



Keith Brock Memorial Fly-in

November 10, 2012

10:00 am – 2:00 pm

Jenkins County Airport (2J5), Millen, Georgia

EAA 172 Christmas Party

December 8, 2012, 12:30 PM

Pea Patch Aerodrome (61GA), Blythe, Georgia

EAA 172 Club Meeting

January 12, 2013, 12:30 PM

Pea Patch Aerodrome (61GA), Blythe, Georgia

Birthdays

Roy	WICKER	11-02	Cathy	MULHERIN	11-04
Everett	PARKS	11-04	Joyce	JAMES	11-05
James R.	REEVES	11-04	Cindy	BRITT	11-06
Nandi	SHETTY	11-12	Valerie	BELL	11-08
Michael	HENDRICK	11-28	Lucy	KEEFER	11-16
			Donna	HENDRICK	11-24
			Shirley	McBURNEY	11-29

Anniversaries

Richard & Valerie	BELL	11-01
Joseph & Pearl P.	MILES	11-09
Gene & Janeen	MOHR	11-14
Roger & LuVin	McCOIG	11-22
Frank & Jackie	CHRISTIAN	11-23
Richard & Cindy	ZGOL	11-26

EAA 172 Night Out

Thursday, November 22: EAA 172 monthly "get-together" -- Social Meeting 6:30 PM -- This is a monthly non-business social gathering held on the fourth Thursday. Because of all the holiday happenings this month (today is Thanksgiving!) and next month, there will be no EAA 172 social "get together" this month. The next one will be January 24, 2013. For questions contact Virginia Bush for more details 706-554-5618 e-mail: sporthorses9@gmail.com . On the Web go to nightout.jcmservices.net

NAME THAT PLANE

Fisher Horizon 1

The Fisher Horizon is a family of Canadian two-seats-in-tandem, conventional landing gear, single engined, high-wing monoplane kit aircraft designed for construction by amateur builders. The Horizon 1 was inspired by the Aeronca Champion and its later version, the Bellanca Citabria, while the Horizon 2 was inspired by the Cessna O-1 Bird Dog. Fisher Flying Products was originally based in Edgeley, North Dakota, but the company is now located in Woodbridge, Ontario, Canada.

The Horizon 1 was designed by Fisher Aircraft in the United States in 1990, with the Horizon 2 following the next year. Both were intended to comply with the US Experimental - Amateur-built category, although both types qualify as ultralight aircraft in some countries, such as Canada. They also qualify as US Experimental Light Sport Aircraft. The construction of the Horizon is of wood, with the wings, tail and fuselage covered with doped aircraft fabric. The aircraft features "V" struts, jury struts and a modified GA (W)-2 airfoil. The Horizon's main landing gear uses bungee suspension. The company claims an amateur builder can complete either aircraft from the kit in 600 hours. The specified engines for the Horizon include the 65 or 85 hp or 85 hp [Limbach Flugmotoren Volkswagen](#) air cooled engine- based four-stroke or the Lycoming O-235. Fifty-five examples flying by 2011.

One reviewer, Jed Rogerson, commented in 1999 that the Horizon provides true STOL performance, good slow speed stability and a startling climb rate. It can carry a payload equal to its weight and is an excellent platform for lightweight floats or skis. It is a large, roomy cockpit, optional two-cycle or four-cycle engines and a one man, two-minute wing fold system. According to him this plane will outperform a classic airplane in virtually every category and can be operated for only a fraction of its cost. The Horizon is a sturdy airplane with more horsepower than the Piper Cub, but with only a portion of its empty weight.

Data and information from [Fisherflying.com](#), [Kitplanes](#), Vol. 15, December 1998, page 49, [AeroCrafter - Homebuilt Aircraft Sourcebook](#), page 159.

Fisher Horizon 1 Specifications

General characteristics

Crew: one
Capacity: one passenger
Length: 18 ft. 8 in.
Wingspan: 25 ft. 3 in.
Height: 5 ft. 8 in.
Wing area: 113 sq. ft.
Airfoil: modified GA (W)-2
Empty weight: 520 lbs.
Useful load: 530 lb.
Max. takeoff weight: 1050 lbs. .
Powerplant: 1 × Limbach Flugmotoren Four stroke, four cylinder Volkswagen air cooled engine, 65 hp.

Performance

Never exceed speed: 120 mph.
Maximum speed: 100 mph.
Cruise speed: 85 mph.
Stall speed: 40 mph.
Rate of climb: 800 fpm. .

If you did not receive a mailed newsletter but only the e-mailed *Pea Patch Post* and you also wanted the mailed version you need to contact the club Secretary at EAA172@jemservices.net and indicate that you want the newsletter mailed to you. This should be done by deadline date, which for December is November 26, which is also the deadline for any articles for the December issue. Mailing the *Pea Patch Post* costs EAA 172 \$18 annually per recipient. Note that if you have the newsletter mailed, and do not inform the EAA 172 Secretary about an address change, the Postal Service will charge you a 50 cent fee for mail forwarding.