



BOT Meeting
3/9/23 @ 7 PM
Club House
(THURSDAY)

Membership
3/18/23 **(SATURDAY)**

BasicMed

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Dr. Fozani

At the February 19 Membership meeting, our featured speaker was Dr. Forzani discussing the attributes of the BasicMed medical system. The program included a description of BasicMed and also involved comparisons to the traditional FAA MedExpress 3rd class system.

It would appear from the exchanges that took place, a number of those in attendance were either interested in this program or had already used it.

What is BasicMed? BasicMed is an alternate way for pilots to fly other than holding an FAA 3rd class medical certificate as long as they meet certain requirements. There are clear benefits to operating under the privileges of the BasicMed program. Fewer trips to medical examiners means less hassle and less money spent. Getting approval directly from a primary care doctor means you don't have to wait months for FAA approval before you fly.

What is involved with the BasicMed process? The short answer is that you take a physical with a state licensed physician then successfully complete an on-line course. The beauty of this approach is that once you pass the physical exam, it is good for four years

while the on-line portion is repeated every two years. As the on-line course points out, if you experience an adverse medical situation, you still need to seek a special issuance approval.

FAA requirements include:

Possess a U.S. driver's license, and have held a medical after July 14, 2006).

Get a physical exam with a state-licensed physician, using the Comprehensive Medical Examination Checklist

Complete a BasicMed medical education course THEN GO FLYGo fly!

Aircraft Requirements:

You can fly any aircraft authorized under federal law to carry not more than 6 occupants

The aircraft has a maximum certificated takeoff weight of not more than 6,000 pounds

Operating Requirements:

Carries not more than five passengers

Operates under VFR or IFR, within the United States, at less than 18,000 feet MSL, not exceeding 250 knots.

Flight not operated for compensation or hire.

Medical Conditions Requiring One Special Issuance Before Operating under BasicMed:

A mental health disorder, limited to an established medical history or clinical diagnosis of:

A personality disorder that is severe enough to have repeatedly manifested itself by overt acts;

A psychosis, defined as a case in which an individual —

Has manifested delusions, hallucinations, grossly bizarre or disorganized behavior, or other commonly accepted symptoms of psychosis; or

May reasonably be expected to manifest delusions, hallucinations, grossly bizarre or disorganized behavior, or other commonly accepted symptoms of psychosis;

A bipolar disorder; or

A substance dependence within the previous 2 years, as defined in §67.307(a)(4) of 14 Code of Federal Regulations

A neurological disorder, limited to an established medical history or clinical diagnosis of any of the following:

Epilepsy

Disturbance of consciousness without satisfactory medical explanation of the cause; or

A transient loss of control of nervous system functions without satisfactory medical explanation of the cause

A cardiovascular condition, limited to a one-time special issuance for each diagnosis of the following:

- Myocardial infarction
- Coronary heart disease that has required treatment;
- Cardiac valve replacement; or
- Heart replacement.
-

If you are interested in exploring BasicMed, you can obtain a step by step guide from:

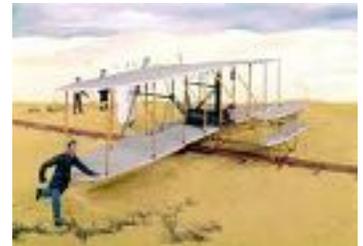
<https://basicmedicalcourse.aopa.org/client/app.html#/auth/logon?renewalType=NEW>

<https://basicmed.mayo.edu/>

The Wright Answers
See page 6 for answer

What was the name of the aircraft that they flew at Kitty Hawk?

- A. Wright Flyer I B Wright Flyer II C. Wright Flyer III
D. Wright Flyer IV



Fly Away Home: Movie

When we think of films based upon true aviation stories, we tend to immediately visualize high speed aircraft zooming along through canyons in pursuit of an enemy or a similar high intensity plot. Well Fly Away Home is just the opposite. Based upon a book by a similar name, it hit theaters back in 1996 as a family friendly true inspirational story. Oh, before I forget, the aircraft are ultralight in design so top speeds will not generate neck snapping reactions if you give it full throttle.



While lacking intense aviations scenes, the film more than makes up for the deficit by telling the story of how a thirteen year old girl inadvertently becomes imprinted into the minds of a flock of Canada geese then finds herself the one person the geese will follow.

Her father, who was building an ultra-light craft, decides to step in and solve a legal issue by having his thirteen year old daughter lead the flock on a journey from Canada to a bird sanctuary in North Carolina. The movie has much more to it and reminds us all that we have an obligation to protect our natural resources and the creatures that dwell within them.

While you may find it on some of the streaming services, you can obtain a DVD copy for as low at \$3.00 on E-Bay and streaming on Apple+ and Roku.

Aircraft Folders

To help you quickly find information on an aircraft, as well as the equipment in it, folders are being created for each plane that will contain items such as:

1. Picture: (dashboard)
 2. POH
 3. Manuals for any and all hardware and nav/comm systems such as nav/com system, auto pilots, etc
 4. Passenger Briefing card
 5. Pre-flight check sheet
 6. Plane parking chart.
 7. Aircraft spec sheet
 8. Heater document
 9. W & B info sheet
 10. Crew chief contact information
 11. Warnings
- etc:



The first folder to be created covers N738NY and you can view it on Flight Circle.

