

THE GREMLIN GAZETTE

The West Central Georgia Chapter, 677,
of the
Experimental Aircraft Association, Inc.
October 1988

OCTOBER MEETING

The October meeting will take place Thursday, October 8th, at the Mandarin House Restaurant in Simons Plaza on the Airport Thruway in Columbus. We plan on beginning about 7:30 PM. This will be a FAMILY nite, bring the family, friends, and anyone else you can drag along. We will, as in the past, have the meeting room, which is located all the way to the rear and to your right as you enter.

This is election month so bring your ballots and vote! There will be a ballot box on the table in the room and during dinner the Election Committee will convene to tally the ballots and announce the 1988 officers. PLEASE BRING YOUR COMPLETED BALLOTS WITH YOU AS NONE WILL BE AVAILABLE AT THE MEETING. Every current Chapter 677 member should find one included with this newsletter. See more info further on in the newsletter.

HAPPENINGS

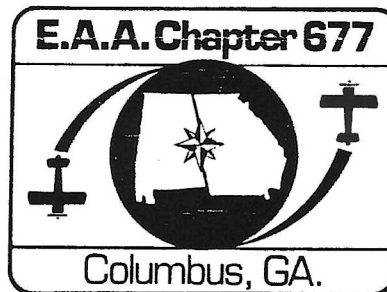
The September meeting was a resounding success with many members in attendance. The membership heard from the Airport's Director, Mark Dropeza, about future planning for the airport, and fielded questions about specific items such as the Chapter's acquisition of the present airfreight building if and when it should become available, and other items of interest.

Dennis Lanier, a past President of the Chapter has bought a Baby Great Lakes biplane, but on the evening of our September meeting it was involved in a ground handling accident and suffered damage to both landing gear legs.

The EAA's 1988 calendars will soon be available, so you should be planning on how many you will need and advise Dick French so that we can get an approximation on how many we need to order.

The Safety meeting of Sept. 24th was a big success with about eighty in attendance. The speakers from The AOPA Air Safety Foundation did an excellent job of holding everyone's attention. The Civil Air Patrol sponsored this meeting and their Cadet Color Guard provided that added touch.

The small fly-ins are always as much fun as the big ones, several of our members had the occasion to fly to Luthersville, GA, to the Flying N Ranch on Saturday the 26th for an antique fly-in. Many Cessna 140's were in attendance along with a variety of other aircraft, including Luscombe's, Swift's, a beautiful Twin Beech, and a Meyers OTW. Chapter members attending were MIKE WILSON in his LS, TRIPP MYRICK in his Cessna 140, JOE DUNAJ in his Ercoupe, and CHARLES HANNA in his Cessna 150.



CALENDAR OF EVENTS

Oct. 2-4, Camden, SC, Fall Fly-in. Tom Peterson of Plains, GA, is planning a flyout from Plains on Saturday morning and will stay overnite till Sunday. Call Tom at 912-824-7788 for more information.

Oct. 3, Lawrenceville, GA, Guinnett County Airshow.

Oct. 3, Prattville, AL, Chapter 822 fly-in. 8 AM-5 PM. Trophies. Bring tiedowns..all aircraft must be tied. Raindate is Oct. 10.

Oct. 8-11, Harlingen, TX, Confederate Air Force AirSho '87.

Oct. 9-10, Thomasville, GA, Annual Fly-in sponsored by the Florida Sport Aviation and Antique and Classic Assn. Dinner 7:30 PM each evening. Call 912-220-7373 for more info.

Oct. 10-11, Macon, GA, Lewis B. Wilson Field, the 1987 Georgia Air Fair. Don't miss this one!

Oct. 15-17, Las Vegas, NV, 32ed Annual Convention and Industry Exhibition.

Oct. 24-25, Dublin, GA, Dublin Fly-in, call 912-272-1646 for info.

Oct. 31, Athens, GA, Athens Fly-in and Open House.

RAMBLINGS

Want to contribute to the Gazette? Well type, write, or otherwise convey to me (in ready to type format) your story or contribution and I'll do my best to print it. If you have an IBM PC or compatible computer you can contribute on disk, and I won't have to type it. Just use a formatted 560K, DSDD, 5 1/4in floppy disk, and put your text file on it in standard ASCII format, directly from a text editor such as Sidekick or use your word processor and have it convert the document to ASCII, most word processors will do this. Never fear, I'll return the disk to you.

