



RUNWAY 35



October 2011

Volume 53 Issue 10

Inside this Issue

NEW IDEA FOR MEDICALS	1
CHAPTER NOMINATIONS	2
PAUL McREYNOLDS RV-4	2
PRESIDENTS COCKPIT	3
YOUNG EAGLES EVENT	3
B-29 FIFI COMING TO HONDO	4
BUILDERS ACADEMY UPDATE	4
AIR ACADEMY LETTER	5
BREAKFAST FLY-IN PHOTOS	6
CHAPTER 35 CONTACTS	8
CALENDAR	9
WANTED & FOR SALE	10
FAA CONSIDERS USER FEE	10
SPONSORS	11
DIRECTIONS TO SAN GERONIMO	12

Next Event

October 8th

- **Floor Nomination for 2012 Officers**
- **Air Academy Report by Kirkland Monagdem**
- **Osh Video**

5:30 PM Dinner

6:30 PM Meeting

PHOTOS CONTRIBUTED BY: D. BAKER, J.FEIGHNY

RUNWAY 35 PUBLISHED BY
ED SEURER, EDITOR-IN-CHIEF

NEW IDEA FOR MEDICALS

By J. Mac McClellan, Director of Publications, EAA 747337

EAA, AOPA Announce Plan To Expand Driver's License Medical Option

Aeromedical awareness training would replace third class medical

September 24, 2011 – EAA and AOPA jointly announced on Saturday, September 24, at AOPA Summit that the associations would petition the FAA for an exemption allowing pilots who have completed required aeromedical awareness training to fly recreationally with a driver's license medical standard in place of the FAA Third Class medical certificate.

The request for exemption would allow pilots to fly airplanes of up to 180 hp during daylight VFR carrying no more than one passenger even though the airplane may have up to four seats.

Though a number of requests for exemption from the Third Class medical requirement have been made in the past this proposal differs markedly because pilots would be trained to understand medical issues that can affect safety of flight.

"We have more than five years' experience now with the Sport Pilot certificate and the driver's license medical standard," EAA president

and CEO Rod Hightower said. "In that time, we have not had a single medical incapacitation accident. The standard works."

"Our petition would enhance safety by requiring initial and recurrent training about health awareness and medical self-certification for any pilot choosing the driver's license standard," added AOPA president Craig Fuller.

AOPA and EAA plan to file the request for exemption after the first of the year to allow time to fully develop a curriculum for the aeromedical awareness training. Under the proposed exemption pilots holding recreational, private, commercial or airline transport pilot certificates could opt to fly under the same driver's license medical self-certification standards.

The goal of the training is to provide an equivalent level of safety as the Third Class medical by giving pilots the information and tools to make informed and safe decisions about their fitness to fly.

For more information, visit the EAA website at:

http://eaa.org/news/2011/2011-09-24_medical-mm.asp