



NAME  
THAT  
PLANE



CLUB OFFICERS

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AL NODORFT

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EAA 172 FOUNDER

Aldine "Al" Patton – "Baldo"

February 21, 1923 - December 9, 2015

EAA 172 DOUBLE ACE

Lt. Col. Philip Eddy Colman

December 1, 1921 - April 28, 2011

PEA PATCH & CLUBHOUSE

61GA 122.7 mhz

4511 Boulineau Rd.

Blythe, GA 30805-3605

EAA172, Inc. WEBSITE:

[EAA172.jcmservices.net](http://EAA172.jcmservices.net)

e-mail: [EAA172@jcmservices.net](mailto:EAA172@jcmservices.net)

January, 2017

President's Desk

Al Nodorft

Happy New Year everyone! Hope everyone got a break from work and time to meet with family and friends. Looking forward to the new year myself.

A couple of updates are going on with my plane here the first week of January. Putting ADS-B and a more advanced engine monitor in a place where I can see and reach it. Having this work done by Palmetto Avionics. The Cherokee 6 panel is funny in that all the engine instruments are located on the far-right panel and the panel cover is raised a bit. This makes it so you cannot see the whole instrument unless you lean over. Very annoying!

Had our first staff meeting in December. We would like to respond to some suggestions to change the time of the meetings from 12:30 to 11:30 am, giving back a bit more of your afternoon. Earlier is possible, but you start getting into that zone between breakfast and lunch. Please give it some thought prior to the meeting and provide feedback.

Humor

Airplanes are wonderful. More wonderful than cars and boats. Think about it... there are more airplanes in the ocean than there are submarines in the air. Flying cars – still a dream.

January Meeting

The January meeting is on the 14<sup>th</sup> at 12:30 pm and we will be having a chili cookoff. Bring the best chili that you have or a side and come enjoy.

Our next guest speaker for the Chapter 172 monthly meeting will be our new Chapter Vice President Dave Dent. He comes with a varied aviation background. He has over 55 years in aviation maintenance holding a Master Mechanic, Charles Taylor Award, presented to him by the FAA in July 2012. He holds ratings as A&P, IA, Pvt, Com, ME, Inst. He has been flying since 1963 and has built and restored a number of experimental aircraft, his first in 1971 and the latest being a Velocity XL/RG.

He has been active in the EAA since 1980 working with mainly the Livermore California EAA Chapter 663 and holding different positions including being a technical advisor since 1983.

Dave's talk will be related to his experience in working with the building of unmanned air vehicles and the people he worked with like Burt Rutan's Scaled Composites, DOE, BMDO, NASA and others. He has many stories related to what goes on behind the scenes in the building of new technology and concepts that go into flying UAV's at very high altitudes and for long endurances autonomously.

Fly Safe!

Al



## Minutes of the Meeting for EAA Chapter 172 for December 10, 2016

**BOARD MEETING:** Before the party the officers met and decided to have a Chili Cook-off for the January, 2017 meeting. Treasurer Don Bush shared that so far 40 members had paid their 2017 dues. We should be getting about 40 more dues payments by the end of this month.



Secretary John Mignan and Treasurer Don Bush discussing the membership accounts.



The Christmas buffet table overflowing with food.

The weather was chilly with clear skies and no rain, with the temperature in the upper 40s. Two planes flew in – Pierre Smith in his RV-10 and Eddie Booth in his RV-7. 32 members, their families, and visitors enjoyed socializing and camaraderie in the comfortably heated clubhouse. At 12:32 PM vice-president Joe Britt gave the invocation and everyone enjoyed the fine Christmas turkey dinner prepared by Ben and Sid Brown. Many put unwrapped toys into boxes set out for the children at the CMC - the Children's Medical Center at the Medical College of Georgia in Augusta. At 1:09 PM new club president Al Nodorft started a short meeting. Al thanked Sid and Ben Brown for preparing the turkeys and turkey dressing. Then he welcomed visitors Miranda and Alex LaFave from Ridge Spring, South Carolina. At the end of the meeting Miranda & Alex joined EAA 172. Alex is a pilot and is already a member of EAA national.

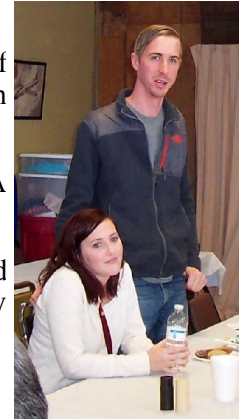


*Old Business:* Don Bush moved and Steve Thompson seconded the approval of the minutes of the November 12th meeting. The members approved the motion unanimously.

*New Business:* Virginia Bush said that we would not be having a December social eat-out for EAA 172. The next one is January 26, 2017 when Shirley Harden will be handling the planning.

