

**The West Central Georgia Chapter, 677,
of the
Experimental Aircraft Association, Inc.
July 1982**

JULY MEETING

The July meeting will be held on Thursday, July 9th at 7:30 PM in the meeting room at the Columbus Metro Airport Administration Building. Maj. Addington, Commander of the CAP Cadet Squadron in Columbus will talk with us about CAP searches and why and how the CAP becomes involved.

HAPPENINGS

More can be said about what didn't happen. The weather has been crazy lately and has interrupted many planned and unplanned activities. The 27th and 28th of June were really nice though and everyone was out flying. MIKE WILSON had both his L5 and his EAA biplane out, I believe all of the coupes were out and SKIPPER BARFIELD and TRIPP MYRICK went to Perry-Ft. Valley. It was apparently a fine W.A.R. weekend, as Mike would say.

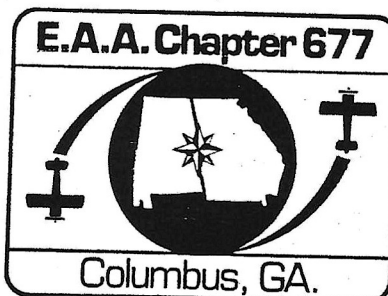
We need to welcome our newest member, Mr. HARRY HARDEE. Most of you will know Harry from VanDusen where he is the Maintenance manager, Welcome aboard Harry!

Harry and VanDusen were kind enough to put on a fine evening cookout recently at VanDusen's hangar with plenty of food and drink for all who showed up. We all appreciate Harry's efforts at rebuilding a good rapport with local aviators, be they Ercoupe pilots or Cheyenne drivers. VanDusen's popularity had waned to a low ebb in recent months, however with a recent change in management this should all turn

around. Thanks Harry, Robin, Dan, all the line personnel, the office girls, and the instructors; everyone in EAA Chapter 677 appreciates your efforts!

The LaGrange fly-in was delayed by rain for a week but on Saturday the 20th the weather finally broke around noon and TRIPP MYRICK and EARNIE SHELTON took their airplanes and flew up to LaGrange and cleaned up on the awards. Earnie brought home the oldest aviator trophy and Tripp brought back a ribbon and certificate for second place in the Antique-Classic category.

Mike Wilson has been asked to write a regular column for 'The GA Pilot' newspaper, Mike should be busy writing now that he will be writing for the Grmlin Gazette and for the GA Pilot.



CALENDAR OF EVENTS

July 11, Crystal Lake, GA, Make your plans to go with Chapter 677 to this fun spot in the South Georgia sun. More info at the meeting, or contact Charles Hanna or Tripp Myrick.

July 31-Aug 7, Oskosh, WI, 35th annual EAA Convention and Air Show, its time to start packing!

RAMBLINGS

The Smithsonian Institution Press, Box 1579, Washington, D.C. 20013, is an excellent source of books and publications about aviation, you may wish to write them and ask to be placed on their mailing list. Something of

interest, especially if you have a laser video-diskplayer is a series of disks which when completed will contain ALL of the photo archives of the National Air and Space Museum. Each disk will contain about one hundred thousand photographs and will have indexes. Cost is about \$40-50 each with ten different disks planned for the first group. The advantage of the laser disk is that it doesn't wear out and cannot be accidentally erased like magnetic tapes and disks.

Bob Grier has a video tape which he will be donating to the chapter at the meeting, which is 90 minutes of various aircraft "doing their thing", such as a Marine Harrier, the Snowbirds, the Concorde, the Ray Ban Gold team, a SR-71 Blackbird, an F-16 and much more. Hopefully we will get to show segments of it at the meetings.

Dan Tessmer, who you all know as the examiner at VanDusen kindly donated a Telax 610 headphone set to the Chapter for use with the Chapter radio. Thanks Dan!

The Chapter recently received from ABC TV Video Enterprises a VHS video tape entitled "ABC News Coverage of the Voyager" and is a special edition and was apparently mailed to all subscribers of the defunct Aileron Video Magazine with an offer to subscribe for one year (4 tapes) for \$7495 (regular subscription is \$9995) to ABC's Wide World of Flying Video Magazine. This is an EXCELLENT tape and the chapter should consider this at the next meeting. As with the other tapes this one (actually two, as we received two copies of the same tape) will be made available to Chapter members. If you need a video player we have one for rent. Contact Charles Hanna for these tapes, the player or to rent the Chapter's VHF comm radio.

