



EAA 172 Meeting

Fish Fry Fly-in

April 16, 2016 12:30 pm

Pea Patch Aerodrome (61GA), Blythe, Georgia

O.B. Brown Memorial Fly-in

May 14, 2016 9:00 am – 5:00 pm

BBQ lunch Noon – 1:00 pm

Wrens Memorial Airport (65J), Wrens, Georgia

Birthdays

Brian MULHERIN 04-07
Aaron RAMSEY 04-11
Jean HILDEBRANT 04-16
Kenneth MOORE 04-27

Cindy ZGOL 04-10

Anniversaries

Bruce & Patty CAMERON 04-11
Bobby & Mary Ann BRASWELL 04-12
Sidney & Cathy BROWN 04-15
Don & Virginia BUSH 04-17

EAA 172 Night Out

Thursday, April 28: 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 **Olivia's Pizzeria and Grill**, in Surrey Center, 399 Highland Ave, Augusta, GA 30909. Phone number: 706-723-1242. Website: [Olivia's Pizzeria](#). Map and directions: [Olivia's directions](#). For questions contact Sheila Connell 803-279-7250 e-mail: conl6356@comcast.net .

AVIATION QUESTION OF THE MONTH

Answer to last 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?*

According to AOPA referencing the FAA: There is no requirement for either you or the instructor to be current under [14 CFR 61.57\(b\)](#) for a training flight because you are not considered passengers—this is true even if the student isn't yet rated in the aircraft. For more information, see this AOPA [legal briefing](#) or this FAA [letter of interpretation](#). The FAA has long held that authorized instructors and individuals receiving instruction are not passengers with respect to each other.

This Month's Question: A friend is hoping to get some air-to-air photos of his aircraft and proposes that the two of you do some formation flying so that he can get the pictures he wants. You have no formation flying experience and are not sure this sounds like a great idea. Can this flight be done legally?

NTSB REMINDS PILOTS: FLY-IN ARRIVALS REQUIRE PREPARATION

Just in time for Sun 'n Fun, the NTSB has issued a new [Safety Alert](#) aimed at pilots planning to fly in to an aviation event. "Arrivals at major fly-in events ... pose unique challenges for pilots (and air traffic controllers)," the NTSB says, "including extremely high-density traffic, special flight and communication procedures, a rapidly changing environment, and changes to air traffic control separation standards." Accidents have occurred, the NTSB says, when pilots were too slow and used an excessive bank angle (resulting in an accelerated stall), or overshot the runway when turning to final from a base leg or downwind leg (resulting in a cross-control stall). The safety alert comes in advance of two major fly-in events — the April 5-10 SUN 'n FUN International Fly-In & Expo in Lakeland, Florida, and the July 25- 31 Experimental Aircraft Association's AirVenture in Oshkosh, Wisconsin.



Major fly-in events pose unique challenges, including high-density traffic, special flight and communication procedures, a rapidly changing environment, and changes to air traffic control separation standards. The safety alert provides pilots guidance for dealing with the challenges of major fly-in events and stresses the need for them to review FAA Notices to Airmen. "Events like these are a great way to celebrate the joy of aviation," said John DeLisi, director of the office of aviation safety at the NTSB, "a little extra planning will help ensure a safe arrival."

Aviation safety alert SA-053, titled "Arriving at a Major Fly-In event: Keep Your Focus on Safety," and other NTSB safety alerts can be found [HERE](#).

(Information adapted from General Aviation News 04/02/16→[challenges of flying in to big airshows](#) , AVweb 04/05/16→ [Fly-in Arrival Prep](#))

THE THUNDERBIRDS ARE COMING!

In addition to what the club president wrote on the first page about the Thunderbirds, here is more background information. They will be in our area, at Shaw Air Force Base in Sumpter, South Carolina, on May 21-22, one week after the Wrens O.B. Brown Memorial Fly-in.



Commonly known as the Thunderbirds, these F-16 Fighting Falcons present a constant image of excellence in every air show they perform in and demonstrate the capabilities of both Air Force pilots and aircraft. The Thunderbirds are an invaluable asset to the Air Force as a reminder of what air superiority looks like. Their demonstrations and feats of wingmanship display just how remarkable the United States Air Force really is. The air expo, headlined by the Thunderbirds, the U.S. Air Force precision-flying demonstration team, and the Black Daggers, the official U.S. Army Special Operations Command Parachute Demonstration Team, gives Shaw the opportunity to demonstrate the capabilities of the Air Force through a variety of aerial demonstrations, displays, and static aircraft displays to those in attendance.

In 1947, while the jet age was still in its infancy, military aviation was hurtled into the future with the creation of the U.S. Air Force as a separate service. Just six years later, on May 25, 1953, the Air Force's official air demonstration team, designated the 3600th Air Demonstration Unit, was activated at Luke Air Force Base, Arizona, flying the F-84G Thunderjet. In addition to Major Dick Catledge, the team's leader, Twins Bill and Buck Pattillo were selected and flew the left and right wing, respectively. The Pattillos, both captains, were ideal choices as both had flown with a demonstration team for the previous three years. For the difficult position of slot, the position sandwiched between both wingmen and behind the leader, Capt. Bob Kanaga was selected. The spare pilot was Capt. Bob McCormick. Like the Pattillo brothers, he also had demonstration team experience. First Lieutenant Aubry Brown served as the maintenance officer for the team. Lieutenant Brown, along with Master Sgt. Earl Young, selected 21 enlisted men to help maintain the team's aircraft. Captain Bill Brock was the final officer selected for the team. He served as the information officer and team narrator. The team flew and maintained the F-84G Thunderjet. This was the first Thunderbird crew. Future crews trained to fly more and more advanced aircraft such as the F-100D, the F-4E, the T-38A Talon, and currently the F-16 Fighting Falcons.

(Information adapted from [Fun Places to Fly, USAF](#)→[Thunder Over the Midlands](#), Thunderbirds→[2016-2017 Schedules](#))