Pierre Smith mentioned that his son-in-law, James Watson, is an A&P and a Cirrus Certified Mechanic. James' phone number is 706-550-8628. James recently did an annual on club Secretary John Mignan's neighbor's Cessna 172 at the Louisville, Georgia airport.

Al Nodorft discussed having a Chili Cook-off on January 14. He asked for volunteers to bring in a favorite chili. Among the volunteers who might be able to share a favorite chili recipe with us next month are Steve Amster, Don & Virginia Bush, Charlie & Sheila Connell, Ron & Karen Haley, Al & Cami Nodorft, Carl & Sandy Walther, and George & Frances Weiss.



New members Miranda & Alex LaFave.

Richard Fender moved and Don Bush seconded the meeting adjournment. The members approved the motion and the meeting portion of our Christmas festivities ended at 1:20 PM. We were then entertained with live instrumental music and singing by the Nodorft youngsters along with a German exchange student now staying at their home. They sang tunes including Rudolph the Red Nosed Reindeer, Elvis Presley's "Can't Help Falling in Love With You", a German Christmas song, and other Christmas favorites.





EAA 172 *Chili Cook-off*  
 January 14, 2017 12:30 pm  
*Pea Patch Aerodrome (61GA), Blythe, Georgia*

(tentative) EAA 172 *Winter Soup Party*  
 February 11, 2017 11:30 am  
 Pea Patch Aerodrome (61GA), Blythe, Georgia

*Birthdays*

Mark SLONE	01-03	Jamie SANDEFORD	01-02
Marcus JAKOB	01-08	Anne SELBITTO	01-11
Tom DIXON	01-16	Susanne LEWIS	01-17
George WEISS, SR.	01-19	Mary Ann BRASWELL	01-20
Bobby BRASWELL	01-25	Carol DENT	01-24
Terry STOUT	01-25	Janeen MOHR	01-29

*Anniversaries*

Keith & Lilly	ROBBINS	01-04
Kinsey & Denise	BUTLER	01-09

## EAA 172 Night Out

Thursday, January 26: *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 the **French Market Grille**, 425 Highland Ave, Augusta, Georgia 30909. Phone number: 706-737-4865. The French Market Grille Website: [French Market](#). For a map and directions, click on: [French Market directions](#). For questions contact Shirley Harden 706-855-1553 e-mail: [ghardensr@comcast.net](mailto:ghardensr@comcast.net).

### AVIATION QUESTION OF THE MONTH

**Answer to last 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?*

**According to AOPA and the FAA:** No. According to [14 CFR 61.195\(f\)](#), "A flight instructor may not give training required for the issuance of a certificate or rating in a multiengine airplane, a helicopter, or a powered-lift unless that flight instructor has at least 5 flight hours of pilot-in-command time in the specific make and model of multiengine airplane, helicopter, or powered-lift, as appropriate." Because the purpose of a flight review is not to give training required for the issuance of a certificate or rating, the instructor is not required to have the five hours of PIC flight time. AOPA writes that you probably would benefit from flying with an instructor who has some instructional knowledge of the aircraft you're flying. You also should consider insurance and rental requirements, both of which may prevent someone from flying the aircraft without at least a small amount of PIC time in that make and model.

**This Month's Question:** You're preparing to take your commercial practical test. While filling out your paperwork and going through your logbook, concern arises over some of the PIC time you have logged, particularly the flights flown when you were receiving instruction toward your complex endorsement and complex time required by 14 CFR 61.129. Can you log PIC time that you had in complex aircraft prior to having a complex endorsement?



## FAA REVIEWS AOPA MEDICAL COURSE

The FAA has reviewed the AOPA Air Safety Institute's aeromedical online course and confirmed that it meets the third class medical reform requirements that Congress created last summer. Pilots would need to complete the course, which AOPA will offer for free, every two years in addition to seeing their personal physician every four years to operate under the law. "We worked with a lot of constituents to get this course done.... We've worked with a number of doctors, general practitioners as well as AMEs," said AOPA President Mark Baker. The course covers a variety of health subjects and concludes with a quiz. Pilots must pass in order to earn the certificate that is kept in their logbooks for reference if the FAA were ever to ask. Those not passing the first time can review the course and retake the quiz until they pass. AOPA will notify pilots when the course is available to take.



AOPA will notify members as soon as the final rule is published and will review it in detail to provide answers for any questions pilots might have. AOPA also is preparing a suite of online resources for pilots and physicians to help them make use of the new rule and ensure implementation goes smoothly.

