

2010 REFLECTIONS



I have enjoyed looking over the last year as President of EAA Chapter 172. It has been a lot of work, but I have met a lot of people that I never would have otherwise. I have also had a lot of interesting personal aviation experiences as well.

We had an active year in the chapter this year. Some of our programs this year were: Gary Ward, Radio Control group, gliders – sport and competition flying with Al Tyler, iPad in the cockpit with Pierre Smith, Pilots-n-Paws with Pierre Smith, rotorcraft fly in and demo, and finally one of the first Cessna Skycatchers brought by William Robertson from Spirit Aviation in Thompson.

Being part of the Boshears planning commission has been very educational. It is amazing how much work goes into this event, which could never happen without the volunteers. In addition to perfect weather, there was a good variety of performers, including two of our own: Gary Ward and Greg Connell.

We lost a few members this year due to death. They include Betty Trenter, Bettye Berning, George Odom, and Earl Hildebrandt. They will be missed by those who loved them.

In our Member Spotlight we had Sheila Connell, Marcus & Staci Jakob, Ed & Mary Christian, Land & Erin Creson, Dan & Kathy Scukanec, Sid & Cathy Brown, Jim & Shirley McBurney, Ross & Machell Wheeler, Doug Johnson & Dana Dudley, Bill & Cathy Johnson, and finally Sam & Pam Hart. Thanks to all who agreed to be in the Member Spotlight and let us get to know you a little better.

Newborn aircraft – Hummel Bird (John Sligar), Ultra Ace (Rich Gabor), APF-2 (Don Murphy), and RV-9A (SteveThompson). I apologize if I missed anyone's new baby.

Our young folks were in the news too: Ben Brown started school at Middle Georgia College to become an A&P. Stuart Hembree completed his pilot's license and was selected to be the Commanding Officer of North Augusta ROTC. Blythe Dant received additional scholarship money to complete his private pilot's license. Will Christian completed his private pilot's license. Congratulations guys!

I had some new experiences myself. I flew in a gyroplane, a Piper Cub, in a traffic reporting plane for Orlando, flew a parasail in the French Alps. I had my best flight ever this summer in my glider. I was up for 4.5 hours and covered 80 miles, all based on the power of the sun. I know others can do much better, but this was a first for me and it reinvigorated my love of soaring. Unfortunately on a later flight I committed a previous mistake of not latching the canopy. It flipped open on take-off and broke again, ending my glider flying for the rest of the summer. Now I have a winter project – that I didn't need.

I also flew my Eagle up to the great fly-in at Oshkosh, WI. While I know the Eagle is a lousy cross country plane, I do enjoy it. Probably because it is MY plane and it is a whole lot faster and less stressful than driving. I had a great time there looking at airplanes and spending time with my friends.

I hope you take time to look back on your year for 2010 as well. I think you too will find that it has been a good year. I hope we all can have an equal or better year in 2011.

Happy New Year!!!

Al Nodorft – President, EAA Chapter 172

MEMBER CRASHES – AND SURVIVES!

On November 27th Wooten York was flying his Quicksilver GT-500 N1660L near the Greenwood, SC, airport (close to the city of Cross Hill, SC) when his engine started sputtering. He had not switched fuel tanks! He landed hard in a field and sheared a 4" pine tree with his wing. He was assisted by two hunters (who didn't shoot him!). They called 911. The EMTs came along with a fire truck and the Sheriff department. Wooten was uninjured but as he walked between the wrecked airplane and the ambulance he suddenly felt weak, so the ambulance was needed after all. At the hospital he was told that he had a heart attack after the crash. After surgery and stents he was able to make it to the December 4th EAA 172 Christmas Party. Wooten said that his plane was relatively undamaged. The wing that sheared the pine tree was not damaged. His engine, which was not running, was not damaged and neither was the prop. There is front landing gear damage. He hopes to have the plane repaired and flying within the next month or two. The NTSB lists the occurrence as an "Incident" and just writes "AIRCRAFT LOST POWER AND LANDED IN A FIELD." Wooten said that the most the FAA people will cite him for was a logbook error.



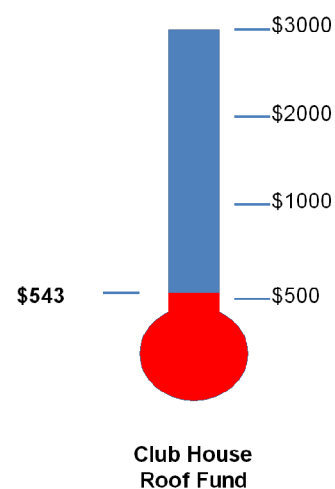
Wooten and his GT500 at the Wrens Fly-in



FUND RAISING STATUS

Many are already aware that we have a fund raising effort going on for the Clubhouse roof. We do solicit funds from those who attend the meetings, but most of our members cannot make all the meetings. I appeal to you, also, for support of this fund. Please consider writing a check and send it to Don Bush, (address is on the front page). Remember when writing checks, please make them out to **EAA 172** only. Other fancier titles only get us in trouble with the bank. I will be communicating our progress monthly as we move toward our goal.

Again, thank you very much for your support! *AI*



BOSHEARS SKYFEST AWARD WINNERS

Sid Brown, who handled the fly-in award portion of the 2010 Boshears Skyfest (October 16-17), announced the award winners.

Classic/Antiques: First place: Tripacer N2518P -- Freeman Newman
Second place: Aeronca 7AC N1766E -- J.D. Still

Kit Built: First place: RV-8 N58Bg -- Robert Gibbons
Second place: RV-9A N227HP - Gary Harden

Plans Built: First place: RV3-A N900BH – Bryan Harris

Ultralight/Light plane: First place: WAIEX N111YX --- Laurie Kip
Second place: Kolb Firestar -- Howard "Shack" Shackelford

Rotorcraft: First place: RAF 2000 GTX SE N378TW -- Ross Wheeler

Warbirds: First Place: B-25
Second Place: T-28

If you have any additions and/or corrections contact Sid at 706-814-8853 EMAIL: sbrown@catg.com