

# April 2014

Tuesday-Sunday, April 1 - April 6: Sun 'n Fun® 2014 Fly-In: Lakeland, Florida, Lakeland Linder Regional Airport (KLAL) UNICOM 122.95; CTAF 124.5 mhz. ZIP code 33811. The "Blue Angels" will be the featured air show performers at the 40th Annual SUN 'n FUN International Fly-In & Expo See <http://www.sun-n-fun.org/> for details. See <http://www.airnav.com/airport/KLAL> for airport info. For driving directions click on [Linder Regional Airport](#)

Sunday, April 13: *SOUTH CAROLINA BREAKFAST CLUB* Palmetto Air Plantation (private) Manning, South Carolina (SC41) UNICOM: 122.8 ZIPcode 29102. Elev: 105'; GPS: N33° 39.967' W80° 14.633'; Sod runway: 16/34: 3700' x 150'; UNICOM: 122.8. 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. Questions: Contact Anne Hawkins (803) 432-9595. Click <http://www.airnav.com/airport/SC41> for airport info. Click [HERE](#) for the Mapquest directions. SCBC [Website](#). SCBC on [Facebook](#).

Weblink: [www.palmettoairplantation.com](http://www.palmettoairplantation.com) .

Saturday, April 19 (special date): EAA 172 Breakfast Fly-in 9:00-10:00 AM at the Pea Patch Aerodrome (61GA). Grits, bacon, eggs! Great people to meet! A short business meeting will be around 10:00-10:30 AM 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 Sid Brown (762) 245-8103 eMail: [sid@thesidbrowns.com](mailto:sid@thesidbrowns.com) or John Magnan (706) 547-3607 eMail: [jcm2@earthlink.net](mailto:jcm2@earthlink.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 agenda click [HERE](#).

Sunday, April 20: EASTER --- (PASSOVER: sundown April 14 to sundown April 22)

Friday - Sunday April 24 - 27: **Vidalia Onion Festival Air Show** At the Vidalia Airport (VDI) 32.11.55 N; 82.22.32 W. Onion Festival April 24-27. Airshow April 26-27. See [Vidalia Onion Festival](#). For the Onion Festival Schedule click [Schedule](#). For more information contact: EAA 1332 vice-president Billy Ragan E-mail: [raganbilly@gmail.com](mailto:raganbilly@gmail.com) or EAA 1332 President Donald Brantley at (912) 293-2842 or (912) 537-2132 or at night: (912) 537-7287. E-mail: [dbrantley42@yahoo.com](mailto:dbrantley42@yahoo.com).

Website: [EAA 1332](#) Click <http://www.airnav.com/airport/VDI> for airport info.

Saturday - Sunday, April 26 - 27: **Boshears Skyfest 2014 - the 21<sup>st</sup> Annual Boshears Memorial Fly-In and Airshow:** Daniel Field, Augusta, Georgia (DNL) [*originally scheduled October 19 - 20, 2013*] Elev: 423 ft. LIGHTS: Activate MIREL for 05/23 & 11/29 123.05 mhz. GPS: N33°28'00" W82°02'36". AS YOU APPROACH THE AIRPORT, USE UNICOM TO CALL IN TO THE FLY-IN AIRBOSS. CTAF/Unicom: 123.05 mhz. Augusta Approach - 126.8 mhz. AIRPORT CLOSED 1:30 - 4:30 PM FOR THE AIRSHOW. 100LL & Jet A available. All who come in an aircraft get into the air show free. Parking will be on asphalt unless the ramp becomes full and parking on the grass is required. Those flying in should download [Flying-in](#) for specific fly-in information. [Experimental Aircraft Chapter 172](#) will handle the fly-in and will register you and your aircraft when you arrive. A "goody bag" is available for each aircraft that flies in and includes a \$10 gift certificate for Aircraft Spruce -- while supplies last. For the public the gates open at 9:00 am with opening ceremonies scheduled for 1:30 pm each day with the air show to immediately follow. **General admission:** \$15 in advance, \$18 at the gate. There will be many performing airshow acts. Among them are [Team AeroDynamix](#), [Gary Ward Aerobatics](#), [Greg Connell Aerobatics](#), [Trenton Flyers](#), [Glory Days Jet Dragster](#) - You'll feel the need for speed -- the Jet Dragster can really fly! Food, Vendors, EAA Chapter 172 will be on-site. There will be carnival rides, aircraft rides, aviation displays, sponsor exhibits, monster truck rides, car show (vintage automobiles) and much more. The [GaSCar Antique Automobile Club](#) will hold a car show on Saturday, April 26th. Members' cars run the automotive spectrum from "horseless carriage" to "muscle car", so no matter your favorite you'll find them at this years' show. **On Sunday morning, April 27, there will be a non-denominational Worship Service on the field at 9:00 AM.**

NO COOLERS - NO PETS - NO REFUNDS

*For complete airport information click:*

[Daniel Field Airport](#) For driving directions click on [Daniel Field directions](#) .

