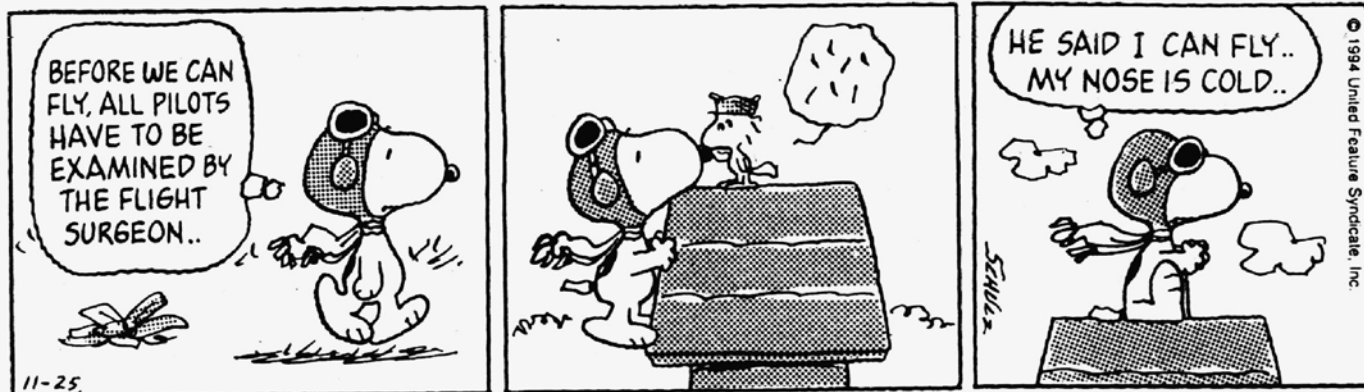


PEANUTS By Charles M. Schulz

Peanuts reprinted by permission of United Feature Syndicate, Inc.



Personally, I'd recommend at least 24 hours from bottle to throttle. Why? Another part of this rule states that you may not act as PIC if you have blood alcohol content of .04% or more (by weight). It takes about three hours to metabolize one ounce of alcohol, though individuals vary widely in their capacity to process booze. Age, sex, and genetic factors all enter into an equation over which you have no control and about which you may have little information. It's safe to say there is significant alcohol in your bloodstream long after you have ceased to feel any physical effects.

Depending on the amount of alcohol consumed, its effects can last up to 36 hours. Unfortunately, some people think they can drink on a full stomach and not be affected by alcohol. These are often the same folks who drink on an empty head. Besides, this regulation also states that you may not operate under the influence of alcohol or use any drug that can influence your faculties contrary to safety. Consider that some cold and cough medicines contain significant amounts of alcohol (I've often wondered why the cold medicine Nyquil doesn't have a worm in the bottom of the bottle). There are ample other reasons why you should not be flying when you have a cold. Be careful!

61.23 Duration of Medical Certificates

As mentioned in FAR 61.3, anyone acting as pilot in command must have a *medical certificate* in their personal possession or readily accessible in the aircraft. Medical certificates are usually just called *medicals* by pilots, and they come in three flavors: first, second, and third class, each with its own requirements and privileges (Figure 7A).

The medical certification process is there to weed out people who have physical or psychological problems which represent a compromise of safety. How well it does this is a matter of some controversy. The FAA tends to place great emphasis on some areas (such as cardiovascular problems) where the predictive value of a physical exam is not great, and where the ability of a physician to detect, during a brief exam, someone who should be wearing one of those neat jackets with arms that tie in the back is also limited. Whether it achieves its stated purpose or not, you must pass a medical to get the piece of paper needed to pilot an airplane.

To get a medical certificate, you go to a designated FAA *Aviation Medical Examiner* (AME). These physicians are appointed by the FAA and are schooled in the requirements for administering an official aviation physical exam and doing the necessary paperwork. You can obtain the names of local AME's from any flight school, or from any FAA office.