What can you contribute? Possibly you have an item of a technical nature you feel would be of interest to the general membership, or possibly you have visited an aviation museum or done something that the other Chapter members would like to hear about. I'm also open to articles in magazines and other publications that most of the membership probably doesn't see (newsletters from type clubs, lesser known magazines, books, manuals, etc. fall into this class). In any case don't hesitate to submit material, I would much rather tell you that I already have it than to never get it. I make every effort to print material in a timely manner, especially "dated" material, such as reports on fly-ins and other like events. Other information, if I can't print it immediately, gets filed and each month I search thru it and select material that provides a variety of topics for that newsletter.

If you have a problem with a hangar, or hangar door, or know of some sort of problem that should be corrected around the airport you should report it to the management, and it is best to do so in writing, I suppose that they don't know it needs fixing if you don't tell them, provide detailed information and leave a phone number where you can be reached during the day should they have any questions. The only problem with reporting problems with the outdoor plumbing is that, in the past, the faulty pipe has been eliminated and we have fewer and fewer faucets each year to use.

At the last meeting Mr. Dropeza stated that an additional gate into the T- hangar area was planned, I assume in the fence between hangars 5 and 6, and if properly positioned will provide excellent access to the hangars without

interfering with aircraft movements to and from the hangars, and at the same time lessening the traffic on Van Dusen's ramp.

OPERATION LIGHTS ON

Provided by Earnie Shelton
Accident Prevention Counselor

In order to reduce the possibility of mid-air collisions, bird strikes and accidents and incidents resulting from runway transgressions, the FAA's Accident Prevention Program has begun a program called Operation Lights On. The display of aircraft lights, especially landing lights, enhances the "see and avoid" concept (yes, the birds can see you better too!). While voluntary in nature, all pilots are encouraged to operate their anti-collision lights anytime their engine is running and to use their landing light anytime (1) they are taxiing on an active runway, (2) operating within ten miles of any airport, (3) in conditions of limited visibility such as dust, haze, dusk, etc. (4) operating in areas where flocks of birds are also operating, (5) and while operating under special VFR.

Ed. Note: Consult your aircrafts manuals and instructions for any limitations on the use of lighting and you may wish to create an electrical load analysis chart for your specific aircraft to determine if you can operate equipment such as landing lights on a continuous basis. Generally, if you have an alternator equipped aircraft, or if you have a 40 amp or larger generator you most likely will have no problems.

"INSTRUCTORS"

The following is a short chapter from a book written by Mr. Don Emerson, who now resides in Chattanooga, TN, but many years ago lived in Columbus. Don's book, and I don't even know the title of it, as the chapters I have were photocopies sent to Vernon Prater by Don, is a humorous look at aviation and, several of the chapters were based on Don's experiences at the old municipal airport in the late 1940's. Don's handwritten note to Vernon about this chapter, "The names are changed....but they were all there..." says it all, for anyone who remembers the old municipal airport, known in recent years as Kings Airport.

Every now and then when I chance to fly

somewhere when someone else is in the left seat, it sometimes becomes evident that they are not flying. They are driving. Tsk, tsk. Airplane driving ain't got no personality to it. Back at our dirt airport, with six instructors to chose from on the weekend and three during the week, if a fellow was stuck with one instructor he flew like that person, and you could tell it; he was driving. If you took pot luck you usually assimilated the best all of them had to offer because none of them would let you get away with the worst. Now you were beginning to fly.

On one end of our teeter-totter we had a flight instructor who taught on weekends only. He was a lawyer and wore a necktie. He was also a graduate of Purdue and had an instrument rating. On the other hand was Frank, who played guitar in a joint at night and wore no underwear because he couldn't afford the luxury. In between, we had a retired WASP who also had an instrument rating; a washed-out Navy pilot who looked like Flash Gordon, he had a twin engine rating and liked to buzz alot. A jolly round Butterball who had caved in the cowl of every J3 on the airport with the flat of his hand was the mean instructor. He did this to get you to put the nose down on the horizon. And then there was easy going Andy, who believed that experience was the best teacher. "Hey Andy, how do you do a snap roll on take-off?" "Just like anyplace else I suppose. Why don't you go out and try it?"

