



RUNWAY 35



July 2011

Volume 53 Issue 7

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Next Event

July 9th

- KBAZ Fly Out Breakfast
- 8:00 AM—Noon



PHOTOS CONTRIBUTED BY: D. BAKER, J. KILLOUGH

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

URGENT: SUPPORT YOUR LOCAL FBO

By Dave Baker

Chapter 35 Fly-in Breakfast postponed. Please consider flying out to support New Braunfels Aero Service. They will be having a pancake breakfast and afternoon BBQ on July 9, 2011 at the New Braunfels Municipal

Airport under the Texaco Star.

They are hoping to raise funds to support the legal expenses (depositions, court filing fees etc.) incurred because of their ongoing litigation with the City of New Braunfels.

New Braunfels Aero Service FUND RAISER



SATURDAY 9 JULY 2011



Fly or Drive – Just Be Here

Auction of Aviation Items
and
50/50 Drawing



Pancakes: 8:00 am to Noon

B B Q : Noon to 8:00 pm

Come and support your local FBO in their continuing Fight to Operate on the New Braunfels Airport

Your Donations Will Go Toward Legal Cost

Learn More At: www.newbraunfelsairport.com



We Need Your Support

CHAPTER OFFICER NOMINATIONS

CHAPTER 1088 FLY-IN PHOTOS

By Jim Feighny, Nominating Committee Chairman

I wanted to take this opportunity to update the membership on the election process.

The Chapter by laws layout the process as follows:

"Nominating committee consisting of five Chapter members shall be selected by the Board of Directors no less than 90 days prior to the annual membership meeting (November). The Committee shall select at least one candidate for each Principal Office to be filled at such meeting and shall present the slate of candidates to the members not less than thirty days prior to the meeting, either by mail or by including such slate in a publication mailed to the members"

Your nominating committee is as follows: Jim Feighny (Chair), Dave Baker, Doug Apsey, John Latour, Ron O'Dea.

The following positions are open for nominations: President, Vice President, and Secretary.

The Chapter has many talented and more than qualified members for these positions and like any organization, we are looking for folks who are committed to the goals of the organization. As a reminder, the purposes of the chapter as defined in our charter are as follows:

1. Promote aviation education
2. Assist the community in education development for aviation.
3. Introduce youth to aviation
4. Establish an aviation oriented library
5. Provide scholarships to summer camps
6. Promote grass roots research / development
7. Foster fellowship thru exchange of ideas
8. Operate a local EAA Chapter

If you are interested or want to discuss the positions, please call or e-mail any of the committee members.

Jim 210.834.6906, Dave 210.688.3358,
 Doug 210.479.8593, John 830.612.2232,
 Ron 210.488.5088

The future of the Chapter is very strong: We have a great meeting home, the hangar is paid off, we have new projects coming on line every year and our relationship with the public is building with every Young Eagle event and fly-in event.



PRESIDENT'S COCKPIT

By Dave Baker

Here we are halfway through this year and we have experienced some great meetings so far. The annual picnic turned out very well this year with ceilings high enough to have several planes fly-in from surrounding airports. Thanks to all who did fly in. The cooking was easy with the help of Jim Feighny (he did most of the work!) and we served about 70 to 80 people. Thanks so much to Gail Scheidt for getting the chapter building ready. The tables were all set, table cloths, etc. for the event. Thanks to Freda Jones for helping Gail get all of the accessory food items. Many thanks to Don Woodham for providing the tomatoes, pickles, onions and slicing them up for everyone!! Also thanks to all who brought side dishes. It was a good meal and a lot of fellowship time.

