

## Tarpgaard, Andrew (FAA)

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**From:** 9-AWA-AGI-Congressional (FAA)  
**Sent:** Wednesday, September 15, 2021 11:41 PM  
**To:** Tarpgaard, Andrew (FAA); Tarpgaard, Andrew (FAA)  
**Cc:** Walker, Lisa D (FAA); Stuart, Gladys L (FAA)  
**Subject:** FW: Congressional Inquiry - Thomas Hupp/Wings for Vets (Intranet Quorum IMA00107560)  
**Attachments:** Thomas Hupp W4V Exemption Cover letter EXTENSION March 2021 Change 1 Ms Knight.pdf; WF Attachment 5332319 Thomas Hupp PRF.PDF; IQFormatFile.txt

Hi – please enter in EDMS.

Jana

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**From:** Office of Congressman Conor Lamb (imailagent) <PA17CL.DistrictServices@mail.house.gov>  
**Sent:** Tuesday, September 14, 2021 9:43 AM  
**To:** 9-AWA-AGI-Congressional (FAA) <Congressional@faa.gov>  
**Subject:** Congressional Inquiry - Thomas Hupp/Wings for Vets (Intranet Quorum IMA00107560)

**CONOR LAMB**  
17<sup>TH</sup> DISTRICT, PENNSYLVANIA

1224 LONGWORTH HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515  
TELEPHONE: (202) 225-2301

**Congress of the United States**  
House of Representatives  
Washington, DC 20515-3818

September 14, 2021

Dear Sir/Madam,

Attached please find the privacy release form from a resident of my Congressional district. I would appreciate it if you would consider this case to the best of your abilities, following all relevant laws and procedures. I am grateful for any assistance you may be able to provide in this matter and look forward to your timely response. The leadership of Wings for Vets also wrote the following:

"We are a group of veterans who donate our time and personal aircraft to transport convalescing wounded veterans to/from venues which will help in their convalesces. We are able to provide this service due to the generosity of our donors. You can read more about us at [www.wings4vets.net](http://www.wings4vets.net). Most of our "tasking" comes through the "Veterans Airlift Command" (VAC) [www.veteransairlift.org](http://www.veteransairlift.org). We have currently flown 30+ missions in conjunction with the VAC.

We are seeking the Congressman's help with our continued FAA exemption from 61.113(C). Our exemption can be found at: Wings for Vets Exemption No. 18291 Regulatory Docket No. FAA-2017-0278. Unfortunately, this is a

very complicated and difficult issue to explain in written form. Suffice to say, the FAA sees any donation of aircraft/time to be of value therefore, the FAA believes we, our group, are gaining a benefit which is considered compensation. In doing so we would need to be organized under FAA pt.135 "On Demand Charter Operations". However, there is a "carveout" of FAA pt. 61.113(C) for charitable operations if approved procedures are followed. From what I understand we, Wings for Vets, are one of the "few" charitable organizations who have submitted our operations procedures/standards and received approval to operate and reimburse for fuel costs. I have attached a copy of our latest request for approval and continued operations. I have emailed the FAA four times over the last several months trying to understand the delay in our approval but have received no reply."

Alex Giorgetti is the caseworker for this constituent. He can be reached directly at 412-344-5583 or [alex.giorgetti@mail.house.gov](mailto:alex.giorgetti@mail.house.gov).

Sincerely,



Conor Lamb  
Member of Congress





Office of Congressman Conor Lamb

PRIVACY RELEASE FORM

Authorization in Accordance with the 1974 Privacy Act

Name: Thomas R. Hupp Date of Birth: 6/5/1949

Address: 4555 Dutch Ridge Rd. Apartment/Unit#:

City: Beaver State: PA Zip Code: 15009

Phone: (412) 400-9892 Email: thupp@comcast.net

Please return this completed form to Alex Giorgetti

Email (Preferred)

alex.giorgetti@mail.house.gov

Mail

Office of Congressman Lamb

504 Washington Road

Pittsburgh PA 15228

The federal agency I need assistance with: FAA (VA, Social Security, IRS, etc)

The issue I am having is: Renewing our Exemption from Section 61.113(c) of Title 14, Private Pilot Privileges and Limitations.

