

## Chairman's Chatter Box

By Becky Davies

Wow, 2017. . .hard to write, hard to fathom! I am looking forward to this year. I know I'm healthier than I've been for a couple of years, and my hope is to get back in the air and to rediscover the joy flying has provided me all these years. A fun rainy day activity is reading over old logbook entries and remembering the fun times. (It occurs to me that I've been a pilot for 40 years! I keep forgetting I'm even that old!)

Will this rain EVER stop? I know we're supposed to wait for an official edict from Jerry Brown, but by the power vested in me as a soggy person, I hereby declare the drought OVER!!

Southwest Section is holding its spring meeting in "Superior California" April 27-30! If you have not attended one of these sessions (or haven't for a while) I highly recommend it. This one is close to home and the Bay Cities Chapter has planned some fun and educational activities. Plus, it's a great opportunity to meet with like-minded women, and, if you're a delegate, it's tax deductible! More information:

<http://ninetynines.net/sws99sBC/index.asp>

If you're interested in planning further ahead, the fall section meeting will be in Redding. We'll want to do what we can to support the Mount Shasta and Redwood Coast chapters, co-sponsoring the event. More information on that one will likely be available after the spring meeting. Hope to see a bunch of you on March 11, our next Chapter meeting. Location TBA (suggestions?)

## FAA Announces BasicMed

### DO YOU QUALIFY FOR BasicMed?

1. Have you held a valid FAA medical certificate (1<sup>st</sup>, 2<sup>nd</sup> or 3<sup>rd</sup> regular or special issuance) at any time within the last 10 years prior to July 15, 2016?
  2. Was your last medical revoked, suspended, withdrawn or denied?
  3. Have you developed recent cardiac, neurological or mental health conditions since your last valid 3<sup>rd</sup> class medical?
  4. Do you have a valid driver's license?
- If you answered (1) yes (2) no (3) no (4) yes to the above, you are most likely eligible to fly under the final rule the FAA recently released on third class medical reform, which will take effect May 1, 2017.

After meeting the initial requirements to fly under the reforms, pilots will need to visit any state-licensed physician at least once every four years and take the free aeromedical factors online course every two years. A certificate of completion of the course and the checklist from the physician must be kept in the pilot's logbook; alternatively, pilots may carry a legible representation, such as a smartphone image, of the document to be able to show to an FAA inspector if asked. The checklist will be a four-page form that includes instructions for you and your physician.

### AT A GLANCE – Medical reform highlights

**Aircraft specifications.** Up to six seats, up to 6,000 pounds (no limitations on horsepower, number of engines, or gear type)

**Flight rules:** Day or night, VFR or IFR

**Passengers:** Up to five passengers

**Aeromedical factors:** Pilots must take a free online course every two years and visit their personal physician every four years.

**Altitude restriction:** Up to 18,000 feet msl

**Airspeed limitation:** 250 knots indicated airspeed

**Pilot limitation:** Cannot operate for compensation or hire.

## Safety Spotlight: Was your last BFR enough?

Enough for what, you might ask? Let me answer that question with more questions: When was the last time you...practiced slow flight and stalls? Did short/soft field takeoffs and landings? How about a power-off 180? Called a weather briefer? Filed and opened a VFR/IFR flight plan? Learned a new skill or added another rating/endorsement?

According to 14 CFR 61.56, we cannot act as PIC of an aircraft unless we have completed a flight review in the previous 24 calendar months. That review consists of a *minimum* of 1 hour of ground training and 1 hour of flight training. That's it? Two hours of torture with a certified flight instructor every 2 years?

It's not enough. It's legal. Now let's talk about the difference between being legal and being SAFE. Regulation vs. Recommendation. FAR vs. AIM. There are several examples I could cite where the FAR spells out a regulation: we *must* do, but the AIM gives a recommendation on what you *should* do, i.e. – supplemental oxygen. 14 CFR 91.211 states the altitudes where we *must* have and use supplemental oxygen. Chapter 8 of the AIM, Medical Facts for Pilots, gives us great guidance in 8-1-2 on when to consider using oxygen. Check it out.

