

The Pea Patch Post



EAA CHAPTER 172
AUGUSTA, GA



NAME THAT PLANE



CLUB OFFICERS

PRESIDENT AL NODORFT

5013 High Meadows Dr.
Grovetown, GA 30813-8149
706-955-1049

EMAIL: Nodorft@hotmail.com

VICE-PRESIDENT DAVE DENT

5478 Hereford Farm Rd.
Evans, GA 30809
925-337-0115

EMAIL: davedent@comcast.net

SECRETARY JOHN MAGNAN

1616 Mosley Chapel Rd.
Wrens, GA 30833-3905
706-547-3607

EMAIL: jcm2@earthlink.net

TREASURER DON BUSH

3076 Old Waynesboro Rd.
Hephzibah, GA 30815-6791
706-554-5618

EMAIL: donr.bush@yahoo.com

CLUB DIVISION LEADERS

FLIGHT ADVISOR

Pierre Smith
478-625-7453

EMAIL: pierrejs65@yahoo.com

TECH COUNSELOR

Dave Dent
925-337-0115

EMAIL: davedent@comcast.net

YOUNG EAGLES COORDINATOR

Nandi Shetty
706-414-1340

EMAIL: airnandi@gmail.com

MEMBERSHIP COORDINATOR

Ronna Hiltz
203-710-4300

EMAIL: ronnam501@gmail.com

MEDIA COORDINATOR

Sandy Walther
610-470-7212

EMAIL: sandywalther@yahoo.com

EAA 172 FOUNDER

Aldine "Al" Patton - "Baldo"
February 21, 1923 - December 9, 2015

PEA PATCH & CLUBHOUSE

61GA 122.7 mhz

4511 Boulineau Rd.
Blythe, GA 30805-3605

EAA172, Inc. WEBSITE:

EAA172.jcmservices.net

e-mail: EAA172@jcmservices.net

April, 2017

President's Desk

Al Nodorft

This week I hope everyone will have a chance to attend either the Masters Golf Tournament or Sun 'n Fun, or both. I won't, since I need to get a lot of necessary work done during this week.

When you come to the next meeting you should notice some differences in the club house. Our cleaning crew did a great job sprucing things up as well as rearranging and downsizing. A big thank you to all who participated!

March marked the end of one generation in the Nodorft family. My last living grandparent (grandmother) died. She was 100 years and 9 months old. I think you should count months after you reach 100.

It was my grandfather who started the flying bug in the Nodorft family, but my grandmother supported him every step of the way. She also got her pilot's license. She couldn't do all the piloting chores, but she did fly twice from the left seat on her 100th birthday!

From that beginning there were two sons who flew, three grandsons, and looking like two great-grandsons. Time will tell how many future generations will fly because of my grandparents.

April Meeting:

The April meeting is on the 15th at the Pea Patch. This is our fish fry and we will start eating at 11:30 am. Because we will be having fine food we will charge \$8/plate. Please bring sides, as well, as they are important too!

I have a CD of an interview of Joe Miles telling of his life and time in the Korean war. Joe was a long-time member of EAA 172 and passed away nearly two years ago on July 13, 2015. This interview was done by Phil Turner.

Fly Safe!

Al



You might want to bring appropriate fish side dishes -- which could include hushpuppies, an almost required adjunct to a Southern seafood meal, deviled eggs, lemon wedges, sliced cucumbers, blackeyed peas, cole slaw, and other Georgia fish fry garnishings as well as desserts such as fruit salad, jello, lemon meringue or coconut cream pie, fruit cobbler, strawberries, grapes, cookies, or pound cake.

Minutes of the Meeting of EAA Chapter 172 Members for 9:30 AM on March 11, 2017
Drone Presentation at Augusta Aviation, Daniel Field Airport (DNL)

The weather was mild under clear skies and no rain, with the temperature in the lower 60s. Three planes flew in for the program. Starting at 9:30 AM, before the Drone Presentation, nineteen members & their family members as well as six visitors enjoyed socializing and partaking of refreshments in a second floor meeting room of the Augusta Aviation FBO. Before the program everyone enjoyed the coffee, juice, and donuts provided *gratis* by EAA 172. Then, at 10:00 AM, we had a very interesting program put on by our guest speaker: Sgt. Garry Harden from the Columbia County Sheriff Office who handles the Drone Division for that county. Media Coordinator Sandy Walther wrote this report about Sgt. Harden's presentation. She also took the photo.



