



**EAA 172 Meeting**  
May 11, 2013, 12:30 PM  
Pea Patch Aerodrome (61GA), Blythe, Georgia

**EAA 172**  
**Wrens O.B. Brown Memorial Fly-in**  
June 7, 6:00 PM at the Wrens Memorial Airport (65J), Wrens, GA  
"Bring your own meat" meal, club supplies the extras (except sidedishes).  
June 8, 9:00 AM at the Wrens Memorial Airport (65J), Wrens, GA

**EAA 172 Barbecue Fly-in**  
July 13, 2013, 12:30 PM  
Pea Patch Aerodrome (61GA), Blythe, Georgia

*Birthdays*

Greg	CONNELL	05-01
Richard	ZGOL	05-10
Allen	NODORFT	05-13
Charles	LEWIS	05-15
Ronald	HALEY	05-19
Joel	BIRNEY	05-21
Bruce	HITT	05-31

*Anniversaries*

Billy & Marlyn	COUCH	05-03
George & Frances H.	WEISS	05-04
James & Karen	REEVES	05-17
Herb & Elaine	WATSON	05-26
Robbie & Jami	McMILLAN	05-28

## **EAA 172 Night Out**

**Thursday, May 23: 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 **Chop House restaurant**, 3450 Wrightsboro Rd., Augusta, GA 30909 (at the edge of Augusta Mall). Phone number: 706-733-2244. Website: [Chop House](#). Map and directions: [Chop House Directions](#). For questions contact Virginia Bush for more details 706-554-5618 e-mail: [sporthorses9@gmail.com](mailto:sporthorses9@gmail.com) . On the Web go to [nightout.jcmservices.net](http://nightout.jcmservices.net)**

# NAME THAT PLANE

## Dormoy Bathtub

With all the complaints about how expensive it is to fly, buy a plane, or even build a plane, what about building this one, a Dormoy Bathtub? The Bathtub was developed by [Etienne Dormoy](#), a French engineer at McCook Field in Dayton, Ohio. Dormoy would later design the Buhl Bull Pup. The aircraft used a steel tube fuselage, with an exposed tail section. The parasol wings used wood spars with fabric covering supported by steel lift struts. The ailerons used steel control cables that were exposed in front of the leading edge of the wing. The engine was a modified [Heath Henderson motorcycle engine](#). The Dormoy Bathtub competed in the 1924 and 1925 National Air Races, winning the Rickenbacker Trophy in 1924. The 1925 model featured a fully covered tail section, removing its "bathtub" appearance. The original 1924 blueprint of the plane is at the [Wright-Patterson Air Force Base](#) in Ohio. There are no remaining examples of the entire aircraft in existence.

The [January, 1925, issue of Popular Science](#) (p. 85) reviewed it and had a photo, which is on this page. The article's author wrote "The body of the monoplane, which resembles a tub, is connected with the tail piece by rods and wires. The absence of a fuselage gives the plane its appearance of extreme frailty. Twenty-four feet long, it weighs only 380 pounds and makes 50 miles on a gallon of gasoline. The gas tank is located on the under side of the wing, just above the pilot's cockpit, and holds only two gallons. On Dormoy's first trial flight in the Bathtub, he reached an altitude of 2500 feet."

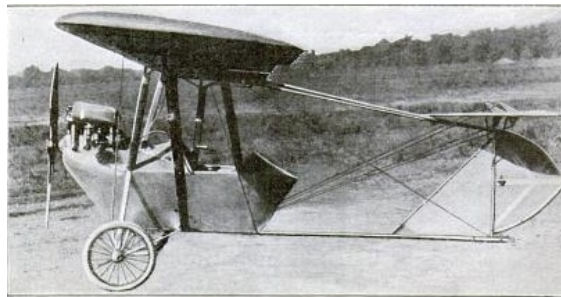
An example of a 1924 Dormoy Bathtub fuselage with a Heath-Henderson engine is on display at the [Motorcycle Heritage Museum](#) in Westerville, Ohio. A large scale model of a 1924 Dormoy Bathtub is on display at the International Sport Aviation Museum in Florida. Eighty-four-year-old Ed Kusmirek of Renton, Wash., has built an [exact replica of a 1924 super-light Dormoy Bathtub](#) and now hopes to fly it. The Boeing retiree only needs approval the Federal Aviation Administration and a quick refresher of his flying skills to take make his 60-year dream come true. Various replicas of the Dormoy Bathtub have been flown over the years, and some have had a bad end. [Dennis Trone](#) was [killed flying his Dormoy Bathtub](#) on May 5th, 2008, at his home field of Brodhead Airport, Wisconsin. In 1994, a similar crash in California [killed a retired high-school shop teacher](#) who had built the plane himself. You can purchase the plans. They are \$35.00 U.S, plus postage, at this address: Mike Kimbrel, 1333 Garrard Creek Rd., Oakville, Washington 98568. His phone number is 360-273-9202. [*ed. note: This is still a valid phone number for him!*]

(Data and information from [Popular Science, Jan., 1925](#), [National Museum of the US Air Force](#), [American Motorcyclist – Sep. 1995](#), [Pioneer Flight Museum](#), [Seattle Times](#), [Popular Mechanics - Jan 1981](#), [San Diego Air and Space Museum Archive](#), [Motorcycle Heritage Museum](#), [LA Times](#))

### Dormoy Bathtub Specifications

#### General characteristics

Capacity: 1 pilot  
Length: 13 ft 5 in  
Wingspan: 24 ft  
Wing area: 85 sq ft  
Gross weight: 425 lb  
Fuel capacity: 2 US gallons  
Powerplant: 1 × Heath-Henderson B-4 , 20 hp



A plane without a fuselage. The "Flying Bathtub" at McCook Field, Dayton, Ohio

The heading of this newsletter has a color photo of a [replica](#).  
Above is a 1924 photo of the actual aircraft.

#### Performance

Cruise speed: 61 kn; (70 mph)  
Service ceiling: 2,500 ft

---

[YouTube \(3 min 39 seconds\)](#) of an experimental replica of a 1924 Dormoy bathtub racer powered by a Volkswagen engine.

---

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 June is May 27, which is also the deadline for any articles for the June 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.