( Information adapted from Avweb Flash 01/04/17→[FAA reviews AOPA medical course](#) )

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## FAA'S FINAL THIRD CLASS MEDICAL REFORM RULE DUE THIS MONTH



The FAA is expected to publish the third class medical reform final rule soon. In December, the agency indicated that it would release the third class medical reform final rule in January, 2017. Based on the legislation that President Barack Obama signed into law July 15, 2016, the FAA must publish the final rule within 180 days of that date. The final rule is expected to include the effective date that pilots can begin operating under the new reforms.

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## GERMAN GYROPLANES CERTIFIED IN PRIMARY CATEGORY

Those at the EAA 172 Fall Fly-in September 15 – 17, 2016 may have noticed a number of gyroplanes there. All the gyroplanes (also called gyrocopters or autogyros) there were not "certified aircraft" like a Cessna 172 but "experimental, amateur built" aircraft such as what an RV-10 is. See the report/photos of the Wrens Fall Fly-in 2016 [HERE](#).

U.S. pilots now can buy a factory-built FAA-type-certified autogyro for the first time "probably in at least 60 years," Bob Snyder, program manager at AutoGyroUSA, told AVweb on December 5, 2016. Now a turbocharged Rotax-powered Calidus and a normally aspirated Calidus, also with a Rotax engine, have been certified in the little-used primary aircraft category. That allows the company, represented in the United States by [AutoGyroUSA Inc.](#), at Bay Bridge Airport near Annapolis, Maryland, to deliver factory-built aircraft. A production certificate is expected in coming months. It will allow the factory to complete and inspect the finished gyrocopter (gyroplane) without further input from the FAA. Designated Pilot Examiner Bob Snyder, in charge of winning primary aircraft certification for the models, said the open-cockpit design allows pilots to feel the relative wind and aid in coordinated flight. The turbocharged Calidus, a Latin-based name implying a hot-flying machine, costs 100,000 Euros. At the beginning of December, 2016 that equated to \$107,000. The non-turbo model costs 90,000 Euros, or \$96,000 as of December 6, 2016.



