



Chapter 172

Augusta, Georgia

April 2021

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UPCOMING CHAPTER EVENTS

April 10th: EAA 172 Gathering, Pea Patch 12:00 PM

April 20th: EAA 172 Board Meeting (open to all EAA 172 members)

April 22nd: EAA 172 Eat Out – Village Deli, Augusta – 6:15, sit down at 6:30

May 8th: EAA 172 Gathering, TBD

Other Local Events

11-Apr	SC Breakfast club	Holly Hill	122.9	5J5
April 13th – 18th Sun and Fun Lakeland Florida				
April 25	Ehrhardt, SC	Broxton Bridge Plantation	122.9	SC55
May 2	Rock Hill, SC	Rock Hill (York Co) - Bryant Field	123.05	KUZA
May 16	Lexington, SC	Whiteplains	122.9	SC99
May 23	Manning, SC	Palmetto Air Plantation	122.8	SC41

Meeting Status

Regular Monthly Meetings - We continue to make progress getting back to normal. In March we had a regular meeting at Pea Patch. Please see the write up for info on how that went.

Board Meetings - Last month it was announced that EAA 172 business would be conducted at the monthly board meetings. We had to change the day of the month that was published due to conflict in other club activities. Board meetings will be on the third Tuesday of the month at 6:30

Eat Outs – Eat outs will resume starting in April. Getting together for the eat outs really feels like 2020 is behind us.

REVAMPED Facebook Page-

Sandy Walther has been doing a fantastic job with the facebook page. If you have not stopped by in a while take a look. Thanks Sandy

April Gathering Preview :

April's meeting will again be a BYOL (bring your own lunch) . Last month my Grandson and I stopped at the gas station at the corner of Bath Edie and Dean's Bridge. We picked up their fried chicken. It was quick, easy and good.

April Board Meeting:

Going forward the board meetings will be held on the 3th Tuesday of the month and will be open to all EAA 172 members

Meeting will be April 20nd, 6:30 pm and held at Augusta Flight School at Bush Field, 1502 Hanger Rd, Suite 1, Augusta.

The building in front of the FBO, See Picture attached.



Eat-Outs

We are starting up Eat-Outs again. This month will be on April 22nd at 6:15 ish at Village Deli with a game plan of getting the table at 6:30. Getting together is a blast during the eat-outs. Ely and I are looking forward to hitting them up this year more than we have in the past. Thanks to Virginia Bush and Sheila Connell for betting these started again.

March meeting notes

By Al Nodorft

It was good to get back together again for our March gathering. About 20 folks came out to the Pea Patch, including some we have not seen for a while. Was good to see everyone doing well.

Sandy Walther shared a couple of VFR flight scenarios for discussion. There were no right or wrong answers, but it was interesting how the answers for go/no go depended on each pilot's experience. It was a good discussion as each of us has to make the go/no go every time we fly and the conditions are never the same from flight-to-flight.

Nandi Shetty put on his instructor hat and told use we could use the acronym PAVE to help us with the go/no go decision. PAVE stands for Pilot, Aircraft, enVironmental and External.

Pilot - The pilot must ask, "Am I ready for this trip?" in terms of experience, recency, currency, physical, and emotional condition.

Aircraft - What limitations will the aircraft impose upon the trip? Ask the following questions:

- Is this the right aircraft for the flight?
- Am I familiar with and current in this aircraft? Aircraft performance figures and the AFM assume a brand-new aircraft flown by a professional test pilot. Keep that in mind while assessing personal and aircraft performance.
- Is this aircraft equipped for the flight? Instruments? Lights? Are navigation and communication equipment adequate?
- Can this aircraft use the runways available for the trip with an adequate safety margin under the conditions to be flown?
- Can this aircraft carry the planned load?
- Can this aircraft operate at the altitudes needed for the trip?
- Does this aircraft have sufficient fuel capacity, with reserves, for trip legs planned?
- Does the fuel quantity delivered match the fuel quantity ordered?

environmental –

- Weather
- Terrain
- Airport
- Airspace
- Nighttime

External Pressures - External pressures are influences external to the flight that create a sense of pressure to complete a flight—often at the expense of safety. Factors that can be external pressures include the following:

- Someone waiting at the airport for the flight's arrival.
- A passenger, the pilot, does not want to disappoint.
- The desire to demonstrate pilot qualifications.
- The desire to impress someone (Probably the two most dangerous words in aviation are "Watch this!")
- The desire to satisfy a specific personal goal ("get-home-itis," "get-there-itis," and "let's-go-itis")
- The pilot's general goal-completion orientation
- Emotional pressure associated with acknowledging that skill and experience levels may be lower than a pilot would like them to be. Pride can be an influential external factor!

