

# THE GREMLIN GAZETTE

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

## MAY MEETING

The May meeting will be held on Thursday, May 14, at 7:30 in the meeting room in the Columbus Metro Airport Administration Building. Mr. Dave Sharp of the National Weather Service will present a new film on tornados and will provide us with the NWS analysis of the weather for the upcoming months.

## HAPPENINGS

Everyone has been doing a lot of flying lately, and the Ercoupers are by far the buisiest of all. Speaking of Ercoupes, HAYWOOD TURNER III has purchased an Ercoupe 415C, look for it soon. It seems the things are mutiplying like rabbits!

The Chapter's April meeting was a resounding success with many members in attendance. There was a wide variety of food and SKIP BARFIELD'S timely arrival with the ice cream and cones was "iceing on the cake"

I think RAY ALLEN and Ron Dacus have shown it to everyone they can catch, but if you haven't seen it, well, Ray and Ron have a Cessna Cardinal RG (thats a C177RG) and it looks like new. Knowing these two I'm sure it won't sit on the ground very much.

TRIPP MYRICK now has a loran (Arnav R-20) in his Cessna 140, it is a neat installation. Tripp finally cured his oil leak too, he found the right combination of cussing and screaming, and it finally went away. Tripp also has bought a house in Upatoi. Anyone

care to volunteer to help move his dog house again?

MIKE WILSON has acquired a military Stinson L-5, and at present it is still located in Griffin, GA. Hopefully Mike will relocate it to Columbus soon.

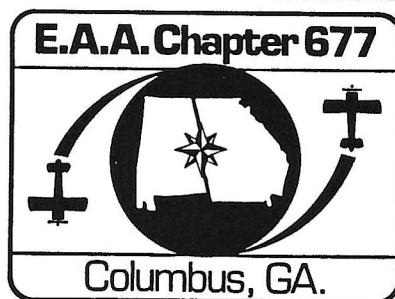
## CALENDAR OF EVENTS

May 13, Montgomery, AL, Maxwell AFB, a performance by the Thunderbirds and the Golden Knights.

May 16-17, Atlanta, GA, Dobbins AFB, another performance by the Thunderbirds and the Golden Knights.

May 30-31, Daytona Beach, FL, a performance by the Navy's Blue Angels.

July 31-Aug. 7, Oskosh, WI, 35th Annual EAA Convention, (need we say more?)



## MIKE WILSON DONATES VCR UNIT TO CHAPTER

We all need to thank MIKE WILSON for his generosity in donating a VCR playery/recorder unit to the Chapter for use at meetings and for members to rent. This is a new Samsung unit and we intend to take good care of it and put it to good use at the meetings. THANKS MIKE.

## MEMBERSHIP GROWS!

We now have 43 members, and this is the largest number of paid members the chapter

has ever had in one year since its inception. Lets continue to invite new members and see if we can make this our best year ever. Mr. Roy Ely, FAA Accident Prevention Specialist for the ATL FSDO says that we have always turned out the largest group of pilots in the state of Georgia at the Safety Meetings, and thats a compliment we can be proud of!

## RAMBLINGS

The Chapter could use a decent headset to use with the Comm Specialists 720 radio we have, as many members (a surprising number in fact) do not have a headset, and this is a necessity for using this radio in an airplane. Anyone have an extra they want to donate?

Speaking of the radio, I want to remind everyone that the radio is for rent to any current Chapter member for a dollar a day. The chapter also has a couple of VHS tapes for loan to members and if you don't have a VCR player we'll rent you one for \$2 a night. See CHARLES HANNA. Also for rent are the two folding leg tables we have (the ones the food was on at the meeting) and you can get them from DICK FRENCH for \$1 an day. The Chapter also has one calendar left and quite a few calendars left from previous years, which are going for \$1 each. Need a T-shirt? why not buy a Chapter 677 shirt for only \$5. There are some of every size left. See CHARLES HANNA for these.

Did anyone notice the mistakes in last months newsletter? Not one person said anything about them at the meeting, so I'm wondering how many people peruse the newsletter in detail. About the newsletter, no one, not a single person, mentioned the logo on the envelope next to the meter stamp. Skip and I are real put out, as much trouble as it was to get and then to not have anyone notice.

