

## UPCOMING EVENTS

Listings on the "Upcoming Events" pages are often revised. Check the [Calendar](#) on the EAA 172 Website for any changes.

### December 2013

Saturday, December 7: The [Aero Club of Metropolitan Atlanta](#) will host members and vintage World War II-era aircraft of the [Commemorative Air Force \(CAF\) Dixie Wing](#) during the business club's upcoming meeting on Saturday, December 7<sup>th</sup> at the [57<sup>th</sup> Fighter Group Restaurant](#) located at the [Peachtree-Dekalb Airport](#). The two organizations will discuss a shared passion for aviation and the CAF Dixie Wing's plans for the preservation of historic aircraft and ongoing education programs for schools, youth groups and civic organizations. The aircraft will be on display for restaurant patrons, 11am-4pm. For more information contact Chris Madrid, Public Information Officer CAF Dixie Wing 770-655-3315 e-mail: [cjmadrid@yahoo.com](mailto:cjmadrid@yahoo.com)

Saturday, December 14: *Annual EAA 172 Christmas Party* at 12:30 PM at the Pea Patch Aerodrome (61GA); runway 01/19: 2500' x 150' sod -- fair --; GPS: 33° 18.08' N / 82° 10.46' W; Elevation 434' , 4511 Boulineau Rd., Blythe, Georgia, 30805. UNICOM 122.7 mhz. We will be having fried turkey. Those whose last names begin with A-M please bring desserts; those whose last names begin with N-Z please bring side-dishes. **Please bring an unwrapped toy for a girl or boy for the CMC (Children Medical Center) at MCG / GHSU (Georgia Health Sciences University) - GRUA - Georgia Regents University Augusta.** Click <http://www.airnav.com/airport/61GA> for airport info. For Christmas Party information contact Sid Brown (762) 245-8103 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, December 15: *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](#). [SCBC Website](#). [SCBC on Facebook](#).

Thursday, December 26: *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 holiday happenings this month, there will be no EAA 172 social "get together". The next one will be January 23, 2014. For questions contact Sheila Connell 803-279-7250 e-mail: [conl6356@comcast.net](mailto:conl6356@comcast.net) .

Sunday, December 29: *SOUTH CAROLINA BREAKFAST CLUB* At the Twin Lakes Airpark, [Ballard's hangar](#), Twin Lakes, South Carolina (S17). CTAF/UNICOM: 122.9. ZIPcode 29847. 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/S17> for airport info. For driving directions click on [Twin Lakes Airport](#). [SCBC Website](#). [SCBC on Facebook](#).

---

### January 2014

Saturday, January 11: (*tentative*) *Chili Cook-off by the EAA 172 Members* 12:30 PM at the Pea Patch Aerodrome (61GA). BRING POTS OF YOUR FAVORITE CHILI. A short meeting will be around 1:00 PM after the meal of chili prepared by many members. 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 (762) 245-8103 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](#).

# NAME THAT PLANE

## Bristol Brabazon

The [Bristol Type 167 Brabazon](#) was a large propeller-driven airliner, designed by the [Bristol Aeroplane Company](#) (BOAC), to fly transatlantic routes between the United Kingdom and the United States. Despite its size, roughly between an [Airbus A300](#) and a [Boeing 767](#), it was designed to carry only 100 passengers, each one granted room about the size of the entire interior of a small car.

The Mark I aircraft, registration G-AGPW, rolled out for engine runs in December 1948, and flew for the first time, over the Bristol, England, area, for 25 minutes on September 4, 1949. The Brabazon visited London's Heathrow Airport in June 1950 making a number of successful takeoffs and landings, and was demonstrated at the 1951 Paris Air Show. The Brabazon was the first aircraft with 100% powered flying controls, the first with electric engine controls, and the first with high-pressure hydraulics.

But for all of the splendor surrounding its maiden voyage, the massive aircraft was soon relegated to the scrap heap of aviation history. The Brabazon was to fail for reasons of economics. She was conceived following an era when passenger flying in England and Europe was the domain of civil servants in transit, business executives, and the well-off. The airliner was viewed in the same light as the ocean liner. BOAC considered passengers would find a long non-stop flight almost intolerable and should therefore be provided with 200 ft<sup>3</sup> for comfort, and 270 ft<sup>3</sup> for luxury. Compare this to [current airliner passenger space](#). In October 1953, after less than 400 hours flying time, the first prototype was broken up, along with the uncompleted second Brabazon prototype.

( Data and information from [The Plane That Flew Too Soon](#), [Unreal Aircraft - Lost Classics - Bristol Brabazon](#), [Aviation Archives, UK](#), [Flying Magazine](#) p. 84 November 2013, "The World's Worst Selection", King, H.F. "[Brabazon](#)" Flight, 29 September 1949, p. 149 , [Rare air-to-air footage of the Bristol Brabazon](#) )

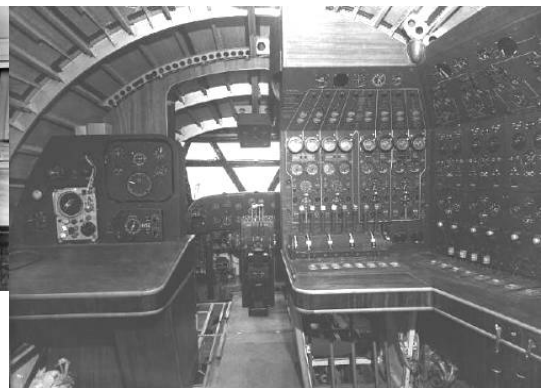
### Bristol Brabazon (Mark I) Specifications

#### General characteristics

Crew: 6 - 12  
Capacity: 100 passengers  
Length: 177 ft. Height: 50 ft.  
Wingspan: 230 ft. Wing area: 5,317 ft<sup>2</sup>  
Empty weight: 145,100 lb.  
Max. takeoff weight: 290,000 lb.  
Powerplant: 8 × Bristol Centaurus  
18 cylinder radial engines, 2,650 hp each  
Propellers: paired contra-rotating  
Rotol, three wooden blades  
Propeller diameter: 16 ft.  
Fuel capacity 13,650 Imp gal.



Actual photo of the Brabazon on the ramp. The front page photo is from a painting by Terence Cuneo CVO, OBE (1907- 1996) and painted in 1950 . It was used on the cover of the official Souvenir Program of the Brabazon launch.



The Bristol Brabazon's cockpit and flight engineers station. On the left is also the navigation station. In 1949 navigation was much more complicated and did not have the benefit of satellite navigation or many of the other aids now taken for granted.

#### Performance

Maximum speed: 300 mph at 25,000 ft.  
Cruise speed: 250 mph (220 knots ) at 25,000 ft.  
Range: 5,500 miles at 250 mph and 25,000 ft.  
Service ceiling: 25,000 ft at full weight  
Rate of climb: 750 ft/min at sea level  
Max. wing loading: 54 lb/ft<sup>2</sup>  
Landing speed: 115 mph



Passenger cabin. All passengers were first class!

---

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 January is December 28, which is also the deadline for any articles for the January issue. Note that mail has slowed during the past year, so it may take at least two days from the mailing date for you to receive the newsletter. The production and mailing of the paper *Pea Patch Post* costs EAA 172 \$24 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.