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THAT  
PLANE**

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Lt. Col. Philip Eddy Colman  
December 1, 1921 - April 28, 2011

**PEA PATCH & CLUBHOUSE**

**61GA 122.7 mhz**

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**February, 2012**

**PRESIDENT'S DESK**

**Al Nodorft**

I am happy to say a lot of Club business went much better this year. We are finishing our membership drive and we accomplished it with a lot fewer errors than last year. Our retention rate is good and I appreciate everyone's support.

Our finances took a very positive turn as well. You can find the annual summary later in the newsletter. You may recall, we raised dues by \$5, started paying per plate for the meal, and have selected a cheaper, but still delicious meal plan. Finally, we have been saving postage by emailing the newsletter. These changes have made a tremendous difference in the financial health of the organization. We are not anticipating any more changes in the next year as we see how this plays out.

At the last meeting I spoke a bit about my trip to the Just Aircraft Company located in Walhalla, SC. I had provided some videos and business cards which were all taken. If you did not attend the meeting, but would be interested in such an aircraft, the company is willing to bring a demonstrator to one of our meetings. Company Website is: <http://www.justaircraft.com/news.php> If there is enough genuine interest I will invite them down.

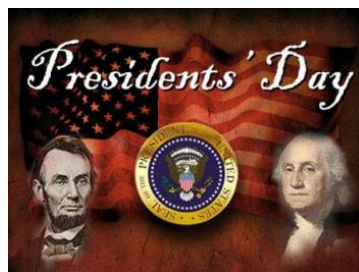
Valentine's Day is coming up and I think back to one of our better ones, at least for me... We were still living in Wisconsin and I rented a plane and we took another couple with us to Milwaukee for dinner. After the dinner the controllers let us fly around the city after dark to look at all the lights. It was great fun. Planned for it other years, but the weather never allowed it.

***Humor***

A plane was taking off from Kennedy Airport. After it reached a comfortable cruising altitude, the captain made an announcement over the intercom, "Ladies and gentlemen, this is your captain speaking. Welcome to Flight Number 293, nonstop from New York to Los Angeles. The weather ahead is good and, therefore, we should have a smooth and uneventful flight. Now sit back and relax... OH, MY GOD!" Silence followed, and after a few minutes, the captain came back on the intercom and said, "Ladies and Gentlemen, I am so sorry if I scared you earlier. While I was talking to you, the flight attendant accidentally spilled a cup of hot coffee in my lap. You should see the front of my pants!" A passenger in Coach yelled, "That's nothing. You should see the back of mine!"

***February Meeting***

The next meeting will be on February 11<sup>th</sup>. Food will be a chili cook-off. The cooks will be the Rhodes, Sheila Connell, Virginia Bush, Jim McBurney, and Steve Thompson. After the meal our guest speaker will Al Newman telling us about his experiences during WWII.



Fly safe!

*Al*



## Minutes of the Meeting for EAA Chapter 172 January 14, 2012

Before the meeting 44 members, their families, and visitors enjoyed delicious Green Chili prepared by Don Murphy. The Aerospouses set out the side dishes. Five planes flew in. We welcomed visitor Hank Williamson, a guest of Frank Christian. At 12:26 PM Al Newman gave the invocation and everyone enjoyed the meal. Club President Al Nodorft called the business meeting to order at 1:07 PM. Al thanked Don for preparing the chili. Al welcomed visitors. He also reminded members about the club dues for those who have not yet paid.

*Old Business:* Richard Fender moved to accept the minutes for the last meeting. Don Bush seconded the motion and it was approved.

*New Business:* Al Nodorft gave a very interesting report about his visit over the holidays to Just Aircraft in Walhalla, South Carolina. They produce kits for the Highlander LSA (Light Sport Aircraft) at a very reasonable price. Just Aircraft also offers an “in house” build plan at the factory. Al talked about their light plane work and suggested that if we wanted, someone could give a presentation to us about their aircraft.



Members were asked who could participate in the chili cook-off for the February 11th club meeting. A couple members volunteered. Al asked if there were more volunteers to contact him or Sid Brown.

