

AIRCRAFT OWNERS AND PILOTS ASSOCIATION

Annual Meeting of Members  
September 7, 2017



The Annual Meeting of the members of the Aircraft Owners and Pilots Association was held, pursuant to due notice, on Thursday, September 7, 2017, at 9:00 AM Eastern at the headquarters of the Association, at 421 Aviation Way, Frederick, Maryland 21701.

The members noted on the attached Attendance List were present in person. In addition, there were 61,917 members represented by proxies. Chairman of the Board William Trimble III presided. Kenneth Mead served as Secretary.

The Secretary reported that he had examined the register of attendees and the proxies submitted and reported that there were present in person, or represented by valid and legal proxies, not less than 61,917 members. He presented a certified computerized list of members entitled to vote, including a tabulation of proxies submitted. He also presented a copy of the notice of the meeting as published in the July and August, and September 2017 issues of the AOPA Pilot and Flight Training magazines, which are official publications of the Association. He reported that a notice of the meeting was also published on the Association website, and that notices were timely mailed to those members who have opted not to receive the Association's magazines.

The Chairman then declared that there were present in person or by proxy a sufficient number of members to constitute a quorum, and that this was a properly convened meeting of the members of the Aircraft Owners and Pilots Association. He directed that a copy of the notices of the annual meeting, the register of attendees, the certificate of the computerized list of members entitled to vote, and the proxy tabulation be filed with the minutes of the meeting. He stated that the complete computerized membership list and proxy tabulation, in searchable form, is available and would be kept open during the meeting for inspection by any member.

On motion duly made and seconded, a reading of the minutes of the last Annual Meeting, being the minutes of September 9, 2016, was waived, and the minutes as drafted were approved.

The Chairman announced that the first item of business scheduled to come before the meeting was the election of Trustees to serve until the next annual meeting of members and until their successors have been duly elected and qualified. The Chairman appointed Kenneth Mead, a member and not a candidate for the Board of Trustees of the Association, as the Judge

of Election. The Chairman announced that pursuant to the authority contained in the By-laws, a Nominating Committee had been appointed, and that this Committee submitted its nominations to the Secretary.

The Secretary then read the report of the Nominating Committee, a copy of which is appended to these minutes. It was the recommendation of the Nominating Committee that the following persons be elected as Trustees of the Association:

Mark R. Baker  
Lawrence D. Buhl III  
Darrell W. Crate  
Matthew J. Desch  
Amanda C. Farnsworth  
Burgess H. Hamlet III  
James N. Hauslein  
H. Neel Hipp  
William C. Trimble III  
James G. Tuthill, Jr.  
Luke R. Wippler

The Chairman then declared the polls open for the election of Trustees. He asked Mr. Mead to distribute ballots to any member desiring to vote in person and, when the voting had been completed, to collect and tabulate the ballots.

While the vote for the election of trustees was being tabulated, the Chairman invited Mark Baker, President and CEO of the Association, to deliver his report on the affairs of the Association. Mr. Baker first expressed the Association's deep gratitude for the support of the members in AOPA's critical advocacy efforts. That support makes all the difference. President Baker provided highlights of the Association's advocacy work, noting in particular AOPA's full court press to keep control of the Air Traffic Control (ATC) System out of the hands of the airlines and defeat a proposal to "privatize" the ATC System. Among other advocacy efforts, he reported on implementation of BasicMed and AOPA's egregious FBO pricing initiative. Regarding the You Can Fly (YCF) program, Mr. Baker updated members on the four central elements of the Program: Rusty Pilots, Flying Clubs, Flight Training, and development of the High School aviation curriculum. He noted as well the Association's participation in the hurricane relief efforts and reported on the continued success and impressive member attendance at engagement events such as the Regional Fly-Ins. Finally, he made note of the work of the Air Safety Institute and the continuing decline of the GA accident and fatality rates.

Following President Baker's report, the Judge of Elections then presented his report on the results of the balloting. Each nominee received the unanimous vote of the members present in person and by proxy. The Chairman declared that the eleven nominees for the Board of

Trustees had been duly elected for the ensuing year and until their successors shall have been elected. He directed that a Certificate of the Judge of Elections be prepared and filed with the minutes of this meeting.