Gary Harden, a 22 year veteran of the Columbia County Sheriff's Office, gave a presentation on the drones used by the county. He brought a [Phantom 2 drone](#) and a tiny little [Elfie drone](#). Gary told us about several recent incidents for which the drones assisted. One such incident was the tractor trailer accident on I-20 during heavy winds. A drone provided a higher-level view of tire tracks that showed where the tractor had veered into the median and back onto the highway, and how other vehicles had left the road, too. This additional information helped the investigators wrap up their reports very quickly. The drones have also been used to search for an Alzheimer patient and to safely monitor a hostage situation.

Columbia County has at least six drones and is checking out the latest gadgets. The biggest limiter on drone use, Gary said, is battery life. The Phantom 2 drone uses two [LiPo batteries](#), and Gary carries six batteries so he can switch out after about 20 minutes use. Surprisingly, the batteries deplete more quickly when the drone hovers than when it flies. Gary can switch out cameras and filters to use infrared, thermal or full color. Infrared is not that useful in the South Carolina summertime, Gary admitted. When the drone is sent out, it requires an operator and one or two observers. Drones must be operated in sight at all times. Currently the drone must be within 25 feet of an object for immediate viewing of the image, although the recorded footage can be reviewed later for a zoomed-in viewing. Normally the drone is flown at around 200 feet AGL.



Elfie drone

Gary talked about the two years it took to obtain their Certificate of Authority which allows Columbia County to use its drones state-wide. Initially, all operators were required to hold a pilots license, but now only special training courses are required. The operators carry two handheld radios, one of which is used to monitor air traffic. Although the operators are normally required to operate within 400 feet AGL, they will disregard weather/clouds if there is a life at risk. There is a Website for requesting clearance, but if the need is immediate, as is the case for most police actions, the operator contacts ATC requesting immediate, specific clearance (such as a radial DME from a radio tower) and timeframe. All flights are logged and submitted monthly to the FAA. Columbia County's drones are registered and each has a tail number. When private citizens operate drones "for hire" under Part 107, it is the pilot/operator who is registered, not the drone. All operators must have a medical or must be able to self-certify.

Maintenance checks are performed twice a week on the drones, primarily a battery check. Drones have brushless motors and have not had problems so far, as long as they are not dropped into water. Columbia County carries insurance on its drones. As for the software, Gary recommends that operators delay installing the weekly firmware updates for about a week until you know the update is stable and bug-free. Although Columbia County's eight operators are required to have periodic training, most private citizens can use [YouTube videos](#) for their training. Gary strongly recommends private operators get to know the regulations and, if operating near an airport, call ATC.

Drone technology is changing rapidly. Software developers are trying to incorporate ADS-B into their drone units. The cost of a drone varies from the \$35 Elfie to more than \$25,000 for the [Draganflyer X4-ES](#). Battery cost varies, too. Gary tends to use the \$160 [LiPo batteries](#). Hydrogen cell batteries are lighter and last as long as four hours, but are very expensive right now. Drones use [lightbridge technology](#) for the digital signal to a specific controller, much like a cell phone.

Gary's presentation was very interesting, and he answered lots of questions from the audience throughout. If you see a drone flying nearby and it becomes a nuisance or potential voyeur issue, call the police. Do not shoot down the drone! Note: Under FAA regulation part 107, private citizens are required to operate a drone within 400 feet AGL and essentially during daytime. See [Fact Sheet](#) – Small Unmanned Aircraft Regulations (Part 107).





