



EAA 172 Meeting
Winter Soup Party

March 12, 2016 12:30 PM
Pea Patch Aerodrome (61GA), Blythe, Georgia

EAA 172 Meeting
Fish Fry Fly-in

April 16, 2016 12:30 PM
Pea Patch Aerodrome (61GA), Blythe, Georgia

Birthday

Danny STANTON 03-01
Don BUSH 03-11
Peter TREMBLAY 03-24

Sophia KENT 03-01
Carol JONES 03-14
Tina RISCHBIETER 03-25
Johna THOMPSON 03-26
Sheila CONNELL 03-30

Anniversaries

Roy & Dollie WICKER 03-09
Greg & Ginger CONNELL 03-27

EAA 172 Night Out

Thursday, March 24: 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 will be at the **Villa Europa**, 3044 Deans Bridge Road, Augusta, Georgia 30906 (located just 1/2 mile off Bobby Jones Expressway, exit 5B). Phone number: 706-798-6211. Website: [Villa Europa](#). Map and directions: [Villa Europa Directions](#). For questions contact Virginia Bush 706-554-5618 e-mail: donr.bush@yahoo.com.

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *Does the fuel reserve requirement for an IFR cross-country flight that requires an alternate airport include just one approach and landing or an approach and landing at both the destination and alternate airports?*

According to AOPA referencing the FAA: Although it is not clear from the regulation, your fuel reserve should include enough fuel for an approach and landing at both the destination and alternate airports. This FAA letter of interpretation provides clarification on the topic, though it does assume that the fuel estimated for the landing at the destination is equal to the fuel you would use for the missed approach at the destination. This assumption may be close to correct, but you may want to plan for fuel to execute the missed approach (such as climb or hold), rather than just the fuel needed to land from an approach. [FAA letter of interpretation](#)

This Month's Question: You're about to get some recurrent training on night landings and operations from your local CFI. You're **not** night current to carry passengers, and neither is the instructor. Must one of you be night current to carry passengers to make this flight?

YOUTH PROTECTION TRAINING & CERTIFICATE REQUIRED FOR ALL YOUNG EAGLE PILOTS

But: From Jack Pelton: Member Input Helped Simplify Youth Protection Policy

There was a spirited discussion at our February 13th meeting about the new EAA Youth Protection program. A few felt that EAA and the government were going overboard and infringing on our freedoms. One commenter suggested that EAA's Young Eagles program will now disappear. But others commented that even at church day care centers those taking care of the youngsters now have to undergo a background check. Another mentioned that EAA had lagged behind other organizations in the country who have the responsibility for the supervision of young people. Now even babysitters are being required to have a background check.



Nationally many EAA members contacted EAA headquarters about some inconsistencies and redundancies in the requirements especially in regard to fly-ins compared to Young Eagles rallies. So EAA national president Jack Pelton wrote this on February 25, 2016:

Earlier this month I mentioned in e-Hotline that we would be using EAA member feedback to make any necessary clarifications and improvements to the Youth Protection Policy introduced in January. Thanks to your input, we have done that.



The overarching purpose of the policy remains the same – to protect young people who are involved in EAA's youth programs and protect our volunteers who dedicate time, energy, and their own funds to these programs. Within that, we've split the policy's elements into [three distinct areas](#): Young Eagles flights and activities, youth education programs such as aircraft building projects, and youth activities at EAA AirVenture Oshkosh.

Within the Young Eagles segment, you'll note the following [changes](#), thanks to the input of members and volunteers:

- ▶ Removing what many thought was an overly burdensome photography policy. There are now simple guidelines to work with parents when taking photos.
- ▶ No requirement to provide a Social Security Number when completing the background check (it is optional).
- ▶ Simplified requirements for ground volunteers at Young Eagles rallies, to requiring only two-deep leadership that has completed the training and background checks.
- ▶ Elimination of the staff-to-youth ratio for Young Eagles rallies.
- ▶ Clarification on topics such as supervision in an aircraft, individual Young Eagles flights, and record keeping.

Jack Pelton, President, EAA

Note that starting on May 1, 2016, all Young Eagles pilots must take the on-line course and undergo a basic criminal background check. This is true whether or not they belong to EAA.

If they are flying youngsters as part of the EAA Young Eagles program they must follow those rules or the event will not be insured through EAA. See this [Website](#) about the program. Definitely look at EAA's [Youth Protection Policy](#) to see in detail what you can and cannot do with youth in regard to EAA 172 activities.

(Information adapted from EAA→[Youth Protection Program](#), AmericanChecked→ [Criminal Background Check](#), Young Eagles Pilots: [Complete Youth Protection Plan Requirements](#))

NOTE: Please forward this newsletter to any Young Eagles pilots whether or not they belong to EAA 172. If they do not take the course and have a background check they will no longer be able to legally fly Young Eagles after April 30, 2016.

ALL: AFTER RECEIVING YOUR CERTIFICATE, PLEASE FORWARD IT TO:

Club president Andy Lee→ gapilot2015@icloud.com

secretary John Magnan→ jcm2@earthlink.net

Young Eagles Coordinator Nandi Shetty→ airnandi@gmail.com

THE ANALOG AND TEXT-BASED NOTAM SYSTEM IS ON THE WAY OUT

According to AOPA, on September 10, 2016 the United States Notam Service will migrate into the Federal Notam Service. Currently, about 70 percent of NOTAMs are issued in digital format, and that number will increase as more system users begin filing through a new, online-accessible, digital system. Enhanced NOTAM accessibility and more effective ways to sort them were among the mandates of the Pilot's Bill of Rights.

▶ The new FAA NOTAM Search [Website](#).→

(Information adapted from AOPA→[New & Video 02/17/16](#), FAA→[New Notam System](#))