Don Bush talked about the next South Carolina Breakfast Club meeting which would be at Lake City Municipal Airport (51J) Evans Field, Lake City, South Carolina, on January 22nd. The next EAA 172 eat-out would be January 26th at the Mt. Vintage Plantation Restaurant, North Augusta.



**Al Nodorft talking about Just Aircraft.**

President Nodorft presented Chapter Service awards for 2011 to Newsletter Editor, Flight Advisor, and Tech Counselor Al Patton, Tech Counselor Eddie Booth, Vice President & Young Eagles Coordinator Sid Brown, Treasurer Don Bush, and

Secretary and Web Editor John Magnan. Secretary Magnan presented the Service award to President Al Nodorft.

**Secretary Magnan presenting Service Award to Al Nodorft.**



Al Newman moved that the business meeting adjourn. The motion was seconded by Richard Fender and the business meeting adjourned at 1:19 PM. Members then stayed to listen to Joe Miles talk about his P-51 Mustang “adventures” during the Korean War.

*Program:* Joe Miles gave a vibrant recounting of his P-51 experiences in the Korean War. He discussed in detail his 120 missions in the P-51, including 101 combat missions. See more about his exploits in a separate article.

There was also a Board Meeting after the regular meeting. During that meeting a modification to the 2012 EAA 172 Calendar was made changing the Wrens Fly-in date from May 12 to June 9. Also the Board discussed the current club finances and the possibility of member name tags.

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DUES NOTE: IF YOU PAID THE 2012 DUES BY DECEMBER 31, THE DUES WERE ONLY \$30! AFTER THAT DATE THE DUES INCREASED TO \$40.

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

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**The meal for Saturday (February 11) will focus on chili. Please bring some side-dish or salad or a sweet (cake, pie, rolls, cookies, etc.) that will enhance the meal for your fellow club members. It seems that lately there have not been as many side-dishes as at past meetings. Having a wide selection of sides at a meal certainly embellishes our club fellowship!**

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### **Words of Wisdom From Aviators**

An old pilot is one who can remember when flying was dangerous and sex was safe.

Airlines have really changed, now a flight attendant can get a pilot pregnant.

# Joe Miles' Korean War Experiences

Joe Miles gave an excellent presentation about his experiences in the Korean War (25 June 1950 – 27 July 1953) with the P-51D Mustang. As for his aviation beginnings, he graduated from Harlem High School in 1943. He then volunteered for the



Joe first checked out in an F-80 but they had limited range.

draft and was in the aviation Cadet program – class of '45. During World War II he saw no combat action -- He took flight training in March of 1945 in preparation for the invasion of Japan. In 1948 he was in the 35th Fighter Group which intercepted aircraft near General MacArthur's headquarters in Tokyo, Japan. Joe said "Anyone coming to the Tokyo area had to meet him." He said he had just checked out in an F-80 jet fighter when the Korean War started. The USAF found out that the F-80 could not be used from outlying areas because it did not have enough fuel. Moreover, the P-51 was able to land on shorter runways. Joe was in the 40th fighter squadron during the five months



when he flew 100 combat missions – actually 101 combat missions since the custom was to take an extra combat mission just in case the "count" was incorrect. He stayed in Korea with the P-51 until the F-80s and F-86 Sabre jets were able to be used on longer airfields being constructed on Korean soil.

The most interesting part of Joe's presentation was the question and answer session. He said that the P-51 had a torque problem but nothing he couldn't handle. It had bad visibility to the ground and the cockpit was always hot. It was a noisy plane. It had an exposed radiator and coolant system so was susceptible to small arms fire when flying low. That's why he did not like rocket runs since the enemy would fire at him. He preferred machine gun runs and especially napalm runs when everyone below would crouch down in their trenches and not fire at him. He said, "We loved napalm!" The 50 caliber machine guns were used in only 3-5 second bursts otherwise they would overheat. Most of his attacks were over North Korea. He did lose one P-51 which was hit by his own rocket parts during a rocket run. The rocket pieces hit his coolant system. The ejection seat did not work so he "dove from the wing" and parachuted at about 1500' AGL. Army Rangers picked him up. The only way to handle T-34 tanks was dive bombing them with 500 pound bombs. He would dive from



Photo of a P-51 dropping napalm over North Korea. Perhaps it was Joe's?

about 15,000 feet to 2500 feet and his body sustained about 3-3.5 Gs. At 10,000 feet he would be flying about 410-420 mph. In closing, Joe Miles said that Korea was a "bloody, dirty war."

