There was a good turnout and we enjoyed a great afternoon of friendship and camaraderie. Pictures will follow in next month's newsletter.

A thank you to the membership chairman Jim Hudson. With the turnover in membership and the changes in the waiting list, Jim has had almost a full time job keeping track of everything.

ATTENDANCE POLICY REMINDER.

Members need to make a club function at least within a 90 day period in order to be a member in good standing. Membership, safety, board meetings, and sometimes special events are credit for attendance. A sign in sheet is provided to check your name for attendance at most events. We try to make our meetings worthwhile, informative, and fun and is a great way to meet other members and share experiences.

There are circumstances from time to time that may prevent attendance within the 90 day period, such as an out of town job assignment. If there is something that comes up, just let Jim Hudson or one of the board members know of your circumstance

If you have any ideas for a safety meeting, or would like to present a topic, let the membership director, Jim Hudson know.

All club meetings and events are listed on the club calendar on the club website.

Failure to meet the attendance policy is suspension of flying and scheduling privileges.

The membership director does keep track of this, however, It's your responsibility, to keep track of your 90 day attendance, just as it's your responsibility to keep track of your 90 day currency requirement for carrying passengers. There are too many members to send out warnings as in the past. If you find your scheduling and flying privileges suspended, the reason will be indicated in schedulemaster.

Still a Hot topic

From the Membership Director: Jim Hudson

MEDICAL REFORM

At the last membership meeting, the members discussed the new law on 3rd class medicals. The law has passed but the FAA hasn't written the rules yet. They have until July of next year. If your 3rd class medical expires between now and July 1, 2017, you will need get another one. You can find Q&A's at the following link. [AOPA FAQ Medical Reform](#) .

We do not plan to change anything with respect to Schedule Master notifications of medical expirations until the FAA regulations are in place.

The following is a very good article on the subject from the Aviation Consumer.

Medical Reform: Still Many Questions

While legislation to reform the Third Class medical is detailed and specific, some are worried that the FAA still has wiggle room in issuing final rules.

by Paul Bertorelli

The hackneyed aphorism about what happens between cup and lip aptly describes the state of the recently passed Third Class medical exemption. Signed into law in July amidst much cheering by industry groups, the proposed new medical rule lacks just one thing: Certainty, especially for pilots who currently have special issuances.



While the bill's author, Sen. Jim Inhofe, made the law's language as specific as possible to favor minimal FAA intervention, the agency may still have room to add conditions and requirements in the final rule it's required to publish within 180 days of enactment. "The fact is, we just don't know what the FAA will do," one senior AME told us

in late July. Nonetheless, the bill's language and intent are clear and even those worried about FAA fiddling in the margins believe it will still benefit thousands of pilots who otherwise couldn't pass medical certification or who worry that they would be disqualified as they suffer age-related conditions.

HARD FOUGHT

Officially called the Third Class Medical Reform and General Aviation Pilot Protections, the bill finally oozed through Congress as part of a continuing resolution to fund the FAA. That improved its chances of passage, but it also required dropping some provisions that would have essentially all but eliminated any kind of medical

CHECKLIST

-  For pilots with routine issuances, Third Class exemption is a win-win.
-  Thousands of pilots on the sidelines may be encouraged back into aviation.
-  Special issuance details remain cloudy. FAA still may have wiggle room on final rules.

certification for pilots who now require a Third Class medical. President Obama signed the measure into law on July 15, which sets the clock ticking on a 10-year look back on medical eligibility. The sidebar on the opposite page details the provisions. Regardless of how the FAA implements this reform, the new rules apply only to pilots who heretofore required a Third Class medical; higher medical requirements remain unaffected.

In an effort to hold the FAA's feet to the fire, the bill requires the agency to issue final rules within 180 days of enactment. If it fails to do that within one year, pilots who have made a good-faith effort to meet the spirit of the legislation can fly operations that would otherwise require a Third Class without fear of enforcement action from the FAA. This was a Congressional attempt to address a chronic pattern with many government agencies, especially the FAA. It often fails to meet Congressionally imposed deadlines yet suffers no consequences.

COMPROMISES

The original goal had been to reform the Third Class to the equivalent of the sport pilot requirement. Specifically, that means any pilot with a driver's license and a self-affirmation of no debilitating medical conditions could fly not just a light



The days of sweating through a Third Class medical just to retain flying privileges may finally be coming to an end. (Photo Nyul/Dreamstime.)

sport airplane, but any certified airplane in non-hire operations. This proved politically unpalatable for now. But will we ever reach driver's-license nirvana?

"Based on how this process went, I do not see that happening. I was just amazed at the opposition to not having some proof that an individual is physically fit," says EAA Chairman Jack Pelton. Despite more than a decade of data showing that light sport pilots, who don't require formal medicals, have no higher incidence of inflight medical incapacitation than pilots who do, Congress wouldn't budge.

