EAA Chapter 172
Augusta, Georgia
September 2020

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UPCOMING CHAPTER EVENTS

None

Other Local Events

Sept 19th Wrens Gyro fly-in (see President's Desk)

President's Desk

The end of an air show-less summer is here. Along with many other events we have had a year without air shows and aviation related events. It left a lot of extra free time, but I do miss them! I miss having our regular meetings as well.

Last month in the newsletter I suggested that perhaps we could meet in September. I wasn't thinking as we usually do not have a September meeting, but rather the fly-in on Wrens. The good news is that there will still be a fly-in at Wrens. The gyro folks want to meet there as normal. It will be different this year in that we are not inviting the public or encouraging folks outside of our chapter to fly in. It will primarily be an event for the gyro folks. That said, our members are welcome to stop by on September 19 to see what is going on and meet aviation related folks.

The fall is coming which has some of the best flying weather of the year. Hope everyone can get out and enjoy it before winter sets in.

Blue skies – Al

Club Activity

By Tom DeGroodt

The board members of EAA 172 are still watching developments of Covid as well as state guidelines in both Ga and SC to determine when to start in person meetings again. As of the writing of the newsletter we are still on hold before setting any dates for meetings.

This month's Night Out/Eat Out will be at:

Sheila Connell has made arrangements to start back with the social monthly eat-outs, For September it will be scheduled for Oliviana's at 499 Highland Avenue, Augusta GA on Thursday, September 24, 6:30 pm. Oliviana's phone number is 706 723 1242.

Meeting Schedule

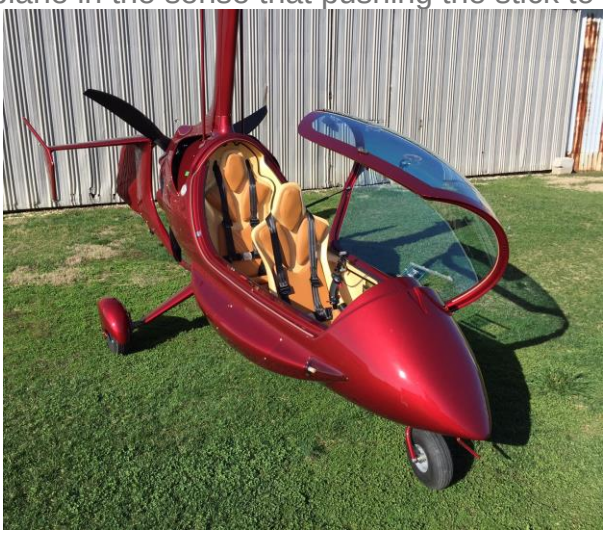
Month	Day	Time	Event	Location	Food
September	12th	TBD	TBD	TBD	TBD
October	10th	TBD	TBD	TBD	TBD
Novemeber	14th	TBD	TBD	TBD	TBD

Flying Freedom!

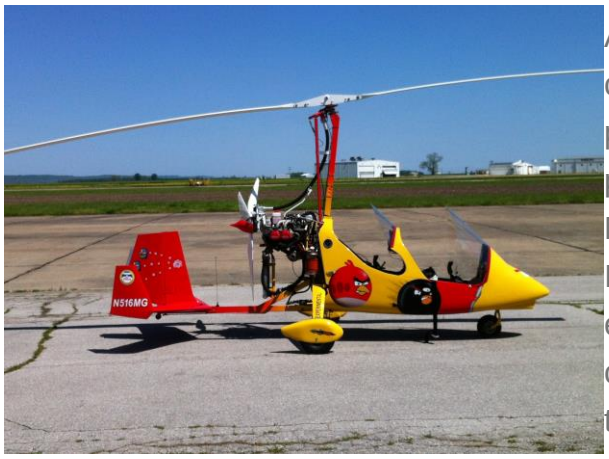
By - Dan Gutierrez

Man has always looked to the sky and envied the birds and their freedom to fly. Birds are able to harness the winds to soar high, far and sometimes very fast. A hang glider may be the closest thing man has to emulate that freedom of flight but realistically you will be limited in altitude, distance, and speed.

