



EAA 172 **CHRISTMAS PARTY**
 December 10, 2016 12:30 pm
 Pea Patch Aerodrome (61GA), Blythe, Georgia

(tentative) EAA 172 *Chili Cook-off*
 January 14, 2017
12:30 PM

If no meal, then pastries & coffee at 10:00 AM
 Pea Patch Aerodrome (61GA), Blythe, Georgia

Business

Tommy EDWARDS	12-02			
Jim MAHER	12-08	Lilly	ROBBINS	12-15
Eddie BOOTH	12-09	Samta Grover	SHETTY	12-17
Gene MOHR	12-11	Tina	EDWARDS	12-24
Robert RHODES	12-14			
Dennis ALLEN	12-16			
Richard FENDER	12-24			
Spencer OLSON	12-26			

Ambassadors

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

EAA 172 Night Out

Thursday, December 22: 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 26, 2017, when Shirley Harden will be handling the details. For questions contact Shirley Harden 706-855-1553 e-mail: ghardensr@comcast.net.

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *While working on your instrument rating in an aviation training device (ATD), your instructor was present, but you didn't wear a view-limiting device. Can these hours be counted toward the 40 hours required for your rating?*

According to the FAA: No. Hours spent in an ATD without using a view-limiting device cannot be counted toward the 40 hours of actual or simulated instrument time required. [FAR 61.65\(i\)](#) lists the specific requirements for counting a maximum of 10 hours of ATD instrument time toward your instrument rating. The list includes a condition that the hours can be counted if "a view-limiting device was worn by the applicant when logging instrument time in the device."

NOTE: FAR 61.65(i) on the FAA Website does not reflect the FAA's re-wording of the regulations found in notice [NOTC5798](#) and the Rule by FAA on 04/12/2016 ID: [FAA-2015-1846-0065](#)

This Month's Question: You want to do a flight review in a multiengine aircraft. Is a multiengine instructor required to have pilot-in-command time in the specific make and model to conduct the flight review?

REMEMBER: The \$30 dues for 2017 are due by December 31, 2016.

You should . . .

make out any check or money order to only **EAA 172** with no other words on the “Pay to the order of” line. Please mail or give the dues and form to Don Bush, the Treasurer. Include the membership form so that we may have accurate updates, changes, etc.

**Don Bush – EAA 172
3076 Old Waynesboro Rd.
Hephzibah, GA 30815-6791**

BOB HOOVER, LEGENDARY PILOT, DIES AT AGE 94

The winner of hundreds of military and aviation awards, including the prestigious Wright Brothers Memorial Trophy in 2014, Bob Hoover died October 25, 2016, in Los Angeles, California at age 94. Born Jan. 24, 1922 in Nashville, Tennessee, Hoover learned to fly at Berry Field while working at a grocery store to pay for lessons. He enlisted in the Tennessee Air National Guard at 18 and was sent for pilot training with the Army. He taught himself to fly aerobatics—an effort to help overcome persistent airsickness. He became a fighter pilot in World War II, flying most everything in the Army Air Corps’ fleet, but only after bluffing his way through the military medical certification process. Hoover’s eyes were not good enough to pass the eye exam at first but then he completed the eye exam “successfully” because he secretly memorized the bottom line of the eye chart while the examiner was out of the room for a moment. Hoover’s natural piloting skills would help him survive many scrapes in airplanes. He was shot down in a malfunctioning Spitfire off the coast of France in 1944 and taken prisoner by the Germans. He escaped the prison after 16 months, stealing a German [Focke-Wulf Shrike 190](#) and flying it to the Netherlands to safety. After the war, Hoover became a test pilot, flying the early jets to their limits and beyond. Jammed flight controls on an F-86 nearly cost him his life, but he managed to coax the airplane to the California desert where he set it down on the gear going more than 210 knots and “rolled 11 miles across that lake bed.” He left the military in 1948 and went to work for General Motors Allison Division, working on jet engines and propellers. Later, North American hired him. When it merged with Rockwell, Hoover began flying the P-51 Mustang in airshows. He also was introduced to the Aero Commander, a piston-powered twin-engine high-wing business aircraft that wasn’t selling well. Hoover checked it out and developed an amazing airshow act that had customers clamoring for the otherwise dowdy airplane. Over the years, his routine in the Shrike Commander became his signature act, doing loops and rolls on one, two, and no engines. Taking off under power, he would shut both engines down, do an entire routine, land, and roll to a stop in front of the grandstands, stepping out waving his signature Panama hat. Many EAA 172 members, as well as the *Pea Patch Post* newsletter editor, have seen this act close-up. Chuck Yeager, perhaps the most famous test pilot of his generation, was humbled by Bob Hoover, describing him in the foreword to Hoover’s 1996 autobiography, “Forever Flying,” as “the greatest pilot I ever saw.”



(Information adapted from *New York Times* 10/26/16→[Aviation Icon Whose Aerobatic Stunts Thrilled the World, Dies at 94](#), General Aviation News 10/26/16→[Bob Hoover Flies West](#), AOPA News & Media 10/26/16→[Bob Hoover dies at 94](#), EAA eHotline 10/27/16→[Bob Hoover dies](#))

FAA RELEASES UPDATED 'AIRPLANE FLYING HANDBOOK'



The FAA announced on November 4, 2016, the release of a new version of its Airplane Flying Handbook. The reference book, which covers ground operations, flight maneuvers, takeoffs and landings, airport operations, night operations, specialized aircraft operations, and emergency procedures, is available as a [free PDF download](#) on the FAA website, either as a full version or by chapter.

(Information from AOPA ePilot 11/11/16→ [Airport Flying Handbook](#))