



Chapter 172

Augusta, Georgia

November
2023

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Sandy Walther

Membership Coordinator

Open

Young Eagles Coordinator

Open

UPCOMING CHAPTER EVENTS

Saturday, November 11 at Noon – Member Gathering at Pea Patch

Presenter: Charles Lewis – My 2023 Flying Vacation

Also, this is our annual required business meeting to vote on board officers for the next year. Don't miss this very important meeting!

Saturday, December 9 – Holiday Party for chapter members and families at the Pea Patch. Celebrate the season and enjoy a delicious meal with your chapter.

November Meeting Preview

November 7th is our nation's Election Day, and November 11th is our chapter's Election Day. November is when we hold our annual member business meeting. ***Please plan to come to this very important meeting.*** This is when you will be electing our board officers for the next year. Give your input on what you would like to see in your EAA chapter.

We will eat lunch, then hold a short business meeting and election. Afterwards Charles Lewis will talk about flying for his vacation trip this summer. He has some great stories to share, so this is another reason to come!

Board Officer Elections

Last month Al had said all board officers were willing to serve another term. Although that is true, we have collectively decided it was time to 'change the lineup'. Your board officers are proposing the following ballot:

President – Sandy Walther

Vice President – Al Nodorft

Secretary – Ronna Hiltz

Treasurer – Jim Maher



We wish to thank Nandi Shetty for serving as our chapter president for the past three years. As many of you know, Nandi is very busy running his flight school, and is involved in his twin sons' Boy Scout activities. He confessed that he is grateful Sandy volunteered to lead the chapter next year, and has agreed to stay involved as an advisor to the board.

If you are interested in becoming more involved in chapter activities, please talk with one of the new officers. There are many ways to help this chapter thrive. Below are some ways you can help:

- Lead a Young Eagles event
- Coordinate a fun activity or group trip
- Be a guest speaker at a member gathering
- Become our Membership Coordinator
- Write an article for this newsletter
- Coordinate the food at a member gathering
- Host a hangar visit
- Help with setup and cleanup for a member gathering
- Share your ideas for chapter activities

We welcome any help you can provide. Your chapter needs you!

Next Eat-Out is in January 2024



Here are a few pictures of our October eat-out at Ming Wah.



FAA license validation 4 Oct 01 - by Al Nodorft (followup to his presentation "Flying in Germany")

In Germany, and I believe this is reciprocal in the US, you must have a valid pilots license for the country in which the aircraft is registered. This means that with my US pilots license I can fly US registered aircraft anywhere in Germany and Europe, but not a German registered plane. Foreign pilots from the EU can fly aircraft from the EU countries without special permission. The US government does not have any special agreements with the German authorities, so it is necessary to get a validation of your US license in order to fly German aircraft.

As a visitor only, it is possible to do a much abbreviated procedure to fly German aircraft, but the permission is for 6 months only. This did not work for me as I was to be a long term resident. I started this process in June 01 and it ended up taking 4 months to get the validation. Only about half of that time was due to German beauracracy. For comparison it takes a German pilot about 1/2 an hour at the FSDO to get a validation to fly in the US.

On the recommendation of my instructor, I did try to get the temporary validation. The idea was to get that while I worked on the permanent one. I had to drive to the Cologne airport to meet with a man at the General Aviation Terminal. The man I spoke with said it was clear what is required for a temporary validation and he could do this for me. It was also clear what was required for the permanent validation and I would have to apply to the LBA (FAA) for that. His concern was that if I got the temporary validation I could not also get the permanent one at the same time. There was also the concern that I would be in the country too long to qualify for the temporary validation. Finally, the temporary validation was good for 6 months and then you had to wait 6 more months before you could apply again. In all the rules it was not clear whether it would be allowed to receive the temporary validation while applying for the permanent one. He did not want to take the risk of me being barred from flying for 6 months because we chose this route. So I needed to focus on getting the permanent validation.

Requirements

Below is the official list of requirements for getting the validation.

- Certified copy of foreign pilots license.
- Certified copy of medical certificate
- Summary sheet of flight time certified by a flight instructor
- Validation of foreign radio operators permit
- First aid course
- Driving record from KBA. Request must include a certified signature.
- Certificate of good conduct. A report from the German FBI
- 24 hours flight time in the last 24 months
- A current biannual flight review
- 300 km triangle flight with an instructor. One landing must be at an airport with a control tower.
- Pass a written test on German air law. (40 questions)

Certified Documents

Right away I went to the city hall to get the certified documents that were required. Elaborate stamps are put on each copy for certification. You must pay for each stamp and each copy that is made. I received all the copies and sent them to the appropriate organizations for processing.