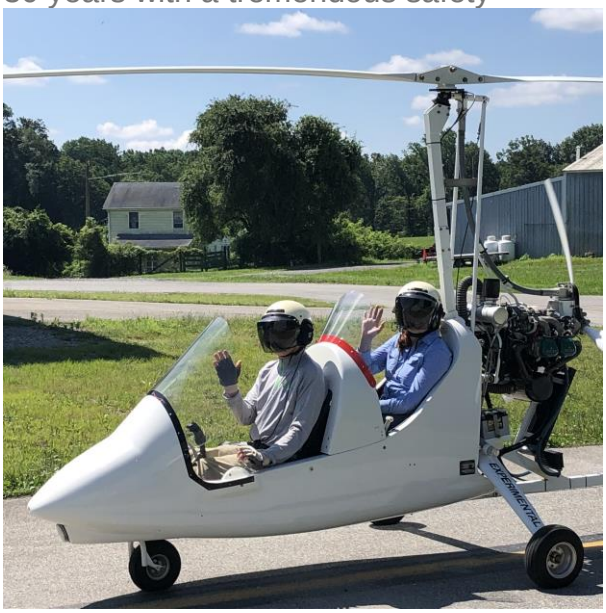
Arguably, the next best craft is a gyroplane. For those of you not familiar with a gyro, think of a helicopter on a diet. Besides the inability to hover, gyros are very similar to helicopters with some distinct differences. A gyro has an unpowered rotor which at the proper rpm is your lifting body, that is to say your wing. An engine with a pusher prop drives you forward. The rotor is tilted to the rear and air passes upward through the rotor providing lift. A helicopter has powered articulated rotors tilted forward with the airflow passing downward. In a gyro, the pilot tilts the plane of the rotor to fly in his desired direction. It flies just like an airplane in the sense that pushing the stick to the left causes the gyro to turn to the left. Pull the stick back and you climb, etc.



So, what makes a gyroplane unique? Only about ten hours of training are required to learn how to takeoff in less than 100 feet and land in less than ten feet. Some gyros are capable of high altitude but the scenery is best down low. Burning only 4 gal/hr of Autogas or 100LL, the flight is very economical and a 19-gal tank provides a range of close to 400-450 miles. Some of you may remember James Ketchell recently flew his Magni-16 gyro around the world so cruising in a gyro is obviously very doable. Many gyros can cruise anywhere from 40-110 mph which means you can keep up with most aircraft. The ride is very smooth because the rotors turn at such a high speed, about 327 mph, that a 25 kt gust of wind just isn't a factor. So, the criteria of altitude, distance and speed are easily met by a gyroplane. Safe vertical descents and 180 degrees turns within the aircraft's length are also possible.



As aviators, we also consider other factors when considering what type of aircraft to fly. Many gyros are powered by Rotax engines of 100/115 hp. These very popular and reliable engines are now maintained at the New Garden Maintenance Shop. But what if it did fail? In a gyro with some altitude, it is pretty much a non-event. When a helicopter has an engine failure, it is critical to maintain some energy in the rotors to enable the pilot to trade that energy for lift as you approach the ground for a safe landing. In a gyro, you are always flying in this state of “auto-rotation” so it is more of a slow controlled descent to the ground. Keep in mind you only need about ten feet of area to safely land. Engine failures are extremely rare! Modern gyroplanes have been flying in Europe for over 30 years with a tremendous safety record.



Gyroplanes have tremendous visibility, extreme maneuverability, are very economical and are very safe. They are becoming more popular in the US with open cockpits or canopies for cold weather flying. The feeling of freedom is exhilarating! Earning a Sport Pilot-Gyro rating has definitely been one of my better decisions.

In my opinion after 40 years of flying, the only thing that beats it is flying an F/A-18 Hornet with a government credit card for gas!