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## EAA 172 WEBSITE, NEWSLETTER UPDATE

For the past 16 years one section of our EAA 172 Website has been the reporting of the **Meeting Minutes**. Note that all those 16 years of the **Minutes**, as well as the calendar events and other features, are available on that [Website](#). Ours is the only EAA Website to do this.

Starting in May, 2009, a link showing the front page of the newsletter was inserted after the month's Minutes. Then, links to some of the pages of the printed newsletter were offered, expanding to links to the entire newsletter by the end of 2009 (in **living color** and with additional material). The first e-mailed **Pea Patch Post** was the [February, 2010](#), issue. In 2010, to save on postage and printing costs, the reduction of the quantity of printed newsletters began, with members choosing whether to receive only the Internet based e-mailed version instead of the printed version. This was finalized by the [EAA 172 Board in April, 2010](#). Now, only 50 rather than the former 160 newsletters are printed, copied, and USPS mailed, mainly to those without reliable Internet access. All active members with e-mail addresses receive the e-mailed **Pea Patch Post** version. The result is a savings of well over \$1500 a year for our club as shown in the 2011 Financial Report you received this month.



Since the Minutes Webpage, formerly called **EAA 172 Meeting Minutes**, has morphed to including the entire newsletter – *only added the day before the next meeting since paid members received the newsletter several days earlier* -- it is now called **EAA 172 Newsletter & Meeting Minutes**. You can access it directly by typing [eaa172newsletter.jcmservices.net](http://eaa172newsletter.jcmservices.net) into your Web browser top window.

## EAA REORGANIZES ... FIRES MANY, REHIRES SOME

On January 12th, Rod Hightower, the president of the Experimental Aircraft Association, announced a large-scale reorganization in Oshkosh. Hightower said that EAA was looking to "strengthen our organization in several key areas to



more effectively meet the needs of our members, donors and aviators." Some who reportedly lost their jobs are high-profile staffers, including award-winning EAA photographer Jim Koepnick, regarded as one of the best aerial photographers in the business, Steve Buss, who ran the remarkably successful Young Eagles



**Rod Hightower and Paul Poberezny**

program, talented video chief Rob McAllister, and Adam Smith, who was formerly in charge of AirVenture and membership. EAA also reportedly eliminated its electronic publications department. According to one former EAA employee, around half of the positions will be restaffed. One of those is the director of EAA's outreach programs, which will now be filled by Jeff Skiles of *Miracle on the Hudson* fame. EAA spokesman Dick Knapinski said that "in the ballpark" of 30 employees got their pink slips. All were offered severance packages and other assistance, he said. He also stressed that the changes were made to move the organization forward to better serve EAA's members and that they were not made as a cost-cutting measure. (Information adapted from multiple sources January 13-14, 2012, including AOPA *ePilot* and *Flying* e-magazine)

**The complete January 16th letter from EAA to the membership is included in this newsletter.**

**There is also a video about the reorganization: [EAA reorganization](#).**

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## MODIFICATION OF THE EAA 172 CALENDAR

At the January 14, 2011, Board meeting, the date for the O.B. Brown Memorial Fly-in was changed from May to June. This was done to avoid scheduling difficulties with Mother's Day, as well as school districts' changes in graduation dates.

