



EAA 172 *Winter Soup Party*
 February 11, 2017 12:30 pm
 Pea Patch Aerodrome (61GA), Blythe, Georgia

EAA 172 *Meeting*
 March 11, 2017 9:30 am
 Augusta Aviation at Daniel Field, Augusta, Georgia

Bushdays

Thurmon KENT, Jr.	02-07	Shirley HARDEN	02-02
Sidney BROWN	02-11	Coral BLANCHARD	02-22
Edward CHRISTIAN	02-16		
Daniel B. SILLIMAN	02-17		

Announcements

Thurmon & Sophia	KENT	02-11
Charlie & Sheila	CONNELL	02-25

EAA 172 Night Out

Thursday, February 23: EAA 172 monthly "get-together" -- Social Meeting 6:30 PM -- This is a monthly non-business social gathering held on the fourth Thursday. This month's location is **Oliviana's Pizzeria and Grill**, in Surrey Center, 399 Highland Ave, Augusta, GA 30909. Phone number: 706-723-1242. Website: [Oliviana's Pizzeria](#). Map and directions: [Oliviana's directions](#). For questions contact Virginia Bush 706-554-5618 e-mail: donr.bush@yahoo.com.

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *You're preparing to take your commercial practical test. While filling out your paperwork and going through your logbook, concern arises over some of the PIC time you have logged, particularly the flights flown when you were receiving instruction toward your complex endorsement and complex time required by 14 CFR 61.129. Can you log PIC time that you had in complex aircraft prior to having a complex endorsement?*

According to AOPA and the FAA: Although you were unable to act as PIC of a complex aircraft before you had your complex endorsement, that doesn't keep you from logging PIC time for those flights. This FAA [Letter of Interpretation](#) addresses the scenarios and states that the term "rated" refers only to category, class, and type (if required). So you could be appropriately rated, have no complex endorsement, and log PIC time in a complex aircraft. You just can't act as PIC until you earn the endorsement.

This Month's Question: Can a pilot volunteer to use his or her light sport aircraft (LSA) for activities with the police department if the police provide fuel?

TRUMP'S EXECUTIVE ORDER WON'T DELAY BASICMED

AOPA had an excellent description of BasicMed and wrote about the May 1 implementation. FAA now has many changes to the third-class medical regulations effective May 1, 2017. But, on January 26, 2017, EAA announced “The incoming



Trump administration put a freeze on new federal regulations last week” and “the effective date for the regulation would move to July 1. [from May 1]” CNN had reported “Washington (CNN)White House Chief of Staff Reince Priebus issued a memorandum Friday night to all executive departments and agencies to freeze new or pending regulations -- giving the new administration time to review them.” EAA did write that “EAA will continue to follow this issue closely and is in contact with the FAA and congressional representatives urging that all possible measures be taken to



allow the rule to go into effect on schedule.” Other aviation entities followed what EAA had written. AVweb reported “A blanket order from the Trump administration to place a 60-day hold on all new federal regulations may affect the finalization of the FAA’s new third-class medical rules.” General Aviation News followed on February 2 “The Experimental Aircraft Association is reporting that the Trump administration put a freeze on new federal regulations, ordering that no new regulations be published in the Federal Register — which serves as official notification of the nation’s regulations and policies from the executive branch of government.”

But AVweb, after investigating, followed up on February 3, 2017: “The suspension of all new federal regulations by the incoming administration will not impact BasicMed reforms, as had been feared by some in the aviation community. The directive issued on Jan. 20 by White House Chief of Staff Reince Priebus halts publication of new regulations until approved by an agency director appointed by the incoming administration and suspends the effectiveness of previously published regulations for 60 days. The published effective date of the BasicMed rule, May 1, 2017, is more than 60 days from the Jan. 20 directive, which **exempts BasicMed from this directive**. Additionally, the directive excludes those regulations subject to statutory deadlines.” AOPA also wrote “AOPA has reviewed President Donald Trump's executive order to hold pending and new regulations for a 60-day review and determined that the freeze does not apply to BasicMed, which provides a long-anticipated alternative to medical certification.”

As of February 4, 2017 EAA has not yet commented.

(Information adapted from AOPA News & Media 01/12/17→[BasicMed rules](#), CNN 01/20/17→[Trump puts freeze on new regulations](#), EAA Hotline 01/26/17→[Regulations on Hold](#), AVweb Flash 01/31/17→[New Federal Officials Delay Medical Reform](#), General Aviation News 02/02/17→[Is 3rd class medical reform on hold?](#), AvWeb Flash 02/03/17→[BasicMed Not Impacted By Regulatory Hold Order](#), AOPA News & Media 02/03/17→[Executive order won't delay BasicMed](#))



AIRLINE CREWS AFFECTED BY TRUMP ADMINISTRATION'S TRAVEL BAN

But all is still not OK in the aviation world. According to AVweb “Airline crew members are not exempt from the new U.S. travel ban that restricts the entry into the U.S. of non-citizens from Iran, Iraq, Syria, Libya, Somali, Sudan, and Yemen, according to the Air Line Pilots Association (ALPA).” As they wrote, the Air Line Pilots Association (ALPA) indicated “We recommend that green-card holders from the above countries not accept assignments outside the U.S. until the government has confirmed that they will be permitted to return to the U.S. without challenge.” FlightGlobal wrote “The recent ban on entry into the USA by nationals of several countries may apply to airline crews ... The executive order containing the ban, signed by president Donald Trump on 27 January, 'was issued without prior coordination or warning, causing confusion among both airlines and travellers', says the International Air Transport Association (IATA) in a statement to FlightGlobal.” Reuters news agency wrote “The ban on U.S. travel for passport-holders of seven Middle Eastern states applies to airlines' flight crew, the International Air Transport Association said in an email to carriers around the world on Saturday.”



(Information adapted from AVweb Flash news 02/01/17→[Travel Ban Affects Airline Crews](#), FlightGlobal 01/30/17→[Ban May Apply to Aircraft Crews](#), IATA, Reuters 01/28/17→[Certain flight crew barred from U.S. entry](#))



Now for something a bit “lighter” than worrying about executive orders. Member Steve Amster sent this in:



Click [HERE](#) or the above graphic to take the quiz.