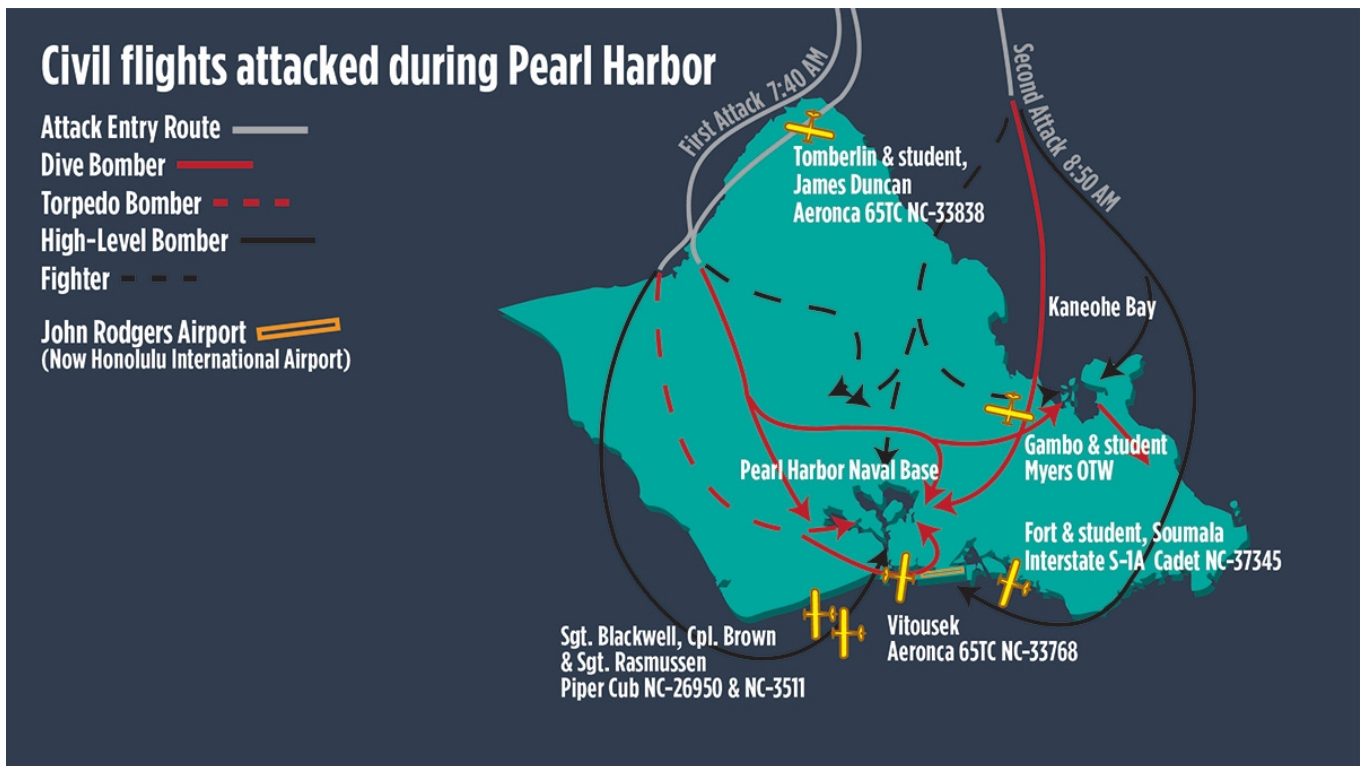
Turbocharged Rotax-powered Calidus

Gyrocopters are not part of the light sport aircraft category, but pilots certified under light sport rules can fly a gyrocopter. Pilots at the private or higher rating level who do not have a rotorcraft rating will need to take a written exam in addition to the practical test. It takes about 10 hours to transition to the rotorcraft at less than \$250 per hour including the instructor. Rental rates are predicted to be at typical small aircraft rates. The gyrocopter can be bought as a kit and flown in the experimental category, but Snyder said the company has learned customers want a completed, factory-built aircraft they can fly away. Asked what the gyrocopter brings to flying that is unique, Snyder said, "You can't fly at 1,000 feet above ground level and feel safe about it in a Cessna 172. In a gyroplane you can. When you show up for the hundred-dollar hamburger, you will be a rock star." It is especially fun to fly in wind that would keep most fixed-wing pilots at home, he said. "It chops it up." It takes airplane skills, not helicopter skills, to fly it, he added.

( Information adapted from AVweb Biz 12/07/16→[German Gyro Now FAA Type Certified](#), AOPA ePilot news\_and\_media 12/09/16 & 12/16/16→[FAA certification of the tandem-seat Calidus gyrocopter & Two German Gyrocopters Certified in Primary](#) )

# STUDENTS, INSTRUCTORS CAUGHT UP IN 1941 ATTACK

Last month, December 7, 2016 was the 75th anniversary of the attack by the Japanese on the U.S. Some assume the attack was just on “battleship row” at Pearl Harbor, Oahu, Hawaii. The Pearl Harbor attack killed 2,403 Americans, including 68 civilians. Another 1,178 people were wounded, according to a [fact sheet](#) posted by the National WWII Museum. The attack damaged 159 military aircraft and destroyed 169. But it was actually aimed at many targets, not just Pearl Harbor. General aviation also suffered losses. Civilian and off-duty military pilots flying Piper Cubs and Aeroncas were among the very first under fire as 353 Japanese aircraft arrived from the north, an attack that approached in two waves from over the northern headland of Oahu, moving south at about 200 mph toward the U.S. Pacific Fleet’s home base, and other military targets on the island. Among the first Americans killed on that day of infamy were three men in a pair of Piper Cubs, along with the owner of the flying school where they had trained, who was himself shot dead on the ground when a fighter strafed Honolulu’s civilian airport.



About the Piper Cubs: “One Cub plummeted straight into the ocean, while the other “circled for a moment” before also diving into the water. Only fragments were ever found.” An Aeronca 65TC rented by Hui Lele Club with flight instructor Guy Nathan “Tommy” Tomberlin, 26, and club student James Duncan had just rounded the northern headland of Oahu and was headed over land toward Laie when the bullets began to fly.

The pair was about 25 miles north of Pearl Harbor, and Tomberlin would later note the time of that first attack in his logbook: 7:52 a.m. The first sign of trouble was two streams of tracers that converged on the bright orange trainer from behind, as author and historian Stephen Harding, the editor of Military History magazine, recounted in a 2013 article about the civilian flights that became the first victims.

Back at John Rodgers Airport, just south of the battleships that were at the top of the Japanese target list, a Hawaiian Air Lines DC-3 had just boarded passengers and was preparing to depart. Local attorney Roy Vitousek and his son, Martin, 17, were circling the airport at about 800 feet in an Aeronca TC65 rented from Gambo Flying Service, one of three flight schools that had been established on the airfield to provide instruction under the Civilian Flight Training Program.

The owner of that school, Marguerite Gambo, was teaching a student in a Meyers OTW biplane, flying near another Japanese target, Kaneohe. Plumes of smoke rising from Kaneohe made it clear to Gambo that the warplanes were not American, and her airplane was buffeted by turbulence as fighters pulled up from their strafing run. The fighters did not engage the biplane, however. Gambo, whose encounter was most likely the basis of one depicted in the 1970 film *Tora! Tora! Tora!* (albeit with the wrong aircraft, a Stearman, used in the film), turned and raced toward John Rodgers Airport.

