

UPCOMING EVENTS

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

December 2014

Saturday, December 13: **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 "smoked" 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 or or e-mail wrens@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 agenda click [HERE](#).

Sunday, December 14: **SOUTH CAROLINA BREAKFAST CLUB** Spartanburg Downtown Memorial Airport, Spartanburg, SC (KSPA) CTAF/UNICOM: 123.0. ZIPcode 29376. **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: Anne Hawkins (803) 432-9595. Click <http://www.airnav.com/airport/KSPA> for airport info. For driving directions click on [Spartanburg Airport](#). [SCBC Website](#). [SCBC on Facebook](#).

Thursday, December 25: **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 (Today is Christmas!), there will be no EAA 172 social "get together". The next one will be January 22, 2015. For questions contact Virginia Bush 706-554-5618 e-mail: donr.bush@yahoo.com .

Thursday, December 25: **Christmas Day**

Sunday, December 28: **SOUTH CAROLINA BREAKFAST CLUB** At the Twin Lakes Airpark, **Ballard's hangar**, Twin Lakes, South Carolina (S17). CTAF/UNICOM: 122.9. ZIPcode 29847. **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: 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 2015

Sunday, January 4: **SOUTH CAROLINA BREAKFAST CLUB** Aiken Municipal airport, Aiken, South Carolina (AIK) CTAF/UNICOM 122.8. ZIPcode 29805. **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/KAIK> for airport info. For driving directions click on [Aiken Municipal Airport](#). [SCBC Website](#). [SCBC on Facebook](#).

Chili Cook-off

Saturday, January 10: **EAA 172 first meeting of the New Year -- Chili Cook-off.** 12:30 PM *We plan to have delicious chili and refreshments in the heated comfort of the EAA 172 Clubhouse and also welcome our leaders for 2015* at the Pea Patch Aerodrome (61GA); runway 01/19: 2500' x 150' sod -- good --; GPS: 33° 18.08' N / 82° 10.46' W; Elevation 434' , 4511 Boulineau Rd., Blythe, Georgia, 30805. Food is at 12:30 PM. UNICOM 122.7 mhz. For more information contact club secretary John Magnan 706-547-3607 eMail: jcm2@earthlink.net or e-mail 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 agenda click [HERE](#).

NAME THAT PLANE

Curtiss B-2 Condor

The Curtiss B-2 Condor was a 1920s United States bomber aircraft. It was a descendant of the [Martin NBS-1](#), which was built by the [Curtiss Aeroplane and Motor Company](#) for the [Glenn L. Martin Company](#). The aircraft was a large fabric-covered biplane. Its two engines sat in [nacelles](#) between the wings, flanking the fuselage. It had a twin set of rudders on a twin tail, a configuration which was becoming obsolete by that time. At the rear of each nacelle was a gunner position. In previous planes, the back-facing gunners had been in the fuselage, but their view there was obstructed. The Curtiss B-2 "Condor" was initially rejected by the Army in part because the Curtiss aircraft was too expensive and too big to fit into existing hangars. The superior performance of the B-2, however, changed the thinking of the Air Corps leadership and a small production run of twelve B-2s was ordered in 1928-1929. The B-2 was used both as a heavy bomber and an executive transport. The United States was the only country to fly the Curtiss B-2 Condor and it was used in the [US Army Air Corps](#) by the [7th Bombardment Group](#), Rockwell Field, California, and the [11th Bomb Squadron](#) where it operated 1928-1931. Thirteen B-2s were built, the first being the XB-2 prototype. One variation was the B-2A which was fitted with dual controls, an innovation for bombers. The production B-2s were delivered from June 1928, and went to the 11th Bombardment Squadron, then the only heavy bomber squadron in the USAAC. They had a limited service although the last was still in use as late as July 1936. During their service career they took part in the annual air exercises and were used as mail planes. In 1933, the plane made a name for itself when Admiral Robert Byrd made his historic flight over the South Pole in an extended-fuel Condor. No Curtiss B-2 Condors exist today.

(Data and information from [National Museum of the US Air Force Factsheet](#), [AOPA ePilot 1/24/14](#), [Curtiss B-2 Condor](#), [Flying Giants](#), [Wright-Patterson Air Force Base Museum](#), [History of War: Curtiss B-2 Condor](#), [Curtiss Condor](#))

Curtiss B-2 Condor

General characteristics

Crew: 5
Length: 47 ft 4½ in.
Wingspan: 90 ft. 0 in.
Height: 16 ft. 6 in.
Wing area: 1,496 ft²
Empty weight: 9,300 lb.
Loaded weight: 16,591 lb.
Powerplant: 2 × Curtiss V-1570-7 "Conqueror"
liquid-cooled V12 engine, 600 hp each



Curtiss B-2 formation flight over Atlantic City, New Jersey. (U.S. Air Force photo)

Performance

Maximum speed: 132 mph (115 knots per hour)
Cruise speed: 106 mph (92 knots per hour)
Range: 805 miles (700 nmi)
780 miles (672 nmi) with full normal bomb load of 2,500 lbs.
Service ceiling: 17,100 ft.
Rate of climb: 850 ft/min

Armaments

Guns: 6 × .30 in (7.62 mm) Lewis machine guns
Bombs: 2,508 lb.

The deadline date is December 28 for any articles for the January issue of the *Pea Patch Post*.

SOUTH CAROLINA BREAKFAST CLUB

Sunday, December 14: Spartanburg Downtown Memorial Airport, Spartanburg, South Carolina (KSPA)
Sunday, December 28: Twin Lakes Airpark, [Ballard's hangar](#), Twin Lakes, South Carolina (S17).
Sunday, January 4: Aiken Municipal airport, Aiken, South Carolina (AIK)
Sunday, January 18: Lake City Municipal Airport - CJ Evans Field, Lake City, South Carolina (51J)

To read the [entire Pea Patch Post](#) type the following into your Browser: <http://jcmservices.net/PeaPatchPost1214.PDF>

Don't forget to renew your EAA 172 membership before January 1, 2015!
Please mail or give your \$30 check or money order made out to [EAA 172](#) to club treasurer Don Bush.