If you haven't been to Eufaula lately be careful when you land. It appears that they are lengthening the runway on the north end almost a thousand feet and there is a lot of

construction going on. Another problem is the pavement for several feet either side of the centerline in the midfield area is breaking up and leaving a lot of loose material. It seems that the last resurfacing job about two years ago didn't stick well, and the loose material could damage a prop, nosegear, flap, etc.

FEATURE AIRPLANE OF THE MONTH

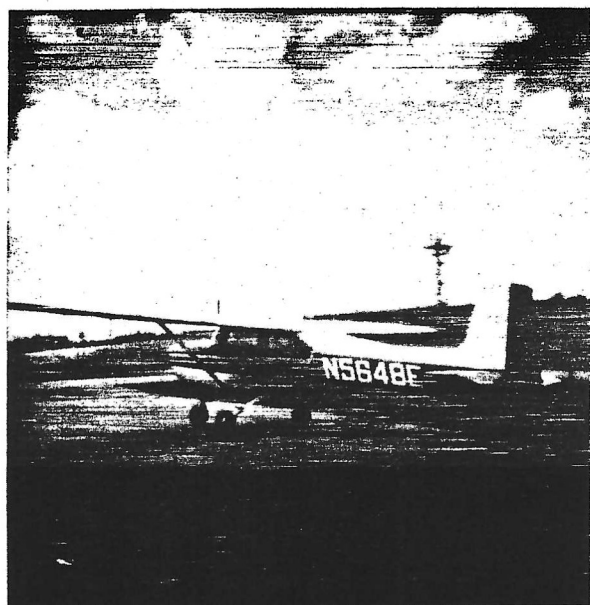
Charles Hanna

Since no one has approached us with information about their airplane and we've been fairly busy, you are going to get to read about a little ole Cessna 150.

My Cessna 150 is a 1959 model, thus it is not a 150C or 150G or whatever, but rather a stright 150. It is the 148th Cessna 150 built out of some 30,000 that Cessna produced. Probably the most unique features of the aircraft are the stright back and the stright tail. Other features which distinguish the early 150's are the small 5.00x5 wheels, the fast hand operated flaps, and the center mounted instrument panel. Many pilots and line personal do not know what it is and assume it is some strange type of Cessna 140, or seeing it from a distance assume it is a early 172 or 182.

This aircraft is known around Columbus for its avionics, Bendix BX2000 series nav/com (with VOR/LOC/GS/MKR) and transponder, Aeromechanism encoding altimeter, Sigtronics built in intercomm, and fancy antennas. Other equipment includes Grimes wingtip strobe lights, Cleveland wheels and brakes, a turn coordinator in leu of a needle and ball, electric aileron trim, and aileron gap seals.

N5648E was given an airworthiness certificate on January 4th, 1959 and has acquired 3900 hours since then. Ole 48Echo changed hands frequently until I purchased it on July 18, 1978. since then almost everything possible has been replaced or rebuilt including the motor. Surprisingly, the aircraft preforms very closely to the books numbers, indicating about 105 mph in cruise at lower altitudes. Gross weight is 1500 lbs and the useful load of this one is 484 lbs., thus with full fuel 22.5 gal. useable (135 lbs.) it can only carry about 350 lbs. of pilot, passenger, and baggage. Fuel burn is about six gallons per hour and this provides about three hours of cruise with reserves.



AVIATION QUOTES

Provided by Haywood Turner III

"Luke, you ought be a-shamed of yo-self sellin' that nice Jenny to that greenhorn. Folks like that jes' ain't cut out to be pilots. He'll play around with it for a year or so an' then park it, or worse, we'll read about it: 'Feller name of Lindbergh crashes into Seth's barn -- three cows killed.' H't jes'

ain't right, Luke."

"You like flying so much, you ought to start up a flying club, Mr. Poberezny."