"As far as I can remember, the data was never discussed. We ran into some very strong opposition. Sen. Nelson from Florida, for example, was adamant that he would never go along with no professional medical involvement in a pilot's ability to fly," Pelton added. He wasn't alone and the bill had to be watered down to appease such opposition, even though it's based entirely on political optics.

According to AOPA's legislative VP, Jim Coon, this resulted in a last-minute addition that may or may not prove problematical for some pilots. The legislation requires the FAA to provide a checklist to physicians performing periodic examinations of pilots.

Although the FAA has no direct involvement in these nor does it review them, the checklist requires the physician to sign a document certifying that the pilot is fit to operate aircraft and vehicles. The checklist has to be retained with the pilot's logbook.

Aviation liability and medical malpractice being what it is, there's legitimate concern that some doctors won't sign the checklist. "We've spoken to physicians about this and some have told us they wouldn't have any trouble signing it and others have told us they would never sign it. That's something we're going to have to work on, educating pilots and educating doctors," Coon told us. The reality? No one really knows if there are enough doctors to sign off the new forms such that the exemption will be less onerous than just getting a Third Class medical.

When we asked if AMEs currently have similar liability exposure, we

THIRD CLASS EXEMPTION AT A GLANCE

As it was signed into law on July 15th, if you had an FAA medical of any class within 10 years of the enactment date, you qualify for the Third Class exemption.

Depending on how the FAA constructs the final rules, you will have to visit a physician once every four years. This can be an AME, but can also be a state-licensed physician of any kind.

You'll bring with you an FAA-generated checklist of medical items that the doctor will be required to check. This will include checks of the eyes, head and neck, vascular system, lungs, ears, blood pressure and pulse, to name a few.

However, unlike in the past, the FAA will *not* necessarily specify values or conditions for the examination, but the doctor will have to sign the checklist attesting to your basic fitness to fly an airplane or operate a vehicle.

The checklist won't be sent to the

FAA, nor will the FAA retain records of any kind. You will be required to retain the signed checklist as part of your pilot log, just as you are required to log items proving currency.

Every two years, you will also need to take an as-yet-to-be developed online training session on aeromedical factors related to aircraft operation. When the course is administered, you'll be required to provide the FAA with similar data now collected on the standard medical form, including a waiver for a review of the National Driver Register to check for DUIs and other infractions.

The online course will generate a certificate of completion, which also must be kept with your logbook. You'll also have to electronically sign the form attesting that you have no known conditions that would impair safe operation of an aircraft.

were told that they don't. That's because AMEs merely do the examinations and submit the documentation; the FAA actually certifies the airman as fit to fly.

WHAT ABOUT SPECIALS?

The law's impact on pilots with no disqualifying conditions seems straightforward. But what about those who currently have conditions that require special issuance, such as coronary conditions, diabetes or who take disqualifying drugs?

The new law specifically identifies only three medical conditions that will require a one-time, special issuance: Certain cardiac, neurological or mental health conditions. Pilots who have had medicals revoked, suspended or denied can apply for a new certificate to operate under the new rules. If that sounds like a reprieve for pilots who've left aviation for medical reasons, it appears to be just that. But is it really?

"None of us know exactly what the FAA will do," says Dr. Ian Blair Fries, a veteran senior AME who specializes in special issuance medicals. "The law is very specific

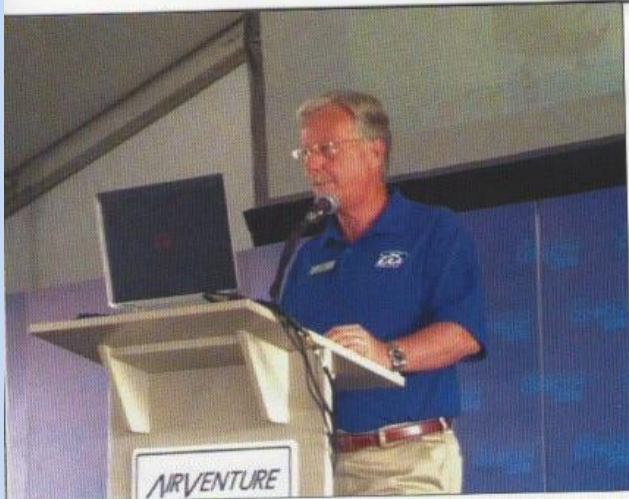
on how you can use this exemption and how the exemption will be obtained. The issues that have not been resolved are how this will affect pilots who have a potentially disqualifying condition. We don't know how the FAA is going to handle this and that's the part I'm not willing to guess about," Fries added.

He also declines to conjecture whether the FAA will twiddle with the basic rule for pilots who don't have disqualifying conditions. Does the agency have room to massage the language counter to the bill's intent?