Rumor has it that J. PEARCE MASSEY has the hots for a Cessna 195, If he gets one he'll need that dog house of Tripp's too.

## IS YOUR BFR STILL VALID?

A valid pilot certificate includes a current medical and a current Biennial Flight Review (BFR). Both of these items must be kept up to date for legal and insurance requirments, not to mention for safety reasons. When is your BFR due? Well, what a difference one word will make. In the past the BFR was due 24 months to the day from your previous one (which may have been a checkride for a new rating or an instrument currency ride or a Part 135 checkride, all of which are substitutes for the BFR.) What is this one word I'm talking of? "calendar" thats what! Your BFR is now due 24 months from your previous one to the end of the month. In other words, if your last BFR was on June 5, 1985, your next one would be due on or before June 30, 1987.

## GREATEST AVIATION LIES

Me? I've never busted minimums.  
We will be on time, maybe even early.  
I have no interest in flying for the airlines.  
All that turbulence spoiled my landing.  
I only need glasses for reading.  
I broke out right at minimums.  
The weather is gonna be all right; it's clearing to VFR.  
Rodger, I have the traffic in sight.  
Of course I know where we are.  
I've got the field in sight.  
I KNOW the gear was down.  
It just came out of annual inspection--how could anything be wrong?  
I'm always glad to see the FAA.

(Reprinted from the Cessna 170 newsletter who reprinted it from the Nebraska Dept. of Aeronautics newsletter Pireps.)

## NEED A MASTERCARD?

If you are an EAA Chapter member and apply for and are approved for a MasterCard or a Gold MasterCard thru The First Financial Savings Association, 2310 South 31st St., Milwaukee, Wisconsin 53215, from now until June 20, your chapter will receive a \$5 donation from First Financial. It is reported that over 4,100 applications have been received so far.

## WARNING

The Memphis Sectional Chart issued within the past month fails to depict the ARSA at Barksdale AFB, Shreveport, LA. Use caution when navigating in this area so as to not enter the ARSA unintentionally.

## AIRCRAFT ENGINE LEAKS CUT TO NEAR ZERO

### Continental Adopts Locktite Sealants

Eighty years of building engines have given Continental Motors experience in preventing leakage. The sophisticated company now tracks down leaks that are invisible to the human eye by using ultraviolet lights and leak detection fluids.

Preventing leakage problems is considered so important that any engine found with seepage at test is automatically pulled and fully audited and investigated. In addition, every 25th engine of a particular model is audited.

#### LONG HISTORY

The first "Continental" motors were built in

1904, so-named because the design resembled motors built in Europe. During its first 20 years, the company became the nation's leading independent automotive motor maker. When car makers moved their motor production in-house, Continental made power plants for aircraft, industrial, agricultural, marine, construction, and other applications. Today, the company is one of five Teledyne engine companies producing diesels, turbojets and other power systems. It is known as "Teledyne Continental Motors, Aircraft Products Division" or "TCM".

In the mid-20's (about the time the term 'engine' supplanted 'motor') Continental introduced the first of many horizontally-opposed air-cooled aircraft engines. These thin-profiled power plants could be more easily fitted into wings and fuselages. Today, four and six cylinder Continental engines are the mainstay of business, recreational and much military flying, used in Cessnas, Pipers, and Beeches. They are made at the company's plant in Mobile, Alabama, housed in a cluster of former Air Force hangars.

It is estimated that there are more than 92,000 Continental aircraft engines in active use at this time, or more that 40% of the available market.

#### LONG ANAEROBIC HISTORY

Continental has been using various anaerobic products for more than fifteen years. However, it wasn't until recently that an organized effort was made to exploit the technology to its fullest to achieve even higher reliability. For example:

--PST(pipe sealant with TeflonX) seals all oil gallery pipe thread plugs in the block.

--271 retains and seals crankcase breather

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and oil filler necks pressed with mild interference.

--271 locks an assortment of threaded parts including studs for cylinders, rocker covers and accessories; squirt nozzles; nose seal bolts; gear pins;

--Gasket eliminator 515 seals crankcase parting face; oil pump cover; sump to crankcase flange.

--Hydraulic Sealant 569 seals all fuel injection system pipe thread fittings.