The Young Eagles rally on the 18th of June was a tremendous success. The chapter flew 42 kids in 1 hour and 15 minutes---a chapter record I believe. This is what teamwork can do for you. At this rally we adopted some strategies learned from previous events. We had a "plane captain" assigned to each aircraft. Their job was to take and retrieve Young Eagles from their plane each flight that was made. The aircraft were lined up in a row facing north and just had to taxi to the runway and depart, then when they returned they lined up again the same way and the plane captain's did their job. Of course, Brad and Jody were the backbone of the whole thing. Brad lined up the kids for each flight while Jody did her magic with producing the certificates for every Young Eagle and was assisted by their son, Ryan. By the way, Jody has been awarded the National Award for Young Eagles Ground Support Volunteer for the Year for 2011 (see copy of announcement letter in this newsletter). She will be presented her award at Air Venture during the awards ceremonial breakfast. We are very proud of you, Jody. You represent EAA Chapter 35 in the highest of standards. This award is WELL DESERVED for all you have provided to this program.

The pilots who flew this rally are: Brian Goode, Doug Jenkins, Ron O'Dea, Ira Wagner, Danny Beavers and Randy Stout. The plane captains were: Jim Schlattman, Don Woodham, Jon King, Ed Seurer and me. The administrative staff were: Jody Doppelt, Ryan Doppelt and Brad Doppelt. Many thanks to these wonderful chapter members, you are what make a chapter successful. EAA Chapter 35 is one of the most successful chapter in the whole organization--Thanks to people like you.

Breakfast fly-in postponed. If you're planning instead to fly out to New Braunfels Saturday morning, July 9th, to show support for New Braunfels Aero Service, please consider bringing a 'Gray Eagle' along for company. The breakfast is scheduled for 8:00AM to Noon.

Next, and most important, we are in the process of soliciting candidates for Officers for the 2012 & 2013 years. We have one candidate each so far for the Vice President and Secretary positions and Dee Brame has agreed to continue in the Treasurer's position if re-elected (that's a given, I bet!) so we are still looking for a President. All of these positions are rewarding but the President's job is especially rewarding. The job does not require much of your time except to run the meetings and participate in the Board of Director's meetings (only two required per year) and write a short article for the newsletter each month. I find it to be enjoyable personally and I do feel a sense of accomplishment being able to help guide our chapter into the future. I know we have several of you who would be a great President for our chapter. Please think about serving in this capacity and helping our chapter to continue to excel. You might be getting a call or have a conversation from one of the election committee members and when you do, please take it as an honor to be selected as a candidate.

Safe flying and blue skies,

Dave Baker

210-410-9235

YOUNG EAGLES VOLUNTEER AWARD

MORE CHAPTER 1088 FLY-IN PHOTOS

By Dave Baker

Once again, a member of Chapter 35 has been chosen to receive one of the National Awards handed out at Air Venture each year. This one is very well "Earned" by Jody Doppelt for all of the efforts she has provided to the Young Eagles program within EAA Chapter 35 over the years since this program was started.

On behalf of the members of Chapter 35 we say "CONGRATULATIONS, Jody"



June 13, 2011

Jodi Doppelt
8807 Imperial Cross
Helotes TX 78023

Dear Jodi:

It is my pleasure to inform you that the Young Eagles Nominating Committee has selected you as the 2011 Young Eagles Ground Volunteer Award recipient representative. Congratulations on behalf of the thousands of volunteers and supporters who make our program possible.

I would like to invite you to accept your award in person at the Young Eagles Award dinner on Wednesday, July 27 at the AirVenture Museum. This is our annual recognition program and will feature a number of special Young Eagle volunteers. In addition to Wednesday evening's event, I'd like to invite you to the Young Eagle Leaders Workshop at the PHP Center tent on Wednesday morning at 10 a.m.

Please call our office and let us know if you will be able to join us at the end of next month. Jodi, congratulations again on your selection as the Ground Volunteer Award recipient. I look forward to seeing you at EAA AirVenture Oshkosh in a few weeks.