Click on the links below for many more facts about the General Aviation aircraft and civilian pilots during the Japanese attack. ( Information adapted from AOPA ePilot 12/07/16→[Civilian pilots under fire at Pearl Harbor](#), Harding→[Dawn of Infamy](#), historynet.com→[First planes down at Pearl](#), National WWII Museum→[Pearl Harbor Fact Sheet](#) )

# FOR SALE:

## Members' Items for Sale

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### RV-4 FOR SALE

1994 RV-4. Just over 800 hrs. total time. Engine is a Lycoming IO 320 -- 220 hrs. SMOH. Inverted fuel and oil system. Great for day/night VFR. Three blade Catto prop, installed December, 2015, has the very expensive and top performing "Electroformed Nickel" leading edge. Has a Bendix King KLX 135A GPS/Comm unit. Has a Terra TRT-250D transponder which takes the all solid-state design of the TRT-250, and adds a more readable display and a number of convenience features. Standard classic aviation gauges & instruments, no glass panel. Located at Waynesboro, Georgia.

Asking \$49,500

Contact Edwin Wadel, Owner - located Waynesboro, Georgia  
e-mail: [Edwin Wadel](mailto:Edwin.Wadel)



CLICK PHOTO TO ENLARGE IT.

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### POWERED PARACHUTE FOR SALE *AVAILABLE IMMEDIATELY*



2005 Destiny XLT Tandem. 125 hrs TT. Purchased in 2006 with 10 hrs TT from original owner. Still perfect. Beautiful multi-colored Sundowner 550 chute. 65 HP Rotax engine with dual ignition. VHF, CB (for formation flying) and Garmin etrex GPS. Engine Information System. 10 gal fuel tank. Very economical to fly - 4 gal/hr on car gas. Great low-and-slow fun at 10 ft AGL and 30 mph. Super platform for sight seeing and photography. Two helmets with IC. Includes enclosed trailer with ramp. Located at Louisville, Georgia ( [2J3](#) ). The safest way to fly. Easy to learn.

Click [here](#) or photo to enlarge Owner/seller Navy career attack pilot.

Now asking only \$13,995 (reduced by \$1,000!)

Contact Charles Lewis at 706-830-3393 or e-mail: [Charles Lewis](mailto:Charles.Lewis)

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EAA 172 member Larry Garner sold his Cherokee aircraft. He has many aircraft related items for sale. Larry wrote on February 4, 2016: "Since I sold my Cherokee, been going thru what airplane stuff I've accumulated over the years and this is some of what I have. I am very open to offers, just have to start somewhere. I did research current selling prices."

Larry Garner e-mail: [garner49@comcast.net](mailto:garner49@comcast.net) SEE THE LIST AT: [Garner's Airplane Stuff](#)

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Club Member Aaron Ramsey still has this aircraft for sale:

### Quicksilver MX Sprint

Single place – high wing – Single Engine

Wing Span 18'- 1"

Empty Weight 250 lbs. (true ultralight!)

Gross Weight 525 lbs.

Useful load: 275 lbs.

Engine: Rotax 447

Fuel capacity: 5 U.S. gallons

Takeoff distance 50' obstacle: 200 feet

Rate of climb: 900 ft/min

Landing distance: 200 feet

Maximum level speed: 54 mph

Also included with sale is a Rotax 503 engine that needs servicing/rebuilding.

Located at an airstrip near Blythe, Georgia in a covered hangar.

For the full version of this ad with much more information click on:

For Sale: [Quicksilver MX Sprint](#)



**ASKING: \$4,500 OBO**

This ad was *NEW* 01/27/14

Contact Aaron Ramsey

e-mail: [veryhappyhouse@bellsouth.net](mailto:veryhappyhouse@bellsouth.net)

Phone number: Cell: 803-292-2235

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### EAA 172 MEMBER KEITH ROBBINS STILL HAS THIS ENGINE FOR SALE:

Continental O-300-D engine with Airflow Performance injection.

Engine log included. TT 2274. SMOH 1135. Cylinders replaced STO 62.4 Custom Full flow intake manifolds.

\*Injectors and log manifolds installed and tested by Airflow Performance in South Carolina.

\*Engine stored in shipping box, turned, and cylinders blown with oil.

\*Engine attached to a custom mount.

\*New plugs and wires.



Continental O-300-D lower side



Continental O-300-D bottom & frame

Contact Keith Robbins by e-mail: [kcr83406@yahoo.com](mailto:kcr83406@yahoo.com)

For the full version of this ad, with enlargements, click on: [For Sale: Continental O-300-D engine](#)



## THORP T-18 AIRFRAME FOR SALE

This is Al Patton's Thorp T-18 airplane. It has been disassembled. It is a tricycle gear aircraft. All parts of the airframe are included: Fuselage, wings, landing gear, tail section. Make an offer! Contact Tom Patton for further information. Phone: 706-863-1979 e-mail: [tomalpat@aol.com](mailto:tomalpat@aol.com)

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## Suzuki three wheel trike FOR SALE

Member George Weiss says that he'll be 90 years old this coming January, 2017. So, though he uses it often, he now wants to sell his Suzuki three wheel trike. It is a model C50 2007 Tramp VL800K Cred with black trim. It has only 2590 miles with good tires. Very good condition.

