

# The Pea Patch Post



EAA CHAPTER 172  
AUGUSTA, GA

PRESIDENT  
**AL NODORFT**  
222 Chamblin Rd.  
Grovetown, GA 30813  
706-955-1049

EMAIL: [Nodorft@Hotmail.com](mailto:Nodorft@Hotmail.com)

VICE-PRESIDENT  
**SID BROWN**  
1447 Paradise Rd.  
Wrens, GA 30833  
706-814-8853

EMAIL: [sbrown@catg.com](mailto:sbrown@catg.com)

SECRETARY  
**JOHN MAGNAN**  
1616 Mosley Chapel Rd.  
Wrens, GA 30833-3905  
706-547-3607

EMAIL: [jcm2@earthlink.net](mailto:jcm2@earthlink.net)

TREASURER  
**DON BUSH**  
3076 Old Waynesboro Rd.  
Hephzibah, GA 30815  
706-554-5618

EMAIL: [donr.bush@yahoo.com](mailto:donr.bush@yahoo.com)

TECH COUNSELOR/EDITOR  
**ALDINE PATTON**  
2407 Williams St.  
Augusta, GA 30904  
706-738-2228

EMAIL: [aldinepatton@bellsouth.net](mailto:aldinepatton@bellsouth.net)

YOUNG EAGLES COORDINATOR  
**SID BROWN**

EMAIL: [sbrown@catg.com](mailto:sbrown@catg.com)

FLY OUT COORDINATOR  
**DENNIS ALLEN**  
706-790-0511

EMAIL: [dennispilot@bellsouth.net](mailto:dennispilot@bellsouth.net)

LOGISTICS DIRECTOR  
**STEVE THOMPSON**  
706-860-8655

EMAIL: [N8175B@bellsouth.net](mailto:N8175B@bellsouth.net)

SPECIAL EVENTS DIRECTOR  
**FAY ALLEN**  
706-790-0511

EMAIL: [rfallen44@bellsouth.net](mailto:rfallen44@bellsouth.net)

LIBRARIAN  
**JOE MILES**  
706-733-8376

RESIDENT ACE  
Lt. Col. **PHIL COLMAN**  
706-736-4352

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

EAA172, Inc. WEBSITE  
[eaa172.jcmservices.net](http://eaa172.jcmservices.net)



**NAME**

**THAT**

**PLANE**

**August, 2010**

**PRESIDENT'S DESK**

**Al Nodorft**

Ever hear of the "airport kid?" The one who hangs on the fence looking in, or volunteers to help wash a plane, etc. Anything to score a ride in a plane. I think there is a little bit of that in all of us. The Young Eagles program is great to introduce kids to flying, but it does not hold them there. A kid that is hooked doesn't want just one ride. He will be looking for the next one as well – that fuels the fire.

A pilot and plane have incredible power to bring joy – to anyone. About ½ of our members do not have planes and many do not, or no longer have licenses to fly due to age. Why do they continue to support the club? Actually I am not sure why. But consider this, for those who are past the time where they can fly themselves anymore – has anyone taken them up recently? I am sure the joy they knew in the past would still be there if someone could take them up one more time.

Others belong to our club fully capable of flying, but without aircraft. Some will rent planes. Some are thinking about building. Others are trying to decide what kind of plane they want. If our members with planes could offer a ride occasionally it would keep these folks encouraged to continue with their dream of aircraft ownership.

Then there are folks like me. Have one or two airplanes, but always interested in experiencing something new. This keeps life exciting, plus you never know, we might find another type of airplane or type of flying more interesting than what we already do.

Finally, the kids. An occasional ride in a plane may keep them coming. As all can notice, we have very few youth that come to a chapter meeting. One reason may be that we don't give them anything to look forward to except adult entertainment.

Now I have to make a disclaimer. My son has been shamelessly trying to get a ride in anyone's airplane. This column is not meant to increase his odds, but rather point out the kid that is in all of us and encourage pilots with planes to share the joy of flight with kids or adults as often as possible. Life is too short to keep it all to ourselves.

Remember, if you are flying in you can always bring a friend. They just might be the next pilot to join our ranks.

## *Dues*

We have over \$700 outstanding in dues for people that we are counting as members. I know many cannot make the meetings, so please take time to pay by check. When writing checks, please make them out to EAA 172 only. Other fancier titles only get us in trouble with the bank.

## *August*

Our August meeting will be on August 14<sup>th</sup> at the Pea Patch. Tim Wright from EAA Chapter 780 will come and give a presentation on Ben T. Epps, Georgia's first aviator.