Radio Operators Permit

In the US we are no longer issued an independent radio operators permit for operating aircraft radios. It is considered as part of the total pilots license. I had to send in copies of my license to the Bundesamt für Post und Telekommunikation. It was only a week or so and I received my radio license with only the restriction that I use the English language only. This is not a big problem as all controllers know and regularly use English for air traffic control. Only at small airports you might run into a problem.

First Aid Class

It took me quite some time to find a first aid class to attend. First I tried to look it up in the Yellow Pages. No luck and when I asked at work I got no end of help, but no help. They found a guy in the shop who had a friend that taught first aid and spoke some English. That would have been fine, but I could never get an answer as to when class would be held. I believe they were normally on Saturdays anyway and this was during the time of convention and preps, so I wasn't keen on that. And if it wasn't for that I would have been flying on a Saturday instead of in a class.

I finally got frustrated and found out that you must look under the Deutches Rotes Kreuz in the yellow pages. Even that wasn't easy, so instead I looked it up on the internet. Found what I was looking for and a schedule of classes. I had one of the guys from work call and sign me up for a mid-week class.

This class is primarily designed as a very basic first aid class for beginning drivers. My class was mostly kids with only a few adults. About 20 in total. The class is held in German of course. The instructor spoke very little English. He did pair me up with a boy who spoke some English for one exercise, but fortunatley verbal participation was not part of the class. I was able to do all the exercises, breathe on the dummy, etc. without having ot talk. I understood very little of what the instructor said, but the exercises were simple and easy to follow. Still not sure I want to do first aid, but I do know what it looks like.

Medical

A current medical certificate is required to apply for the validation. A FAA medical certificate is accepted for the validation, a German medical is not required. My medical certificate was issued in July 1999. In the US it would have been good for 3 years, but here in Germany it is only good for 2. So I was required to get a new medical certificate. Mine had expired by 12 days, but I had not flown within that time, so everything was legal. I only needed to find a Dr. that could give an FAA medical.

A German medical is mostly the same as the FAA medical except for 2 areas and the cost. The German medical requires a comprehensive eye exam and an active EKG. Because I wanted to train and get a license in gliders there was some discussion about which medical I really needed. It was decided that the FAA medical would be the best place to start and if it later became necessary to get the German medical that I could just take the 2 remaining exams.

I scheduled an appointment with a Dr. Kuklinski near the Cologne airport who was able to give FAA exams and medicals. The trip started out like many, it is easy to get close, but takes a long time to get exactly where you need to be. I had been given sketchy directions, but was told that it would be easy and I could ask for further directions at the gate. I was supposed to go to a fenced and gated area where the office was.

I knew that it was near the military area, so was not surprised to find that I had to pass a military check point. My first question to the guard was my standard one, „Sprechen Sie Englisch?“ That is my first question to all Germans. He told me that he was unfamiliar with the Dr. I asked about, but he must work in the next building on the right. Please park to the side and go in the guard shack and trade my passport for a pass. In the guard shack I again asked if they were familiar with the Dr. They were not, but agreed that he might work in the next building.

I got my pass and went to the first building on the right. Looked around until I found an office that might deal with aviation medicine. Told them that I was here to see Dr. Kuklinski. Well, he doesn't work here, what kind of Dr. are you looking for? Eventually it was decided that I was definitely in the wrong place. After some discussion and checking the phone book, I was told that I needed to go back out of the military area and take the next street to the left. It would be down there somewhere.

So I picked up my passport and left. Sure enough, down the other street was another gate. This one had a civilian guard and my name was on the list he was holding. Things were looking up. With new directions from him, I went into this compound. This area is not military, but rather the DLR, or the German equivalent of NASA. So I am still properly awed and wondering if I will ever find the place.

I did find it and found the Dr. spoke good English and was full of information. Turns out he is one of 11 astronaut Drs in the world. He works closely with NASA and gets continuous updates from the International Space Station. The astronauts trained in a building not far from where we were. There are no rockets here and you wouldn't know that this was the space agency without looking at the signs. I think Germany just hopes to put astronauts on other peoples launch systems rather than develop their own.