For May the entry now reads:

**May 12 – Saturday: Club Meeting. Food at 12:30 PM at the Pea Patch Aerodrome.**

For June, the entry now reads:

**June 9 - Saturday: EAA 172 O.B. Brown Memorial Fly-in, Wrens airport.**

The complete updated calendar can be downloaded from the EAA 172 Website or by typing: [jcmservices.net/EAA172calendar2012.PDF](http://jcmservices.net/EAA172calendar2012.PDF) into your Web browser top window.

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**EAA 172 expresses its condolences to member Bob Rhodes upon the death of his brother, Cecil.** W. C. Cecil Rhodes, 84 of Delhi Rd., died Sat., Jan. 21, 2011 at VA Medical Center, Augusta. Funeral services were held on Tuesday, Jan. 24th at Beulah Baptist Church with Rev. Johnny Griffith officiating. Interment with Masonic Rites followed in the church cemetery.



Dear EAA Chapters Leaders and Members:

As EAA chapters are among the most essential and valued parts of our organization, Paul and I are sending you this letter to update you on the facts regarding some of the changes within EAA announced last week and the background behind those changes.

During the past year, I have traveled extensively to our chapters and aviation events across this country, meeting thousands of members and learning their views and concerns regarding today's aviation issues. We held 31 Grassroots Pilot Tour sessions that allowed up-close and personal dialogue with members and non-members alike, to better understand how EAA can best promote aviation and meet their needs.

It's with this knowledge that we are strengthening our organization by adding key leadership positions, flattening the management structure, and concentrating resources in EAA chapters, youth education and homebuilding, while improving our capabilities in member services.

EAA's mission remains the same: to grow participation in aviation, by inspiring people to fly, build, volunteer and outreach to promote aviation. That hasn't changed since our founding and won't change in the future.

What will change is how EAA operates its business. We will be more concentrated in areas that support our mission, just as described. We will respect our generous supporters by managing our costs, with the goal of spending 100% of donor dollars directly on the programs that we are all passionate about as we inspire the next generation of aviators, builders, and aviation professionals.

We will continue to support our members with knowledge and services that keep them flying, building and restoring so they can realize their dreams of flight.

In addition, EAA is welcoming Jeff Skiles to head our chapters and industry-leading youth education programs. Jeff is a passionate aviator who brings a wealth of experience and represents the very essence of what is possible and achievable in aviation. As co-chair with Sully Sullenberger of Young Eagles – the world's most successful aviation youth outreach program – Jeff has been inspirational to thousands of young people who dream of flying.

Chad Jensen, Manager of Homebuilder Communities, has been promoted to EAA's senior leadership team and will report directly to me. You may be interested to know that Chad's position had reported three levels of management below EAA's president for many years. We have elevated Chad's role to a strategic level to ensure our continued leadership in amateur-built aircraft and to lead our future initiatives in homebuilding, including the expansion of our homebuilding area at AirVenture Oshkosh. Chad will also represent our special interest communities, including Homebuilt Aircraft Council, Ultralight Council, IAC, Warbirds, and Vintage by providing them a seat at the senior leadership table for the first time in decades.

We've said goodbye to some employees as well. EAA has treated its employees with the greatest respect, and we have provided them with generous severance packages and assistance to help them transition to their next steps. We have also invited them to remain part of our extended EAA family and join us at AirVenture for The World's Greatest Aviation Celebration.

Leading the world's most dynamic aviation organization comes with unique challenges and wonderful opportunities that sometimes require making difficult decisions. We hope that what we shared with you today is helpful to better understanding EAA direction and plans for our continued success.

Feel free to contact us if you have any questions. We'd be happy to talk with you personally at the numbers listed below. Thanks again for being a part of EAA.

Best regards,



Rod Hightower  
EAA President/CEO  
Oshkosh, Wis.  
(920) 573-5141 (mobile)



Paul Poberezny  
EAA Founder  
Oshkosh, Wis.  
(920) 426-4814 (office)

## WEIGHT INCREASE FOR LIGHT SPORT AIRCRAFT POSSIBLE

Weight increases for light sport aircraft are in the earliest stages of internal discussion by the FAA. It is possible it may be intended to allow for the installation of safety equipment, like ballistic parachutes, without affecting payload. Whether the weight increase will open trainers like the Cessna 150 and 152 to be included in the category, as many people have suggested since the category was created in 2008, is not clear. Dan Johnson, president of the Light Aircraft Manufacturers Association (LAMA), said that the weight increase proposal may be compensation for a joint proposal by EAA and AOPA to the FAA to relax medical requirements for pilots of certified aircraft with no more than 180 horsepower.