Fly safe!

*Al*



**Minutes of the Meeting for EAA Chapter 172**  
**Cold Cuts Fly-in**  
**July 10, 2010**

Before the meeting the members, their families, and visitors enjoyed a delicious meal of submarine sandwiches. The Aerospouses set out the side dishes. Approximately 54 members, family, and guests signed in. There were four visiting aircraft. At 12:30 PM Al Newman gave the invocation for the meal and everyone ate. Club President Al Nodorft called the meeting to order at 12:58 PM. Al welcomed the guests. Al thanked Sid and Cathy Brown for purchasing and bringing the food. Al also thanked those who were at the July 8th meeting preparation day. He reminded everyone about the aerobatic performances this evening by Greg Connell and Gary Ward for *Thunder Over Thurmond*. He reminded everyone that we should separate the aluminum cans from the rest of the trash so that we can get some recycling money for the cans. Also, his children are collecting the pull tabs from the cans for their school. Al said that at the next meeting Tim Wright from EAA Chapter 780 would present a program about the Ben Epps Day. Also there still is a need for someone to handle advertising for the newsletter. Some members still need to pay their dues for 2010.

*Old Business:* Don Bush moved that the minutes for the last meeting should be approved. Steve Thompson seconded the motion and it was approved. Treasurer Don Bush said that there was \$253 in the Kitty which covered the food expense. Don said that is leaving a couple of DVDs in the clubhouse library. These are about fighters and bombers in World War II.



*Stuart Hembree*

*New Business:* President Nodorft and Frances Weiss reminded everyone about the club cleanup day at the Pea Patch on Saturday, August 7. The time for the work would be 9:00 AM to noon. The club will provide the lunch. Virginia Bush said that the next club eat-out would be on July 22 at Rae's Coastal Cafe, 3208 West Wimbledon Drive, Augusta, GA 30902.

Ed Christian talked about and showed a photo he has from Arnold Palmer. Benjamin Brown said that he was changing his major to aviation maintenance technology at Middle Georgia College.



*Benjamin Brown*

Stuart Hembree talked about the Leadership meeting he went to. Sheila Connell said that Stuart was nominated to attend the National Forum on National Security for the National Youth Leadership Forum. She said that the cost would be \$1500 to \$2000 for the week-long event. Sheila asked for donations from the club members to help Stuart attend this prestigious forum.



*Ed Christian and Arnold Palmer photo*

Al Newman moved and Don Bush seconded that the meeting adjourn. The motion was accepted and the meeting adjourned at 1:21 PM.

*Program:* We enjoyed an informative talk and demonstration by Pierre Smith about how the iPad can now be used to replace VFR sectionals and approach plates in the cockpit resulting in hundreds of dollars of savings each year. Much of the information can be downloaded free from government Websites.

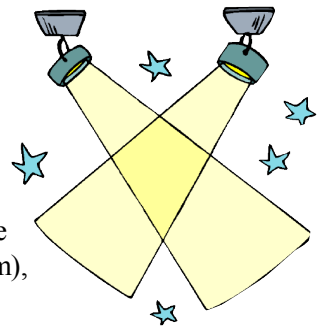


*Pierre Smith and iPad sectional*

***EAA 172 Night Out***

**Thursday, August 26: EAA 172 monthly "get-together" -- Social Meeting 6:30 PM -- This is a monthly non-business social gathering held on the fourth Thursday. This month's location is Crum's On Central restaurant, 1855 Central Ave., Augusta, GA 30904 (4 blocks from Paine College). Contact Virginia Bush for more details 706-554-5618 e-mail: donr.bush@yahoo.com. For a map and directions go to the Web and put in this URL: [nightout.jcmservices.net](http://nightout.jcmservices.net)**

# Member Spotlight



This month's Member Spotlight is on Jim and Shirley McBurney. Jim was born in Canonsburg, PA, and raised in Pleasant Hills (Pittsburgh), PA. Shirley is a Georgia native, being born in Wilkes County and living in the cities of Tignall, Rayle, and Augusta while growing up. Jim came to Georgia on a three-year paid vacation, courtesy of his rich uncle (Sam), and stayed because he found a girl here who's sweeter than any girl in Pennsylvania.

Jim and Shirley met in 1964 at the Greene Street Presbyterian Church in Augusta. They've been married 43 Years. Jim relates: "I proposed to Shirley just before leaving for a year in Vietnam, so one year of our engagement was via letters. Shirley was teaching at the time, and when report cards were due, she didn't have time to write, so she'd send me clippings from the paper. She'd write notes in the margins of the stories. I never read the stories, but I'd spend hours looking at the notes she wrote. She had (and still has) the most beautiful handwriting I've ever seen!"