The net result was that if you flew with the lawyer, you flew like a college trained airplane pilot type of lawyer. The WASP was real good looking and you never really had your mind on flying. This developed your subconscious mind's ability to soak up lessons. (A male chauvinist statement if there ever was one.)

Flash Gordon drove the image into your mind of what you were supposed to look like. Cool, calm, in complete control and set for any emergency. He dated the WASP, of course.

Our Butterball struck terror in your heart. He was the equalizer. Just about any time your instructor felt you needed a little cleaning out circumstances would develop where there was nobody else to ride with but Butterball.

Andy tested your wisdom and judgment because through him you learned you were really

on your own in the aviation game. If you asked Andy if it was okay to loop the Dillingham Street bridge, he would assure you that would be just fine. But let him out first because he just remembered he had to get a quart of milk and the store closed at five.

Frank was the easy-going, natural born instructor who always made you feel comfortable in the machine. He never shouted or slammed you around. His slightest frown filled your nervous system with dismay. When you flew with Frank, you wanted desperately to do it right and he had a gift for showing you how.

As I look back across those thirty-odd years, I have a hunch they were all in cahoots. Each trait was an invaluable addition to your memory program. The information they passed on to their students was not of the yes - no variety. They taught you how to teach yourself and we never learned how fly from them. And we never graduated. Everything that has come to pass since those days became a part of the course. What they did teach, other than the fundamentals necessary to endeavor, was that flying was judgment game coupled with pride. A pair that seldom gets along anywhere else in life. How they converted airplane drivers into pilots' is something you will, hopefully, succeed in figuring out for yourself.



..... our dirt airport had six instructors to choose from on the weekend.....

ALL MEMBERS PLEASE READ!!!

ELECTION OF 1988 OFFICERS

As a chartered non-profit corporation in the State of Georgia we are required to conduct elections for corporate officers in accordance with our by-laws, which state that... "The election for Principal Officers or Directors shall be held at the October Chapter meeting, and each member shall be allowed one vote either in person or by proxy."

Well folks, its that time and the Election Committee (consisting of Joe Dunaj, Haywood Turner, and Pearce Massey) appointed by our President at the September meeting has put together a ballot. The persons on the ballot have all agreeded to serve for next year if they are elected and it has been determined by the Committee that all are qualified (meaning that they are current Chapter 677 members and will be current National EAA members as of January 1988 when they take office).

So take that ballot and check the persons of your choice and BRING IT TO THE OCTOBER MEETING, or if your can't come mail it to a member of the Election Committee. (See the membership roster in this issue for address's) IF YOUR NAME IS NOT ON THE MEMBERSHIP ROSTER YOU DID NOT RECEIVE A BALLOT WITH THIS ISSUE, IF YOU FEEL THAT YOU SHOULD HAVE, CONTACT DICK, CHARLES, OR DON.

AVIAION HISTORY AND KNOWLEDGE QUIZ #1

Each month five questions will be printed, sometimes being fill in the blank, and at other times being a fill-in-the-blank type. In any case,

the answers will be published elsewhere in the same newsletter. If you disagree with the published answer, come to the meeting and "argue" with everyone about it. Good stimuli for some lively discussion! Good luck!

- 1) Year the Wright Brothers made their famous flight?
- 2) Aircraft presently holding the world's record for most ever produced?
- 3) Famous air racing pilot of the '30's, three time winner of the Thompson Trophy, best known for his pet lion?
- 4) Lone WWII Allied bomber to fly more missions than any other, was in combat service for 21 months and received over one-thousand enemy hits?
- 5) Highest max. gross take-off weight ever achieved by a civil aircraft?

1988 CHAPTER MEMBERSHIP DRIVE BEGINS!

October has traditionally been the month that the Chapter begins to sign up members for the next year. Your Chapter membership ends with the last of December and if you fail to renew you will not receive a newsletter beyond Feburary or March (what better way to remind you that its time to renew!) At the present time Don is only able to sign up persons who are a member of National EAA and are paid into next year.

National has provided us with a list of all members in the 319, 318, and 368 zip areas, and we have identified almost forty new names, thus, if you have never heard of us, and are receiving this newsletter for the first time, its because we wanted to afford all National EAA members in the area the chance to participate in our Chapter. WE ESPECIALLY INVITE YOU TO ATTEND OUR OCTOBER DINNER MEETING AND MEET EVERYONE. PLEASE FEEL FREE TO COME, SIGN OUR ROSTER AS A GUEST AND CHECK US OUT. You can find information about our meeting on the front page of this newsletter.