"The name's not powerful enough. If you want the financial backing of this institution, you'll have to name it National Aviation Market Bulletin. Who'll ever pick up a newspaper with a name like Trade-A-Plane?"

DID YOU KNOW?

...that Clyde Cessna and his brother Roy purchased a Bleriot monoplane in early 1911 and learned to fly it on the Great Salt Plains near Jet, Oklahoma, crashing it twelve times before sucessfully flying a stright course on the thirteenth try; thus starting a love affair with airplanes (and monoplanes in particular) that lasted until Cessna's death in 1954. For some unknown reason Clyde prefered the rudder action reversed from what we are used to today and his personal airplane had the cables crossed so that pushing the left pedal resulted in a right turn!

...that during the Second World War Cessna Aircraft won the Army-Navy "E" (for effort) Award five times without any government loans or assistance!

...that on October 10, 1957 the CAA issued approved type certificate 3A19 to Cessna for the Model 142, and on October 16th Cessna requested that the CAA type certificate be amended to read "Model 150!"

...that the largest aircraft ever built by Cessna was the G106 and G106A Loadmaster, a twin engined cargo aircraft with a span of 64 ft., was 51 ft. long, and grossed 14,000 lbs.!

...that the most motors Cessna ever put on one aircraft was four, on the Model 620, which was intended to be an executive

THE GREALIN GAZETTE

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aircraft.

...that the most unusual aircraft Cessna probably ever built was the CH-1 series of helicopters, known as the Skyhook. So many

problems resulted, that the six sold to the public were repurchased by Cessna and destroyed, thus not a single example of this helicopter exists!

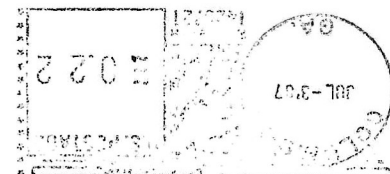
Dallas Times Herald



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EAA Chapter 677 Newsletter
Charles M. Hanna, Editor
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MEMBERSHIP ROSTER, EAA CHAPTER 677 June, 1987

