

THE GREMLIN GAZETTE

The West Central Georgia Chapter, 677,
of the
Experimental Aircraft Association, Inc.
december 1987

DECEMBER MEETING

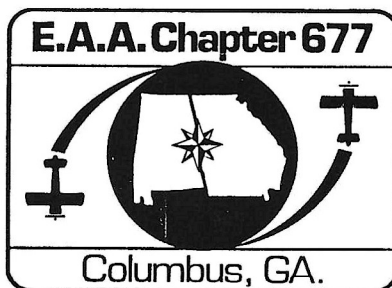
The December meeting will be held on Thursday, December 10th at 7:30 PM in the meeting room of the Columbus Metro Airport Administration Building, on the Airport Thruway. The Chapter officers will report on the status of the Chapter. This meeting will also be a Christmas Party for the Chapter, a first, as we have never organized a December meeting/Christmas party before. Bring your friends, enemies, whoever and join in the fun.

HAPPENINGS

Unbeknownst to Joe Dunaj, his Ercoupe was voted best classic at the Dublin Fly- In some time back, he found out when he received the plaque in the mail the other day, with a note of apology.

We are all sorry to hear of Vernon Prater's ill health and hope things begin to look better soon.

Joe Passilague, FAA Tower Chief here at CSG would like to remind everyone that Columbus is a training facility and when you hear a trainee on the radio please be patient and bear with them. Columbus is used as a training facility because of its success rate, and cooperative environment, which makes it possible for the new controllers to learn their skills in the shortest possible time at the least possible cost to the taxpayers. Joe reports that they have had two seasoned controllers transfer out to other facilities and four new trainees are coming on board. EAA Chapter 677 would like to welcome these people to Columbus and they are always invited to attend our Chapter meetings and meet and talk



with us.

The safety meeting last month was a resounding success, with an excellent program and some good discussion. We are always glad to have Roy Ely, Accident Prevention Specialist, Atlanta FSDO, come visit, as Roy always has something new and different for us.

The Fort Benning Flying Club is now defunct, largely due to government requirements which made the club uneconomical to operate. This should provide a slight boost to Van Dusen's flight school.

Speaking of Van Dusen, they are in the process of switching to Texaco Fuel, I don't know what affect this will have on the price, but lets hope it goes down some! Van Dusen has installed some new carpet in their lobby and bought some new furniture, so wipe your feet guys!

Joe Dunaj reports that he will easily put 200 hours on the Coupe this year, and thats a lot of hours to put on an Ercoupe in someones spare time. Thats over a thousand gallons of gas! in a

1946 Ercoupe no less!

EVERYONE INVITED

Chapter 677 is always looking for persons interested in aviation, homebuilding, sport flying, fellowship, and almost anything else to do with the world of flying.

Chapter 677 has been active since its formation in the fall of 1979, when, thru the efforts of Bud Schuman and Leroy Storey an organizational meeting was held and a set of by-laws created. In the past we have taken part in both airshows at Columbus by operating a concession stand,

selling programs and setting up a fine display of homebuilt, classic, and ultralight aircraft. Other Chapter activities include sponsorship of at least two FAA Accident Prevention Seminars each year; one or two cookouts each year, which are always open to the entire airport community; numerous flyouts, and many other aviation related activities. Each month the Gremlin Gazette is mailed to all Chapter members, national headquarters, and to several local persons who we feel would like to hear of our activities and opinions.

You do not have to be a "homebuilder" to join our Chapter, many of our members own spam cans of various vintages, and do not have any interest in building, but we are all interested in aviation. Please note: General Aviation is alive and well in Columbus and the surrounding area as evidenced by the 100 or so aircraft based at CSG and the number of GA operations thur CSG each day.

Chapter 677 meets the SECOND THURSDAY of each month, usually at the meeting room in the Columbus Metro Airport Administration Building, however we do vary the meeting date or place occasionally, usually for a dinner meeting at a restaunt, or for a weekend cookout, so read the newsletter each month or call 322-5437 and check with yours truly, Charles Hanna for the place, date and time.

