



EAA CHAPTER 172
AUGUSTA, GA



NAME
THAT
PLANE



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EAA 172 FOUNDER

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

PEA PATCH & CLUBHOUSE

61GA 122.7 mhz

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May, 2017

President's Desk

Al Nodorft

I haven't done much flying this spring as I am still in the process of repairing and painting the cowl on my Cherokee 6. The repair work is done and the painting is beginning. Everything I have read and watched on painting says to practice on something else first. I don't have the patience for that and am getting my education on my cowl. Certainly it is a skill that takes some practice to get the feel for it. Hope it doesn't take me too long!

The fly-in season has begun with Sun-n-Fun. I don't know all the events in the area, but one that I do want to attend is the RC [Radio Control airplane] fly-in at the [Triple Tree Aerodrome](#). It starts Saturday, May 13th and runs through the following week to May 20th. I went a couple of years ago and what RC folks can do is absolutely amazing. Some of the planes are big enough that when they are flying you almost think they are full size. If you have never been there you should consider it.

Just a reminder to all that we will not have a meeting in May as we are planning a Young Eagles event instead. Thank you to those who have already volunteered and if you still want to, please call Nandi Shetty 706-414-1340.

WHY I WANT TO BE A PILOT

When I grow up I want to be a pilot because it's a fun job and easy to do. That's why there are so many pilots flying around these days.

Pilots don't need much school. They just have to learn to read numbers so they can read their instruments.

I guess they should be able to read a road map, too.

Pilots should be brave to they won't get scared it it's foggy and they can't see, or if a wing or motor falls off.

Pilots have to have good eyes to see through the clouds, and they can't be afraid of thunder or lightning because they are much closer to them than we are.

The salary pilots make is another thing I like. They make more money than they know what to do with. This is because most people think that flying a plane is dangerous, except pilots don't because they know how easy it is.

I hope I don't get airsick because I get carsick and if I get airsick, I couldn't be a pilot and then I would have to go to work.

— Purported to have been written by a fifth grade student at Jefferson School, Beaufort, SC. It was first published in the South Carolina Aviation News.

Fly Safe!

Al



May 29



May 14

Minutes of the Meeting of EAA Chapter 172 Members for 11:30 AM, April 15, 2017
Fish Fry Fly-in at the Pea Patch Aerodrome

The weather was warm under a partly cloudy sky, with the temperature in the mid-80s. Five planes flew in. Before the



Ron Haley and Dennis Allen preparing the meal.

meeting, 38 members, their families, and visitors enjoyed socializing and camaraderie in the comfortable and newly refurbished clubhouse. They looked forward to the delicious meal of fried fish, french fries, and fried onion rings prepared by our masterful chefs Steve Thompson, Dennis Allen, Ron Haley, and Gary Harden. Also club members brought in numerous side dishes and desserts. At 12:00 noon member Charles Lewis gave the invocation and everyone enjoyed the sumptuous fish fry feast. Members welcomed returning member Billy Couch who flew his Cessna 185 to the fish fry. Club president Al



Some of the planes that flew in.

Nodorft also welcomed visitors Ray and Salira Ward. Al thanked Ronna Hiltz and Jim Maher for installing the new curtains and room-darkening blinds on the meeting room windows. He also thanked those who came out to the Pea Patch on March 25th to spruce up the clubhouse and toss away useless items.

President Nodorft asked for a motion approving the minutes covering the March 11, 2017, drone presentation at Augusta Aviation, Daniel Field airport in Augusta. Steve Thompson moved and Joe Britt seconded the motion. The members approved the minutes unanimously.



Shirley Harden said that our next social eat-out for EAA 172 would be on April 27, 2017. It will be at the Village Deli, 2803 Wrightsboro Rd., Augusta, Georgia.

Al also reminded everyone about the Young Eagles rally which will be held on Saturday, May 6, at Daniel Field in Augusta. Young Eagles Coordinator Nandi Shetty will be handling the details.

Al Nodorft asked who went to Sun'n Fun. Four members raised their hands. Joe Britt talked some about what he did and saw there.

