

# The Pea Patch Post



EAA CHAPTER 172  
AUGUSTA, GA



**NAME**

**THAT**

**PLANE**

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January, 2011

PRESIDENT'S DESK

Al Nodorft

Happy New Year everyone and thanks for the opportunity to be your Chapter President for another year. I hope that the other officers and I can make another great year for everyone.

Another reminder about dues as I don't want anyone to miss the opportunity to pay the minimum amount. In an effort to better manage our dues collection, we are asking everyone to pay their \$30 on or before the January meetings. After that a \$10 late fee is also required making your dues \$40. Your prompt payment will help us better manage the dues and understand who our paying members really are.

We will continue collecting money to go towards the roof fund. We are just over \$500 at this time, reaching for the goal of \$3000. Many of you cannot always come to the meetings, but we need your support also. Please consider writing a check for whichever you want to support and send to Don Bush, (address is at the left). Remember when writing checks, please make them out to EAA 172 only. Other fancier titles only get us in trouble with the bank. Further in the Newsletter you will find a graphic showing our progress towards our goals.

It has been a while now, but I wanted to relay a flying experience I had on Black Friday. My cousin flies the traffic reporting plane in the city of Orlando. They use a Cessna 172. On Black Friday they do Mall Watch instead of traffic, so I went with him. Starting at 6:00 am, we flew around to every mall in the greater Orlando area with the radio station traffic reporter in the back. It took about 45 – 50 minutes to make each lap. With one ½ hour break, we completed 6 laps by noon. By the third lap I felt like I was getting to know the Orlando area well enough, but stuck it out to the end. This is the first time that I "visited" all the malls on Black Friday while my wife stayed home!

It was interesting because we were in controlled airspace most of the time. We also had constant communication with the TV helicopters that were making the same basic rounds that we were. Later in the morning we had to avoid the police plane that was watching for speeders over a portion of highway. We started out in the dark, so you can imagine the lights of Orlando are beautiful at night. Got to watch the sun come up. Haven't done a lot of those things for a long time.

## January

The January meeting will be on 8 January. We are planning to have Tim Wright come and make a presentation on Ben T. Epps, Georgia's first aviator. For lunch we will be having potato and bean soup. See you there!



Fly safe!

*Al*



**Minutes of the Meeting for EAA Chapter 172  
December 4, 2010  
The EAA 172 Christmas Party**



*Mary Hembree's fine floral display.*

Before the meeting the members, their families, and visitors enjoyed a delicious meal of turkey with all the Christmas trimmings. This was prepared by Sid and Cathy Brown. The desserts and side dishes were set out by the Aerospouses. There were 57 members, family, and guests who signed in. Six aircraft flew in. At 12:39 PM Al Newman gave the invocation and everyone ate. Club President Al Nodorft called the business meeting to order at 1:25 PM. The club welcomed new member Charles Lewis from Louisville, Georgia. Al thanked Sid and Cathy Brown for preparing the meal.



*Club Members enjoying the sumptuous Christmas feast.*

*Old Business:* Richard Fender moved that that the minutes for October (no minutes for November since we did not have a meeting) should be approved. The motion was seconded and approved.

Those who wish to purchase calendars should see Don Bush. Also, President Nodorft reminded everyone that dues for 2011 are \$30 through the date of the January meeting. After that a \$10 late fee will be assessed so the dues would then be \$40.

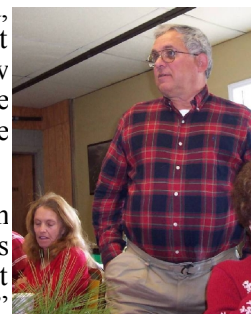
*New Business:* We held the annual election of officers. Steve Thompson moved and Pierre Smith seconded that we keep the same officers for 2011 as we had for 2010. The motion passed. The 2011 officers are: President: Allen Nodorft; Vice-president: Sid Brown; Secretary: John Magnan; Treasurer: Don Bush.

Sid Brown said that the menu for the January 8, 2011, meeting will be potato soup and 15-Bean Soup. He also said that for future meetings there will be teams of cooks for each meeting and asked members to volunteer to cook at a monthly meal. The menu for February will be chili. For March it is the Fish Fry Fly-in.