Generally speaking, the greater the passenger carrying responsibility you have, the more stringent the medical exam, the shorter the duration of the medical certificate, and the more the exam will cost. For instance, if you are the captain of an airliner, you need a *first-class medical* (an exam having the most stringent health requirements). A first-class medical certificate is valid for 6 *calendar* months if you're 40 years of age or older and 60 *calendar* months if you're under 40 for private pilot opera-

UNITED STATES OF AMERICA Department of Transportation Federal Aviation Administration						
MEDICAL CERTIFICATE <u>THIRD</u> CLASS						
This certifies that (Full name and address): Bud Afterburner 911 SOS Lane Emergencyville, California 01215						
Date of Birth	Ht.	Wt.	Hair	Eyes	Sex	
08/26/69	69"	165	Brown	Hazel	Male	
has met the medical standards prescribed in Part 67, Federal Aviation Regulations, for this class of Medical Certificate.						
Limitations			NONE			
Date of Examination			Examiner's Serial No.			
09/06/06			[REDACTED]			
Examiner	Signature [Handwritten Signature]					
	Typed Name [Handwritten Name]					
AIRMAN'S SIGNATURE						Sky Master

Fig. 7A

A private pilot is required to have at least a third-class medical certificate to act as pilot in command.



DURATION OF A THIRD-CLASS MEDICAL

Fig. 7B



September 30, 2011 (Figure 7B). If you're 40 or over and obtain a third-class medical on September 6, 2006, it's valid through September 30, 2008 (Figure 7B).

Someone once said that if you can see lightning and hear thunder, you can obtain a third-class medical. Well, the requirements are a little more stringent than that. Suffice it to say a third-class medical exam is a lot less stringent than the exam for a first-class medical. For this reason, a first-class medical can still be used as a second-class or a third-class even after expiring as a first-class medical certificate. In other words, a first-class medical is good for 12 months as a second-class and 24 or 60 months (depending on your age) as a third-class medical. A second-class medical is good for 24 or 60 months (depending on your age) as a third-class medical.

Medical exams aren't too tough. Frankly, the only tough thing I remember about the third-class exam was when the doctor had me jump up and down on one foot for 20 seconds. I always thought this was some sort of standard in-flight maneuver used to dislodge a stuck gear. It's not. It's a heart stress test. In fact, as of this writing, no EKG (machine heart test) is required for the third or second-class exam.

A few conditions are outright disqualifying. Many others, however, fall in a gray area where the FAA *might* grant a medical, based on evidence you submit. If you don't meet the normal criteria, you must apply for a *waiver*. In some cases this means submitting to additional medical testing; in others, it involves demonstrating through a flight test that the condition does not limit your capability in the cockpit. It is possible to get a medical certificate if you only have vision in one eye, or have limited hearing, although restrictions may be imposed on when and where you may fly.

61.31 Additional Training Requirements

The part of this rather long regulation we're concerned with is the section dealing with the training and endorsements necessary to fly four different varieties of airplanes: high performance airplanes, complex airplanes, pressurized airplanes capable of operating at high altitudes and tailwheel airplanes. The rest of this regulation deals with matters either arcane or mundane, so I won't bother to use up your valuable storage capacity.

High Performance and Complex Endorsements – A *high performance airplane* is an airplane having more than 200 horsepower (Figure 8). A *complex airplane* is an airplane having retractable landing gear, flaps, and a controllable propeller (regardless of the horsepower). To act

tions. (The terms of all medical certificates are calculated in *calendar months*.) In other words, the clock starts ticking on the first day of the month *after* the month in which you get your exam. If you obtain your medical in January, the monthly count starts the following month (February). Think of the month in which you get your medical as free time. For instance, if you're over 40 and take your first class medical on January 13, 2006 (or January 29th, or January 3rd), it is valid through July 30, 2006. This should make sense since February, March, April, May, June and July equal six calendar months of time.

If you are flying commercially (banner towing, pipeline patrol, sightseeing flights, etc.), you need a *second-class medical*. This medical is valid for 12 calendar months if you're 40 or older and 60 calendar months if you're under 40 (for private pilot operations). If it's issued on July 13, 2006, the certificate is valid through July 31, 2007 for someone 40 or older. The monthly count starts in August (the month after it was issued) and goes 12 calendar months later to the end of July 31, 2007.

As a private pilot (or student pilot in solo operations), you are required to have a *third-class medical certificate* to act as pilot in command. A third-class medical is valid for 24 calendar months if you're 40 or over and 60 calendar months if you're under 40.

For instance, if you're under 40 and obtain a third-class medical on September 6th, 2006, it's valid through

Three Things Your Passengers Don't Want to Hear From the Cockpit

1. Hey, wanna see something neat?
2. OK, let's see if this works.
3. I don't understand; it shouldn't make that noise.