Please don't hesitate to come to our December meeting, or at least give one of the Chapter Officers (1987 or '88) a call for more information. Our officers are:

1988 Pres....Haywood Turner.404-561-8646
1988 VPRES...Tripp Myrick...404-563-8403
1988 SecTres.Hank Balch.....404-568-0188
1987 Pres....Dick French....404-561-2880
1987 VPRES...Charles Hanna..404-569-1371
1987 SecTres.Don Breeden....404-561-4608

Enclosed you will find all the information you will need to join both Chapter 677 and The National Experimental Aircraft Association. Membership in National EAA brings you a slick magazine "Sport Aviation" which is on par with any other aviation publication, plus, other mailings and special offers which are made to members each year. The highlight of EAA each year is their International convention in Oshkosh, Wisconsin each year, sound familiar?

CALENDAR OF EVENTS

April 10-16, 1988, Lakeland, FL, EAA Sun 'N Fun Fly-In, Start making your plans now!

July 29-Aug 5, 1988, Oshkosh, WI, Annual EAA National Convention, need we say more? Leroy Storey reports that the Dorms at the Univ. Of Wisc. are full up for July 29-31, but that they are still accepting applications for Aug. 1-5.

RAMBLINGS

Charles Hanna

If this newsletter is looking a little thin, it is because only one or two chapter members contribute to it. I receive two other newsletters, from Chapter 330 in Savannah, and 268 in Marietta, and they both seem to be having the same problem, so I guess I'm not alone. How about someone taking the bull by the horns and becoming a Gazette reporter, one of you guys who hang around the airport possibly? Just put it in writing and give it to me by the first of the month.

Many people ask why I don't print the minutes of the previous meeting in each newsletter. Well I've thought about it, as many other newsletters do print theirs, sometimes using up a page and a half doing so (a great way to fill up a skimpy newsletter). However, if the members of the Chapter are genuinely interested in what goes on at the meetings, I feel that they should make plans to attend the meetings. (I do realize that some people have to work, and for them I usually try to mention the highlights of the meeting.) In addition, I cannot produce a newsletter of more than five pages without exceeding one ounce, and I would rather it be no more than three pages, thus making it impractical to reproduce the details of each meeting. If enough members express an intrest in seeing the minutes printed in the meeting, and someone is willing to organize and write them out, I will print them.

AVIATION HISTORY AND KNOWLEDGE QUIZ #3

- 1) The 5th and 6th busiest U.S. airports are General Aviation airports (over 90% GA operations), can you name them?
- 2) Number of Pollocks required to fly an Ercole?
- 3) What is a "four course range"?

1988 CALENDARS ARRIVE!!!

The 1988 EAA Calendars have arrived and may be purchased at the meeting for \$4 each. As our profit margin is smaller than ever this year we must sell all of them, so don't delay as we are not holding any back for anyone--it's first come, first serve. These are excellent calendars, imprinted with our chapter name, and are in the large format similar to last year's, and will make excellent Christmas gifts. If you are unable to make it to the meeting, see Earnie Shelton, who is known to hang around alot at Van Dusen, as he has some in his desk which he will happily part with for \$4.

FORTY YEARS AGO...

Delta Airlines was a fledgling airline running some east-west routes in the deep south. The war was over, and the airlines, all of 'em, were growing, a result of available pilots and surplus aircraft (for example the DC-4, few having ever been built for civilian use, almost all were converted from C-54's) Growth means expansion, new cities, new customers; America had become a mobile society and demanded faster and better ways to travel. To help pay for this expansion the Federal Government continued to grant mail contracts to carriers to make it profitable for them to service the smaller but growing cities. Their rate structures reflected this, the short hauls to the hubs were cheap, the long hauls were where the money was, much the way Ma Bell used long distance to subsidize local telephone service. It was a gentlemanly business, the passengers knew the pilots, the station personnel knew the customers, and everyone in the airline business worked hard to provide good old fashioned service.

