



EAA 172 *Chili Cook-off*
 January 14, 2017 12:30 pm
Pea Patch Aerodrome (61GA), Blythe, Georgia

(tentative) EAA 172 *Winter Soup Party*
 February 11, 2017 11:30 am
 Pea Patch Aerodrome (61GA), Blythe, Georgia

Birthdays

Mark SLONE	01-03	Jamie SANDEFORD	01-02
Marcus JAKOB	01-08	Anne SELBITTO	01-11
Tom DIXON	01-16	Susanne LEWIS	01-17
George WEISS, SR.	01-19	Mary Ann BRASWELL	01-20
Bobby BRASWELL	01-25	Carol DENT	01-24
Terry STOUT	01-25	Janeen MOHR	01-29

Anniversaries

Keith & Lilly	ROBBINS	01-04
Kinsey & Denise	BUTLER	01-09

EAA 172 Night Out

Thursday, January 26: *EAA 172 monthly "get-together"* -- *Social Meeting* 6:30 PM -- This is a monthly non-business social gathering held on the fourth Thursday. This month's location is the **French Market Grille**, 425 Highland Ave, Augusta, Georgia 30909. Phone number: 706-737-4865. The French Market Grille Website: [French Market](#). For a map and directions, click on: [French Market directions](#). For questions contact Shirley Harden 706-855-1553 e-mail: ghardensr@comcast.net.

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *You want to do a flight review in a multiengine aircraft. Is a multiengine instructor required to have pilot-in-command time in the specific make and model to conduct the flight review?*

According to AOPA and the FAA: No. According to [14 CFR 61.195\(f\)](#), "A flight instructor may not give training required for the issuance of a certificate or rating in a multiengine airplane, a helicopter, or a powered-lift unless that flight instructor has at least 5 flight hours of pilot-in-command time in the specific make and model of multiengine airplane, helicopter, or powered-lift, as appropriate." Because the purpose of a flight review is not to give training required for the issuance of a certificate or rating, the instructor is not required to have the five hours of PIC flight time. AOPA writes that you probably would benefit from flying with an instructor who has some instructional knowledge of the aircraft you're flying. You also should consider insurance and rental requirements, both of which may prevent someone from flying the aircraft without at least a small amount of PIC time in that make and model.

This Month's Question: You're preparing to take your commercial practical test. While filling out your paperwork and going through your logbook, concern arises over some of the PIC time you have logged, particularly the flights flown when you were receiving instruction toward your complex endorsement and complex time required by 14 CFR 61.129. Can you log PIC time that you had in complex aircraft prior to having a complex endorsement?

FAA REVIEWS AOPA MEDICAL COURSE

The FAA has reviewed the AOPA Air Safety Institute's aeromedical online course and confirmed that it meets the third class medical reform requirements that Congress created last summer. Pilots would need to complete the course, which AOPA will offer for free, every two years in addition to seeing their personal physician every four years to operate under the law. "We worked with a lot of constituents to get this course done.... We've worked with a number of doctors, general practitioners as well as AMEs," said AOPA President Mark Baker. The course covers a variety of health subjects and concludes with a quiz. Pilots must pass in order to earn the certificate that is kept in their logbooks for reference if the FAA were ever to ask. Those not passing the first time can review the course and retake the quiz until they pass. AOPA will notify pilots when the course is available to take.



AOPA will notify members as soon as the final rule is published and will review it in detail to provide answers for any questions pilots might have. AOPA also is preparing a suite of online resources for pilots and physicians to help them make use of the new rule and ensure implementation goes smoothly.

(Information adapted from Avweb Flash 01/04/17→[FAA reviews AOPA medical course](#))

FAA'S FINAL THIRD CLASS MEDICAL REFORM RULE DUE THIS MONTH



The FAA is expected to publish the third class medical reform final rule soon. In December, the agency indicated that it would release the third class medical reform final rule in January, 2017. Based on the legislation that President Barack Obama signed into law July 15, 2016, the FAA must publish the final rule within 180 days of that date. The final rule is expected to include the effective date that pilots can begin operating under the new reforms.

GERMAN GYROPLANES CERTIFIED IN PRIMARY CATEGORY

Those at the EAA 172 Fall Fly-in September 15 – 17, 2016 may have noticed a number of gyroplanes there. All the gyroplanes (also called gyrocopters or autogyros) there were not "certified aircraft" like a Cessna 172 but "experimental, amateur built" aircraft such as what an RV-10 is. See the report/photos of the Wrens Fall Fly-in 2016 [HERE](#).

U.S. pilots now can buy a factory-built FAA-type-certified autogyro for the first time "probably in at least 60 years," Bob Snyder, program manager at AutoGyroUSA, told AVweb on December 5, 2016. Now a turbocharged Rotax-powered Calidus and a normally aspirated Calidus, also with a Rotax engine, have been certified in the little-used primary aircraft category. That allows the company, represented in the United States by [AutoGyroUSA Inc.](#), at Bay Bridge Airport near Annapolis, Maryland, to deliver factory-built aircraft. A production certificate is expected in coming months. It will allow the factory to complete and inspect the finished gyrocopter (gyroplane) without further input from the FAA. Designated Pilot Examiner Bob Snyder, in charge of winning primary aircraft certification for the models, said the open-cockpit design allows pilots to feel the relative wind and aid in coordinated flight. The turbocharged Calidus, a Latin-based name implying a hot-flying machine, costs 100,000 Euros. At the beginning of December, 2016 that equated to \$107,000. The non-turbo model costs 90,000 Euros, or \$96,000 as of December 6, 2016.



Turbocharged Rotax-powered Calidus

Gyrocopters are not part of the light sport aircraft category, but pilots certified under light sport rules can fly a gyrocopter. Pilots at the private or higher rating level who do not have a rotorcraft rating will need to take a written exam in addition to the practical test. It takes about 10 hours to transition to the rotorcraft at less than \$250 per hour including the instructor. Rental rates are predicted to be at typical small aircraft rates. The gyrocopter can be bought as a kit and flown in the experimental category, but Snyder said the company has learned customers want a completed, factory-built aircraft they can fly away. Asked what the gyrocopter brings to flying that is unique, Snyder said, "You can't fly at 1,000 feet above ground level and feel safe about it in a Cessna 172. In a gyroplane you can. When you show up for the hundred-dollar hamburger, you will be a rock star." It is especially fun to fly in wind that would keep most fixed-wing pilots at home, he said. "It chops it up." It takes airplane skills, not helicopter skills, to fly it, he added.

(Information adapted from AVweb Biz 12/07/16→[German Gyro Now FAA Type Certified](#), AOPA ePilot news_and_media 12/09/16 & 12/16/16→[FAA certification of the tandem-seat Calidus gyrocopter & Two German Gyrocopters Certified in Primary](#))