Sincerely,

EAA Young Eagles Program

Steve Buss
Executive Director

By Joe Killough



PROBLEM AEROMEDICAL CERTIFICATION

By RB “Doc” Hecker, EAA Technical Counselor #5453

Although airman are fairly autonomous individuals who consistently exhibit high self esteem, are known to be excellent problem solvers, and are generally seen by the public to be independent, rugged individuals, nothing seems to disrupt this persona more consistently than having a pilot undergo the regulatory ritual known as medical certification. Under the authority of Federal Aviation Regulation 14 CFR Part 67 – Medical Standards and Certification enacted by Congress on November 1, 1962, an airman may not exercise the privileges of his/her certificate without possessing a valid Medical Certificate.

According to the language of the current applicable regulation, the Federal Air Surgeon, and certain medical officials designated by that office, has the authority under Federal Aviation Regulations (FAR)

§ 67.401 and § 67.407 to determine whether or not an airman meets the standards for issuance of a Medical Certificate. In addition to the Federal Air Surgeon, these designated individuals include the Manager at the Civil Aeromedical Institute (CAMI) located in Oklahoma City, OK, and the nine appointed Regional Flight Surgeons. All of these individuals are employees of the Federal Aviation Administration and are authorized to make complex Medical Certificate decisions on their own initiative. In addition to these permanent positions, the FAA has designated defined authority to approximately 4,500 qualified private practice physicians (nationwide and internationally) to issue Medical Certificates to those airman who meet the applicable standards under Part 67. Many of these private physicians are intensely interested in aviation related activities, and may also be pilots. These designated private physicians are termed Aviation Medical Examiners (AME) and their privileges are subdivided into regular AME and Senior AME status. The Senior AME is an experienced AME with privileges to issue First Class Medical Certificates. Regardless of their designation, all AMEs are required to undergo initial and recurrent training with the FAA CAMI to remain current. Aviation Medical Examiners serve at the pleasure of the Regional Flight Surgeon to whom they are assigned, and undergo continuous evaluation to ensure they provide consistent and timely examinations and reports.

FAR § 61.19 governs the duration of pilot and instructor certificates. Normally issued Medical Certificates expire at the interval period at the end of the month in which they are issued. The following table summarizes the nor-

mal expiration periods and ATP electrocardiogram (ECG) requirements of currently issued Medical Certificates.

Nothing creates more anxiety and consternation among pilots than to present themselves for their repetitive Aeromedical Examination. This is especially true for pilots who are beginning to suffer from normal aging processes and medical conditions that need attention and treatment. One of the reasons there are expiration dates on issued Medical Certificates is to ensure the flying health of our pilot population. Not only does this measure reassure the general public of a reasonable modicum of health of professional pilots, it also serves as a “check” for many pilots who do not feel they are suffering from illness or slowly progressive medical conditions. The FAA CAMI has established a list of fifteen (15) Disqualifying Medical Conditions that require formal review, and a secondary list of other Medical Conditions of Interest, that may disqualify an airman for Medical Certification. However, under the authority of FAR § 67.401 - Special Issuance of Medical Certificates, the Federal Air Surgeon, CAMI Manager, or the Regional Flight Surgeons may grant a Special Issuance of a Medical Certificate for many disqualifying medical conditions. This special issuance process comprises the award of either of two items commonly referred to as a “waiver” by many pilots. Of the approximately 430,000 medical applications processed annually by the FAA CAMI, only about 0.1 % of these are ultimately denied certification. Most problem certifications are handled by either Special Issuance with Recurring Requirements, or by a Statement of Demonstrated Ability (SODA) that is usually approved when a medical condition is determined to be static or non-progressive in nature. Medical related flight tests are a way to be issued a SODA. As an example, color vision deficient or monocular pilots who can pass an authorized Medical Flight Test arranged through the controlling Flight Standards District Office (FSDO) are typically issued a SODA for their class of certificate.

