



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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EAA172, Inc. WEBSITE:

EAA172.jcmservices.net

e-mail: EAA172@jcmservices.net

November 2017

President's Desk

Al Nodorft

November is a big month for the chapter as plans for the next year are laid out. We will also be electing new officers. As far as I know, the position of vice president is the only one without interested folks at this time. Please come with the idea of becoming a volunteer if you can. We have a fun group of folks to work with. As always there are many other ways to volunteer and many of you do. I really appreciate that!

Not so much aviation happening with me this month. Between deer hunting and my work, there is not much time left over. Work should throttle back soon and perhaps I can get back to my building project. Recently had a visit from a non-member, an aircraft enthusiast, who helped get me motivated again as well. Perhaps we could all use a motivator for our projects ...

NOVEMBER MEETING:

The guest speaker for our November meeting will be Michael Nodorft. Michael will tell about some of his experiences learning to fly in Alaska this past summer. This meeting will be at the Pea Patch with lunch starting at 12:30. The menu will be hotdogs and hamburgers. Please bring an appropriate side dish..

Fly Safe!

Al



Here are some possible side dishes and desserts you could bring to the Saturday, November 11th meeting. We will be having hot dogs & hamburgers in the warm comfort of the EAA 172 clubhouse.

Cucumber salad, potato salad, watermelon salad, tomato salad, corn on the cob, macaroni and cheese, biscuits, deviled eggs, grilled corn, black eyed peas, corn bread, pickled watermelon rinds, cookies, sweet rolls, pound cake, cakes of all types, fruit salad, jello, lemon meringue or coconut cream pie, fruit cobbler, strawberries, grapes.

**EAA 172 Dues due! Only \$30 for the year 2018.
See the membership form in this newsletter.**

Minutes of the Meeting of EAA Chapter 172 Members for October 14, 2017 10:30 AM
RV-14 Exposition at Daniel Field, Augusta, Georgia

It was overcast and around 70 degrees but no rain. There were 22 visitors and members who had coffee and pastries starting at 10:30 AM in the second floor meeting room at the Augusta Aviation FBO building. Club president Al Nodorft started the meeting at 11:05 AM. He passed around a sign-in sheet for those who missed signing it. Al mentioned that an individual has many model aircraft: finished, partially finished, and unopened kits. Contact Al for information and contact details for the model aircraft. Then President Nodorft introduced one of the RV-14 builders, Carl Bell.

Club member Alex LaFave took photos and wrote these notes:

RV-14 Presentation



Carl Bell presented the building and flying of the Vans RV-14 he built together with Rafael Lopez. Rafael was unable to fly the airplane into Daniel Field but Carl offered to meet any members to look at/discuss the airplane. The airplane is based out of the Aiken, South Carolina airport (KAIK).

The high points of the presentation:

1. 3 years and 4200 hours to build.
 - Carl mentioned that he believes it actually took longer due to having a partner!
 - They originally estimated 1200 hours.
2. The RV-14 was not the first plane for either builder.
 - Carl previously built an RV-7. Rafael previously built an RV-12.
3. Why did the two choose the RV-14?
 - a. Roomy cabin; awesome and complete kit.
 - b. Nearly 200 knots straight and level with an IO-390 engine.
 - c. Great range and baggage capacity.
 - d. IFR and limited aerobatics.
4. Construction
 - a. Straight-forward RV construction.
 - b. Many parts.
 - Carl and Rafael went standard build – another local builder has a quick build kit – Carl estimates it saves 1000 hours.
5. Panel -- The two chose to go with a full Garmin panel.
 - a. Garmin GTN 650 GPS Navigation, COMM, and Nav
 - b. Dual Garmin G3x touchscreen panels
 - c. Garmin autopilot
 - The autopilot is quite impressive. It will execute a full approach.
 - If a missed approach is required it will climb out and enter the holding pattern.
6. Layout
 - The airplane is set up for Rafael to fly from the left seat and Carl to fly from the right seat.
 - This allows the left seat to have toe brakes while Carl can use the hand brakes from the right seat.
7. Cost
 - a. Carl estimates a basic VFR RV-14 can be built for \$80,000.
 - b. A well equipped VFR airplane would run around \$100,000.
 - c. A decked out IFR airplane can top \$170,000.