Rod Hightower talking about the weight increase at LAMA on January 19.

Rod Hightower, the president of EAA, in answer to a question following a speech at the Light Aircraft Manufacturers Association (LAMA), stressed the preliminary nature of the FAA's consideration of the idea but he did acknowledge the idea is being floated internally at the FAA. He called it an "interesting" opportunity to possibly enhance flight safety but he also said it hadn't reached the "discussion" stage.

(Information adapted from multiple sources including *AVwebFLASH* 02/23/12)

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## FAA: BY 2020, ALL IFR TRAFFIC WILL RELY ON SATELLITES FOR NAVIGATION – HALF OF VORs WILL GO

The FAA has proposed to A 50-percent reduction to the existing VOR network, part of the transition to NextGen, is planned by 2020, with a scaled-down VOR network retained as a backup to GPS. According to the notice, the FAA plans to transition from defining airways, routes, and procedures using VORs and other legacy nav aids toward a National Airspace System based on area navigation (RNAV) everywhere, and required navigation performance (RNP) where beneficial.



VOR

FAA proposes retaining all existing VOR stations in the mountain west region, Alaska, Hawaii, and U.S. islands and territories as the current infrastructure of 945 FAA-maintained VOR stations is reduced to 483 (the minimum operational network) by 2020.

*Flying Magazine's* Pia Bergqvist writes that the FAA believes that the cost of the VOR system is excessive but "it seems a little premature to begin a major reduction of the established navigation system. The system could prove immensely valuable in case of GPS interference, a threat that is real and has recently been widely discussed in relation to LightSquared's launch of a new broadband network." Also, as many pilots are finding out right now, with the current tests of the GPS system February 3, 2012 – February 10, 2012, suddenly the GPS they use or depend on now is not working and they have to resort to using the VOR system, ADF, or the old fashioned IFR (*I follow roads*). Note that the "test" is centered just off the coast of North/South Carolina and covers all of North & South Carolina and most of Georgia. According to the FAA "Each event lasts 45 minutes followed by 15 minutes off and may start at any time during the requested periods." and "During testing, the GPS signal may be unreliable or unavailable."

One pilot commented about the VOR elimination: "Until the ridiculous expense of IFR certification of GPS receivers goes down, I cannot consider eliminating most VORs an option. Right now, a GPS receiver that can be used for IFR navigation (the way manila VOR radios can) costs at least \$6000, while a VOR radio costs \$2000 (also ridiculous, but less unaffordable)." (Information adapted from *Flying* e-magazine 01/03/12 and AOPA on-line; also FAA 02/01/12)

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## Words of Wisdom From Aviators

I've flown in both pilot seats, can someone tell me why the other one is always occupied by an idiot?

Son, you're going to have to make up your mind about growing up and becoming a pilot. You can't do both.

They invented wheelbarrows to teach FAA inspectors to walk on their hind legs.

The FAA Motto: We're not happy till you're not happy.

# Gary Ward's Central American Tour 2012

*This note was sent by Gary Ward to Greg Connell Thursday, January 26, 2012*

Good morning everyone,

I am here to bore you once again with another of my air show trips.

I am sitting here this am having breakfast at the Hilton Garden Inn across from the airport at Liberia, Costa Rica. Fred Cabanas and I arrived here at sunset yesterday. On arrival I put on a small "display" over the runway with the permission of the tower. Loaded with luggage, etc I had to keep every thing Positive G so I dove in at red line with the prop screaming (I could hear the feed back from a tower transmission) and did a huge Cuban 8 followed by some barrel rolls. This always gets us lots of extra attention on landing. We even got comments at the hotel bar a bit later.