"Certainly, they could try. I'm hopeful that's not going to be the tack they'll take on this," says AOPA's Coon. "The assurance that we need to compound upon the FAA is that they follow through on the intent," he adds.

WINNERS AND LOSERS

Third Class medical reform has been touted as a potential savior for GA, but what will the real impact be? No one is certain, but Coon said some 240,000 pilots have ac



EAA's Jack Pelton: "I was just amazed at the opposition to not having some proof that an individual is physically fit."

tive Third Class certificates and all of them will be eligible to benefit from this reform. Does that mean that pilots who would otherwise exit aviation will now hang in for a few more years? That's the hope. "We don't have any data on how many pilots are on the sidelines, but there's every reason to believe there are thousands," says Coon.

"I think it's a big help in the 'stave off' category because they'll see that as some relief," says EAA's



AME Ian Fries: "Issues that have not been resolved are how this will affect pilots who have a potentially disqualifying condition. We don't know how the FAA is going to handle this."

Pelton. "It does absolutely nothing for new people coming into aviation because they'll still have to get a one-time Third Class as a student," he adds.

Will the reform decimate the AME network? Everyone we spoke to said there will clearly

be fewer Third Class examinations conducted, but a survey we did in our sister publication, *avweb.com*, revealed that about 25 percent of pilots said they would continue to undergo standard medical certification.

"I don't see [AME ranks] changing. You've still got all the Second Class on up category of people that still need the service and I have a lot of friends who said they were going to do a Third Class every four years," Pelton told us.

When medical reform first emerged as a talking point five years ago, it was almost universally assumed that elimination of the Third Class would decimate the emerging light sport aircraft industry. The theory, supported by sales history of some manufacturers, was that LSA was being sustained by pilots who were aging out of flying certified aircraft because of medical concerns. But that was then, this is now.

"People who were going to buy LSA probably made that decision four or five years ago when this serious discussion

started. And these buyers have already taken themselves out of the market," says Dan Johnson, head of the Light Aircraft Manufacturers Association. LSA manufacturers we spoke to confirmed this, saying the real effect of medical reform on sales has long since passed.

"It will keep some people who might otherwise consider going into light sport aircraft from doing so. But I don't think our buyers are looking at a CTLS and, say, a 1983 Cessna, and juggling the two. Generally, we catch people on the way up to a Cirrus or on the way back down from one," says Tom Peghiny, whose Flight Design USA is the leading seller of light sport aircraft in the U.S. Darin Hart of American Legend told us he had observed the same trend. Buyers who once spoke of LSA as a lifeboat to extend an aviation career aren't saying that much anymore.

While medical liability for non-AME docs is a concern, the impact on the insurance markets remains an unknown, but appears unlikely to be a thing. Our insurance expert, Jon Doolittle, checked with nine insurers, five of whom said the new medical rules won't change the way they assess pilots as risks. Two companies weren't sure what they would do, but only one said it would continue to require Third Class medicals. We suspect insurers know what politicians do not: The actuarial data shows that medical incapacitation is a negligible factor in accidents and thus represents little meaningful risk.

RECOMMENDATIONS

We're not sure we can advise pilots on what to do about medical certification before the final rules are released. If you've had a recent special issuance with a one-year limitation, hope that the FAA will have final rules published within a year and you'll never need to see an AME again.

If your Third Class is a routine issuance with a 24- or 36-month period and won't expire before the FAA's July, 2017 deadline, congratulations. You're in the best of all worlds. Just wait patiently to see what transpires. We'll revisit this topic when the FAA issues its medical rules, hopefully next year.

MEMBERSHIP REMAINS AT 98

During the membership meeting in September, T-Craft accepted eight new members; 6 who had joined over the summer and two new members in September. Membership remains at 98. There are 5 people on the waiting list and several more who have expressed interest in our club, that have not made the \$100 deposit to secure a spot on the wait list. If you know anyone who is interested in the club, you can refer them to our web page and if interested can fill out a wait list form: [T-Craft Wait List](#). When our membership drops back below 98, we'll take new member applications as they come to the top of the wait list.

An issue has been brought to the board that given the level of utilization of the aircraft, the fact that several people had inquired about membership and when advised of the waiting list went elsewhere, and the number of inactive members, the club might consider raising the number of members to 105. That would be a ratio of 15:1, members to aircraft. When the club had a wait list about 10 years ago, the ratio was 16:1, the cap was 96 with 6 aircraft. There have been very few complaints to the board on scheduling issues at our current membership level. This issue will be presented to the membership at the October membership meeting.

The board discussed the fact that if a person wants to join T-Craft and be limited to light sport pilot status, there may not be a reason to put them on the waiting list. There are only a limited number of club members who fly 27G and perhaps T-Craft should consider not making them wait. The matter was referred to membership director Jim Hudson. Your input would be appreciated on these issues.

