



CHAPTER 172

AUGUSTA, GEORGIA

May, 2018

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IMPORTANT DATE CHANGE: Our June meeting has been rescheduled from June 9th to June 16th at the Pea Patch

UPCOMING EVENTS

May 24: EAA 172 night out. 6:30pm at *Teresa's Mexican*: 401 W. Martintown Rd. North Augusta, SC. Phone: 803-279-5162

June 8-10: "Young Aviators Fly-In" Triple Tree Aerodrome

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

South Carolina Breakfast Club

May 20: Whiteplains: Lexington, SC SC99

June 3: Holly Hill, SC 5J5

June 10: Salisbury, NC KRUQ

President's Desk

Allen Nodorft

Spring flying season has hit with full force! It started off with a 2-day trip to Sun-n-Fun. Had a great time there looking at airplanes and visiting with chapter members as well as friends and relatives that showed up.

The Ford Tri-Motor also visited us here at Daniel Field. Unfortunately, engine trouble prevented it from flying passengers, but many people came out to look. Our hope is to have it return this fall. Also a big thank you to those who volunteered for this event.

I did get to check an item off my bucket list. I flew the Ford for 2 hours from Augusta to Greenville, TN. It was a great opportunity and gave me a great appreciation for what it meant for pilots to fly this aircraft back in 1928... You can read more in a separate article later in the newsletter.

May 5th we had our Young Eagles event at Daniel Field. Not sure how many kids we flew, but pretty sure it was more than 30. It kept 4 planes busy for several hours. The kids really enjoyed it and so did the volunteers. Hopefully we made some future pilots.

May Meeting:

Due to the Young Eagle event in May there will be no meeting. Hope to see everyone again in June.

Fly safe!

Al

Spring 2018 Ford Tri-Motor Visit

Allen Nodorft

EAA Chapter 172 hosted the EAA Ford Tri-Motor the weekend of 26 April 2018. Bad weather prevented the pilots from bringing the plane the Monday before, so it arrived on Wednesday. Thursday afternoon was to be the press rides. That is when the trouble began.

Bill Sleeper was the pilot and as he was pre-flying he noticed that engine #1 (pilot side) seemed really stiff. This was a concern that needed resolved before flying again. Mechanics from Augusta Aviation came over and removed the starter and magnetos to confirm that nothing there was hanging up. That left one likely issue – a crankshaft bearing starting to fail. With this news it was decided that the engine would have to be replaced before further flight.



After many phone calls it was decided that two mechanics from Oshkosh would bring a new engine down to install. They started driving Friday morning and arrived just before noon on Saturday and went to work.

The engine removal and installation went smoothly but takes time. They finished the installation late Sunday afternoon and performed an engine run-up. After a few adjustments they put the plane back in the hanger with plans for a check flight in the morning before relocating the plane to Greeneville, TN.



The check flight on Monday went well, but then it was discovered that the oil temperature gage on

engine #1 was not working. Again, the plane was grounded as this is a required instrument. A new gage was to be overnighed with installation planned for Tuesday.

Tuesday the new gage was installed and another run-up performed. Everything worked as planned and required and the plane was released for flight again.

I had arranged long before the plane arrived to be the co-pilot on the ferry flight to Greeneville, TN. I had to wait patiently 2 days, but it was worth it. After take-off Bill did a high speed (100 mph) fly-by over Daniel Field for those standing by with cameras. With a turnout to the north and established course, he said, "your plane." For the next 2 hours I flew that Ford.

The first impression is that the plane is noisy. You can gather that from hearing it outside. In the old days pilots might stuff their ears with cotton, but that wouldn't help much. We were fortunate to have headsets, but they had different issues. On take-off Bill turned the intercom off as the noise would overpower the voice activated headsets and we would hear the roar in the headsets. Once settled down into cruise the intercom was turned back on, but still every minute or so the sound would activate the microphone and you would get the engine roar piped directly into the headset for a few seconds.



As you might imagine that would make conversation very difficult. We only talked when needed as it was just too difficult. Bill even avoids flight following for the reason it is difficult to talk to controllers.

Many of you saw that the cockpit windows can be opened. We took off with the windows open. I expected a huge rush of air in, but instead it was really just a gentle breeze. Later in the flight we closed them, mostly in the futile effort to shut out some of the noise.