Delta did not have to look far to find a new city, Atlanta was fast growing into a major hub (it became the first TCA in the nation in 1970, due in part to Delta's phenomenal growth) and with Columbus only one hundred miles away it would be the perfect pairing. Eastern Airlines was providing service and had been for three years, so this would be a tough game for Delta, the decision was made, station personnel were hired and the big day came for the inaugural flight. To help show its seriousness in the business a DC-3 was dispatched from Atlanta with Delta's best

pilots and twenty-one passengers, but no one paid for the ride, this airplane carried a special load; company vice-presidents, management, officials, dignitaries and the like.

That DC-3 never touched down on the runway at the Muscogee County Airport, about a mile out on final an Army trainer, with two men aboard collided with the DC-3, clipping its tail off, both airplanes crashed in the vicinity of what is now Armour Road and the Expressway, all aboard both aircraft perished. Delta had paid dearly for the privilege to serve the citizens of Columbus.

But Columbus has prospered and so has Delta, introducing the first scheduled jet service (DC-7's) in 1966 and the first scheduled Boeing 727 service. Its been a tough game, other airlines have come and gone, Interstate 185 has given many reason to drive that 100 mile stretch, reduced troop strengths at Ft. Benning following the Viet Nam conflict have hurt business, and deregulation under Jimmy Carter has done the same thing that deregulation did to telephone service, the long haul is still reasonably priced while the short runs, like local phone service have gone up, each segment of the service has to pay its own way, with no one segment subsidizing any other. But Delta has hung in there, so we in the aviation business have gotta say...

HAPPY 40TH ANNIVERSARY TO DELTA'S COLUMBUS STATION!

RENO '87
Bakie Ruffin

Well, I finally did it! I took the bull by the horn. I bought \$1,044 worth of airline tickets and my son, grandson, and I boarded an L1011 and headed for Reno, Nevada to the National Airplane Races. We landed in Los Angeles and then boarded another plane to Scaramento and spent the night. Next morning, we got up early and got our rental car and headed for Reno and guess what? There were 37,000 people already there, but the show was great and the weather was perfect, the unlimited P-51's, P-40, Bearcats, etc.

The Bearcats really put on a great show, can you imagine almost 400 miles per about 10 feet off the ground? It was something to hear and see.

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Then, there was the Formula Ones which sounded like a bunch of mad bees putting on a spectacular show.

Then, the Biplanes doing there stuff - the Pitts and the Stardusters, Skybolts running a six lap, 2 pylon course.

The Coca Cola Company had the jet-powered drag racer, Smoke and Thunder, doing 260 Miles per hour. It accelerates at 3 G's and when they deploy the drag chute it has 11 G's negative, quite a show.

The Christen Eagles flew their routine which is always a real attraction, but I think just a little more so this time.

Bob Hoover put on his routine in the Shrike and also in a Sabreliner twin engined jet. Would you believe 16 point rolls with dead engines - perfection personified; if you have never seen him perform, make a special effort - it's worth your while.

Then the Waco U.P.F.'s and wing-walkers "crazy people" were there. The sound of those radial engines was music to my ears. They had on of the best smoke systems I have ever seen.

The F-14 jets put on spectacular demonstrations - it's hard to believe they do so much maneuvering at such terrific speeds. They had the upside down Pitts there also. We missed the T-6 show, were late. All this on Friday and the same on Saturday.

We spent the night in Reno, seeing some of the lights, etc. We got an early start the next morning and went by Lake Tahoe. I put my last seventy-five cents in a slot machine, lost it in three pulls of the handle, got in the car and told the boys to take me home, with the greatest feeling of satisfaction I guess I'll ever know.

Bakie

MODE C IS NOT ON WITH "ON"

Provided by Earnie Shelton

Transponders must be turned to the "on" position while in controlled airspace. Most general aviation transponders display "off", "standby", "on" and "alt." (altitude) positions. The "on"

position does not provide Mode C altitude information. The "alt" position transmits that information to air traffic control.

The rule change to FAR 91.24 specifies that "each person operating an aircraft equipped with an operable ATC transponder shall operate the transponder, including Mode C equipment if installed." Turning a transponder to "on" is sufficient on non-Mode C equipped aircraft; however, most transponders in use today have Mode C capability and should be on in "alt" in controlled airspace, and wherever else you need to transmit your altitude. If you are in doubt as to whether the aircraft is equipped with Mode C, turn the transponder to "alt" anyway, it will not hurt and assures you of compliance with FAR 91.24.

