

Glory Days Jet Dragster. Food, Vendors, EAA Chapter 172 will be on-site. There will be carnival rides, aircraft rides, aviation displays, sponsor exhibits, monster truck rides, car show (vintage automobiles) and much more. The **GaSCar Antique Automobile Club** will hold a car show on Saturday, April 26th. **On Sunday morning, April 27, there will be a non-denominational Worship Service on the field at 9:00 AM.**

For airport information click: [Daniel Field Airport](#) . For driving directions click [Daniel Field directions](#) .

Sunday, April 27: **SOUTH CAROLINA BREAKFAST CLUB** Broxton-Bridge Plantation Airport, Ehrhardt, South Carolina (SC55)(pvt.). UNICOM: 122.9. Turf runway. ZIPcode: 29081. Arrival: 7:30 - 9:00 AM. Breakfast: Between 9:00 & 9:30 - 11:00 AM. Departure: 11:30 AM. Questions: Contact Anne Hawkins (803) 432-9595. Click <http://www.airnav.com/airport/SC55> for airport info. For driving directions click on [Broxton-Bridge](#). SCBC [Website](#). SCBC on [Facebook](#).

May 2014

Sunday, May 4: **SOUTH CAROLINA BREAKFAST CLUB** Myrtle Beach Hardee Airpark, Loris, South Carolina (SC21). CTAF/UNICOM: 123.7 ZIPcode 29569. **A home cooked southern breakfast, great fellowship and flying!** Arrival: 7:30 - 9:00 AM. Breakfast: Between 9:00 & 9:30 - 11:00 AM. Departure: 11:30 AM. Questions: Contact Anne Hawkins (803) 432-9595. Click <http://www.airnav.com/airport/SC21> for airport info. For driving directions click on [M.B. Hardee Airport](#). SCBC [Website](#). SCBC on [Facebook](#).

Saturday, May 10: *Monthly meeting of the EAA 172 Members* 12:30 PM at the Pea Patch Aerodrome (61GA). A short business meeting will be around 1:00 PM after the meal. Runway 01/19: 2500' x 150' sod -- fair --; GPS: N33° 18.08' N / 82° 10.46' W; Elevation 434' , 4511 Boulineau Rd., Blythe, Georgia, 30805. UNICOM 122.7 mhz. For more information contact Sid Brown (762) 245-8103 *eMail: sid@thesidbrowns.com* or John Magnan (706) 547-3607 *eMail: jcm2@earthlink.net* Click [HERE](#) for directions (both land and air). Click [HERE](#) for the Mapquest directions. Click <http://www.airnav.com/airport/61GA> for airport info. For the meeting agenda click [HERE](#).

Sunday, May 11: **Mother's Day**

Sunday, May 18: **SOUTH CAROLINA BREAKFAST CLUB** White Plains Plantation airfield, Lexington, South Carolina (SC99)(pvt.). UNICOM: 122.9. ZIPcode 29054. **A home cooked southern breakfast, great fellowship and flying!** Arrival: 7:30 - 9:00 AM. Breakfast: Between 9:00 & 9:30 - 11:00 AM. Departure: 11:30 AM. Questions: Contact Anne Hawkins (803) 432-9595. Click <http://www.airnav.com/airport/SC99> for airport info. For driving directions click on [White Plains Airport](#). SCBC [Website](#). SCBC on [Facebook](#).

FAA REQUIRING A VERBATIM READ BACK OF CLEARANCES

The FAA is notifying pilots of new and modified phraseology to be used by controllers and pilots for standard terminal arrivals (STARs) and standard instrument departures (SIDs) starting April 3, including a requirement for pilots to read



back the specified clearances verbatim. In an Information for Operators ([InFo](#)) message posted on its website, the FAA introduced the abbreviated-clearance phrase "climb via" for departure procedures and operations. The new phraseology is "consistent with existing 'descend via' phraseology and procedures in FAA Order 7110.65U," it said. The phrase "climb via" is "an abbreviated ATC clearance that requires compliance with the procedure lateral path, associated



speed restrictions, and altitude restrictions along the cleared route or procedure." Both terms have been added to the Pilot/Controller Glossary, effective April 3, along with related phraseology concerning speed adjustments. Pilots should respond to the clearances "by repeating the clearance verbatim." Other responses "are not acceptable and can create miscommunication and additional workload with unnecessary controller queries," the FAA said.