The next item of business was a proposal to approve all actions of the Board of Trustees and officers taken since the last annual meeting. Upon motion duly made and seconded, it was unanimously

RESOLVED, that all purchases, contracts, acts, proceedings, elections and appointments of the Board of Trustees or any committee thereof or the officers since the last annual meeting of members be and they hereby are ratified, approved and confirmed by the members of this Association

Chairman Trimble asked if there was further business. Mr. Daniel Cross, who has been a member of AOPA for 31 years and a pilot since 1980, asked to be recognized. Mr. Cross wished to discuss two issues and provided a written submission, which is incorporated by reference.

First, Mr. Cross requested that President Baker make AOPA's Frederick Municipal Airport ramp available to AOPA members for overnight parking and for transient operations generally. Mr. Cross noted AOPA's concerns about inordinate FBO fees and explained that if the ramp were made available Members could avoid "Signature's 'pay to play' ramp." Mr. Baker responded that a Member having business at AOPA, including just visiting Headquarters or having an inquiry, may use the AOPA ramp, although an advance call to AOPA's Flight Operations Center would be appreciated. If there are other reasons a Member desires to use the ramp, the Member should call ahead and the request will be considered case-by-case.

Second, Mr. Cross, as owner of Cross & Company, LLC, a commercial real estate development business in Frederick, Maryland, submitted a response on September 1, 2017 to the City of Frederick's Request for Proposal (RFP) to construct and operate up to 120 new General Aviation hangars. Mr. Cross said he understands that AOPA also submitted a response to the same RFP and does not like the idea of having to compete with an association of which he is a member. Mr. Cross wanted to know the justification under AOPA's charter for submitting a response, and, further, the justification for the expenditure of AOPA funds if the City of Frederick were to award the contract to AOPA.

Responding to Mr. Cross' questions and points, Chairman Trimble said that AOPA did submit a response for consideration by the City of Frederick and went on to note that the Association By-Laws provide that AOPA was formed to, among other things, "promote the

pursuit of flying, promote the economy, safety, and popularity of flight.” AOPA’s primary goal in pursuing this project is to develop a proto-type public/private partnership for it to use to demonstrate to airports and members nation-wide the viability of this type of hangar development solution. Adequate and affordable hangar space for a broad range of GA aircraft is essential to the pursuit of flying, but the increasing cost of airport development has become a significant obstacle to airports desiring to provide hangar capacity for GA pilots and their aircraft. Mr. Trimble said that AOPA’s response reflects a desire by AOPA to do its part in inspiring general aviation growth and creating a showcase for what is possible at other airports.

Chairman Trimble thanked Mr. Cross for his submission and asked if there was any further business. There being no further business to come before the meeting, the meeting, upon motion duly made and seconded, was adjourned.

A handwritten signature in black ink, appearing to read "Kenneth M. Mead". The signature is written in a cursive style with a horizontal line underneath the name.

Kenneth M. Mead, Secretary

## **Daniel C. Cross**

6226 Twenty-Ninth Street, N.W., Washington, D.C. 20015  
mobile: 202-494-2948, e-mail: [Daniel@CrossAndCompany.com](mailto:Daniel@CrossAndCompany.com)

06 September 2017

AOPA Board of Trustees:

My membership number is 00909148. I obtained my private pilot license in 1980. I am a thirty-one-year member of the association, an aircraft owner since 2003, and past employee of AOPA under then President John Baker and Government Affairs head John Sheehan.

The following questions are respectfully submitted for discussion and response during the "New Business" agenda period at the Annual Meeting of the Members of AOPA on Thursday, September 7, 2017. I ask that the questions and responses please be entered into the minutes of the meeting and thenceforth be available to the membership.

