



**EAA 172 Meeting**

**Fish Fry Fly-in**

March 10, 12:30 PM at the Pea Patch Aerodrome (61GA), Blythe, GA

**EAA 172 Meeting**

**Breakfast Fly-in**

April 14, 9:00 AM at the Pea Patch Aerodrome (61GA), Blythe, GA

**EAA 172 Meeting**

May 12, 12:30 PM at the Pea Patch Aerodrome (61GA), Blythe, GA

*Birthdays*

|                    |       |                  |       |
|--------------------|-------|------------------|-------|
| Danny L. STANTON   | 03-01 | Sophia KENT      | 03-01 |
| James McBURNEY     | 03-09 | Dorothy CRAWFORD | 03-04 |
| Don BUSH           | 03-11 | Joyce Ann NEWMAN | 03-08 |
| Alfred NEWMAN, Sr. | 03-12 | Gaye HILL        | 03-12 |
| Robert BERNING     | 03-24 | Jeanne TURNER    | 03-16 |
| Peter TREMBLAY     | 03-24 | Johna THOMPSON   | 03-26 |
|                    |       | Machell WHEELER  | 03-27 |
|                    |       | Sheila CONNELL   | 03-30 |

*Anniversaries*

|                 |          |       |
|-----------------|----------|-------|
| Ross & Machell  | WHEELER  | 03-05 |
| Bruce & Cathie  | HITT     | 03-11 |
| Phil & Jeanne   | TURNER   | 03-20 |
| Greg & Ginger   | CONNELL  | 03-27 |
| Jerry & Dorothy | CRAWFORD | 03-29 |

**EAA 172 Night Out**

Thursday, March 22: *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 it is at the **French Market Grille**, 425 Highland Ave, Augusta, Georgia 30909. Phone number: 706-737-4865. The French Market Grille Website: [French Market](#) . For a map and directions, click on: [French Market directions](#). For questions contact Shirley Harden 706-855-1553 e-mail: [ghardensr@comcast.net](mailto:ghardensr@comcast.net) On the Web go to [nightout.jcmservices.net](http://nightout.jcmservices.net)

## *NAME THAT PLANE*

### **DeHavilland DH4**

The DH-4 was an ever-present element of the U.S. Army Air Service both during and following World War I. When the United States entered WWI in April 1917, the Aviation Section of the Signal Corps only had 132 aircraft, all obsolete. Modeled from a combat tested British De Havilland design, the DH-4 was the only U.S. built aircraft to see combat during



WWI. With inadequate funding to buy new aircraft, the newly created U.S. Army Air Service continued to use the DH-4 in a number of roles during the lean years following the war. By the time it was finally retired from service in 1932, the DH-4 had been developed into over 60 variants.

During WWI, the Air Service used the DH-4 primarily for day bombing, observation and artillery spotting. The first American-built DH-4 arrived in France in May 1918, and the 135th Aero Squadron flew the first DH-4 combat mission in early August. By war's end, 1,213 DH-4s had been delivered to France.

Unfortunately, the early DH-4s had drawbacks, including the fuel system. The pressurized gas tank had a tendency to explode and a rubber fuel line under the exhaust manifold caused some fires. This led to the title "The Flaming Coffin," even though only eight of the 33 DH-4s lost in combat by the United States burned as they fell. Furthermore, the location of the gas tank between the pilot and observer limited communication and could crush the pilot in an accident.

#### TECHNICAL NOTES:

Crew: Two (pilot and observer/gunner)

Armament: Two .30-cal. Marlin machine guns in the nose and two .30-cal. Lewis machine guns in the rear;  
322 lbs. of bombs

Engine: 400-hp Liberty 12

Maximum speed: 128 mph

Cruising speed: 90 mph

Range: 400 miles

Ceiling: 19,600 ft.

Span: 43 ft. 6 in.

Length: 30 ft. 6 in.

Height: 10 ft. 4 in.

Weight: 3,557 lbs. loaded

Cost: \$11,250 (1918) --- \$161,500 (2012)

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**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 club Secretary John Magnan at [jcm2@earthlink.net](mailto:jcm2@earthlink.net) and indicate that you want the newsletter mailed to you. This should be done by deadline date, which for April is March 28 which is also the deadline for any articles for the April issue.**