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July, 2011

PRESIDENT'S DESK

Al Nodorft

Summer heat has arrived. As I am writing this, the next couple of days are expected to top out at 100+ degrees. There are several things for pilots to watch out for. The first that we are all trained for is density altitude. At 100 degrees the density altitude is around 3,500 ft. That likely makes a noticeable difference in how your plane performs! Pat attention on shorter runways.

There is another hazard for those of us with bubble canopies. It plain just gets HOT in there. If you have the ability to fly above 7000 feet, then travel can be reasonably comfortable. Just plan to carry plenty of fluids.

Finally, flying in the middle of the day can subject you to very uncomfortable turbulence.

All hazards can be minimized by flying early or late in the day. In fact, you can blame all these problems on the sun. The sun provides for us in almost every way, but in the summer the same sun makes our flying uncomfortable and little less safe.

Augusta Tech Thomson A&P School

After Kinsey Butler's speech about the A&P school opening up in Thomson this January, I decided to go there for the information meeting. I got quite an education just from that!

I went thinking that if they would provide night classes, then I would be interested. I learned that night class would run from 4:30 - 10:00 pm four days a week! Quite a commitment for a guy who works from 7:00 am - 5:00 pm already. As currently structured, becoming an A&P part time is not practical.

What I learned most was the commitment required to become an A&P. Many careers require commitment of course, but I was impressed with this one. My hat is off to those of you that have become A&P's already and to Ben Brown as he pursues this career!

Al Patton Scholarship Fund

It is time to start contributing to the Al Patton Scholarship fund again. Remember that this scholarship goes to a local CSRA youth to help him or her get started with flight training. We will collect money during the monthly meetings, but feel free to contribute by mail as well by sending your contribution to Don Bush. Our goal is the usual \$1,000.

July

Looking forward to seeing everyone at the next meeting on July 9th. We will be having barbeque prepared by Sid Brown. Charles Lewis will be our guest speaker. He will talk to us about powered parachutes and naval aviation.

Fly safe!

Al



**Minutes of the Meeting for EAA Chapter 172
June 11, 2011**



Before the meeting more than 40 members, their families, and visitors enjoyed a delicious meal of hot dogs and hamburgers prepared by Sid Brown and Sam Hart. The Aerospouses set out the side dishes. Two planes flew in. At 12:42 PM Al Newman gave the invocation and everyone ate. Club President Al Nodorft called the business meeting to order at 1:17 PM. He welcomed our new members Gene Mohr, Johnnie Poole and returning member Phil Turner. He also welcomed EAA 330 members Ron McClendon and "Hoot" Gibson Huger. Al thanked Sid and Sam for preparing the meal. Al said that starting today we will be collecting for the Al Patton fund which will be used as an award at the Boshears Skyfest in October. The winning youngster will obtain free basic flight training.

Old Business: Treasurer Don Bush moved to accept the minutes for the last meeting. Al Newman seconded the motion and it passed. Vice-President Sid Brown said that Blythe Dant, a previous Al Patton award winner, has finished his flight training.

New Business: Secretary John Magnan introduced two members of EAA 330, Ron McClendon and "Hoot" Gibson Huger. Ron and Hoot said that their club has been "reconstituted" at the Briar Patch (9GA1) which is still the home for EAA 330. Secretary John Magnan was a past newsletter editor for that club. Ron and Hoot said that the airport is under new ownership. Also, very soon they will be having a fly-in near there. Acting Club President Wayne McCullough will send an e-mail to Secretary Magnan with the information.



Hoot Gibson and Ron McClendon



Sid Brown, who will be preparing the meal for the July 9 meeting, asked that the fly-in be changed from "cold cuts" to "barbecue". Steve Thompson seconded the motion and it was approved.

Program: Kinsey Butler talked about his new business location. He has moved his A&P business, Southern Air Repair LLC, from the Thomson-McDuffie airport to the Washington-Wilkes airport (KIIY) where he will manage the airport. Kinsey discussed some of his plans for the airport. After the meeting he took questions, among them one about problems with aircraft engines "messed up" by alcohol in the autogas used by many aircraft owners.

Al Newman moved that the meeting adjourn. Steve Thompson seconded the motion and the meeting adjourned at 1:45 PM.



NOTAM SYSTEM CHANGED JUNE 30

AOPA is urging pilots to become familiar with changes to the notice to airman (NOTAM) system that went into effect June 30. The changes come as the FAA transitions to a NOTAM system "that is more compliant with the standards of the International Civil Aviation Organization to enable more global consistency in NOTAMs," the FAA said in a [Notice of the Scheduled Format Changes](#). Some NOTAM language will change, "and should result in easier to read and understand NOTAMs" when the revisions become effective, the FAA said.

Among other changes, under the FAA's new order, NOTAMs relating to standard instrument departures (SIDs), graphic obstacle clearance departures (ODPs) and standard terminal arrivals (STARs) will be issued as Flight Data Center (FDC) NOTAMs, instead of as D (distant) NOTAMs. New keywords ODP, SID, STAR, CHART, DATA, IAP, VFP, ROUTE, and SPECIAL will be added. The keyword RAMP will be replaced with the keyword APRON. Components of an instrument landing system (ILS) in a NOTAM will be distinguished by preceding the component (e.g. glideslope) with "ILS" followed by "RWY" and the runway number. (Information adapted from AOPA ePilot June 24, 2011)