## CUTTING SEEPAGE TO ZERO

According to the engine line supervisor. "This company is never satisfied with any engine. Improvements are always under development."

With this philosophy, the company runs every engine for two hours, then the engine is checked for seepage. Every 25th engine is disassembled then reassembled and run again. Every part of the engine that could possibly leak is closely examined under ultraviolet light for evidence of seepage, however microscopic it might be.

The key flange is the split aluminum crankcase. These mating parts are carefully machined together and become matched sets. The flanges are lapped.

The assembly process for many years has been to apply a tacky adhesive to one flange, to which silk thread is applied. The adhesive holds the thread in place. The opposing flange is then joined and torqued in place.

The company improved this by adding a second thread to the assembly, along with Loctite Gasket Eliminator 515 to the untreated flange face. Says the company spokesman, "Silk is a very rigid material. It

actually depresses a groove in the aluminum under high torque. Combined with the anaerobic material, we've now achieved a near zero leakage rate."

## MOUNTING STUDS

The cylinder stud mounting procedure reveals more attention to detail: 48 steel cylinder and accessory mounting studs (They don't refer to a specific model, ED) are inserted into the 'Alodized' aluminum crankcase castings. The threaded holes are through-bored.

As explained by the company spokesman, the assembly procedure calls for studs to be primed in a dip-tank. The castings holes are primed with a spray can. Loctite 271 Threadlocker is squirted both into the hole and onto the stud threads. The studs are then driven to a precise depth with a power tool. The tool is not used to overcome friction, since there is little. It is used to run the parts in quickly before cure can begin, since both parts are primed. Before anaerobic materials were available, the studs were Class three fits. In addition to stressing the crankcase casting, many broke off during assembly causing damage and expense.

XReg. TM DuPont Corp. All other references to products are TM of Loctite Corp.

END

Reprinted from Loctite Corporation's SHOP TALK, twentieth edition.

News Item: The FCC has proposed a \$20 fee for the air-to-ground telephone license...

YOUR 3 MINUTE<sup>4</sup> ARE UP! DEPOSIT AN ADDITIONAL \$18.30 IN EXACT CHANGE!!





