

Thursday, September 24: *EAA 172 monthly "get-together" -- Social Meeting 6:30 PM* -- This is a monthly non-business social gathering held on the fourth Thursday. Because of all the fly-in activities this month there will be no September EAA 172 "get-together" - Social meeting. However there will be one on October 22. Contact Virginia Bush for more details 706-554-5618 e-mail: donr.bush@yahoo.com.

October 2015

Sunday, October 4: SOUTH CAROLINA BREAKFAST CLUB at Woodward Field Airport, Camden, SC (CDN) CTAF/UNICOM: 123.0. ZIPcode 29020. **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/CDN> for airport info. For driving directions click on [Woodward Field](#). [SCBC Website](#). [SCBC on Facebook](#).

Sunday, October 11: SOUTH CAROLINA BREAKFAST CLUB Eagle Aviation, Columbia Metropolitan Airport, South Carolina (CAE) COLUMBIA APPROACH: 124.15; TOWER: 119.5; UNICOM 122.95 ZIP code 29170. **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/KCAE> for airport info. For driving directions click on [Columbia Metropolitan Airport](#). [SCBC Website](#). [SCBC on Facebook](#).

Saturday - Sunday, October 17 - 18: **Boshears Skyfest 2015** - the 22nd Annual Boshears Memorial Fly-In and Airshow: Daniel Field, Augusta, Georgia (DNL) Elev: 423 ft. LIGHTS: Activate MIRL for 05/23 & 11/29 123.05 mhz. GPS: N33°28'00" W82°02'36". AS YOU APPROACH THE AIRPORT, USE UNICOM TO CALL IN TO THE FLY-IN AIRBOSS. CTAF/Unicom: 123.05 mhz. Augusta Approach - 126.8 mhz. AIRPORT CLOSED 1:30 - 4:30 PM FOR THE AIRSHOW. 100LL & Jet A available. All who come in an aircraft get into the air show free. Parking will be on asphalt unless the ramp becomes full and parking on the grass is required. Those flying in should download [Flying-in](#) for specific fly-in information. [Experimental Aircraft Chapter 172](#) will handle the fly-in and will register you and your aircraft when you arrive. **A "goody bag" is available for the pilot and co-pilot of each aircraft that flies in which includes a meal ticket for the volunteer food tent.** For the public the gates open at 9:00 am with opening ceremonies scheduled for 1:30 pm each day with the air show to immediately follow. **General admission:** \$15 in advance, \$18 at the gate. There will be many performing airshow acts. Among them are [Gary Ward Aerobatics](#), [Greg Connell Aerobatics](#), [Trenton Flyers](#), Glory Days Jet Dragster, Alabama Boys and the World's Smallest Airport, Team Aerodynamix, Greg Koontz Decathlon Airshow, Paratainment Parachutist Team, Fabulous Stearmen Formation Fly-By --- Food, Vendors, EAA Chapter 172 will be on-site. There will be carnival rides, aircraft rides -- Dave Mars - Vintage Bi-Wing Travel Aire & Huey Helicopters (Sky Soldiers) --- aviation displays, sponsor exhibits, monster truck rides, car show (vintage automobiles) and much more. The [GaSCar Antique Automobile Club](#) will hold a car show on Saturday, October 17. Members' cars run the automotive spectrum from "horseless carriage" to "muscle car", so no matter your favorite you'll find them at this years' show. **On Sunday morning, October 18, there will be a non-denominational Worship Service on the field at 9:00 AM.**

NO COOLERS - NO PETS - NO REFUNDS

For complete airport information click: [Daniel Field Airport](#)

For driving directions click on [Daniel Field directions](#) .

ULTRALIGHTS & LIGHT PLANES WELCOME TO BOSHEARS!

Thursday, October 22: *EAA 172 monthly "get-together" -- Social Meeting 6:30 PM* -- This is a monthly non-business social gathering held on the fourth Thursday. No location has yet been determined. Because of all the holiday happenings during the next two months this will be the **last** EAA 172 "get together" until January 28, 2016, when Sheila Connell will be handling the details. Contact Virginia Bush for more details 706-554-5618 e-mail: donr.bush@yahoo.com.