Allen, Raymond C. Austin, Brian Balch, Hank Barfield, G. C. III Boggs, Martin Breedon, Spencer D. Brown, Dr. J. Edwin Buck, Harold D. Caudle, Mike Clements, Charles M. Hana, Joseph A. Falls, Ralph Flournoy, Gordon Flournoy, Martin R. French, Richard B. Hyer, Robert S. Jammonds, David E. Janna, Charles N. Lardee, Harry Lodges, Eddie B. Jones, Robert C. Kelly, H. Calvin Kelly, Peter F. Kennedy, Dr. Mike Kelle, John J. Kosue, G. Paul Lassa, Frank Lasey, J. Pearce Lunk, Jim Morris, James M. Jr. Wick, John III Wozold, Jack Waters, Vernon B. Wiffin, J. A. Chuman, R. W. Belton, Earle A. Hultz, Paul Lako, Robert A. Lares, Archie Lorey, E. Leroy Laylor, Arthur G. Larner, Maywood H. Lamberson, Roy Larson, Dr. Davis R. Lobb, Tommy Lison, Michael U. Laters, William W. Luber, Tom	P. O. Box 2070 5232 Ray Drive 6055 Midland Rd. 1615A 17th St Rt. 1, Box 895, Chalybeate 4946 Pinbrook Dr. 1448 Carter Avenue 2409 Averett Dr. P. O. Box 845 P.O. Box 36 444 Wilson Drive 4909 Brunning St. 115 Wynton Bldg. 1912 Hill St. 4558 Moon Circle Route 2, Box 81 2809 Reese Rd. 4422 Fairview Drive Rt. 1, Box 240 Rt. 2, Box 328 4582 Charter Oaks Circle 3495 Denewood Court 3495 Denewood Court 1246 Wildwood Ave. 237 Braselton Ave. 2508 Camille Drive 4104 Lake Dr. 3909 Hilton Woods Dr. 4028 Toccoa St. 3414 Denewood Court 7227 Woodhause Dr. P. O. Box 4252 3804 Greyfox Dr. 715 Poplar Dr. 1001 Collie Dr. 2089 Shelby St. 304 Lake Court Route 81, Box 180, Harris Rd 881 Sunset Rd. 2510 Cherokee Ave., Apt 214A Rt. 1, Box 828 65 Clearview Circle 3017 Avenale Rd. 2300 Preston Dr. Rt. 2, Box 829X 4759 Riverdale Rd., Apt. 9 3489 Kuida Ave. Rt. 4, Box 481	Butler Columbus Midland Columbus Hanchester Columbus Columbus Columbus Junction City Buena Vista Columbus Columbus Columbus Columbus Columbus Seale Columbus Columbus Cataula Sales Columbus Columbus Columbus Columbus Columbus Columbus Columbus Upatoi Columbus Columbus Thomaston Columbus Ellerslie Ellerslie Ellerslie Columbus Columbus Columbus Sales College Park Columbus Phoenix City	GA 31006 (H)912-842-5437 (U)912-842-8088 GA 31904 (H)404-822-8504 (U) GA 31820 (H)404-568-0188 (U)404-568-5491 GA 31901 (H)404-822-1871 (U)404-828-9905 GA 31816 (H) GA 31907 (H)404-561-4408 (U)404-827-4549 GA 31906 (H)404-822-8477 (U)404-687-4098 GA 31906 (H)404-822-1814 (U)404-687-8884 GA 31812 (H)404-269-8469 (U) GA 31808 (H)912-649-7418 (U)912-649-8249 GA 31903 (H)404-687-2880 (U)(N)ext. 444 GA 31907 (H)404-561-8098 (U) GA 31906 (H)404-561-2745 (U)404-828-5606 GA 31906 (H)404-822-0418 (U)404-687-4301 GA 31909 (H)404-561-2880 (U)404-822-1404 AL 34873 (H)205-835-8441 (U) GA 31907 (H)404-568-6851 (U) GA 31907 (H)404-569-1371 (U)404-822-5487 GA 31804 (H)404-824-0772 (U)404-824-2458 AL 34874 (H)205-298-6458 (U) GA 31909 (H)404-568-8822 (U) GA 31909 (H) GA 31909 (H) GA 31906 (H)404-828-1181 (U)404-828-5201 GA 31907 (H) GA 31906 (H)404-827-9897 (U) GA 31904 (H)404-822-0508 (U) GA 31906 (H)404-561-2618 (U)404-828-7804 GA 31907 (H)404-561-6182 (U) GA 31909 (H)404-568-5128 (U) GA 31829 (H)404-568-8408 (U)404-828-4199 GA 31909 (H) GA 31909 (H)404-561-0644 (U)404-824-1450 GA 30284 (H)404-448-6722 (U)404-827-8998 GA 31907 (H)404-561-0691 (U)404-545-2471 GA 31908 (H)404-687-1802 (U)404-824-2458 GA 31807 (H)404-568-8845 (U)404-822-1641 GA 31807 (H)404-582-8701 (U) GA 31904 (H)404-828-8848 (U) GA 31906 (H)404-828-1082 (U) GA 31807 (H)404-568-6136 (U) GA 31907 (H)404-561-0646 (U)404-824-7616 GA 31908 (H)404-687-1518 (U) GA 31906 (H)404-824-8838 (U)404-827-4868 AL 34874 (H)205-298-8704 (U) GA 30887 (H)404-997-0180 (U) GA 31907 (H)404-561-2522 (U) AL 34867 (H)205-297-7285 (U)	Cessna 177RB Piper J3 Exp. at PAW Ercoupe 415C Cessna 172 Piper Tripacor, Beech P38 Ercoupe 415C Ultralights Cessna 170A Local A&P mechanic Cessna 150 Coast airplane project Ercoupe 415C Ercoupe (100 hp) Ercoupe (100 hp) Aerocraft Chief, Beech 56, Taylorcraft acro project Zenith project Cessna 170A Cessna 175 Cessna 140 Beech A34 Bonanza Piper Comanche 250 PA28-180C, Starduster Too Mustang II, Zenith proj. Cessna 170B Beech 35, C-140 Evans VP-2 project Ercoupe 415C N2584H PA28-285 Duke Delta project EAA Biplane, Stinson L-5 Cessna 150 Thorp T-18
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