

**Saturday, April 20: *Central Georgia Peach Fly In*** Cameron Field Airport, Ft Valley, Georgia ([GA81](#))(pvt.) (UNICOM 122.9). On April 20th, 10:00 am - 4:00 pm, there will be one of those rare fly ins that your wife will want to go to. ( That is if the pilot is the husband! ) Lane Peach Packing plant, ( [lanesouthernorchards.com](#) ) sits in a peach orchard and has a great restaurant in the front. Not only do they have the best peach cobbler you have ever tasted but they also have peach ice cream, etc. Lane does pecans too. The restaurant has a great buffet line or you can order your meal. Also there is a gift shop with all kinds of southern delicacies and fun items and you can sit in one of the 40 or 50 big wooden rockers across the front porch while you snack. But here is the best part for the pilots, there is a grass strip directly in front of the shop so while you enjoy your dessert you can watch planes come and go directly over you

I'm Milford Shirley of FlightTime Radio ( [flighttimeradio.com](#) ) and we are planning on broadcasting our show there live. For flight planning the strip is called Cameron, it is a north, south runway and the identifier is [GA81](#). The strip is 3,000 feet. Perry airport, ( [KPXE](#) ) is about 2 miles directly SE so you should be a little cautious for traffic but this should be a fun little Saturday destination. By the way, the Lane Packing Plant says that for any pilot and spouse they will give you a free dessert or 10% off your meal. The event is planned for 10 to 4. If anyone is planning on joining us please drop us a note if you can, but it's not necessary - [milford@flighttimeradio.com](mailto:milford@flighttimeradio.com)

See you in Georgia! *Milford*

**Sunday, April 21: *SOUTH CAROLINA BREAKFAST CLUB*** Myrtle Beach Hardee Airpark, Loris, South Carolina (SC21). CTAF/UNICOM: 123.7 ZIPcode 29569. 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/SC21> for airport info. For driving directions click on [M.B. Hardee Airport](#) .

**Thursday, April 25: *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 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) .

**Sunday, April 28: *SOUTH CAROLINA BREAKFAST CLUB*** Broxton-Bridge Plantation Airport, Ehrhardt, South Carolina (SC55)(pvt.). UNICOM: 122.9. Turf runway. ZIPcode: 29081. 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/SC55> for airport info. For driving directions click on [Broxton-Bridge](#) .

---

## May 2013

**Saturday, May 4: *Hangar Party*** 7:00 - 11:00 PM You are invited to the following event:  
**"Party Down For The Playground! Retro Style!" Hangar Party Featuring Music By Retro Vertigo!**

**Date:** Saturday, May 4, 2013 from 7:00 PM to 11:00 PM (EDT)

**Location:** Greenville Downtown Airport, Airport Road Extension, Greenville, SC 29607 ([KGMU](#)) [View Map](#)

Get your tickets today! Help us raise money to add playground equipment and a picnic pavilion to the new community aviation themed park at the Greenville Downtown Airport, while having fun with your friends hanging out, listening and dancing to... [Read More](#)

**Saturday, May 11: *Monthly meeting of the EAA 172 Members*** 12:30 PM at the Pea Patch Aerodrome (61GA). 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 Sid Brown (706) 814-8853 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 meeting agenda click [HERE](#).

# NAME THAT PLANE

## Travel Air 5000

The Travel Air 5000 was an early monoplane design by Clyde Cessna. It was a high wing monoplane with conventional landing gear. The fuselage was constructed of welded steel tubing. The cockpit was configured to be fully enclosed, but at least one model was built with the pilot exposed above the wing. Only 14 Travel Air 5000s were built. The Travel Air 5000s were developed by Wichita, Kansas, based Travel Air Manufacturing Co., which was founded in 1925 by three young aircraft designers — Walter Beech, Clyde Cessna and Lloyd Stearman. One of the airplanes provided Fort Worth, Texas, with its first scheduled interstate passenger airlines service at Meacham Field in 1927. Fort Worth business leaders began working to put Fort Worth on a NAT (National Air Transport) mail service route. In November 1925, the airline was awarded a contract by the U.S. Post Office to carry mail between Fort Worth and Chicago. Bill Morris, who researches aviation history, documented the Travel Air 5000's story. "By transferring its airmail operations to private companies, the government effectively created the commercial aviation industry in the United States," Morris wrote. Initially, NAT moved mail on 10 Curtiss "Carrier Pigeons," open-cockpit biplanes designed for airmail delivery. But the airline soon wanted to add passenger service to the mail flights.

With their enclosed cabins, the planes could fit four passengers behind the pilot, Morris said. But they had to squeeze in with the bags of mail. "If you had a big load of mail, you might only be able to put three passengers in there," he said. "If it's Christmas time and you have a bunch of packages, you definitely aren't going to fit four. There was no center aisle and certainly no stewardess." The tight seating meant the Travel Air 5000's time was limited. Looking to expand passenger service, NAT replaced the 5000s with 14-passenger Ford Trimotors by 1931.

(Data and information from [The Atlanta Journal-Constitution/The Associated Press](#), [Wikipedia](#), [Blog – Delta.com](#), [A Brief History of the Travel Air Type 5000](#), [Ed Coates Collection](#), [Star-Telegram](#))

### Travel Air 5000 Specifications

#### General characteristics

Capacity: 4 passengers  
Length: 30 ft 5 in  
Wingspan: 51 ft 7 in  
Height: 8 ft 5 in  
Wing area: 312 sq ft  
Empty weight: 2,160 lb  
Gross weight: 3,600 lb  
200-hp., nine-cylinder  
Wright J-4 Whirlwind, air-cooled radial engine  
Fuel capacity: 75 gal

#### Performance

Maximum speed: 107 kn; (123 mph)  
Cruise speed: 94 kn; (108 mph)  
Landing speed & Stall speed: 48 kn; (55 mph)  
Service ceiling: 13,600 ft  
Rate of climb: 750 ft/min



**From Delta Airlines Blog:** When we started carrying passengers in 1929, we engaged potential customers by phone calls, in-person presentations to businesses and local clubs, and print media: letters, small black & white newspaper ads, a couple of brochures and flyers. This was our first color ad from 1930.

---

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@jcmservices.net](mailto:EAA172@jcmservices.net) and indicate that you want the newsletter mailed to you. This should be done by deadline date, which for May is April 29, which is also the deadline for any articles for the May issue. Note that mail has recently slowed so it may take at least two days from the mailing date for you to receive the newsletter. Mailing the *Pea Patch Post* costs EAA 172 \$18 annually per recipient. Also 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.