

Saturday, May 14 :

Thirteenth Annual EAA 172 Wrens O.B. Brown Memorial Fly-in

At the Wrens, Georgia, Airport (65J):

CTAF/UNICOM 122.7 mhz. GPS coordinates: 33° 13.36' N / 82° 23.02' W; elevation 450'; runways: 11L/29R 3000' x 50' asphalt -- good; 11R/29L 1300' x 100' sod -- good. Starts around 9:00 AM and lasts until late afternoon. There will be a Bar-B-Q lunch which will start serving around noon and run until about 1:00 pm. Refreshments available the remainder of the day. **FREE LUNCH for the PICs [Pilot(s) In Command] of your aircraft.** All aircraft welcome: Conventional, warbirds, experimental, light planes, ultralight, gyroplanes (gyrocopters), trikes, powered parachutes, PPGs. No landing or tie-down fees. Free admission and overnight camping. You may stay overnight Saturday to Sunday, May 15th. Air conditioned lounge with refrigerator, microwave, couches, two restrooms and hot shower. Motorhomes welcome. Five restaurants and a motel next to the airport at the end of runway 29. Click [Local Businesses](#) for their locations and phone numbers. For more details contact Sid Brown at 762-245-8103 email: sid@thesidbrowns.com or e-mail wrens@jcmservices.net. Click [Wrens Memorial \(65J\)](#) for airport info. For an aerial photo of the Wrens Airport click on [Wrens Airport](#). For driving directions click on [Wrens Memorial](#).

Sunday, May 15: *SOUTH CAROLINA BREAKFAST CLUB* Holly Hill airport, Holly Hill, South Carolina (5J5). ZIPcode 29059. CTAF/UNICOM: 122.9. **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. Contact: Wendy Griffin 803-446-0214 e-mail info@flyscbc.com. Click <http://www.airnav.com/airport/5J5> for airport info. For driving directions click on [Holly Hill airport](#). SCBC [Website](#). SCBC on [Facebook](#).

Saturday, May 21: ***AOPA Regional Fly-In*** at Michael J. Smith Field ([KMRH](#)) Beaufort, North Carolina 28516. CTAF/Unicom: 122.8 mhz.

Friday, May 20 6:30 p.m. - 9:30 p.m. Barnstormers Party presented by Jeppesen, for an evening of great food, drinks, and music. This has been a sellout at past fly-ins, so [get your tickets now](#).

Saturday, May 21 Come early to eat pancakes. We need to know you're coming, so please [RSVP](#) now.

8:30 a.m. -- 9:30 a.m. Pancake Breakfast at the airport.

9:00 a.m. -- 4:00 p.m. Exhibits & Static Aircraft Displays Open

11:00 a.m. -- 2:00 p.m. Lunch Service Open.

9:15 a.m. -- 2:30 p.m. Seminars, Safety Briefings, Aviation Product Showcase, and More!

4:00 p.m. Fly-In Ends

[Click to reserve your meal ticket now and let them know you're coming >>](#)

Travel [DIRECTIONS](#) to the airport. AOPA Website about the [Beaufort, NC Regional Fly-in](#)

Saturday, Sunday May 21-22: ***Shaw Air Expo "Thunderbirds"*** at Shaw AFB ([KSSC](#)) Sumpter, South Carolina. On May 21-22, 2016, 8 a.m. to 5 p.m., the United States Air Force's aerial demonstration team is scheduled to bring the noise over the skies of Shaw Air Force Base, South Carolina. Commonly known as the Thunderbirds, these F-16 Fighting Falcons present a constant image of excellence in every air show they perform in and demonstrate the capabilities of both Air Force pilots and aircraft. The Thunderbirds are an invaluable asset to the Air Force as a reminder of what air superiority looks like. Their demonstrations and feats of wingmanship display just how remarkable the United States Air Force really is. The air expo, headlined by the Thunderbirds, the U.S. Air Force precision-flying demonstration team, and the Black Daggers, the official U.S. Army Special Operations Command Parachute Demonstration Team, gives Shaw the opportunity to demonstrate the capabilities of the Air Force through a variety of aerial demonstrations, displays, and static aircraft displays to those in attendance. Anyone with questions regarding a display or aircraft may call 803 895-1052 or email daniel.tindall@us.af.mil. Vendors seeking information may call 803 895-4867 or email charles.rupp@us.af.mil. For more information, call 20th Fighter Wing Public Affairs at 803 895-2019.