Start with **Dashboard**

Then click on: 1. Files 2. Aircraft Documents 3.N738NY

Helicopter Impossible! by Charles Burke

Several years ago, on a return trip from Maryland, a shocking scene was witnessed far to my left. Rapidly descending towards the forest was an aircraft slowing spiraling downward. There was no question that I was witnessing a crash in progress that would surly end tragically for the pilot....not! At the last second the nose came up and the wings leveled off. This was followed by loops and barrel rolls all in rapid succession. What started out as witnessing destruction turned into a ballet in the sky.

The history of aviation acrobatics is chuck full of nail biting exhibitions that would be totally outlawed today. The early days of aviation saw people doing stunts that by any measure were totally foolhardy such as people jumping from one biplane to another, flying through barns or standing on the wing without any safety ropes.

While the people who performed these stunts made headlines, the engineering of the aircraft were usually of secondary importance. But without a machine designed to withstanding the forces that were involved, none of these feats could have taken place. But for the most part, they all had one common denominator, they involved fixed wing aircraft.

Skip ahead to today and take a look at the new helicopters. We have all seen them being employed for transportation or sometimes entertainment, with a few even showing up at N12. But the one thing that is conspicuously absent is the action of acrobatics. A primary reason for this had been the Achille's Heal of these aircraft, the rotor shaft. To do a loop placed enormous stain on the shaft and could easily lead to a fracture.



But in the field of metallurgy, newer stronger and more durable metal have been created that can overcome this fault. With the advent of these metals, the helicopter is now able to enter the realm of acrobatics. This work was spearheaded for military applications allowing a chopper pilot to execute maneuvers that were unthinkable only a few decades ago.

As with just about any enterprise, daredevils rise to the surface and this is what happened. Initially it was the test pilots who would be asked to push a newly designed helicopter to its limits and it was not long before these machines were catching up with fixed wing aircraft. So, with this fact in mind, it was thought that you might be interested in seeing what was once impossible being done.

Here is a link to a Red Bull Aerial show that was staged in 2018.

www.youtube.com/watch?v=vB1rz9EBhP8

The US Army's New Replacement for the Blackhawk - by Arsh Bahl

Note: Arsh will be writing a new series covering military aircraft

The United States Army has adopted a new aircraft for its aviation arsenal – the V-280 “Valor”. This new aircraft, developed by Bell Helicopter and Lockheed Martin, has been designed to meet the Army’s future operational parameters.

The V-280 Valor, like the current V-22 Osprey, is a tilt-rotor aircraft that combines the speed and range of a fixed-wing aircraft with the maneuverable and versatile behavior of a helicopter. It has a top speed of 280 knots and an operational range of over 500 nautical miles. The V-280 Valor can carry up to 14 soldiers or various equipment, making it a highly versatile platform for various military operations.

One of the key advantages of the V-280 Valor, being a VTOL aircraft, is its ability to take off and land vertically, while flying at high speeds and altitudes to get the best of both helicopter and fix-winged aviation. This makes it well-suited to a variety of missions, including troop transport, med-evac, and search and rescue.

Adopting the V-280 Valor is part of the Army's current efforts to modernize its aviation fleet and enhance its operational capabilities. The V-280 Valor has undergone rigorous testing, including several successful flights and demonstrations, and has been well-received by Army officials.

In addition to its speed and range, the V-280

Valor also incorporates advanced technology such as fly-by-wire controls and a digital cockpit, that provide enhanced situational awareness and ease of operation for pilots. The aircraft also has a reduced radar signature, making it less detectable by enemy surveillance equipment.

Skeptics of the V-280's tilt-rotor design often discuss safety incidents regarding the V-22 Osprey, a sister platform to the V-280. This is far from the truth, however. Between 1991-2023, the Osprey saw a total of 13 losses and 51 fatalities, many of which were during the aircraft's testing period. On the other hand, the Blackhawk has seen 16 crashes and 22 fatalities between 1981-1985 alone, with many more mishaps in subsequent decades.



Overall, adopting the V-280 Valor represents a step forward for the US Army's aviation capabilities. With its advanced capabilities, speed, and versatility, the V-280 Valor is the perfect fit to meet the Army's current and future mission requirements.



N61WT V2.3

REPORT A PROBLEM & PARKING LOCATION



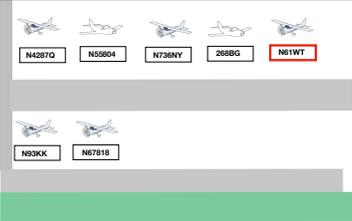
If you observe a problem or discrepancy with the aircraft that you are flying contact the aircraft crew chief, assistant crew chief, or maintenance officer.