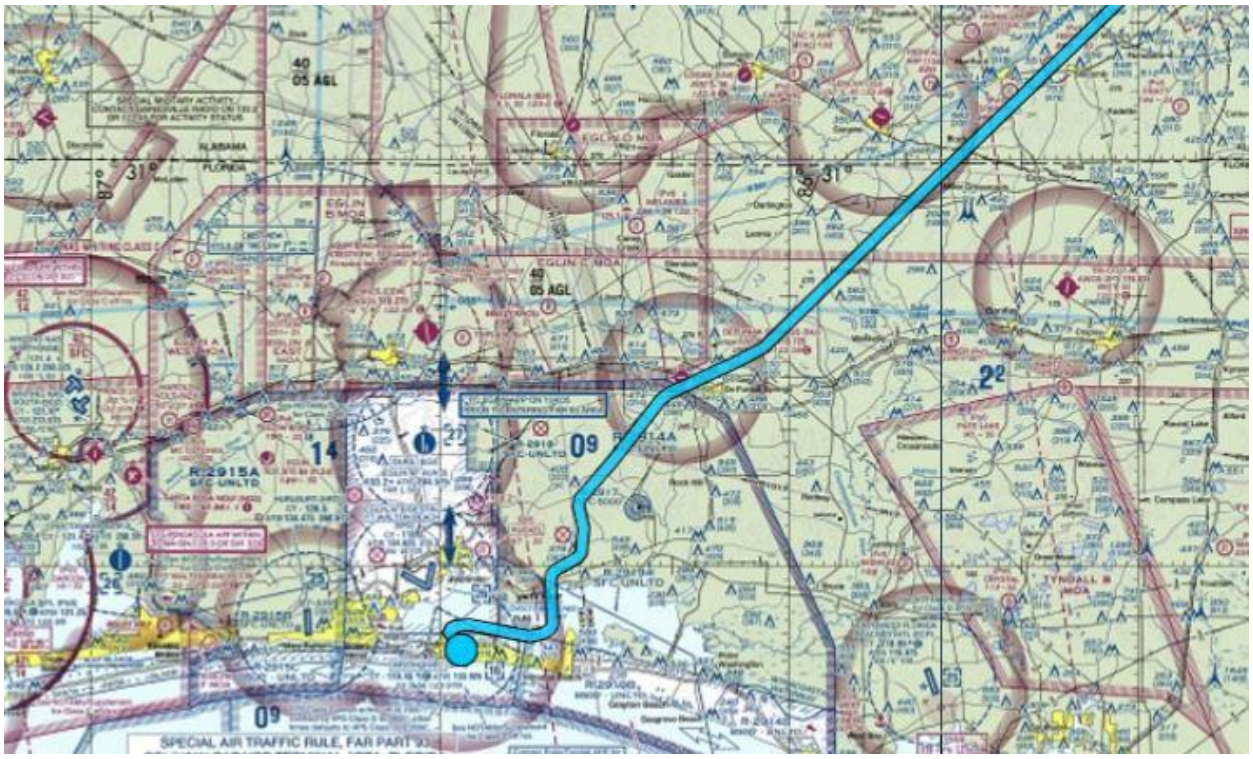
Personal Minimums / Practice

and reasons to fly IFR in nice weather

By Tom DeGroodt

Early last month Ely and I decided that we needed to have a long weekend away. We planned a trip to Destin, Florida. Destin is a long car ride, but with general aviation the world gets smaller. Anyone that flies also knows that if you plan on flying, you will need a plan B and sometimes a plan C. As a newly minted pilot in 1996 I had the fortune of being at the FBO when another pilot got back from a trip with his family. He told of being stuck on the ground for 3 days in Tennessee with his family. They didn't have enough money for a hotel room so they slept on the couches in the FBO, waiting for the weather to clear. After 3 days of sleeping at the FBO his wife was not very happy with him. It's funny, because I didn't know him, but that was the day we both decided we needed our instrument ticket. Fast forward 24 years, 22 years after I became instrument rated and I had a plan B if the weather was bad. I was just barely out of currency so I asked Al Nodorft to be my safety pilot so I could run some approaches and be current again. The goal was to fly 2 times so I could get current again. After 3 approaches and 1 hold it was apparent that I would need to do way more than the minimum to feel comfortable in the clouds again. We went up a second time and then a 3rd time to make me feel comfortable. Even after 8 approaches I had to come home and tell Ely that if the weather was more than a little marginal, we would have to use our Plan C and drive. I wrote down what I felt were my personal minimums for the flight and handed the note to Ely. If the weather was worse than what I wrote, we would be driving. 