- 1) Current AOPA President Baker has said that general aviation pilots and their passengers need to transit aprons and ramps "just to get to the parking lot" without paying inordinate fees to FBO operators. To that end, I ask that the AOPA transient ramp here in front of headquarters, a ramp on private property and not on Frederick Municipal Airport property, please be opened for that purpose. It is currently signed "must be doing business at AOPA." Please allow dues paying current members to utilize the ramp for transient ops and one-night parking, instead of forcing them onto Signature's "pay to play" ramp.
- 2) As Board President Bill Tremble and General Counsel Ken Mead are aware, I now find myself in the unusual position of being a business competitor with my own association. As I don't operate a national trade association, this is somewhat puzzling to me. Upon my retirement from thirty years of Navy service in the Fall of 2016, I returned to my civilian business in real estate development here in Frederick, Maryland. Last Friday, September 1, 2017, Cross & Company, LLC submitted a response to the City of Frederick's Request for Proposal 17-R for a "Land Lease for Northeast Hangar Development", a project to construct and operate up to one hundred and twenty new general aviation hangars here at Frederick. Tim Fortune, AOPA's Chief Administrative Officer, submitted AOPA's proposal at the same moment.

Q: Would the Board please share with the members where specifically in Article Two of the Bylaws "Purposes", the association is meant to engage in Real Estate Development and the for-profit operation of Hangars?

Q: What explanation does the Board offer to AOPA members in the other forty-nine states and hundreds of other designated general aviation reliever airports around the country that AOPA resources, human capital and money were spent here in preparing the response, and if AOPA is awarded the contract will require the further expenditure of millions of dollars here, rather than alleviating their hangar shortages at their airports?

Q: I asked this question directly to Mr. Fortune on Friday and he responded "we have a plan." Would you please now tell the members about that plan?

Thank you.

A handwritten signature in blue ink, appearing to read "Daniel C. Cross", with a long horizontal flourish extending to the right.

Daniel C. Cross



**AIRCRAFT OWNERS AND PILOTS ASSOCIATION**

421 Aviation Way | Frederick, MD 21701-4798  
Telephone (301) 695-2000 | FAX (301) 695-2375  
[www.aopa.org](http://www.aopa.org)

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September 7, 2017

Aircraft Owners and Pilots Association  
421 Aviation Way  
Frederick, Maryland 21701-4798

Attention: Kenneth M. Mead  
General Counsel and Secretary

Gentlemen:

As members of the Nominating Committee of the Aircraft Owners and Pilots Association, we nominate the following persons to be candidates for the Association's Board of Trustees:

Mr. Mark R. Baker  
Mr. Lawrence D. Buhl III  
Mr. Darrell W. Crate  
Mr. Matthew J. Desch  
Ms. Amanda C. Farnsworth  
Mr. Burgess H. Hamlet III  
Mr. James N. Hauslein  
Mr. H. Neel Hipp  
Mr. William C. Trimble III  
Mr. James G. Tuthill, Jr.  
Mr. Luke R. Wippler

Each of these persons is personally known to us to be of the highest character and to possess a long-standing dedication to the furtherance of private aviation. In our judgment, the range of interests and the activities of each, both within this

Aircraft Owners and Pilots Association  
Attention: Kenneth M. Mead  
September 7, 2017, Page 2

Association and in the field of private aviation generally, demonstrate outstanding qualifications to serve in positions of leadership in the Association.

In order to implement the foregoing decision, we hereby instruct you to place before the membership meeting of the Association the names of the persons listed above, each of whom has received our recommendation and approval, as a candidate for the Association's Board of Trustees.

Sincerely yours,



Mr. William C. Trimble III



Mr. Darrell W. Crate



Mr. Matthew J. Desch



Mr. Burgess H. Hamlet III

Mr. James N. Hauslein

Nominating Committee  
AIRCRAFT OWNERS AND PILOTS ASSOCIATION



Aircraft Owners and Pilots Association  
Attention: Kenneth M. Mead  
September 7, 2017, Page 2