EAA 172 **ELECTION MEETING**
November 11, 2017 12:30 pm
Pea Patch Aerodrome (61GA), Blythe, Georgia

EAA 172 **Christmas Party**
December 9, 2017 12:30 pm
Pea Patch Aerodrome (61GA), Blythe, Georgia

Birthdays

Timothy RISCBIETER	11-02	Cathy MULHERIN	11-04
Roy WICKER	11-02	Joyce JAMES	11-05
Bruce CAMERON, Jr.	11-03	Cindy BRITT	11-06
Nandi SHETTY	11-12	Valerie BELL	11-08
David DENT	11-20	Shirley McBURNEY	11-29

Anniversaries

Richard & Valerie	BELL	11-01
Gene & Janeen	MOHR	11-14
Mark & Rhonda	SLONE	11-17

EAA 172 Night Out

Thursday, November 23: EAA 172 monthly "get-together" -- Social Meeting 6:30 PM -- This is a monthly non-business social gathering held on the fourth Thursday. Because of all the holiday happenings this month (Today is Thanksgiving!) and next month, there will be no EAA 172 social "get together" this month. The next one will be January 25, 2018, when Virginia Bush will be handling the details. 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: To maintain instrument currency, is an instrument-rated helicopter and airplane pilot required to complete all of the needed approaches in both a helicopter and an airplane?

According to the FAA: Yes. According to [14 CFR 61.57\(c\)\(1\)](#), the currency tasks must have been completed "in an airplane, powered-lift, helicopter, or airship, as appropriate, for the instrument rating privileges to be maintained." This requirement means that pilots who are instrument rated in both helicopters and airplanes must maintain currency in both separately in order to act as pilot in command in instrument meteorological conditions or when flying under instrument flight rules.

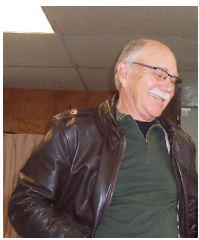
This Month's Question: You're considering growing a beard. Because much of your flying is at higher altitudes in unpressurized aircraft, which necessitates the use of oxygen, you're concerned that your newly grown facial hair would have an impact on the seal and effectiveness of your oxygen mask. Where can you find information on this topic?



LIGHT MAINTENANCE FOR HOMEBUILT AIRCRAFT PILOTS

Changing Your Spark plugs

Dave Dent



Dave Dent is now the EAA 172 Technical Counselor. When Dave was Tech Counselor (and also Vice-President) for EAA 663 in Livermore, California, he gave many presentations about aircraft issues. From his presentations about aviation engines/spark plugs he wrote an article about changing spark plugs which he has passed on to us. Here is some information and some excerpts from the presentation about changing aircraft spark plugs. A link to the text of the [complete](#) presentation is at the end.

“To some changing your spark plugs in your aircraft engine can be a no brainer and to some very daunting. There are a number of factors that come into play when working with an aircraft engine versus an automobile.”

However, often you can't get just the correct spark plugs locally; you might have to order them on-line. Dave indicates that you must get the exact plug for your engine, identical to those already on it. If you don't you could damage your engine – the piston could strike the end of an incorrect plug or the threads are not the same and you damage the spark plug threads on the cylinder head or the spark plug “boot” won't exactly fit over the plug. Some autos have the same problems. Both with automobile and aircraft engines, having the spark plug boot fly off the spark plug because the plug is not compatible with the boot is definitely a problem. With the car, you just pull over to the side of the road. With the plane, there's no “side of the road” on which to pull over. He writes “The issue is, getting the right length for your engine is why it's important to check with your manual on your engine what plugs your engine requires. There are so many out there.” You do have a manual, don't you? Also it is important to have all the tools you might need. Click [Necessary Tools](#) to see what is needed to correctly work on your aircraft engine's spark plugs.



We now are at the point of removing the spark plugs from the engine. Just as with working with an automobile, one has to mark which plug comes from which hole. Using a Sharpie marker will work very well. Also, some have found that where the metal surface is dark, using the brush from a bottle of correction fluid (like the kind used for covering up incorrect printing on a page) does work OK. Note, that for aircraft engines with magnetos, the switches need to be in the “off” position to keep the engine from running (and cutting off your hand or head) if you need to turn the prop. Lycoming, Continental, as well as Rotax, VW, and auto engines have a cylinder numbering indicated in their respective manuals but rarely on the engines, but don't assume anything or rely on your memory. MARK, with a number, the location and also the plug itself. The spark plug will tell much about how the engine is firing in that cylinder. Take notes. You don't need to buy a plug rack to hold the spark plugs. Make one, even a simple one with a small cardboard box with numbered holes. Then you need to use various wrenches from the tool assortment to take the plugs out. Often you will need extensions, offset wrenches, etc. so that you can use enough torque to unscrew the plugs without breaking them. Depending on the engine, this can take some time. Dave also writes that if you drop a plug it's DEAD – no good. He writes “**If you drop it, drop it again** -- once on the floor, the next into the trash.” The ceramic insulator in the plug most probably has been damaged.