Want to join for 1988? you'll find an application with complete information on it enclosed with this newsletter. If you are new, just sign up for 1988

and you'll be kept on the mailing list for the remainder of this year.

W.A.R.

By Mike Wilson

Hi! This is Wild Bill Wilson, with another WAR report. Since my last article in June, alot has happened including a report I wrote for the GA Pilot, plus Oskosh, plus alot of other things that kept me from writing my usual little corner here, please forgive!

The mission in question I want to brief you on is the most recent fly-in I actually got to fly to (this time), the Luthersville Flying Community airport, known as the Flying N Ranch, held a little get together for fellow antiquers and their play things that cost them money. I believe it was sponsored by various people who live right on the airport but some people came as far away as Atlanta, Cartersville, and Columbus, anyhow I know for a fact that Charlie Wilson (no Kin intended) cooked and fed and beveraged everybody for both days and did an excellent job of it.

All kinds of antiques showed up. A real beauty on Saturday was Wynn Baker's WWII Meyers O.T.W. (Out To Win) Biplane. Its got a polished metal fuselage and beautiful yellow wings. With its five cylinder Kinner radial it has a unique sound and speed all its own (slow and noisy) Wynn named it the EUREKA! Also a red Stinson Junior SR-6 was giving rides and several Stearmans showed the colors. Several Cubs gagged about and even a Twin Beech (B-1B) took off down the 3,100 ft grass strip to the noise and excitement it created for us.

I got a chance to fly Saturday with Tripp Myrick, Charles Hanna, and Joe Dunaj to represent some of Columbus' best in the Stinson-Cessna-Cessna-Ercoupe squadron. Sunday did not get the rare antiques out but still alot of neat planes were there on Sunday as was the food, drink, and fellowship. That last part being the nicest thing about the whole deal. The people who live there on the strip, their hospitality was outstanding.

I also want to mention that Bud Schuman and Frank gave a nice buzz job on the fly-in but was a little unsure of the grass strip and the

effects it might have on their new bird so I just want to commend them on their decision for safety's sake. Good going guys.

Anyhow it was a fine WAR weekend with this being the first time my Dad rode in my Stinson LS. He said it was too nosy and cramped. So probably it was to be his last ride in it too.

This is going to be the year of new fly-ins to take off for the first time.

The Perry fly-in on Sept. 19th was slightly dampened by cloudy weather but it didn't keep the 677 squadron from attending. Bud and Frank and the Mustang along with Tom Zuber and the Thorpe T-1B made it over earlier in the day. Like an idiot I drove down from Atlanta but wound up flying over later in the afternoon with Joe Dunaj and the Coupe and Tripp and his G-140.

The pancake breakfast was provided by the newly formed GA Pilot magazine in their new hangar and office for the paper located right on the Perry Airport.

It attracted some nice warbirds and classics from all over the state. It will be one to watch to take off in the next few years as an airshow may be planned next year to go along with it (remember, Oskosh and Lakeland had as humble beginnings as Perry's)

Anyhow, with nice people who run GA Pilot and their fly-in, I think they will make lots of friends in Georgia and thus has the potential to grow into one show you won't want to miss.

Anyhow, thanks for letting me bend your ears and eyes for awhile. I appreciate your interest in me as a 677 member and a fledgling writer. By the way, I must commend Skip on his article last month on the Pensacola Naval Museum. It was beautifully written and shows a talent that I hope we'll see more of. I know that after reading it I want to get up a group some weekend and lets fo see it.

Till next time, keep the engines warmed up and the mission planned. Lets fly guys. Its time to declare W.A.R. of a good time now.

ANSWERS TO QUIZ...1)1903 2)Cessna 172 3)Roscoe Turner, the lion was named Gilmore 4)"Flak Bait" a Martin B-26B 5)865,000 lbs., earlier this year by a Boeing 747-300, as reported in Aviation Week & Space Technology Magazine.

NO BALLOT IN THE NEWSLETTER

In preparing the newsletter I planned on putting the ballot in it. However, NO nominations were received from anyone, and thus the Election Committee is in the process of identifying members who are willing to serve as Chapter officers. This is a difficult task as most members are content with coming to the meetings, but when asked to serve, have many excuses why they can't. We realize that work schedules, and other activities don't permit everyone to serve as an officer, but surely there are three willing and able members who can and will serve.

