The Pea Patch Post

NAME THAT PLANE

CLUB OFFICERS

PRESIDENT
AL NODORFT
222 Chamblin Rd.
Grovetown, GA 30813-3926
706-955-1049
EMAIL: Nodorft@Hotmail.com

VICE-PRESIDENT
SID BROWN
1447 Paradise Rd.
Wrens, GA 30833-4313
706-814-8853
EMAIL: sbrown@catg.com

SECRETARY
JOHN MAGNAN
1616 Mosley Chapel Rd.
Wrens, GA 30833-3905
706-547-3607
EMAIL: jcm2@earthlink.net

TREASURER
DON BUSH
3076 Old Waynesboro Rd.
Hephzibah, GA 30815-6791
706-554-5618
EMAIL: donr.bush@yahoo.com

CLUB DIVISION LEADERS

TECH COUNSELOR/EDITOR
FLIGHT ADVISOR
Aldine Patton
706-738-2228
EMAIL: aldinepatton@bellsouth.net

TECH COUNSELORS
Eddie Booth
803-232-0088
EMAIL: planefolk2@bellsouth.net

Pierre Smith
478-625-7453
EMAIL: pierrejs@bellsouth.net

YOUNG EAGLES CO-COORDINATORS
Sid Brown
EMAIL: sbrown@catg.com

Dan Scukanec
EMAIL: dscukanec@knology.net

LIBRARIAN
Joe Miles

EAA 172 DOUBLE ACE
Lt. Col. Philip Eddy Colman
December 1, 1921 - April 28, 2011

PEA PATCH & CLUBHOUSE
61GA 122.7 mhz
4511 Boulineau Rd.
Blythe, GA 30805-3605
706-592-7244

EAA172, Inc. WEBSITE:
EAA172.jcmservices.net
e-mail: EAA172@jcmservices.net

July, 2011 **PRESIDENT'S DESK** **Al Nodorft**

Summer heat has arrived. As I am writing this, the next couple of days are expected to top out at 100+ degrees. There are several things for pilots to watch out for. The first that we are all trained for is density altitude. At 100 degrees the density altitude is around 3,500 ft. That likely makes a noticeable difference in how your plane performs! Pat attention on shorter runways.

There is another hazard for those of us with bubble canopies. It plain just gets HOT in there. If you have the ability to fly above 7000 feet, then travel can be reasonably comfortable. Just plan to carry plenty of fluids.

Finally, flying in the middle of the day can subject you to very uncomfortable turbulence.

All hazards can be minimized by flying early or late in the day. In fact, you can blame all these problems on the sun. The sun provides for us in almost every way, but in the summer the same sun makes our flying uncomfortable and little less safe.

Augusta Tech Thomson A&P School

After Kinsey Butler's speech about the A&P school opening up in Thomson this January, I decided to go there for the information meeting. I got quite an education just from that!

I went thinking that if they would provide night classes, then I would be interested. I learned that night class would run from 4:30 – 10:00 pm four days a week! Quite a commitment for a guy who works from 7:00 am – 5:00 pm already. As currently structured, becoming an A&P part time is not practical.

What I learned most was the commitment required to become an A&P. Many careers require commitment of course, but I was impressed with this one. My hat is off to those of you that have become A&P's already and to Ben Brown as he pursues this career!

Al Patton Scholarship Fund

It is time to start contributing to the Al Patton Scholarship fund again. Remember that this scholarship goes to a local CSRA youth to help him or her get started with flight training. We will collect money during the monthly meetings, but feel free to contribute by mail as well by sending your contribution to Don Bush. Our goal is the usual $1,000.

July

Looking forward to seeing everyone at the next meeting on July 9th. We will be having barbeque prepared by Sid Brown. Charles Lewis will be our guest speaker. He will talk to us about powered parachutes and naval aviation.

Fly safe!