Wooten York talked about his plane crash on November 27. He said that though he was not injured, after the accident, when he was walking between the crashed plane and the ambulance, he had a heart attack so the ambulance was needed after all to take him to the hospital. He's mending OK and in a few days he will be getting his Quicksilver GT500 from the field where he crashed. Wooten said that it is repairable. Wooten also said that he will be marrying his fiance, Joy Crom, the next day (December 5).



*Program:* Will Robertson, a former Young Eagle who graduated from Embry Riddle Aviation University and is a CFI/CFII, talked about his aircraft, a Skycatcher, and also about a new program put on by Spirit Aviation at the Thomson-McDuffie County Airport. This will be a "club" where members join for \$40 and pay \$15 a month. For this, aircraft flight training in combination with aircraft rental will be available at a reduced cost. This will not apply, however, to taildragger endorsement.



*Wooten talking about his crash. His fiance is at his right.*

Al Newman moved, and Richard Fender seconded that the meeting should adjourn. The motion passed and the meeting adjourned at 1:42 PM.

**Frances Weiss has asked that 3 or 4 people come between 9:00 – 10:00 AM on Saturday, January 8 (the day of the meeting), to prepare the clubhouse and set things up. This day would be a better one than the usual Thursday before the club meeting. Since members are coming to the meeting anyway, they will not have to make an extra trip. She passed around a list so that people could sign up to prepare the clubhouse before the meeting.**

**DUES NOTE: IF YOU PAY THE 2011 DUES BY JANUARY 8, THE FIRST MEETING OF 2011, THE DUES WILL ONLY BE \$30! AFTER THAT DATE THE DUES WILL INCREASE TO \$40 FOR 2011.**

**MAIL YOUR DUES TO DON BUSH – ADDRESS ON THE FIRST PAGE. MAKE CHECK OUT TO "EAA 172"**

# 2010 REFLECTIONS



I have enjoyed looking over the last year as President of EAA Chapter 172. It has been a lot of work, but I have met a lot of people that I never would have otherwise. I have also had a lot of interesting personal aviation experiences as well.

We had an active year in the chapter this year. Some of our programs this year were: Gary Ward, Radio Control group, gliders – sport and competition flying with Al Tyler, iPad in the cockpit with Pierre Smith, Pilots-n-Paws with Pierre Smith, rotorcraft fly in and demo, and finally one of the first Cessna Skycatchers brought by William Robertson from Spirit Aviation in Thompson.

Being part of the Boshears planning commission has been very educational. It is amazing how much work goes into this event, which could never happen without the volunteers. In addition to perfect weather, there was a good variety of performers, including two of our own: Gary Ward and Greg Connell.

We lost a few members this year due to death. They include Betty Trenter, Bettye Berning, George Odom, and Earl Hildebrandt. They will be missed by those who loved them.

In our Member Spotlight we had Sheila Connell, Marcus & Staci Jakob, Ed & Mary Christian, Land & Erin Creson, Dan & Kathy Scukanec, Sid & Cathy Brown, Jim & Shirley McBurney, Ross & Machell Wheeler, Doug Johnson & Dana Dudley, Bill & Cathy Johnson, and finally Sam & Pam Hart. Thanks to all who agreed to be in the Member Spotlight and let us get to know you a little better.

Newborn aircraft – Hummel Bird (John Sligar), Ultra Ace (Rich Gabor), APF-2 (Don Murphy), and RV-9A (SteveThompson). I apologize if I missed anyone's new baby.

Our young folks were in the news too: Ben Brown started school at Middle Georgia College to become an A&P. Stuart Hembree completed his pilot's license and was selected to be the Commanding Officer of North Augusta ROTC. Blythe Dant received additional scholarship money to complete his private pilot's license. Will Christian completed his private pilot's license. Congratulations guys!

I had some new experiences myself. I flew in a gyroplane, a Piper Cub, in a traffic reporting plane for Orlando, flew a parasail in the French Alps. I had my best flight ever this summer in my glider. I was up for 4.5 hours and covered 80 miles, all based on the power of the sun. I know others can do much better, but this was a first for me and it reinvigorated my love of soaring. Unfortunately on a later flight I committed a previous mistake of not latching the canopy. It flipped open on take-off and broke again, ending my glider flying for the rest of the summer. Now I have a winter project – that I didn't need.

I also flew my Eagle up to the great fly-in at Oshkosh, WI. While I know the Eagle is a lousy cross country plane, I do enjoy it. Probably because it is MY plane and it is a whole lot faster and less stressful than driving. I had a great time there looking at airplanes and spending time with my friends.

