

PIEDMONT AERO CLUB

Inside the Newsletter:

- Breakfast Club
- Member Highlight
- Did you know?
- FAA Safety Briefing



Message from the President

We are into the heat of the Summer, do don't let those afternoon thunderstorms fool you, in two ways (a), watch for the storms and stay at least 25 nms away and (b) watch for the storms, as they haven't all been over GSO, so still some great flying out there. The last two months have been my highest months to fly to date for the year, so the good flying weather is out there.

You ever wonder, why did I get my pilot's certificate? Why am I doing this? I can tell you, despite the cost, fuel, weather, maintenance, I wouldn't trade it for the world. It is one of the greatest thrills and achievements known to man. There is a very small percentage of people that ever obtain a pilot's certificate, and going to Instrument/Commercial/Multi-Engine, and even CFI, the numbers reduces exponentially.

Despite all of that, it's a great gift as well, and I challenge each of you to use it for the good. Look up any charitable organization (Angel Flight, Pilots n Paws, Veterans Airlift, EAA Young Eagles, Patient Airlift Services, etc) and get involved. What a great way to explore the country and do something you love.

At the same time, the announcement has just come out about the new pilot medical reform, and hopefully, we'll see a huge increase in the number of people that come back to flying. As that happens it's important for the Club (PAC) to capture some of these newly, reenergized individuals and get the into membership.

Just because it's hot out, doesn't mean there isn't any good flying.....plus, breakfast is the best meal of the day. Hope to see you out there, and keep the dreams alive.

Third class medical reform FAQ's

Third class medical reform was recently signed into law and here are some quick FAQ's for reference. Also included is a link to a more comprehensive list of questions.

<https://www.aopa.org/news-and-media/all-news/2015/december/09/third-class-medical-faqs>

Are we there yet? The president has signed the FAA Extension, Safety, and Security Act of 2016. That means medical reforms are now law, but it is important to know that pilots cannot take advantage of the new medical reforms until the FAA issues or revises regulations that conform to the new law.

When can I fly under the reforms? The legislation gives the FAA 180 days to create and enact new regulations that conform to the legislation. Unfortunately, if the FAA does not issue these regulations within 180 days, there is no o

immediate consequence. However, under the new law, if the FAA does not issue regulations within one year from July 15, 2016, the date the President signed the bill into law, then the FAA cannot take enforcement action against a pilot for not holding a valid third class medical certificate so long as the pilot makes a good faith effort to comply with the legislation. Again, pilots cannot take advantage of the new third class medical reforms until the FAA promulgates these rules. In the meantime, pilots need to continue to comply with the current medical certification requirements in order to fly. (continued)

Breakfast Club!



Look for our new “Logo” for the PAC Breakfast Club. This logo annotates our newest informal gatherings, as we will fly every month to a new venue/restaurant for some Club Member fun.

Here is our current calendar of “Breakfast Club” Meetings.

Date:	Airport:	Location:
August 13	KVUJ – Stanly County Airport , Albermarle, NC	<i>Parkway House Restaurant</i>
September 10	LWB – Greenbrier Valley Airport ; Lewisburg, WV	Dutch Haus Restaurant
October 8	<i>TBD</i>	<i>For new places ...</i>
November 12	<i>TBD</i>	<i>To have breakfast!</i>
December 10	<i>TBD</i>	<i>Give us some ideas!</i>

Email us at PiedmontAeroClub@gmail.com with your Breakfast Club ideas!

Third class medical reform FAQ's

Who will benefit from this reform?

Hundreds of thousands of pilots can potentially benefit from these reforms. To qualify, you need to hold a current valid state driver's license and have held a valid FAA medical certificate, regular or special issuance, within the past 10 years from the date the legislation became law (July 15, 2016). If you've never held a medical certificate, you will need to get an FAA medical certificate from an AME 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 from an AME one time only. And if you develop certain cardiac, neurological, or mental health conditions, you will need a one-time-only special issuance for each condition. Pilots whose most recent medical certificate has been revoked, suspended, withdrawn, or denied will need to obtain a new medical certificate before they can operate under the new reforms.

What will I have to do in order to take advantage of the new reforms?

