

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 Mangan at jcm2@earthlink.net and indicate that you want the newsletter mailed to you. This should be done by deadline date, which for June is May 26 which is also the deadline for any articles for the June issue.



NAME THAT PLANE

Camair Twin Navion

The Camair Twin Navion was a civil utility aircraft produced in the United States in the 1950s by converting single-engine Ryan Navions to twin-engine power. It was one of two such programs to improve the performance of the otherwise-pleasing Navion that was generally considered to be underpowered (the other program resulting in the TEMCO-Riley D-16A Twin Navion). This Twin Navion design was undertaken by the White brothers of White Engineering in San Antonio, Texas. They replaced the Navion's engine with a baggage compartment, mounted two engines within new nacelles attached to the wing leading edges, fitted the aircraft with a new tail fin made of fiberglass, and added tip tanks made from recycled WWII napalm canisters. Designated the WE-1, the prototype and the rights were sold to Camair soon after its first flight in 1953, and Civil Aviation Authority type certification was achieved in May 1955 under the name Camair 480 (the number referring to the total horsepower of the two engines). Sales were slow, and Camair built only 25 examples before selling off the rights in 1959. The ownership of these rights would change hands twice again over the following decade, but only another eight aircraft would be built after the end of Camair's involvement.

Specifications Camair Twin Navion

(From Wikipedia)

General characteristics:

- * Crew: One pilot
- * Capacity: 3 passengers
- * Length: 28 ft 0 in
- * Wingspan: 34 ft 8 in
- * Height: 10 ft 8 in
- * Wing area: 184 ft²
- * Empty weight: 3,000 lb
- * Gross weight: 4,500 lb
- * Power plant: 2 × Continental IO-520, 300 hp each

Performance:

- * Maximum speed: 215 mph
- * Service ceiling: 22,000 ft
- * Rate of climb: 2,000 ft/min



SHORT FINAL

AVweb January 11, 2010

Heard on NorCal Approach

NorCal: "Cessna 1234Z, you have traffic at 2 o'clock, about 1,000 feet below you."

1234Z: "Roger, NorCal. I see the traffic; it's a red helicopter."

NorCal: "O.K., but they're all green to me."

Sport Aviation EAA Chapter 172 Membership Form

Name: _____

Birthdate (day, month) _____ *Purpose: for newsletter listing for the event month*

Spouse or Significant Other's Name: _____

Birthdate (day, month) _____ *Purpose: for newsletter listing for the event month*

Anniversary date (day, month) _____ *Purpose: for newsletter listing for the event month*

Address: _____

City: _____ State: _____ Zip: _____

Home phone: _____ Cell phone: _____ Other: _____

Business phone: _____

Email address: _____ Even if you have email would you like to save the club \$12 annually and receive the newsletter only by e-mail, not by USPS mail – check here if you agree:

EAA Number (if you belong to the national EAA): _____

If you're a pilot, your ratings: _____ Hours: _____

Aircraft owned, including tail number: _____

Please complete this form and return it to:

Don Bush, EAA 172 Treasurer
3076 Old Waynesboro Rd.
Hephzibah, Georgia 30815-6791

EAA 172 Membership for 2011

*For new members: Please include a check or money order made out to **EAA 172** for \$30.*

Thank you for your support!