SEE THE VIDEO ABOUT THIS: [FAA VIDEO](#)

(Information from [AOPA ePilot](#) 03/28/2014 & the [FAA](#))

NAME THAT PLANE

Adam A500

The Adam A500 is an American six-seat civil utility aircraft that was produced by Adam Aircraft Industries located at [Centennial Airport](#) in the Denver-Aurora Metropolitan Area of Colorado. The aircraft is of pod-and-boom, push-pull configuration with its two Continental TSIO-550-E piston engines mounted to provide centerline thrust. In 2006 the Adam A500 was the first new cabin-class twin to be certified in years. The first customer delivery occurred in November 2005, and Adam intended to deliver as many as six aircraft per month. However Adam Aircraft ceased operations in February, 2008, and [filed](#) for Chapter 7 bankruptcy on February 19, 2008, having delivered only seven A500s. Then in April 2008 Adam Aircraft was [purchased](#) from bankruptcy by AAI Acquisition Inc. At the time of purchase this new company indicated that they would pursue certification of the A700 jet as a priority and that the A500 would not be produced due to the continuing poor market for piston-engined aircraft. AAI went out of business in April 2009 without producing any aircraft. Adam Aircraft finally [ceased operations](#) and laid off all its staff. In April 2011 [Triton Aerospace](#) announced that they had acquired the company's assets.

According to a 2007 article in [Flying Magazine](#) the centerline thrust concept with one engine pulling while the other pushes is nothing new. But insurance companies, and many pilots, assume that a piston twin is more risky than a single unless that twin is flown by a pilot of extraordinarily high experience, and one who receives regular recurrent training. Back in 1998 Rick Adam correctly identified the need for a new type of twin if the typical pilot was ever going to have a chance to move up from a single, and the A500 was born. "Centerline thrust with its total simplicity of engine-out flying qualities puts the question about pilot capability and experience to rest."

Only seven original versions of the Adam A500 were built. In 2011 Triton Aerospace of [Skagit Regional Airport](#) in Burlington, Washington announced that it intended to return the A500 to production after re-engineering it to lose 1,000 lbs. of empty weight and recertifying it. The aircraft would also be changed to a turboprop, with twin-engined and rear-engined-only versions. So, it would no longer be the Adam A500 as shown as the masthead photo of this newsletter. Yet of those seven Adam A500s manufactured, one can see serial number 0002 flying since it was featured in the 2006 Michael Mann film [Miami Vice](#). (Data and information from [Aviation Databases – Adam A500](#), [AvwebFlash](#), 4, 2008, [Adam Aircraft Industries](#), "Adam Aircraft files Chapter 7" Denver Post, 2/2008, [Plane and Pilot](#), 3/2006, "Pilot Reports: Adam A500" Flying Magazine, 12/2007, Web Archives "[A500 Performance and Specifications](#)")

Adam A500

General characteristics

Crew: one
Capacity: five passengers
Length: 37 ft. 6 in.
Wingspan: 44 ft. 0 in.
Height: 9 ft. 7 in.
Empty weight: 5,350 lb.
Gross weight: 7,000 lb.
Fuel capacity: 230 gal.
Powerplant: 2 × Teledyne Continental TSIO-550E, 350 hp. each



A nice front view of a flying Adam A500

Performance

Maximum speed: 225 kn (259 mph)
Cruise speed: 220 kn (250 mph)
Stall speed: 75 kn (86 mph) in landing configuration with gear and flaps down
Range: 892 nmi (1,026 miles) at 75% power
Ferry range: 1,286 nmi (1,480 miles) at 45% power
Service ceiling: 25,000 ft. maximum certified ceiling, 14,900 feet on one engine

The deadline date is April 27 for any articles for the May issue of the *Pea Patch Post*.

SOUTH CAROLINA BREAKFAST CLUB

Sunday, April 13: Palmetto Air Plantation (private), Manning, South Carolina (SC41)

Sunday, April 27: Broxton-Bridge Plantation Airport, Ehrhardt, South Carolina (SC55)(pvt.).

Sunday, May 4: Myrtle Beach Hardee Airpark, Loris, South Carolina (SC21).

Sunday, May 18: White Plains Plantation airfield, Lexington, South Carolina (SC99)(pvt.).

To read the [entire Pea Patch Post](#) type the following into your Browser: <http://jcmservices.net/PeaPatchPost0414.PDF>