Backing up a bit, I left my home in Lincolnton, GA on Tuesday PM and flew non stop to Key West in slightly less than 3 hours. I only had 2 test hops of about 6 minutes each on my newly rebuilt engine so I flew relatively low at 4500' and high power settings for break-in. I landed at Key West just after sunset (always cutting it close). Fred was having a lobster/steak cookout at his hangar. Bill Gordon, airshow pilot with the Red Eagle Team, was there and he helped me pull my cowling off and check over my engine installation. In addition to being an outstanding pilot, he is also a first class A&P mechanic. Thank goodness he was there as he helped me "clean up" some of the things I had overlooked in my rush. Biggest thing he found is that I had only finger tightened the leads to the spark plugs and one had backed almost all the way off. Thank you Bill!



I also spent a couple hours trying to route wires for a new video camera system. -- pulling out panels and crawling into the tail cone.

We launched out of Key West shortly after 9 AM and made an uneventful 4hour, 38 minute flight to LeCeiba, Honduras. Rob Holland's ferry pilot, Mike ??, was with us on that leg. After Honduras, he was taking Rob's MXS on to El Salvador for a show theater this weekend. Rob was airlining down. At that show will be Rob, Patty Wagstaff, Skip Stewart and Jack Knudson. Also some locals, Carlos Dardano and others will be there.

Gassing up, customs and immigration took longer than expected. We planned to go to San Jose, Costa Rica but were running out of daylight so diverted in flight to Liberia, a bit closer and probably a better choice anyway. Shortly after take off, we had to climb over some pretty tall mountains with lots of clouds. Later, we got on top and were trying to get down through a hole. Fred said, "follow me". We were in a tight left turn when he disappeared in a cloud and I broke right and quickly broke out in the clear and caught up with Fred.

Mike took off with us but split off for the flight to Ilapnago, El Salvador.

Flew by some beautiful volcanoes just south of Managua, Nicaragua then on in to here. About 2.5 hours total flight time.

In a rush to leave the hotel for short drive across to airport. We have to fuel up and head out. Looking at about a 370 NM trip this AM. We start out on the Pacific side, cross over the mainland and go back out over the Atlantic side and then back into Panama, right over the canal and into Albroke airport near Panama City.

Gary

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## Words of Wisdom From Aviators

"If the Wright brothers were alive today, Wilbur would have to fire Orville to reduce costs." President, DELTA Airlines.

In the Alaskan bush I'd rather have a two-hour bladder and three hours of gas than vice-versa.

It's not that all airplane pilots are good-looking. It's just that good-looking people seem more capable of flying airplanes.



EAA 172 Meeting

**Chili Cook-Off**

February 11, 12:30 PM at the Pea Patch Aerodrome (61GA), Blythe, GA

EAA 172 Meeting

**Fish Fry Fly-in**

March 10, 12:30 PM at the Pea Patch Aerodrome (61GA), Blythe, GA

EAA 172 Meeting

**Breakfast Fly-in**

April 14, 9:00 AM at the Pea Patch Aerodrome (61GA), Blythe, GA

*Birthdays*

Thurmon	KENT, Jr.	02-07		
Juan	HILL	02-10	Shirley	HARDEN 02-02
Sidney	BROWN	02-11	Coral	BLANCHARD 02-22
Dan	SCUKANEC	02-12		
Edward	CHRISTIAN	02-16		
Daniel	SILLIMAN	02-17		
Aldine	PATTON	02-21		

*Anniversaries*

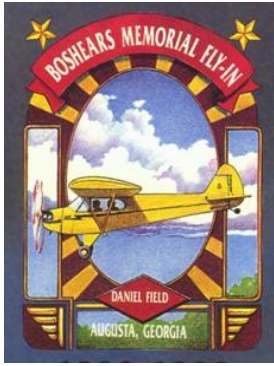
Ray	& Dollie	WICKER	02-09
Thurmon	& Sophia	KENT	02-11
Ron	& Heather	BANNING	02-15
Everett	& Kathryn	PARKS	02-22
Jim	& Ruth	JATHO	02-23
Charlie	& Sheila	CONNELL	02-25