Pilot in Command: Wings for Vets Exemption No. 17322, Regulatory Docket No. FAA-2017-0278

The resolution I am seeking is: An exemption to the above issue, which we have received twice in the past or an extension of our previous exemption until Dec 31, 2021. We need this exemption to continue to help our veterans.

Social Security Number: [REDACTED]

Additional Identification Number: (Tax ID, VA Case Number, etc) 81-1001905

Note: The Privacy Act requires the completion of this form in order for Congressman Lamb or his representative to receive information on behalf of his constituents. I hereby authorize Congressman Lamb or his representative to receive information on my behalf and/or to discuss my records with the agency involved.

I would like to sign up for e-newsletters and other important information from Congressman Lamb

SIGNATURE: Thomas R Hupp Date: Sep 14, 2021



# *Wings for Vets, Inc.*

25 March 2021

US Department of Transportation, Docket Operations,  
West Building Ground Floor, Room w12-140  
1200 New Jersey Avenue SE  
Washington, DC 20590

Subject: Petition for Approval of continued extension, (with attached, highlighted, changes to W4Vs Recurrent training WFVs FOM 4.3, attached), of our currently approved operating procedures, of Exemption from Section 61.113(c) of Title 14, Private Pilot Privileges and Limitations: Pilot in Command: Wings for Vets Exemption No. 18291 Regulatory Docket No. FAA-2017-0278

Attachment A: Petition for Exemption from Reimbursement of Operational Costs for Volunteer Pilots Conducting Charitable Flights.

Attachment B: Changes (highlighted) to W4Vs Sections 4/5 Training and Forms.

Dear Ms. Knight:

In accordance with 14 CFR §11.63 we respectfully request that you consider this letter and the attached petition as Wings for Vets, Inc. (dba. W4V) request approval of our continued exemption, with attached changes to W4Vs Recurrent training. Wings for Vets, Inc is a volunteer pilot program engaged in facilitating charitable medical air transportation flights for ambulatory veterans and their caregivers. This petition is being submitted to relieve Wings for Vets, Inc. from specific and limited provisions of 14 CFR 61.113(c) to increase aviation safety and contribute to the public good.

Exemptions have been granted to other similar organizations, such as the Air Charity Network; Angel Flight Mid Atlantic, Airlift Hope of America, and Mercy Medical Airlift on October 8, 2010 (Exemption No. 10009A, Regulatory Docket No. FAA-2009-0702).

Wings for Vets ([www.wings4vets.net](http://www.wings4vets.net)) is a non-profit, 501(c)(3) organization, founded in 2015 by a group of retired, separated, military aviators and personnel, most of whom are also retired commercial airline pilots. We provide free flights to military veterans in need of medical treatment or for other compelling reasons, who do not have the resources or ability to use other means of transportation. We also offer transportation, if requested, to the veteran's caregiver. Our headquarters is located at the Beaver County Airport in Beaver Falls, PA (KBVI).

Wings for Vets, Inc. has flown numerous missions, under our current exemption, over the past two years, in support of our disabled American veterans. Wings for Vets would like to continue to support our increasing population of wounded warriors, who suffer physical disabilities, Post Traumatic Stress Disorder (PTSD), Traumatic Brain Injuries (TBI) and mental issues that not only affect them, but also family members. Granting our continued exemption of 14 CFR 61.113(C) will allow us to do so. Unfortunately, due to the ever-increasing expenses of operating our aircraft, our members cannot financially cover the costs of the increasingly high demand of our services from the veteran community.

By allowing Wings for Vets this continued exemption, donors can continue to make contributions, join our team, and help support this worthy cause. It is important to reiterate, W4V continues to have no paid positions and our members receive no reimbursement for their time or personal expenses while supporting our mission.