EAA 172 **FISH FRY FLY-IN**
April 15, 2017 11:30 am
Pea Patch Aerodrome (61GA), Blythe, Georgia

EAA 172 Young Eagles Rally
May 6, 2017 9:00 am
Augusta Aviation at Daniel Field, Augusta, Georgia

Birthdays
Anniversaries

Brian MULHERIN 04-07
Aaron RAMSEY 04-11

Bruce & Patty CAMERON 04-11
Bobby & Mary Ann BRASWELL 04-12
Sid & Cathy BROWN 04-15
Freeman & Bunny NEWMAN 04-15
Don & Virginia BUSH 04-17

EAA 172 Night Out

Thursday, April 27: 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 **Village Deli**, 2803 Wrightsboro Rd., #28, Augusta, Georgia 30909 (near the corner of Highland Ave. and Wrightsboro Rd., across from Daniel Field). Phone number: 706-736-3691. Map and directions: [Village Deli](#). For questions contact Shirley Harden 706-855-1553 e-mail: ghardensr@comcast.net.

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *A pilot who has just purchased an aircraft has asked an instructor to join him on the flight home in the aircraft in accordance with insurance requirements. The flight has an estimated time en route of just over 9.5 hours. Can this instructional flight be completed in one day?*

According to AOPA and the FAA: No. Instructors have 24-consecutive-hour a duty limitation of no more than eight hours of flight training "in any period," according to [14 CFR 61.195\(a\)](#). Flight training is defined in 14 CFR 61.1 as "training, other than ground training, received from an authorized instructor in flight in an aircraft," so the eight hours would not include ground time. However, if the flight is classified as instruction, it would be better to split it between two days.

This Month's Question: Can a Piper Cherokee Six be piloted by someone flying under the third class medical reform?



MEMBERS MAKE EAA 172 CLUBHOUSE *SPICK-AND-SPAN*

Fourteen club members spent the Saturday morning of March 25, 2017, cleaning up the EAA 172 clubhouse at the Pea Patch in Blythe, Georgia. It seems that over the years many items which some may consider antique or “classic” or just plain junk have accumulated in the nooks and crannies of the clubhouse. According to member Don Bush, there were piles of “ancient” aviation and non-aviation magazines and books, old and possibly unplayable VHS VCR tapes both aviation and non-aviation, and pieces and parts of items that no longer exist in the clubhouse.



Everything in the meeting room was moved onto the grass.

Club president Al Nodorft wrote “Everything was moved and cleaned. Many dated things were donated to the trash or will be eBay'd with the money returned to the club. The tables were rearranged into 3 rows with much more space between them. we have also rearranged how some of the food will be presented in the future. A lot of hard work by everyone, but the place looks really nice now. There will be future updates as well. Ronna Hiltz will paint the main room and then we will re-hang the pictures.” Al added “Joe Britt cooked the burgers and we had a fine meal at lunch with all that Sandy Walther had brought.”

Al's cleanup team consisted of himself, Cami & Carmen Nodorft, Joe & Cindy Britt, Don & Virginia Bush, Ronna Hiltz & Jim Maher, Alex LaFave, Nandi Shetty, Mark Slone, Solveig Stock, and Sandy Walther.

WHO CAN BECOME AN AIRCRAFT “REPAIRMAN”?

Unlike those who own a certified aircraft (like a Cessna 172) those who build their own aircraft do not need to have an A&P do any repairs or even do an annual. To do an annual condition inspection all the builder has to do is obtain a “repairman certificate” for the aircraft from the FAA. This, of course, is a cost saving to an aircraft owner. However, some who are not that competent in fixing aircraft or are unsure of some repairs may still employ an A&P to do repairs or do a condition inspection. EAA has found that a number of questions have been sent to them about becoming an aircraft “repairman” for a homebuilt/experimental aircraft.

A principal question seems to be whether someone is eligible for a repairman certificate under [FAA Order 8900.1](#). EAA wrote:

“To clarify, [FAR 65.104\(a\)](#) requires the following of a prospective repairman:

- Be at least 18 years of age
- Be the primary builder of the aircraft (in the case of a group build, any member of the group may apply)
- Have the requisite skill to perform condition inspections
- Be a United States citizen or permanent resident”

The guidance in Order 8900.1 directs inspectors on how to implement the above rule. It states that the FAA will accept evidence that the applicant has built the aircraft as satisfying the “requisite skill” requirement, essentially making the second and third requirements very similar. The FAA may also accept proof that the applicant has the ability to perform a condition inspection, but the requirement that the applicant is the primary builder still stands.

