



EAA 172 Work Meeting  
 10:00 AM, meal at 12:30 PM  
 April 18, 2015  
 Pea Patch Aerodrome (61GA), Blythe, Georgia

EAA 172  
 O.B. Brown Memorial Fly-in  
 May 16, 2015  
 BBQ meal 11:30 am – 1:00 pm  
 Wrens Memorial Airport (65J), Wrens, Georgia

*Birthdays*

Brian MULHERIN	04-07		
Robert KNIGHT	04-11		
Aaron RAMSEY	04-11	Cindy ZGOL	04-10
Jean HILDEBRANT	04-16		
Kenneth MOORE	04-27		
Shane NOTHDURFT	04-30		

*Anniversaries*

Bobby & Mary Ann BRASWELL	04-12
Sidney & Cathy BROWN	04-15
Alfred & Bunny NEWMAN	04-15
Don & Virginia BUSH	04-17

## EAA 172 Night Out

Thursday, April 23: *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 it is at **Sheehan's Irish Pub**, 2571 Central Ave, Augusta, GA 30904, near the corner of Central Ave. & Monte Sano Ave. Phone number: 706-364-1234. For a map and directions, click on: [Sheehan's Irish Pub](#). For questions contact Virginia Bush 706-554-5618 e-mail: [donr.bush@yahoo.com](mailto:donr.bush@yahoo.com).


## NEW AERIAL PHOTO OF THE PEA PATCH

In March of this year member Steve Amster took an excellent high definition aerial photo of the Pea Patch Aerodrome. We will put this in the Pea Patch ([61GA](#)) AirNav entry to replace an old photo taken in July, 1998.

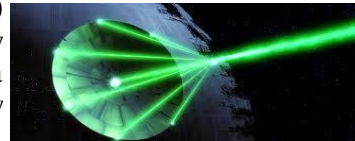


Click photo for a larger graphic.

## AVIATION QUESTION OF THE MONTH

**Answer to last 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?*

**According to AOPA, the FAA, and the U.S. Army:** Think *Star Wars* and its [Death Star](#) if the Empire had a VFR sectional showing its super weapon. The symbol is a [High Energy Radiation Area symbol](#) such as the site of laser-based atmospheric research. AOPA did have an example of one near Bartlett, New Hampshire, but it was a short-lived one and no longer exists. The U.S. Army does have the [High Energy Laser Systems Test Facility](#) (HELSTF) located on [White Sands Missile Range](#) in southern New Mexico, but the charts don't have that symbol in that area, perhaps because GA or commercial aircraft are not supposed to be flying over that restricted area anyway. According to the army this area "is the ideal choice to host exploration of future laser technologies. Appointed the US Army Space and Missile Defense Command's (SMDC) 'Directed Energy Center for Test and Evaluation,' [HELSTF](#) boasts a unique infrastructure with extensive capabilities for ground-based directed energy testing and evaluation. HELSTF has access to 3,200 square miles of controlled land and 7,000 square miles of controlled air space in which to conduct live fire, lethality, and vulnerability testing, as well as laser/material interactions." We suggest you don't fly over that restricted area – the U.S. Army's [Death Star base](#) -- otherwise you may become an interesting Wikipedia entry when you end up as a puff of smoke. Does that make the U.S. or the earth the new Death Star?



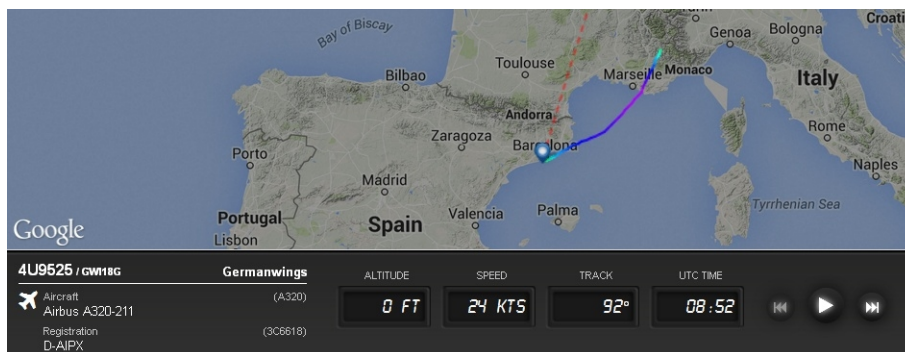
**This Month's Question:** When reading TAFs (Terminal Aerodrome Forecasts / Terminal Area Forecasts) in the summer months you know you'll see the term "VCTS" more than you'd like. That means thunderstorms in the vicinity. How is "vicinity" defined by the FAA?

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## ADS-B OUT DOES WORK WELL, AND IS USED – IN EUROPE

Aircraft in the U.S. have an [FAA imposed](#) 2020 deadline to have installed ADS-B Out (Automatic Dependent Surveillance-Broadcast) equipment. It reports your aircraft's position, velocity and altitude once per second. The installation is only needed if the aircraft is flown in Class A, B, and C airspace, plus Class E airspace above 10,000 feet but not below 2,500 feet. Many aircraft owners have balked at the installation because of the expense. So some are waiting until the price goes down. And then some pilot-owners are asking "Why is ADS-B needed?" However, a few have complained that the deadline should be sooner, not later, especially to obtain information about aircraft crashes.

In an article by AOPA's "Mac" – J. Mac McClellan, he writes (about the Germanwings Airbus A320 [crash](#) in the Alps) that "It's the first major accident I can think of where such flight path detail was immediately available to everybody and it's all thanks to ADS-B." The various news media were doing a lot of speculation and bemoaning the immediate absence of the flight data recorder (It was found later). But those with some knowledge and access to the Internet could immediately track the flight of the Airbus from takeoff to a final position report that ended very near where the airplane hit the mountains. The plot showed altitude, groundspeed, vertical speed and track in detail. The example given of this tracking was this:



Mac writes "... with ADS-B installed in most airplanes in a few years we can know much more about what happened in an accident, even though, as in the case of the A320, we can't immediately know why it happened."

In Europe compliance is [mandated](#) by January 2015 for new build and by December 2017 for retrofit, with special provisions (including exemptions) for State aircraft. This is required for aircraft with "maximum Take-Off Mass greater than 5700 kg (12,566 lbs.) or maximum cruising True Air Speed greater than 250 kts."

(Information adapted from AOPA – [Mac's Blog 03/26/15](#), [skybrary.aero](#), BBC re [Airbus crash](#), [FAA ADS-B](#))