

JOE MILES' WIFE, PEARL, RECOVERING FROM STROKE



Joe Miles at the January 14, 2012, meeting talking about P-51s.

Long time club member Joe Miles contacted us on March 8th and let us know that his wife, Pearl, had a stroke. Joe apologized that he would not be at the March EAA 172 meeting and he will maintain his EAA 172 membership but will probably miss meetings since he will be spending his time caring for his wife. He said that she doesn't remember much now and she is back home from the hospital. He also said that she can't walk and "doesn't talk that great." You can contact Joe at 706-733-8376 or send a card to: Joseph C. Miles, 442 Aumond Rd., Augusta, GA 30909. Joe was contacted this past week (On April 1) and said that "she is about the same."

FAA DELAYS CLOSURE OF AIR TRAFFIC CONTROL TOWERS

In a [Press Release](#) on Friday, April 5, the Federal Aviation Administration announced that it would delay previously planned closures for 149 air traffic control towers at small airports. Last month, the FAA announced it would eliminate funding for these towers as part of the agency's required \$637 million budget cuts under sequestration. This additional time



will allow the agency to attempt to resolve multiple legal challenges to the closure decisions. As part of the tower closure implementation process, the agency continues to consult with airports and operators and review appropriate risk mitigations. Extending the transition deadline will give the FAA and airports more time to execute the changes to the National Airspace System. "This has been a complex process and we need to get this right," said U.S. Transportation Secretary Ray LaHood. "Safety is our top priority. We will use this additional time to make

sure communities and pilots understand the changes at their local airports." On March 22, the FAA had announced that it would stop federal funding for 149 contract towers across the country. A phased, four-week closure process was scheduled to begin Sunday, April 7. That phased closure process will no longer occur. Instead, the FAA will stop funding all 149 towers on June 15 and will close the facilities unless the airports decide to continue operations as a nonfederal contract tower.

AOPA President Craig Fuller said the decision "provides the aviation community and the FAA the time it needs to properly assess this proposed budgetary action and we applaud the decision." Trade groups representing companies that operate the towers under contract for FAA had filed a lawsuit Thursday in federal court in Washington. The last week of March, the city of Spokane, Washington, went to court to try to prevent the FAA's shutdown of an airport tower, and the first week of April other cities are trying the same tactic. Lawsuits now have been filed by city officials in Bloomington, Illinois, and the operators of three airports in Florida -- Naples, Ormond Beach, and Punta Gorda.

On March 22, the FAA listed the ATC towers that would be closed. These include the tower at Wittman Regional Airport (OSH) in Oshkosh, Wisconsin, home to the Experimental Aircraft Association's annual air show. Also on the hit list is the tower at Lakeland Linder Regional (LAL), home to the Sun 'n Fun fly-in. Also the Frederick, Maryland, airport that serves AOPA headquarters (FDK) is on the list. For a full list of the towers being closed, click on [Towers to be Closed](#), and for a list of those that escaped the chopping block for now, click on [Towers that Escaped Closure](#). Some of the towers that were to be closed April 7 (now June 15) in our region are:

ABY Southwest Georgia Regional Albany GA
AHN Athens/Ben Epps Athens GA
LZU Gwinnett County - Briscoe Field Lawrenceville GA
MCN Middle Georgia Regional Macon GA
RYY Cobb County- Mccollum Field Atlanta GA
EWN Coastal Carolina Regional New Bern NC
HKY Hickory Regional Hickory NC
JQF Concord Regional Concord NC
CRE Grand Strand North Myrtle Beach SC

(Information adapted from multiple sources including the March, April reports and news releases by the FAA, Flying Magazine, AvWeb, AvWEBbiz, Fox, Washington Post, USA Today, EAA Hotline, AOPA ePilot)

2013 BSA Merit Badge University



On Saturday, March 2, EAA 172 Member Steve Amster held the aviation merit badge training for the Boy Scouts of America in Thomson. He conducted the BSA Merit Badge University of the local Georgia-Carolina Council. He wrote on March 3 that all went well Saturday for the Aviation Merit Badge. Three Scouts participated. Steve said he did the brief local flight early just legal below the cloud deck with light snow in the windscreen of his Skyhawk.



HERE ARE PHOTOS FROM THE EVENT



AVIATION QUESTION OF THE MONTH

Answer to last month's question: *Does the CFI checkride count as a flight review?*

According to AOPA and the FAA: Paragraph (d) of [14 CFR 61.56](#), which discusses flight reviews, states that a "pilot who has passed a pilot proficiency check does not need to accomplish the flight review required by this section." So does a CFI checkride count as a pilot proficiency check? No. The FAA Office of Chief Counsel addresses this question in a [letter of interpretation](#):

"The answer is that a successful completion of a flight instructor practical test within the preceding 24 calendar months does not automatically relieve a pilot of the requirement to complete §61.56 flight review. A flight instructor practical test is not a pilot proficiency check for a pilot certificate, rating or an operating privilege, or any other acceptable substitute for a flight review specifically listed in § 61.56(d). A flight instructor practical test is not primarily focused on piloting skills but rather on one's instructional skills. Thus, prima facie, it does not constitute a pilot proficiency check adequate to substitute for a flight review, as specified under § 61.56(d)." However, the letter also states that at the discretion of the examiner your flight review and CFI checkride may be done in conjunction. Just be sure that your examiner puts in an additional endorsement in your logbook that attests to the fact that you have met the requirements of 14 CFR 61.56.

This Month's Question: A pilot wants to fly his certificated plane, but on preflight he realized the airplane has a bulb burned out in the anti-collision light system and there's no A&P mechanic to fix the bulb at his airport. He is flying an airplane that was certificated after March 11, 1996. Can the airplane be flown, or does a mechanic have to come fix the light first?

NAVY BASIC TRAINING:

A normally outstanding student was having a bad day. Keying the intercom by mistake, he said, "Sorry, sir, I am all #S@*^! up."

An immediate reply came back: "Station using profanity, please identify yourself!"

The instructor instantaneously answered, "He may be #S@*^! up, but not that #S@*^! up!"