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Sincerely yours,

\_\_\_\_\_  
Mr. William C. Trimble III

\_\_\_\_\_  
Mr. Darrell W. Crate

\_\_\_\_\_  
Mr. Matthew J. Desch

  
\_\_\_\_\_  
Mr. Burgess H. Hamlet III

  
\_\_\_\_\_  
Mr. James N. Hauslein

Nominating Committee  
AIRCRAFT OWNERS AND PILOTS ASSOCIATION



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CERTIFICATE OF MEMBERS ENTITLED TO VOTE  
AND PROXIES

I certify that the attached listing of "Active Eligible Voting Membership and Proxy Roster," contains a complete list of Aircraft Owners and Pilots Association members entitled to vote at the Annual Meeting of Members of September 7, 2017, being 313,236 members as of August 30, 2017, including an identification of 61,917 members who have properly dated and signed a proxy eligible for use at the meeting. All such proxies are in my custody at AOPA headquarters in Frederick, Maryland. Each proxy appoints William C. Trimble III, Darrell W. Crate, and Burgess H. Hamlet III, or any two of the three, to vote at the meeting of members.



Erica J. Saccoia  
Senior Vice President  
Finance and Accounting

The above signature of Erica J. Saccoia is hereby certified as true and correct.

  
Kenneth M. Mead, Secretary

Proxy Count for Board

8/30/2017

Paid	Description	Proxy Eligible		Total	Grand Total
		PROXY Status Current	PROXY Status Not Current		
FREE	Flight Training Free Membership	1,508	17,613	19,121	19,121
	Youth Membership	57	3,969	4,026	4,026
	Total	1,565	21,582	23,147	23,147
Paid	Digital e-Membership	3,054	11,066	14,120	14,120
	Drone Membership	48	181	229	229
	Family	420	2,091	2,511	2,511
	Flight Training Intro	3,769	10,718	14,487	14,487
	Friend of AOPA	2	36	38	38
	Global Partner	11	585	596	596
	International	1,378	3,583	4,961	4,961
	International COPA	149	990	1,139	1,139
	International Subscriber	103	477	580	580
	Life Secondary	250	2,639	2,889	2,889
	Monthly Pro Pilot	2	2	4	4
	Premier Membership	1,868	4,826	6,694	6,694
	Premier Plus	1,367	3,062	4,429	4,429
	Pro Pilot LT	423	516	939	939
	Pro Pilot LT Monthly	2	13	15	15
	Professional Pilot	7	12	19	19
	Regular Alliance Membership	212	1,612	1,824	1,824
	Regular Membership	47,044	182,169	229,213	229,213
	Regular Monthly	0	2	2	2
	Regular PPS	3	25	28	28
	Subscription Only	9	73	82	82
	University Membership	4	18	22	22
	Total	60,125	224,696	284,821	284,821
Subsidized	Drone Membership	1	0	1	1
	Employee Membership	36	254	290	290
	Regular Alliance Membership	50	3,541	3,591	3,591
	Regular Military	140	1,017	1,157	1,157
	Total	227	4,812	5,039	5,039
Sweden	Global Partner	0	229	229	229
	Total	0	229	229	229
Grand Total:		61,917	251,319	313,236	313,236

313245 Daily Summary  
9 Variance (dupes)



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CERTIFICATE OF JUDGE

The undersigned, duly appointed Judge of Election for the purpose of tabulating the votes of members of the Aircraft Owners and Pilots Association, does hereby certify as follows:

That a meeting of the members of the Aircraft Owners and Pilots Association was held on Friday, September 7, 2017 at 9:00 a.m. at AOPA Headquarters, Frederick, Maryland pursuant to due notice.

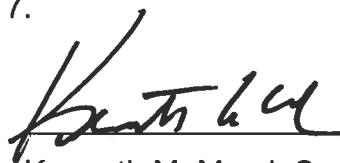
That I inspected the tabulation of signed proxies presented at the meeting and found them to be in proper form.

That there were represented at the meeting in person or by proxy 313,236 members, constituting a quorum of the meeting.