Under the authority of FAR § 67.401 - Recurrent Requirements, the FAA CAMI Special Issuance process typically assigns a Pathology Index (PI) number to the affected airman. Once the specific aeromedical problem has been thoroughly reviewed and approved for issuance, a modified Medical Certificate with recurring requirements is typically issued – usually with an abbreviated expiration date listed as “Not Valid For Any Class Medical Certificate After ...” The airman is typically advised to review and abide by 14 CFR Part 61, Subpart A, § 61.53 which addresses the prohibition of operations

PROBLEM AEROMEDICAL CERTIFICATION (CONTINUED)

during a medical deficiency. Of course, this regulation applies to all pilots exercising the rights of their certificates. I would encourage all pilots to review this specific section. Regarding Statements of Demonstrated Ability, the issuance of a SODA is permanent for the class of medical certificate sought, and unless there has been an adverse change in the specific condition, it therefore completes the review process for the specific condition for which it covers.

The FAA is currently very concerned about the use of alcohol and drug usage among pilots, and may place strong restrictions upon any pilot experiencing difficulties in this area. Concerning the ramifications of alcohol and drug usage, both FAR § 61.15 and FAR § 61.16 should be reviewed and understood by every airman.

FAA Form 8500-8 (Medical History) has special check blocks under #18 for items of intense interest by the reviewers at the FAA. FAR § 61.15(e) requires that any motor vehicle action involving alcohol or drugs be reported to the FAA, Civil Aviation Security Division (AMC-700), P.O. Box 25810, Oklahoma City, OK 73125 not later than 60 days after the motor vehicle action. An unreported history of DUI / DWI, or adjudicated interactions with State or Federal legal systems, will trigger a formal review by the security branch of the FAA. Likewise, failure to report the receipt of State or Federal based disability payments to an airman will most likely be cross checked to screen for potential fraud. It is incumbent that each airman fully discloses any positive response to these questions in order to avoid administrative action by the FAA.

Four Aviation Medical Examiner Issues Concerning Problem Aeromedical Certification

1. Most AMEs do very few Special Issuance examinations, and they are mainly interested in quickly completing the certification process at the 1st visit.
2. Special Issuance cases are very time consuming for a physician and they are not "cost effective" – therefore, additional fees may be imposed upon the airman.
3. The airman is reluctant to fully disclose information to the AME.
4. The airman does not comply with AME requests for medical documentation in a timely manner – the AME only has 14 days to submit the file to the FAA for a rated pilot, and only 7 days to submit the file for a student pilot.

Ten Airman Issues Concerning Problem Aeromedical Certification

1. Discuss your case early with your AME – Do not wait until your next exam!
2. If you report on Block #18 of FAA Form 8500-8 that something has changed in your condition, this will interest your AME – and the FAA.
3. Research your condition and understand why it may affect your flying status.
4. Take responsibility for your certification, and "dog" the paperwork needed to explain your condition / treatment to the AME, and ultimately to the FAA.
5. Gather your medical documentation in a timely manner, and to avoid delay in medical certification, submit your package in one file to your AME or the FAA.
6. Look carefully at any FAA request and respond with records in a timely manner as the letters from the FAA are very specific as to "who", "what", "where" and "when".
7. Your primary care doctor or specialist does not have the authority to clear you for flying duties – only your AME or the FAA have been delegated to comment on your fitness to fly – this decision cannot be delegated to others.
8. In my practice, letters / notes / reports from PAs and RNs are not acceptable.
9. Single package submission is crucial – piecemeal submission only causes delays and repeated correspondence with the FAA.
10. Newly released medications typically are not approved for flight duties for the first year after they are available on the general market – your AME can advise you.

You can use Med Express via the internet to electronically pre-fill the Medical History portion of FAA Form 8500-8 (Application for Medical Certificate) prior to your exam

Internet Portal: www.faa.gov ? Medical Certification ? MedXPress

Your AME can review this information after you release your confirmation number

Office of Aviation Medicine, Civil Aeromedical Institute (CAMI), Oklahoma City, OK

Internet Portal: www.cami.jccbi.gov

(Continued on Page 7)

PROBLEM MEDICAL (CONCLUSION)