After the meal those present enjoyed a video of an interview of member Joe Miles, who was a veteran of the Korean War and passed away July 13, 2015. In the interview, among other things, Joe talked about his days in the army air corps including his training and different locations he went to.

BOARD MEETING: The officers conversed via e-mail during the month. They decided on a Young Eagles Rally on May 6, 2017, at Daniel Field in Augusta, Georgia starting at 9:00 AM. Young Eagles Coordinator Nandi Shetty will be handling this. Board members also decided that we would be having a barbecue meal at 11:30 am on June 10 at the Pea Patch. Also, secretary John Magnan and treasurer Don Bush welcomed new member Christopher Pirrmann from Davisboro, Georgia.





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

EAA 172 **BARBECUE FLY-IN**
June 10, 2017 11:30 am
Pea Patch Aerodrome (61GA), Blythe, Georgia

BushDays

Allen NODORFT	05-13	Ronna Hiltz	05-01
Charles LEWIS	05-15		
Ronald HALEY	05-19		
Joel BIRNEY	05-21		

Anniversaries

Billy & Marlyn	COUCH	05-03
George & Frances	WEISS	05-04
Carl & Sandy	WALTHER	05-16

EAA 172 Night Out

Thursday, May 25: 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 will be at the **Southbound Smokehouse**, 1855 Central Ave, Augusta, GA 30904. Phone number: 706-733-5464. Website: [Southbound Smokehouse](#). Map and directions: [Southbound Smokehouse Directions](#). For questions contact Virginia Bush 706-554-5618 e-mail: donr.bush@yahoo.com.

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *Can a Piper Cherokee Six be piloted by someone flying under the third class medical reform?*

According to AOPA and the FAA: Normally no. Under third class medical reform, now known as BasicMed, pilots flying covered aircraft and meeting certain requirements will have the option of using BasicMed in lieu of a third class medical certificate. Some aircraft are authorized to have either six, or more than six seats installed per the type certificate data sheet (TC). One example is the Piper Cherokee 6 (PA-32-300). The TC for this airplane authorizes it to have either six or seven seats installed. Since it is authorized to have seven occupants, it does not meet the BasicMed requirements, even if only six seats are presently installed.

However, the FAA does allow that an aircraft can receive a **Supplemental Type Certificate (STC)** or an Amended Type Certificate (ATC) to reduce the maximum number of authorized seats to 6 or fewer. See [Advisory Circular 68-1](#). If the new design approval authorizes no more than 6 seats, then it will conform with the BasicMed requirements. Similarly, an aircraft that was originally certificated with a maximum certificated takeoff weight greater than 6,000 pounds can receive a new design approval authorizing a maximum certificated takeoff weight of 6,000 pounds or below.

This Month's Question: During a Part 107 operation your drone lost power and damaged your car. The repair cost \$700. Do you have to report this incident to anyone?

BASICMED RULES RELEASED BY THE FAA

On April 24, 2017, the FAA released the final checklist for the physician visit required by BasicMed allowing pilots to visit their regular doctor in preparation for the program's official implementation on May 1. To fly under BasicMed a pilot must have the checklist, called the Comprehensive Medical Examination Checklist ([CMEC](#)) by the FAA, signed by a state-licensed physician and kept in the pilot's personal records. Club members should examine this list and ponder whether their own personal physicians, not AMEs, would sign it. Club members who are also physicians might look over the new checklist and determine whether they would sign it, considering licensure and insurance risks.



Under BasicMed, pilots can fly as pilot in command of aircraft authorized to carry up to six occupants and weighing up to 6,000 pounds maximum certificated takeoff weight; carry up to five passengers; fly within the United States day or night, VFR or IFR; at altitudes up to 18,000 feet MSL; and up to 250 knots indicated airspeed as long as they take the free online aeromedical course every two years (24 calendar months) and visit their state-licensed physician every four years (48 months) to have the medical checklist completed. Pilots can flight instruct under BasicMed, but they cannot operate for compensation or hire.