# MEMBERSHIP ROSTER, EAA CHAPTER 677

## May, 1987

Allen, Raymond C.	P. O. Box 2070	Butler	6A 31006 (H)912-862-5437 (W)912-862-3033	Cessna 177R6
Austin, Brian	5232 Ray Drive	Columbus	6A 31904 (H)404-322-3506 (W)	Piper J3
Balch, Hank	8055 Midland Rd.	Midland	6A 31820 (H)404-568-0188 (W)404-568-5491	Emp. at P&W
Barfield, G. C. III	1615A 17th St	Columbus	6A 31901 (H)404-322-1871 (W)404-323-9905	Ercoupe 415C
Boggs, Martin	Rt. 1, Box 335, Chalybeate	Manchester	6A 31816 (H) (W)	
Breeden, Spencer D.	4346 Pinebrook Dr.	Columbus	6A 31907 (H)404-561-4608 (W)404-327-6569	
Brown, Dr. J. Edwin	1643 Carter Avenue	Columbus	6A 31906 (H)404-322-8677 (W)404-689-4098	Cessna 172
Buck, Harold D.	2409 Averett Dr.	Columbus	6A 31906 (H)404-322-1314 (W)404-689-8884	Piper Tripacer, Beech F33
Caudle, Mike	P. O. Box 345	Junction City	6A 31812 (H)404-269-3669 (W)	
Clements, Charles M.	P.O. Box 56	Buena Vista	6A 31803 (H)912-649-7413 (W)912-649-3243	
Dunaj, Joseph A.	444 Wilson Drive	Columbus	6A 31903 (H)404-687-2330 (W)(H)ext. 444	Ercoupe 415C
Flournoy, Gordon	115 Wynton Bldg.	Columbus	6A 31906 (H)404-561-2765 (W)404-323-5606	
Flournoy, Martin R.	1912 Hill St.	Columbus	6A 31906 (H)404-322-0418 (W)404-687-4301	Ultralights
French, Richard B.	6558 Moon Circle	Columbus	6A 31909 (H)404-561-2830 (W)404-322-1606	Cessna 170A
Grier, Robert S.	Route 2, Box 31	Seale	AL 36875 (H)205-855-3441 (W)	
Hammonds, David E.	2309 Reese Rd.	Columbus	6A 31907 (H)404-568-6851 (W)	Local A&P mechanic
Hanna, Charles M.	4422 Fairview Drive	Columbus	6A 31907 (H)404-569-1371 (W)404-322-5437	Cessna 150
Hodges, Eddie B.	Rt. 2, Box 323	Salem	AL 36874 (H)205-298-6453 (W)	Coot seaplane project
Jones, Robert C.	6532 Charter Oaks Circle	Columbus	6A 31909 (H)404-563-8822 (W)	Ercoupe 415C
Kelly, H. Calvin	3635 Denewood Court	Columbus	6A 31909 (H) (W)	Ercoupe (100 hp)
Kelly, Peter F.	3635 Denewood Court	Columbus	6A 31909 (H) (W)	Ercoupe (100 hp)
Kennedy, Dr. Mike	1246 Wildwood Ave.	Columbus	6A 31906 (H)404-323-1131 (W)404-323-5201	Aeronca Chief, Beech 56,
Logue, G. Paul	2503 Canille Drive	Columbus	6A 31906 (H)404-327-3897 (W)	Taylorcraft acro project
Massa, Frank	4104 Lake Dr.	Columbus	6A 31904 (H)404-322-0508 (W)	Zenith project
Massey, J. Pearce	3309 Hilton Woods Dr.	Columbus	6A 31906 (H)404-561-2618 (W)404-323-7304	Cessna 170A
Monk, Jim	4028 Toccoa St.	Columbus	6A 31907 (H)404-561-6132 (W)	Cessna 175
Morris, James M. Jr.	3614 Denewood Court	Columbus	6A 31909 (H)404-563-5128 (W)	
Myrick, John III	P.O. Box 6041	Columbus	6A 31907 (H)404-322-8870 (W)404-323-4199	Cessna 140
Pezold, Jack	P. O. Box 4252	Columbus	6A 31909 (H) (W)404-324-1650	Beech A36 Bonanza
Prater, Vernon D.	3804 Greyfox Dr.	Columbus	6A 31909 (H)404-561-0664 (W)404-327-8993	Piper Comanche 250
Ruffin, J. A.	715 Poplar Dr.	Thomaston	6A 30286 (H)404-648-6922 (W)	PA28-180C, Starduster Too
Schuman, R. H.	1001 Celia Dr.	Columbus	6A 31907 (H)404-561-0691 (W)404-545-2471	Mustang II, Zenith proj.
Shelton, Earnie A.	2089 Shelby St.	Columbus	6A 31903 (H)404-689-1802 (W)404-324-2453	Cessna 170B
Shultz, Paul	304 Lake Court	Ellerslie	6A 31807 (H)404-568-3365 (W)404-322-1641	
Spires, Archie	381 Sunset Rd.	Columbus	6A 31904 (H)404-323-8848 (W)	Beech 35, C-140
Storey, E. Leroy	2510 Cherokee Ave., Apt 214A	Columbus	6A 31906 (H)404-323-1082 (W)	Evans VP-2 project
Taylor, Arthur G.	Rt. 1, Box 528	Ellerslie	6A 31807 (H)404-563-6136 (W)	
Turner, Haywood H.	65 Clearview Circle	Columbus	6A 31907 (H)404-561-8646 (W)404-324-7616	Ercoupe 415C N2536H
VonBokern, Roy	3017 Avondale Rd.	Columbus	6A 31903 (H)404-689-1513 (W)	
Watson, Dr. Davis R.	2300 Preston Dr.	Columbus	6A 31906 (H)404-324-3833 (W)404-327-4368	PA28-235
Webb, Tommy	Rt. 2, Box 320X	Salem	AL 36874 (H)205-298-8704 (W)	Dyke Delta project
Wilson, Michael V.	4759 Riverdale Rd., Apt. 9	College Park	6A 30337 (H)404-997-0180 (W)	EAA Biplane
Winters, William H.	3639 Kuida Ave.	Columbus	6A 31907 (H)404-561-2522 (W)	Cessna 150
Zuber, Tom	Rt. 6, Box 481	Phenix City	AL 36867 (H)205-297-7285 (W)	Piper Clipper, Starduster