Al

Minutes of the Meeting for EAA Chapter 172
June 11, 2011

Before the meeting more than 40 members, their families, and visitors enjoyed a delicious meal of hot dogs and hamburgers prepared by Sid Brown and Sam Hart. The Aerospouses set out the side dishes. Two planes flew in. At 12:42 PM Al Newman gave the invocation and everyone ate. Club President Al Nodorft called the business meeting to order at 1:17 PM. He welcomed our new members Gene Mohr, Johnnie Poole and returning member Phil Turner. He also welcomed EAA 330 members Ron McClendon and "Hoot" Gibson Huger. Al thanked Sid and Sam for preparing the meal. Al said that starting today we will be collecting for the Al Patton fund which will be used as an award at the Boshears Skyfest in October. The winning youngster will obtain free basic flight training.

Old Business: Treasurer Don Bush moved to accept the minutes for the last meeting. Al Newman seconded the motion and it passed. Vice-President Sid Brown said that Blythe Dant, a previous Al Patton award winner, has finished his flight training.

New Business: Secretary John Magnan introduced two members of EAA 330, Ron McClendon and "Hoot" Gibson Huger. Ron and Hoot said that their club has been "reconstituted" at the Briar Patch (9GA1) which is still the home for EAA 330. Secretary John Magnan was a past newsletter editor for that club. Ron and Hoot said that the airport is under new ownership. Also, very soon they will be having a fly-in near there. Acting Club President Wayne McCullough will send an e-mail to Secretary Magnan with the information.

Hoot Gibson and Ron McClendon

Sid Brown, who will be preparing the meal for the July 9 meeting, asked that the fly-in be changed from "cold cuts" to "barbecue". Steve Thompson seconded the motion and it was approved.

Program: Kinsey Butler talked about his new business location. He has moved his A&P business, Southern Air Repair LLC, from the Thomson-McDuffie airport to the Washington-Wilkes airport (KIIY) where he will manage the airport. Kinsey discussed some of his plans for the airport. After the meeting he took questions, among them one about problems with aircraft engines "messed up" by alcohol in the autogas used by many aircraft owners.

Al Newman moved that the meeting adjourn. Steve Thompson seconded the motion and the meeting adjourned at 1:45 PM.

NOTAM SYSTEM CHANGED JUNE 30

AOPA is urging pilots to become familiar with changes to the notice to airman (NOTAM) system that went into effect June 30. The changes come as the FAA transitions to a NOTAM system "that is more compliant with the standards of the International Civil Aviation Organization to enable more global consistency in NOTAMs," the FAA said in a Notice of the Scheduled Format Changes. Some NOTAM language will change, "and should result in easier to read and understand NOTAMs" when the revisions become effective, the FAA said.

Among other changes, under the FAA's new order, NOTAMs relating to standard instrument departures (SIDs), graphic obstacle clearance departures (ODPs) and standard terminal arrivals (STARs) will be issued as Flight Data Center (FDC) NOTAMs, instead of as D (distant) NOTAMs. New keywords ODP, SID, STAR, CHART, DATA, IAP, VFP, ROUTE, and SPECIAL will be added. The keyword RAMP will be replaced with the keyword APRON. Components of an instrument landing system (ILS) in a NOTAM will be distinguished by preceding the component (e.g. glideslope) with "ILS" followed by "RWY" and the runway number. (Information adapted from AOPA ePilot June 24, 2011)

IS ALCOHOL OK FOR YOUR ENGINE AND FUEL SYSTEM?

According to Terri Sipantzi, for EAA's *Light Plane World*, from a legal point of view, if you're flying a special light-sport aircraft (S-LSA), then you must use the fuel specified by the aircraft (not engine) manufacturer. In making the determination whether to allow alcohol (ethanol is what we're talking about here, not methanol), manufacturers will typically wait until the engine manufacturer determines the use of ethanol is safe and at what levels. In the case of Rotax engines, the engine manufacturer has stipulated that up to 10 percent ethanol is safe in their engines. (See Rotax service bulletins to determine if your engine has been determined ethanol safe. It will be based on engine serial numbers.) If the manufacturer is using fuel lines, a fuel tank, or any other components that haven't been tested for ethanol, then the manufacturer can't issue approval to use ethanol until those components are changed out or tested. But he writes "However, I always default to ethanol free when I can get it." Sipantzi wrote that last spring, after he had been using ethanol-based gas for several months, he was trying to start his trike. It would start, run, and then die. After three of these false starts, I suspected I was having a fuel problem, and the first thing I checked was the fuel itself by draining a sample. The entire fuel sample cup looked like a filmy, almost jellylike substance. The alcohol in the fuel was completely saturated with moisture and had settled to the bottom. My engine was sucking this filmy, jellified mess into itself. Even if I'd drained the saturated content out, the fuel was still no good because fuel treated with ethanol derives part of its octane rating from the ethanol. Since all the ethanol had separated out with the water, my octane rating was below the safe level. I had to completely drain the tank.