EVEN MORE 1088 FLY-IN PHOTOS

Contrary to the negative expectations of most airmen, the FAA works very diligently to try to favorably review and certify most requests for Special Issuance of a Medical Certificate. The absolute crucial step for a pilot who expects that he or she will need Special Issuance is to work with a knowledgeable AME who will make the time and effort available to the concerned individual. Once this AME is identified as an advocate for Special Issuance, it is imperative that the airman be forthcoming with medical information, and to be diligent in responding to requests for medical reports. Although the Special Issuance process is time consuming, it is fair and equitable. The difficulty in obtaining Special Issuance is usually airman based, either by failing to respond to requests for information, or by withholding medical information that is eventually discovered upon medical and administrative review at Oklahoma City. Ultimately, it is the airman's responsibility to obtain a valid medical certificate. In the end, you are in the pilot's seat – not the AME or the FAA.

As a service to current CAF or EAA members who desire an initial, discrete consultation on their medical problems prior to formal request for Special Issuance of a Medical Certificate, I can be best contacted via e-mail. Further consultation can be arranged through private agreements.

RB "Doc" Hecker (CAF 35011 / LM 2782, EAA 789419) is a FAA Senior AME (20969) who retired from the US Army Medical Department in 1997 after 26 years

EAA Chapter 35 Hangar Management Change

Don Woodham assumes management of hangar.

"John Kuhfahl has asked to be relieved of the responsibilities of being the Hangar Manager due to the many projects he has going and I have agreed to take on the responsibility.

I would ask all tenants, project worker and chapter members to please be considerate of others and clean up after yourselves and replace hand tools in the proper tool chest. Just remember, "Mother Woodham doesn't like to have to pickup after you." I have purchased a new push broom and repaired the dust mop for your convenience.

If you have any questions, please feel free to call or email me at 210-382-9658 or dhw_2@yahoo.com

I look forward to working with everyone."

Don Woodham



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CHAPTER CALENDAR

APRIL	09	PANCAKE BREAKFAST AND FLY-IN Free for Fly-in pilots, \$5 donation all others Mixers, Cooks, Servers Needed	Breakfast at the Club House 8:00-11:00
MAY	14	Yard Work party	10:00am at Club house Lunch at 12:00
	21	HONDO FLY-IN	Chapter 35 parking aircraft
JUNE	11	CHAPTER PICNIC	BURGERS/DOGS/FIX'NGS @ 12:00
	18	YOUNG EAGLE FLYING Pilots and Ground Crew needed	9:00 Briefing 10:00 Flying

JUNE 18 Builders work day 1:00

JULY	09	BREAKFAST FLY-IN AT THE CLUB HOUSE GREY-BEARD EAGLE FLIGHTS	EAA Club House 8:00-11:00
	25-31	EAA Convention	OSH
AUGUST	13	PROGRAM TBA	5:30 DINNER 6:30 MEETING

Postponed

EVENTS CALENDAR

Dates	Event Name	Location	Distance
07/02/2011	NASA/Houston Rocket Club Sport Launch (Model Rocketry)	Johnson Space Center Houston, TX	
07/02/2011	Pancake Breakfast (Fly-In)	McGregor Executive	
07/09/2011	Pancake Breakfast Fly-In (Young Eagle Rally)	New Braunfels TX	
07/22/2011 -to- 07/24/2011	DFW Summer Balloon Classic & AirFest (Air Show)	Mid-Way Regional Airport - Midlothian/Waxahachie, TX	

Aviation Calendar of Events web sites

- Aero Vents <http://AeroVents.com>
- EAA <http://www.eaa.org/calendar>
- Fly-in calendar <http://www.flyincalendar.com>
- Fly-ins <http://www.flyins.com>

ELECTRONIC EDITION

This newsletter is also available online and in color. Please visit the following URL:
http://www.eaa35.org/ENL/Jul_11/Jul_11.pdf

WANTED AND FOR SALE

FOR SALE: White "T" Hangar units complete with cement floors, interior galvanized walls, vertical bi-fold doors and a 40'w x 30'd cement apron. Only 5 units available! The price is \$40,000.00. Call Dave Baker 210-410-9235, Dennis Scheidt 210-688-3210 or Mason Hunt 210-688-9260.