Jim and Shirley have quite an extended family now. They have two children, twins, a boy, John, and a girl, Jenna. They are both 42. John is married to Michelle and they have two girls, Maggie, age 8, and Mollie, age 7. They are homeschooling both girls. They live in Augusta. Jenna is married to Frank Wall. They also live in Augusta and have two grown children, Jonathan and Ann. Jonathan lives in Augusta. Ann is married to Jamie Spivey and lives in Talmo, GA. No great-grand-kids yet!



*Jim & Shirley McBurney*

Jim is retired from Project Engineering at DSM Chemicals, and aviation maintenance (A&P) at Augusta Aviation, AND television station engineering at WBPI in North Augusta, SC, and WBHQ in Columbia, SC. I guess one job was not enough! Shirley taught Bible in public schools in Kentucky and Florida. In Augusta she taught Bible and elementary grades in private schools. She now spends her time with family, her Sunday School class, friends, and her garden.

Jim explains how he became interested in aviation: "When I was young, we lived in the approach path for Allegheny County Airport, which was the airline terminal for Pittsburgh before Greater Pit was built. I've watched many DC-3s and Constellations on approach or departure. My father once asked me what I wanted to be. I answered, 'a truck driver'. 'No son of mine is going to be a truck driver,' he said. 'Okay,' I said, 'How about a bus driver?' 'NO,' he replied. I thought awhile, listening to a plane overhead. 'How about an airline pilot?' 'Well, that sounds better,' he said. And the rest, as they say, is history, although I never flew airlines."



*Jim (far left) explaining something about his CH 801 to Tech Counselor Al Patton.*

Jim began to be interested in homebuilding when he realized the limitations that are placed on certificated aircraft by "those-who-know-more-about-airplanes-than-we-do", and really got interested when the Lord showed him how he could serve Him and His missionaries by enabling and assisting them to build their own planes.

Jim's first flight was also his first flying lesson. This was in an Aeronca 7AC Champ when he was 18. Today Jim has around 1200 hours and is licensed in Airplane Single & Multi-Engine Land, with an Instrument rating.

Jim currently does not have an aircraft to fly, but is building a Zenith CH-801. That also happens to be his favorite aircraft, along with the Ryan Navion. His ultimate aircraft would be the Mooney Ovation3. Jim enjoys traveling and giving plane rides.

Other than spending time with Shirley, Jim enjoys flying, driving buses, mixing audio for the television ministry at his church, and repairing vehicles.

Finally, Jim wants everyone to know... I was born and raised in Yankee-land, but I'm a naturalized rebel. "The South SHALL rise again!" "I just pray it's in time."

## FAA DOES NOT WANT THE 121.5 MHZ ELT TO GO AWAY



According to the AOPA there will not be a ban of the 121.5 MHz ELT. The FAA has officially stepped in with a letter to the National Telecommunications and Information Administration requesting that the Federal Communication Commission withdraw its notice that would prohibit the “certification, manufacture, importation, sale, or continued use of 121.5 MHz ELTs.” The FAA is following all of the steps necessary to ensure that the FCC’s notice does not get published in the Federal

Register. Without being published in the Federal Register, the notice cannot go into effect. The FCC had said it plans to ban 121.5 ELTs because search and rescue satellites don’t monitor that signal anymore. However, the FAA points out that the Coast Guard and Civil Air Patrol do monitor the frequency and that more than 38,000 (of 200,000) aircraft owners have voluntarily equipped with the replacement 406 MHz units. It also noted that manufacturers wouldn’t be able to suddenly equip more than 160,000 aircraft. “The ability of the aviation industry to continue the manufacture, importation, sale and use of 121.5 MHz emergency locator transmitters is of utmost importance to the aviation community,” the FAA wrote to the FCC.

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## THE FAA IS REQUIRING ALL AIRCRAFT TO BE RE-REGISTERED

AOPA 07/23/10

The FAA has released its final rule requiring the re-registration of all civil aircraft over the next three years and renewal every three years thereafter. The FAA proposed a \$5 re-registration and renewal fee, but the FAA reauthorization bill if enacted as passed by the House would authorize the agency to increase the initial registration fee to \$130 and re-registration and renewals to \$45. The rule is intended to improve the accuracy of the civil aviation registry database. Currently, there is a one-time aircraft registration with a \$5 fee; the FAA attempts to update the aircraft registry with the use of its triennial aircraft registration report.