What about certified aircraft with an STC for autogas? Or experimentals where you don't need an STC? At the June EAA 172 meeting, Kinsey Butler, club member and A&P who is now the manager of the Washington-Wilkes airport (KIIY) and owns Southern Air Repair LLC, indicated that ethanol in fuel for the "regular" Lycomings and Continentals is disaster for their seals, fuel lines, and engine parts. EAA national is more dramatic. It writes that the FAA has issued a special Airworthiness Information Bulletin (SAIB) warning aircraft owners and operators with auto fuel supplemental type certificates (STC) to ensure the fuel they use does not contain alcohol (ethanol or methanol). Here read the entire EAA article about alcohol (both methanol and ethanol) in autogas – and save your aircraft and/or life! Alcohol - Mogas

The FAA cites numerous reasons alcohol and airplanes do not mix. Alcohol:

* Adversely affects the volatility of auto gasoline, which could cause vapor lock.
* Is corrosive and not compatible with rubber seals and other materials used in aircraft, which could lead to fuel system deterioration and malfunction.
* Is subject to phase separation, which happens when the fuel cools as an aircraft climbs to higher altitudes. When the alcohol separates from the gasoline, it may carry water that has been held in solution and that cannot be handled by the sediment bowl.
* Reduces the energy content of fuel. Methanol has approximately 55 percent of the energy content of gasoline, ethanol 73 percent. More alcohol equals reduced range.

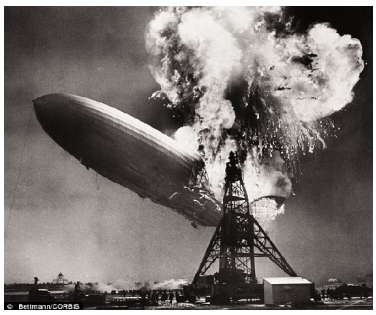
You can obtain alcohol test kits in many places. EAA national has a Web page discussing Alcohol in Autogas where you can buy their EAA Alcohol Test Kit. You can also test the gasoline yourself using what you have in Testing for Alcohol.

Locally (in the Augusta, Georgia, area) there are not many automobile gas stations that have alcohol-free gasoline. You can use the Website **pure-gas.org** to find gas stations with pure gasoline. The site for Georgia is Georgia Pure-Gas and the one for South Carolina is South Carolina Pure-Gas . Note that you just change the state code at the end of the Website URL for any state. Then you should get an alcohol test kit from a number of vendors, including EAA (above), to make sure the gasoline is really pure. Gasoline at the J. C. Food Mart at the edge of the K Mart plaza at the corner of Dean's Bridge Road and Gordon Highway in August, Georgia, has been tested and found to be pure gasoline. If you know of any other places, and have tested the gasoline yourself (recall Reagan's "Trust, but verify"). E-mail the newsletter to let us know: I have found pure gasoline Think of it as a Grail Quest! (Information taken from information from EAA, the FAA, pure-gas.org, and actual gasoline tests, June, 2011)

GOODYEAR BLIMP BURNS, CRASHES. ONE DEAD

A Goodyear blimp burst into flames and plunged to earth in a weekend crash in Germany on June 12th.

