



CHAPTER 172

AUGUSTA, GEORGIA

June, 2018

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UPCOMING EVENTS

June 16: EAA 172 meeting. 11:30AM at the Pea Patch!

June 28: EAA Night Out *The Village Deli*, 6:30pm (706) 736-3691

July 14: EAA 172 July meeting, 11:30AM at the Pea Patch!

South Carolina Breakfast Club

June 23: Twin Lakes Airpark S17

June 24: Pickens, SC KLQK

July 8: Greenwood, SC KGRD

President's Desk

Allen Nodorft

The summer heat has finally arrived. Besides sweltering on the ground be sure to remember about density altitude if you are flying heavy or out of short fields.

I had an interesting find on my last oil change in the Cherokee. It had been leaking oil from the bottom of the crank case for some time. We had tried sealants, but they were only short-term solutions. As my mechanic was getting ready to seal it again he noticed that the washer could spin under the

bolt head on one of the crank case bolts. Most bolts go all the way through the case and have a nut on the far side. Two bolts go directly into a threaded hole in the case. These two bolts were the wrong size and although they torqued up, they provided no clamping force to the case halves. That is why the case was leaking oil. Since the proper bolts were put in the leak has stopped. Lesson? Use the right hardware – always!

A special thanks to those who helped cleanup the clubhouse on May 12th. Also we have removed the old unworking air conditioner in the front room and installed a window unit – all for your comfort!

June Meeting:

The June meeting will be at the Pea Patch with lunch starting at 11:30. Jim Maher and Ronna Hiltz be talking about what it is like to volunteer at Oshkosh.

Lunch will be BBQ, so please bring an appropriate side dish

Fly safe!

Al

Taking the Plunge: First Aircraft Purchase

Alex and Miranda LaFave

I earned my wings on April 19, 2016. At the time I was living in Duncan Oklahoma designing oilfield equipment for Halliburton. I was engaged to a great gal who encouraged me to finish my private pilot rating prior to getting married. The next few months were a whirlwind of planning, packing, and moving. My last day at Halliburton was July 1st, Miranda and I were married in Wichita on July 3rd, and my first day at John Deere in Grovetown was July the 18th. The next 12 months were occupied with moving, purchasing a home and various other projects, I logged 1 hour in a rented Cessna 152. In March 2017 we discovered we were Pregnant. The next 9 months flew by and the Beautiful Eleanor Quinn was born October 19, 2017. I logged 1 hour in a Cessna 172. Al Nodorft was aware of my lack of flight time and was gracious enough to offer several flights in his Cherokee over these 2 years. However, after accepting an officer position with EAA 172, I was itching to start actively flying again.

Miranda and I reviewed our options: renting, flying club, partnership and sole ownership. Unfortunately, most flight schools in the area only have one airplane, which results in scheduling issues and access to the airplane for anything longer than a day trip. A flying club is an attractive option, but several reasons, including driving distance to the airport containing a club prevented us from selecting this option. In the end, Miranda and I chose to purchase an aircraft, either as sole owners or in a partnership, and the search was on!

At first, our search was all over the map: Grumman, Aeronca, Piper, Beech and Cessna. I even placed a deposit on a Taylorcraft BC-12D, but after a pre-buy resulted in some issues we were not ready to deal with, we elected to step away from the deal. At this point, we sat down and defined our mission (lesson 1: this should happen first!). Miranda's "wants" were simple and clear: buy an airplane that the whole family fits in and can use together! I expanded on this requirement with the following:

- Reasonable Useful load
 - 2 adults, 2 children, full fuel and some baggage
- Baggage Compartment: rules out Cherokee 140.
- Reasonable Cruise speed: 110 knots+
- Acceptable climb performance "Hot and Heavy"
- **Budget**

With this list, we continued to search for the right airplane. My Focus was placed on The Cessna 172, Cherokee 180, Grumman AA5, Beech Musketeer and Piper Tri-Pacer. N7258M was none of these. I



found our new bird while looking at Straight Tail C172s. I instantly recognized the photo of the airplane, as it was based in Chickasha, OK (KCHK) during the time where I was learning to fly at the same airport. After gathering details and some

negotiation with the owner, a deal was made and I made preparations to travel to Oklahoma to inspect and ultimately fly N7258M home.