NEW AIRCRAFT PURCHASE

At the general membership meeting in September, a member asked if there was any movement on purchasing a 206. President Ben Brandt explained that several options are under consideration and those options will be presented to the membership.

CFI's

We now 7 club member CFI's on the list of 21 instructors. Only instructors on our list can instruct in club aircraft unless you get an exception from the board. A reminder for those interested in getting instruction in the Champ; only the instructors noted on the list ** are approved by the board to instruct in the Champ.

WEB PAGE UPDATES

Several updates were made to the webpage last month, mostly about reaching our maximum membership and starting a wait list. Other additions were 160 HP STC for our C172's and ELT Operation manual (Fleet), John Hook's presentation on Short Field take-off seminar was held August 23rd in the hangar. Updates to the instructor listing and learn to fly page and hourly rates. For a guide to what's on our web page review this link [Webpage Guide](#)

HOURLY RATES

Our most recent fuel purchase was at \$4.17, \$0.67 higher than our previous rate of \$3.50. This has resulted in our aircraft rates to increase as indicated below.



N1227G
\$52.00



N67375
\$59.00



N4464R
\$73.00



N13686
\$75.00



N1891X
\$108.00



N9989E
\$116.00



N7593S
\$118.00

SQUAWKS

13686 Maintenance is keeping an eye on the oil to see if the Mag failure caused anything to contaminate the oil system. The last oil filter check was clean, but maintenance is being cautious.

67375 The VOR appears to be have problems. It fails to work occasionally. We may put a Garmin radio in so after training in 375 a student can transition easily into the 172's and 182's.

7593S The DG has been returned by Mid-Continent Instruments & Avionics and installed. The flux detector which is located in tail of aircraft had to be replaced so the

DOM searched sites and found one for \$590 in Ohio. It also was installed. The DOM was unable to complete a flight test as the system was not responding correctly. Justin was notified and he was to investigate. 93S had oil change on 9/2. The lower panel still which needs a new inverter (\$1,400 from Cessna). Please ensure you have working flashlight for all night flights. A new extra high crank battery was installed.

1891X The tape label by the tachometer was ignored. 91X was almost 10 hours overdue for her oil change and was overdue for her 100 hour inspection. That has been rectified. 91X is due for her VFR certification.

4464R During the 100 hour inspection a stuck valve was discovered and fixed. She is 614 hours past the factory recommended TBO but is running strong.

1227G The step is broken. Members have recommended that we remove it. Our rag and tube Mechanic skipped town and moved to Coeur d' Alene. Please do not use the step. A new SkyTec starter has been installed. A broken fuel switch valve is being repaired.

9989E The prop control was reported as stiff. There did not appear to be any impediments in the linkage. The control was lubricated but still stiff.

At the membership meeting September 27, 2016 the Maintenance Director Jim Eyre gave his report on the state of the aircraft. Jim asked the members to check the tape next to the tachometer to make sure that the craft was not due for an oil change before flying. He has changed the tape color to white with a black back ground so that it is easy to see. He advised the members that the paper squawk clip boards were no longer there. Squawks were to be made on schedule master.

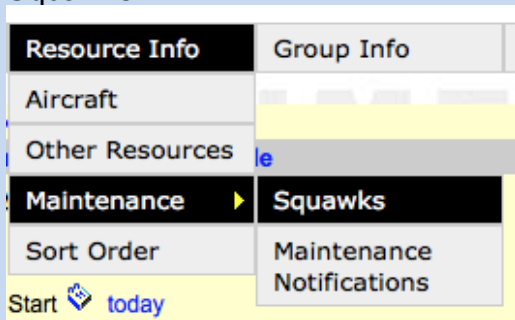
Jim advised the members that the outside air temperature was dropping and soon we would have cold weather flying conditions. He showed the members a heater with the hose hooked to it and demonstrated how it worked. He encouraged the members to use the heaters as well as the oil pan heaters when flying conditions were cold. Jim also advised the members that if you call Mike Metcalf the day before you fly during business hours he would be amenable to plugging in a heater for your flight. He and Ben encouraged the members to lean aggressively. This is to avoid fouled plugs, stuck valves and wasted fuel.

Log Program – you tell us when you put oil in a plane so we can track engine usage. Each checklist clearly states minimum & maximum amount of oil that particular aircraft wants as we have determined over several years. Overfilling the sump wastes oil and misdiagnosing a nonexistent oil burning problem. If you desire to put more than checklist calls for please show at next plane wash to clean undercarriage of oil blown out breather tube. IF you can't read the dip stick please see your AME ASAP.