I hope you take time to look back on your year for 2010 as well. I think you too will find that it has been a good year. I hope we all can have an equal or better year in 2011.

Happy New Year!!!

Al Nodorft – President, EAA Chapter 172

## MEMBER CRASHES – AND SURVIVES!

On November 27th Wooten York was flying his Quicksilver GT-500 N1660L near the Greenwood, SC, airport (close to the city of Cross Hill, SC) when his engine started sputtering. He had not switched fuel tanks! He landed hard in a field and sheared a 4" pine tree with his wing. He was assisted by two hunters (who didn't shoot him!). They called 911. The EMTs came along with a fire truck and the Sheriff department. Wooten was uninjured but as he walked between the wrecked airplane and the ambulance he suddenly felt weak, so the ambulance was needed after all. At the hospital he was told that he had a heart attack after the crash. After surgery and stents he was able to make it to the December 4th EAA 172 Christmas Party. Wooten said that his plane was relatively undamaged. The wing that sheared the pine tree was not damaged. His engine, which was not running, was not damaged and neither was the prop. There is front landing gear damage. He hopes to have the plane repaired and flying within the next month or two. The NTSB lists the occurrence as an "Incident" and just writes "AIRCRAFT LOST POWER AND LANDED IN A FIELD." Wooten said that the most the FAA people will cite him for was a logbook error.



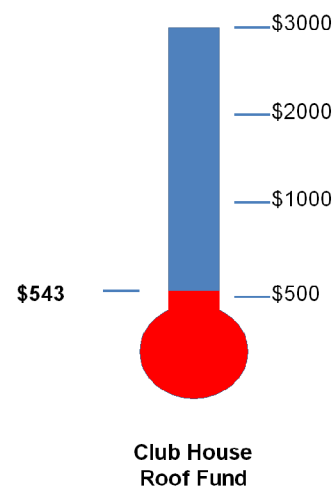
Wooten and his GT500 at the Wrens Fly-in

Wooten said that the most the FAA people will cite him for was a logbook error.

## FUND RAISING STATUS

Many are already aware that we have a fund raising effort going on for the Clubhouse roof. We do solicit funds from those who attend the meetings, but most of our members cannot make all the meetings. I appeal to you, also, for support of this fund. Please consider writing a check and send it to Don Bush, (address is on the front page). Remember when writing checks, please make them out to **EAA 172** only. Other fancier titles only get us in trouble with the bank. I will be communicating our progress monthly as we move toward our goal.

Again, thank you very much for your support! *AI*



## BOSHEARS SKYFEST AWARD WINNERS

Sid Brown, who handled the fly-in award portion of the 2010 Boshears Skyfest (October 16-17), announced the award winners.

Classic/Antiques: First place: Tripacer N2518P -- Freeman Newman  
Second place: Aeronca 7AC N1766E -- J.D. Still

Kit Built: First place: RV-8 N58Bg -- Robert Gibbons  
Second place: RV-9A N227HP - Gary Harden

Plans Built: First place: RV3-A N900BH – Bryan Harris

Ultralight/Light plane: First place: WAIEX N111YX --- Laurie Kip  
Second place: Kolb Firestar -- Howard "Shack" Shackelford

Rotorcraft: First place: RAF 2000 GTX SE N378TW -- Ross Wheeler

Warbirds: First Place: B-25  
Second Place: T-28

If you have any additions and/or corrections contact Sid at 706-814-8853 EMAIL: [sbrown@catg.com](mailto:sbrown@catg.com)



### EAA 172 Meeting

January 8, 2011, 12:30 PM at the Pea Patch Aerodrome (61GA), Blythe, GA

### EAA 172 Meeting

February 12, 2011, 12:30 PM at the Pea Patch Aerodrome (61GA), Blythe, GA

### EAA 172 Meeting

#### Fish Fry Fly-in

March 12, 2011, 12:30 PM at the Pea Patch Aerodrome (61GA), Blythe, GA

## *EAA 172 Night Out*

EAA 172 monthly "get-together" -- Social Meeting. This is a monthly non-business social gathering usually held on the fourth Thursday. As of 01/01/11 no location had been chosen.