ANSWERS TO QUIZ. 1) Santa Ana, CA, and Van Nuys, CA. 2) Just one, and Joe Dunaj does a pretty good job of it! 3) The earliest of radio assisted instrument approach procedures, you flew a heading and listened to Morse code A's and N's, which would form a continuous tone when you were in the right place, and if you were left or right of course you could tell by the code sounds you heard.

GREMLINS?

Ever wonder where we got the name for this newsletter? Well it became common in the Second World War, and even earlier to blame aircraft problems, especially production problems on GREMLINS, thus the name is quite fitting for a bunch of homebuilders and aircraft owners. Check out the cartoon, which I found in the General Aviation News paper, Sept. 28, 1987.

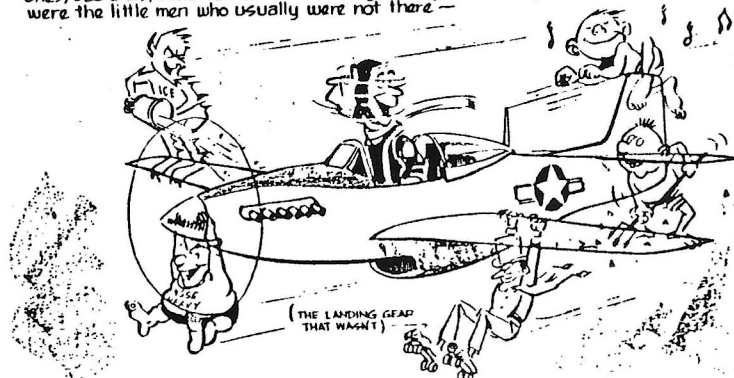
MORE

There I was..

by Bob Stevens

SEPTEMBER 28, 1987 - GENERAL AVIATION NEWS - PAGE 5

Remember GREMLINS? Inherited from the RAF (1928) There were good ones, bad ones, mischievous ones - they all had one thing in common. They were the little men who usually were not there -



USE CAUTION IN REFUELING

A letter in the Nov. '87 Sport Aviation

Dear Paul, After a years absence, I would like to renew my EAA membership. My old number was 210442. If it is still avaiable I would like it back.

Due to financial considerations afte serious accident on Memorial Day '86, I had to relinquish all memberships and subscriptions. I was involved in a gasoline fier while obtaining auto fuel for my Luscombe BA at a service station. I have the EAA Autogas STC. I was using a plastic 16 gal. container which, with the sloshing gasoline, generated enough static electricity to cause a spark between the funnel (metal) and the grounded gasoline hose. A small amount of gasoline was still draining from the funnel. The resulting fire caused me to be burned from the waist up (52%). I spent 12 weeks in Dallas' Parkland Hospital Burn ICU, 9 weeks of which I was unconcious. I am a very fortunate person to have lived through this ordeal at all not to mention being able to carry on a very normal life.

I have been back to work since October '86 and have been flying the Luscombe since November '86. I now enjoy doing all the things I did before the accident, but have had to work very hard to get to this point.

I hope that the price I have paid will not have to paid by others. Everyone should consider how comp;acently they handle flammable fuels and solvents. **DON'T CLEAN PARTS IN GASOLINE!**

If you must handle gasoline, use a metal SAFETY CAN (properly grounded). Above all--buy your aircraft fuel at the airport where proper despensing facilities are available. The few pennies saved by handling fuel from the service station to the airport do not out weigh the risk. There is always the possibility of fire when handling gasoline!

Sincerely, F. H. Frantz, Jr., Arlington, TX.

DO YOU HAVE 3 INCH "N" NUMBERS?

If you do beware, you CANNOT operate in ADIZ areas unless you have 12 inch numbers. So if your Bonanza, Aztec, G-150 or whatever has 3 in. numbers you can't fly to the Bahamas, or even cut across a corner of the Gulf of Mexico.