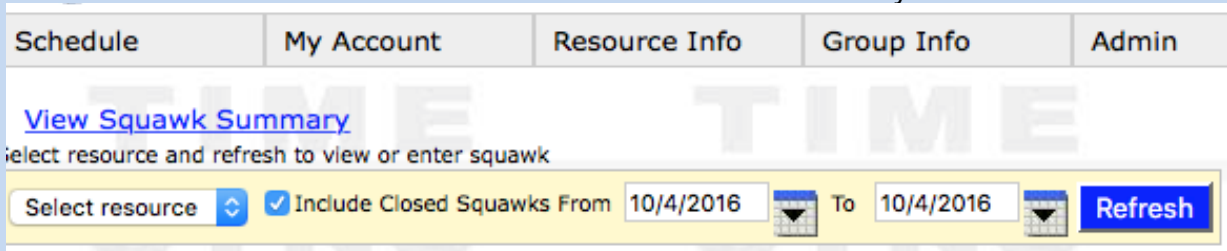
SQUAWK CLIPBOARDS REMOVED

To offer more timely response to aircraft squawks, the clipboards have been removed and members should use Schedulmaster to enter Squawks. As on the clipboard, indicate the Tach time and nature of the squawk. DOE and our Maintenance Techs at Aero Services can access schedulmaster from any location and address the squawk in a more timely basis. On any serious problems, contact the DOM, Aeroservices, or Board member immediately.

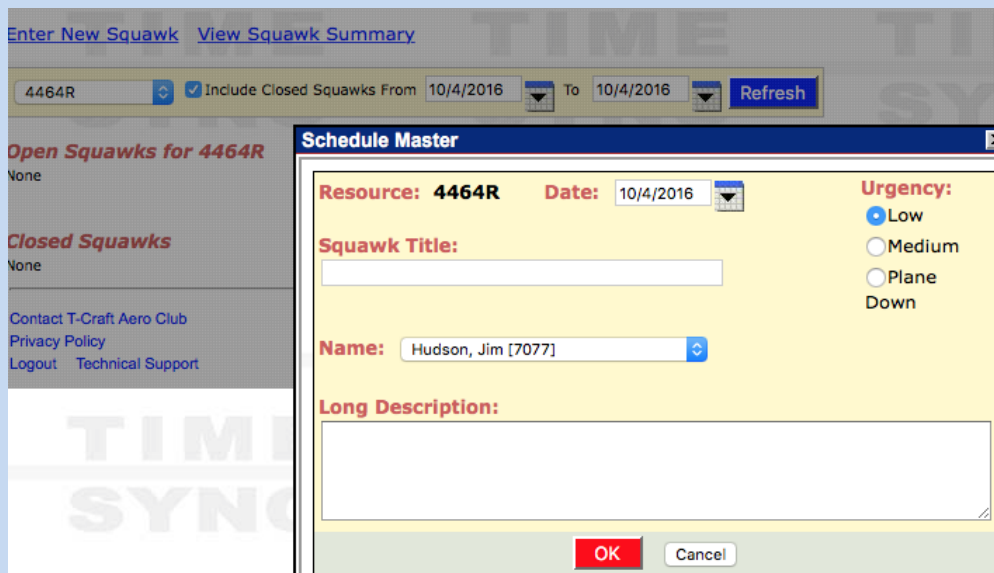
To enter a Squawk on Schedulmaster, click on “Resource Info” Tab, Maintenance, Squawks.



You will see this: Then click on “Select resource” and choose your aircraft



After selecting the plane, click on enter New Squawk and you can enter your squawk



ADS-B REPORT

At the last general membership meeting held September 27, 2016, Gordon Hall gave a report on the ADS-B updates. 93S has been upgraded and is ADS-B compliant. 686 will be next. 89E, 64R and 375 will follow. We will try to upgrade 2 aircraft per year. We are not planning on upgrading 27G and we won't decide on 91X until the last minute. We will be installing ADS-B out only. If you want ADS-B in, you can utilize your iPad with a Stratus receiver to get ADS-B in.

MEMBERSHIP DUES

Effective February 1, 2016 membership dues were established at \$60.00 per month. That rate combined with the low hourly charges for the airplanes made available because of the well timed fuel purchases made by our Treasurer Dennis Wheeler and the great maintenance under the watchful of Maintenance Director Jim Eyre makes T-Craft the leader in high quality, low cost flying.

PLEASE REMIT PAYMENT IN FULL BY THE 10TH OF THE MONTH.

Your account will be PAST DUE if not received by the 20th and there will be a \$10.00 late fee. There will be a finance charge if your account is over 30 days past due and flying privileges will be suspended.

OFF FIELD FUEL REIMBURSEMENT

If you purchase fuel off site you will be reimbursed at the club rate per gallon, currently at \$4.17 per gallon. In order to get the reimbursement, send your receipt(s) to the club mail address to the attention of Reggie Sellers, or scan a legible copy and email to Reggie Sellers. DO NOT put your receipt in the club pouch, these are for Nampa fuel receipts only and your personal receipt will probably get lost.