To obtain a repairman certificate, a person must apply directly through an FAA FSDO. Members with any questions on the process can contact EAA’s government advocacy team for guidance.

(Information adapted from EAA Hotline 03/23/17→[clarifying a repairman certificate](#), Zenith Air→[Rules & Regulations of Airplane Building](#), Ascent Ground School→[Repairman certificate-Eligibility, privileges and limitations](#), FAA→[Order 8900.1](#) , FAA→[FAR65.104\(a\)](#))

THE HISTORY OF EAA 172

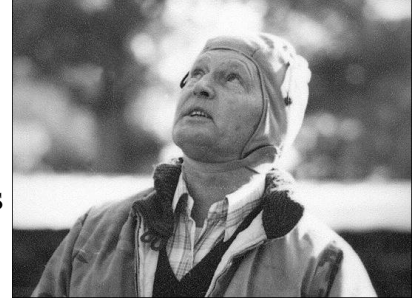
PART V

(03/29/17)

With e-mails and photos received from Bill Messer, a member in the late 1960s - 1970s.

BILL MESSER IS STILL ALIVE!

Just as with Frank Grose in September of 2015, another long past member of EAA 172 has “come out of the woodwork” and e-mailed us. Note that the EAA 172 newsletter, the *Pea Patch Post*, is read far and wide and is near the top on search engine lists.



Al Patton in 1980.

Bill Messer e-mailed us on March 25, 2017. He wrote that “I was a Chapter 172 member in the old ‘Pea Patch’ in Evans late ‘60s and ‘70s.” In earlier pages of the HISTORY OF EAA 172 we had remarked that Bill Messer had passed away. Fortunately he has not.

He wrote much more: “I have kept all the old photos and even have some video of Ed Flint flying in the Scamp, and several stills of Al Patton’s Pitts. I moved into a garage apartment when I returned to Augusta College post Navy, looked out the back window one day and was amazed to see a guy, Al, working in his garage, next door, on an earlier plane. I had met him and Ed Flint before I went in the Navy, and resumed my EAA membership after college. I had a Cessna 172. N8175B, a raffle prize at the Houston Air Terminal Museum.”

So, it seems that Bill Messer is the one who took all those photos that Al Patton had in his scrapbook, some of which have been reproduced in this History.

Bill is very tech savvy and has posted videos of those early days of the Pea Patch on *YouTube*.

He also is still piloting – very much so, not just with small aircraft:

“I’ve got a collection of pix from the ‘old’ days if you want more.

I’m still active, crewing on the “Spirit of North Carolina” a Douglas A-26, and riding along on charters as a ‘spare’ pilot in a Baron and Cheyenne. That’s me behind the pilot/copilot.”



“I have lots of videos on *YouTube* – Google ‘billzztube’ for more of my videos.

or just **Click on [billzztube](#)**

The plane is for sale. SEE THE *YouTube* ADVERTISEMENT:

[1946 DOUGLAS A-26 FOR SALE](#)

I kept all this old stuff because it was a special place and a special time in my life, and remains one of my favorite memories. There were plenty of wonderful people in the membership.”



**EAA 172 meeting in the 1960s at
the old Pea Patch in Evans,
Georgia.**

We also asked about the “scruffy guy” in the pages in the History about Sid Harmon, O.B. Brown, and gyrocopters. Bill answered: “Don’t know the ‘scruffy guy’ either.”

“The obit for my demise was for William G. Messer who was my father, from 1993.

If you like the YouTube video I can send you a DVD copy, or you may be able to download it directly.”

Bill Messer is still very active in EAA. See:

**[EAA Chapter 297](#)
[Stag Air Park \(7NC1\)](#)
[Debose Field \(now Stag Air Park, Inc.\)](#)
[Wilmington/Burgaw, North Carolina](#)**

You can contact Bill Messer at: billmesser@charter.net

FOR SALE:

Members' Items for Sale

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



CLICK PHOTO TO ENLARGE IT.

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 \$12,995 (reduced again by \$1,000!)

