

**Mentone Flying Club
August 2004 Newsletter**

Effective August 1st, Jim Ewen will serve as the new Safety Officer, replacing Mari Lynn Border. Jim's many of years experience as an instructor and professional pilot will go far in helping members be safer and more proficient pilots.

Since the beginning of the year, avgas prices have risen at RCR from \$2.00/gallon to \$2.65/gallon. Jim explained that the reason was due to an abnormally high delivery charge for the last load. For now, there is no plan to raise hourly rates. However, if the next load remains high I will ask the Board of Directors to assess rates. Our club cannot lose \$5/flight hour long term and remain solvent.

At the July meeting, a written proposal to amend the Bylaws was submitted by Dan Christman. A member at the meeting requested that since a single reading at the meeting was not sufficient time for the members to "soak in" the meaning and ramifications, it be circulated with the August newsletter. I include a copy of the proposal for your consideration and discussion at the August meeting.

On September 15th, the MFC will sponsor an FAA Safety Meeting in the AIRVAC hangar. The Gary Tower personnel will be on hand to enlighten and entertain us, and reward pilots with correct aviation quiz answers with valuable prizes. The Gary Tower guys solicit prizes from aviation vendors all over the country for their program. Ask Big Dave Miller if he thinks they give away neat prizes and watch him smile!

Being "current" does not necessarily mean a pilot is proficient at all the many things that must always be done well to remain healthy. If you have not practiced things like off-airport emergencies, stalls, ground reference maneuvers, or high performance take-offs and landings since your last Flight Review, I would like to encourage you to self-evaluate and practice for proficiency! Time and proficiency pass away quickly and it is easy to get "rusty". Please fly safely!



Next meeting: August 20th at 1900
Safe and happy flying!
Rex

MEMORANDUM FOR: MENTONE FLYING CLUB MEMBERS

FROM: DAN CHRISTMAN

SUBJECT: POSSIBLE AMENDMENT TO THE OPERATING RULES

1. The operating rule titled eligibility paragraph four should be considered for amendment. The current rule of:

“All owner-members of the Corporation shall have a flight review in accordance with published Federal Aviation Regulations by a Corporation instructor in order to maintain their eligibility and currency. The owner-member shall provide a copy of the certificate or written proof to the Treasurer within 30 days of the date of the review.”

should be changed to allow upon the receipt of a new rating or certificate, participation in the “Wings” program, or a flight review by another agency such as Flight Safety, American Flyer’s, The U.S. Military etc, to satisfy this requirement.

2. The current rule would make two flight reviews required for several currently active owner members. To illustrate this let me use the example of a private pilot who has just attained their instrument rating. By taking the check ride this would satisfy the CFR 61.56 requirement for a flight review. But by the club’s current rule the pilot’s check ride would not meet the requirements of a flight review because it was not conducted with a club instructor. A second example would be the club members who are also corporate pilots. As corporate pilots they are required to have recurrent training which also satisfies CFR 61.56 as a flight review. Again this would not satisfy the current club rule due to it not being performed by a club instructor. Finally, a third example would be members who rent aircraft at other airports. While it is legal by the club’s rules for them to keep their 90 day currency in aircraft other than the club’s, it is not (under the current rule) legal for them to do a flight review in other than a club’s aircraft with someone other than a club instructor and still remain current in the club.
3. While the rule was created for the best interests of the club members, I believe that it is poorly worded and does not truly reflect the intentions of the said rule. My proposal is simply to change the current rule to state:

“All owner-members of the Corporation shall have a flight review or equivalent in accordance with CFR 61.56 to maintain their eligibility and currency. If a flight review or equivalent has been conducted outside of the club, the owner member shall provide a copy of the certificate or written proof of completion to the Treasurer within 30 days of the date of the review.”

I have included a copy of the current CFR 61.56 with the exceptions highlighted to further clarify my position.

Sincerely,
\\SIGNED\\
Daniel P. Christman

FAR Section 61.56 — Flight Review

a. A flight review consists of a minimum of 1 hour of flight instruction and 1 hour of ground instruction. The review must include:

1. A review of the current general operating and flight rules of Part 91 of this chapter; and
2. A review of those maneuvers and procedures which, at the discretion of the person giving the review, are necessary for the pilot to demonstrate the safe exercises of the privileges of the pilot certificate.

b. Glider pilots may substitute a minimum of three instructional flights in a glider, each of which includes a 360-degree turn, in lieu of the 1 hour of flight instruction required in paragraph (a) of this section.

c. Except as provided in paragraphs (d) and (e) of this section, no person may act as pilot in command of an aircraft unless, since the beginning of the 24th calendar month before the month in which that pilot acts as pilot in command, that person has:

1. Accomplished a flight review given in an aircraft for which that pilot is rated by an appropriately rated instructor certificated under this part or other person designated by the Administrator; and
2. A logbook endorsed by the person who gave the review certifying that the person has satisfactorily completed the review.

d. A person who has, within the period specified in paragraph (c) of this section, satisfactorily completed a pilot proficiency check conducted by the FAA, an approved pilot check airman, or a U.S. Armed Force, for a pilot certificate, rating, or operating privilege, need not accomplish the flight review required by this section.

e. A person who has, within the period specified in paragraph (c) of this section, satisfactorily completed one or more phases of an FAA-sponsored pilot proficiency award program need not accomplish the flight review required by this section.

f. A person who holds a current flight instructor certificate who has, within the period specified in paragraph (c) of this section, satisfactorily completed a renewal of a flight instructor certificate under the provisions of Sec. 61.197 (c), need not accomplish the 1 hour of ground instruction specified in subparagraph (a) (1) of this section.

g. The requirements of this section may be accomplished in combination with the requirements of Sec. 61.57 and other applicable recency requirements at the discretion of the instructor.