Contact Al Nodorft for more details 706-955-1049 e-mail: [Nodorft@Hotmail.com](mailto:Nodorft@Hotmail.com)

*Birthdays*

Douglas	JOHNSON	01-01	Jamie	SANDEFORD	01-02
John M.	BROOKER	01-02	Peri	HANSEN	01-06
David	REVILLE	01-03	Joyce	WAUGH	01-10
Edwin	BROCK	01-05	Jan	WIGGINS	01-13
Marcus	JAKOB	01-08	Mattie	JONES	01-15
Edmund	DONNER	01-11	Susanne	LEWIS	01-17
Gary	WAUGH	01-11	Mary Ann	BRASWELL	01-20
Tom	DIXON	01-16	Barbara	KITCHENS	01-25
Donald	SHAW	01-17	Heather	BANNING	01-28
Tom	COLLINS	01-18	Anne	YOUMANS	01-28
George	WEISS, SR.	01-19			
Roger M.	WHITAKER	01-20			
Bobby	BRASWELL	01-25			
Terry	STOUT	01-25			
Ray	TRENTER	01-26			
Blair	KENDALL	01-30			
David A.	OWINGS	01-30			

*Anniversaries*

James & Dacra	HERRING	01-01
Marc & Janice	McAVOY	01-01
Keith & Lilly	ROBBINS	01-04
Frank & Denise	BUTLER	01-09
Arlen & Arlene	ABBOTT	01-16



## **TOM REILLY REBUILDING TWIN MUSTANG AT HIS DOUGLAS AIRPORT**

**(Tom was a speaker at a club meeting last year.)**



A North American Twin Mustang is expected to be returned to flying condition by its owner and go on display at EAA AirVenture 2013. The aircraft got its name from the design, which looks like two North American P-51 Mustang fighters attached side by side. It is powered by the famous Rolls-Royce Merlin engine and was the first Twin Mustang to fly, the XP-82-NA. It is owned by Tom Reilly of Douglas, Ga., who is performing the work with friends under a company called B-25 Group, LLC. Twin Mustangs emerged from the factory too late for World War II, but were flown in the Korean War and were later used for ramjet testing

and icing research in the 1950s by the National Advisory Committee for Aeronautics, succeeded by NASA.

It is powered by the famous Rolls-Royce Merlin engine and was the first Twin Mustang to fly, the XP-82-NA. It is owned by Tom Reilly of Douglas, Ga., who is performing the work with friends under a company called B-25 Group, LLC. He also operates Tom Reilly Vintage Aircraft and has restored 10 North American B-25 Mitchell bombers and several Boeing B-17s, including Liberty Bell.

Reilly and his crew have invested two-and-a-half years in the restoration of the aircraft, which first flew April 15, 1945. That includes preserving graffiti found from the time of manufacture, including a message from one worker to another saying, "I'll bring in the tickets to the theater tomorrow." Reilly plans to open a website on his project in January. He estimates another 18 to 24 months of work is required. (adapted from *AOPA ePILOT Dec 31, 2010*)



## **VA BENEFITS FOR FLIGHT TRAINING APPROVED**

A bill to expand veterans' benefits passed the Senate on Dec. 13 and cleared the House on Dec. 17 by an overwhelming margin of 409-3. Flight training is among the educational options for veterans as part of the new legislation, now awaiting the expected signature of President Obama. The implications for general aviation are significant, according to the Aircraft Owners and Pilots Association. Vice President of Legislative Affairs Lorraine Howerton said, "This is great news across several fronts. It is highly supportive of general aviation businesses, such as flight schools and aircraft manufacturers of training fleets, supports AOPA's flight training initiative and is a big win for members who are veterans. For disabled veterans, it opens up opportunities to fly light sport aircraft." Under the new legislation, up to \$10,000 in assistance for flight training would be available annually. The courses must be FAA approved and made available through a certified pilot school with a valid FAA pilot school certificate. Pending approval, the funding will be available as of August 2011.



(*Flying Magazine Dec 23, 2010; AOPA ePILOT Dec 24, 2010*)



## **SHORT FINAL**

*AVweb* November 29, 2010

**A pilot was working as a traffic watch pilot in a Cessna 172 in Southern California and had just contacted March Air Force Base approach to transit their Class C airspace.**

*Pilot:* "March approach, good afternoon. Traffic Watch One Two Three, 35,000 feet."

*March Approach:* "Traffic Watch One Two Three, roger. Do you mean 3,500?"

*Pilot:* "Yes, sir -- 3,500. Did I say '35,000'?"

