

Thursday, June 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 will be at the **Southbound Smokehouse**, 1855 Central Ave, Augusta, GA 30904. Phone number: 706-733-5464. Website: [Southbound Smokehouse](#). Map and directions: [Southbound Smokehouse Directions](#). For questions contact Virginia Bush 706-554-5618 e-mail: [donr.bush@yahoo.com](mailto:donr.bush@yahoo.com).

Sunday, June 26: *SOUTH CAROLINA BREAKFAST CLUB* Greenwood County Airport, South Carolina (GRD) CTAF/UNICOM: 122.8 ZIP code 29649. **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](mailto:info@flyscbc.com). Click <http://www.airnav.com/airport/KGRD> for airport info. For driving directions click on [Greenwood County Airport](#). SCBC [Website](#). SCBC on [Facebook](#).

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## July 2016

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Saturday, July 9: *EAA 172 Meeting* 12:30 PM at the Pea Patch Aerodrome (61GA). We will be enjoying a fine meal, perhaps hot dogs and hamburgers. 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 EAA 172 President Andy Lee 706-832-6642 eMail: [gapilot2015@icloud.com](mailto:gapilot2015@icloud.com) or e-mail [EAA172@jcmservices.net](mailto:EAA172@jcmservices.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](#).

Sunday, July 10: *SOUTH CAROLINA BREAKFAST CLUB* Triple Tree Aerodrome, Woodruff, South Carolina (SC00)(pvt.). Located between the towns of Woodruff and Enoree, SC, on Mary Hanna Road, Woodruff, SC. UNICOM: 122.9. ZIPcode 29388. **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/SC00> for airport info. For driving directions click on [Triple Tree Aerodrome](#). SCBC [Website](#). SCBC on [Facebook](#).

Sunday, July 24: *SOUTH CAROLINA BREAKFAST CLUB* Cheraw Municipal / Lynch Bellinger Field Airport, Cheraw, South Carolina (KCQW). CTAF/UNICOM: 122.8 ZIPcode 29520. **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](mailto:info@flyscbc.com). Click <http://www.airnav.com/airport/KCQW> for airport info. For driving directions click on [Cheraw Airport](#). SCBC [Website](#). SCBC on [Facebook](#).

Tuesday - Saturday, July 19 - July 23: 54th Annual PRA Rotorcraft Convention Fly-in, PRA Mentone Airport (C92) CTAF 122.9. ZIP code 46539. 12296 W 600 S, Mentone, Indiana. Phone/FAX: 575-353-7227. See <http://www.airnav.com/airport/C92> for airport info. Convention Website: [PRA Convention](#) For driving directions click on [Mentone Airport](#).

Monday - Sunday, July 25 - July 31: EAA Oshkosh AirVenture® 2016 Wittman Regional Airport, Oshkosh, Wisconsin (KOSH) CTAF 118.5. UNICOM 122.95 ZIP code 54902. Website: [AirVenture 2016](#) See <http://www.airnav.com/airport/KOSH> for airport info. For driving directions click on [Wittman Regional Airport](#).



## ***NAME THAT PLANE***

### **Douglas A-20 Havoc**

The Douglas A-20 Havoc was a light-bomber, attack and night-fighter and one of the first American aircraft to serve in World War II. It was also known as the DB-7 (Douglas Bomber 7) and as the Boston or Ranger to the British. Although not the fastest or longest-range aircraft in its class, the Douglas DB-7 series distinguished itself as a tough, dependable combat aircraft with an excellent reputation for speed and maneuverability. It was said to be easy to fly with good handling characteristics during takeoff and landing. It represented an advance in flight control systems with light handling during high-speed flight, with no overbalance on small control inputs. The tricycle landing gear made takeoff, landing and ground handling very simple and pilots were able to fly it with a minimum of instructions. It also provided a stable gun platform for night-fighter missions. Handling with one engine out was also said to be very satisfactory. It was very durable and was able to withstand extreme battle damage and found a role in every combat theater of the war. Ex-pilots often considered it their favorite aircraft of the war due to the ability to toss it around like a fighter. It was considered to be a "pilot's airplane". It served with several Allied air forces, principally the United States Army Air Forces (USAAF), the Royal Air Force (RAF) of the United Kingdom, and the Soviet Air Forces (VVS). Soviet units received more than one in three (2,908 aircraft) of the DB-7s ultimately built. It was also used by the air forces of Australia, South Africa, France, and the Netherlands during the war, and by Brazil afterwards. On September 20, 1944 the last Douglas A-20K Havoc was produced by Douglas, with 7098 having been built by Douglas and 380 under license by Boeing. So quickly were the A-20 phased out of service and scrapped that, by the early 1960s, the aircraft was on the verge of extinction with only six complete airframes known in existence. Currently, due to numerous expeditions into the jungles of New Guinea, as well as Russian crash sites, additional restorable airframes are being discovered and the number of intact aircraft is growing.

( Data and information from [boeing.com/history](http://boeing.com/history)→[DB-7 A-20 Boston Havoc](#), [aviation-history.com](http://aviation-history.com)→[Douglas A-20 Havoc](#), [militaryfactory.com](http://militaryfactory.com)→[Douglas A-20 Havoc](#), [lewisairlegends.com](http://lewisairlegends.com)→[A-20 Havoc](#), [wikipedia](http://wikipedia)→[Douglas A-20 Havoc](#), [wikipedia](http://wikipedia)→[surviving Douglas A-20 Havocs](#) )

### **Douglas A-20 Havoc**

#### *Specifications (A-20G late production)*

#### *General characteristics*

Crew: 3  
Length: 47 ft. 11 in.  
Wingspan: 61 ft. 4 in.  
Height: 17 ft. 7 in.  
Empty weight: 15,051 lb.  
Loaded weight: 27,200 lb.  
Max. takeoff weight: 27,200 lb.  
Powerplant: 2 × Wright R-2600-A5B "Twin Cyclone" radial engines, 1,600 hp. each

#### *Performance*

Maximum speed: 339 mph (295 knots) at 10,000 ft.  
Rate of climb: 2,000 ft/min  
Range: 1,050 mi (912 nmi)  
Service ceiling: 23,700 ft.

#### *Armaments*

##### Guns:

- 6× fixed forward firing 50 caliber Browning machine guns in the nose
- 2× flexible 50 caliber Browning machine guns, mounted dorsally
- 1x flexible 50 caliber Browning machine gun, mounted behind bomb bay

Bombs: 2,000 lb. bomb load



American crew servicing an A-20 Havoc bomber, Langley Field, Virginia, United States, July 1942.

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**The deadline date is June 26 for any articles for the July issue of the *Pea Patch Post*.**

**Thursday, June 23: EAA 172 monthly "get-together" – Social Meeting This month's location is at the Southbound Smokehouse, 1855 Central Ave, Augusta, Georgia.**

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

**Sunday, June 12: Rowan County Airport, Salisbury, North Carolina (KRUQ)**

**Sunday, June 26: Greenwood County Airport, South Carolina (GRD)**

**Sunday, July 10: Triple Tree Aerodrome, Woodruff, South Carolina (SC00)(pvt.)**

**Sunday, July 24: Cheraw Municipal / Lynch Bellinger Field Airport, Cheraw, South Carolina (KCQW)**

To read the entire *Pea Patch Post* type the following into your Browser: <http://jcmservices.net/PeaPatchPost0616.PDF>