

WRENS AIRPORT DOWNSIZING

(Click [HERE](#) or below to enlarge the Google earth photo)



Wrens City Administrator Arty Thrift made a presentation to the Jefferson County Board of Commissioners during its work session Monday, February 2, 2017. “We’ve received a notification from the Georgia Department of Transportation (GDOT) Communication about our airport. Specifically, the approach from the west,” Thrift said. “They have identified a safety issue there and specifically it involves Lucky Bridge Road, which is a county road. They say that the approach for airplanes coming into the airport gets inside of their determined safety zone. It kind of goes like this. If you’ve got a car sitting on Lucky Bridge Road, or a truck or a dump truck or a combine or an 18-wheeler, they’ve set a height limit of 15 feet on the vehicle. That’s their limit. And they say that vehicle sitting on that road is in the approach path. So they have identified that as a safety issue,” he said. “They gave us three options. One option is to lower

Lucky Bridge Road 15 feet, if you can imagine. The other option is to close Lucky Bridge Road, which is where Jefferson County gets involved. Lower Lucky Bridge Road 15 feet or close Lucky Bridge Road. “Or you can shorten the runway and leave Lucky Bridge Road as it is. You shorten the runway, you just move that white stripe some and then the road is not in that safety pattern,” Thrift said, adding he, Wrens Mayor Lester Hadden and Commissioner Wayne Davis have discussed the issue in detail. The airport is in Davis’ district. Davis is also the city’s public works director. “We don’t think the time is right to close Lucky Bridge Road. Maybe in the future, we might need to come back to the county,” he said. Davis made a motion to not close the road and instead have the city shorten the runway. Commissioner Tommy New asked Thrift if shortening the runway would limit the size of plane that could land at the airport; and, Thrift said it does. The city administrator said he spoke with the people who have hangars there; and, they said such a change in runway length would not affect them. (Information adapted from the *Jefferson County News & Farmer* 02/15/17 → [Wrens Airport Downsizing](#))

POSSIBLE PROBLEMS

WITH FAA’S NEW BASICMED THIRD-CLASS MEDICAL EXEMPTION RULE

AvWeb, EAA, and General Aviation News have a number of comments about the new FAA BasicMed 3rd Class medical exemption rule which goes into effect on May 1, 2017. According to Janice Wood of General Aviation news, Bill Talutis of Murchison, Texas, said in a recent Letter to the Editor that his insurance company insists he get an FAA flight physical and medical certificate. “If I want to fly BasicMed, they simply will not insure me,” he said. “It is their prerogative, I suppose, to deny insurance regardless of the legality of my BasicMed compliance. And, of course I will seek insurance elsewhere.” Jon Harden, president of Aviation Insurance Resources, said “Usually the insurance industry takes a very conservative approach at first, as they did with the Light Sport movement and no FAA medical requirement. However after one insurance market decides to embrace the change, most of the other markets tend to follow — maybe not right away, but over a short period of time.”



“With that said, there are some markets that may have in their underwriting requirements that a pilot must have a valid FAA medical on certain make and model airplanes or at certain age limits or combination,” he said. Also, according to AvWeb, clearly, the chief worry among pilots is finding a non-AME doctor who will sign the BasicMed checklist, a draft of which appears in [AC 68-1](#). A survey found that not quite a third of respondents thought it will be easy to find a physician to sign the form while more than a third thought it would be a little difficult. Fourteen percent said impossible. One respondent wrote “My doctor already said no, and all the other doctors at my medical plaza said the same. The reason is obvious: **Liability**. FAA knew this, that’s why it passed so easily,” commented Michael Livote. To be fair, a number of readers said their doctors had already agreed to sign off on BasicMed and others said their docs would.” Bob Mackey, Senior VP, EAA Insurance Solutions, writes it is very likely, even with medical reform in those rare situations where the pilot is “older” (an undefined term), and the aircraft is high-performance and/or configured with six or more total seats, the insurance company may require either an annual FAA medical and/or annual FAA medical and an annual flight review or recurrent training.

(Information adapted from AVweb Flash 02/13/17→[BasicMed Survey: Disappointed Resignation](#), General Aviation News 02/15/17→[The impact of insurance on medical reform](#), EAA eHotLine 02/16/17→[What Medical Reform Means for Your Insurance](#), FAA→[AC 68-1](#))

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EAA 172 member Larry Garner sold his Cherokee aircraft. He has many aircraft related items for sale. Larry wrote on February 4, 2016: "Since I sold my Cherokee , been going thru what airplane stuff I've accumulated over the years and this is some of what I have. I am very open to offers, just have to start somewhere. I did research current selling prices."

Larry Garner e-mail: garner49@comcast.net SEE THE LIST AT: [Garner's Airplane Stuff](#)