See these Websites: [Fun Places to Fly](#) and USAF [Thunder Over the Midlands](#)

NAME THAT PLANE

Standard J-1

The Standard J was a two-seat basic trainer two-bay biplane produced in the United States from 1916 to 1918 powered by a four-cylinder inline [Hall-Scott A-7a](#) engine. It was constructed from wood with wire bracing and fabric covering. The J-1 was built as a stopgap to supplement the [Curtiss JN-4](#) in production. Charles Healy Day had designed the preceding Sloan H series of aircraft and continued the line under the Standard Aero Corporation (later Standard Aircraft Corporation). Four companies, Standard, Dayton-Wright, Fisher Body, and Wright-Martin, delivered 1,601 J-1s between June 1917 and June 1918. The easiest ways to tell a Standard from a Curtiss Jenny is that the Standard's wings have a slight sweepback and both cockpits are aft of the cabane struts as opposed to just the aft cockpit of the Jenny. The space between the wings on the Standard was a foot greater and the interplane struts were vertical instead of canted forward like the Jenny's. Also the original Hall-Scott engine of the Standard used a vertical radiator placed in front of the pilot which kept him warm on cold days but was obviously a major hinderance to forward visibility. The Standard J-1 was used by the Army aviation section during World War I for primary flight instruction. After the war many were converted by Curtiss to use [OX-5](#) engines and were sold as "Curtiss-Standards". Re-engined with the [Hispano-Suiza engine](#), the "Hisso-Standard" became the aircraft of choice for barnstormers and air show operators. Because the cockpits were wider than that of the Jenny two people could be carried per flight, doubling the per flight revenue of the barnstorming pilot. The wider accomodations also made room for more cargo for prohibition era smugglers on "midnight sightseeing trips". Many J-1s were flown by civilian flying schools, and for joy-riding, and barnstorming operations until they were worn out, or were forced into retirement by new air transport legislation in 1927 which banned passenger aircraft with wood structures due to a number of high profile accidents. Over a dozen J-1s are currently on display or being restored. Others projects are incomplete and awaiting restoration.

(Data and information from [vintage-aerodrome.com](#)→[Standard J-1](#), Owl's Head Transportation Museum→[Hispano-Suiza 8-powered Standard J-1](#), [militaryfactory.com](#)→[Standard J-1 Trainer Aircraft](#), National Museum of the United States Air Force→[Standard J-1](#), EAA AirVenture Museum→[Hispano-Suiza J-1](#), [Standard Aircraft Corporation](#), [wikipedia](#)→[Standard J](#))

Standard J-1

General characteristics

Crew: two
Length: 26 ft. 2 in.
Wingspan: 43 ft. 10 in.
Height: 10 ft. 10 in.
Gross weight: 2,025 lb.
Powerplant: Hall-Scott A-5, 175 hp. engine

Performance

Maximum speed: 72 mph
Cruise speed: 64 mph
Stall speed: 40 mph
Range: 350 miles
Service ceiling: 15,000 ft.



Standard J-1 providing joyrides at Rockwell Field, San Diego, California.

The deadline date is April 27 for any articles for the May issue of the *Pea Patch Post*.

Thursday, April 28: EAA 172 monthly "get-together" – Social Meeting This month's location is [Oliviana's Pizzeria and Grill](#), in Surrey Center, 399 Highland Ave, Augusta, GA 30909.

SOUTH CAROLINA BREAKFAST CLUB

Sunday, April 3: Broxton-Bridge Plantation Airport, Ehrhardt, South Carolina (SC55)(pvt.)
Sunday, April 17: Rock Hill Airport, Rock Hill, South Carolina (KUZA)
Sunday, May 1: White Plains Plantation airfield, Lexington, South Carolina (SC99)(pvt.)
Sunday, May 15: Holly Hill airport, Holly Hill, South Carolina (5J5)
Sunday, May 29: Myrtle Beach Hardee Airpark, Loris, South Carolina (SC21)

To read the entire *Pea Patch Post* type the following into your Browser: <http://jcmervices.net/PeaPatchPost0416.PDF>