George is asking \$8000 or best offer Phone: 706-910-0623 e-mail: [weiloan@yahoo.com](mailto:weiloan@yahoo.com)



stock photo of a  
2007 Suzuki three wheel trike C50 Tramp

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## PRIVATE AIRPORT FOR SALE

1500' x 90' runway

Long-time EAA 172 member Glenn Bridges is selling his airport.  
Glenn's brother, Chandler Bridges, wrote:

"My brother has his personal airport for sale. [Airnav Listing 9GA8](#)

Being over 80, it is time for him to move to another season of life. I am a lawyer and also a RE Broker, so I am trying to help him sell his place. Please take a look at the website and mention the property to anyone you know who might have an interest. Just click the link to see numerous photos and info on the property."

[Glenn Bridges' Chinaberry Ranch Airport 9GA8](#)

Just click and the website will open; scroll down to see photos.

- 2 plane hanger with easy open doors (1 hand).
- 1500' x 90' runway.
- 119 +/- acres -- 3 small ponds, only a few acres or less.
- Busy Person's Getaway. Hunting, Gardening/Farming.
- Over 1500 sf. of comfortable living space and over 800 sf. of basement.
- Less than 2 hrs. from Augusta; less than 3 hrs. from Atlanta by car.
- 2 hole golf course with bunker for practice.
- 2 deep wells, Direct TV, Backup power generator.
- Sophisticated lightning rod system.
- Several cement pads for outdoor gatherings. Loads of storage.



Wonderfully quiet - Beautiful skies! Asking: \$498,500 (119 +/- acres)  
2757 Buckeye Road. E., Dublin, Laurens County, Georgia 31027-2309

Shown by Appointment Only. Do Not Land Without Permission  
Call 770-235-4633 for permission to land or visit property.

Call Chandler Bridges #172374 agent - #5280 broker

Licensed In Georgia with Chandler Bridges Realty 770-235-4633 [cb@chandlerbridges.info](http://cb@chandlerbridges.info)



## UPCOMING EVENTS

Listings on the "Upcoming Events" pages are often revised.  
Check the [Calendar](#) on the EAA 172 Website for any changes.

## January 2017

### **Sunday, January 1: *New Year's Day***

Sunday, January 8: **SOUTH CAROLINA BREAKFAST CLUB Aiken Municipal airport, Aiken, South Carolina (AIK)** CTAF/UNICOM 122.8. ZIPcode 29805. **A home cooked southern breakfast, great fellowship and flying!** Arrival: 7:30 - 9:00 AM. Breakfast: Between 9:00 & 9:30 - 11:00 AM. Departure: 11:30 AM. Contact: Wendy Griffin 803-446-0214 e-mail [info@flyscbc.com](mailto:info@flyscbc.com). Click <http://www.airnav.com/airport/KAIK> for airport info. For driving directions click on [Aiken Municipal Airport](#). SCBC [Website](#). SCBC on [Facebook](#).

Saturday, January 14: **EAA 172 First club event of the New Year -- Chili Cookoff. 12:30 PM** We plan to have delicious chili and refreshments in the heated comfort of the EAA 172 Clubhouse at the Pea Patch Aerodrome (61GA). Our new club vice-president Dave Dent will talk about his experience in working with the building of unmanned air vehicles and the people he worked with. Pea Patch runway 01/19: 2500' x 150' sod -- good --; GPS: 33° 18.08' N / 82° 10.46' W; Elevation 434' , 4511 Boulineau Rd., Blythe, Georgia, 30805. UNICOM 122.7 mhz. For more information contact EAA 172 president Al Nodorft, (706) 955-1049 eMail: [Nodorft@Hotmail.com](mailto:Nodorft@Hotmail.com) or e-mail [EAA172@jcmservices.net](mailto:EAA172@jcmservices.net). Click [HERE](#) for directions (both land and air). Click [HERE](#) for the Mapquest directions. Click <http://www.airnav.com/airport/61GA> for airport info. For the meeting agenda click [HERE](#).

Saturday, January 14: **2017 Triple Tree Frosty Dog Electric - RC Event** at the Triple Tree Aerodrome located between the towns of Woodruff and Enoree, SC, on Mary Hanna Road, Woodruff, SC 29388 (SC00). Triple Tree Aviators would like to invite all RC pilots to come out Saturday January 14, 2017 to fly electric aircraft. Join us for the coldest flying day of the year and bring any type of electric aircraft. Registration is \$15. AMA required. Just show up and fly. 72 MHz ok. With all the new RC stuff you got for Christmas bring something old to sell. Please, no camping, this is a one day event 8:30 AM to 6:30 PM.