Sunday, October 25: *SOUTH CAROLINA BREAKFAST CLUB* Sumter Municipal Airport, Sumpter, South Carolina (SMS) CTAF/UNICOM: 122.7 ZIP code 29153. **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/KSMS> for airport info. For driving directions click on [Sumter Airport](#). [SCBC Website](#). [SCBC on Facebook](#).

NAME THAT PLANE

Cessna Airmaster

The Cessna Airmaster was a radial-engined taildragger with wooden wings and horizontal tail, steel-tube fuselage, and fabric covering. Although a little tight in the cabin, it offered four seats and its 145 hp Warner radial could drag the plane up to speeds of 165 mph if one could believe the sales brochures of the day. The Cessna Airmaster is the plane that rescued the Cessna Aircraft Company from oblivion in the 1930s. Clyde Cessna was a self-taught and well known early barnstormer, racer, and designer of aircraft, and he had gone into business during the 20's building aircraft professionally. Unfortunately during the early years of the Great Depression the Cessna Aircraft Company essentially went out of business, along with most of the rest of the aviation industry. By the mid-thirties the economy was picking up again and aircraft engineer Dwane Wallace, Clyde Cessna's nephew, decided to build airplanes. He designed the first Airmaster and it first flew in 1934. It was therefore designated a C-34. Further, Wallace persuaded Clyde Cessna to resurrect the remains of the Cessna Aircraft Company and Wallace arranged funding to put the C-34 into production. The Airmaster models developed from the C-34 into the C-37 and C-38. Cessna Marketing sold the Airmaster as the "World's Most Efficient Airplane" because of its success in air races and other competitions. Because of its reputation for efficiency and speed, C-34s were used as aerial photography platforms. This type of photography needs a super stable platform and the Airmaster was rock steady. The C-34 borrows some design characteristics of the earlier Cessna airplanes, including a high mounted full cantilever wing structure, and a narrow band of cabin windows. Together these give the plane a rather Art-Deco streamlined appearance. Wing construction is all wood, and the fuselage is steel tubing with wooden stringers and formers. The tail surfaces are wooden covered with plywood. The final iteration of the Airmaster was the C-145 and C-165. On these models the C-38's belly flap was dropped and the wing split flaps put back, and the fuselage was lengthened. The difference between the two models was the engine horsepower, with the C-165 getting an upgraded 165 HP Warner engine. The model number indicates the horsepower.

(Data and information from russellw.com→[Airmaster](#), russellw.com→[Airmaster History](#), pilotfriend.com→[Airmaster History](#), AOPA.org→[Cessna Airmaster](#), AircraftMarketPlace→[C-34 Airmaster](#), [Golden Age of Aviation](#), airbum.com→[AIRMMASTER](#), ptaeromuseum.com→[Cessna 165 "Airmaster"](#))

Cessna Airmaster

General characteristics

Seating capacity: 4

Wing span 34'2"

Length 24'8"

Height 7' 9"

Weight empty 1380 lbs.

Useful load 970 lbs.

Baggage 64 lbs.

Fuel 35-53 gals.

Oil 3.5 gals.

Powered with a 145 or 165 hp. Warner Super-Scarab engine

Performance

Maximum speed: 162 m.p.h.

Cruises at 151 m.p.h.

Its normal range is 525-785 miles depending on configuration.

Rate of climb 1000 ft./min.

Service ceiling 18,000 ft.



Cessna had some of their employees stand on the wing to show how strong the cantilever wing was.

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

EAA 172 monthly "get-together" – Social Meeting Thursday, September 24:

Because of all the fly-in activities this month there will be no September EAA 172 "get-together" - eat-out.

SOUTH CAROLINA BREAKFAST CLUB

Sunday, September 6: Berkeley County Airport, Moncks Corner, South Carolina (KMKS)

Sunday, September 20: Laurens County Airport, Laurens, SC (KLUX)

Sunday, October 4: Woodward Field Airport, Camden, SC (CDN)

Sunday, October 11: Eagle Aviation, Columbia Metropolitan Airport, South Carolina (CAE)

Sunday, October 25: Sumter Municipal Airport, Sumpter, South Carolina (SMS)

To read the entire *Pea Patch Post* type the following into your Browser: <http://jcmsservices.net/PeaPatchPost0915.PDF>