The exam was quite routine, although this is the first one I've had with my 'corrective' lenses. I had to take the eye test with my contacts in and out. He insisted on doing it first with them out even though I explained to him that mine were orientation critical and it sometimes takes quite a while for them to orient properly. We did it his way and I was right. Eventually he gave up and agreed that I needed corrective lenses, although he couldn't prove that my lenses were entirely sufficient.

He was a nice man and offered me no end of help with dealing with the LBA (FAA) if I needed it. He even made several calls while I was there to get some clarification on some things. He even offered to give me a proof of taking a first aid class, but I had already taken the class and had that document.

300 km triangle flight

The flight was the fun part. After all, this is what I wanted to do, not paperwork. This was my first cross country here as either a pilot or passenger and it was really nice to go somewhere for a change.

Navigation here has several new challenges for me. First of all we are near 3 major airports, Cologne/Bonn, Dusseldorf, and Dortmund. The only clear direction is east, otherwise you must deal with fairly complex airspace issues. The airspace lines are not nice circles and other logical shapes. It would be hard to explain, but I think a look at that maps around Los Angeles or New York would give you an idea. Fortunately our airport is just outside this airspace, so is not a problem when flying locally.

The airspace theory is a little different than the US also. They do not use airspace A and B. Airspace C is the most controlled here and starts at 10,000 ft. This is IFR only airspace or for pilots who have a controlled VFR rating, kind of like a IFR lite rating. The rest of the airspace breaks down similar to ours until you reach airspace G, uncontrolled. Another major difference is that airspace D, E and F may have a HX modifier to them. This means they are only active when an IFR approach is being performed. It is up to the pilot to determine if the airspace is currently active or not.

In addition, because of Germany being a small country and having their own military as well as ours, there are many MOA's and restricted areas. You really cannot fly far in any direction without running into some sort of special airspace.

A further difficulty for me is trying to correlate the map to what I see on the ground. The maps have a little less detail than ours and the whole area is new to me. Because of the airspace structure it is very important to know exactly where you are. In this part of Germany there are many villages that are maybe only a mile or two apart. They are not all on the map. The trick is to figure out which one is on the map and differentiate it from all the others. This is not easy, but I think with practice I will maybe get the feel for it. So far I am very glad for the VORs and that makes life much easier.

The first leg of our flight took us to Hahn, which previously had been a US air base. Now it is a civilian airport trying to grow their commercial jet traffic. So far it is not too busy commercially. We were flying the Katana and found the long wide runways to be plenty for us.

Next came another event that is unusual for us Americans. Every airport with a control tower also has a landing fee. The smaller airports may or may not have a fee. After landing and sometime before leaving you must go to the base of the tower and somewhere there you will fill out a paper giving all information regarding your flight and pay the landing fee. The fees for small aircraft generally run between \$5 to \$10. The information you must give is very similar to that on a flight plan. This must be done at every airport you land at. This is not a VFR flight plan, which is voluntary, but serves a very similar purpose really. At the large international airports you would also have to pay for the air traffic control services. I believe this is billed separately.

The next stop was at München Gladbach which is just west of Cologne. This too was an airport with a control tower. The rest of the process was the same as Hahn. The return flight home was nice as we got to fly right past Cologne. We drive through this area many times, but this was the first time I was able to see it from the air. The flight ended successfully and I accomplished this part of the validation process.

Theoretical test

I then ordered the *Fragenkatalog*, a book of all the possible questions on the test. There were 388 questions from which to choose and I had to answer only 40. Right away my instructor called the regional LLB (FSDO) to see if the exam could be taken in English. At first there was some hesitation. Apparently there was such a test, but it was one generation old. Eventually it was decided that I could take that test. Only one large difficulty remained, the questions in the *Fragenkatalog* were all in German, so I couldn't read it to study. My instructor and an ex-air traffic controller read all of the questions and possible answers to me in English. It took a lot of time to do this. I took notes on any item that was new or different from what we are accustomed to in the US.

I also found some study material in English. One of the books seemed to be like the FAR/AIM book and contained a lot of good material. The translations in these books were quite good, but the information was spread out over several books and it was difficult to decide what was important. After a number of weeks my instructor gave me a pop quiz of 40 questions and we decided that I was ready to take the exam.

