

AVIATION QUESTION OF THE MONTH

Answer to last month's question: Can a GPS instrument approach be flown with an expired database?

According to AOPA: You might be surprised to know that the answer is yes. If the database has expired the pilot must verify that the instrument procedure has not been amended since the expiration. For en route and terminal use, the pilot must verify the data for correctness if the database is not current. A word to the wise, though: Using old database information for IFR operations is unsafe and strongly discouraged. See Table 1-1-6 in the Aeronautical Information Manual for other GPS approval requirements and authorized uses.

This Month's Question: A builder is ready for his airplane to be inspected, but the DAR he contacted said the builder needs to bring the aircraft to an airport for the inspection. The builder lives on a farm and his plans are to fly his airplane out of one of his own fields. Does he have to disassemble his airplane, take it to an airport, re-assemble it, and pay for hangar storage just to have it inspected?

LOCAL WORLD WAR II VETERAN LAID TO REST

Colonel USAF, (Retired) Thomas M. Tilley, age 93, joined the Angel Flight on Saturday, September 17, 2011 in Augusta, GA. Burial was in the historic Oakwood Cemetery in Raleigh, NC on Monday, September 19, 2011. Memorial graveside services included full military honors. He was a member of the First Baptist Church of Durham, NC. Tom entered the Army Air Corps as a flying cadet in April 1941, and earned his wings five days after the Pearl Harbor attack. He was assigned to the 57th fighter squadron and went to war with them in 1942. The 57th was equipped with P-40F Warhawks. The squadron flew their P-40s off the U.S.S. Ranger, which was the only time (other than the Doolittle raid on Tokyo) that Air Force pilots ever took off from a Navy carrier. In North Africa they supported the British Eighth Army in their fight against the German Afrika Corps from El Alemein, Egypt, to Tunis, Tunisia, where the Germans were forced from Africa in May 1943. Colonel Tilley flew 70 combat missions during this tour. Tom attended the University of



North Carolina at Chapel Hill and North Carolina State University at Raleigh, where he graduated in 1948 with a bachelor's degree in Mechanical Engineering with an Aeronautical option. Tom served in a variety of fighter pilot assignments. During the 1950s, he commanded 2 fighter pilot squadrons of F-102s in the Air Defense Command. In 1960, he was assigned to the Northern Air Defense Command (NORAD) in Colorado Springs, CO. Later he served as vice commander of the Chicago Air Defense Sector at Madison, WI, before returning to Alaska for a second tour in 1965, where he served as Director of Air Defense, and later as Deputy Chief of Staff for Operations for the Alaskan Air Command. He returned to Colorado Springs to the Air Defense Command as Chief of Tactical Evaluation until his retirement in 1970. Colonel Tilley was a command pilot with 4500 flying hours. He flew most of the air force fighters, including the P-35, P-40, P-51, and the F-102. His decorations include the Legion of Merit with oak leaf cluster, Distinguished Flying Cross, Air medal with 2 oak leaf clusters, Joint Service Commendation Medal, Air Force Commendation Medal with oak leaf cluster, and the Distinguished Unit Citation with two oak leaf clusters. He was a member of the Order of the Daedalians, an organization of military pilots. After retirement, he worked for the University of Northern Colorado administering their graduate programs for Colorado Springs from 1973-1983. Tom was a wonderful husband, father, and friend, and he will be greatly missed by all who knew and loved him. He will always be remembered for his kind spirit, gentle soul, and heart-warming smile. Survivors include Mary Tilley, his beloved wife of 69 years, his two daughters, Jane Tilley Barton (Rocky) of Augusta, GA, Nancy Tilley Avery of Atlanta, GA, grandson T.J. Barton (Christy), and two great grandsons, Marshall and Andrew Barton, of Augusta, GA. The family would like to express their sincere gratitude to Regina Jackson and Belinda Leverett for their loving and professional care. If so desired, contributions may be made to the Wounded Warrior Project, Attn: Advanced Guard, 4899 Belfort Rd., Suite 300, Jacksonville, FL 32256. Thomas Poteet & Son Funeral Directors, 214 Davis Rd., Augusta, GA 30907 (706) 364-8484.



EAA 172 Wrens Fall Fly-in
 October 7-8 at the Wrens Memorial Airport (65J), Wrens, GA

EAA 172 Meeting and Breakfast Fly-in
 October 8, 9:00 AM at the Pea Patch Aerodrome (61GA), Blythe, GA

Boshears SkyFest 2011
 October 15-16 at Daniel Field (DNL), Augusta, GA

Birthdays

Richard	REVELS	10-02	Langga	GAY	10-01
Lawton	JAMES	10-06	Madeline	BOWEN	10-08
Frank	CHRISTIAN	10-07	Cathy	JOHNSON	10-15
Richard	BELL, Jr.	10-15	Virginia	BUSH	10-28
Joe	BRITT	10-16	Paula	JONES	10-30
Steven	AMSTER	10-25			
Glenn	BRIDGES	10-27			

Anniversaries

Robert	& Cathryn	KNIGHT	10-10
Lawton	& Joyce	JAMES	10-11
Ray	& Jan	WIGGINS	10-14

EAA 172 Night Out

Thursday, October 20: EAA 172 monthly "get-together" -- Social Meeting -- This is a monthly non-business social gathering held on the fourth Thursday. Because of the fly-in activities this month and all the holiday happenings the next two months, there will be no EAA 172 social "get together" this month. The next one will be January 26, 2012.

SHORT FINAL

AVweb May 3, 2010

Years ago, a pilot and co-pilot were flying a Beech 90 at FL220 and encountered moderate icing. ATC granted their request for FL240, where they found lighter ice, but they decided to try FL200 in an attempt to exit the icing. The icing was again moderate at FL200. FL180 was not available due to the altimeter setting, and they did not have quick-donning oxygen masks to go above FL250, so they decided that the light icing at FL240 was their best option. The co-pilot prepared to radio the tower:

Pilot: "The controller is going to be mad at you if you ask him to go back to where we were."

Co-Pilot: "No, he won't be mad at me."

[Co-pilot calls ATC.]

Co-Pilot: "Tower, the captain wants to go back to 240."