

Saturday, October 19: *4th ANNUAL FLY-IN -- Grass Strip Foundation* at the Berg Park Aerodrome, Midway, GA. (9GA2) 9:00 AM TO 4:00 PM. The Aerodrome is 10 miles south-east of Fort Stewart, Georgia. 580 Old Gress Island Road, Midway, GA 31320. Coordinates: N31-48.15N / W81-23.85W Runway 18/36 2378 x 60 ft. turf, in good condition. **EAA 330 will be there!** Fly in / Drive In – Features Arts & Crafts. Local artisans and craftsmen are invited and are welcome. **For more information or to RSVP call: Steve Berg 912-884-8666 / Cell 912-572-8688 or e-mail stevebee@coastalnow.net**

Saturday - Sunday, October 19 - 20: **Boshears Skyfest 2013** - *the 21st Annual Boshears Memorial Fly-In and Airshow*: Daniel Field, Augusta, Georgia. (DNL) Elev: 423 ft. 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. Free entrance to the show as well as parking and basic camping for those flying in for the show. 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 each aircraft that flies in and includes a \$10 gift certificate for Aircraft Spruce – while supplies last. **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 [Team AeroDynamix](#), [Gary Ward Aerobatics](#), [Greg Connell Aerobatics](#), [Trenton Flyers](#), [Glory Days Jet Dragster](#) - You'll feel the need for speed – the Jet Dragster can really fly! -- the [Army Heritage Foundation](#) (Sky Soldiers) with Cobra and Huey helicopters -- with rides available. Food, Vendors, EAA Chapter 172 will be on-site. There will be carnival rides, aircraft rides, 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 19th. Members' cars run the automotive spectrum from "horseless carriage" to "muscle car", so no matter what your favorite is, you'll find it at this years' show. **On Sunday morning, October 20, 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!

Sunday, October 20: *SOUTH CAROLINA BREAKFAST CLUB* Sumter Municipal Airport, Sumpter, South Carolina (SMS) CTAF/UNICOM: 122.7 ZIP code 29153. 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/KSMS> for airport info. For driving directions click on [Sumter Airport](#).

Thursday, October 24: *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 it is at the **Sheehan's Irish Pub**, 2571 Central Ave, Augusta, GA 30904, near the corner of Central Ave. & Monte Sano Ave. Phone number: **706-364-1234**. For a map and directions, click on: [Sheehan's Irish Pub](#). Contact Virginia Bush for more details 706-554-5618 e-mail: donr.bush@yahoo.com.

Friday - Saturday, October 25 - 26: *EAA 172 Wrens Fall Fly-in*. At the beautiful Wrens Memorial Airport (65J) CTAF 122.7. Most activities will be on Friday and Saturday with the main activities on Saturday starting with breakfast at the Wrens airport at 9:00 AM. You may come earlier in the week if you wish. Delicious grilled hot dogs and hamburgers available on the field all day Saturday. Packing-up day on Sunday. Pattern for the asphalt, main, runway, is left-hand pattern for runway 29 and right-hand for runway 11 at 1450' MSL (1000 ft AGL) unless flying an ultralight or rotorcraft which should use 950' MSL (500' AGL). The parallel grass strip will have a right-hand pattern. CTAF/UNICOM 122.7 mhz. Runway lights on from dusk to dawn. Field elevation 450 feet. GPS: N33° 13.36' W82° 23.02'.

Click [Wrens Memorial \(65J\)](#) for airport info. For an aerial photo of the Wrens Airport click on [Wrens Airport](#). For driving directions click on [Wrens Memorial](#).

- Friday, October 25: No special plans but there may be a fly-out to view local scenery.
- Saturday, October 26: Breakfast (eggs, grits, sausages, toast, etc.) in the Wrens hangar around 9:00 AM.
- Sunday, October 27: **PACK UP AND LEAVE DAY** for those who stayed overnight.

For more details contact Sid Brown at 706-884-8853 email: sid@thesidbrowns.com
or e-mail wrens@jcmservices.net.

NAME THAT PLANE

Mooney M-18 Mite

Mooney Aircraft, Inc. was formed in 1946 in Wichita, Kansas by Albert W. Mooney and Charles G. Yankey, both former executives of Culver Aircraft Corp. In 1948, the company certified its first aircraft, the single place Mooney M-18 "Mite", which was awarded Civil Aeronautics Authority Approved Type Certificate 803. The Mooney M-18 "Mite" is a low-wing, single-place monoplane with retractable, tricycle landing gear. The Mite was designed by Al Mooney and was intended as a personal airplane marketed to fighter pilots returning from World War II. The M-18 design goal was extremely low operating costs. The Mite is constructed mainly of fabric-covered wood construction, with a single spruce and plywood "D" wing spar. The wing aft of the spar is fabric covered.

The aircraft featured a unique "safe-trim" system. This mechanical device links the wing flaps to the tail trim system and automatically adjusts the horizontal stabilizer angle when the flaps are deflected, reducing or eliminating pitch changes when the flaps are lowered. The Mooney Aircraft Corporation built a total of 283 Mites in Wichita, Kansas, and Kerrville, Texas, between 1947 and 1954. The first few were powered by modified 25 hp Crosley automobile engines, but production shifted to the M-18L powered by the four-cylinder, 65 hp Lycoming O-145 powerplant and finally the M-18C with the Continental C-65 aircraft engine. The market for the single seat M-18 was limited and so Mooney later developed the four-place M-20 to appeal to aircraft owners with families. Factory production of the Mite ended in 1954. As of November 2010, 168 Mites were still registered in the United States and three in Canada. New, the Mite cost \$2965 in 1947. In 2013 dollars that would range from \$30,500 to \$51,900. Note also that the "useful load" of the Mite is for a slim, just retired, WW II fighter pilot, not today's "bulkier" pilots!

(Data and information from AVweb AVFlash 08/08/13, *A Field Guide to Airplanes 1992* p. 46, Transport Canada (November 2010) "[Canadian Civil Aircraft Register](#)", *Plane and Pilot: 1978 Aircraft Directory*, 1978, p. 53, [MooneyMite.com](#), [The History of Albert Mooney and the Mite](#), [Production Chronology of the Mite](#))

Mooney Mite M-18C Specifications

General characteristics

Crew: one pilot
Length: 18 feet 0 inches
Wingspan: 26 feet 10 inches
Height: 6 ft 2-1/2 in.
Wing area: 95 sq ft.
Empty weight: 520 lb.
Loaded weight: 780 lb.
Useful load: 260 lb.
Max. takeoff weight: 780 lb.
Powerplant: 1 × Continental Motors C-65 with wooden propeller, 65 hp

Performance

Maximum speed: 138 mph
Cruise speed: 125 mph
Stall speed: 43 mph
Range: 440 statute miles
Service ceiling: 19,400 feet
Rate of climb: 1090 ft/min



The basic factory-installed instruments, meeting VFR requirements, consist of altimeter, magnetic compass, airspeed indicator, tachometer, oil temperature and pressure gauges, and a fuel gauge.

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 and indicate that you want the newsletter mailed to you. This should be done by deadline date, which for November is October 27, which is also the deadline for any articles for the November 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 \$21 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.