FOR SALE: Stolp Starduster Too SA300 Eng.



Lyc 0320 (160 hp), newly rebuilt, constant Speed Hartzell Prop, 30 gal fuel tank, new Ceconite fuselage cover, full flying surfaces rejuvenated.

Asking \$24,000. Call Dan Cerna (210) 688-9345

FOR SALE: Fun Flying RANS S18 Stinger II



Award Winner, Rotax 912UL, 80 hp, NEW, 54 hrs/tach, \$27,000 firm, Jim Havens, (210)680-7882 home, (210) 347-2455 CP

FOR SALE: Thundergull 2000. Single seat, 20ft aluminum wing, composite fuselage, Rotax 503 oil injected with 360 hrs TTAf, 3 blade

Warp drive prop, ten gallon fuel tank, aluminum Hagar wheels. Basic instrumentation / EIS, ASI, ALT, COMPASS, ICOM radio, 150ft or less take off/ landing, cruise is 90 mph, stall full flaps 35mph, excellent visibility and handles like a fighter for only \$13,000. Contact John Behrendt at jbehrendt82@aol.com or call (210) 643-1417

Flight Instructor Available. Chapter member David Larson is a CFII and based at Boerne Stage (5C1). He is available for advanced instruction (BFRs, Instrument and Commercial). Emsil drlarson@usa.net or call (281) 222-2858

FOR SALE: Affordaplane Kit Plans built Affordaplane with plans and hardware. Requires Rotax 447 engine. \$4,500 invested. Asking \$2,000. Contact Robert Reed at reed1932@gmail.com or call (830) 426-3677



FOR SALE: Two-Place Fisher Super Koala 1700 cc VW Engine w/1.6 to 1 Belt Reduction. Dual Ignition and Electric Start. 3 Blade Ground Adjustable Ivoprop. 35 hrs TTSN. For color picture of airplane in Military paint, contact Norris Warner by e-mail at njwarner@hctc.net. Built by Ron Morton, DAR, formerly of Elm Creek Airpark. Priced at \$11,000 for quick sale. Contact Norris Warner at 210.363.1282 for further info.



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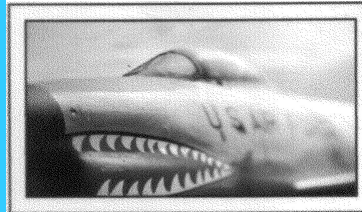
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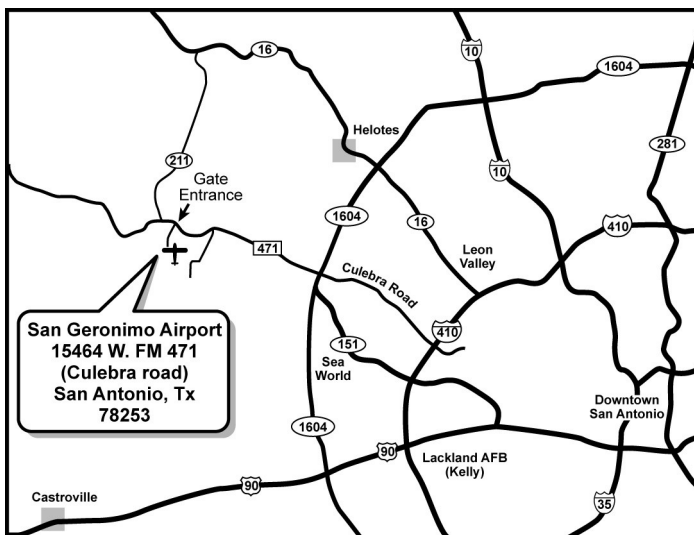
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Please support those businesses that support *YOUR* local EAA chapter. Thanks!



When Do You Meet?

Second Saturday of the Month

JULY 9th

- KBAZ Breakfast Fly-Out
- 8:00AM—Noon