



Chapter 172

Augusta, Georgia

July 2021

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UPCOMING CHAPTER EVENTS

- July 10th: EAA 172 Gathering, Pea Patch Aerodrome 61GA, 11:30 AM
July 20th: EAA 172 Board Meeting (open to all EAA 172 members)
July 22nd: EAA 172 Eat Out – Miyako's Japanese Steakhouse – 6:30pm
Aug 14th: EAA 172 Gathering, TBD, TBD
Aug 24th: EAA 172 Board Meeting (open to all EAA 172 members)
Aug 26nd: EAA 172 Eat Out – TBD

SC Breakfast Club Schedule

11-Jul	Columbia, SC	Jim Hamilton/LB Owens (Columbia downtown)	123.075	KCUB
25-Jul	Spartanburg, SC	Spartanburg Downtown Memorial	123	KSPA
8-Aug	Moncks Corner, SC	Berkeley County	123.05	KMKS
22-Aug	Woodruff, SC	Triple Tree	122.9	SC00
5-Sep	Laurens, SC	Laurens County	122.8	KLUX
19-Sep	Anderson, SC	Anderson Regional	123.6	KAND

Other Events

July 26- Aug 1st AirVenture

24-Jul-21	Beaufort Water Festival Beaufort, SC
9-Oct-21	World War II Heritage Day Atlanta Regional Airport, Peachtree City, GA
October 16-17, 2021	Florida International Air Show Punta Gorda, FL
October 16-17, 2021	Lockheed Martin Central Florida Air and Space Show Sanford, FL
October 30-31, 2021	Wings Over North Georgia Rome, GA

June Gathering

June's gathering was at Daniel field (KDNL).

June 12th gathering was at Daniel Field. Deputy Larry Schrade gave both an educational and entertaining presentation on both his flying career and the Aiken County's Sky Arrow 600. Larry flew for the Navy for 21 years. He has been with the Aiken County Sheriff's office for 24 years and now serves as a Supervisor and Chief Pilot for the Sky Arrow.

There were a handful of EAA 172 members on hand for the meeting. I didn't get a head count, but there were approx. 12-15 members. Larry brought the Sky Arrow over to Daniel field for us to see. Upon landing the tube in the nose wheel decided it was time to give up. That left Larry with a really cool airplane at Daniel field with only 2 of the 3 tires with air in them. After checking the tire and calling the mechanic, the decision was made to put the Arrow in the hanger until repairs could be made on Monday the 12th. Larry was a good sport and with his years of aviation experience took the change of plans in stride.

Larry presented the capabilities of the Arrow and what missions the sheriff's office can use the aviation platform for. He was also able to tell some stories on how using the Arrow has saved lives within the county. For many of us we learned more about both the size of Aiken County and the varied industrial, manufacturing, and educational sites in the county. I didn't realize Aiken County is the 4th largest in South Carolina by size and 11th by population.

Special thanks to Ronna for contacting Larry and coordinating the program. Also thanks to her and Jim for giving Larry a ride back to the Aiken airport after the meeting.

Thanks to Jim Maher for the photo's below





June Board Meeting Notes:

The June Board meeting was canceled.

June's Eat Out

It is so nice to see things getting back to normal. One of those things is our monthly Eat-Out's. Sheila and Virginia have been working hard this year to line up fun places to gather for food and fellowship. Please try and get out if you can to the next eat out.

Thanks to Sheila Connell again this month for providing the pictures from the June's Eat Out.





Everyone looks super happy to be out again. Ely and I can't wait to attend one of these.

July Gathering Preview: At Daniel Field at 9:30 am (KDNL)

July 10th gathering will be 11:30 am at Pea Patch Aerodrome. It will be BYOL (bring you own lunch). Terry Stout keeps his Ultralight at Pea Patch. He will be presenting on Ultralight aircraft. We will be able to get a close look at his airplane. We are hoping not only for our members to come out, but if you know someone interested in aviation please bring them out and let them see how much fun aviation can be.

I am not sure what kind of ultralight Terry has. I used to live in the Quad Cities in Illinois the home of Quad City ultralight, so have some exposure to them.



Amazing Facts about 100 Octane Aviation Fuel

Thanks to Pierre Smith

It seems that the German and British aircraft both used 87 Octane Gasoline in the first two years of the war. While that was fairly satisfactory for the German Daimler-Benz V-12 engine, It was marginal in the British Rolls-Royce Merlin XX engine in British aircraft. It fouled the spark-plugs, caused valves to stick and made for frequent engine repair problems.

Then came lend-lease and American aircraft began to enter British service in great numbers. If British engines hated 87 Octane gasoline, American, General Motors Built Allison 1710 engines loathed and despised it. Something had to be done!

Along came an American named Tim Palucka, a chemist for Sun Oil at their South East Texas Refinery. Never heard of him? Small wonder, as very few people have. He took a French formula for enhancing the octane of Gasoline, invented the "Cracking Tower" and produced the first 100 octane aviation Gasoline. This discovery led to great joy among our English cousins and great distress among the Germans.

A Spitfire fueled with 100 Octane gasoline was 34 miles per hour faster at 10,000 feet. The need to replace engines went from every 500 hours of operation to every 1,000 hours which reduced the cost of British aircraft by 300 Pounds Sterling. And even more when used in 4 engine bombers. The Germans couldn't believe it when Spitfires that couldn't catch them a year ago started shooting their ME-109 E and G models right out of the sky.

Of course, the matter had to be kept secret. If the Germans found out that it was a French Invention, they'd simply copy the original French patents.

The American Allison engines improved remarkably with 100 Octane gasoline, but did even better when 130 octane gasoline came along in 1944. 130 Octane also improved the performance of the Radial Engine Bombers we produced.

The Germans and Japanese never snapped to the fact that we had re-invented gasoline. Neither did our "Friends" the Russians.

In all, 100,000 Americans died in the skies over Europe. Lord only knows what that number would have been without "Super-Gasoline." And it all was invented just a few miles west of Beaumont, Texas and we never knew a thing about it.

"A nation that forgets its past has no future."

- Winston Churchill

Request for additional content for the newsletter

Newsletter Ideas

The newsletter is for the benefit of the club. Here are some questions I have, to see if anyone has anything for an upcoming newsletter.

Technical articles on how you solved a challenge, new products, techniques, etc.

Anyone have a cool story about a flight: first flight, trips and cool destination, events, flight where you achieved an "ah-ha" moment. Any "\$100 Hamburger" destinations.

Photo essays related to anything involving aviation or members (destinations, "gatherings," shows, etc.)

Anything that flying has allowed you to do, see, visit,.

Any news of interest to the group. Essays of interest to readers.

Challenges for experimental aviation (e.g., insurance, price of fuel, services, FAA, etc.)

Photos with captions.

Looking for volunteers for Member profiles.

Other ideas -- Please contact me at DeGroodtt@Gmail.com

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:

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