The airplane has a lot of drag and has a fairly narrow operating envelope. While in theory it can go 132 kts and stalls at 56 kts, we climbed at 85, cruised at 95, high speed pass at 100 and over the fence on landing at 85 again.

The Ford is very much a hands-on airplane to fly. This one was a little bit LH wing heavy.

It seems to have no natural stability at all. So to stay on course and altitude I needed to continually reference the directional gyro and altimeter. It helped a lot to have my iPad along as well. It was interesting that with all the noise, you could tell if you were going up or down a bit by the change in the sound of the plane. It could also be confirmed with airspeed or vertical speed indicators.

It didn't take much control force to make gentle corrections, but a lot of persuasion was needed for larger corrections.

The flight up to Greeneville was one of the best VFR days in a while. We had small tailwind and virtually unlimited visibility. I was unsure how much turbulence there would be as we went through the pass at Ashville, but it was not bad at all. Glad that it wasn't as even the little we had required chasing that big plane around the sky.

Bill let me fly it right up to pattern entry and then took back control to ensure a safe arrival. I was amazed by two things; how gently it set down and how high up we were when it touched down.

The folks at Greeneville were waiting for us and went right ahead and put it in their hanger.

I had arranged with Tom DeGroot to bring my plane up to pick me up for the return flight. We had a great flight back and wish that every day could be filled with aviation like that.

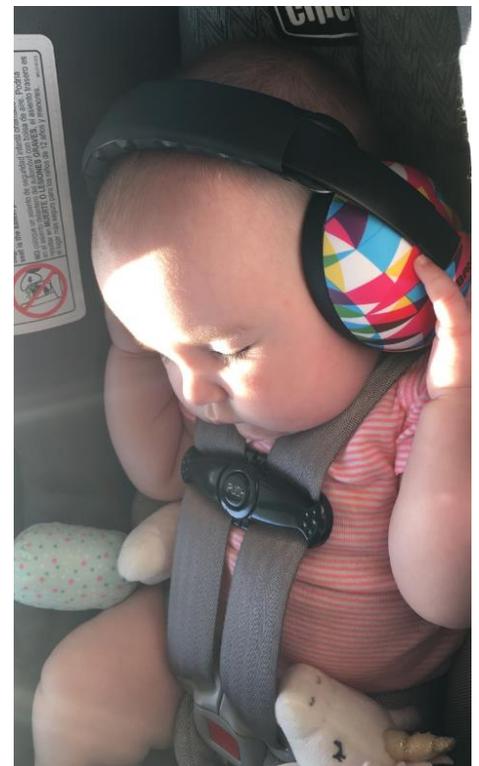
May 2018 Young Eagles Event

Alex LaFave

Our May 5th Young Eagle Event was a great success! It kept all four airplanes busy for several hours. We flew over 35 kids, mostly from Boy Scouts and Columbia County STEM students! I flew many youth for whom this was their first General Aviation experience, and a few who experienced their first flight ever! Flights lasted about 10-15 minutes each and took place over the northern portion of Augusta and back down along the river for a landing on Runway 23.



Charles Byrd and Family after their Young Eagles experience!



Eleanor LaFave: The Youngest Eagle!

April Meeting Minutes

Our April meeting was the annual Fish Fry! There were 37 members and guests present. We met at 11:30am and sat down to a great meal at around 12:15pm. Vice President Nandi Shetti opened the meeting at 12:45pm. The first order of business was to discuss the upcoming Ford Tri-Motor and EAA Young Eagles events. After these announcements and introductions of guests, Nandi handed the floor over to Keith Goff.



Keith spent the last 5 years and just over 1000 hours building a beautiful Pietenpol Air Camper. The wood work on this aircraft (which was on display at the meeting) was, in a word, impeccable. The craftsmanship was phenomenal. Airplanes like this are what gave EAA its start 65 years ago. Keith presented a series of photos of the build process and included some great background and descriptions of the build process.

Keith's airplane sports a Corvair conversion that was built with the help of William Wynne and company out of Barnwell, SC. The airplane is covered with Stewart Systems and painted with Sherwin-Williams latex paint! Keith estimates that he has approximately \$12,000 TOTAL in the aircraft. Keith built this beautiful bird with modest tools out of a 12'x16' shed that was later extended to 12'x24'. He really proves that a huge shop and extravagant tools are not required to get involved in experimental aviation!



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