AOPA writes this:

“As a reminder, before flying under BasicMed beginning May 1, one must:”

“Have held a third-class medical certificate or special issuance at any point since July 15, 2006.

New pilots and pilots who fall outside the above window must obtain a one-time third-class medical certificate or special issuance before flying under BasicMed.

Visit any state-licensed doctor and have them review and sign the [CMEC](#) during the visit.

Retain the CMEC records.

Take one of the [online medical self-assessment courses](#) provided by AOPA or Mayo Clinic.

Retain proof of completion.”

The FAA also has compiled a list of [Frequently Asked Questions](#), and said the [Medical Self-Assessment course](#) developed by AOPA (and available free online for anyone) can be used to fulfill its requirement to complete a medical education course every two years. The rule also requires a medical exam every four years, and compliance with certain operating restrictions. The online course educates pilots about conducting medical self-assessments and determining fitness to fly, and requires users to complete a 20-question quiz to pass the course. Users can save their progress; upon completion of the course, BasicMed rules require the user to provide some basic information about the pilot and the physician who conducted the exam (such as name, address, and telephone number), the date of the exam, and a few certifications as to the pilot's fitness to fly.

(Information adapted from AOPA ePilot SPECIAL REPORT April 24, 2017→[FAA releases BasicMed checklist](#), General Aviation News 04/25/17→[The FAA has released the official BasicMed Checklist](#), AVweb Flash 04/26/17→[BasicMed Checklist, Video Now Online](#), EAA eHotline 04/27/17→[FAA Checklist, AOPA Course Ready for BasicMed Implementation](#), AOPA ePilot 04/28/17→[Members sizing up BasicMed](#), FAA→[Advisory Circular 68-1](#))

THE 43RD ANNUAL SUN ‘N FUN WAS THE BEST FLY-IN SUN ‘N FUN HAS EVER HAD

The 43rd annual SUN ‘n FUN International Fly-In & Expo was the best fly-in SUN ‘n FUN has ever had, according to officials, who just released the following numbers:

Approximately 200,000 guests attended from over 60 countries;

More than 4,000 rolls of toilet paper were used during the week;

SUN ‘n FUN distributed 90,000 bottles of water and approximately 19,000 sandwiches to volunteers;

More than 3,000 volunteers helped during the six-day event;

HAM Radio worked 39 states, 12 countries, and had a total of 742 worldwide contacts for the six days;

38 student tours were conducted with 969 students;

(see more facts by clicking the link below)

(Information adapted from General Aviation News 04/25/17→ [2017 SUN ‘n FUN by the numbers](#))



THE HISTORY OF EAA 172

PART VI

(04/30/17)

With more e-mails and photos received from Frank Grose, a member in the late 1960s - 1970s.

MORE CONTACTS WITH FRANK GROSE

In Part IV of this History (page 6) we wrote that past EAA 172 member Frank Grose had contacted us. On April 4, 2017, Frank sent an e-mail about the club newsletters we had been sending him:

“Thanks for including the article about Bill Messer, and the link to his YouTube video. I don’t specifically remember Bill from my days in the Chapter, but the pictures were a great walk down memory lane. It was great to see folk like Ken Moore, Red Donner, Jack Nyland, and many others, including Al Patton and Ed Flynt. I especially liked the video of Ed flying the Scamp. I moved away a couple of months before the Scamp was finished, but went back one weekend to fly it. Ed checked me out with a quick verbal briefing on the numbers and what to expect. I made two flights in it that weekend.”

“I’ve attached a few pictures that were taken during the first weekend of work on the Scamp, plus one of me the weekend when I flew it. I believe the fellow working on the firewall was a dentist, but I can’t remember his name.”

“I have many fond memories of hours spent at the Pea Patch, associating with super guys that I greatly admired. I tried to be a sponge, and soak up all the knowledge I could from them. I was in a couple of other EAA chapters, but they where not the great chapter that was Chapter 172. I hope it still is that good.”

“Thanks for continuing to send the Pea Patch Post my way. I enjoy every one.

