



Chapter 172

Augusta, Georgia

August 2020

Chapter Officers

President

Allen Nodorft
706-945-8144
Nodorft@hotmail.com

Vice President

Nandi Shetty
airnandi@gmail.com

Secretary

Tom DeGroodt
515-306-8463
DeGroodtt@gmail.com

Treasurer

Sandy Walther
sandywalther@yahoo.com

Tech Advisor

Dave Dent
davedent@comcast.net

Webmaster

Joseph Britt
webmaster.caa172@gmail.com

UPCOMING CHAPTER EVENTS

Other Local Events

President's Desk

Hope all are remaining safe during the Covid induced social distance experiment. I sent out an email to see what consensus might be on moving forward with the chapter activities. Seems like most want to meet in person with a few precautions. The board will be considering this in the next weeks and maybe can have a meeting in September.

In the meantime I have been socially distancing by rehabbing a house – mostly by myself and my family. Something productive and something to keep my daughter out of trouble over summer break. Only downside is I get to spend a lot of time at Home Depot and Lowes. Also, I have put my airplane project on hold for a couple of months. Looking forward to getting back on that. It also qualifies for social distancing. ☺

Fly safe,

Al

New content for the newsletter

By Tom DeGroodt

Since it seems that there will not be a meeting or presentation for an Augusta meeting I thought I would try to beef up the newsletter with some extra content. Sandy Walther was the inspiration and helped to push me to try to make the newsletter better. I hope you enjoy the added content and it makes our current situation with Covid a little more enjoyable.

Flight Planning

By Al Nodofrt

I tend to think of myself as a good pilot and making good plans, but the next few stories might make you think otherwise. All are related to fuel of which I never have run out, but I have made good use of plan B a few times.

Flying home from Oshkosh one time in the Eagle I made a stop in Dalton, GA to get my final load of fuel for the flight home. The Eagle only held about 2-1/2 hours of fuel (with reserve), so at the 2-hour mark I would look for a place to land within the next 30 minutes to get fuel. I did not use distance as my metric, but rather time. So, I chose Dalton because it seemed like a big enough airport to have support to get me fuel.

There was no self-serve at Dalton and it was just after 5:00 pm, which was a problem. No one was there anymore. I suppose there was a number to call somewhere, but I called for a hotel and they picked me up with their shuttle.

In another trip back from Oshkosh in the Eagle I stopped at Blairsville to get a final fill-up before home. Again, no one was around to pump fuel. There were some helpful people around, though. One called the airport manager to have them come out to give me fuel. Would have cost a bit extra, but I was willing. The Eagle only held 27 gallons and I needed 15. He would not come out for that. Fortunately, another pilot was willing to drain fuel from his plane for me. Unfortunately, due to the lost time I could not make it home before dark and stopped at Washington where my wife came to pick me up.

More recently I was on my way back from Miami in the Cherokee and thought I would make a stop at Herlong by Jacksonville for fuel. It was after dark and after hours, but thought that would not matter as they had self-serve fuel. Surprise! They lock up the fuel pumps when they leave. Fortunately, I had enough fuel to continue.

Finally, I took a flight from Daniel to Reidsville. I knew I had barely enough fuel for the round trip, but knew I had options. I arrived early at Reidsville and decided to fuel up at their self-serve pump. The pump worked fine, but the tank must have been dry as nothing came out. Disappointing, but I still had options. I possibly could have made it back to Daniel by eating into my reserves, but decided that was not wise and stopped at Millen to fill up at their self-serve. Unfortunately, their card reader was out of service and now I was out of options. The plane stayed and my wife bailed me out again.

All these flights were completed safely if not according to original plan. In some cases, better planning up front would have helped. Others were maybe a little less foreseeable and having a plan B was very important. Fly safe!

Meeting Schedule

Month	Day	Time	Event	Location	Food
September	12th	TBD	TBD	TBD	TBD
October	10th	TBD	TBD	TBD	TBD
Novemeber	14th	TBD	TBD	TBD	TBD

Busted!

By Mike Parry EAA 260

Not too many years ago the company I worked for had invested in a new facility at Syracuse University, where students and faculty could get commercial experience working with a major banking technology company. It was a big deal locally and, as my team and I had contributed to the design and implementation, I was invited by my company's CIO to join local dignitaries in the opening ceremony and ribbon cutting. The CIO suggested I join his team who were to fly from NYC to Syracuse in one of our company jets. Not understanding the distances involved, I declined saying it would be easier for me to drive to Syracuse rather than train to NYC then fly the company jet from NY to Syracuse.