**ULTRALIGHTS & LIGHT PLANES WELCOME TO BOSHEARS!**

## NAME THAT PLANE

### American Aviation AA-1 Yankee Clipper

The prototype first flew on July 11, 1963 and featured folding wings for trailering and ease of storage. The Yankee AA-1 was originally designed by [Jim Bede](#) as the Bede-1. He formed a company, [Bede Aviation Corporation](#), based in Cleveland Ohio, to produce the aircraft. It was to be an everyman's aircraft: easy to build, fun to fly, and aerobatic with folding-wing, take-home capabilities. But the BD-1 never entered production as a certified aircraft. At that time the FAA was hesitant to certify a light aircraft with folding wings. The certification process was complex and expensive and disagreements arose between Bede and the other shareholders. Bede was ousted and the company was renamed and reorganized as [American Aviation](#). American took over the production and design. Its engineers reworked the wing to a non-folding design, easing FAR Part 23 certification. Other changes included adding extended wing tips to improve rate-of-climb, an anti-servo tab on the elevator along with a centering spring system to increase longitudinal stability and stall strips to improve handling during a stall. The company designated the redesigned aircraft the [AA-1 Yankee Clipper](#). The AA-1 was certified under FAR Part 23 on August 29, 1967 with the first production AA-1 flying on May 30, 1968. The first 1969 models were delivered in the fall of 1968 at a base price of \$6495, notably lower than competitive aircraft types cost at that time. American Aviation built 461 examples of the AA-1.

The original American Aviation AA-1 Yankee developed a poor reputation for safety in its first years of production (1969-71). The aircraft was designed purely to fill the role of a personal transportation and touring aircraft and not a trainer, but many of the early production models were purchased by flying schools. It had an appeal to flying schools since the AA-1 was faster, cost less to purchase and maintain and, most importantly, had more student-appeal with its sliding canopy and fighter-like looks. Many of the early school accidents were related to spin-training. Once the AA-1 entered a fully developed spin and exceeded three turns, it was usually not recoverable. In 1973 the FAA ordered the aircraft placarded against spins. The remaining accidents were generally attributed to the AA-1's short endurance (3.3 hours), inability to use short grass strips, and high approach speeds (85-90 mph). These were all different from the other school aircraft in use in that era and took some adaptation by instructors and students alike. Today most of the AA-1s, AA-1As, Bs and Cs are in private hands. If the pilot is properly trained on the aircraft and stays within its limitations, data shows that it is as safe as any other light aircraft.

(Data and information from [grumman.net](#), [wikipedia Grumman American AA-1](#), [Avweb AvFlash 05/17/13](#), [Canadian Owners and Pilots Association](#), [pinterest.com](#), [flickr.com-San Diego Air & Space Museum](#), [Bede Corp. LLC](#))

#### American Aviation AA-1 Yankee Clipper

##### *General characteristics (1968 1<sup>st</sup> production version)*

Crew: 1 pilot, 1 passenger  
Length: 19 ft 3 in.  
Wingspan: 24 ft. 5 in.  
Height: 6 ft. 8 in.  
Empty weight: 982 lbs.  
Loaded weight: 1,500 lb.  
Fuel capacity: 24 gal.  
Powerplant: Lycoming O-235-C2C flat-four engine 108 hp.

##### *Performance*

Rate of Climb: 710 fpm  
Stall Speed (V<sub>So</sub>): 56 knots  
75% Cruise: 116 knots  
Maximum speed: 138 mph  
Econ Range: 373 nm  
Service ceiling: 11,000 ft.

On the front page: A 1970 model American Aviation AA-1 Yankee Clipper C-FBVQ, owned by Adam Hunt and Ruth Merkis-Hunt, in Flight near Ottawa, Ontario 2005.



July 11, 1963: First flight of The Grumman American AA-1 two seat aircraft which will lead to the AA-1 Yankee Clipper.

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**The deadline date for April is March 30 for any articles for the April issue. It will take at least two days from the mailing date for you to receive the paper newsletter. The production and mailing of the paper *Pea Patch Post* costs EAA 172 \$26 annually per recipient.**

#### ***SOUTH CAROLINA BREAKFAST CLUB***

**Sunday, March 2: Columbia Owens Downtown Airport, Columbia, South Carolina (KCUB)**

**Sunday, March 16: Greenwood County Airport, South Carolina (GRD)**

**Sunday, March 30: Barnwell County Airport, Barnwell, South Carolina (BNL)**

**Sunday, April 13: Palmetto Air Plantation (private), Manning, South Carolina (SC41)**