Wings for Vets, Inc. continues to have a very high safety and pilot standards for our authorized and registered volunteer pilots. These standards are a carryover from our military and commercial air carrier backgrounds which form the basis of the experience level of our members. Our current nine-member organization has over a combined 300 years of aviation experience/service, and 100,000 plus hours of flight time.

As you are aware, as the price of aircraft operations, in particular fuel, continues to rise the number of flights we can accomplish without our continued authorization, will decline due to the financial burden it places on our members. Additionally, this increasing cost also reduces the number of qualified pilots/aircraft we can attract. We request your prompt attention to this matter to enable us to continue to offer our highly sought-after services to more veterans in need of help.

Please do not hesitate to contact us with any questions you might have.

Best Regards,

Carmen "Corkey" Romeo  
Founder, President, and Volunteer Pilot  
Wings for Vets, Inc.

[www.wingsforvets.net](http://www.wingsforvets.net)

Email: [wingsforvets@mail.com](mailto:wingsforvets@mail.com)

USPS:  
Wings for Vets, Inc.  
P.O. Box 255  
Beaver, Pa 15009

Phone 724-910-3622

**ATTACHMENT A**  
**Conducting Charitable Flights**

**Petition for Exemption for Reimbursement of Operational costs for Volunteer Pilots Conducting Charitable Flights**

Wings for Vets, Inc. (“**Wings for Vets**” or “**W4V**”) is petitioning for an exemption from provisions of 14 CFR § 61.113(c) that currently do not allow for reimbursement of volunteer pilots for operational costs incurred in conducting charitable flights transporting patients for distant medical evaluation, diagnosis, or treatment. **W4V** believes it is in the public’s best interest to allow these charities to provide volunteer pilots with reimbursement of incurred operational costs on a pro-rata basis.

Pursuant to Federal Register Volume 78, Number 36 (Friday, February 22, 2013) [Rules and Regulations] [Pages 12233-12234] from the Federal Register Online via the Government Publishing Office [[www.gpo.gov](http://www.gpo.gov)] [FR Doc No: 2013-04052], Wings for Vets requests an exemption from 14 CFR § 61.113(c) based on the following conditions from our Flight Operations Manual (FOM):

**1. Developing of a pilot qualification and training program**

All pilots will be trained and qualified IAW Wings for Vets Flight Operations Manual (FOM).

**2. Authenticating FAA Certification**

- A. All W4V records will be kept electronically;
  - 1. A copy of all W4V PIC’s pilot certificates.
  - 2. A copy of all W4V PIC’s current medical certificates.
  - 3. Current Biennial Flight Review.
  - 4. Current Annual Instrument Proficiency Check (“IPC”).
    - i. Landing Currency:
      - 1. Day
      - 2. Night
  - 5. IFR Approach Currency.
- B. Aircraft and Pilot Times.
- C. Copy of all Aircraft Airworthiness Certificates.

**3. Requiring Flight Release Documentation.**

Prior to dispatch, all W4V PICs will electronically input the Flight Release to W4V’s database:

- A. Flight Plan for each leg of the mission.
  - 1. Fuel Plan.
  - 2. Aircraft Weight and Balance Form.
  - 3. Risk Assessment tool for the mission (to be completed prior to first leg of the mission).
- B. W4V Liability Waiver form.

#### 4. Imposing Minimum Pilot Qualifications

All W4V PICs must possess the following certificates, qualifications, and aeronautical experience.

- A. An instrument rating or ATP certificate that is appropriate to the aircraft being flown.
- B. A minimum total time of 500 hours, with no less than 400 hours as PIC, and a minimum of 50 hours in the specific make and model of the aircraft being flown. For twin engine aircraft, the minimum PIC time is 750 hours. There must be a minimum of 50 hours in make and model for twin engine aircraft. (The minimum hourly requirement is waived for turbine powered aircraft where the PIC has attended an insurance approved initial pilot qualification program and his total PIC time in turbojet powered aircraft is a minimum of 2500 hours).
- C. A minimum of 50 hours as PIC logged within the 12 calendar months immediately preceding the month of the flight (look back).
- D. A minimum of 12 hours flown and logged within the 3 calendar months prior to the month of the flight (look back).
  - a. In lieu of this requirement, a W4V PIC may have logged 2 hours of flight training with a W4V CFI/II or MEI, as appropriate, within the 3 calendar months prior to the month of the flight. This will waive requirements of B, C above.
- E. Attending aircraft initial or recurrent training will satisfy B, C above.