*March Approach:* "Uh, yeah. I was wondering what kind of traffic you're looking at from that altitude."

## AVIATION QUESTION OF THE MONTH

**Answer to last month's question:** *Can I use steel wrap on the brake lines to lessen the frequency of ruptures on my 2005 Sting Sport LSA?*

**According to EAA:** You'll have to refer to the Operating Limitations document on board your aircraft. There will be a number of paragraphs that give direction on maintenance and inspections of the aircraft. All maintenance changes for aircraft with S-LSA (special light-sport aircraft) airworthiness certificates must be approved by the manufacturer. You must receive prior approval from them before implementing any change from what is specified in the Maintenance Manual published by the manufacturer. However, if your aircraft has been changed to an E-LSA (experimental) airworthiness certification, you may do what you like; you are no longer bound by the S-LSA maintenance requirements. Again, the Operating Limitations document will give guidance on maintenance and inspections.

**This Month's Question:** A pilot declared an emergency after an alternator failure in IMC. Luckily, he made it to the ground safely and ATC was very helpful. Is he required to file a report about the emergency?

## YOUR FUTURE CESSNA'S ENGINE MAY COME FROM CHINA

### Teledyne's Continental Motors Unit Sold to Chinese Company



Telemann Technologies has sold its Continental Motors division to Technify Motors, a unit of AVIC International of China. The new owner currently plans to keep the company headquarters in Mobile, Alabama, where it has been since the 1960s. The deal was worth \$186 million and includes Teledyne properties Mattituck Services, which will remain in Mattituck, Long Island, New York, and the Continental facility in



Fairhope, Alabama. Pending approval from government regulatory agencies, the deal is set to close sometime in the first quarter of 2011. Under the new ownership, research is expected to continue on new projects, the most significant of which is diesel engine technology.

Jason VanWees, Teledyne Technologies' vice president for business development, says that current TCM management team will remain in place and that neither company expects any changes before March and perhaps not after that, either. Note that Homelite, Dirt Devil, Bosch, Siemens, and many Craftsman, and Snap-on tools are now made in China. The AVIC company has 54 large- and medium-sized industrial enterprises and 3 scientific research institutes involved in helicopter, airplane, engine and airborne equipment. They control an additional 22 enterprises, institutes and specialized companies including Beijing Chankong Machinery Corporation, Ltd., Harbin Dongan Engine (Group) Company, Ltd., and Shuangyang Aircraft Manufacturing Factory. For future reference, if you want Continental parts and if most of the manufacturing is actually moved from the U.S., here is some address information: AVIC International Holding (HK) Limited, No.67, Jiaonan St, Beijing, China 100712, P.O. Box: 33 Beijing Telephone: 8610-64094319. (Information from AVweb Dec 14, 2010; *FLYING eNewsletter* Dec 16, 2010)

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## SHORT FINAL

*AVweb* December 13, 2010

### A student pilot finally spotted the airport after getting multiple vectors.

*Pilot:* "Tower, I'd like to make this a touch-and-go and then depart the pattern."

*Tower:* "Oh no! It took so much effort for us to get you here, and now you want to leave right away."

## FLIGHT PLANNING PATENT BEING ENFORCED




FlightPrep, an Oregon company that received a patent for online flight planning, has apparently started charging royalty fees to other services doing the same thing and the result may be that some of the most popular services will shut down rather than pay the fees or try to fight them. At least one online chart and planning service, SkyVectors, has decided to eat the unspecified costs and continue business as usual, with a note on its charts referencing a licensing agreement with FlightPrep. Other providers are reportedly in the process of being contacted by FlightPrep. The patent appears to cover the basic functions of every online flight planner we've come across and FlightPrep's apparent willingness to enforce it raises inevitable questions about their future availability and cost.

Flight planning company Seattle Avionics and DTC DUAT have teamed up to offer pilots concerned about the future of their favorite flight planner a new option. Pilot concerns regarding flight planning stem from FlightPrep's recent moves to enforce a patent it was provided a year ago by the U.S. Patent Office for certain online flight planning functions. The FlightPrep patent does not apply to application-based flight planners; the difference being that application-based flight planners conduct flight planning operations and placing of the planned route over maps using data stored on an individual's computer. Online flight planners cause some of those functions to occur at a remote server, with results delivered to the user via the Internet.

FlightPrep's actions have caused the shutdown of at least two Internet-based flight planners and stirred up much concern among pilots about the methodology used by FlightPrep and the resulting loss of flight planning options.