Send your pictures to Bert Osborn at 1berto@cableone.net

PAPER PILOT CERTIFICATES

Our records show that some members still have paper pilot certificates. Hopefully you have plastic and we have not received copies of your plastic certificate for our files.

All paper certificate holders cannot exercise the privileges of their PAPER certificates after March 31, 2013. This includes all certificates that are issued under 14 CFR Part 63 and 65. If you still have a paper certificate; you are in violation. If this is the case, you can replace your paper at the following FAA website:

http://www.faa.gov/licenses_certificates/airmen_certification/expiring_paper_certificates/

NEWS FROM OTHER SOURCES:

Fly Safe: Prevention of Loss of Control Accidents

September 27- The FAA and General Aviation (GA) group's #FlySafe national safety campaign aims to educate the GA community on best practices for calculating and predicting aircraft performance, and operating within established aircraft limitations. Impairment may cause a pilot to exceed these limitations and lose control of the aircraft.

Are You an Impaired Pilot?

Of course not, you may say. But, impairment doesn't just cover illegal drugs and alcohol. Fatigue and over-the-counter or prescription drugs can lead to impairment, too.

- Have you flown tired, because you're eager to get home, thinking you'll rest later?
- Have you had a drink at dinner, and thought you were fine to fly home?
- How about your cold medicine? Did you know it can cause impairment too?

It's important to know the risk of taking risks with your safety and the safety of those who fly with you.

"Fit to fly" means free of ANY impairment, including drugs, alcohol, or fatigue.

What Do the Regs Say?

The Federal Aviation Regulations (FARs) require full fitness for flight. You must be well-rested and free of distraction, and you must be free of drugs and alcohol.

"Eight hours bottle to throttle" is a minimum. Do not fly if you feel a little bit off. The FAA does not hesitate to act aggressively when pilots violate the alcohol and drug provisions of the FARs.

Fatal Results

- According to the FAA Civil Aerospace Medical Institute, between 6 and 14 percent of pilot fatalities are alcohol related. The FAA calculated those statistics by analyzing blood and tissue samples from pilots who have died in aviation accidents.
- Further analysis of pilots who died in an accident shows some used prescription drugs such as common sleep aids and cold remedies, without realizing that these drugs could make them unfit to fly.
- A number of studies have found that a pilot's performance can be impaired by only a few drinks, even after the pilot's blood alcohol content (BAC) has returned to "zero." In fact, these lingering effects can be detected up to 48

hours after consumption, and they can leave you at increased susceptibility to spatial disorientation, hypoxia, and other problems.

Do You Need Help?

The Human Intervention Motivation Study (HIMS) is a recovery program for pilots that major airlines and pilot unions support. More than 5,500 pilots have undergone treatment for alcohol use or dependency since 1975 and have been returned to the cockpit. Most pilots enter the program through self-disclosure.

General aviation pilots may not have access to HIMS, but there are a number of effective community programs available. Please work with your personal physician to identify what type of treatment would be good for you. Self-help groups such as Rational Recovery and Alcoholics Anonymous can be a critical source of support and treatment.

It may be hard to admit that you need help, but you can recover. Find treatment, stick with it, and don't fly until you are safe to be in the cockpit.

And Finally...

- Let your aviation medical examiner know every medication you take on a regular basis.
- Make sure anyone prescribing medication for you knows that you are a pilot.
- DO NOT FLY if you are feeling sleepy, "out of it" or jittery.
- DO NOT FLY if you are using illegal drugs.
- DO NOT FLY if you have recently consumed alcohol.
- GET HELP for drug or alcohol abuse.

Make sure you are fully fit to fly so you and your passengers reach your destination safely.

What is Loss of Control?

A Loss of Control (LOC) accident involves an unintended departure of an aircraft from controlled flight. LOC can happen because the aircraft enters a flight regime that is outside its normal flight envelope and may quickly develop into a stall or spin. It can introduce an element of surprise for the pilot.

Contributing factors may include:

- Poor judgment/aeronautical decision making
- Failure to recognize an aerodynamic stall or spin and execute corrective action
- Intentional failure to comply with regulations
- Failure to maintain airspeed
- Failure to follow procedure
- Pilot inexperience and proficiency
- Use of prescription, over-the-counter, or illegal drugs or alcohol

Message from FAA Administrator Michael P. Huerta:

The FAA and industry are working together to prevent Loss of Control accidents and save lives. You can help make a difference by joining our Fly Safe campaign. Each month on FAA.gov, we're providing pilots with a Loss of Control solution developed by a team of experts. They have studied the data and developed solutions – some of which are already reducing risk. We hope you will join us in this effort and spread the word. Follow #FlySafe on Twitter, Facebook and Instagram. I know that we can reduce these accidents by working together as a community.

Did you know?

Last year, 384 people died in 238 general aviation accidents.

