



EAA 172 Meeting
 July 9, 2016 12:30 pm
 Pea Patch Aerodrome (61GA), Blythe, Georgia

EAA 172 Meeting
 August 13, 2016 12:30 pm
 Pea Patch Aerodrome (61GA), Blythe, Georgia

Birthday

Billy COUCH	07-08	Joan SILLIMAN	07-05
Keith GOFF	07-09	Patty CAMERON	07-23
Pierre SMITH	07-14	Mindy OLSON	07-24
Gary WARD	07-16		
Gary HARDEN	07-19		
Don GAY	07-22		

Anniversaries

Danny & Kathleen STANTON	07-03
Daniel & Joan SILLIMAN	07-05
Phillip & Coral BLANCHARD	07-14
Eddie & Mary BOOTH	07-16
Michael & Donna HENDRICK	07-18

EAA 172 Night Out

Thursday, July 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 will be at the [Tin Lizzy's Cantina](#), 2821 Washington Road, Augusta GA 30909. Phone number: 706-504-9767. Website: [Tin Lizzy's Cantina](#). Map and directions: [Tin Lizzy'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: *Can a sport-pilot-only flight instructor give a flight review in a light sport aircraft to an airline transport pilot?*

According to the FAA: Yes, a sport-pilot-only flight instructor can conduct a flight review for an ATP in a light sport aircraft, according to [14 CFR 61.415\(d\)\(4\)](#). The flight review can be conducted in a light sport aircraft, according to [14 CFR 61.56](#), which allows a pilot to accomplish a flight review in any aircraft for which he or she is rated.

This Month's Question: You're an avid radio-controlled and manned aircraft pilot. A local organization has asked you to photograph an event with your quadcopter drone. The organization plans to use these photos in advertising. You have a commercial pilot's certificate, but you've never done any commercial operations, manned or unmanned. Is this something you can do?

Honoring the Memories of WWI at AirVenture 2016



In the time we live in, there are aircraft capable of shooting one another down at supersonic speeds and altitudes miles above the Earth's surface. Some of them fly and fight without a pilot and can achieve an aerial victory without ever seeing one another. That is not how it always was. To get a full appreciation for how far we have come, we must look at where we started.

A little more than a decade after the Wright brothers' historic flight at Kittyhawk, the demands of war transformed the airplane into a weapon of death. Made of wood, canvas and wire, these early fighters took to the air filled with gasoline, ammunition and the likelihood that too steep

a dive would rip the wings to shreds. It is no wonder that the pilots of these flimsy fliers measured their life expectancy in weeks. These early pioneers of the air did not have the luxury of a parachute. Just strapping oneself into the cockpit and taking to the air was an act of bravery. Careening into a mid-air duel-to-the-death with an enemy opponent required a special courage.

It is with great excitement that we pay tribute to those brave pilots this year at Oshkosh 2016. Located across from Vintage airplane parking at south end of flightline, we are going to have a number of authentic WWI restored aircraft powered by their original engines. There will be a WWI encampment with living history volunteers who will be representing the soldiers and aviators of the World War I. Each day there will be engine runs, flights, presentations by the pilots as well as the National World War I Centennial Commission, and much more. This is your chance to see these rare machines and national treasures up close and personal and in the air! WWI aircraft that will be at AirVenture this year include: Golden Age Air Museum's Sopwith Pup and Fokker Dr.I, Old Rhinebeck's Spad and Fokker DVIII, Fantasy of Flight's Albatros, EAA's J-1, and Collings Foundation's 1909 Curtiss Pusher.

(Information adapted from eaa-airventure-news-and-multimedia 06/30/16→[Honoring the Memories of WWI](#), World War I History Gallery→[ESCADRILLE AMERICAINE](#), Ibis Communications→[the Death Of An Air Ace, 1918](#))

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The FAA has free downloadable VFR sectional charts on-line. Pilots can save paper and money by downloading any (or all) of the 54 charts as either high-quality PDF or TIFF files and printing only what's needed.

(Information adapted from AOPA ePilot & the FAA 06/17/16→[Free VFR charts](#))



ADVERTISING ALREADY STARTED FOR THE WRENS FALL FLY-IN



Toward the end of June advertising has been started for the Wrens Fall Fly-in. It is scheduled for Friday – Saturday, September 16 – 17 though often aircraft come in earlier in the week for that fly-in. It currently is advertised on the [EAA calendar site](#), the [AOPA calendar site](#), and the [Social Flights calendar site](#) among others. SEE [Wrens Fall Fly-in](#). Some don't realize that any fly-in event has to be advertised several months before its occurrence. Both AOPA and EAA advertise their events at least a year prior to them. EAA 172 has also obtained EAA insurance for the September fly-in.