Contact Charles Lewis at 706-830-3393 or e-mail: Charles Lewis

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 SEE THE LIST AT: [Garner's Airplane Stuff](#)

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

Suzuki three wheel trike FOR SALE

Member George Weiss says that he was 90 years old in 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



stock photo of a 2007 Suzuki three wheel trike C50 Tramp

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

Phone number: Cell: 803-292-2235

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 H 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

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

UPCOMING EVENTS

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

April 2017

Sunday, April 2: **SOUTH CAROLINA BREAKFAST CLUB Palmetto Air Plantation (private) Manning, South Carolina (SC41)** UNICOM: 122.8 ZIPcode 29102. Elev: 105'; GPS: N33° 39.967' W80° 14.633'; Sod runway: 16/34: 3700' x 150'; UNICOM: 122.8. **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. Click <http://www.airnav.com/airport/SC41> for airport info. Click [HERE](#) for the Mapquest directions. SCBC [Website](#). SCBC on [Facebook](#).

Weblink: www.palmettoairplantation.com.

April 3 - 9: Masters® Golf Tournament 2017 – Augusta, Georgia.

Tuesday-Sunday, April 4 - April 9: **Sun 'n Fun® 2017 Fly-In:** Lakeland, Florida, Lakeland Linder Regional Airport (KLAL) UNICOM 122.95; CTAF 124.5 mhz. ZIP code 33811. **The 43rd Annual Sun 'n Fun International Fly-in & Expo** click: **SUN 'N FUN** for details. Click <http://www.airnav.com/airport/KLAL> for airport info. For driving directions click on [Linder Regional Airport](#)

Saturday-Sunday, April 8 - 9: **Thunder in the Valley Airshow:** Columbus, Georgia. Columbus Airport ([KCSG](#))

Saturday, April 15: EAA 172 FISH FRY FLY-IN 11:30 AM at the Pea Patch Aerodrome (61GA). There will be a short business meeting of the club officers before the Fish Fry. WE WILL THEN HAVE A GREAT MEAL PREPARED BY OUR FABULOUS COOKS. There will be fried catfish, french fries, onion rings, and side dishes such as rolls, hushpuppies, deviled eggs, salads, black-eyed peas, and various other vegetables as well as many delicious varieties of desserts. The meal donation will be only \$8. The meal is at 11:30 AM at the Pea Patch Aerodrome (61GA). 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 or e-mail 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](#).

Sunday, April 16: **SOUTH CAROLINA BREAKFAST CLUB Broxton-Bridge Plantation Airport, Ehrhardt, South Carolina (SC55)(pvt.)**. UNICOM: 122.9. Turf runway. ZIPcode: 29081. 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. Click <http://www.airnav.com/airport/SC55> for airport info. For driving directions click on [Broxton-Bridge](#). SCBC [Website](#). SCBC on [Facebook](#).

Thursday, April 27: **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 **Village Deli, 2803 Wrightsboro Rd., #28, Augusta, Georgia 30909** (near the corner of Highland Ave. and Wrightsboro Rd., across from Daniel Field). Phone number: 706-736-3691. Map and directions: [Village Deli](#). **For questions contact Shirley Harden 706-855-1553 e-mail: ghardensr@comcast.net.**

Thursday - Sunday April 27 - 30: **Vidalia Onion Festival Air Show At the Vidalia Airport (VDI) 32.11.55 N; 82.22.32 W.** Onion Festival April 27-30. See [Vidalia Onion Festival](#). For more information contact: EAA 1332 President Donald Brantley at (912) 293-2842 or (912) 537-2132 or at night: (912) 537-7287. E-mail: dbrantley42@yahoo.com.

Website: EAA 1332 Click <http://www.airnav.com/airport/VDI> for airport info.

Sunday, April 30: *SOUTH CAROLINA BREAKFAST CLUB* Rock Hill Airport, Rock Hill, South Carolina (KUZA). CTAF/UNICOM: 123.05. ZIPcode 29732. **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. Click [Rock Hill Airport](#) for airport info. For driving directions click on [Driving Directions Rock Hill Airport](#). SCBC [Website](#). SCBC on [Facebook](#).