(Information from AVweb Dec 9, 2010; *AOPA ePILOT Dec 24, 2010*)

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## NOTES ON 15 BEAN SOUP

15 bean soup

See: [http://en.wikipedia.org/wiki/15\\_bean\\_soup](http://en.wikipedia.org/wiki/15_bean_soup)

15 Bean Soup (a registered trademark of the N.K. Hurst Co. since 1988) is a packaged dry bean soup product from the N.K. Hurst Co. Over the last 20+ years, it has grown to become the #1 selling branded dry bean soup in the U.S.

Commercially the soup is produced in the following flavors Ham, Cajun, Chili, Chicken, Beef and Vegetarian.

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## SHORT FINAL

*AVweb July 26, 2010*

*PHL Approach:* "Air Canada 364, PHL airport. 2 o'clock and four miles. Report the field in sight."

*Air Canada 364:* "Yeah, we have the terminal in sight."

*PHL Approach:* "Don't land on the terminal. Cleared the visual 27R, tower on 118.5."

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***Happy New Year!***

# NAME THAT PLANE

## Cessna 310

The Cessna 310 is an American six-seat, low-wing, twin-engined monoplane that was produced by Cessna between 1954 and 1980. It was the first twin-engined aircraft that Cessna put into production after World War II.

The 310 first flew on January 3, 1953 with deliveries starting in late 1954. The sleek modern lines of the new twin were backed up by innovative features such as engine exhaust thrust augments tubes and the storage of all fuel in tip tanks in early models. In 1964, the engine exhaust was changed to flow under the wing instead of the augments tubes, which were considered to be noisy.

Al Patton said that in 1960 or 1961 he crashed a 1956 Cessna 310 (like the one in the photo) by hitting the top of Bull Mountain near Stewart, Virginia. It was at night during a snowstorm and his radio lost the localizer. He hit the tops of trees and his wing tanks were damaged and caught fire. After the plane stopped on the ground he got out, waited until the plane finished burning up to the engine firewall, and then crawled into the baggage compartment and stayed there until morning. Al said it was numbing cold and he thought he would lose his fingers or toes (he didn't).

## Specifications Cessna 310

*(From Wikipedia)*

Specifications (1956 model 310)

General characteristics

- \* Crew: one
- \* Capacity: four passengers
- \* Length: 27 ft 0 in
- \* Wingspan: 35 ft 0 in
- \* Height: 10 ft 6 in
- \* Empty weight: 2,850 lb
- \* Gross weight: 4,600 lb
- \* Powerplant: 2 × Continental O-470-B horizontally opposed piston engines, 240 hp each

Performance

- \* Maximum speed: 220 mph
- \* Cruise speed: 205 mph
- \* Range: 1,000 mi
- \* Service ceiling: 20,000 ft
- \* Rate of climb: 1,700 ft/min



**If you did not receive a mailed newsletter but only the e-mailed *Pea Patch Post* and you also wanted the mailed version you need to contact club Secretary John Magnan at [jcm2@earthlink.net](mailto:jcm2@earthlink.net) and indicate that you want the newsletter mailed to you. This should be done by deadline date, which for February is January 25 which is also the deadline for any articles for the February issue.**

# Sport Aviation EAA Chapter 172 Membership Form

Name: \_\_\_\_\_

Birthdate (day, month) \_\_\_\_\_ *Purpose: for newsletter listing for the event month*

Spouse or Significant Other's Name: \_\_\_\_\_

Birthdate (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: \_\_\_\_\_ Even if you have email would you like to save the club \$12 annually and receive the newsletter only by e-mail, not by USPS mail – check here if you agree:

EAA Number (if you belong to the national EAA): \_\_\_\_\_

If you're a pilot, your ratings: \_\_\_\_\_ Hours: \_\_\_\_\_

Aircraft owned, including tail number: \_\_\_\_\_

Please complete this form and return it to:

**Don Bush, EAA 172 Treasurer**  
**5076 Old Waynesboro Rd.**  
**Hephzibah, Georgia 30815**

**EAA172 Membership for 2011**

*For new members:* Please include a check or money order made out to EAA 172 for \$30.

*For current members:*

If paid by January 8, 2011, please include a check or money order made out to EAA 172 for \$30.

If paid after January 8, 2011, the amount will be \$40.

Thank you for your support!

