

MY SOLO EXPERIENCE

by Michael Nodorft, July 8, 2017

Well I definitely had an interesting solo experience ... I'll start with the night before. Heather (my instructor) and I went up and she was really impressed with my landings and "stuff" but it was really windy and gusty and although I handled it well, we decided to do the solo in the morning.

6:00 the next morning we showed up and got going and did a few landings before some small clouds in the approach area were forcing me to make a tighter pattern, so we landed and waited on them to clear up. Once they cleared up I was out to do my solo.

Now that whole time we were doing a left pattern going one way on the runway, when I contacted ground and asked for taxi they told me the other end of the runway and a right pattern. So I went and took off and everything was fine except a blanket of clouds at that end I was taking off from now. Going the other way we were climbing over them before we got there and it wasn't a problem, but since they changed runway direction on me I had to fly high over them during approach and right before I got to the runway I dropped full flaps and put it in a pretty good slip and dropped it over the edge of the clouds to the runway. It all worked out well but I didn't do the other two right then because the clouds/fog was just making their way over the end of the runway. Later we decided it was clear enough and I was going to finish up the other two landings.

It was quite gusty again and the airport was really busy but I figured I could handle it. The first one went perfect, no problem. The second one I was told right after takeoff to squawk VFR but I couldn't hear them



CLICK [HERE](#) OR ON THE ABOVE PHOTO FOR A LARGER PICTURE.

Michael Nodorft standing with his instructor, Heather Zulkanycz. They are standing in front of Heather's Cessna 150, at an airport in Fairbanks, Alaska. Besides being a flight instructor, Heather also holds an ATP (Airline Transport Pilot) certificate, a small unmanned aircraft system (drone) certificate, and an aircraft dispatcher certificate.

clearly so I asked for it again, this time I heard just fine but I had always been told the actual number to put in the transponder so that caught me off guard. My very "professional" radio call went something like "six two echo I heard you fine this time ... I still have no clue what that means." – They figured out my problem and told me the number to put in then.

Other than that, everything went well, I wasn't nervous at all and it really wasn't any different than before, just fly the plane, tell the tower what you are doing, and make "stupid" radio calls that they just laugh about ... like I always do when I'm thrown something new. Soloing has definitely been one of the best experiences I've ever had; now I can't wait to get my license!

SHORT FINAL

AVweb July 25, 2017

Many years ago this was heard by a pilot tuned to ground frequency at Augusta Bush Field.

Cessna XYZ: Ground, Cessna XYZ requests taxi.

Ground: Cessna XYZ, do you have Charlie?

Cessna XYZ: Uh, no. I'm solo today.

Ground: No, no, Cessna XYZ, do you have ATIS information Charlie?

Cessna XYZ: Uh, Ground, I'm just a country boy. I don't know about that big city stuff.

After that, Ground just chuckled, gave him the information and cleared him on his way.



EAA 172 COLD CUTS FLY-IN
 August 12, 2017 11:30 am
 Pea Patch Aerodrome (61GA), Blythe, Georgia

EAA 172 WRENS FALL FLY-IN
 September 16, 2017
 Wrens Memorial Airport (65J), Wrens, Georgia

Birthday

Terry MUELLER	08-14	Barbara HOWARD	08-01
Kinsey BUTLER	08-15	Marlyn COUCH	08-07
Sandy HOWARD	08-19	Rhonda SLONE	08-07
		Mary BOOTH	08-14
		Cathy BROWN	08-19
		Karen HALEY	08-24

Anniversaries

Keith & Judy	GOFF	08-09
Don & Langga	GAY	08-13
Ronald & Karen	HALEY	08-14
Stephen & Johna	THOMPSON	08-14
James & Shirley	McBURNEY	08-19
Sandy & Barbara	HOWARD	08-23

EAA 172 Night Out

Thursday, August 24: *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 **Eli's American Restaurant**, 4446 Washington Rd #10, Evans, GA 30809 (across from Walmart). Phone number: 706-524-7152. Website [Eli's American](#). Map and directions: [Eli's American directions](#). For questions contact Virginia Bush 706-554-5618 e-mail: donr.bush@yahoo.com.

AVIATION QUESTION OF THE MONTH

Answer to last month's question: *I am not an A&P mechanic. Can I legally make and use my own part (so I don't have to buy the part) for my certified airplane no matter what age the plane is?*

According to the FAA: Yes! In [14 CFR Part 21](#) the FAA writes the requirements. SEE ESPECIALLY:§43.2

(b) No person may describe in any required maintenance entry or form an aircraft, airframe, aircraft engine, propeller, appliance, or component part as being rebuilt unless it has been disassembled, cleaned, inspected, repaired as necessary, reassembled, and tested to the same tolerances and limits as a new item, using either new parts or used parts that either conform to new part tolerances and limits or to approved oversized or undersized dimensions. In addition, [Advisory Circular 20-62E](#) spells out the procedure for how owners can make their own parts for the aircraft they own.

This Month's Question: I hold a commercial pilot certificate with rotorcraft and instrument ratings, but I don't have any airplane time. How many hours would I need to add an airplane single-engine land rating at the private level?