



CHAPTER CHATTER

Chapter Number 78

Flying Through History

A general aviation pilot(s) can fly under BasicMed by fulfilling these requirements:

- You must have a current valid driver's license,
- You must have held a medical certificate that was valid at any time after July 15, 2006,
- You must not have had your most recent application for a medical denied,
- You must complete a physical exam with a physician — it does not have to be an Aviation Medical Examiner — every four years, and
- You must complete an online medical course every two years. Courses are offered by the [Aircraft Owners and Pilots Association](#) (AOPA) and [the Mayo Clinic](#).

BasicMed also limits the type of flying you can do:

- Your aircraft must be certified for six occupants or less,
- You can only fly five passengers, plus yourself as PIC,
- The aircraft is limited to 6,000 pounds takeoff weight,
- Flights can only be within the U.S. and U.S. territories, as well as the Bahamas, which has accepted BasicMed,
- You must fly below 18,000' MSL,
- You must fly at 250 KIAS or less,
- You cannot not fly for compensation or hire.

Click [HERE](#) for the entire article



If you have any other suggestions and recommendations regarding our newsletter, please feel free to email me at eaachapter78@gmail.com

[Boeing](#) has acquired [ForeFlight](#), a leading provider of mobile and web-based aviation applications.

ForeFlight has partnered with Boeing for the past two years to bring aviators Jeppesen's aeronautical data and charts through ForeFlight's mobile platforms.

"Now, the teams will integrate talent and offerings to bring innovative, expanded digital solutions to all segments of the aviation industry," Boeing officials said in a prepared announcement.

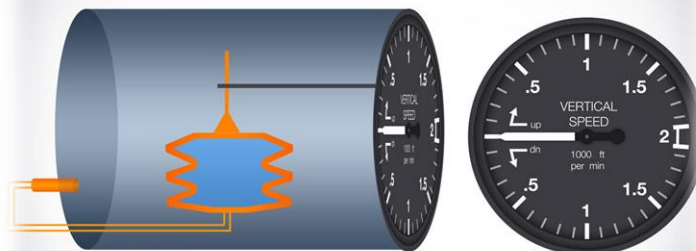


The acquisition of ForeFlight aligns with Boeing's growth strategy of complementing organic investments with targeted, strategic investments that position the company for long-term growth, Boeing officials noted.

"We are inspired by the future built at Boeing and what our teams will be able to create by coming together," said Tyson Weihs, co-founder and CEO of ForeFlight. "Our companies share a passion for delivering customers the essential tools that drive efficiency, productivity, and safety."

Terms of the deal were not disclosed.

The 13 Hardest Parts Of Getting Your Instrument Rating



Getting your instrument rating makes you a much safer pilot, and it takes a lot of work. **HERE** are some of the hardest parts of training.

A few years ago (2005), when I was really big into Microsoft Flight Simulator development & enhancement, I received an email from a Luiz Oliveira (McLean, VA), requesting my assistance in developing an ADF Simulator he's been working on for quite some time. I recruited my top FlightSim developers/enhancers (Sam Mosholder & Greg Spellmen) ~ and to this day, Luiz's tutorial site is still running. You're more than welcome in using it (it's FREE!). Since then, he's added numerous simulators to his site ~ ADF, HSI, Altimeter, Altimeter Error Simulator, RMI, Pitot Static System Simulator, Compact Instrument Simulator & MUCH MORE!

[CLICK HERE](#) to enter his Online Simulator Site

Take your time to familiarize yourself with his Aviation Education site ~ Bob Ferguson (EAA 78)

Are you ready to be a private pilot?
Let's find out... [CLICK HERE](#)

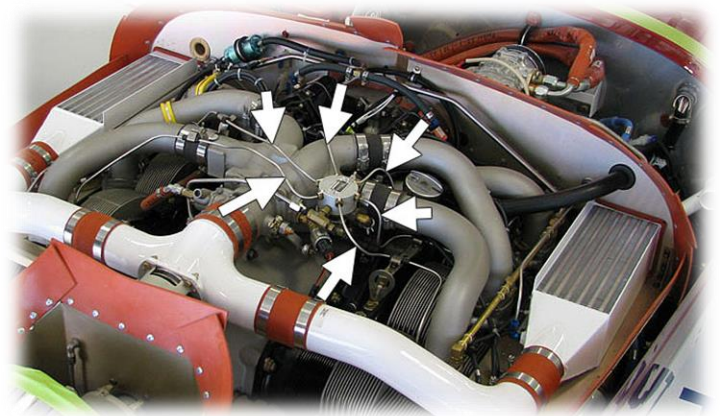


When you're training for a new certificate or rating, you practice ~ a lot. But after you pass your checkride, how often do you practice maneuvers and procedures? The reality for most pilots is "rarely". Raw stick-and-rudder skills fade over time without practice, so try incorporating these maneuvers into your next flight... [CLICK HERE](#)

How familiar are you with your
emergency checklists?



Quiz: Can You Answer These 6
Aircraft Systems Questions?



CONGRATULATIONS Beth on making the Dean's Honor List!