I want to challenge you all to do something more. Grab your favorite flying buddy, call a CFI, book a sim, or read/watch something educational *at least* once a month. Let's make it a goal for 2017. We all fall into routines in our daily life. Routines are good for the most part. But for a

pilot, it can spell trouble in the form of complacency. By getting up there and trying something new or practicing old, rusty skills with the watchful eye of a proficient peer or a CFI, we can break up our routines and add something fresh.

I'd like to leave you with something for your viewing pleasure to help get you thinking about your next flight. There is a channel I subscribe to on YouTube by the name of "Garry Wing" and he presents simple 5-minute inflight videos on a multitude of topics. And best of all, he's right here in California!

Jeanette Hibpshman  
CFII, AGI/IGI



### NEWS FLASH!

**Bridgette Kirk**, currently in school in Iowa, has gotten her Medical back from the FAA and looks forward to flying again!

**Penny Nagy** has successfully undergone surgery and is on her way to recuperation.

**Loreli Cangiano** is recovering from a fall resulting in a broken hip.

## BLACK JACK BECKER

1923 -2016

By Jacquie Warda

In March, 1946, a young man named Jack Becker soloed an Aeronca 058B (L-3) after only 65 minutes of total flying time. We think that's pretty amazing, but according to my Dad, many guys soloed with very little time in an airplane. They were so simple back then, it didn't take much to figure out how to get it in the air and back down again. Most didn't even have radios.

He was fairly poor and was working at the Palo Alto airport sweeping hangar floors and cleaning airplanes in trade for flight time. His log book records flights of 10 – 20 – 15 minutes, etc. He told me once he would sweep a hangar floor, head out to fill an airplane with gas and jump in it and fly around the pattern a couple times *before* anybody saw him do it. Then park the plane and get back to work! The 13<sup>th</sup> entry in his log book is a one-hour familiarization flight in the Cessna T50, the twin Bamboo Bomber. He had exactly 4 hours and 5 minutes of total flight time and he gets checked out in a twin engine! Within the next couple of hours, he is checking out in an SNJ-4 and a Vultee BT-13. And each of the first flights in those airplanes resulted in his solo after a couple passes, as well. He wanted to fly so badly that he told me many years later he felt he was "born to fly" because he thought flying was so easy. His only regret was he never would have enough money to ever own an airplane. He flew for 12 years, logging time whenever he could sneak away in one of the company planes and log a few minutes of time. His log book shows quite a few ferry flights from Palo Alto to all over California. Most of his logged flights are spent practicing slow flight, steep turns, spins, pylon 8's, etc. He was always practicing.

My Dad spent 6 years in the Navy and there he learned aviation maintenance. When he got out of the Navy he worked for Aero Products/Allison and later for AeroJet General, and McDonnell Douglas in Long Beach, CA, from which he retired at age 62. I believe he earned the nickname "Black Jack" in the Navy because of his dark hair and eyes.

My Dad's favorite plane was always the AT-6. Right after the war, he told me the AT-6 was being sold all over the country for about \$600, war surplus. His dream for me was to see me solo an AT-6, and sadly, he didn't get to see that. But when I do, he will be watching from heaven, I'm sure!

He passed away peacefully on December 24, 2016.

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## A WINTER AVIATION ADVENTURE

by Carol Andrews

On a blustery January Sunday recently, I had the privilege of joining members from Placer Gold chapter to visit Adventure Flight at the Lincoln Airport. Laurie Smith, a member of the Alaska 99s, and her husband Andy Bibber, lead us on a tour of their fleet of Golden Era aircraft including a Cessna T-50 Bamboo Bomber, an SNJ-4, a Stearman, a Taylorcraft and a Monocoupe racing machine in multiple parts. A warm lunch was enjoyed along with a lot of good hangar talk. Laurie and Andy divide their time between California and Alaska offering instruction and scenic tours. After the birth of their son, Laurie is returning to her day job by commuting to Kotzebue, Alaska, where she is an FAA flight service technician. They have a home in Fairbanks, where they live in the summer.

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