

Thursday, July 28: *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 will be at the **Tin Lizzy's Cantina**, 2821 Washington Road, Augusta GA 30909. Phone number: 706-504-9767. Website: [Tin Lizzy's Cantina](#). Map and directions: [Tin Lizzy's directions](#). For questions contact Sheila Connell 803-279-7250 e-mail: conl6356@comcast.net .

August 2016

Saturday, Sunday, August 6 - 7: *AOPA Flight Instructor Refresher Course* Atlanta, Georgia, 30346 ([KATL](#)), [Crowne Plaza Perimeter@Ravinia](#), 4355 Ashford Dunwoody Road. Only the AOPA Air Safety Institute offers the most comprehensive FAA-approved renewal program available. The AOPA Air Safety Institute recertifies more flight instructors than any other course provider. CFIs choose us because: We know what is important to pilots and how to make the courses compelling and informative. Our renewal courses are competitively priced. We offer convenient ways to renew your CFI certificate, online or in-person.
7:30 AM - 5:00 PM Cost: \$275 Website: [AOPA Refresher Course](#)

Sunday, August 7: *SOUTH CAROLINA BREAKFAST CLUB* Anderson Regional Airport, Anderson, South Carolina ([KAND](#)). CTAF: 123.6; UNICOM: 122.95. ZIPcode 29626. **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. Contact: Wendy Griffin 803-446-0214 e-mail info@flyscbc.com. Click <http://www.airnav.com/airport/KAND> for airport info. For driving directions click on [Anderson Airport](#). SCBC [Website](#). SCBC on [Facebook](#).

Saturday, August 13: *EAA 172 Meeting* 12:30 PM at the Pea Patch Aerodrome (61GA). We will be enjoying a fine meal of cold cuts. 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 EAA 172 President Andy Lee 706-832-6642 eMail: gapilot2015@icloud.com or e-mail EAA172@jcmservices.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, August 21: *SOUTH CAROLINA BREAKFAST CLUB* Berkeley County Airport, Moncks Corner, South Carolina ([KMKS](#) - formerly 50J). CTAF/UNICOM: 123.05. ZIPcode 29461. **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. Contact: Wendy Griffin 803-446-0214 e-mail info@flyscbc.com. Click <http://www.airnav.com/airport/KMKS> for airport info. For driving directions click on [Berkeley County Airport](#). SCBC [Website](#). SCBC on [Facebook](#).

SHORT FINAL

AVweb June 27, 2016

Overheard while flying through the New York Class B airspace:

Pilot: Departure ABC 795 off 14L climbing to 5000'.

Controller: Is this 725 or 795?

Pilot: What did I say?

Controller: 795.

Pilot: Oh sorry, I guess this is 725.

Controller: Don't worry about it, I mix up call signs all day.

Pilot: Yeah, but I only have one call sign to screw up.

NAME THAT PLANE

Viking DeHavilland Twin Otter

The de Havilland Canada DHC-6 Twin Otter, currently marketed as the Viking Air DHC-6 Twin Otter, is a Canadian 19-passenger STOL (Short Takeoff and Landing) utility aircraft developed by de Havilland Canada and currently produced by [Viking Air](#). The aircraft's fixed tricycle undercarriage, STOL abilities and high rate of climb have made it a successful cargo, regional passenger airliner and Medevac aircraft. In addition, the Twin Otter has been popular with commercial skydiving operations, and is used by the United States Army Parachute Team and the United States Air Force's [98th Flying Training Squadron](#). The Twin Otter was derived from deHavilland's successful single Otter design. Depending upon the specific model, Twin Otters seated between 15 and 22 people. All models were powered by the [Pratt & Whitney PT-6A series turboprop](#), which is a legendary engine in its own right. The Twin Otter typically cruised around 150 mph and, for a plane its size, could get in and out of remarkably tight strips. The design was an instant hit in the bush as it replaced many antiquated designs (such as the DC-3) that never were really designed for the bush in the first place. Twin Otters could be delivered directly from the factory with floats, skis or tricycle landing gear fittings, making them adaptable bush planes for remote and northern areas. Areas including Canada and the United States, (specifically Alaska) saw much of the demand. Many Twin Otters still serve in the far north, but they can also be found in Africa, Australia, Asia, Antarctica and other regions where bush planes are the optimum means of travel. Airlines that have flown or are flying the Twin Otter include Rocky Mountain Airways, Houston Metro Airlines, Alaska Airlines, the original Frontier Airlines, Ozark Air Lines, South Pacific Island Airways, and Canadian air carriers Pacific Western Airlines (PWA), and Transair. Shawnee Airlines operated scheduled Twin Otter flights between the Disney resort and nearby Orlando Jetport (MCO, now Orlando International Airport) as well as to Tampa International Airport (TPA).

(Data and information from Viking Air→[History of the DHC-6 Twin Otter](#), vikingair.com→[Viking Air Twin Otter](#), AVwebFlash 06/24/16→[Antarctic Rescue](#), airliners.net→[De Havilland Canada DHC-6 Twin Otter](#), bush-planes.com→[DeHavilland DHC-6 Twin Otter](#), wikipedia→[de Havilland Canada DHC-6 Twin Otter](#))

Viking DeHavilland Twin Otter

Specifications (DHC-6 Twin Otter Series 400)

General characteristics

Flight deck crew: 1 – 2
Passengers: 19
Length: 51 ft. 9 in.
Wingspan: 65 ft. 0 in.
Height: 19 ft. 4 in.
Empty weight: 6,881 lb.
Max. takeoff weight: 12,500 lb.
Powerplant: 2 × Pratt & Whitney PT6A-34



Viking DHC-6 Twin Otter Series 400 taking off.

Performance

Maximum speed: 170 knots
Cruise speed: 150 knots Stall speed: 58 knots
Rate of climb: 1,600 ft/min
Range: (Max fuel, no payload): 799 nmi
Service ceiling: 25,000 ft.

The deadline date is July 31 for any articles for the August issue of the *Pea Patch Post*.

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SOUTH CAROLINA BREAKFAST CLUB

Sunday, July 10: Triple Tree Aerodrome, Woodruff, South Carolina (SC00)(pvt.)

Sunday, July 24: Cheraw Municipal / Lynch Bellinger Field Airport, Cheraw, South Carolina (KCQW)

Sunday, August 7: Anderson Regional Airport, Anderson, South Carolina (KAND)

Sunday, August 21: Berkeley County Airport, Moncks Corner, South Carolina (KMKS)

To read the entire *Pea Patch Post* type the following into your Browser: <http://jcmservices.net/PeaPatchPost0716.PDF>