#### 5. Requiring a 2nd class FAA medical certificate

All W4V PICs will possess, as a minimum, a current Second Class medical.

#### 6. Requiring the filing of an instrument flight plan for each flight

File an IFR flight plan for at least the leg of the mission carrying a veteran per the Release in Item (3).

- A. All W4V PICs are encouraged to file and fly an IFR flight plan for all legs associated with a scheduled Veteran Mission.
- B. All night flights will be filed and flown under IFR, including positioning and repositioning flights.
- C. Receive a current weather brief from Flight Service via phone or in person within one (1) hour of all scheduled departures.

#### 7. Restricting pilots to flight and duty time limitations

- A. A W4V pilot may not be scheduled to fly more than 8 hours of flight time (14 CFR Section 91.1059) within any 24-consecutive hour period in a 12-hour duty day. In the event of inclement weather or other unforeseen delay, a flight or combination of flights, may exceed the eight (8) hour limitation, if a W4V safety pilot is on board, and only at their discretion, extend up to a total of 10 hrs. of flying within a 24-hour period and a 14-hour duty day (a 2-hr. extension). (**Two Man Crew only.**)
- B. A 12-hour crew rest period is required prior to the next departure.
- C. W4V pilots will not fly more than 30 hours within any rolling seven (7) day period.

#### 8. Requiring mandatory briefings for passengers

All veterans and their caregivers will be briefed using the W4V passenger briefing card.

## 9. Imposing higher aircraft airworthiness requirements

All aircraft used in the W4V mission will comply with all appropriate 14 C.F.R. part 91 regulations for airworthiness.

## 10. Requiring higher instrument flight rules (IFR) minimums

All W4V PICs will, for planning purposes, when carrying a veteran:

- A. Increase precision approach minimums by at least 100 ft. and ½ mile visibility.
- B. Increase non-precision approach minimums by 100 ft. and ½ mile visibility.
- C. If flying without a Safety Pilot, increase;
  - i. Precision approach minimums by 200 ft and 1-mile visibility.
  - ii. Non-Precision minimums by 100 ft. and ½ mile visibility.
- D. If weather deteriorates below newly established minima;
  - i. Prior to the IAF:
    1. W4V PICs will select a more suitable approach
      - a. If none is available proceed to the filed or suitable alternate
  - ii. After the IAF or FAF:
    1. May continue the approach to published minima
    2. Under **NO** circumstances, other than emergency, will a W4V PIC without a safety pilot, alter 10 (c) above.
- E. W4V PICs are encouraged to use these same minima for all legs of a Veteran Mission.

### Charitable Flights

A Charitable Flight is a flight facilitated by W4V for which no payment is made to the pilot, W4V or any other party or entity for conduct of the flight. The purpose of the flight must be totally dedicated to a charitable purpose that has demonstrable public benefit. Both prepositioning and repositioning flights directly involved with the charitable purpose are similarly considered charitable. The pilot must note in his/her flight log the charitable purpose of the flight.

### Reimbursement

The reimbursement process will be administered by W4V.

The reimbursement may be for any amount up to the full, direct operational cost of the aircraft used for the charitable flight(s).

W4V anticipates that every two years W4V will be required to document that the information provided on its exemption continues to remain valid.

### Conclusion

Finding a way to allocate the cost of providing veteran flights across a broader donor base is very important from a public benefit perspective. Currently, the cost to establish and facilitate organized charitable air transportation for our veterans' rests on Wings for Vets. The full cost of operating the flight rests on our volunteer pilots, which, in the long term, is not financially sustainable.