Inspection of the plugs is next. Take notes about oil and other fouling such as carbon and compare them to what is shown in your engine manual. Dave writes “If the oil and carbon issues are not there, then check the plug for deposits of lead that mainly on low compression engines build up in the plug. Don't try and clean this out by bead blasting the plug. Use the dental pick to remove the lead.” “By using your plug cleaner or a bead blaster to remove the lead you do more damage and can build up cleaning materials between the center electrode and the insulator material, so doing this builds up more resistance in the plug and shortens the life of the plug.”

The next step is to check the spark plug gap with the gap checker. The gap between the center electrode and the ground should be .016” and no greater than .018”. Then, using your multimeter, you need to do a resistance check of the plugs. Many don't do this but as plugs age the resistance between the top terminal and the gap of the spark plug can increase, at times enough to cause misfires. If you have a magneto, a high spark plug resistance can even cause destruction of the points in the magneto. Check the resistance even of new spark plugs because Dave has found that some Champion brand plugs have been found at times to be defective. If a spark plug reads more than 5000 ohms it should be discarded. Dave does give an elaborate description of how to check to resistance of the spark plugs. The Champion Spark Plug Company's Engineering Manual gives the nominal value for their resistor type of aviation spark plugs as 1000 - 1500 ohms. The same would hold true for resistor type automobile spark plugs.

The final step is to put the spark plugs back into the engine. Use a small wire brush on the spark plug threads, put on a new washer, and place a small dab of anti-seize on the threads. Then place the plugs in their respective holes. First snug them up with your fingers, then use the appropriate spark plug socket and the same various extensions, etc. used to take them out and torque them down. Dave found that 30 ft. lbs. is satisfactory for any engine. Then carefully place the leads and boots back on the spark plugs. At the end of his detailed 12 page spark plug changing exposition, Dave writes that he hopes that now “you can do this plug changing with more confidence.”

(Information adapted from Dave Dent's article→[Changing your spark plugs](#), YouTube→[Tempest resistance checker](#))

Many scale models, including airplanes, a couple available FREE

At our Saturday, October 14, 2017, EAA 172 meeting, club president Al Nodorft mentioned the following scale models, including airplanes, at least a couple available FREE.

HERE IS THE ORIGINAL MESSAGE SENT TO AL NODORFT:

From: bmarie32@comcast.net

Sent: Thursday, October 12, 2017 10:12 AM

Subject: Available Model Kits and Models

I live in Martinez, GA. ... My husband and I were model builders before he died in 2004. I have some items that I'm trying to sell (I don't do Ebay and contacting local hobby shops was not successful.). I was wondering if any of your members would be interested in my collection, or if they are strictly builders of "flyable" aircraft. I no longer have room for all these models and kits and would be willing to sell them at very very good prices.

I have a 1/6 scale Waco (Pica kit) that we built years ago. It is completely finished and skinned. I would be willing to "give" this to someone who would appreciate it for display or to keep. I just don't want to see it trashed. I also have a 1/6 scale P-40 that needs to be finished. I would say it is near to being done. All balsa, no skin has been applied. I would love for someone to take this and finish it. Neither of these kits are motorized. They were intended to be static.

In addition, I have somewhere around 25 car model kits in 1/25 scale mostly - also a Pocher Alfa Romeo SC-2300 Monza 1931 in 1/8 scale, a Revival Ferrari 500 1952 Le Grand Prix in 1/20 scale, and a Lindberg 1910 Ford Model T and Minicraft '31 Ford Model A in 1/16 scale.

For the other models, I can email you the full list. It includes:

In 1/48 Scale - 28 kits (aircraft, helicopters)

In 1/32 Scale - 11 kits (aircraft, 1 helicopter)

In 1/8 Scale - Revell Harley Davidson XL 1200 Sportster Custom, Pochter Volvo F-16 Engine

In 1/350 Scale - 3 battleships and 1 Enterprise carrier

In 1/24 Scale - Italeri Peterbuilt Truck, Encore Gatling Gun

In 1/72 Scale - 5 aircraft kits

In 1/35 Scale - 35 kits of tanks, helicopters

Miscellaneous - a balsa Staggerwing kit, Visible Man and Woman, Guillows Douglas SBD-3 Dauntless Balsa flying model kit - 31-1/4" wing span (scale pilot and gunners included).

