



New Murfreesboro Airport Terminal

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R. Mason Marshman Member of the Month

We would all agree that Mason is one of the most talented Aviation Maintenance Mechanics. No matter what the problem might be with an airplane, Mason has the wisdom and the tools to fix the problem. As a matter of fact he was heading for being a Doctor of eye vision. He started his career in Texas as a lens grinder for eye glasses and

started up that ladder of success to become a licensed Optician. He met his wife Kim and helped her with her education to become a PHD of Neuropsychologist. This caused a move from Texas to Tallahassee FL so that Kim could complete her doctorate. While in Tallahassee the need for Opticians was small and Mason decided to study to become an A&P. The A&P opened the door for Mason to be hired as a mechanic for a feeder airline for Northwest Airline. Kim needed to get her resident experience as an MD which resulted in a move to Memphis, TN. Mason was able continue his aviation employment in Memphis and get his FAA IA rating. Upon the completion of Kim's residency in Memphis, she was hired by the VA and has been serving here at the York VA Hospital. And so that brings Mason to Murfreesboro to enjoy his outstanding aviation skills.

During the years Mason has been with us, he has acquired two aircraft for him to do his maintenance practice. First was a 1946 Aeronca Champ. I had a chance to get a ride in it and it was like a homecoming to me because my first airplane was a 1938 Aeronca Chief. I used to live in Middletown, Ohio, for about 10 years where the Aeronca Factory is and where they have regular Aeronca fly ins. In addition to the Champ, Mason also has one of the first Cessna Cardinals with a 150 hp Lycoming. This is now Mason's project airplane where he is ripping out the instrument panel installing new radios and interior.



August Newsletter 2021

Meeting August 12 7:00 PM

Board Meeting August 26 6:00 PM



I am sure you have noticed Mason riding around on a board with one wheel mounted in the middle of the board as pictured. That Blew my Mind! That must be the least possible way to have motorized transportation you can think of! That really looked very difficult to learn how to balance oneself on a board with one support in the middle. It's like trying to balance the end of a pencil on end on your finger. Yet I never saw Mason doing any practice but rides that thing so skillfully. I asked Mason how he was able to do so well so quickly. The answer was that when he was a kid he did a lot of skate boarding.

To appreciate a good mechanic, one has to work on several different projects to view the depth and understanding of their skills. Mason and the writer have worked together on my airplane for 14 years without ever having a disagreement on anything. The writer has worked on aircraft for over 65 years and Mason has known about every trick of the trade that I have learned over the years. Over the 14 years we have worked together, the writer has learned a bunch of tricks that Mason has learned. As example, Mason has taught me to cut off the tails of tyrops using flush head cutters. In the past I have used wire cutters that leave sharp edges where the tails have been cut off and will cut your hands and arms when working close to where Tyrops have been used. So I went to Harbor Freight and bought some flush cutters.

Another trick of the trade was learned today from Mason. A Navion has retractable landing gear with lots of Zerk Grease fittings that need servicing every year. This requires the use of 10th Gal. Tube Arm Strong Grease Gun and all my strength to overcome the required pressure to insert the grease in the bearing. Over the years, I finally concluded that leaving the grease in the Gun for the next year is a big mistake. Over a year or more the oil in the grease disassociates with the wax and the oil runs out of the bottom of the gun and drips all over your arm and the remainder mostly wax clogs in the gun and will not pump out. What I have to do is remove 10th Gal. tube and throw it away and install a fresh new tube every year. Also I found that Greasing in the dead of winter is too hard to do and better in the hot summer. Discussing these points with Mason he told me his trick of the trade. What he does is to keep a fresh new 10th Gal. tube of fresh grease closed up with the cap on one end and never removes the rip out aluminum end. He then takes the gun with an old 10th Gal. tube and cleans out some of the old grease from the top end of the Gun and by had takes whatever he needs from the cap end of the new grease 10th Gal. tube and puts in the place where he removed the old grease.





Family, EAA Chapter419, and Friends Mourn the Loss of our loyal Friend Frank Stephenson in a Memorial Service July 17th.