## EAA 172 Night Out

Thursday, February 23: 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 it is at the Sheehan's Irish Pub, 2571 Central Ave, Augusta, GA 30904, near the corner of Central Ave. & Monte Sano Ave. Phone number: 706-364-1234. For a map and directions, click on: [Sheehan's Irish Pub](#) . Contact Virginia Bush for more details 706-554-5618 e-mail: [sporthorses9@gmail.com](mailto:sporthorses9@gmail.com) . On the Web go to [nightout.jcmservices.net](http://nightout.jcmservices.net)

# 20th Boshears Skyfest

I can't believe it'll be 20-years this fall, since we began the show. I remember when Terry Burton and I talked about his vision of holding an event to honor what the Boshears family did to bring aviation to the area. I remember making the calls, our first meeting and the enthusiasm of those attending. The planning began and the excitement increased as the scheduled day grew closer. We had no idea how well it would be received by the community – that first opening day strained us to capacity handling the traffic and the crowd. Over the years, we've made a number of changes to improve how we do things, from layout, to parking and, of course, the show itself. Our show has become a looked-forward-too event by many, not just locally but across the country.



We have grown to offer a well respected air show. We've had world talents (Patty Wagstaff, Sky Soldiers, Flying Farmer), and premiered a few (Gary Ward, Team RV, Team Chaos and the newest, Greg Connell). We now have on-board, a world recognized hobby photographer (Dean Wingard), taking his first airshow pictures at our show. His pictures rival those of professionals and have been used in industry publications, posters and advertising. We brought in the Boy Scouts, Boys and Girls

Club and others – not only as show support, but to offer contributions to their cause. The Saturday morning 'run' has more than tripled in participation in a short time, increasing local support for the Boys/Girls club by 25%. We are a featured family event.

## OK, you may know all that – so where am I going with this?

As we approach our 20th show, we are looking for your help and support. Some of us have been involved since the beginning, and frankly, are getting older and a little burned out. Some have dropped by the wayside, for your own reasons – and we respect that. However, we want/need your ideas on how to go forward from here. There has been talk (as some other shows have announced) of suspending the show. A recent committee meeting left no question but to continue, knowing that some changes are needed. We understand the economy plays a big part, fuel costs are now more than our whole first two shows combined. Expenses are high vs. what we take in; but we have maintained a respectable entrance fee, below the national average. We are looking for ways to gain more support – be it advertising, donations, grants and involvement.

By you receiving this, I believe you are someone that will offer your help. If you can, or know those that can (feel free to forward this message), let us know your ideas and what you can do to bring in more support for the show. Thanks for your attention and time.

Larry Garner  
Boshears/Skyfest  
Augusta, GA

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## AVIATION QUESTION OF THE MONTH

*Answer to last month's question: Is there any reason a builder can't - or shouldn't - paint the tips of his prop?*

**According to EAA:** We have not heard of any propeller that is adversely affected by painting of the tips. However, you do want to make sure that the paint that is applied does not result in an unbalanced condition, where one tip is heavier than the other. You should also check with the prop manufacturer before painting it yourself to see if they have any recommendations. Actually, applying paint to the tips is a great way to accomplish the final balancing of the prop, and paint on the tips is always a good idea from a safety standpoint. It is amazing how the prop tips literally become invisible if not painted. Note the severe injury to one person and the two fatalities during the last two months because people walked into props.

**This Month's Question:** A pilot is in the process of getting back into flying after a five-year hiatus. He just received his third class medical and is preparing for a flight review. He is a single- and multiengine airplane, and rotorcraft-gyroplane, helicopter-rated private pilot without an instrument rating. If he does his flight review in a gyroplane, will he also be current with his fixed-wing privileges?