That I did receive the votes of the members by ballot for the election of Trustees and that the result was as follows:

<u>Election of Trustees</u>	61,917	Total Vote	
		<u>For</u>	<u>Against</u>
Mr. Mark R. Baker		✓	_____
Mr. Lawrence D. Buhl III		✓	_____
Mr. Darrell W. Crate		✓	_____
Mr. Matthew J. Desch		✓	_____
Ms. Amanda C. Farnsworth		✓	_____
Mr. Burgess H. Hamlet III		✓	_____
Mr. James N. Hauslein		✓	_____
Mr. H. Neel Hipp		✓	_____
Mr. William C. Trimble III		✓	_____
Mr. James G. Tuthill, Jr.		✓	_____
Mr. Luke R. Wippler		✓	_____

IN WITNESS WHEREOF, I have made this Certificate and have hereunto set my hand and seal this 7th day of September 2017.

  
 \_\_\_\_\_ (Seal)  
 Kenneth M. Mead, Secretary

AIRCRAFT OWNERS AND PILOTS ASSOCIATION

Annual Meeting of Members

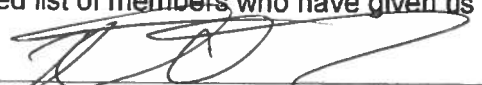
September 7, 2017


BALLOT FOR PROXIES

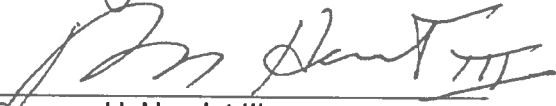
Election of Trustees

	<u>For</u>	<u>Against</u>
Mr. Mark R. Baker	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mr. Lawrence D. Buhl III	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mr. Darrell W. Crate	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mr. Matthew J. Desch	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Ms. Amanda C. Farnsworth	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mr. Burgess H. Hamlet III	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mr. James N. Hauslein	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mr. H. Neel Hipp	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mr. William C. Trimble III	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mr. James G. Tuthill, Jr.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Mr. Luke R. Wippler	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Proxy for persons indicated on the certified list of members who have given us their proxy:

  
William C. Trimble III

  
Darrell W. Crate

  
Burgess H. Hamlet III

AIRCRAFT OWNERS AND PILOTS ASSOCIATION

Annual Meeting of Members

September 7, 2017

ATTENDANCE LIST

NAME	MEMBER NUMBER
<u>DANIEL C. CROSS</u>	<u>00909148</u>
<u>Jim Coon</u>	<u>09044732</u>
<u>Jiri Marosek</u>	<u>07560717</u>
<u>Jennifer Non</u>	<u>10158097</u>
<u>Cristina Klement</u>	<u>09845959</u>
<u>Amber Kite</u>	<u>09939638</u>
<u>Pablo Maurelia</u>	<u>07042983</u>
<u>Katie Pruby</u>	<u>01329266</u>
<u>JARED M. ALLEN</u>	<u>04292613</u>
<u>Tami Pellas</u>	<u>05586190</u>
<u>Douglas O'Neil</u>	<u>05465307</u>
<u>Emily Ramsay</u>	<u>09900170</u>
<u>Milce Tampos</u>	<u>01340580</u>
<u>Becky Johnston</u>	<u>10039482</u>
<u>Marsha Mason</u>	<u>13268501</u>
<u>Michelle Klunk</u>	<u>06996059</u>

AIRCRAFT OWNERS AND PILOTS ASSOCIATION

Annual Meeting of Members

September 7, 2017

ATTENDANCE LIST

NAME	MEMBER NUMBER
DAVID KRABY	02358650
Ann Pause	10066895
Donnie Mackay	04276004
Angela Gerald	05347556
James Hurst	04691859
RON GOLDEN	00563192
Cheryl Hansen	<del>05024074</del>
James Walsh	05024074
Katie Sessoms	09391376
Bridgette Thompson	09997175
Kristen Bodnar	07020920
AMELIA WALSH	10158956
Brittney Day	05208171
Crystal Uppercole	09365900
Ian Trombly	01305513
Wade Wipph	05359110