An exemption to allow W4V to reimburse our volunteer pilots for some or all the direct operational costs of providing veteran flights will allow the opportunity for other philanthropic participants to join in the process by providing donations to help cover these costs.

The resulting broader mix of philanthropic support will relieve overburdened volunteer pilots, allowing our organization to meet the increasing demand for our services from our military veteran community. This, in turn, will increase the level of volunteer pilot participation, further enhancing public benefit.

## Attachment B

### Training

#### 4.5 Recurrent Training

1. “W4V Pilots who have gone non-current [not meeting hourly requirements outlined in 2.1) (attach 2) will accomplish a review of the FOM with emphasis on W4Vs approach and landing minimum and crew coordination procedures.
2. **Annually:**
  - a. W4Vs pilots will review all changes to the W4Vs FOM, W4Vs checklist procedures, IFR procedures, aircraft performance and weight and balance.
  - b. Review the use and meaning of Flight Risk Assessment Tool (FRAT) App.
  - c. Completion of at least 3 “Wings” credit or Air Safety Foundation online seminars within the past 12 months with emphasis on decision making, weather analysis , IFR procedures, crew coordination, aerodynamics, and the use of automation.
    - i. Completion of a FAA Wings Phase or CFI Initial or CFI renewal within the preceding 12 months will satisfy these requirements
  - d. PIC Qualified Pilots Only: Complete an IPC.
3. If required complete Flight Review.
4. A training issue will be reviewed during W4Vs pilot and or Board meetings.

Upon completion of all required items, attach W4Vs Fuel Reimbursement Training Requirements form and send via email to wingsforvets@mail.com subject matter *Recurrent Training* for inclusion into pilots folder.

*Continued Next page*



# Wings for Vets, Inc.

## Initial and Recurrent Requirements

Pilot Identification				
LAST	FIRST	MIDDLE	INITIAL	RRECURRENT

Air Safety Foundation Online Safety Courses	
<p>I have reviewed or completed and passed Three (3) of the following in the previous twelve months <b>or Completion of Wings Phase or CFI Initial &amp;/or Renewal.</b></p> <p>Please indicate those reviewed/completed/passed. (<a href="https://www.aopa.org/training-and-safety/air-safety-institute">https://www.aopa.org/training-and-safety/air-safety-institute</a>)</p>	
<input type="checkbox"/>	Do the Right Thing: Decision Making for Pilots
<input type="checkbox"/>	Essential Aerodynamics: Stalls, Spins and Safety
<input type="checkbox"/>	Weather or Not Thunderstorms Challenge
<input type="checkbox"/>	Weather Wise: VFR into IMC
<input type="checkbox"/>	Any AOPA Accident Case Study
<input type="checkbox"/>	Weather Wise: Air Masses and Fronts
<input type="checkbox"/>	Volunteer Pilot Public Benefit Flying
<input type="checkbox"/>	Single Pilot IFR
<input type="checkbox"/>	Runway Safety
<input type="checkbox"/>	ASI IFR Insights a Practical Approach <b>Wings Phase Completion/Level/Date</b> <b>CFI Initial or Renewal/Date</b>
SIGNATURE	
DATE	

<p>I have read and am familiar with the Aircraft's Pilot's Operational Handbook (POH), W4Vs Flight Operations Manual (FOM), Weight and Balance computations, Takeoff/Landing runway limitations, Emergency Procedures, and the location/use of W4Vs FAA Operational Exemption #18291.</p>	
SIGNATURE	
DATE	

I have completed one or more of the following in the previous twelve months:		
<input type="checkbox"/>	Flight Review	DATE:
<input type="checkbox"/>	Instrument Proficiency Check	DATE:
<input type="checkbox"/>	New Rating/ <b>CFI I/R:</b>	TYPE & DATE:
<input type="checkbox"/>	Two hours of training with CFI/II (combination of Flight and Ground Instruction)	
SIGNATURE		DATE