May 2017

Saturday, May 6: *EAA 172 Young Eagles Rally* 9:00 AM at Augusta Aviation at Daniel Field, Augusta, Georgia. **There is no auto parking fee. Also, there will be no ramp/tie-down charge for those flying in for the event. All the pilots have to do is to say that they are with EAA 172.** Runways 05/23 & 11/29 CTAF/Unicom: 123.05 mhz. Runway 05/23: 4002 x 100 ft. asphalt, in good condition; runway 11/29 3733 x 100 ft. asphalt, in good condition; elevation 422'. 100LL & Jet A available. Augusta Aviation (FBO), 1775 Highland Ave., Augusta, Georgia 30904. Phone 706-833-8970. You can fly in or drive. Park your car in the Highland Ave. parking lot next to the Augusta Aviation building. *For complete airport information click: [Daniel Field Airport](#)* *For driving directions click on [Daniel Field directions](#).* For more information contact EAA 172 president Al Nodorft, 706-955-1049 eMail: Nodorft@Hotmail.com or Young Eagles Coordinator Nandi Shetty 706-414-1340 eMail: airnandi@gmail.com or e-mail EAA172@jcmservices.net.

Friday-Sunday, May 5 - 7: *CAF Fighters & Bombers Tour*: Greenville, South Carolina. Greenville Downtown Airport (GMU)

THIS IS A FREE EVENT!

Hours : Friday 12:00pm – 5:00pm – Saturday 9:00am- 5:00pm – Sunday 9:00am- 5:00pm

The Tour will stop at the Greenville Downtown Airport in Greenville, S.C. on May 5-6-7, 2017. We will be located at the Runway Cafe ramp located at Greenville Downtown Airport (GMU), Airport Rd Ext, Greenville, SC 29607.

We will be offering rides in the mighty P-51 Mustang, SBD-5 Dauntless and the the aircraft made famous by the Doolittle Raid, the B-25 Mitchell! BUY A WAR BIRD RIDE!

***Passenger weight restrictions apply.

***Passenger must be able to get in and out of the aircraft on their own.

***Passenger must be 12 years of age or older to fly.

Contact - Amy: Phone - 651-373-1185

Sunday, May 7: *SOUTH CAROLINA BREAKFAST CLUB* White Plains Plantation airfield, Lexington, South Carolina (SC99)(pvt.). UNICOM: 122.9. ZIPcode 29054. **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. Click <http://www.airnav.com/airport/SC99> for airport info. For driving directions click on [White Plains Airport](#). SCBC [Website](#). SCBC on [Facebook](#).

Saturday, May 13: *RUSTY PILOTS PROGRAM* hosted by *Golden Corner Flying Club LLC* Oconee County Regional Airport, Clemson/Seneca, South Carolina (KCEU). UNICOM: 122.7. 09:00 AM - 12:00 PM Come and participate in this Rusty Pilots program with fellow lapsed pilots. We will help you understand what's changed in aviation since you last took the controls and brush up on your aviation knowledge. The Rusty Pilots program is developed by AOPA in partnership with local flight training providers in order to create the best environment for getting you back in the air and a part of the general aviation community.

It is easier than most people think – no FAA check ride or test.

Plus, by attending, you'll be getting two to three hours of ground instruction towards your flight review!

Contact Person: Rusty Pilots Program Contact Email Address RustyPilots@AOPA.org

Sunday, May 21: *SOUTH CAROLINA BREAKFAST CLUB* Holly Hill airport, Holly Hill, South Carolina (5J5). ZIPcode 29059. CTAF/UNICOM: 122.9. **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. Click <http://www.airnav.com/airport/5J5> for airport info. For driving directions click on [Holly Hill airport](#). SCBC [Website](#). SCBC on [Facebook](#).