AIRCRAFT OWNERS AND PILOTS ASSOCIATION

Annual Meeting of Members

September 7, 2017

ATTENDANCE LIST

NAME	MEMBER NUMBER
Donna Stoner	07309341
Robin Shandy	05347391
Bill Truh	00883579
LAWRENCE D. BUAL III	00116825
David Gieger	04838907
MIKE FURACCI	01122891
Leri Felt	06482785
Patty Miller	07638020
KOUTHILL	00652749
Carl Dodd	0669702
Eddie Ag	09456177
Michelle Peterson	05347697
WAZ	05168406
Ken Mead	05966677







## TIPS FROM PIC |

## Instrument training tips

BY SARAH STAUDT

**INSTRUMENT TRAINING** can be a challenging, and ultimately rewarding experience. There are a few things I've found in my experience as a CFII that help keep this training moving along as easily as possible.

### 1. Master flying the aircraft early.

Instrument training is more procedural than private pilot training, where there was a heavier focus on aircraft control. Pilots will be busier talking to ATC, programming avionics, and monitoring navigation. Struggling to keep the aircraft on altitude, airspeed, and heading will be a distraction from these additional tasks and a pilot can quickly get behind the aircraft, and

frustrated, with all of this going on. Taking the time early in training to master basic attitude flying, including partial panel, and navigation techniques outside of the IFR environment will make the procedural part of instrument flying easier.

**2. Master the avionics early.** If possible, plug the aircraft into ground power or use training software for the avionics in the aircraft to learn the device. Knowing the button-pushing flow for loading and activating an approach, tuning communication and navigation frequencies, and changing navigation between various navigation sources will prove useful.

**3. Take the time to review approaches before you fly.** This applies even after you have earned your instrument rating, but can be especially helpful in training. Having an idea of what's coming relieves some mental workload in flight.

Training for an instrument rating is a challenge. Following these tips can help smooth the process. Don't forget to have some fun, too.

Questions? Call AOPA at 800-USA-AOPA (872-2672)



### NOTICE OF ANNUAL MEETING OF MEMBERS


The annual meeting of the members of the Aircraft Owners and Pilots Association will be held at 9 a.m. on Thursday, September 7, 2017, at the headquarters of AOPA, 421 Aviation Way, Frederick, Maryland, 21701, located on the Frederick Municipal Airport (FDK), for the purpose of receiving reports and transacting such other business as may properly come before the meeting, specifically including the election of trustees. If you are not able to attend, but would like to appoint your voting proxy, please go online ([www.aopa.org/myaccount](http://www.aopa.org/myaccount)) or call 800-872-2672.

—Kenneth M. Mead, Secretary

## FINANCE |

### DID YOU KNOW?

**EACH AIRCRAFT** has three values, depending on who you are—the buyer, the seller, or the lender. AOPA Aviation Finance President Adam Meredith explains online.

 [aopa.org/pilot/threevalues](http://aopa.org/pilot/threevalues)

### CONTACT AOPA

#### ADDRESS CHANGE?

Send your new address and AOPA membership number to AOPA:


421 Aviation Way  
Frederick, Maryland 21701-4798

Fax: 301-695-2375  
[www.aopa.org](http://www.aopa.org)

**TOLL-FREE PILOT INFORMATION CENTER**  
800-USA-AOPA (872-2672)  
[www.aopa.org](http://www.aopa.org)

### AOPA PILOT INFORMATION CENTER HOURS

Do you have questions or need information about an aviation topic? Access the team of aviation experts in our Pilot Information Center during our convenient weekday hours. Call 800-USA-AOPA (872-2672) Monday through Friday, 8:30 a.m. until 6 p.m. Eastern time, with your questions and our staff will be happy to assist you.

 [Visit the website \(www.aopa.org/aopapremier\)](http://www.aopa.org/aopapremier) to learn about upgrading to the AOPA Premier membership.