- Loss of Control is the number one cause of these accidents.
- Loss of Control happens in all phases of flight. It can happen anywhere, and at any time.
- There is one fatal accident involving LOC every four days.

Learn more about the [FAA's Drug and Alcohol Testing Program](#). It is designed to keep all of us safe.

Help is available. Please don't hesitate to reach out. [Alcoholics Anonymous \(AA\)](#), and [Rational Recovery](#) are two valuable resources that are available in many communities.

The HIMS program is specific to commercial pilots, but its [website](#) has good information on the signs and symptoms of drug and alcohol abuse.

The NTSB has published a [Safety Alert \(PDF\)](#) about the dangers of over-the-counter and prescription drugs.

The [FAASafety.gov](#) website has Notices, FAAST Blasts, online courses, webinars and more on key general aviation safety topics.

Check out the 2016 GA Safety Enhancements (SEs) fact sheets on the main [FAA Safety Briefing](#) website, including Flight Risk Assessment Tools.

The [WINGS Pilot Proficiency Program](#) helps pilots build an educational curriculum suitable for their unique flight requirements. It is based on the premise that pilots who maintain currency and proficiency in the basics of flight will enjoy a safer and more stress-free flying experience.

The [General Aviation Joint Steering Committee \(GAJSC\)](#) is comprised of government and industry experts who work together to use data to identify risk, pinpoint trends through root cause analysis, and develop safety strategies to reduce the risk of accidents in GA.

An [FAA fact sheet](#) outlines GA safety improvements and initiatives.

The GAJSC combines the expertise of many key decision makers across different parts of the FAA, several government agencies, and stakeholder groups. The other federal agencies are the National Aeronautics and Space Administration and the National Transportation Safety Board (NTSB), which participates as an observer. Industry participants include the Aircraft Owners and Pilots Association, Experimental Aircraft Association, General Aviation Manufacturers Association, Light Aircraft Manufacturers Association, National Business Aviation Association, National Air Transportation Association, National Association of Flight Instructors, Society of Aviation and Flight Educators, and the aviation insurance industry. The European Aviation Safety Agency (EASA) also participates as an observer.

ADS-B - A Study

A new study has been released by the [Flight Safety Foundation](#), titled “Benefits Analysis of Space-Based ADS-B.” The study, conducted over several months, investigates the implementation of the ADS-B networks being put in place to meet the coming challenges related to [air traffic growth](#) over the next twenty years. The study also looks at how ADS-B benefits aviation by providing near real-time flight surveillance and global coverage.

Greg Marshall, Vice President, Global Programs for the Flight Safety Foundation, had this to say about the study, “Space-based ADS-B has the potential to significantly improve flight safety, efficiency and the health of the industry overall. The ability to provide near-real-time global surveillance is a game changer for the aviation industry. This type of innovative capability comes along once in a generation. I think we can all agree, it is always safer when the controller knows exactly where the plane is, 100 percent of the time.”

Additional ADS-B Benefits

Besides the increased surveillance capability, the study looks at how the technology can also be used to address other existing problems. This includes flying in remote and oceanic airspace that currently lacks any kind of surveillance. The current standard for flight and trajectory monitoring in these areas is to update every 30 minutes, and with ADS-B, they expect this to happen every 8 seconds. They also expect improved reliability over conflict zones or areas covered with volcanic ash clouds. In addition, ADS-B is expected to greatly aid in the investigation of accidents.

For those interested, the study on ADS-B benefits can be downloaded directly [from the Flight Safety Foundation’s website](#). You will, however, need to provide them with a name and valid e-mail to download the report.

As pilots prepare to meet the coming ADS-B requirements, don't forget about the rebates. Both the [FAA](#) and [FreeFlight Systems](#) are offering ADS-B rebates to help [general aviation pilots](#) offset the cost of installing the new system.

LOCAL NEWS OF INTEREST:

Pilot Error to Blame in 2012 Plane Crash that Killed Micron CEO Steve Appleton
Details released in Appleton crash
By [Zach Hagadone](#)



Micron Technology

Micron CEO Steve Appleton was 51 at the time of the air crash that claimed his life in 2012.

The February 2012 air crash that claimed the life of Micron CEO Steve Appleton was the result of pilot error, according to a probable cause report released by the National Transportation Safety Board on Sept. 8.

Appleton, 51, took off from the Boise Airport Feb. 2, 2012, flying a Lancair IV-TP—a type of experimental, high-performance plane built from a kit. According to the NTSB report, he reached an altitude of 60 feet on an initial take off before telling air traffic control that he had experienced a problem and would touch back down. When asked if he needed assistance, Appleton responded he would taxi back and "see if I can figure it out," the report stated.

