



EAA 172 *Winter Soup Party  
and Valentine's Day*

February 14, 2015

Pea Patch Aerodrome (61GA), Blythe, Georgia

EAA 172 *Fish Fry Fly-in*

March 14, 2015

Pea Patch Aerodrome (61GA), Blythe, Georgia

*Birthdays*

Thurmon	KENT, Jr.	02-07	Shirley	HARDEN	02-02
Sidney	BROWN	02-11	Coral	BLANCHARD	02-22
Edward	CHRISTIAN	02-16			
Daniel	SILLIMAN	02-17			
Aldine	PATTON	02-21			

*Anniversaries*

Thurmon & Sophia	KENT	02-11
Charlie & Sheila	CONNELL	02-25

## EAA 172 Night Out

Thursday, February 26: *EAA 172 monthly "get-together" -- Social Meeting* 6:30 PM -- This is a monthly non-business social gathering held on the fourth Thursday. This month's location is the **French Market Grille**, 425 Highland Ave, Augusta, Georgia 30909. Phone number: 706-737-4865. The French Market Grille Website: [French Market](#). For a map and directions, click on: [French Market directions](#). For questions contact Shirley Harden 706-855-1553 e-mail: [ghardensr@comcast.net](mailto:ghardensr@comcast.net).

## AVIATION QUESTION OF THE MONTH

**Answer to last month's question:** *In the early morning you walk to your airplane's tiedown spot and discover a sparkling coat of frost on the wings and other surfaces. How much frost is acceptable on a wing surface prior to takeoff? You can give the answer in either millimeters or a fraction of an inch or just give a description of the amount.*

**According to AOPA and the FAA:** Re: Frost on wings: None, diddly-squat, nada, zilch, zip, zero – No amount of frost can be considered a safe amount. Move the airplane to a heated hangar or let the sun go to work long enough for the frost to melt. Consider using wing covers when parking outdoors in cold weather. Learn more about cold-weather operations with the Air Safety Institute's [Ice Week features](#). Read more about frost on your wings in a separate article in this newsletter.

**This Month's Question:** When flying inside a Mode C veil in Class E airspace, is a pilot required to make contact with air traffic control? The flight is being conducted under visual flight rules.

## NO SUCH THING AS A “LITTLE ICE”

According to the [NTSB](#), frost the size of a grain of salt, distributed as sparsely as one per square centimeter over a wing's upper surface, can destroy enough lift to prevent a plane from taking off. For large and turbine powered multiengine aircraft, the FAA, in [14 CFR 91.527](#), requires that “No pilot may take off an airplane that has frost, ice, or snow adhering to any propeller, windshield, stabilizing or control surface; to a powerplant installation; or to an airspeed,



altimeter, rate of climb, or flight attitude instrument system or wing, except that takeoffs may be made with frost under the wing in the area of the fuel tanks if authorized by the FAA.” But what about those single engine simple aircraft we fly? One commenter writes “While light GA aircraft don't fall under this rule [for large aircraft], it makes sense to comply with it. Our wings are just as susceptible to the reduction in lift and increase in drag caused by ice and frost.” The AOPA comments that we should “Plan ahead and allow extra time to remove all frost, ice, and snow clinging to the surfaces of your aircraft. Follow these simple steps found in the Air Safety Institute's [Cold Facts: Wing Contamination](#) Safety Advisor to carefully clean that wintry mix off the airplane. You may get away with it hugging your car, but not your airplane.” Many have written that under wing surfaces could have some frost but there is the danger of frost and ice clogging hinges and other important control areas. Residual ice, in particular, from previous flights can "hide" on the leading edges of wings, on the empennage, in slotted flaps, engine air inlets, etc. If not discovered and removed, residual ice can then affect aircraft performance and handling characteristics on takeoff.

( Information adapted from many sources including [AOPA ePilot 01/16/15](#) , [NTSB](#), [FAA](#), [Avstop.com](#) )



---

## MANY AIRVENTURE 2015 AIR SHOW PERFORMERS CONFIRMED

According to the Experimental Aircraft Association, some of the world's top air show performers, including national aerobatic champions, longtime favorites, and some talented Oshkosh first-timers, have made commitments to fly during the afternoon and night air shows lineups at [EAA AirVenture Oshkosh 2015](#) set for July 20-26 at Wittman Regional Airport in Oshkosh, Wisconsin. Afternoon air shows are scheduled to begin at 2:30 p.m. daily, while the Wednesday and Saturday night air shows are scheduled to begin at 8:00 p.m.



Among the many outstanding performers [who have confirmed](#) that they will be at AirVenture Oshkosh 2015 are:

**AeroShell Aerobatic Team** - The AeroShell Aerobatic Team brings its four North American T-6 Texans to Oshkosh again for both day and night air show performances.

**Bob Carlton - Flying the SubSonex jet**, Bob Carlton will display the precise aerobatic capabilities he has become famous for in his jet-powered glider.

**Sean D. Tucker** - EAA's very own Young Eagles chairman, Sean performs a high-energy aerobatic demonstration in the one-of-a-kind Oracle Challenger III biplane.

**Patty Wagstaff** - Patty is a six-time member of the U.S. Aerobatic Team, a three-time U.S. National Aerobatic champion, and one of the most famous air show personalities of all time, flying the Extra 300.

**Gene Soucy & Teresa Stokes** – Gene flies three acts with his iconic Grumman Showcat biplane: a Hollywood-style smoke and noise solo routine, a wing-walking act with Teresa, and a night pyrotechnic performance called the Fireflight.

**Mike Goulian** - One of the top air show performers in the world and a Red Bull Air Race competitor, Mike will again thrill Oshkosh faithful with his Extra 330SC.