Frank Grose”

In early April, 2017, we replied to Frank to let him know that the dentist he mentioned was Richard Fender, who currently, in May, 2017, is still alive and doing well. We thanked him for the photos he had attached to his e-mail as well as the additional information about the old EAA 172.

Frank replied and asked if anyone knew Vasco Whatley. He wrote that Vasco was an engineer with the Savannah River Plant, and lived down in Allendale, SC. He built a Volksplane, before Frank was in the chapter, modified the VW engine, and carved his own propellers. Frank wrote “Vasco was a cool guy.” We replied that none of the older members seemed to recall Whatley.

On the next page are some of the photos that Frank sent us. Note on a couple of the photos is “SEP77” in the lower left-hand corner. This probably is the date the film was developed.



You can read some information about the Scamp airplane on the EAA 172 Website in the Newsletter Minutes section at:

At the [June 10, 1999](#), meeting, then club president Richard Gabor brought up the Scamp. From what he had heard, back in 1977 each club member had put in \$120 and the Chapter put in \$1500. The Scamp was approved for sale in [January, 2001](#) and [May, 2014](#).

More Photos About the Scamp Sent by Former Member Frank Grose



Al Patton & Ed Flint study SCAMP plans.



Ed Flint building the rudder.



**Ken Moore supervises the firewall construction.
Member Richard Fender is doing the work.**



Ken Moore, Al Patton, and Ed Flint working on the stab.



Frank Grose flies the SCAMP

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 \$11,500 (reduced again, this time by \$1,495!)

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: weiload@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.

May 2017

Thursday, May 4 to Sunday, May 7: **2017 Carolina Barnstormers Spring Wing Ding FLY-IN** at the Wadesboro, North Carolina Anson County Airport (**KAFP**). Food, fun, flying, friends.....without any drama! Plenty of room for gyrocopters.....airplanes.....Trikes.....PPC's and anything that flies. Also plenty of room to pitch a sleeping bag, cot, tent, camper and there's motels close by. Food for all of you snackers and lots of gyros and flying!

WEBSITE: [Spring Wing Ding](#)

Contact Barry K for more information -- e-mail [Ultracruiser](#). Driving directions: [Driving to Wadesboro](#). Everything you need to know about the thriving metropolis of [Wadesboro](#).

Saturday, May 6: **EAA 172 Young Eagles Rally 9:00 AM** at Augusta Aviation at Daniel Field, Augusta, Georgia. Free airplane flights for youngsters 8-17 years old. 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. **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.**

For complete airport information click: [Daniel Field Airport](#) For driving directions click on [Daniel Field directions](#). For more information contact Young Eagles Coordinator Nandi Shetty 706-414-1340 eMail: airnandi@gmail.com or EAA 172 president Al Nodorft, 706-955-1049 eMail: Nodorft@Hotmail.com or 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 WARBIRD 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)(pyt.). 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

Saturday, May 13 to Saturday, May 20: 2017 Joe Nall Week - RC [Radio Control aircraft] Event at the Triple Tree Aerodrome located between the towns of Woodruff and Enoree, SC, on Mary Hanna Road, Woodruff, SC 29388 (SC00). Well everybody, Joe Nall 2017 is almost here! For those of you that have attended before, you know that this is **THE RC event of the year** and is the largest RC event in the U.S. and maybe the world!!! Gates open Friday May 12th 5:00 pm. The staff and volunteers and Triple Tree are eagerly awaiting your arrival. Come early and plan to stay the week. Joe Nall 2017 is going to be bigger and better than ever. Only one thing will never change: Triple Tree is the home for Fun, Fellowship and Hospitality. [New Guidelines](#) for Joe Nall 2017 click [here](#).

Event Information: [Joe Nall Week - RC Event](#)

If you'd like to help, email Rob Traynham at ftdvl490@gmail.com and we'll see to it that the person responsible gets in touch with you.

Frequencies: UNICOM 122.9; GROUND: 122.75. Runway is close-cut grass 400' x 7000'. Airnav flying information: [SC00](#). Mapquest driving information: [Triple Tree](#).