If no one can be found to serve as Chapter officers for 1988 a motion will be made at the meeting to disband the Chapter effective December 31st.

If a slate of candidates can be put together we will have a ballot at the meeting for you to vote with. If you cannot attend the meeting please call Dick French, Charles Hanna, or Don Breeden for info on voting.

Thanks, Charles Hanna

Please indicate below as much of the requested information as practical.

Home phone -- -- Work phone -- --

National EAA membership number You MUST be a National member. Expiration Date .

Production aircraft you operate or are restoring

Homebuilt aircraft you are operating or are building

Ratings you hold (circle) Student Pvt. Comm. ATP Multi. Inst.
 Glider Rotocraft other

Would you be willing to actively participate on any of the following committees

Yes	Unsure	No.....	Membership/Recruiting
Yes	Unsure	No.....	Newsletter
Yes	Unsure	No.....	Program
Yes	Unsure	No.....	Building/Hangar

Signature Date

GA 31907

Hanna, Charles M.
4422 Fairview Drive
Columbus



EAA Chapter 677 Newsletter
Charles M. Hanna, Editor
4422 Fairview Drive
Columbus, Georgia 31907

MEMBERSHIP ROSTER, EAA CHAPTER 677 OCTOBER, 1987

Allen, Raymond C.	P. O. Box 2070	Butler	GA 31806	(H)912-862-5487	(W)912-862-8098	Cessna 177RB
Austin, Brian	5232 Ray Drive	Columbus	GA 31904	(H)404-322-8304	(W)404-322-8304	Piper J3
Balch, Hank	9055 Midland Rd.	Midland	GA 31820	(H)404-568-0188	(W)404-568-3491	Emp. at P&W
Barfield, G. C. III	1613A 17th St	Columbus	GA 31901	(H)404-322-1871	(W)404-328-9905	Ercoupe 413C
Bosss, Martin	Rt. 1, Box 895, Chalybeate	Manchester	GA 31816	(H)	(W)	
Breedon, Spencer D.	4946 Pinebrook Dr.	Columbus	GA 31907	(H)404-561-4608	(W)404-327-6569	
Brown, Dr. J. Edwin	1648 Carter Avenue	Columbus	GA 31906	(H)404-322-8677	(W)404-689-4098	
Buck, Harold D.	2409 Averett Dr.	Columbus	GA 31906	(H)404-322-1914	(W)404-689-8884	Cessna 172
Caudle, Mike	P. O. Box 345	Junction City	GA 31812	(H)404-269-8669	(W)	Piper Tripacor, Beech F99
Clements, Charles M.	P.O. Box 56	Buena Vista	GA 31803	(H)912-449-7418	(W)912-449-8249	Cessna 150
Dunal, Joseph A.	444 Wilson Drive	Columbus	GA 31908	(H)404-487-2830	(W)(H)ext. 444	Ercoupe 413C
Falls, Ralph	4709 Brunning St.	Columbus	GA 31907	(H)404-561-8093	(W)	
Flournoy, Gordon	115 Wynnton Blids.	Columbus	GA 31906	(H)404-561-2765	(W)404-928-5606	
Flournoy, Martin R.	1912 Hill St.	Columbus	GA 31906	(H)404-322-0418	(W)404-687-4901	Ultralights
French, Richard B.	6558 Moon Circle	Columbus	GA 31909	(H)404-561-2890	(W)404-322-1606	Cessna 170A
Grier, Robert S.	Route 2, Box 81	Seale	AL 36875	(H)205-855-8441	(W)	
Hammonds, David E.	2309 Reese Rd.	Columbus	GA 31907	(H)404-568-6851	(W)	Local ASP mechanic
Hanna, Charles M.	4422 Fairview Drive	Columbus	GA 31907	(H)404-569-1871	(W)404-322-5437	Cessna 150
Hardee, Harry	Rt. 1, Box 240	Cataula	GA 31804	(H)404-824-0772	(W)404-824-2453	