**AOPA FOUNDATION**  
800-955-9115  
[www.aopafoundation.org](http://www.aopafoundation.org)

**AIR SAFETY INSTITUTE**  
800-638-3101  
[www.airsafetyinstitute.org](http://www.airsafetyinstitute.org)

**AOPA CREDIT CARD PROGRAM**  
800-523-7666  
[www.aopa.org/creditcard](http://www.aopa.org/creditcard)

**AOPA AIRCRAFT FINANCING**  
800-627-5263  
[www.aopafinance.com](http://www.aopafinance.com)

**AOPA AIRCRAFT INSURANCE**  
800-622-AOPA (622-2672)  
[www.aopainsurance.org](http://www.aopainsurance.org)

**AOPA PILOT PROTECTION SERVICES**  
800-USA-AOPA (872-2672)  
[www.aopa.org/pps](http://www.aopa.org/pps)

**AOPA RENTAL CAR PROGRAM**  
866-315-9155  
[www.aopa.org/cars](http://www.aopa.org/cars)

## TIPS FROM PIC

## Dealing with density altitude

BY PATRICK TIMMERMAN

**WITH THE DOG DAYS** of summer upon us it is worth reviewing the effects of density altitude. Density altitude is pressure altitude corrected for nonstandard temperature. At sea level, standard temperature is 15 degrees Celsius/59 degrees Fahrenheit. At this temperature, pressure altitude and density altitude would be the same. As temperature and humidity increase, so does density altitude. Regardless of the actual altitude at which you're flying, the aircraft will perform as if it is at whatever the density altitude is, which might be thousands of feet higher than what the altimeter indicates.

The hotter it is, the more humid it is, and the higher you are, the poorer the aircraft performance. During the

takeoff roll, the aircraft will accelerate more slowly and additional runway will be needed, both for takeoff and landing. Once in the air, climb rate will be reduced. Engine performance will decrease as well, often significantly.

It is important to plan ahead when flying on days when the density altitude is high. You might not be able to top off the tanks if that is your normal practice. This might require you to fly shorter legs and make more fuel stops. Plan to fly during the cooler times of the day; early morning or in the evening is usually best. Keep the aircraft as light as possible. Doing so can be an inconvenience and an expense, but instead of packing the airplane full of passengers and luggage, consider making more than one trip. Consult your aircraft's performance charts and carefully calculate the numbers. Be conservative and have a safe flight.

**PATRICK TIMMERMAN** is an aviation technical specialist in the AOPA Pilot Information Center.

**Questions? Call AOPA at 800-USA-AOPA (872-2672).**



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## LEGALLY SPEAKING |

## Flying under BasicMed: Can you be a safety pilot?

BY JARED ALLEN

**"CAN I FLY UNDER BASICMED** and act as a safety pilot?" The answer is—well, it depends. A pilot is only a safety pilot during simulated instrument flight under FAR 91.109(c). This rule states in part that no person can operate an aircraft in simulated instrument flight unless "the other control seat is occupied by a safety pilot who possesses at least a private pilot certificate with category and class ratings appropriate to the aircraft being flown."

With limited exceptions, the safety pilot must have adequate vision forward and to each side of the aircraft, which is equipped with fully functioning dual controls.

Consider this flight in simulated instrument conditions: Pilot A is under the hood and is acting as pilot in command, and Pilot B is acting as safety pilot in the other seat. Pilot B's presence is required under FAR 91.109(c) for the portion of the flight that Pilot A is in simulated instrument flight, so Pilot B is then referred to under the regulations as a "required pilot flight crewmember."

Under federal law, BasicMed only applies to a pilot acting as PIC and does not apply to required pilot flight crewmembers, such as the safety pilot in the

example. When acting as a required pilot flight crewmember, FAR 61.3(c) requires the safety pilot to have a valid and appropriate medical certificate.

A pilot qualified under BasicMed who wants to act as a safety pilot under FAR 91.109(c) without a medical certificate can do so by acting as PIC when performing the duties of safety pilot. This does require the BasicMed pilot to meet all currency and qualification requirements to act as PIC and accept being directly responsible for, and the final authority as to, the operation of the aircraft while acting as PIC.

Even though the pilot under the hood cannot simultaneously act as PIC, the simulated instrument flight still satisfies that pilot's recent flight experience requirements for a PIC under FAR 61.57. The regulation does not require the pilot under the hood to be acting as PIC while he or she performed the required tasks during the simulated instrument flight.