Lunch will be at 1:00 in the hangar (gas heat) rain or shine and include Frosty Dogs, Kirby Fries, Baked Beans, and Little Debbie's. Adults \$10, 12 and under \$5.

All 6 flight lines are open for this event. Most people are at the Main and 3D. The amount of swap shop items has also been growing each year-no charge. So come out and join in the fun.

**PDF File/poster about the Frosty Dog Electric RC Event: [Frosty Dog Electric](#)**

**Event Information: [www.tripletreeaerodrome.com](http://www.tripletreeaerodrome.com) Contact: 864-275-0406  
[davidsonmark@charter.net](mailto:davidsonmark@charter.net)**

Frequencies: UNICOM 122.9; GROUND: 122.75. Runway is close-cut grass 400' x 7000'.

Airnav flying information: [SC00](#).

Mapquest driving information: [Triple Tree](#).

Sunday, January 22: **SOUTH CAROLINA BREAKFAST CLUB Low Country Regional Airport, Walterboro, SC (KRBW)**. CTAF/UNICOM: 122.8. ZIPcode: 29488. Arrival: 7:30 - 9:00 AM. Breakfast: Between 9:00 & 9:30 - 11:00 AM. Departure: 11:30 AM. Contact: Wendy Griffin 803-446-0214 e-mail [info@flyscbc.com](mailto:info@flyscbc.com). Click <http://www.airnav.com/airport/KRBW> for airport info. For driving directions click on [Low Country Regional Airport](#) . SCBC [Website](#). SCBC on [Facebook](#).

Thursday, January 26: *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 the **French Market Grille**, 425 Highland Ave, Augusta, Georgia 30909. Phone number: 706-737-4865. The French Market Grille Website: [French Market](#). For a map and directions, click on: [French Market directions](#). For questions contact Shirley Harden 706-855-1553 e-mail: [ghardensr@comcast.net](mailto:ghardensr@comcast.net).

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## February 2017

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Sunday, February 5: SOUTH CAROLINA BREAKFAST CLUB Columbia Metropolitan Airport, South Carolina (CAE) COLUMBIA APPROACH: 124.15; TOWER: 119.5; UNICOM 122.95 ZIP code 29170. **A home cooked southern breakfast, great fellowship and flying!** Arrival: 7:30 - 9:00 AM. Breakfast: Between 9:00 & 9:30 - 11:00 AM. Departure: 11:30 AM. Contact: Wendy Griffin 803-446-0214 e-mail [info@flyscbc.com](mailto:info@flyscbc.com). Click <http://www.airnav.com/airport/KCAE> for airport info. For driving directions click on [Columbia Metropolitan Airport](#). SCBC [Website](#). SCBC on [Facebook](#).

### *(tentative) Winter Soup Party*

Saturday, February 11: *EAA 172 Winter Soup Party* 11:30 AM at the Pea Patch Aerodrome (61GA). Several club members have prepared various entrées which will include chicken soup, 15 Bean soup, and vegetable/minestrone soup, as well as beef stew and chicken & dumplings. A short business meeting will be around 1:00 PM after the meal. Runway 01/19: 2500' x 150' sod -- fair --; GPS: N33° 18.08' N / 82° 10.46' W; Elevation 434', 4511 Boulineau Rd., Blythe, Georgia, 30805. UNICOM 122.7 mhz. For more information contact EAA 172 president Al Nodorft, (706) 955-1049 eMail: [Nodorft@Hotmail.com](mailto:Nodorft@Hotmail.com) or e-mail [EAA172@jcmsservices.net](mailto:EAA172@jcmsservices.net). Click [HERE](#) for directions (both land and air). Click [HERE](#) for the Mapquest directions. Click <http://www.airnav.com/airport/61GA> for airport info. For the meeting agenda click [HERE](#).

Sunday, February 19: SOUTH CAROLINA BREAKFAST CLUB Greenville Downtown Airport, Greenville, South Carolina (KGMU) UNICOM 122.95; CTAF 119.9. ZIPcode 29607. **A home cooked southern breakfast, great fellowship and flying!** Arrival: 7:30 - 9:00 AM. Breakfast: Between 9:00 & 9:30 - 11:00 AM. Departure: 11:30 AM. Contact: Wendy Griffin 803-446-0214 e-mail [info@flyscbc.com](mailto:info@flyscbc.com). Click <http://www.airnav.com/airport/KGMU> for airport info. For driving directions click on [Greenville Downtown Airport](#). SCBC [Website](#). SCBC on [Facebook](#).