Safely taxied to a ramp, Appleton's apparently tried to troubleshoot the problem for about a minute and a half before signaling that he would take the plane back out. Airborne again, Appleton told air traffic control that he would again need to land, but turning left to approach the runway the plane made a sudden ascent to about 320 feet when it entered a spin, completed one revolution and hit the ground with more than 5,160 feet of runway remaining. The plane caught fire on impact.

NTSB's investigation found no evidence of inflight fire or flight control system malfunction prior to impact. Rather, fuel flow and fuel pressure seem to have fluctuated for unknown reasons, affecting the amount of torque delivered to the engine shaft, "indicative of a problem with the airplane," according to the report.

Appleton had gone up in the same plane six days before the crash and performed another rejected takeoff, but made a successful flight.

The report added that a simulation showed the airplane's fatal stall likely occurred when the engine failed during the left turn. Airspeed would have rapidly decayed, requiring the pilot to angle the nose down to keep proper flying speed. During the turn, the wings were angled in such a way that the plane's nose remained up, causing it to stall and pulling down the wing. "It would not be possible to recover from the stall at altitudes below 1,500 ft. [above ground level]," the report stated.

The exact role that engine failure played in the crash could not be identified due to post-accident damage and fire.

Unknown to investigators was why Appleton decided to turn the plane and return to the runway, rather than take advantage of a flat, hard-dirt surface that would have served for a straight-ahead landing.

According to NTSB, the model of plane Appleton was flying may also have had something to do with the crash. Twenty-six percent of Lancair planes have been involved in accidents, according to the report, and 19 percent have been fatal. The "unusually high accident and fatality rate compared to other amateur-built aircraft," resulted in the Federal Aviation Administration convening safety groups in 2008 and 2012 that found the kit was involved in fatal accidents at "a rate that is disproportionate to their fleet size."

FAA issued a notice to Lancair pilots that they should "obtain specialized training regarding slow flight handling characteristics, stall recognition and stall recovery techniques"--precisely the features of the plane that resulted in Appleton's fatal crash, but investigators stated "no evidence was found indicating the pilot had received flight instruction in the accident airplane model, even though he was aware that insurance companies required him to do so in order to receive coverage."

NTSB, while noting that Appleton was properly certified with FAA regulations and had logged nearly 14 hours of flight time in the Lancair, added that his lack of training in the make and model of the plane contributed to the crash.

Appleton was not a stranger to air accidents. In July 2004, the avid pilot was involved in another crash, that time in an Extra 300L stunt plane that stalled out and wrecked in the desert south of the Idaho State Correctional Institution.

He had been flying with a member of a Micron film crew, and both were treated and released from Saint Alphonsus Medical Center with Appleton suffering head and neck injuries.

The Micron CEO's death in 2012 prompted a wave of memorials, including from Boise State University President Bob Kustra, who called the alum "one of Boise State's own," as well as Boise Mayor Dave Bieter, who remembered him as "a philanthropist and great friend to Boise."

Less than a year after his death, a life-sized sculpture in his likeness was commissioned to stand in the Appleton Courtyard of the Micron Business and Economics Building at Boise State, which opened shortly after the plane crash.

The bronze statue, cast by South Dakota artist, now Boise resident, Benjamin Victor, cost \$90,000, paid for by the Micron Foundation, and was installed earlier this month.

American Airlines retires 20 MD-80s in one day



By Andrea Ahles

Twenty MD-80s flew their last flights for American Airlines on Tuesday.

The Fort Worth-based carrier retired the aircraft to the Roswell International Air Center in New Mexico in one of the largest single-day fleet retirements. The planes, many of which were first put into service in the late 1980s, will be used for replacement parts or could be sold to an airline, possibly in another country.

Some of American Airlines' retired MD-80s are already en route to Roswell for retirement. FlightAware.com

American has spent millions on new aircraft in recent years to modernize its fleet, replacing aging aircraft, like the MD-80, with new Airbus A319s. The airline has been slowly taking old airplanes out of service but American spokesman Josh Freed noted that Tuesday's retirement of almost two dozen planes is unusual.

"It's the wind down of the summer travel season," Freed said, adding that American doesn't need as many aircraft to fly its fall schedule.

American had 87 MD-80s in operation by the end of June. With the retirements, it expects to have only 52 left in operation by the end of the year, down from the almost 400 MD-80s American flew ubiquitously on domestic routes during most of the 1990s and 2000s.

The average age of American's MD-80 fleet is 23 years. The planes have 140 seats including 16 in first class. Freed said American plans to still be flying MD-80s through at least the summer of 2018.

The aircraft departed from all over the U.S., including Dallas/Fort Worth, Chicago O'Hare, Salt Lake City, Tampa, Raleigh and Minneapolis. Three of the 17 aircraft being retired were originally delivered to Trans World Airlines.

Read more here: <http://www.star-telegram.com/news/business/aviation/sky-talk-blog/article97329092.html#storylink=cpy>