



EAA 172 **Fish Fry Fly-in**
March 21, 2015
Pea Patch Aerodrome (61GA), Blythe, Georgia

EAA 172
O.B. Brown Memorial Fly-in
April 18, 2015
Wrens Memorial Airport (65J), Wrens, Georgia

Birthdays

Danny STANTON	03-01	Sophia KENT	03-01
James McBURNEY	03-09	Hilda STEWART	03-18
Don BUSH	03-11	Johna THOMPSON	03-26
		Sheila CONNELL	03-30

Anniversaries

Roy & Dollie	WICKER	03-09
Bruce & Cathie	HITT	03-11
Greg & Ginger	CONNELL	03-27

EAA 172 Night Out

Thursday, March 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 **Abel Brown Southern Kitchen / Oyster Bar**, Surrey Center, 491B Highland Ave., Augusta, GA 30909. Phone number: 706-738-6491. The Abel Brown Southern Kitchen Website: [Abel Brown](#). For info and a map, click on: [Abel Brown info & map](#). For questions contact Sheila Connell 803-279-7250 e-mail: conl6356@comcast.net.

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *When flying inside a Mode C veil in Class E airspace, is a pilot required to make contact with air traffic control? The flight is being conducted under visual flight rules.*

According to AOPA and the FAA: A Mode C veil is printed on aeronautical charts to indicate an area within 30 nautical miles of a Class B airspace primary airport. Transponder operation in Mode C is required, but contact with ATC is not required if you remain in Class E airspace. (Sources: Aeronautical Information Manual, [4-1-20](#), and [FAR 91.215](#).)

This Month's Question: If you see this seldom-used symbol  on your VFR sectional, either on the classic paper type or on your sophisticated moving-map display such as ForeFlight's, what does it mean?

WEAR YOUR SHOULDER HARNESS!!

A [2011 NTSB study](#) found that light aircraft accidents were 50 percent more likely to be fatal when shoulder harnesses weren't used. The difference was even greater in accidents that didn't involve fires or in-flight losses of control—otherwise survivable accidents such as forced landings as described in the two real-life scenarios below.

A AOPA [report](#) discussed NTSB Accident No. [ERA14FA074](#). This December 18, 2013, accident involved a 2006 G36 Beech Bonanza N89SN. "The pilot completed a routine handoff" to air traffic control at Tyndall Air Force Base in Florida. Fifteen minutes later, he told ATC that he was losing oil then he reported a complete loss of engine power. The plane was too far away from Tyndall so he was advised of two alternatives: the Sandy Creek residential airpark ([75FL](#)) six miles ahead and "a long straight stretch" of Route 22 a mile to his south. The pilot opted for the air park, reporting it in sight as he arrived within two miles. Radar and radio contact were lost as he descended through 200 feet. According to the NTSB and AOPA the wreckage was found three-quarters of a mile short of the runway. The airplane had come to rest upright and more or less intact after crashing through a series of small pine trees. The fuselage exhibited light buckling just aft of the engine firewall. There was a ground scar under the forward fuselage area about 5 feet long by two feet wide by six inches deep. Unfortunately the highly experienced airline transport pilot was fatally injured. The pilot's lap belt remained attached and he was seated in the left cockpit seat; however, he was slumped forward and to his right. The pilot's shoulder harness was not attached and was undamaged. The NTSB wrote "The Garmin G1000 Multi-Function Display (MFD) glass panel was shattered and showed evidence of impact by the pilot." The photo at the right was provided by AOPA. The autopsy report noted the cause of death as "Blunt Force Head Trauma" and the manner of death was "Accident."



The AOPA [article](#) had the strong implication that had this pilot been protected with both the lap belt AND the shoulder harness, he may well have survived this accident. The author goes on to write "Once an engine stops in flight, the pilot is likely to be busy. After trimming for best-glide speed and identifying a landing site, it might be possible to find 15 seconds to secure that shoulder harness, but this won't be an issue if it's been snugly fastened the whole time."



pilotsofamerica.com
Note the shoulder harness.

A recent accident very similar to the one above occurred on March 5, 2015, with Harrison Ford's [emergency landing](#) in his [Ryan PT-22 Recruit](#) on a Mar Vista, California golf course. Much searching was done to determine whether or not Ford had on his shoulder harness. Until the official NTSB report comes out to verify the facts, some good information found was from a commenter on the [pilotsofamerica.com](#) forum who showed a photo of Ford in his PT-22 taken in February of this year. Additionally [people.com](#) had a photo taken of Ford allegedly "shortly before the crash" wearing his shoulder harness. In that article an aviation expert and friend of Harrison Ford said "Everything he did was perfect." Also, an eyewitness told PEOPLE that the cut was clean and had minimal bleeding, which suggests "there are no jagged edges and so would just require closure," says Dr. Bajaj, vice chair of the American Society of Plastic Surgeons Public Education Committee. Note: Dr. Bajaj was not Harrison Ford's attending physician. But, unlike the Bonanza pilot mentioned above, Harrison Ford survived.



From People.com
Note the shoulder harness.

Note in both photos, Ford seems to have on a four-point shoulder harness. The information currently available from both of the above forced landings seems to verify what the NTSB wrote in their report: that often shoulder harnesses can save lives. Finally, another commenter on [pilotsofamerica.com](#) wrote "Only thing that will effectively keep your face from becoming one with the panel is a good, properly adjusted shoulder harness."

(Information adapted from [AOPA](#), [NTSB](#), [pilotsofamerica.com](#), RE: shoulder harness [vansairforce.com](#) , [flightaware.com](#))