If you are unable to contact the appropriate Crew Chief or Assistant Crew Chief, follow the guide list below. If unable to contact anyone, enter a squawk in Flight Circle. If you believe the discrepancy affects flight safety, attach the GROUNDED red tag. Also advise the next person scheduled to fly the aircraft.

Start with Crew Chief ↓

Crew Chief: Bill Butler 732-772-3777
Assistant Crew Chief: Mark Herega 732-882-9420

Maintenance Officer: Bill Butler 732-772-3777
Operations Officer: Tom Griffin 732-300-5062
President: Darren Mattos 732-991-0025



Cessna 172 Passenger Briefing
THIS AIRCRAFT IS NOT EQUIPPED WITH

Before passengers are allowed to be carried in an aircraft, a passenger briefing must be performed. *This is the law.* It is similar to the ones you see the flight attendants do when you fly in commercial aircraft. The pilot will go over the passenger briefing with you on the day of the flight. If you have any questions, that would be the time to ask them.

Smoking
 There is no smoking in or around the aircraft as well as on the tarmac at any time.

First Aid
 There is a first aid kit located behind the rear seat. It is either a white box or a red pouch that says "first aid" on it. Survival equipment will also be located in this area if equipped.

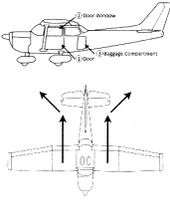
Fire Extinguisher
 This airplane is not equipped with a fire extinguisher.

Emergency Locator Transmitter (ELT)
 The ELT is a device that helps rescue workers find the aircraft quickly if there is an accident. The ELT is automatically activated and sends GPS co-ordinates to the rescue agency. However, if for some reason the ELT needs to be activated manually you can do so by flipping the switch up to the "on" position. *Only do so if instructed by the pilot.* The pilot will show you where the switch is on the day of the flight.

Emergency Exits
 There are three possible escape routes from the aircraft. Please use the following order when trying to exit:

1. Side door. To unlock the door, lift the latch up and push the door out.
2. Door Windows. To unlock the window, turn the lock 90 degrees counter-clockwise and open the window.
3. Baggage Compartment. The baggage compartment door is located behind the rear seats on the pilot side of the aircraft. Unlatch the door and push it outwards.

When exiting the aircraft please walk along the tail to the rear and as far away from the plane as possible.



Problem Reporting Cards +

New problem reporting cards have been created and are being placed in each aircraft. These not only give you a quick reference on who to call but also show where the planer should be parked.

When you turn the card over, you will find the manufacturer's Passenger Briefing card.



ANNOUNCEMENTS

SIM IS NOW FREE! If you want to try you hand at the SIM, just go to Flight Circle and schedule a time slot, you will not be charged! Those who paid the fee to use the SIM previously are being reimbursed



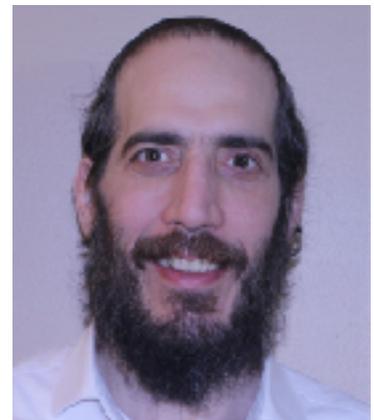
MEET OUR NEW MEMBERS



Bill Stephenson



Darren Porcaro



Yechiel Benediki



Congratulations!

Songlin Lui is Now a Private Pilot, Janis Blackburn Instructor

Overheard Overhead-Dedicated to the "fine art" of Pilot and ATC communications.
by Dave Pathe

While flying from Texas to Minnesota on a less-than-smooth day in December, the Kansas City Center controller had a full plate working several busy frequencies. He finally reached his wits end with constant inquiries about the ride and altitude change requests:

Center: "All aircraft, the rides are light chop. And it's going to be that way ALL WINTER!"

Submitted by Chris W, Hiawatha, KS

BASEBALL! JAC has invited MAFC members to join them on July 8 at a BlueClaws game. They have reserved three boxes and the cost is only \$45. Contact Keith Lyon for details. Food included.

keith.p.lyon@gmail.com

The Wright Answers:

The correct answer is **Wright Flyer III**

WISDOM FROM MILITARY TRAINING MANUAL
submitted by Nick Billows

'You've never been lost until you've been lost at Mach 3.'

- Paul F. Crickmore (SR71 test pilot)-

Takeoffs are optional but landings are mandatory



Cross Keys 17N

Top Hours Flown in January

| PILOT | HOURS FLOWN | AIRCRAFT |
|------------------|-------------|-----------------------|
| Dean Gittleman | 7.7 | N4287Q |
| Darren Mattos | 6.9 | N61WT, N738NY |
| Mark Herega | 6.8 | N61WT, N738NY, N55804 |
| Stephen Weinberg | 5.3 | N268BG |
| Jim Purcell | 5.1 | N61WT, N268 BG |

Awesome Paint Jobs: Art Templeton



"How about NOW?! NOW do you believe that this is the TALLEST roller coaster in the world?!"