



**EAA 172 Christmas Party**  
 December 8, 2012, 12:30 PM  
 Pea Patch Aerodrome (61GA), Blythe, Georgia

**EAA 172 Club Meeting**  
 January 12, 2013, 12:30 PM  
 Pea Patch Aerodrome (61GA), Blythe, Georgia

**EAA 172 Chili Cookoff**  
 February 9, 2013, 12:30 PM  
 Pea Patch Aerodrome (61GA), Blythe, Georgia

*Birthdays*

Tommy	EDWARDS	12-02	Micky	POOLE	12-04
Lee	KEEFER	12-05	Lilly	ROBBINS	12-15
Johnnie	POOLE III	12-08	Ely	DEGROODT	12-17
Eddie	BOOTH	12-09	Samta	GROVER	12-17
Gene	MOHR	12-11	Cathryn	KNIGHT	12-21
Tom	DEGROODT	12-13	Pearl	MILES	12-21
Robert	RHODES	12-14	Tina	EDWARDS	12-24
Dennis	ALLEN	12-16			
John	LACHER	12-23			
Richard	FENDER	12-24			

*Anniversaries*

Pierre	& Jenny	SMITH	12-03
Gary	& Shirley	HARDEN	12-17
Richard	& Paula	JONES	12-18
Charles	& Susanne	LEWIS	12-19
Dan	& Kathy	SCUKANEC	12-24

## EAA 172 Night Out

Thursday, December 27: EAA 172 monthly "get-together" -- Social Meeting 6:30 PM -- This is a monthly non-business social gathering held on the fourth Thursday. Because of all the holiday happenings, there will be no EAA 172 social "get together" this month. The next one will be January 24, 2013. For questions contact Virginia Bush for more details 706-554-5618 e-mail: [sporthorses9@gmail.com](mailto:sporthorses9@gmail.com) . On the Web go to [nightout.jcmservices.net](http://nightout.jcmservices.net)

## AVIATION QUESTION OF THE MONTH

**Answer to last month's question:** *A builder/pilot is building a cub/supercub/clipped wing experimental and plans to limit his gross weight to 1,320 pounds based on two 170-pound people. A DAR told him it has to be able to carry two 190 pound people plus baggage to call it a two-place, but the builder/pilot thinks the DAR is confusing the experimental rules with LSA rules. Who's right?*

**According to EAA (and the FAA):** The DAR is incorrect. You as the manufacturer of an experimental amateur-built (E-AB) aircraft are able to set your gross weight at whatever figure you choose, as long as the aircraft is being granted the E-AB airworthiness certificate. What you do after the aircraft is certificated, and what pilot certificate the pilot holds after that is another discussion, and not related to certification as an E-AB at all. The only time the figure for pilot and passenger weight would apply is if you were trying to certify a factory-built SLSA that must comply to ASTM standards.

**This Month's Question:** A pilot received flight training in a foreign country. Can the pilot's aeronautical experience be counted toward an FAA certificate?

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## FAA REMINDS PILOTS OF EXPANSION OF BULLDOG MOA IN GEORGIA

The FAA's Eastern Service Center is notifying operators that the Bulldog Military Operations Area (MOA) expanded effective November 15, 2012. While the Atlanta sectional aeronautical chart will not be updated with this change until March 7, 2013, the FAA is working to make general aviation operators based near Augusta and Swainsboro, GA aware of the expansion. The change will especially affect pilots flying beneath the Bulldog B MOA (below 10,000 feet MSL) in the new Bulldog C and E MOAs. The new Bulldog C MOA extends from 500 feet AGL up to but not including 10,000 feet MSL. This is the same as Bulldog A & B MOA is now. The only exceptions are a circle with a radius of three miles centered in the cities of Swainsboro and Millen where the MOA starts at 1500 feet within that circle. This is the same as for Wrens and Louisville. Those of us who live under Bulldog A & B know that the F-16s are often below that 500 foot AGL especially during their dogfights. See the [FAA publication](#) about this change.

(Information adapted from NBAA Update Issue #12-42, October 15, 2012, and the FAA)



Click graphic to enlarge it.

*Also . . .*

## LIGHTS OUT AREAS FOR BULLDOG MOAS



Just like GA pilots, military pilots must follow the operating rules of FAR Part 91. Of course, there are exceptions, and these come in the form of FAA exemptions. The U.S. Air Force received an FAA exemption to FAR 91.209, allowing night flight without external lighting illuminated. With the military now allowed to fly at night without any lights in select Military Operations Areas (MOAs), see-and-be-seen has become even more of a challenge for GA pilots.

Click on this [AOPA Publication](#).

(Information adapted from the AOPA Air Safety Foundation and the FAA)