I also have in our "built model" collection, around 80 models which include Pocher Bugatti, 1902 Fiat and 1 other, plus one that needs to be completed. The built Pocher kits are not for sale but you might enjoy viewing them. Also built is the Yamato, Constitution, and Cutty Sark. The aircraft built is 1/32, 1/48 and 1/72 from all eras.

As builders, I'm sure you know the time and effort that goes into building a kit. I tried donating the built models to the USS Yorktown but they didn't have room. I just want to be sure they are appreciated and cared for.

Please let me know if there is any interest. I would welcome your thoughts. If anyone would like to see the models and unbuilt kits, we can make arrangements.

Thank You!

Best regards,

Berni Engler

bmarie32@comcast.net

You can also call Berni Engler at 706-860-4894

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](mailto:Edwin.Wadel@waynesboro.org)



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](mailto:Charles.Lewis@louisville.org)

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: weiloon@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 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.*

November 2017

Friday, November 3 - Sunday, November 5: FLY-OUT -- RAF TRAIL MCINTOSH RESERVE, GEORGIA
Join the Recreational Aviation Foundation at one of Georgia's best recreational destinations, McIntosh Reserve. This is an uncharted airstrip located 40 miles SW of Atlanta, this airstrip is situated within Carroll County's McIntosh Reserve Park adjacent to the Chattahoochee River. We will fly-out Saturday morning to Blue Mountain Airpark (GE05) for their famous breakfast and later we'll drop into the Meadowlark (GA75) where we'll announce plans for a new RAF destination with the owners.

Event Website: [FLY-OUT](#).

Contacts: Email: bwilkes@theraf.org Email: edavis@theraf.org

Saturday, November 4: EAA 1467 FALL FLY-IN -- at the Gilbert International Airpark (SC45) – Gilbert, South Carolina
EAA 1467 President Randy Berry would like to invite you and your chapter/club members and guests to attend our EAA Chapter 1467 Fall Fly-in to be held at Gilbert Airpark (SC45) on Saturday, November 4, 2017, from 10:00 am to 4:00 pm. In case of bad weather, the alternate date for the event will be the following Saturday, November 11, 2017. We plan to have a full lunch meal on a donation basis beginning about noon. For further information, go to the following link:
<http://scttf.org/Club/pages/FallFlyin2017.htm>

- For location and other general information about Gilbert Airpark, go to: <http://www.airnav.com/airport/SC45>
- For further details about our Gilbert Airpark runway, go to: <http://www.gilbertairpark.org/pages/Runway.htm>
- For further information about the Tree Top Flyers, EAA Chapter 1467, go to our chapter website at: www.eaa1467.org

Sincerely,
Randy Berry
President,
EAA Chapter 1467
Email: randyberry@sc.rr.com
Phone: (803)360-3740 (Cell)

Saturday, November 11: EAA 172 Election Meeting 12:30 PM at the Pea Patch Aerodrome (61GA). We will enjoy a fine meal as well as side dishes and many delicious varieties of desserts. The meal is at 12:30 PM 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, November 11: Fitzgerald Harmony Jubilee Festival Fitzgerald Municipal Airport, Fitzgerald, Georgia 31750 (KFZG) CTA/UNICOM: 123.0 11:30 AM - 1:00 PM Pilots! We invite you to join us for the Harmony Jubilee Hamburger Fly-in. The Rotary Club of Fitzgerald Georgia invite you and your whole family to join us for a hamburger fly-in! This hamburger fly-in is being held in conjunction with the Harmony Jubilee Festival. With hot air balloon rides, kid's zone, musical entertainment throughout the day, an artisan market, and other events, there will be something for everybody in your family to enjoy!

For more information click [Jubilee Festival](#).

Click <http://www.airnav.com/airport/KFZG> for airport info.

NAME THAT PLANE

Wheeler Express

The Wheeler Express (or later known as EDI Express) is a four-seat low-wing composite homebuilt aircraft. The first of the kit built prototypes was first flown on July 28, 1987; a factory built aircraft first flew in 1990. Wheeler Technology went into bankruptcy and the assets were bought by Express Design Incorporated (EDI) of Redmond, Oregon. The composite compound curved fuselage was chosen to reduce the number of stiffeners and stringers needed. The design used an unusual seating position where one rear seat faced forward and one aft to maximize interior space. The fuselage was built with similar construction methods to Glasair aircraft. The aircraft was only produced in kit form with five main packages that included pre-cut ribs, pre-welded steel assemblies, and a spar prebonded to the upper wing surface. The earlier kits were involved in a number of aircraft accidents. The General Aviation News Staff writes "Tests revealed that it [*the Wheeler Express*] had poor yaw stability at low airspeed due to the aerodynamic design of the tail section. The testing also revealed that, during post-stall and high-yaw maneuvering, the horizontal tail and elevators appeared to have an inadequate effect." The kit and design were upgraded by Darrell Peterson, president of Composite Aircraft Technology LLC, who purchased the prior Wheeler Express company in 2007. "Our design started out as the Wheeler Express, then evolved into what we have today, which is a four-place airplane that will carry four 200-pound adults and 150 pounds of baggage and cruise at 190 knots. "It's designed as an airplane for cross-country flying," Peterson continues. "We made it from Toledo to the Arlington Airport for the Arlington Fly-In in just about 30 minutes. That's 102 nautical miles." In June, 2017, there were eight possible models of the Wheeler Express, marketed as five separate kits, each consisting of several different configurations.