Then I got the road maps out, and saw the distances and drive times. Ugh.

Like many, my company they did not permit me to use my aircraft (a Cirrus SR22 at the time) for business purposes, as they were restricted by insurance and liability coverage. But I had done so on a few occasions where it made sense (to me), without issue and as long as I did it discreetly. Flying my Cirrus to Syracuse made sense, and it was what I opted to do. I did not announce my plan to anyone at the company.

I filed an IFR flight plan and taxied out at 5.30am, took off and was soon headed north to Syracuse Hancock International KSYR, in hard IFR. I was number two for runway 10 and dropped out of the clouds on final, and could see the jet traffic landing in front of me. The jet landed and ran long. I landed, took the first taxiway and was directed to the 'Million Air' FBO, where I was parked by the very professional staff. The FBO team brought out a carpet (yes, it was



red) and refreshing chilled bottled water; they offered to refuel the Cirrus (yes please) and I started to deplane wearing my suit, carrying an overnight bag and briefcase, feeling really good about the whole experience.

I was stood on the Cirrus wing when the jet that had landed ahead of me was taxied into position alongside the Cirrus. The jet door opened and out stepped the entire technology management team of my company. They spotted me immediately and the cry went up! Busted!

We shared cars to the University facility and laughed all the way, and the team had lots of questions about the airplane, flying, weather etc. The only complaint from the CIO was that for the next two days of the trip the Cirrus and GA was the focus of attention and not so much the technology accomplishments of the company at Syracuse. Incidentally, two team members started taking flying lessons as a result of this episode.



The flight home was challenging as I raced stormy weather into N57 (IFR all the way), beating heavy rain by 15 minutes or so, as you can see in the map.

All-in-all it was a positive business and aviation experience and provided a good set of talking points within my company!

Aviation Museums

By Tom DeGroodt

With all of us stuck at home one way or another I thought it would be fun to start a regular section in the newsletter with links to aviation museums. I would encourage anyone who has been to a museum in the past year or two to get a hold of me and we can add a more personal touch to this section in the future. For this month I want to put a spotlight on museums in our general area. All three museums are only a day trips away and are currently open even with current CDC Covid guidelines. I would imagine trying to do them justice and making it a day trip might be a long day though.

Patriots Point, Home of the USS Yorktown – Charleston, SC

All of the planes are either on the deck of the Yorktown or on the level down. Ely and I went on the tour 24 years ago. I remember that because I drug Ely thru the Yorktown on a very hot July day when she was 8 months pregnant with our youngest son. Almost getting your pregnant wife heat stroke while looking at airplanes will test if she will put up with you for another 50 years 😊

<https://www.patriotspoint.org/explore/aircraft/>

[F4F WILDCAT](#)

[F6F HELLCAT](#)

[A-4C SKYHAWK](#)

[A-6E INTRUDER](#)

[A-7E CORSAIR II](#)

[AD-4N SKYRAIDER](#)

[AH-1J COBRA](#)

[E-1B TRACER](#)

[EA-3B SKYWARRIOR](#)

[F-8 CRUSADER](#)

[F-14 TOMCAT](#)

[F/A-18A HORNET](#)

[FG-1D CORSAIR](#)

[SH-3G SEA KING](#)

[S-2E TRACKER](#)

[SBD DAUNTLESS](#)

[TBM AVENGER](#)

[TF-9J COUGAR](#)

[UH-1 HUEY](#)

[UH-34D SEAHORSE](#)

[F-4J PHANTOM II](#)

[QH-50 DASH](#)

National Museum of The Mighty Eighth Air Force -Pooler, GA

I do not know much about this museum. I hope to get there soon.

<https://www.mightyeighth.org/>

Museum of Aviation – Warner Robbins , Ga

This is another Museum that is on my list to see but have never been there. If anyone has a desire to see this museum let me know. I am willing to fly to KMCN and either grab a crew car or UBER to go see the museum.

<https://www.museumofaviation.org/>

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

Nobody is selling anything in the newsletter this month. If you have something to add to this section please send me a note at DeGroodtt@gmail.com
Subject line – EAA Advertising

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.



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