



CHAPTER 172

AUGUSTA, GEORGIA

February, 2018

Club Leadership

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UPCOMING EVENTS

February 10: Chapter 172 meeting, 12:30 PM at the Pea Patch, 61GA

February 22: EAA 172 Night-Out, 6:30pm at Crabba's: 2832 Washington Rd. Augusta, GA. For questions contact Sheila Connell: sheilaconnell69@gmail.com

March 10: Chapter 172 meeting, 12:30pm at Daniel Field

South Carolina Breakfast Club

February 18: Greenville. SC KGMU

March 4: Mount Pleasant, SC KLOR

March 18: Columbia, SC KCAE

President's Desk

Allen Nodorft

I want to thank everyone for filling out the surveys when asked. In general, it seems we are doing a good job, but a few areas for improvements.

- Consensus is that we should have more presentations on build projects and general construction and maintenance of aircraft. We will try to get more presentations along this line.
- Also many indicated that food was not THAT important and even refreshments would be OK. We will consider how to do this as well, but still keeping some of the full meals that we love.
- Otherwise the frequency, location and times of the meetings seem to work out for most folks.

I haven't been thinking about flying much this last bit. Just got back from a week of skiing with friends in the Alps. But I did log about 20 hours of flight time in coach crossing the Atlantic Ocean. I am not a big fan of airline travel because of all the hassle, but when one thinks about it, it really is an amazing thing. Many of us don't think twice about jumping on an airline to go to Europe. Only a 100 years ago a boat was the only possibility. Now thousands of people do this daily!

Originally people wanted to fly to be like the birds, free, etc. Didn't take man long to figure out how to make flying a business as well and make money from it. Still for many of us we take advantage of the commercial side of aviation and also fly just for fun. We have the best of both worlds!

February Meeting:

Our February speaker is Dave Dent. Dave will give us some history on the B-52 Bomber.

This meeting will be at the Pea Patch with lunch starting at 12:30. The menu will be Soup. I forgot to ask for volunteers to bring soup, so please bring some if you can and/or an appropriate side dish.

Fly safe!

Al

January Meeting Minutes

January's meeting was our annual chili cook-off. This year was yet another success with many tasty chilis to sample. We had options of good old-fashioned whymess-with-a-good-thing chili, vegetarian and white chicken chilis. There were 36 members and guests present.

President Nodorft opened the meeting at 1:10pm and opened the vote for the winner of the chili cook-off. The votes were close, with many great recipes, but the crowd favorite was "Chili with Guinness." Just remember folks... "8 hours bottle to throttle!" Al then gave the floor to Joe Britt.



Joe gave a great summary of BasicMed and his experience with this new option that can be taken advantage of in lieu of a 3rd class medical. There are some restrictions that are different than a 3rd class medical. See resources from the FAA, EAA National and AOPA to determine if BasicMed is right for you and your flying. February 2018 *SportAviation* Magazine includes a great "BasicMed" refresher on page 10. One of the main differences between BasicMed and a 3rd class medical is any M.D. can completed BasicMed, while only an AME can complete a

3rd(or higher) class medical. Joe and others made the recommendation to drop the BasicMed documentation off at your Primary Care Physician's office a few weeks before you plan to complete the exam. This will give unfamiliar physicians a chance to read the paperwork and understand what the requirements are. Other than the exam from your doctor, there are 3 basic requirements for a pilot to qualify for BasicMed:

1. Valid Driver's License
2. Consent to a National Driver Registration Check
3. Have held a 3rd class medical any time after 7/15/2006

There are a few restrictions that should be noted for the aircraft to be flown by a pilot utilizing BasicMed:

1. The aircraft is authorized under Federal law to carry not more than 6 occupants.
 - a. An important note here: it does not matter how many seats are installed in the aircraft, seating capacity is taken from the type certificate. This disqualifies many aircraft such as some PA32's- which allow for a 7th seat in the type certificate.
2. The aircraft has a maximum certificated takeoff weight of not more than 6,000 pounds.

The Aircraft must be flown according to the following conditions:

1. At an altitude not more than 18,000 feet MSL
2. At an indicated air speed not exceeding 250 knots
3. Not for compensation or hire, including that no passenger or property on the flight is being carried for compensation or hire.

