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**EAA 172 DOUBLE ACE**

Lt. Col. Philip Eddy Colman  
December 1, 1921 - April 28, 2011

**PEA PATCH & CLUBHOUSE**

**61GA** 122.7 mhz  
4511 Boulineau Rd.  
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June, 2015

PREZ SEZ

Sid Brown

The weather for the O. B. Brown Memorial Fly-in couldn't have been better. It was cool with mostly clear skies. We had about 60 people at the Bar B Q lunch. And we had about 75 pilots and visitors all total. There were a total of 23 aircraft. Of those, 12 were experimental and 6 were light sport.

I want to say a special thanks to John Magnan, Ben Brown, Al Nodorft, Michael Nodorft, and Mark Slone for helping with preparation, setup, and tear down. Also, thank you to all who attended. I really appreciate you coming out and supporting our efforts.

This month's meeting will be on our regular second Saturday. It will be Saturday June 13<sup>th</sup>. We will be having Bar B Q again. We had a good bit that was prepared and frozen for the fly-in and not used. So, those of you who didn't attend will still get to enjoy it. Those of you who came out, well, you will just have to suffer through it again. Please bring sides!

I look forward to seeing y'all at the June 13<sup>th</sup> meeting!

Keep 'em flying!

Sid



Here are some possible side dishes and desserts you could bring to the Saturday, June 13<sup>th</sup> meeting. We will be having barbecue in the air-conditioned comfort of the EAA 172 clubhouse.

Spicy cornbread pasta salad, carrot & apple slaw with raisins, cucumber salad, potato salad, corn salad, watermelon salad, cucumber salad, tomato salad, corn on the cob, macaroni and cheese, biscuits, deviled eggs, grilled corn, black eyed peas, corn bread, pickled watermelon rinds, green bean casserole, cookies, sweet rolls, pound cake, cakes of all types, fruit salad, jello, lemon meringue or coconut cream pie, fruit cobbler, strawberries, grapes.



EAA 172 Meeting  
 Meal at 12:30 PM  
 June 13, 2015  
 Pea Patch Aerodrome (61GA), Blythe, Georgia

EAA 172 Meeting  
*Barbecue Fly-in*  
 Meal at 12:30 PM  
 July 11, 2015  
 Pea Patch Aerodrome (61GA), Blythe, Georgia

*Birthdays*

Curt GARNTO	06-04	Robbie BRIDGES	06-04
Keith ROBBINS	06-05	Judy GOFF	06-06
Sam HART	06-07	Brenda RAMSEY	06-11
Terry BIBEAU	06-11	Bibiana FALATOVA	06-12
Andy LEE	06-15	Dollie WICKER	06-27
William BLANCHARD	06-20		
Jerry CRAWFORD	06-23		
Dudley BOWEN, Jr.	06-25		

*Anniversaries*

Brian & Cathy MULHERIN	06-13
Dennis & Fay ALLEN	06-24
Joe & Cindy BRITT	06-29

## EAA 172 Night Out

Thursday, June 25: *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 **De Novo restaurant at North Hills, 401 W. Martintown Rd. Ste. 157, North Augusta, South Carolina 29841.** Phone number: 803-426-1077. Website: [De Novo](#). Map and directions: [De Novo directions](#). For questions contact Sheila Connell 803-279-7250 e-mail: [conl6356@comcast.net](mailto:conl6356@comcast.net).

### AVIATION QUESTION OF THE MONTH

**Answer to last month's question:** *While walking the ramp one day you were amazed by the beauty of one airplane's polished propeller blades. Is polishing an option for the propeller on your airplane – should you polish your prop?*

**According to the FAA:** Polished propeller blades are rarely an acceptable configuration. Corrosion protection such as paint and anodize should not be removed from the surface of a propeller blade. If the original design had corrosion protection and the propeller manufacturer's ICAW (*Instructions For Continued Airworthiness*) call for corrosion protection, then the corrosion protection should be maintained to those instructions. Here's the FAA info via [cessna.org](http://cessna.org)

**This Month's Question:** A pilot heads to the airport for an evening proficiency flight on the last valid day of current navigational charts. The plan is to meet the flight instructor at 8:00 p.m. Eastern Daylight Time, brief for the mission, and fly for two hours. But note—8:00 p.m. EDT translates to 0000Z the following day. How should the flight instructor react if the pilot shows up with expired charts? Is it a violation to take off anyway?