Member activity.

By Al Nodorft

Flight in P-51 Mustang

I finally checked off an item on my bucket list – flying the P-51 Crazy Horse 2. This plane is a dual control P-51 based in Kissimmee, Florida. The question I get is, is it everything you thought it would be? That is a difficult question as I learned long ago that the experience in the cockpit is very different than the experience of watching any plane from the ground. Would I do it again? Absolutely!



Depending on your previous experience all planes in the air fly pretty much the same in the air. The P-51 is a high horsepower, high performance plane, not unlike the King Air that I fly. Also, the P-51 is aerobatic like the Christen Eagle I used to fly, although really just limited to combinations of loops and rolls. Taxiing on the ground is also similar to the Eagle.

The P-51 is unique of course. The first thing that stands out is the noise. You put in ear plugs and then a tight-fitting helmet with built in headsets. That pretty well tames down the aircraft noise. Only when you talk over the intercom the engine sound blasts through your headset a bit over the threshold of pain. My wears rang for 4 hours afterwards. Not sure how high time Mustang pilots have any hearing left!

Crazy Horse 2 is a dual control Mustang. I had to fly from the back seat. Visibility is not quite as good straight ahead from that seat, but still quite good. I got to fly from about 1 minute after take-off until the wheels touched down. Much of the flight was focused on aerobatics. It had been some years since I have done any, so enjoyed doing it again. We did stalls, loops, rolls, barrel rolls, Cuban 8's and a clover leaf maneuver.

The stall is quite predictable with plenty of notice. Rule number 1 is that it will always drop the left wing. If you do an accelerated stall in a left climbing turn you will end up in a knife edge attitude. Recovery is easy.

A Mustang can be spun, but it is not recommended, nor did we try it. It is difficult to get into a spin, but also difficult get out. A power off spin takes 1-1/4 turns to recover and an altitude loss of potentially 3000 ft. A power on flat spin can take up to 9000 ft to recover. Best to avoid spins.

People ask how many G's we pulled. It was 4 G's. That is plenty for all the maneuvers we did. The aircraft is capable of 8G's, but I am not. It takes some time to build up tolerance for that. Even at 4 G's I found the first few loops were a struggle for me. I was surprised at how quickly one adapts as after that I did not even give it a thought.

There is a difference in the G profile between the Eagle and the Mustang. The Mustang is a high power and high inertia aircraft and a simple thing as a loop can take 2 – 3000 ft of altitude. That means the time exposure to the G loading is a lot longer than in the Eagle where a loop could be completed within 1000 feet. Of course, you have more time to enjoy the view of unusual attitudes as well.

The flying part came pretty natural to me and I enjoyed it a lot. It was the landing part that I was wondering how it would go as the instructor said he would let me land it. It starts with an overhead break after overflying the runway. That makes you feel cool! During the break to downwind the flaps and gear are lowered and the speed slows down. The approach is mostly curving to keep the runway in view.

The landing approach went well even with a crosswind. The touchdown went well and I thought I had it made – until the tail dropped. The plane continued to roll straight, but my world disappeared. I am pretty sure that this is the point the instructor took over, but he never said anything. I am sure it is possible to land it from the rear, but the abrupt change in view was so unexpected and short that I did not have time to figure out what my references should be. Once off the runway I was allowed to taxi it back to parking.

I am a fan of WW2 aircraft of all sorts and like to take flights in them when possible to help me understand what our brave men went through during the war. The P-51 was an awesome fighter, but I cannot help but think the pilots would have become exhausted just from the noise and flying those long missions. In any case, they have my respect!

Donated Book

Tom Patton has donated a book about his father (Al Patton) to the chapter. It will be stored on the bookshelf by the lectern. I have read the book already and it is very interesting. I only knew Al in his later years, but he led a fascinating life with many twists and turns. I recommend everyone who knew Al to read it. You might learn something new about him.