Once you meet the basic qualifications, you'll have to take a few steps to fly under the new reforms. At least once every four years, you'll need to visit a state-licensed physician. At the visit, you'll need to provide your physician with an FAA-generated checklist, and your physician will need to certify that he or she has performed an examination and discussed all the items on the checklist, including medications, with you. Your physician will have to certify that he is unaware of any medical conditions that, as presently treated, could interfere with your ability to safely operate an aircraft. You will then need to make a note of the visit and include the completed checklist in your logbook. You do not need to report the outcome of the visit to the FAA unless you are specifically requested to do so. Every two years, you'll also need to take online training in aeromedical factors and keep the certificate of completion in your logbook. At that time you'll need to provide the FAA with some of the same information you do today, including authorization for the National Driver Register to provide your driving record to the FAA and a signed statement certifying that you understand that you can't operate an aircraft during a medical deficiency and that you don't know of, or have reason to know of, any medical condition that would prevent you from flying safely.

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What will 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 be similar to those asked on the application for medical certification and include identifying information like name and address date of birth, a short medical history and listing of current medications, and information about whether you've ever had an FAA medical certificate denied, suspended, or revoked. Just as you do now, you'll have to affirm that your answers are true and complete and that you understand you can't fly if you develop a medical deficiency or disqualifying condition.

For more information, please reference the link or alternative websites for details.

August 2016

DATE	Second Saturday – August 13 th																		
TIME	Depart KGSO 8:00 AM																		
DESTINATION AIRPORT	<p>Stanly County Airport KVUJ http://www.airnav.com/airport/KVUJ</p> <table border="1"> <tr><td>Runway</td><td>4/22</td></tr> <tr><td>Dimensions:</td><td>5500 x 100 ft</td></tr> <tr><td>Elevation:</td><td>608</td></tr> <tr><td>WX AWOS:</td><td>128.175 (704-986-2097)</td></tr> <tr><td>APR/DEP:</td><td>128.32</td></tr> <tr><td>Tower/CTAF:</td><td>126.275</td></tr> <tr><td>GROUND/CLR:</td><td>121.75</td></tr> <tr><td>FROM KGSO:</td><td>42.3 nm Initial true course: 194</td></tr> <tr><td>FUEL</td><td>100LL Self-serve: \$3.97</td></tr> </table>	Runway	4/22	Dimensions:	5500 x 100 ft	Elevation:	608	WX AWOS:	128.175 (704-986-2097)	APR/DEP:	128.32	Tower/CTAF:	126.275	GROUND/CLR:	121.75	FROM KGSO:	42.3 nm Initial true course: 194	FUEL	100LL Self-serve: \$3.97
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DESTINATION DINING	<p>Parkway House Restaurant 704-983-1400 515 NC, NC-24, Albemarle, NC 28001 Parkway House is located 15 minutes from the airport.</p>																		
DETAILS	After we arrive at the airport we will take the 2 courtesy cars over to the Parkway restaurant. This is NOT a club sponsored event so bring Cash or Credit Card.																		
RSVP & Questions	Joe Joplin, jjoplin@jsidata.com , Cell 336-202-0601 (text or call) Let me know if you have room for passengers!!																		



The Second Saturday Every Month

The information above is provided as a convenience. you MUST VERIFY THIS INFORMATION prior to departure

August



2016

Ospreys Coming to GSO

A unique opportunity to see MV-22 Ospreys at GSO on the weekend of August 5th-7th. Captain Phil Bies, USMC, will lead a detachment of MV-22s to Greensboro as a training mission and opportunity to show off the Ospreys from VMMA-204 out of New River MCAS.



Members from PAC will welcome them to the Signature Ramp on Friday, August 5th with an opportunity for us to see and sit in the Ospreys.

When: Friday-Saturday, August 5th-6th, 2016

Time: TBD (Finalized), Arrive 1800 UTC on August 5th

If Interested: Contact Ashley Hayes
(Ashley_Hayes@haci.honda.com)

Will Finalize Details as we get closer

What is Density Altitude?

“Throughout a pilot's flight training, there is instruction, and likely some experience of the detrimental effect high density altitude has on aircraft performance. But when the sky is blue and the summer sun is hot, even seasoned pilots can forget to carefully calculate takeoff, climb, cruise, and landing performance during preflight planning, sometimes resulting in accidents.

