

# August 2013

**Sunday, August 4: SOUTH CAROLINA BREAKFAST CLUB** Greenville Downtown Airport, Greenville, South Carolina (KGMU) UNICOM 122.95; CTAF 119.9. ZIPcode 29607. Arrival: 7:30 - 9:00 AM. Breakfast: Between 9:00 & 9:30 - 11:00 AM. Departure: 11:30 AM. Contact Anne Hawkins (803) 432-9595. Click <http://www.airnav.com/airport/KGMU> for airport info. For driving directions click on [Greenville Downtown Airport](#) .

**Tuesday-Saturday, August 6 - August 10: 51st 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](#).

**Saturday, August 10: EAA 172 Breakfast Fly-in** 9:00-10:00 AM at the Pea Patch Aerodrome (61GA). Grits, bacon, eggs! Great people to meet! A short business meeting will be around 10:00-10:30 AM 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 agenda click [HERE](#).

**Sunday, August 18: SOUTH CAROLINA BREAKFAST CLUB** Anderson Regional Airport, Anderson, South Carolina (KAND). CTAF: 123.6; UNICOM: 122.95. ZIPcode 29626. 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/KAND> for airport info. For driving directions click on [Anderson Airport](#) .

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## CHANGE IN THE EAA 172 CALENDAR

Because some possible fly-in attendees have outdoor work activities during September, we will be changing the dates of the EAA 172 Fall Fly-in from September 27-28 to October 25-26.

**October 25-26: Friday, Saturday: Wrens Fall Fly-In at the Wrens airport.**

**October 26: Saturday: EAA 172 Fall Breakfast Fly-in 9:00-10:00 AM at the Wrens airport.**

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## ROOFING WORK COMPLETED

On Saturday, May 18, several volunteers finished the re-roofing work on the Pea Patch EAA 172 clubhouse. Dennis Allen, Don Bush Charlie Connell, Aaron Ramsey, and Steve Thompson did the work. A couple weeks prior to that, Aaron Ramsey repaired one corner of the roof that was already crumbling.



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## BLYTHE DANT FEATURED IN NEWSPAPER

Blythe Dant, who won the Al Patton Scholarship award in 2007, then continued his flight training through 2013 when he became a CFI, was the front page feature in the [June 27, 2013 Issue](#) of the Jefferson County *News & Farmer* weekly newspaper. Blythe has continued his work and is associated with flying instruction through Augusta Aviation at Daniel Field.



## *NAME THAT PLANE*

### **Curtiss C-46 Commando**

The Curtiss C-46 Commando is a transport aircraft originally derived from a commercial high-altitude airliner design. It was instead used as a military transport during World War II by the United States Army Air Forces as well as the U.S. Navy/Marine Corps under the designation R5C. Although not built in the same quantities as its more famous wartime compatriot, the C-47 Skytrain, the C-46 nevertheless played a significant role in wartime operations, although the aircraft was not deployed in numbers to the European theater until March 1945. It augmented USAAF Troop Carrier Command in time to drop paratroopers in an offensive to cross the Rhine River in Germany (Operation Varsity). So many C-46s were lost in the paratroop drop during Operation Varsity that Army general Matthew Ridgway famously issued an edict forbidding the aircraft's use in future airborne operations. During the war years, the C-46 was noted for an abnormal number of unexplained in-air explosions (31 between May 1943 and May 1945) that were initially attributed to various causes. In particular, the fuel system, which was quickly designed, then modified for the new, thirstier Pratt & Whitney engines, was criticized. The cause of the explosions was eventually traced to pooled gasoline from small leaks in the tanks and fuel system, combined with a spark, usually originating from open-contact electrical components. It was known to the men who flew them as "The Whale," the "Curtiss Calamity," the "plumber's nightmare", and among ATC crews, the "flying coffin." After World War II, a few surplus C-46 aircraft were briefly used in their original role as passenger airliners, but the glut of surplus C-47s dominated the marketplace with the C-46 soon relegated to primarily cargo duty. The type continued in U.S. Air Force service in a secondary role until 1968. However, the C-46 continues in operation as a rugged cargo transport for Arctic and remote locations with its service life extended into the 21st century.

(Data and information from [aviation-history.com](http://aviation-history.com), [Hurlburt Field U.S. Air Force](#), [Buffalo Airways, C-46 in Alaska](#))

### **Curtiss C-46 Commando Specifications**

#### *General characteristics*

Crew: 4

Capacity: 40 troops or 30 stretcher patients or 15,000 lb. cargo

Length: 76 ft. 4 in.

Wingspan: 108 ft. 0 in.

Height: 21 ft. 9 in.

Wing area: 1,360 ft<sup>2</sup>

Empty weight: 30,669 lb.

Max. takeoff weight: 45,000 lbs. (which could be pushed to 50,000 lbs.).

Powerplant: 2 × Pratt & Whitney R-2800-51 two-row 18-cylinder radial engines, 2,000 hp. each



The cargo area in the C-46 was 48 feet long, 9 feet, 10 inches wide, and 6 feet, 8 inches high.

#### *Performance*

Maximum speed: 270 mph (235 knots) at 15,000 ft.

Cruise speed: 173 mph (150 knots)

Range: 3,150 mi (2,739 nmi) at 173 mph

Service ceiling: 24,500 ft.

Rate of climb: 1,175 ft/min



[YouTube \(3 min 50 seconds\) C-46 Curtiss Commando Landing and Takeoff, Kasba Lake, NWT, Canada.](#)

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 August is July 28, which is also the deadline for any articles for the August 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.