On exam day I arrived in the neighborhood of the LLB (FSDO) office on time, but due to the wonderful street layout and parking conditions, I was 20 minutes late. Not a good way to start a test! But, I found the office and was given the test materials and an empty room. Right away I found out that the translation of the test questions was not as good as the material I had been studying. Many times on a test you find that the questions are exact repeats of the study material, but

this was not true at all. I also found questions that must have been from the old set of questions, because I hadn't seen them in the new. Nevertheless, I managed to pass with an 87.5 %. Passing is 85%, so I was lucky!

Final Stretch

With this finished, I thought I had everything completed and only had to wait a few days to get the validation paper from the LBA. After 1-1/2 weeks I received a call from the LBA (FAA) telling me that they still needed my driving record from the KBA. This is a request I made about 3 months ago, so could not understand what was wrong. I explained this to the LBA (FAA) and they said they would look into it and if there was a problem they would get back to me. So I heard nothing and assumed all was OK. After a week of nothing I tried to call again. Must have been a holiday week because no-one answered the phones for a week. The next week they called me and told me I must send in the certified forms yet and they would send me the forms. Again I explained that I made this request many months ago. I agreed to fill out the forms again if they would send them to me. Ten minutes later they called me again and told me that they called the KBA and the KBA said they mailed out the required information yesterday. So again I believe that all information is complete or on its way.

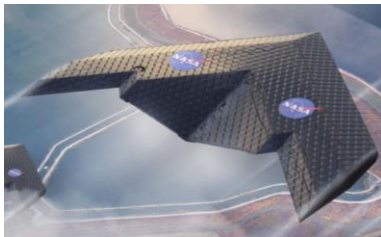
And this time everything was OK. The validation arrived and now I just have to use it.

COMING SOON – Chapter Shirts!

Many of us are interested in ordering collared shirts, with or without pockets, embroidered with our EAA Chapter 172 logo. We will research pricing and share the details soon.

Identify this Airplane

LAST MONTH



This picture is a concept aircraft from Project MADCAT. A team of MIT and NASA engineers has built and tested a radically new kind of airplane wing, assembled from hundreds of tiny identical pieces. Instead of requiring separate movable surfaces such as ailerons to control the roll and pitch of the plane, as conventional wings do, the new assembly system makes it possible to deform the whole wing, or parts of it, by incorporating a mix of stiff and flexible components in its structure.

For the full article, go to <https://news.mit.edu/2019/engineers-demonstrate-lighter-flexible-airplane-wing-0401>. Also check out this article: <https://www.nasa.gov/aeronautics/what-is-madcat/>.

THIS MONTH

Just for fun, see if you can identify the airplane pictured below. The answer will be revealed in the next newsletter.



Free advertising

Do you have stuff in your hangar that you would like to clear out and make a few bucks? Do you have some aviation books or supplies that you will never need again? Do you want to get it advertised in next month's newsletter? Send your list of stuff WITH prices to Sandy Walther at sandywalther@yahoo.com.

SC Breakfast Club Schedule

Date	City	Airport Name	Unicom	Airport ID
November 12	Conway, SC	Conway/Horry County	122.7	KHYW
November 26	Winnsboro, SC	Fairfield County	123.05	KFDW
December 10	Hartsville, SC	Hartsville Regional	122.8	KHVS

Other Upcoming Events

Nov 4 EAA Chapter 1467 Fall Fly-In at Gilbert International Airpark (SC45)
Great lunch buffet and hangar visit! Come and go 10 am to 4 pm.

CHICKEN WINGS®

BY MICHAEL AND STEFAN STRASSER



WHERE TO FIND US:

EAA172 meets every 2nd Saturday of the month at several locations around Augusta, GA throughout the year. However, our primary meeting place is at our chapter clubhouse on Pea Patch Aerodrome (61GA) in Blythe, GA. Take Route 1 toward Blythe, turn south at the Citgo/Quik Mart station onto Bath-Eddie Road. At the first intersection, turn right onto Patterson Road and follow ¼ mile. Make a left turn onto Boulineau Road (across from the Rec Center) and drive 1 mile. The entrance to Pea Patch is on your right. The clubhouse is at the end of a row of hangars next to the grass strip, just south of the windsock. Pea Patch Aerodrome CTAF is 122.70.

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