(Data and information from General Aviation News 09/03/2009→[Express Aircraft returns](#), Flying Magazine, December, 1998→[Wheeler Express kitplane](#), FAA.gov→[Revised listing of Amateur-Built Aircraft Kits](#), The Ledger Lakeland, FL 04/18/2007→[Wheeler Planes Had History of Crashes in Early Years](#), General Aviation 07/28/17→[Airplane's design contributes to fatal accident](#), wikipedia→[Wheeler Express](#))

Wheeler Express

General characteristics

(From Dick Cavin "Wheeler Express" *Sport Aviation* [Nov 1987]; Don Purdy: *AeroCrafter - Homebuilt Aircraft Sourcebook 5th ed.*)

Crew: one

Capacity: three passengers

Length: 26 ft. 0 in.

Cabin width: 46 in.

Wingspan: 31 ft. 6 in.

Wing loading: 24.6 lb/sq. ft.

Wing area: 130.0 sq. ft.

Empty weight: 1,825 lb.

Gross weight: 3,200 lb.

Fuel capacity: 92 U.S. gallons

Powerplant: Lycoming IO-540, 250 hp.

Propeller: 2-bladed constant speed propeller

Performance

Maximum speed: 196 knots; (225 mph)

Cruise speed: 191 knots; (220 mph)

Stall speed: 47 knots; (54 mph) flaps down

Rate of climb: 1,800 ft/min

Range: 1,564 nmi; (1,800 mi.)

Service ceiling: 24,000 ft.



1996 Wheeler Express N225CL panel

The deadline date is November 26 for any articles for the December issue of the *Pea Patch Post*.

Thursday, November 23: EAA 172 monthly "get-together" – Social Meeting 6:30 PM. Because of all the holiday happenings this month (Today is Thanksgiving!) and next month, there will be no EAA 172 social "get together" this month. The next one will be January 25, 2018.

SOUTH CAROLINA BREAKFAST CLUB

Sunday, November 12: East Cooper Airport, nine miles NE of Mount Pleasant, South Carolina (KLRO)

Sunday, November 26: Fairfield County Airport, Winnsboro, SC (KFDW)

Sunday, December 3: Spartanburg Downtown Memorial Airport, Spartanburg, SC (KSPA)

Sunday, December 17: Twin Lakes Airpark, Ballard's hangar, Twin Lakes, South Carolina (S17)

To read the entire *Pea Patch Post* type the following into your Browser: <http://jcmservices.net/PeaPatchPost1117.PDF>

Only \$30 if paid before January 1, 2018!

Sport Aviation EAA Chapter 172 Membership Form

(please print)

Name: _____

Your Birthday (day, month) _____ *Purpose: for newsletter listing for the event month*

Spouse/Partner's Name: _____

Spouse/Partner's Birthday (day, month) _____ *Purpose: for newsletter listing for the event month*

Anniversary date (day, month) _____ *Purpose: for newsletter listing for the event month*

Address: _____

City: _____ State: _____ Zip: _____

Home phone: _____ Cell phone: _____ Other: _____

Business phone: _____

Email address (*required*): _____ ←Your newsletter will use this address.

EAA number (if you belong to the national EAA): _____ If not, please click [Join EAA](#)
Or call toll-free: 800-564-6322

If you're a pilot, your ratings: _____ Hours: _____

Aircraft owned, including tail number: _____

Please complete this form and return it with the payment to our Club Treasurer:

Don Bush, EAA 172
3076 Old Waynesboro Rd.
Hephzibah, Georgia 30815-6791

EAA 172 Membership for 2018

New members – Welcome!

Please include a check or money order made out only to EAA 172 for \$30.

Current members: If Payment is made after December 31, 2017, please pay \$40.

Thank you for your support!



WEBSITE: EAA172.jcmservices.net