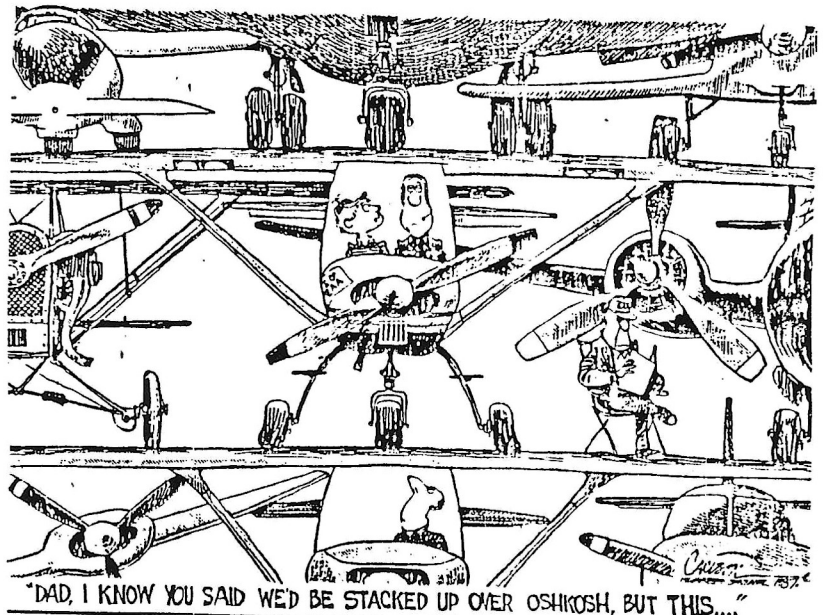
THE TEN COMMANDMENTS OF FLYING

From the Cessna 170 Flypaper, Jan '83

1. Thou shalt not dismantle aircraft engines in thy living room.
2. Thou shalt not pirate parts from thy family auto for use on thy aircraft
3. Thou shalt not park thy aircraft in the garage and thy family car out in the rain.
4. Thou shalt not use thy grocery money to repair thy aircraft.
5. Thou shalt stay at home at least once a year to mow thy lawn.
6. Thou shalt not covet thy aircraft and forsake thy wife and children.
7. Thou shalt not take strange and beautiful girls for moonlight flying trips -- unless they are married to you.
8. Thou shalt not steal thy wife's black lace undies to use for oil rags when thou breakest down.
9. Thou shalt not look at new aircraft until thou has paid at least one payment on thine own.
10. Thou shalt wash thy family car once for each fifteen times thou washest thy aircraft.

W.A.R.

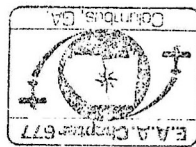
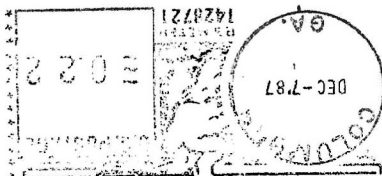
Due to the sudden lack of fly-ins, airshows, and local activities, Mike has elected to not attempt an article this month. Look for him next month.



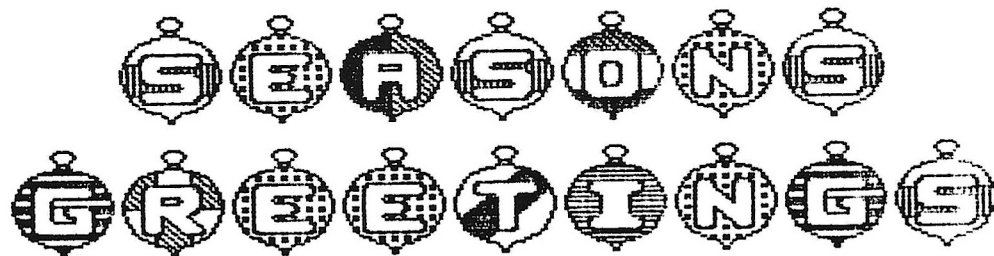
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From all of us at EAA Chapter 677

Please have a safe and pleasant holidays

Dick, Charles, and Don