The pilot, Michael Nerandzic, 53, was killed but three passengers managed to jump to safety when the airship caught fire as it was coming in to land at the Reichelsheim aerodrome near Friedberg. When the airship was just two meters from the floor, Mr Nerandzic told his passengers, all journalists, to jump to the ground while he tried to land safely. But once the three had leapt clear, the sudden loss of weight caused the blimp to soar skywards and burst into flames before crashing to the earth in a chilling echo of the Hindenburg disaster. The cause of the crash was not immediately clear but an investigation was underway.



As a comparison: **That Goodyear blimp was 192 feet long. The Hindenburg, which exploded and burned on May 6, 1937, at Lakehurst, New Jersey, was 804 feet long. It was filled with flammable hydrogen while the Goodyear blimps use non-flammable helium.** (Adapted from information from the UK *Daily Mail*, June 14, 2011)

See more photos and read the complete article: Goodyear Blimp Burns

GYROPLANES, ULTRALIGHT PILOTS CAN NOW LEGALLY OBTAIN FLIGHT INSTRUCTION

EXPERIMENTALS CAN NOW BE USED FOR PRIMARY FLIGHT INSTRUCTION

The new FAA guidance for issuing a Letter of Deviation Authority (LODA) for flight instruction has changed the picture for some experimental light-sport aircraft (E-LSA) that were previously used for training but had to stop almost a year and half ago after the end of the transition period. There are also new provisions for training in experimental gyroplanes and for ultralight-only training in experimental aircraft flying under 87 knots.

In revised FAA Letter of Deviation Authority (LODA) guidance, publicly released on June 3rd, changes allow for primary flight instruction in rotorcraft gyroplanes, ultralight vehicles, and for sport pilot certificates in previously exempted Experiment light-sport aircraft. In addition, the LODA still allows for compensated transition training in Experimental category aircraft, which is an essential part of enhancing the safety record of amateur-built aircraft. It also fits into FAA Administrator Randy Babbitt's call for more transition training for pilots.

The LODA revision specifically allows:

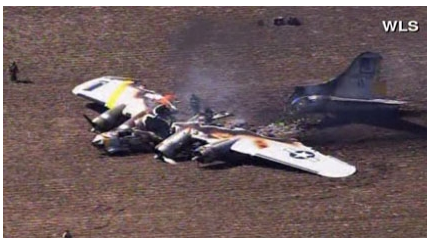
* Rotorcraft gyroplane training at all levels. Essential for this class of aircraft since gyros cannot be certificated as S-LSA. Pilots receiving training no longer need "category and class" privileges to receive training.

* Sport pilot certificate training is allowed, which is a big win for the low-mass/high-drag community. The drawback is this training must be conducted in a previously exempted E-LSA, owned and operated by the LODA applicant.

* Ultralight vehicle training in low-mass, high-drag aircraft with an empty weight of less than 500 pounds and a VH (maximum speed in level flight at maximum power) of 87 knots. Any experimental aircraft meeting this definition can give training without a previously held exemption, but instructors must hold a CFI rating.

(Information adapted from EAA new 06/03/11, FAA, and other sources)

B-17 DESTROYED IN ILLINOIS, CREW ESCAPES



Liberty Belle, a B-17 Flying Fortress operated by the Liberty Foundation of Florida, was destroyed by fire after the crew made an emergency landing in a cornfield in Illinois on June 13th. All seven people on board escaped without injury, according to the NTSB, but the airplane was a total loss. The B-17 had taken off from Aurora Municipal Airport near Oswego, Ill., flying with a T-6 in chase. It may be the pilot of the T-6 who communicated the fire on tower frequency shortly after takeoff repeating, "you're on fire, you're on fire, you're on fire!" and "put it on the ground, put it on the ground, put it on the ground!" Several local residents reported seeing the plane flying low, trailing smoke and flames. An account of the event was released Tuesday by Liberty Foundation chief pilot, Ray Fowler. Fowler wrote. “Prior to exiting Aurora’s airport traffic area, the B-17 crew and passengers began investigating an acrid smell and started a turn back to the airport. Almost immediately thereafter, Cullen spotted flames coming from the left wing and reported over the radio that they were on fire.” At that moment the B-17 was directly over a cornfield the decision was made to land immediately, Fowler explained, and the plane was on the ground about 1 minute, 40 seconds after from Underwood’s radio report of the fire. During that 1:40, “the crew shut down and feathered the number 2 engine, activated the engine’s fire suppression system, lowered the landing gear and performed an on-speed landing,” Fowler wrote.

