



EAA 172

Wrens O.B. Brown Memorial Fly-in

May 13 - 5:00 PM, May 14 - 9:00 AM at the Wrens Memorial Airport (65J), Wrens, GA

EAA 172 Meeting

June 11, 2011, 12:30 PM at the Pea Patch Aerodrome (61GA), Blythe, GA

EAA 172 Meeting

Cold-Cuts Fly-in

July 9, 2011, 12:30 PM at the Pea Patch Aerodrome (61GA), Blythe, GA

EAA 172 Night Out

Thursday, May 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 it is at the **Garlic Clove Italian Eatery**, 4461 Washington Rd, Evans, GA 30809. Phone: 706-364-7377. For restaurant information, a map and directions, click on: [Garlic Clove Eatery](#) . Contact Virginia Bush for more details 706-554-5618 e-mail: donr.bush@yahoo.com.*

Birthdays

Greg	CONNELL	05-01	Arlene	ABBOTT	05-18
Richard	ZGOL	05-10	Erin	CRESON	05-26
Allen	NODORFT	05-13			
Charles	LEWIS	05-15			
Ronald W.	HALEY	05-19			
Jim	JATHO	05-21			
Bruce	HITT	05-31			

Anniversaries

Billy	& Marlyn	COUCH	05-03
George	& Frances	WEISS	05-04
James	& Karen	REEVES	05-17
Edmund	& Becky	DONNER	05-24
Land	& Erin	CRESON	05-26
Robbie	& Jami	McMILLAN	05-28

SHORT FINAL

AVweb November 29, 2010

A pilot was flying his shift as a traffic watch pilot in a Cessna 172 in Southern California and had just contacted March Air Force Base approach to transit their Class C airspace.

Pilot: "March approach, good afternoon. Traffic Watch One Two Three, 35,000 feet."

March Approach: "Traffic Watch One Two Three, roger. Do you mean 3,500?"

Pilot: "Yes, sir -- 3,500. Did I say '35,000'?"

March Approach: "Uh, yeah. I was wondering what kind of traffic you're looking at from that altitude."

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *Is there a limit to the number of hours a private pilot can fly in one day?*

According to AOPA: The federal aviation regulations make no mention of a maximum number of hours that a private pilot can fly in one day. There are limitations for pilots who fly for hire. For example, Part 61 limits a flight instructor to eight hours of flight training in any 24-consecutive-hour period. Pilots who operate under Part 121 and 135 operations also have restrictions.

This Month's Question: A private pilot has had his certificate for about a year. He was flipping through his logbook and realized he had forgotten to log a few flights. Will this be a problem?

FUND RAISING STATUS

Many are already aware that we have a fund raising effort going on for the Clubhouse roof. We do solicit funds from those who attend the meetings, but most of our members cannot make all the meetings. I appeal to you, also, for support of this fund. Please consider writing a check and send it to Don Bush, (address is on the front page). Remember when writing checks, please make them out to **EAA 172** only. Other fancier titles only get us in trouble with the bank. I will be communicating our progress monthly as we move toward our goal.

Again, thank you very much for your support! *AI*



SHORT FINAL

AVweb March 7, 2011

While on a flight from NC to Cape May, NJ (along the coast of MD), this exchange was heard between Dover approach and a pilot:

Cessna 1234: "Dover approach, we would like to fly down the coast at 3,000 feet."

Dover Approach: "Cessna 1234, proceed as requested."

A few minutes later ...

Cessna 1234 (frantic!): "Dover approach! There is really big airplane, and he is coming straight at us!"

Dover Approach (cool, calm, and collected): "Cessna 1234, that is a KC-135, and he is 1,000 feet below you. Should be no factor."

Cessna 1234 (still frantic): "But he is coming straight at us!"

Dover Approach (very professional): "Cessna 1234, turn 30 degrees right. Piper 5678: Really big airplane, 10 o'clock, 2 miles, 2,000 feet."

Piper 5678: "Really big airplane in sight, no factor."