A most unusual event occurred at the Murfreesboro Municipal Airport Terminal, a very appropriate Memorial service for one of our beloved owner and pilot Frank Stephenson. The service was made possible by the City's foresight to provide a large meeting facility and the Airport Director, Chad Gehrke's gracious rearrangement of the meeting facility to meet the needs of a Memorial Service.

Then there were close friends with Frank that made all of the arrangements namely EAA President Jerry Swick who put up a number of photos he had taken in recent years of a number of Fly Outs, Luncheons, and EAA Program Activities. Mason Marshman was also involved with his skills of organization and then with the leadership of Robin Robertson provided the role of Memorial Director. The writer was particularly impressed with Robin's leading us in Christian Prayer.

It was interesting in listening to one of the event leader's voicing his thoughts that he was concerned that there would be no one showing up for the Memorial but it was no surprise to the writer to see the number of people that attended which was close to the 80 people that did attend. We saw officials associated with the Airport, EAA Members who we have not seen for a while and at least one from another airport and EAA Chapter.

Of course it was heart wrenching to see and hear the wonderful comments from his Wife Becky and his Daughter Amy. It was wonderful for them to see the number of people who came to the Memorial and to share with the family our great loss of such a wonderful Husband, Father, Grandfather and dear Friend. The memory of one Frank Stephenson will live long in our minds and of course we pray for the family as they live the balance of their lives with the absence of such a wonderful person who was a big part of their lives.



how to take care of his own aircraft, and his most important characteristic, how to love other people. You always knew where to go to take care of your problem. You were always welcomed and offered a trip to his refrigerator.

For the rest of us, we have an example to remember how an aviation enthusiast lived an aviation enthusiastic life. How with very little resources moved the largest B-36 Bomber from one side of Fort Worth Texas to the other and also the preservation of a B-58 that otherwise would have been lost in History.

Also, he demonstrated

Maintenance Tips

Grease and Grease Guns: Have you left your Grease Guns sit around for years with Grease left in them? And, when you go to use them, the Gun will not pump the grease and oil runs out of the bottom and gets on your hands and shirt? The problem is that even Aircraft Grease gets old and the oil disassociates with the wax and the grease will not flow into the pump and you get the oil. Clean the gun out of old grease and use new, fresh Grease. Secondly, don't try to grease in the dead of winter, it will not flow in the places it needs to go. Grease your airplane in the middle of summer, everything flows better.

Having Trouble getting Nuts and Washers Started on Bolts?



How about this problem for instance when having to remove a rudder or other control surface where you can barely touch the nut. To the left, the picture shows one of three pivot points using AN-3 Bolt with washer and nut. The rudder needs to be

removed and re-installed for service. It is not too much of a problem to remove the nut and bolt but indeed a difficult job to remove because only open end wrenches can be used and have to be turned over on each stroke to get a bite on the next hex. That is a very tiring job and takes a very long time. Commercial ratchet wrenches won't work because one can't return the stroke far enough to pick up the next cog in the ratchet wrench. Perhaps a special tool may be available but where do you get it and how much does it cost.

All kinds of problems come up like this in aircraft maintenance work. So here is my kit of special tools for consideration. I keep a roll of masking tape handy for many things. On the far left you see my finger with a piece of tape wrapped around my finger with a nut stuck to the tape. There are tools for this but the finger is my eyes to feel where and how to hold the nut. On the far right you will see a wrench taped on to a stick. This is used in places you can't get your hand. Also in the picture you will see three magnetic devices to find dropped parts and in some cases turn the nut to start the threads.



Now for the grand prize the magnetic washer and nut starting trick!!!! Basic Safety measures require bolts to be installed head up so that if nuts are lost, the force of gravity may hold the bolt in place and its function may prevail. This makes installing washers and nuts very hard to start when access is limited. Some tools might be used but installing both at the same time is double trouble. A neat solution for steel is to place a Magnet on the head of the bolt. The magnetic field extends to the thread end of the bolt and will hold the washer first then the nut to the thread end of the bolt. Once the nut is positioned at the end of the threads of the bolt, the field will hold the nut snug against the end of the bolt. The Nut can gently turned in the magnetic field by carefully poking the hex edges of the nut until a few threads are engaged.