3 days before the trip the weather looked outstanding. On the day we left the forecasts were looking great. The flight could easily be done VFR, but I like being in the system, so I filed for 8,000 ft IFR and we launched. One of the perks of flying IFR is that MOA's (Military Operation Areas) schedules can change at any time it seems. We launched out of KDNL and were cleared thru part of Bulldog MOA. We were about 10 miles West of the MOA when the controller told another guy that the MOA just went hot. When you look at a sectional of the Destin area there is not only a ton of MOA's, there is also a bunch of restricted air space. I had planned to fly around, but the controller cleared us Direct to KDTS straight thru the restricted

areas. As we got close ATC vectored us around for other traffic, but sometimes flying IFR can be much easier than trying to pick your way through VFR.



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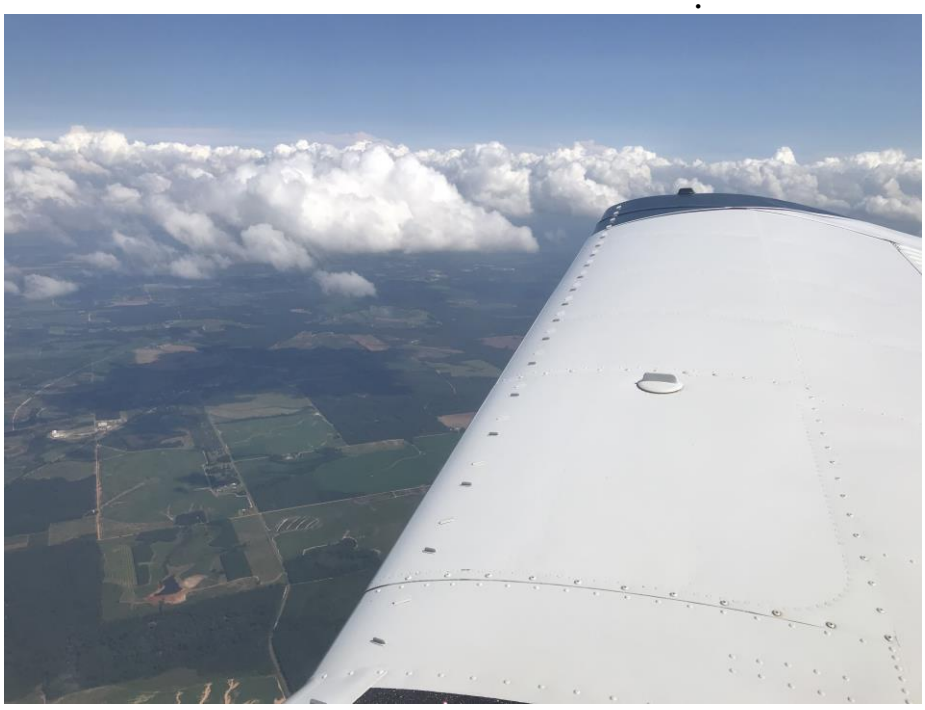

Aviation Museums

By Tom DeGroodt

We tried getting to National Museum of Naval Aviation at NAS Pensacola, FL during our trip to Destin, but due to Covid they had the museum closed to the public. Special thanks to Charles Lewis for the suggestion to go. I was bummed that it didn't work out.

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

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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