



FLEMING FLYER

FFAA Meeting – Tuesday April 3, 2012

Potluck @ 6 pm - meeting and program (Your License and the Law) to follow

FFAA Elected Officers

President

Jeff Sheridan
651-686-8800
jsheridan@strandemoandsheridan.com

Vice-President

Mike Bergeson
651-336-6914
msbergeso@hotmail.com

Secretary

Jim Hancock

Treasurer/Membership

Robyn Shear
952-431-1765
Contact Robyn for FFAA
membership application or renewal

Appointed Positions

Activities

Greg Bauer
Mike Carver

Newsletter Editor

Kirk Lindberg
dd@visi.com

Airport Manager

Glenn Burke
651-554-3350

2012 CALENDAR

- 5/19 - CAF Hangar Dance
- 5/20 - YE & Pancake Breakfast
- 6/22 – Kaposia Days Parade
- 6/23 – Airport Open House
- 7/23–29 - Oshkosh
- 9/8 - CAF Hangar Dance
- 9/9 - YE & Pancake Breakfast

President's Pen

by Jeff Sheridan

Your Pilot's License and the Law (part 2)

I wrote about this subject back in December and promised to follow up specifically on the subject of alcohol. The facts here are fairly straight forward. There are no statistics that support the idea that people who drink and drive are also inclined to drink and fly, and the number of aviation accidents that are caused by, or even involve alcohol, is so small as to be statistically irrelevant. Despite these facts, the FAA is going after people who drink with unrelenting vigor.

Technically, they are not going after your license. FAR 61.15 does not provide for a certificate action for a first offense DWI. It does, however, provide a 60 day self-reporting obligation on a pilot any time that pilot has been convicted of a DWI or had his or her license revoked or suspended by the state. So while a pilot won't lose his or her pilot certificate for picking up a first-time DWI, many have lost it by failing to report it.

This has been the law for many years: report your first offense, the FAA puts a check mark next to your name and you keep flying. Or at least that is how it used to be. Not so much now. You see, while that certificate we carry around may be worthy of framing to show off our accomplishment, it is useless unless it is accompanied by a medical certificate. When you report a DWI or license action today, you will be almost immediately subject to a complete review for alcohol dependence. This will require an alcohol assessment with a positive prognosis and likely another visit to a special AME trained in chemical health screening. Miss one of their very short reporting deadlines and you are grounded. If your alcohol concentration test happened to be a 0.16 or more, you are in for even more fun. Go over 0.20, and you may never fly again.

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I recently represented a private pilot who was out celebrating his birthday. His designated driver decided halfway through the night to join in the fun, which led to the two of them playing “who’s the drunkest?” in the parking lot at closing time. My guy guessed wrong and was stopped within a block of the bar. He tested above .20. Unfortunately, he hired an attorney who knew nothing of the FAA’s views on life who told him he should not report the incident because they were fighting the charge. He dutifully followed that advice, both at the 60 day mark and on his next medical application. Little did he know that when you sign a medical application, you are actually authorizing the FAA to check with any and everyone whether the information you gave was accurate. When they checked with the DMV, they learned of the license revocation and immediately issued an emergency order of revocation of both the recently issued medical and the pilot’s certificate. What happened next shocked even me, and I have been doing this for 25 years.

I can’t describe the odyssey that ensued here because there is not enough space. Instead, I will use this as a teaser to get you to attend Tuesday’s meeting to hear this and other stories of your kinder, gentler FAA. By the time I’m finished, it will be obvious why FAA Administrator Randy Babbitt simply chose to resign the day after he picked up his DWI. You will also see why you need to consult with someone familiar with FAA procedures immediately following any “brush with the law.”

Prescott Flying Club *inc.*
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for membership information, visit
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I look forward to seeing you all on Tuesday.

Clear skies and tailwinds . . .

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Fleming Fly Market

FOR SALE

Intentionally left blank....no ads this month...

WANTED

Ads are FREE to Members! \$1.00 per item for non-members. Ads will run for one calendar year (January through December) and will then be removed. This is because most people who place ads never contact us to remove them even if the item has sold. You may place the same ad again if you wish. Email dd@visi.com to place an ad.

FFAA Meeting Minutes --- No March meeting

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Foreflight ADSB Weather News

FARGO, North Dakota (3/27/12) –

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See Appareo web site for more details [here](#).

See the FAA web site for more info on ADSB [here](#).

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Airport Projects

Congress approved the long term funding bill for the FAA in February. The FAA has prioritized grants that go out to the individual airports. Construction grants are now being approved. Fleming Field has two federal grants. Both of those grants are considered planning grants and will be awarded in the second phase in late May or June. Those two grants are for the Environmental Assessment on the north runway clear zone and the Airport Master Plan.

Airport Advisory Board

The South St Paul City Council has accepted the recommendations of the Fleming Field Aviation Association changes to the Airport Advisory Board. The City Council introduced the ordinance on March 19th and the final hearing will be at the April 5th City Council meeting.

Non-Directional Beacon

Last month I wrote that the State of Minnesota is considering taking the NDB, HOPEY out of service permanently. There have been no negative comments submitted to MNDOT Aeronautics yet. If you still use this approach and want to keep using it you should register your comments to Jeff Flynn, his

phone number is 651-237-7235 and his e-mail address is jeff.flynn@state.mn.us.

Terminal Building Weather Computer

The new MNDOT weather computer is in place in the flight planning room. MNDOT Aeronautics is testing the new computer which is using free internet websites like duats.com, weather.gov, aviationweather.com and 20 other sites. If you use this computer please take the short online survey and let MNDOT Aeronautics know your thoughts on this change or improvement they can make..

Hangar Inspection Program

It is that time of year, time to get your hangar inspected. The airport office sent out hangar inspection notices the last week of March. In the notice you will have found our new inspection form. New this year is the contact information for sub-tenants. Please have your entire sub-tenant information filled out and ready to give to the inspector, it will cut down the inspection time in the hangar. You can call the airport office to set your inspection appointment. The fire department inspect all businesses and hangars in the north and west hangar a South hangar area will only have the airport inspection.

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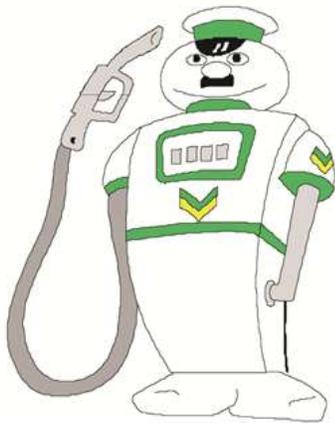
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- New 8-week ground school starting April 9th 2012.
- Becoming a new Flight Instructor
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