N7258M is a 1958 Cessna 175. The airplane has just over 3600TT and 700SMOH on the continental GO300. This geared engine has a bit of a troubled reputation, a result of pilots running them at “normal” 2400-2500 RPM. This engine is designed to run continuously at 3000-3200 RPM, and lugging them down at the mid-2000 rpm range results in less than stellar reliability. Those who run these engines “by the book” tend to report great reliability. The result of this reputation is an airplane with performance and capacities midway between a C172 and C182, at a price that competes with a C150!



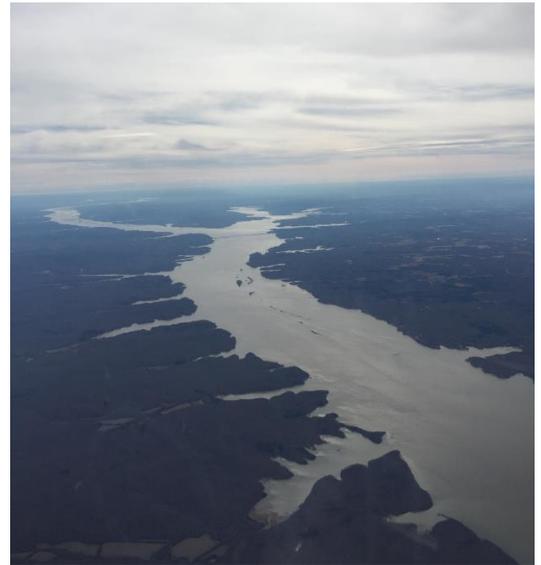
Upon arrival in Oklahoma City, the plane’s previous owner picked me up at the airport and we headed off for some lunch. For those of you not lucky enough to have eaten at *Braums*, this fast food and ice cream joint is a staple in Oklahoma and northern Texas, try it out next time you are in the area! After a burger and a shake, we arrived at the airport and I was able to take a look at N7258M for the first time. She is in overall good condition, with some paint touchups and cowling repairs needed, but overall a good old bird. After a quick pre-heat, we fired up that old continental and took off for Chickasha, OK – the airport I earned my wings.



Landing back at Chickasha was a bit surreal, and a great feeling going back to where it all started. Upon arrival, I had the mechanics start on the pre-buy. Several hours later, with a clean bill of health – I went up for my insurance checkout with a CFI. The CFI ran me and the airplane through our paces and confirmed that both the airplane and her rusty pilot were ready for the cross country trip back home. Miranda happened to be in Oklahoma visiting family at the same time, so we went to dinner and I spent the night in Oklahoma before departing the following day.

The next morning was both cold and windy, but I managed to get the wheels off the ground at approximately 9:00 AM, when the wind (15, gust 20) had only a 10 degree crosswind component. The goal was to make it to Lawrence Kansas to visit my family for the weekend before the long trip home. I planned my fuel stops for airports that had MOGAS, so I stopped in El Dorado, KS on my way to Lawrence.

After spending a few days with family, I was all set to get an early morning start for the 750 nautical mile trip back home to Aiken. I arrived at the airport at 7:00am and discovered frost on the wings and control surfaces. I was ready to get off the ground but still had enough sense to delay the flight in order to stay out of any NTSB statistics. I finally got off the ground around 8:30 and pointed the nose just 30 miles east to Lee's Summit, MO for fuel. Once again, I picked a windy morning to start a trip. Winds were already 12G15 knots and were set to keep increasing. I was the only airplane active at Lee's Summit. I fueled up and got back off the ground as quickly as I could before the wind picked up any more.



I would have two more fuel stops. Perryville, MO (where I filled up for \$2.62 a gallon!), and Marion County, TN. It ended up being a beautiful day to fly and the flight went without incident as I crossed the country in my new bird, tuning in the old King KX170B to multiple controllers along the route for VFR flight following. The ceilings did begin to close in on me as I got within 50 miles of Aiken, but remained VFR. The main's touched down about 30 minutes prior to sunset as I taxied in to tie down. Thus ended my first trip in my new airplane and my longest cross-country so far.. but the fun is just beginning and I look forward to the hours and memories I build with my family in this bird.



A few weeks after the airplane arrived home, the next story began to unfold: the first maintenance issue! This is the not so fun aspect of airplane ownership – and it's a story for another month!

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	17	10:30 am	David Harris	Daniel Field	Pastries
April	21	11:30 am	Pietenpol Air Camper – Keith Goff	Pea Patch	Fish Fry
May	5	9:00 am	Young Eagles	Daniel Field	N/A
June	16	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