Meeting Schedule

Month	Day	Time	Event	Location	Food
April	10	12:00 PM	William Roberson - BFR expectations	Pea-Patch	BYOB
April	20th	6:30 PM	Board Meeting	Augusta Flight School @ KAGS	None
April	22nd	12:00 PM	Eat Out	Village Deli	
May	8th	TBD	TBD	TBD	

EAA Webinars Schedule

EAA National has announced the February / March webinars that you can enjoy from the comfort of your home. EAA webinars are free to all aviation enthusiasts.

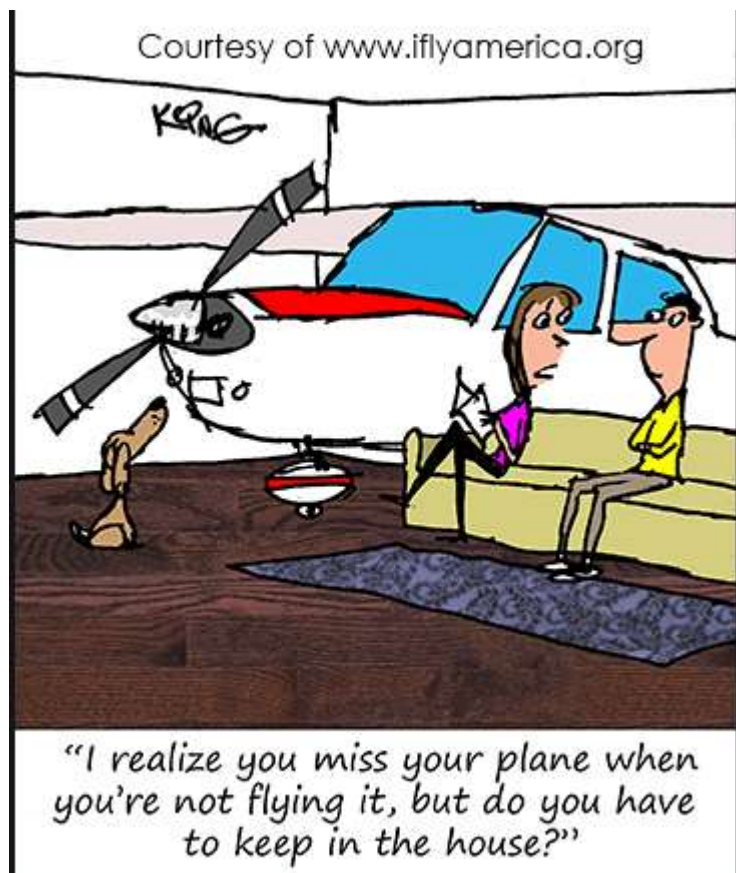
Preregistration is recommended, as space is limited.

Upcoming webinars include the following topics and presenters:

<https://www.eaa.org/ea/news-and-publications/ea-webinars>

Date	Time	Title
4/13/2021	7 p.m. CDT	The E-1 and the Pursuit of a Record Presented by - Eileen Bjorkman
4/14/2021	7 p.m. CDT	Canadian Airspace 101 Presented by - Radek Wyrzykowski
4/27/2021	7 p.m. CDT	Flying Clubs – Getting Started Presented by - David Leiting

Aviation Cartoon



We will be changing the address for our web page. Right now, a google search shows 2 different web pages for us. We will be updating the web page at

<https://chapters.eaa.org/EAA172>

Jim Maher has volunteered to take over responsibilities for the web page. Please thank Jim when you see him. Also thank Joe Britt for all the work he has done last year with the web page.

Advertisements

Free advertising!

Do you have stuff in your hanger that you would like to clear out and make a few bucks? Do you have some aviation books or supplies that you will never need again?

Do you want to get it advertised in next month's newsletter? Send your list of stuff WITH prices to Tom DeGroodt at Degroodtt@gmail.com

WHERE TO FIND US:

EAA172 meets every 2nd Saturday of the month at several locations around Augusta, GA throughout the year. However, our primary meeting place is at our chapter clubhouse on Pea Patch Aerodrome (61GA) in Blythe, GA. Take Route 1 toward Blythe, turn south at the Citgo/Quik Mart station onto Bath-Edie Road. At the first intersection, turn right onto Patterson Road and follow ¼ mile. Make a left turn onto Boulineau Road (across from the Rec Center) and drive 1 mile. The entrance to Pea Patch is on your right. The clubhouse is at the end of a row of hangars next to the grass strip, just south of the windsock.



EAA Chapter 172:

<https://chapters.eaa.org/EAA172>



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