



EAA 172 WRENS FALL FLY-IN

September 16, 2017

9:00 am – 5:00 pm

Wrens Memorial Airport (65J), Wrens, Georgia

EAA 172 RV-14 PRESENTATION

October 14, 2017

Be there around 10:00 am.

Presentation will start around 11:00 am

Daniel Field Airport (KDNL), Augusta, Georgia

Birds
Ambassadors

| | | | |
|--------------------|-------|------------------|-------|
| Charlie CONNELL | 09-01 | Jenny SMITH | 09-06 |
| Richard JONES | 09-03 | Frances WEISS | 09-13 |
| Alfred NEWMAN, Jr. | 09-06 | Bonnie McGAHEE | 09-18 |
| Ralph SANDEFORD | 09-12 | Cami NODORFT | 09-19 |
| Stephen THOMPSON | 09-13 | Kathleen STANTON | 09-22 |
| Allene BROWN | 09-15 | Sandy WALTHER | 09-23 |
| Jonathan DUNN, JR. | 09-17 | | |

| | | |
|----------------|---------|-------|
| Curt & Harriet | GARNTO | 09-09 |
| Thomas & Tina | EDWARDS | 09-22 |

EAA 172 Night Out

Thursday, September 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 **Rae's Coastal Cafe**, 3208 West Wimbledon Drive, Augusta, GA 30902. Phone number: 706-738-1313. Map and directions: [Rae's Cafe directions](#). Note that reviewers wrote that it was "difficult to find" so you may want to look at the map and/or contact Sheila Connell. For questions contact Sheila Connell 803-279-7250 e-mail: conl6356@att.net.

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *I hold a commercial pilot certificate with rotorcraft and instrument ratings, but I don't have any airplane time. How many hours would I need to add an airplane single-engine land rating at the private level?*

According to the FAA: You must obtain all of the hours specifically noted as "in a single-engine airplane" under 14 CFR [61.109\(a\)](#). (This is referenced in [14 CFR 61.63\(a\) and \(b\)](#) as an additional category rating.) The required hours include three training hours each of cross-country, night, instrument reference, and practical test prep. Lastly, you need 10 hours of solo flight time. Flight time to solo has to be figured as well, but there is no minimum required for that.

This Month's Question: You own an aircraft that never had an engine-driven electrical system, but it has a battery-fed system that runs the radio when you need it. You never had to equip with a transponder because the aircraft was exempt under 14 CFR 91.215(b)(3). The FAA's mandate to equip with Automatic Dependent Surveillance-Broadcast (ADS-B) Out, as described in 14 CFR 91.225, does not include the words "engine driven." Must you equip for ADS-B Out because your aircraft has a battery-fed electrical system?



Pietenpol N8997G – “born” August 12, 2017

Builder: Keith Goff

After five years and four months of building I received my airworthiness certificate for my Pietenpol on August 12, 2017. Then on August 19 my friend, fellow Pietenpol builder with 250 hours piloting his own Pietenpol, PF Beck, flew it around the pattern at the Barnwell, South Carolina airport. He said it flew well with no ill manners in the air or on the ground. The oil temperature on the plane's Corvair engine did climb to 260 degrees so I'm in the process of adding an oil cooler. I need to get some tail dragger training and hope to take it around the pattern myself in the next few weeks.



[Click to enlarge](#)

I've always been drawn to the “low and slow” open cockpit kind of airplane and the Pietenpol fit the bill for me. The first one was built by Bernard Pietenpol in 1928. You can still buy the plans from his family today. There are no kits for the Pietenpol so you have to build every piece, wood and metal, with aircraft grade materials. I tell people that there's another Pietenpol under my work bench because I had to make every piece of it twice. I spent as many afternoons and weekends as I could working on it over the last five years. There were many occasions when I was totally overwhelmed at the overall scope of the project but I found the easiest way to keep moving forward was to work on one system at a time. I definitely understand the inner workings of an airplane better now. I would research each step of the build as I went, wooden fuselage, landing gear, controls, firewall forward (Corvair engine), covering, painting, and focus on that “new” skill. It turns out that the Pietenpol has quite a following, a lot of people want to see them continue to be built and flown. I've had guidance from as far away as California but the most valuable help I received was from Don Harper and PF Beck who have two Pietenpols in Barnwell, South Carolina. I hope that my Pietenpol will become a regular fixture at the meetings at the Pea Patch in the future.

EAA Chapter Handbook Updated as of July 2017



In July 2016, EAA released the latest version of the Chapter Handbook. Since that release, there have been a number of changes to the chapter insurance coverage, Young Eagles information, and more.

A complete listing of revised sections to the handbook are as follows:

- Pages 6-4 and 6-5 – Chapter Activities, rewrite of flight sim language
- Page 6-5 – Prohibited Activities
- Page 8-7 – Young Eagle Pilot Guidelines
- Page 8-9 – Can I deduct expenses incurred while flying?
- Page 8-10 – What is a Young Eagle Pilot ID Number?
- Page 8-10 – What if a child does not meet the age criteria?
- Page 9-10 – EAA Chapter Staff
- Page 9-2 – Membership/Chapter Advisory Council Members
- Page 9-13 – Calendar of Important Dates

Please download the updated handbook, and print chapters 6, 8, and 9. Then remove those sections from your current handbook, and insert these updated sections.

Click [here](#) to download the most up-to-date version of the EAA Chapter Handbook.