## Banking Summary - Last year

1/1/2011 through 12/31/2011

1/21/2012

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Category Description	1/1/2011- 12/31/2011
<b>INCOME</b>	
Directed Donation	29.00
Food Trailer Income	278.00
Dues	2,860.00
Meeting Food Kitty	3,046.00
TOTAL Income	5,906.00
Leftover Food Sold	19.00
People Mover	180.11
Skyfest Exp Reimbursement	732.40
<b>TOTAL INCOME</b>	<b>7,144.51</b>
<b>EXPENSES</b>	
Air Spruce Gift Cert	676.00
AirNav Listing	18.00
Annual Maint. Fee	300.00
Clubhose Maint.	53.28
Clubhouse Supplies	181.15
Corporation Fee	50.00
Elect. Bill Expense	336.13
Meeting Food	1,549.18
Trailer Fees	42.45
TOTAL Expense	1,591.63
Insurance	689.00
mailing cost	29.00
Membership in National EAA	50.00
Newsletter Print. & Post.	189.27
People Mover Expense	57.01
People Mover Fuel	56.40
Printing Supplies	80.27
Scholarship	1,000.00
Table Decorations	16.00
<b>TOTAL EXPENSES</b>	<b>5,373.14</b>
<b>TRANSFERS</b>	
FROM APF '11	149.00
TO APF '12	-149.00
<b>TOTAL TRANSFERS</b>	<b>0.00</b>
<b>OVERALL TOTAL</b>	<b>1,771.37</b>

# ***NAME THAT PLANE***

## **P-51D Mustang**

Among one of the most famous fighters of World War II, the P-51 Mustang has its roots in both Britain and the USA. Originally overlooked by the USAAF, the P-51 did not see action with American forces until March 1943. Once its full potential had been developed, the USA realized that this aircraft had been ignored for far too long a time. With the forging of the American airframe with the British Rolls-Royce Merlin engine, it would be unmatched by any other piston aircraft of World War II.

It wasn't until 1942 that the USAAF decided to order 310 P-51As and 300 ground attack/bomber A-36A Mustangs. The P-51A had an Allison V-1710-81 (F20R) engine which developed 1,200 hp for takeoff and increased maximum speed to 390 mph. The British designation for the P-51A was the Mustang II and fifty were delivered late in 1942. A further improvement to the Mustang was introduced when a graceful teardrop canopy was installed to eliminate the dangerous blind area created by the faired cockpit. First tested on two P-51Bs, they became standard on the P-51D and all later models.

At the start of Korean War the Mustang was the main fighter used by the United Nations. Jet fighters, including the F-86, took over this role, and the Mustang became a specialized ground-attack fighter-bomber.

### **P-51D Mustang**

#### **General characteristics**

P-51 - Long range escort fighter, single seat interceptor

Crew: 1

First flight - October 26, 1940

Total production - 15,586

Powerplant - One Rolls-Royce Packard 1490-horsepower, (War Emergency HP: 1720)

12-cylinder, V-1650-7 Merlin liquid cooled piston engine

Fuel capacity: 269 gal. - with drop tanks: 489 gal.

Wingspan - 37 ft.

Length - 32 ft., 3 in.

Height - 13 ft., 8 in.

Wing area - 235 sq. ft.

Weight - 7,635 lb. empty

Maximum takeoff weight - 12,100 lb.

Maximum speed - 437 mph at 25,000 ft.

Cruise speed: 362 mph

Stall speed: 100 mph

Rate of climb: 3,475 ft/min

Ceiling - 41,900 ft.

Range - 2080 miles with drop tanks

#### **Armament**

6× 0.50 caliber (12.7mm) M2 Browning machine guns with 1,880 total rounds (400 rounds for each on the inner pair, and 270 rounds for each of the outer two pair)

2× hardpoints for up to 2,000 lb. of bombs

6 or 10× T64 5.0 in H.V.A.R rockets



**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 March is February 24 which is also the deadline for any articles for the March 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**  
**3076 Old Waynesboro Rd.**  
**Hephzibah, Georgia 30815-6791**

**EAA 172 Membership for 2012**

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

Current members only: If Payment made after December 31, 2011, please pay \$40

**Thank you for your support!**

