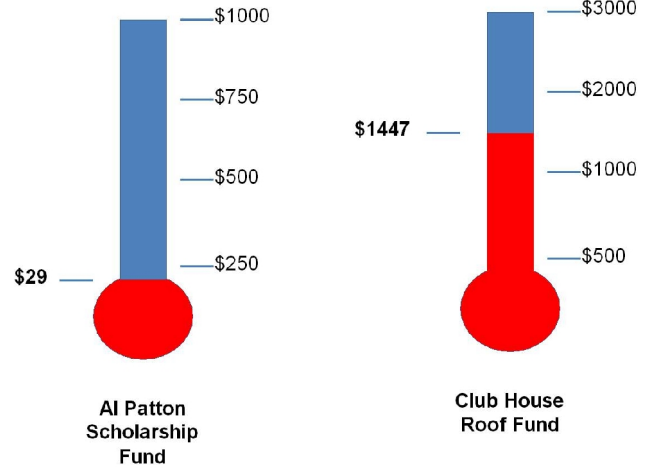


FUND RAISING STATUS

Many are already aware that we have two fund raising efforts going on: 1) Al Patton Scholarship and 2) roofing fund. We do solicit funds from those who attend the meetings, but most of our members cannot make all the meetings. I appeal to you also for support of these two funds. Please consider writing a check for whichever you want to support and send to Don Bush, (address is on the front page). Remember when writing checks, please make them out to EAA 172 only. Other fancier titles only get us in trouble with the bank. I will be communicating our progress monthly as we move toward our goals.

Again, thank you very much for your support! *Al*



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 club Secretary John Magnan at jcm2@earthlink.net and indicate that you want the newsletter mailed to you. This should be done by deadline date, which for August is July 27 which is also the deadline for any articles for the August issue.



EAA 172 Night Out

Thursday, July 28: 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 Oshkosh Airventure® there will be no social gathering eat-out this month. Contact Sheila Connell for more details 803-279-7250 e-mail: con16356@comcast.net.



SHORT FINAL

AVweb June 13, 2011

Years ago, an air traffic controller at KSYR was working Approach Control and had numerous aircraft on his screen.

Controller: "N1234, can you identify yourself? Are you a Cardinal?"

N1234 (after a moment's hesitation) : "No -- but I used to be an altar boy!"

NAME THAT PLANE

Grumman F6F Hellcat

The Grumman F6F Hellcat was a carrier-based fighter aircraft developed to replace the earlier F4F Wildcat in United States Navy (USN) service. Although the F6F bore a family resemblance to the Wildcat, it was a completely new design powered by a 2,000 hp Pratt & Whitney R-2800. Some tagged it as the "Wildcat's big brother". The Hellcat and the Vought F4U Corsair were the primary USN fighters during the second half of World War II.

The Hellcat was the first USN fighter for which the design took into account lessons from combat with the Japanese Zero. The Hellcat proved to be the most successful aircraft in naval history, destroying 5,271 aircraft while in service with the U.S. Navy and U.S. Marine Corps (5,163 in the Pacific and eight more during the invasion of Southern France, plus 52 with the Royal Navy's Fleet Air Arm during World War II). Postwar, the Hellcat aircraft was systematically phased out of front line service, but remained in service as late as 1954 as a night fighter in composite squadrons.

Specifications: Grumman F6F Hellcat

(From Wikipedia)

General characteristics

- * Crew: 1
- * Length: 33 ft 7 in
- * Wingspan: 42 ft 10 in
- * Height: 13 ft 1 in
- * Wing area: 334 ft²
- * Empty weight: 9,238
- * Loaded weight: 12,598 lb
- * Max takeoff weight: 15,415 lb
- * Powerplant: 1× Pratt & Whitney R-2800-10W two-row radial engine with a two-speed two-stage supercharger, 2,000 hp
- * Fuel capacity: 250 gal internal; up to 3 × 150 external drop tanks

Performance

- * Maximum speed: 330 kn (380 mph)
- * Stall speed: 73 kn (84 mph)
- * Combat radius: 945 mi
- * Service ceiling: 37,300 ft
- * Rate of climb: 3,500 ft/min
- * Wing loading: 37.7 lb/ft² (184 kg/m²)
- * Time-to-altitude: 7.7 min to 20,000 ft
- * Takeoff roll: 799 ft

Armaments

- * Guns:
 - either 6× 0.50 in (12.7 mm) M2 Browning machine guns, with 400 rpg, (All F6F-3, and most F6F-5)
 - or 2 × 20 mm (.79 in) cannon, with 225 rpg
 - and 4 × 0.50 in (12.7 mm) Browning machine guns with 400 rpg (F6F-5N only)
- * Rockets:
 - 6 × 5 in (127 mm) HVARs or
 - 2 × 11¾ in (298 mm) Tiny Tim unguided rockets
- * Bombs: up to 4,000 lb (1,814 kg) full load, including:
 - Bombs or Torpedoes: (Fuselage mounted on centreline rack)
 - 1 × 2,000 lb (907 kg) bomb or
 - 1 × Mk.13-3 torpedo;
 - Underwing bombs: (F6F-5 had two additional weapons racks either side of fuselage on wing centre-section)
 - 2 × 1,000 lb (450 kg) or
 - 4 × 500 lb (227 kg)
 - 8 × 250 lb (110 kg)