Saturday, May 20: Fly-In and Float the Ohoopce The 3rd Annual Fly-In and Float the Ohoopce River is happening today, sponsored at the Swinton-Smith field at the Reidsville Municipal Airport ([KRVI](#)) Reidsville, Georgia. We will have a shuttle to the river and an outfitter with a supply of kayaks available. The shuttles will leave from the airport at 1:30 pm for the 1 mile trip to the river. After the leisurely 2 - 3 hour float, the shuttles will bring everyone back to the airport for hamburgers, hot dogs and delicious fried Vidalia sweet onion rings.

Holly Nielson, Reidsville Airport Authority Event Committee e-mail: [Holly Nielsen](mailto:Holly.Nielsen)

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](#).

Thursday, May 25: 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 will be at the **Southbound Smokehouse**, 1855 Central Ave, Augusta, GA 30904. Phone number: 706-733-5464. Website: [Southbound Smokehouse](#). Map and directions: [Southbound Smokehouse Directions](#). For questions contact Virginia Bush 706-554-5618 e-mail: donr.bush@yahoo.com.

June 2017

Sunday, June 4: SOUTH CAROLINA BREAKFAST CLUB Rowan County Airport, Salisbury, North Carolina (KRUQ) CTAF/UNICOM: 122.8. ZIPcode 28147. Arrival: 7:30 - 9:00 AM. **A home cooked southern breakfast, great fellowship and flying!** 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/KRUQ> for airport info. For driving directions click on [Rowan County Airport](#). SCBC [Website](#). SCBC on [Facebook](#).

Saturday, June 10: EAA 172 BARBECUE FLY-IN 11:30 AM at the Pea Patch Aerodrome (61GA). We will enjoy a fine BBQ meal as well as side dishes and many delicious varieties of desserts. 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](#).

Saturday, June 10: 2017 Fabric & Tailwheel Lunch 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 Fabric covered and Tailwheel aircraft and their pilots to come out Saturday June 10th, 2017 for our fourth annual all Fabric and Tailwheel Fly-In and Lunch. Join us for lunch and land on our 7000' x 400' grass strip. Drive ins are welcome. Please, no camping, this is a one day event, sunup till sundown.

Lunch will be Saturday at 12:30 on the hangar patio rain or shine and include: Pork Loin cooked on the rotisserie, baked potatoes, salad and dessert. Adults \$20, 12 and under \$10. There are no landing or spectator fees for this event. The lunch ticket covers everything, except your fuel to get here and back home. All proceeds go to Triple Tree Aerodrome.

In the interest of keeping it simple when you land, please park on the east side of the runway in a single row. There will be a shuttle bus to pick you up and take you to the hangar and patio for lunch. Fuel will not be available.

Event Information: www.tripletreeaerodrome.com **Contact:** Mark Davidson 864-275-0406
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, June 11: *SOUTH CAROLINA BREAKFAST CLUB* Greenwood County Airport, South Carolina (GRD)
CTAF/UNICOM: 122.8 ZIP code 29649. 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/KGRD> for airport info. For driving
directions click on [Greenwood County Airport](#). SCBC [Website](#). SCBC on [Facebook](#).

Sunday, June 25: *SOUTH CAROLINA BREAKFAST CLUB* Pickens County Airport, South Carolina (LQD)
CTAF/UNICOM: 122.8 ZIP code 29657. 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/KLOK> for airport info. For driving
directions click on [Pickens County Airport](#). SCBC [Website](#). SCBC on [Facebook](#).