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*(TRY THE FOLLOWING AT BUSH FIELD!)*

### SHORT FINAL

*AVweb* December 26, 2016

A couple of years ago, flying into ZRH (Zurich, Switzerland), just the day after the landing fees increased once more, a pilot, while on hold, heard the following conversation between a Cessna 172 on final and the controller. It was a busy day with lots of commercial traffic.

*Controller:* "Cleared to land runway 28; winds calm, please expedite and can you make it a short landing to the first exit?"

*Cessna:* "Negative, we pay for the whole runway, we use the whole runway!"

## NAME THAT PLANE

### Aeronca C-3

The two-seat Aeronca C-3 was dubbed the “flying bathtub” because of its unusual fuselage shape. The C-3 was marketed as an all-weather convertible, with removable door and fold-down window. This aircraft, inexpensive to own and operate, was popular with sportsman pilots and required only 70 feet of runway to take off. Approximately 400 were produced. The E-113C engine used on this aircraft has a single magneto ignition system. Later, Aeronca E-113CBD engines featured dual magnetos as required by the new safety standards of 1938. The engine consumes about three gallons of gas per hour at cruising speed (85% power). The fuselage is fabric-covered welded steel tubing and the wings are fabric-covered spruce. It has dual control wheels. The Duplex was the open cockpit configuration and sold for \$1,730; the Collegian was the enclosed version and sold for \$1,790. For 1936, all C-3s were built with enclosed cockpits. The C-3's distinctive razorback design was drastically altered in 1935 with the appearance of the “roundback” C-3 Master. Retaining the tubular fuselage frame construction, the C-3 Master featured a smaller vertical stabilizer and rudder with a “filled out” fuselage shape that created the new “roundback” appearance and improved the airflow over the tail. They were built by the Aeronautical Corp. of America at Lunken Airport, Cincinnati, Ohio. Production of the C-3 was halted in 1937 when the aircraft no longer met new U.S. government standards for airworthiness. Many of the C-3's peculiarities—external wire braces, extensive fabric construction, single-ignition engine, and lack of an airspeed indicator—were no longer permitted. “Fortunately for the legion of Aeronca owners, a 'grandfather' clause in the federal regulations allowed their airplanes to continue flying, although they could no longer be manufactured.”

(Data and information from [goldenageair.org](http://goldenageair.org)→[1936 Aeronca C-3](#), [airminded.net](http://airminded.net)→[Aeronca C-3 in Borneo](#), AOPA ePilot→[Aeronca C-3 “When Bathtubs Flew”](#), [airbum.com](http://airbum.com)→[“In the beginning, there was the Aeronca C-3”](#), [goldenwingsmuseum.com](http://goldenwingsmuseum.com)→[Aeronca C-3](#), [goldenwingsmuseum.com](http://goldenwingsmuseum.com)→[details of the Aeronca “Duplex” C-3](#), [john2031.com](http://john2031.com)→[Aeronca C-3, K, KC Aircraft](#), FAA→[64 C-3's and one PC-3 on the current FAA register](#), FAA→[Aircraft Specifications](#), [wikipedia](http://wikipedia)→[Aeronca C-3](#))

### Aeronca C-3

#### General characteristics

Crew: one  
Capacity: one passenger  
Length: 20 ft.  
Wingspan: 36 ft.  
Empty weight: 569 lb. (*varies*)  
Gross weight: 875 – 1006 lb. (*varies*)  
Powerplant: Two cylinder Aeronca E-113C engine 36 hp. (*varied*)

#### Performance

Take-off roll: 70 ft. (*sometimes a bit more*)  
Top speed: 94 mph  
Cruise speed: 65 - 70 mph  
Landing speed: 35 mph  
Range: 200 miles  
Service ceiling: 14,000 ft.



An Aeronca C-3 in 1935 Borneo.

Good [information and history](#) about the above photo.

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The deadline date is January 28 for any articles for the February issue of the *Pea Patch Post*.

**Thursday, January 26: EAA 172 monthly "get-together" – Social Meeting 6:30 PM. This month's location is the French Market Grille, 425 Highland Ave, Augusta, Georgia 30909. Phone number: 706-737-4865.**

#### **SOUTH CAROLINA BREAKFAST CLUB**

**Sunday, January 8: Aiken Municipal airport, Aiken, South Carolina (AIK)**  
**Sunday, January 22: Low Country Regional Airport, Walterboro, South Carolina (KRBW)**  
**Sunday, February 5: Columbia Metropolitan Airport, South Carolina (CAE)**  
**Sunday, February 19: Greenville Downtown Airport, Greenville, South Carolina (KGMU)**

To read the entire *Pea Patch Post* type the following into your Browser: <http://jcmservices.net/PeaPatchPost0117.PDF>