Hodges, Eddie B.	Rt. 2, Box 328	Salem	AL 36874	(H)205-298-6453	(W)	Coot seaplane project
Jones, Robert C.	6582 Charter Oaks Circle	Columbus	GA 31909	(H)404-568-8022	(W)	Ercoupe 413C
Kelly, H. Calvin	8635 Denewood Court	Columbus	GA 31909	(H)	(W)	Ercoupe (100 hp)
Kelly, Peter F.	8635 Denewood Court	Columbus	GA 31909	(H)	(W)	Ercoupe (100 hp)
Kennedy, Dr. Mike	1246 Wildwood Ave.	Columbus	GA 31906	(H)404-828-1131	(W)404-928-5201	Aeronca Chief, Cess 887, B
LaBelle, John J.	289 Braselton Ave.	Columbus	GA 31907	(H)	(W)	
Logue, G. Paul	2508 Camille Drive	Columbus	GA 31906	(H)404-327-8897	(W)	Taylorcraft acro project
Massa, Frank	4104 Lake Dr.	Columbus	GA 31904	(H)404-322-0508	(W)	Zenith project
Massey, J. Pearce	8309 Hilton Woods Dr.	Columbus	GA 31906	(H)404-561-2618	(W)404-828-7804	Cessna 170A
Meadows, Robert L.	4519 Beallwood Ave.	Columbus	GA 31904	(H)404-322-4189	(W)	
Monk, Jim	4028 Toccoa St.	Columbus	GA 31907	(H)404-561-6132	(W)	Cessna 175
Morris, James M. Jr.	8614 Denewood Court	Columbus	GA 31909	(H)404-568-5128	(W)	
Nyrick, John III	7229 Woodhaves Dr.	Upatoi	GA 31829	(H)404-569-8403	(W)404-828-4199	Cessna 140
Nyrick, John Jr.	8188 College Ave.	Columbus	GA 31907	(H)404-561-7788	(W)	Cessna 175
Pezold, Jack	P. O. Box 4252	Columbus	GA 31909	(H)	(W)404-824-1650	Cessna 175
Prater, Vernon D.	8904 Greyfox Dr.	Columbus	GA 31909	(H)404-561-0664	(W)404-827-8993	Beech A36 Bonanza
Ruffin, J. A.	715 Poplar Dr.	Thomasston	GA 30286	(H)404-648-6922	(W)	Piper Comanche 250
Schuman, R. H.	1001 Celia Dr.	Columbus	GA 31907	(H)404-561-0691	(W)404-545-2471	PA28-180C, Starduster 100
Shelton, Earnie A.	2089 Shelby St.	Columbus	GA 31903	(H)404-689-1102	(W)404-824-2453	Mustang II, Zenith Proj.
Shultz, Paul	804 Lake Court	Ellerslie	GA 31807	(H)404-568-3865	(W)404-822-1641	Cessna 170B
Sinko, Robert A.	Route #1, Box 190, Harris Rd	Ellerslie	GA 31807	(H)404-582-3701	(W)	
Spires, Archie	881 Sunset Rd.	Columbus	GA 31904	(H)404-828-8048	(W)	Beech 95, C-140
Storey, E. Leroy	2510 Cherokee Ave., Apt 214A	Columbus	GA 31906	(H)404-923-1082	(W)	Evans VP-2 project
Taylor, Arthur G.	Rt. 1, Box 528	Ellerslie	GA 31907	(H)404-563-6186	(W)	
Thomason, C. Perry	8001 W. Britt David Rd.	Columbus	GA 31909	(H)404-822-6620	(W)	Cessna 172
Turner, Hayward H.	65 Clearview Circle	Columbus	GA 31907	(H)404-561-8646	(W)404-824-7616	Ercoupe 413C N2536H
VonBokera, Roy	9017 Avondale Rd.	Columbus	GA 31909	(H)404-689-1519	(W)	Cessna 172
Watson, Dr. Davis R.	2800 Preston Dr.	Columbus	GA 31906	(H)404-824-8883	(W)404-327-4868	PA28-295
Webb, Tommy	Rt. 2, Box 820X	Salem	AL 36874	(H)205-298-8704	(W)	Dyke Delta project
Wilson, Michael V.	4759 Riverdale Rd., Apt. 3	College Park	GA 30887	(H)404-997-0180	(W)	EAA Biplane, Stinson L-5
Winters, William M.	9639 Ruida Ave.	Columbus	GA 31907	(H)404-561-2522	(W)	Thorpe T-18
Zuber, Tom	Rt. 6, Box 481	Phenix City	AL 36867	(H)205-297-7285	(W)	