(Information adapted from AVwebFlash June 16, 2011, WTHR Channel 13, Indianapolis, and WLS TV June 13, 2011)

Video about the crash is at AvWeb: B-17 Down Video

From EAA: Audio: Listen to the event unfold from Aurora tower (Courtesy LiveATC.net)

STUDENTS DEVELOP BRAIN-WAVE-CONTROLLED FLIGHT SIMULATOR

A team of engineering students at Northeastern University in Boston have developed a system that allows a pilot to operate a flight simulator with brain waves. The pilot exerts control of a simulated airplane by looking at specific points on an array of LEDs mounted on Plexiglas in front of a television screen. "Typically, a pilot has a joystick and a throttle and those allow him or her to do a myriad of things," said Mike Nedoroscik, the team leader. "We were able to identify the absolute essential controls and write them into the software. We've been able to achieve up to eight commands, which allowed us to fly the plane and do a couple of flight maneuvers." The project has drawn interest from the Defense Advanced Research Projects Agency and inspired a team at Honeywell Inc. to pursue similar research, according to the university.

(Information adapted from AVwebFlash June 16, 2011)

SHORT FINAL

AVweb April 4, 2011

The following tower transmission was heard after a King Air made a particularly short landing at Metro Airport near Denver. The King Air landed in less than a thousand feet and cleared the runway much earlier than the tower anticipated.

Controller (obviously stunned -- and in good humor) : "King Air, would you mind telling the tower exactly what was wrong with the other 9,000 feet of our runway?"

EAA 172 Meeting
Barbecue Fly-in
July 9, 2011, 12:30 PM at the Pea Patch Aerodrome (61GA), Blythe, GA

EAA Oshkosh Airventure® 2011
July 25 – July 31 at the Wittman Regional Airport (KOSH), Oshkosh, Wisconsin

49th Annual PRA Rotorcraft Convention Fly-in
August 2 – August 6 at the PRA Mentone Airport (C92), Mentone, Indiana

EAA 172 Meeting
August 13, 2011, 12:30 PM at the Pea Patch Aerodrome (61GA), Blythe, GA

Birthdays

Billy	COUCH	07-08
Keith	GOFF	07-09
Richard L.	GABOR	07-14
Pierre	SMITH	07-14
Gary	WARD	07-16
Gary	HARDEN	07-19
Don	GAY	07-22
Rufus L.	BARTON	07-25
Vernon	RIKARD	07-27
Joan	SILLIMAN	07-05
Patty	CAMERON	07-23
Sally	LACHER	07-27
Jami	McMILLAN	07-28

Anniversaries

Bill	&	Cathy	JOHNSON	07-02
Danny	&	Kathleen	STANTON	07-03
Daniel	&	Joan	SILLIMAN	07-05
William	&	Coral	BLANCHARD	07-14
Kenneth	&	Mary Louise	SMITH	07-14
Rufus	&	Robin	BARTON	07-16
Eddie	&	Mary	BOOTH	07-16
Michael	&	Donna	HENDRICK	07-18

AVIATION QUESTION OF THE MONTH

Answer to last month's question: I am flying my family to visit relatives for the Fourth of July. I want to bring some fireworks in the aircraft, since they can't be purchased at our destination. Are there any regulations against this?

According to AOPA: Carrying fireworks in any aircraft, commercial or private, is prohibited by 49 CFR 173.50, which defines consumer grade fireworks as explosives. Fireworks are just one of many substances classified as hazardous that may not be carried onboard an aircraft. However, exceptions include safety matches or a lighter intended for use by an individual when carried on one's person. However, lighters containing unabsorbed liquid fuel (other than liquefied gas), lighter fuel, and lighter refills are not permitted on one's person or in checked, stowed, or carry-on baggage.

This Month's Question: There was a notice to all airport tenants and users that announced a car race will be held at the airport the following weekend. This airport is federally funded and should be available exclusively for aeronautical activities! Is that right?