Note that whenever a BasicMed pilot acts as PIC, the entire flight from takeoff to full-stop landing must be conducted within the flight condition limitations of BasicMed. The FAA states that this limitation applies even if another qualified pilot holding a medical certificate is also present and able to act as PIC. Be sure to confirm that the aircraft limitations do not restrict the PIC to the left seat, and that anyone acting as PIC meets all applicable insurance requirements.

JARED ALLEN is an in-house attorney with AOPA's Legal Services Plan.



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—Kenneth M. Mead, Secretary

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## JARGON

### Airspeed

It's how fast you and the aircraft are going, not how fast the air is blowing. Airspeed is the speed of an aircraft relative to its surrounding air mass, and the term means one of the following:

**Indicated airspeed.** The speed shown on the aircraft's airspeed indicator. This is the speed you discuss with the controller.

**Calibrated airspeed.** Indicated airspeed corrected for installation and instrument error. Airspeed limitations usually are given in CAS.

**True airspeed.** The actual speed of an aircraft relative to undisturbed air. The term is used primarily in flight planning and goes up with altitude. The true airspeed of an airplane at 10,000 feet is typically about 20 percent faster than indicated airspeed.

**Groundspeed.** The airplane's speed over the ground, usually shown on a GPS.

Not to be confused with Air Supply, which is a 1980s Australian rock band...and you'd be *Lost in Love* or need *Life Support*.



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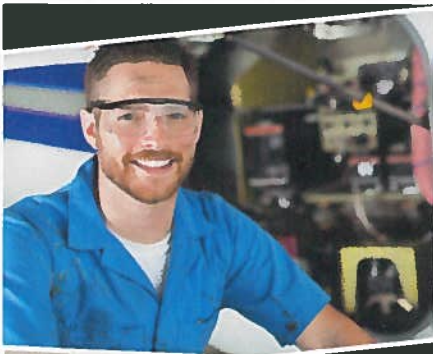
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**THE AOPA AIR SAFETY INSTITUTE NEEDS YOUR input**—do you have a suggestion for an ASI Safety Tip? ASI Safety Tips are short video clips that share an easy-to-remember technique for flying safely. One of ASI's recently released video provides a quick way to check the flight controls.

Do you box the controls? Before taking off, one of our checklist items should be to confirm that the flight controls move freely and operate as we expect them to. *ASI Safety Tip: Box the Controls*, the first in the new series, offers a practical and quick way to do this ([www.airsafetyinstitute.org/video/boxthecontrols](http://www.airsafetyinstitute.org/video/boxthecontrols)).

Once you've watched the video, let ASI know what topic you'd like to see covered. You can email [cfnewsletter@aopa.org](mailto:cfnewsletter@aopa.org).

## ASI QUIZZES UPDATED AND REFORMATTED FOR EASE OF USE

Feel inspired to check your aviation knowledge? ASI is updating and converting its more than 70 quizzes to a mobile-friendly platform so you can take them on your laptop, phone, or tablet. While the conversion is still a work in progress, here is one to get your started. Find out if you and ATC are on the same page with ATC Terminology ([www.airsafetyinstitute.org/quiz/atcterminology](http://www.airsafetyinstitute.org/quiz/atcterminology)).

# 7,502

Pilots now eligible to fly under BasicMed as of June 1, 2017.

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## PILOT SPEAK



### Cumulogranite

Solid terrain, such as mountains, obscured by clouds, posing a risk to the pilot of an aircraft. *Danger, Will Robinson. Do not go here.*



### George

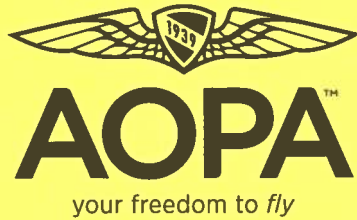
If you rely on the aircraft auto-pilot, you're letting George take care of things. Autopilots allow us to focus on the flight, weather, and the airplane's systems. "George" could be a reference to George DeBeeson, who invented the basic autopilot in 1931; or World War I Royal Air Force pilots referring to England's King George; or the mnemonic Gyro Operated Guidance Equipment.

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