Density altitude is often not understood and its effects on flight can be unanticipated, resulting in takeoff and landing accidents. This subject report explains what density altitude is and briefly discusses how it affects flight. Further information, including the Air Safety Institute's free online interactive Mountain Flying course, is listed at the end of the report.” - [AOPA Article on Altitude Density](#)

Additional Resources

[Mountain Flying Course](#) - Air Safety Institute's interactive online course on mountain flying

[Density altitude high? Know before you fly](#) - July 2007

[Flying Seasons: Density Altitude](#) - It isn't just for mountains anymore

[Proficient Pilot](#) - Density-altitude discussions

[Answers for Pilots](#) - Don't sweat it: Keep high density altitude from bringing you down



It Started With a Plane Ride ... Chris Malone

My name is Chris Malone. I've had my Private Pilot license since 1990. The inspiration for me to get my license began in 1987. I was working in Lexington, Kentucky and lived in a nice apartment complex. It was early summer and I had taken a day off to relax by the pool. Before long another guy showed up at the pool and we struck up a conversation. At some point, the topic of flying came up. He said he was a pilot and asked if I was interested in going flying with him. Of course, I was!

We drove up to a small grass airstrip north of Lexington and climbed into his 1946 Taylorcraft, side by side seating. I remember having a few moments of fear getting into this little airplane, but it quickly melted away once we were airborne. After flying around for a while, he asked if I was OK with him doing some maneuvers. He was calm and cool and I said, "Sure."

He started with a couple of simple stalls (not being familiar, those naturally surprised me) and he explained the basic aerodynamics of what was going on. My engineering brain liked that and I was enjoying the thrilling sensations of flight. Since I was OK with the stalls, he moved on to spins next, explaining how the plane was built for those and how spins used to be a standard maneuver used by early pilots to descend through holes in the clouds. "You OK? Want to try some loops?" "Absolutely," I said with a smile.

I was comfortable at this point that a) he knew what he was doing and b) he didn't have a death wish. The little Taylorcraft slowly climbed. Once we had a couple thousand feet below us he nosed it over to build up speed and then pulled up to start the loop. We weren't carrying enough speed to get over the top the first
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couple of attempts so we just turned out, climbed some more and tried again. Eventually, we got a loop or two in. Coming back to land we approached right over the tree tops to make it into the short grass strip. I was thrilled with the whole experience and I'm sure I had an ear-to-ear grin. The spark was lit, the seed planted.

I HAD to get my pilot's license.

1946 Taylorcraft Making Sweet Music, Again



Dee Welch is a Super Cub pilot, a skilled woodworker and a member of both the Seaplane Pilots Association (SPA) and the Flying Musicians Association (FMA). Somehow he connected all those dots and figured an old wing spar would make an exceptional soundboard for a guitar.

<http://www.flyingmag.com/news/1946-taylorcraft-making-sweet-music-again>

PELTON: 'BEST OSHKOSH EVER, EVER'

<https://www.aopa.org/news-and-media/all-news/2016/august/01/eaas-pelton-best-oshkosh-ever-ever>



Jack Pelton, EAA's CEO and chairman, proclaimed the week an "unbelievably successful AirVenture." He said that by July 30 there were approximately 14,300 aircraft movements at Wittman Regional "and that allows us to continue to rightfully claim the world's busiest airport."

- The overall attendance of 553,000 visitors and guests in 2016

Upcoming Activities

August Activities

Monday, August 8th – Board Meeting

Saturday, August 13th – Breakfast Run, KVUJ

September Activities

Saturday, September 10th - Breakfast Run, KLWB

September, Thursday 15th – PAC Club Meeting

Saturday, September 17th OR 24th -
USS Yorktown, Charleston, SC

Saturday, September, 24th – [Girls in Aviation Day](#)



FAA Safety Briefing!

Check out the [2016 May/June issue](#) for great information on new technologies for pilots, planes, and 'ports. Topics include:

- Airports of the Future
- ADS-B 2020 Equipment Requirements
- The Basics of Commercial Space Operations
- Pilots and the Selfie Generation
- The Happiest Place in Aviation Tech
- And More!

Safety Briefings are available as PDFs and EPUB or MOBI files – perfect for your mobile devices! While you're reading up, make sure to catch all the latest [GA Safety Enhancement Topic Fact Sheets!](#)



245 Days
Until 2017
Sun N' Fun!



356 Days
Until 2016 EAA
Airventure
Oshkosh!