FUND RAISING STATUS

Many are already aware that we have two fund raising efforts going on: 1) Al Patton Scholarship and 2) roofing fund. 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 these two funds. Please consider writing a check for whichever you want to support and send 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 goals.
Again, thank you very much for your support! ***Al***

Al Patton Scholarship Fund

Club House Roof Fund

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 and indicate that you want the newsletter mailed to you. This should be done by deadline date, which for August is July 27 which is also the deadline for any articles for the August issue.

EAA 172 Night Out

Thursday, July 28: 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 Oshkosh Airventure® there will be no social gathering eat-out this month. Contact Sheila Connell for more details 803-279-7250 e-mail: conl6356@comcast.net.

SHORT FINAL

AVweb June 13, 2011

Years ago, an air traffic controller at KSYR was working Approach Control and had numerous aircraft on his screen.

Controller: "N1234, can you identify yourself? Are you a Cardinal?"

N1234 (after a moment's hesitation) : "No -- but I used to be an altar boy!"

NAME THAT PLANE

Grumman F6F Hellcat

The Grumman F6F Hellcat was a carrier-based fighter aircraft developed to replace the earlier F4F Wildcat in United States Navy (USN) service. Although the F6F bore a family resemblance to the Wildcat, it was a completely new design powered by a 2,000 hp Pratt & Whitney R-2800. Some tagged it as the "Wildcat's big brother". The Hellcat and the Vought F4U Corsair were the primary USN fighters during the second half of World War II.

The Hellcat was the first USN fighter for which the design took into account lessons from combat with the Japanese Zero The Hellcat proved to be the most successful aircraft in naval history, destroying 5,271 aircraft while in service with the U.S. Navy and U.S. Marine Corps (5,163 in the Pacific and eight more during the invasion of Southern France, plus 52 with the Royal Navy's Fleet Air Arm during World War II). Postwar, the Hellcat aircraft was systematically phased out of front line service, but remained in service as late as 1954 as a night fighter in composite squadrons.

Specifications: Grumman F6F Hellcat

(From Wikipedia)

General characteristics

* Crew: 1
* Length: 33 ft 7 in
* Wingspan: 42 ft 10 in
* Height: 13 ft 1 in
* Wing area: 334 ft²
* Empty weight: 9,238
* Loaded weight: 12,598 lb
* Max takeoff weight: 15,415 lb
* Powerplant: 1× Pratt & Whitney R-2800-10W two-row radial engine with a two-speed two-stage supercharger, 2,000 hp
* Fuel capacity: 250 gal internal; up to 3 × 150 external drop tanks

Performance

* Maximum speed: 330 kn (380 mph)
* Stall speed: 73 kn (84 mph,)
* Combat radius: 945 mi
* Service ceiling: 37,300 ft
* Rate of climb: 3,500 ft/min
* Wing loading: 37.7 lb/ft² (184 kg/m²)
* Time-to-altitude: 7.7 min to 20,000 ft
* Takeoff roll: 799 ft

Armaments

* Guns:
  - either 6× 0.50 in (12.7 mm) M2 Browning machine guns, with 400 rpg, (All F6F-3, and most F6F-5)
  - or 2 × 20 mm (.79 in) cannon, with 225 rpg
  - and 4 × 0.50 in (12.7 mm) Browning machine guns with 400 rpg (F6F-5N only)
* Rockets:
  - 6 × 5 in (127 mm) HVARs or
  - 2 × 11¾ in (298 mm) Tiny Tim unguided rockets
* Bombs: up to 4,000 lb (1,814 kg) full load, including:
  - Bombs or Torpedoes:(Fuselage mounted on centreline rack)
    - 1 × 2,000 lb (907 kg) bomb or
    - 1 × Mk.13-3 torpedo;
  - Underwing bombs: (F6F-5 had two additional weapons racks either side of fuselage on wing centre-section)
    - 2 × 1,000 lb (450 kg) or
    - 4 × 500 lb (227 kg)
    - 8 × 250 lb (110 kg)