The agency estimates that slightly more than one third of the current 357,000 registered aircraft, or 132,100, are inaccurate. The new rule eliminates the triennial report and requires owners to re-register all aircraft and then renew their registration every three years. The rule estimates that the program will reduce the error rate to 5.7 percent, or 18,800 aircraft. The plan calls for the re-registration of all U.S. civil aircraft by Dec. 31, 2013. The FAA will cancel the N numbers of aircraft that are not re-registered or renewed. To ensure that their aircraft do not slip through the cracks, owners should check the FAA Website now and make sure the FAA has accurate information regarding their aircraft.

“We are disappointed that the FAA has chosen what may turn out to be a complicated and costly method of updating the aircraft registry,” said AOPA Vice President of Regulatory Affairs Rob Hackman. “AOPA will be monitoring the implementation of the rule closely and communicating with the FAA about any issues that arise.”

### AVIATION QUESTION OF THE MONTH

**Answer to last month’s question:** *A pilot is planning a flight and it appears he will have to go around a busy Class B airspace unless he overflies it. If he does overfly it, are there any requirements to make contact with the controlling agency?*

**According to AOPA:** There are no requirements to contact the controlling agency for the Class B airspace a pilot wishes to overfly. However, he should keep in mind that the airspace is usually quite busy. He might want to consider contacting ATC and requesting flight following. This will give him a better picture of where other aircraft are and will also allow ATC to advise him of any known traffic conflicts.

**This Month’s Question:** Can a lady fly as pilot in command while she is pregnant?

## July 10th Board Meeting

Attending this month's EAA 172 Board meeting were Dennis Allen, Sid Brown, Don Bush, John Magnost, Allen Nodorft, Al Patton, and Steve Thompson.

The Board finalized the arrangements with the Pea Patch Corporation regarding the annual lease agreement for the land where the EAA 172 clubhouse is situated.

The Board agreed that the city of Millen would make arrangements for the food, and sell it, as had been suggested by Don Gay. The city will also provide tables and chairs. The club will only have to handle any aircraft that come in. Don had already said at the last Board meeting that he and other folks from Millen are committed to prepare the airport for us. The Keith Brock Memorial Fly-in will be held at the Millen airport on November 13.

We also discussed the needed reroofing of the clubhouse. Steve Thompson said he would "lead the effort" and handle the planning and purchases for the re-roofing.

The Board also discussed possible activities for children who come with their parents to club meetings. Most likely insurance contingencies will prevent the installation of any playground equipment on the property.

*Birthdays*

Sandy	HOWARD	08-01	Robin	BARTON	08-03
James	HERRING	08-05	Kathy	SCUKANEC	08-03
Julio	ARRIETA	08-11	Marlyn	COUCH	08-07
Kenneth	SMITH	08-12	Rita	GARNER	08-10
Mick	YOUMANS	08-13	Mary	BOOTH	08-14
Gene	CRISWELL	08-14	Cathy	BROWN	08-19
Frank	BUTLER	08-15	Karen	HALEY	08-24
Joseph C.	MILES	08-15	Fay	ALLEN	08-27
Jason	JARRARD	08-17	Staci L.	JAKOB	08-27
Mary B.	HEMBREE	08-25	Kathryn	PARKS	08-27
			Karen	REEVES	08-30

*Anniversaries*

John	&	Sally	LACHER	08-04
Keith	&	Judy	GOFF	08-09
Don	&	Langga	GAY	08-13
Dudley	&	Madeline	BOWEN	08-14
Ronald	&	Karen	HALEY	08-14
Stephen	&	Johna	THOMPSON	08-14
Gary	&	Joyce	WAUGH	08-14
Tim	&	Jan	BURCHETT	08-15
Lee	&	Lucy	KEEFER	08-16
Mick	&	Anne	YOUMANS	08-16
James	&	Shirley	McBURNEY	08-19
Sandy	&	Barbara	HOWARD	08-23
Julio	&	Pierina	ARRIETA	08-28

### EAA 172 Meeting

August 14, 2010, 12:30 PM at the Pea Patch Aerodrome (61GA), Blythe, GA

### EAA 172 Meeting

September 11, 2010, 12:30 PM at the Pea Patch Aerodrome (61GA), Blythe, GA

### Wrens Fall Fly-in 2010

October 1-2, 2010, Wrens Memorial Airport (65J), Wrens, GA

### EAA 172 Breakfast Fly-in

October 2, 2010, 9:00 AM at the Pea Patch Aerodrome (61GA), Blythe, GA



**EAA 172 MEMBERS,**

**Thank you for your generous contributions enabling me to attend the National Youth Leadership forum on National Security (NYLF/NS): Exploring American Diplomacy, Intelligence and defense, to be held in Washington, D.C. this fall. I look forward to this outstanding experience and do not take it lightly.**

**I sincerely appreciate your continued investment in my future. I know that your gift has opened a door that otherwise would not have been opened.**

**Sincerely,**

**Stuart Hembree**

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**British Airways flight asks for push back clearance from terminal.**

*Control Tower replies:* 'And where is the world's most experienced airline going today without filing a flight plan?'