There is also one important exclusion from the regulations: either by design or mistake. As the regulations for BasicMed are currently written: a "Safety Pilot" MUST have a 3rd (or higher) class medical certificate. However, a work around has been detailed in "IFR Magazine" which redefines how we have all been trained to think about the role of a "safety pilot." The below is a direct quote:

There is a way that this can be circumvented if the two pilots agree the safety pilot is acting as PIC under the definitions, by being given "final authority and responsibility for the operation and safety of the flight." The pilot under the hood , of course, logs PIC under 61.51(e) as "sole manipulator of the controls."

IFR Magazine, February 2018

Secretary's Note

Our new chapter website is now live! Our new web address is www.eaa172.org. I still have some work I would like to complete to make it as useful as possible to our members. I have a page created for both aircraft mechanics and CFI's. If any members have recommendations for each of these, please send the name and contact info of the A&P or CFI to webmaster.eaa172@gmail.com.

I also would like to feature member's aircraft and projects in both the website and newsletter. Please send a picture of your airplane or project and a short description, and I will be sure to add it to the website. If you have a current project in progress, I would love to receive periodic updates on your project to publish in both the website and newsletter. Furthermore, if any member has requests for an article or suggestions to improve the website and/or newsletter, please contact me at webmaster.eaa172@gmail.com.

Regards,
Alex LaFave

2018 Schedule

Month	Day	Time	Event	Location	Food
January	13	12:30 pm	Basic Med – Joe Britt	Pea Patch	Chili
February	10	12:30 pm	B-52 – Dave Dent	Pea Patch	Soup
March	10	12:30 pm	David Harris	Daniel Field	Pastries
April	14	11:30 am	Hatz – Keith Goff	Pea Patch	Fish Fry
May	5	9:00 am	Young Eagles	Daniel Field	N/A
June	9	11:30 am	Life at Oshkosh – Jim and Ronna Hiltz	Pea Patch	BBQ
July	14	11:30 am	Nandi Shetti	Pea Patch	Burgers
August	11	11:30 am	Oshkosh recap	Pea Patch	Cold Cuts
September	15	N/A	Wrens Fall Fly-in	Wrens	N/A
October	13	10:30 am	TBD	Daniel Field	Pastries
November	10	12:30 am	TBD	Pea Patch	Burgers
December	8	12:30 am	Christmas Party	Pea Patch	Turkey

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RV-4

1994 RV-4. Just over 800 hrs. total time. Engine is a Lycoming IO 320 -- 220 hrs. SMOH. Inverted fuel and oil system. Great for day/night VFR. Three blade Catto prop, installed December, 2015, has the very expensive and top performing "Electroformed Nickel" leading edge. Has a Bendix King KLX 135A GPS/Comm unit. Has a Terra TRT-250D transponder which takes the all solid-state design of the TRT-250, and adds a more readable display and a number of convenience features. Standard classic aviation gauges & instruments, no glass panel. Located at Waynesboro, Georgia.

Asking \$49,500

Contact Edwin Wadel, Owner - located Waynesboro, Georgia
ewadelfarms@yahoo.com



Powered Parachute

2005 Destiny XLT Tandem. 125 hrs TT. Purchased in 2006 with 10 hours from the original owner. Still in perfect condition. Beautiful multi-colored Sundowner 550 chute. 65 HP Rotax engine with dual ignition. VHF, CB (for formation flying) and Garmin etrex GPS. Engine Information System. 10 gal fuel tank. Very economical to fly - 4 gal/hr on car gas. Great low-and-slow fun at 10 ft AGL and 30 mph. Super platform for sight-seeing and photography. Two helmets with IC. Includes enclosed trailer with ramp. Located at Louisville, Georgia (2J3). The safest way to fly. Easy to learn.

Asking \$11,500

Contact: Charles Lewis at 706-830-3393 or csamlew@gmail.com



Cherokee Parts

EAA 172 member Larry Garner sold his Cherokee aircraft. He has many aircraft related items for sale. For prices and availability, please contact Larry at:

garner49@comcast.net

Thorp T18 Airframe

This is Al Patton's Thorp T-18 airplane. It has been disassembled. It is a tricycle gear aircraft. All parts of the airframe are included: Fuselage, wings, landing gear, tail section. Make an offer! Contact Tom Patton for further information. Phone: 706-863-1979 or tomalpat@aol.com