NAME THAT PLANE

Douglas A-26 Invader

The Douglas A-26/B-26 bomber was the only American bomber to fly missions in three wars. After World War II, it served as a first-line bomber during the Korean War. A limited number of highly modified United States Air Force A-26/B-26 aircraft served in Southeast Asia during the Vietnam War until 1969. It was a fast aircraft capable of carrying twice its specified bomb load. A range of guns could be fitted to produce a formidable ground-attack aircraft. Alongside the pilot in an A-26B, a crew member typically served as navigator and gun loader for the pilot-operated nose guns. In an A-26C, that crew member served as navigator and bombardier, and relocated to the nose section for the bombing phase of an operation. A tractor-style "jump seat" was located behind the "navigator's seat." When World War II ended, the Invader remained active with some light bomb and reconnaissance units in the USAAF. In 1947, the US Air Force became independent of the US Army and deleted the designation "A" (for attack category). The Invader was designated the B-26, often causing confusion it with the Martin B-26 Marauder. The A-26 was the last propeller-driven twin-engine production bomber produced for the USAAF and was one of the few wartime aircraft types still in service with the post-war US Air Force. Douglas built 2,503 A-26/B-26 Invaders and the last US military A-26/B-26 Invader retired in 1972.

(Data and information from Boeing: Historical Snapshot→[A-26/B-26 Invader Light Bomber](#), militaryfactory.com→[Douglas A-26 / B-26 Invader Medium Bomber](#), Air & Space Magazine→[B-26 Marauders, A-26 Invaders](#), hitechcreations.com→[Douglas A-26B/ A26C Invader Specs](#), The A-26 Legacy Foundation→[the A-26](#), airvectors.net→[The Douglas A-26 / B-26 Invader](#))

Douglas A-26 Invader

General characteristics (varies some with the B & C models)

Crew: 3
Wingspan: 70 feet
Length: 50 feet
Height: 18 feet 6 inches
Weight: 35,000 pounds
Empty weight: 22,850 pounds
Loaded weight: 27,600 pounds
Maximum takeoff weight: 35,000 pounds
Powerplant: Two Pratt & Whitney R-2800-27
"Double Wasp" radial engines, 2,000 hp each



Douglas A-26 cockpit.
Former EAA 172 member Bill Messer contacted us in March, 2017. He wrote "I'm still active, crewing on the 'Spirit of North Carolina' a Douglas A-26. That's me behind the pilot/copilot."

Performance

Rate of climb: 1,250 ft/min
Maximum speed: 355 mph
Range: 1,400 miles
Service ceiling: 22,000 feet

Armament

Guns: 6 or 8 - 0.50 inch M2 Browning machine guns in solid, "all purpose" nose or 2 in glass "bombardier" nose
Up to 8 - 0.50 inch M2 machine guns paired in four optional under wing pods or 3 in each outer wing panel
2 - 0.50 inch M2 machine guns in remote-controlled dorsal turret
2 - 0.50 inch M2 machine guns in remote-controlled ventral turret
Rockets: Up to 10 - 5 inch HVAR rockets on "zero length" launch pylons, five under each outer wing panel
Bombs: Up to 6,000 lb capacity - 4,000 lb. in the bomb bay plus 2,000 lb. carried externally on underwing hardpoints
(You can have your [own Douglas A-26 Invader](#). Contact former EAA 172 member Bill Messer – e-mail billmesser@charter.net)
(Don't forget: The Douglas A-26 normal fuel consumption at cruise is approximately 150 GPH. Standard fuel tanks hold 925 gallons.)

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

Thursday, May 25: EAA 172 monthly "get-together" – Social Meeting 6:30 PM. This month's location will be at the Southbound Smokehouse, 1855 Central Ave, Augusta, GA 30904. For questions contact Virginia Bush 706-554-5618 e-mail: donr.bush@yahoo.com.

SOUTH CAROLINA BREAKFAST CLUB

Sunday, May 7: White Plains Plantation airfield, Lexington, South Carolina (SC99)(pvt.)
Sunday, May 21: Holly Hill airport, Holly Hill, South Carolina (5J5)
Sunday, June 4: Rowan County Airport, Salisbury, North Carolina (KRUQ)
Sunday, June 11: Greenwood County Airport, South Carolina (GRD)
Sunday, June 25: Pickens County Airport, South Carolina (LQD)

To read the entire *Pea Patch Post* type the following into your Browser: <http://jcmservices.net/PeaPatchPost0517.PDF>