



The Leader In Recreational Aviation

Chapter 736 Newsletter for May 2014

It's Dues Time Again

This is a friendly reminder that chapter dues of \$20.00 are payable this month. Checks can be made payable to: EAA Chapter 736.

Checks can be mailed to:

Al Yarberry
36 Violette Ave
Waterville, Me. 04901

Or to:

Mike Watson
P.O. Box 6354
China Village, Me. 04926

Or bring it with you to the next meeting on Monday, May 19th.

Medical reform legislation reaches milestone

Legislation that would exempt thousands of general aviation pilots from the third class medical certification process has achieved a new milestone with 100 co-sponsors signing on to the House bill.

Under the legislation, pilots who make noncommercial VFR flights in aircraft weighing up to 6,000 pounds with no more than six seats would be exempt from the third class medical certification process. Pilots would be allowed to carry up to five passengers, fly at altitudes below 14,000 feet msl, and fly no faster than 250 knots. The FAA would be required to report on the safety consequences of the new rule after five years.

To amplify the message that the aviation community cares about medical reform, AOPA is also collecting signatures on a life-size petition that will be traveling to major aviation events throughout the flying season. Almost 2,000 individuals signed the petition at the inaugural AOPA Fly-In in San Marcos, Texas, on April 26. The petition will be available at each of AOPA's Fly-In events as well as EAA AirVenture and the AOPA Homecoming.

Progress on reform has been swift in recent months after a joint petition filed by AOPA and the Experimental Aircraft Association awaited action for more than two years. Last month, however, the FAA announced plans to go through a rulemaking process that could result in expanding the number of pilots eligible to fly without the need for a third class medical certificate. On April 15, significant target dates for action on that rulemaking were made public. According to the Department of Transportation's website, the FAA hopes to publish the notice of proposed rulemaking in the fall of 2014, to be followed by a 60-day comment period.

The FAA's rulemaking announcement came after the General Aviation Pilot Protection Act was introduced in the House by AOPA members Reps. Todd Rokita (R-Ind.), a member of the House General Aviation Caucus, and GA Caucus Co-Chair Sam Graves (R-Mo.) in December 2013. Sens. John Boozman (R-Ark.), Pat Roberts (R-Kan.) and Jerry Moran (R-Kan.), all members of the Senate GA Caucus, introduced an identical measure in the Senate on March 11. The Senate measure now has 10 co-sponsors.

NTSB seeks better weather delivery

In 2010, a Cessna 182R struck mountains near Corvallis, Ore., with two fatalities. The following year, a Eurocopter with five on board struck mountains on the island of Molokai, Hawaii. Another person was killed in 2012, when a Gulfstream jet impacted terrain in Oregon, and four people died in 2013 when a Mooney M20E hit terrain shortly after departure from Angel Fire, N.M.

In each of these cases, weather forecasts provided to the public noted more severe weather conditions than were detailed in aviation weather provided to the flight crews, and the National Transportation Safety Board issued on May 6 a call for the FAA and National Weather Service to improve weather forecast delivery to general aviation pilots.

"What's difficult to understand is why weather advisories from the National Weather Service to the general public, at times, provide more comprehensive information about weather conditions than the advisories they provide to pilots experiencing the same conditions," said NTSB Board Member Earl Weener, in a news release. "Why pilots would receive less information makes no sense, and increases the risk of flying in severe weather conditions. That is why this issue is on the NTSB's Most Wanted List."

The accidents were detailed in letters sent May 6 to FAA and NWS leaders, seeking action on recommendations to improve forecast data delivery to pilots. Improved aviation weather information distribution is among the items on the agency's 2014 Most Wanted list, which is updated annually based on accident trends in all forms of transportation.

The announcement follows the May 1 launch of the "Got Weather?" campaign by the FAA and aviation groups including the AOPA Foundation's Air Safety Institute. That effort will include a variety of weather education products developed by the Air Safety Institute and other organizations that focus on specific weather conditions that have contributed to accidents, with a goal of making pilots better informed, and more aware of forecast information sources and other available weather products.

The NTSB recommendations issued May 6 focus on improving situational awareness for pilots and controllers, and better disseminating important weather information within the aviation system

EAA Reviewing Updated Flight Testing Handbook

EAA is actively [reviewing the draft](#) of the FAA's amateur-built and ultralight flight testing handbook, known as [Advisory Circular 90-89](#). The handbook, developed with substantial EAA input, was issued in 1995. This will be the first revision.

Because the handbook has been untouched for nearly two decades, it's outdated in several major areas. For example, there are no references to light-sport aircraft (which was not yet a legal definition for aircraft in 1995), while there are references to "fat ultralights" (which no longer exist). In addition to content updates and formatting changes to enhance readability, the FAA is working to modernize the language to make the document compliant with the Plain Writing Act.

Perhaps the most noticeable change to the original handbook has nothing to do with content: The format for the current draft version is single-column, while advisory circulars from the mid-1990s were two-column.

EAA staff will work with the EAA Homebuilt Advisory Council to review the handbook for clarity, accuracy, and possible areas where information could be expanded or added. After the review, EAA will submit formal comments to the FAA.

New EAA Video Answers Pilots' Questions About Completing FAA MedXPress Form

A [new EAA video](#) answers the most common questions about the now-required MedXPress online form for FAA airmen medical certificates, including how to save time when completing the form.

The video, available free of charge through EAA's video player, features Dr. Greg Pinnell, a member of EAA's Aeromedical Advisory Council, which consists of EAA-member physicians who volunteer their time to assist other members and guide EAA policy on aeromedical issues. Dr. Pinnell is also a senior flight surgeon for the U.S. Air Force's 45th Space Wing and founded Air Docs, a health care provider focused on aviation medical examinations and certification.

"Many longtime pilots are used to filling out the paper form at their own aviation medical examiner's office, but the FAA now only allows the online form to be used," said Sean Elliott, EAA's vice president of advocacy and safety. "The online requirement has led to many questions and occasional confusion and misunderstanding for pilots unfamiliar with the MedXPress system. This new EAA video answers questions, clears confusion, and ensures the first step in obtaining an airman medical certificate is a smooth one."

During the 20-minute video, which is available to both EAA members and non-members, Dr. Pinnell goes step-by-step through the MedXPress registration and completion process. That includes displaying individual online screens and easy-to-follow instructions on completing the pre-examination paperwork.

"Along with showing the MedXPress online completion process, the video discusses many of the related questions that EAA headquarters receives on a regular basis, as well as those I receive as a senior aviation medical examiner," Dr. Pinnell said. "We've found that having this type of visual instruction is a great help to clearing much of the confusion and apprehension that pilots might have when using the system."

Next Meeting

Our next meeting will be held at Curtis Air at the Pittsfield Airport on Monday, May 19th at 6:30 pm. A cookout is planned.