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*Lost student pilot:* 'Unknown airport with Cessna 150 circling overhead, please identify yourself.'

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## **AIRFORCE PROPOSES 3 OPTIONS FOR THE BULLDOG C & E MOAS**



The Air Force has proposed three options for modifying the special use airspace over Shaw Air Force Base. Two of them would severely compress general aviation and restrict access to frequently used Victor airways, but one could address both the military and civilian pilots' needs with certain changes, AOPA said in comments July 22. The Air Force has released its final environmental impact statement (EIS) for the airspace training initiative over areas of South Carolina and Georgia. The initiative proposes three alternatives for reconfiguring the Gamecock, Poinsett, and Bulldog military operations areas (MOAs) to accommodate changes to military training missions in the area. Of the three alternatives, AOPA favors Alternative B due to the

lower impact to general aviation operations.

"The addition of the Bulldog C & E MOAs under the Mitigated Proposed Action will have a major impact on two public-use airports, two private-use airports, seven instrument approach procedures, one Victor airway, and one T-route. Additionally, the establishment of these two MOAs will restrict access for Instrument Flight Rules (IFR) traffic any time either MOA is active," said AOPA Manager of Air Traffic Services Tom Kramer. "Alternative B mitigates some of the airspace concerns associated with the Mitigated Proposed Action, but additional modifications are needed to fully address the impacts on the general aviation user community."

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*Nova 851:* 'Halifax Terminal, Nova 851 with you out of 13,000 for 10,000, requesting runway 15.'

*Halifax Terminal (female):* 'Nova 851, Halifax, the last time I gave a pilot what he wanted I was on penicillin for three weeks. Expect runway 06.'

## NAME THAT PLANE

### PIPER J4E “Cub Coupe”

ATC #740

The Cub Coupe was Piper's side by side 2 seater introduction as competition for the popular Taylorcraft and Aeronca Chief of that era. To make the Coupe more attractive, the aircraft was wider and deeper, with an automotive panel, brakes, pants, heater, more fuel - all at no extra cost. The first COUPES had only 50 HP, so with an airplane this size, performance was less than the competition. The 1938 version sold for \$1995 (\$650 down and 12 months to pay the remainder).

The Piper J4E Coupe picture was the 1941 version with a 75HP Continental engine and performance was quite acceptable. This model became the business aircraft of the light aircraft world with a published cruise of 96 mph and range of about 450 miles. Standard equipment included engine starter, generator, battery, dual ignition, and a Piper radio. The side upholstery panels and headliner were automotive quality. By July, 1941, the price had risen to \$2575.

Tom Patton, Bo Mulherin, and myself acquired a somewhat decrepit Cub Coupe from member George Trotter of Charlotte. We trucked it back to the old Pea Patch and restored the aircraft back to original colors and scheme of 1940 complete with an impeccable interior and genuine Ken Rayburn installed headliner. The blue and cream airplane was beautiful!

The engine log showed two hours since major but when Tom made the first test flight, the oil temperature was high, oil pressure was low, and a thin line of blue/white smoke trailed from the exhaust. J.D. Thomas disassembled the engine, measured the parts, put the good parts in one box and the bad parts in another box. The good parts box was almost empty. After chrome plating the four cylinders and acquiring all the necessary new parts, J.D. Put the engine back together. After breaking in the engine, it turned out to be a superb performer.

I really liked this airplane with its roominess and comfort. With an O-200 Continental this airplane would be hard to beat.

**Baldo**

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*Tower:* Have you got enough fuel or not?

*Pilot:* Yes.

*Tower:* Yes what?

*Pilot:* Yes, SIR!

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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 September is August 25 which is also the deadline for any articles for the September issue.

# Sport Aviation EAA Chapter 172 Membership Form

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

Birthday (day, month) \_\_\_\_\_

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

Birthday (day, month) \_\_\_\_\_

Anniversary date (day, 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:

**Pea Patch Aerodrome**  
**4511 Boulineau Road**  
**Blythe, Georgia 30805-3605**

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

Thank you for your support!