NAME THAT PLANE

Convair B-36 Peacemaker

The Convair B-36 "Peacemaker" was a strategic bomber built by Convair and operated solely by the United States Air Force (USAF) from 1949 to 1959. The B-36 was the largest mass-produced piston-engined aircraft ever built. It had the longest wingspan of any combat aircraft ever built, at 230 feet. The B-36 was the first bomber capable of delivering any of the nuclear weapons in the U.S. arsenal from inside its four bomb bays without aircraft modifications. With a range of 10,000 miles and a maximum payload of 87,200 lb. the B-36 was capable of intercontinental flight without refueling. This aircraft achieved a first flight on August 8th, 1946 and was powered by no fewer than six Pratt & Whitney R-4360-25 radial piston engines delivering 3,000 horsepower each. The flightdeck was situated at the extreme front of the fuselage behind a short nosecone assembly. The fuselage tapered and the tail unit was capped with a single large vertical tail fin. The wing mainplanes were swept rearward along their leading edges and relatively straight along their trailing edges. The six engines were arranged in a "pusher" configuration and saw the propeller assemblies facing aft. In 1955, the film *Strategic Air Command* was released, starring James Stewart and June Allyson. The flying sequences (and sounds) of the B-36 dominate the film. This film remains the only full-length film featuring this aircraft. The B-36 also appeared in the 1957 Howard Hughes film *Jet Pilot*, which starred John Wayne and Janet Leigh.

(Data and information from militaryfactory.com→CONVAIR B-36, Air&Space.com→Castle Federal Airfield, RB-36H, Atwater, California, Air&Space.com→ Convair B-36, XC-99, and YB-60, National Museum of the U.S. Air Force→[Specifications \(B-36J-III\)](http://Specifications (B-36J-III)), 456th Fighter Interceptor Squadron→[The Pratt & Whitney R-4360 "Wasp Major" Engine](http://The Pratt & Whitney R-4360 \), General Aviation News 12/11/16→XR-7755 engine, wikipedia→Convair B-36 Peacemaker, wikipedia→McDonnell XF-85 Goblin, wikipedia (movie)→Strategic Air Command)

Convair B-36 Peacemaker

General characteristics (depending on modifications)

Crew: 13-15
Length: 162 ft. 1 in.
Wingspan: 230 ft. 0 in.
Height: 46 ft. 9 in.
Empty weight: 166,165 lb.
Loaded weight: 262,500 lb. (combat weight)
Max. takeoff weight: 410,000 lb.
Powerplant:
4 × General Electric J47 turbojets, 5,200 lbf each
6 × Pratt & Whitney R-4360-41 air-cooled radial piston engines.

Performance

Maximum speed: 435 mph (363 knots)
Cruise speed: 230 mph (200 knots)
Combat radius: 3,985 miles (3,465 nmi)
Ferry range: 10,000 miles (8,700 nmi)
Service ceiling: 43,600 ft.
Rate of climb: 1,995 ft/min

Armament

Guns: 2 x 20 mm cannons in nose (later deleted); 2 x 20mm cannons in tail (later deleted)
12 x 20 mm cannons in fuselage barbettes
1 remotely operated tail turret with 2 × 20 mm M24A1 autocannons
Bombs: 86,000 lb. including nuclear payloads with weight restrictions, 72,000 lb. Normal



During the Korean War, six 5th Strategic Reconnaissance Wing RB-36Ds were deployed to the 91st Strategic Reconnaissance Group at Yokota AB, Japan. While not employed in any combat missions over North Korea, these RB-36s conducted high altitude aerial reconnaissance over Chinese Manchurian and Soviet east Asian targets.

The deadline date is April 19 for any articles for the May issue of the *Pea Patch Post*.

Thursday, April 27: EAA 172 monthly "get-together" – Social Meeting 6:30 PM. This month's location is the Village Deli, 2803 Wrightsboro Rd., #28, Augusta, Georgia 30909. Phone number: 706-736-3691.

SOUTH CAROLINA BREAKFAST CLUB

Sunday, April 2: Palmetto Air Plantation (private) Manning, South Carolina (SC41)
Sunday, April 16: Broxton-Bridge Plantation Airport, Ehrhardt, South Carolina (SC55)(pvt.)
Sunday, April 30: Rock Hill Airport, Rock Hill, South Carolina (KUZA)
Sunday, May 7: White Plains Plantation airfield, Lexington, South Carolina (SC99)(pvt.)
Sunday, May 21: Holly Hill airport, Holly Hill, South Carolina (5J5)

To read the entire *Pea Patch Post* type the following into your Browser: <http://jcmservices.net/PeaPatchPost0417.PDF>