

THE GREMLIN GAZETTE

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

JUNE MEETING

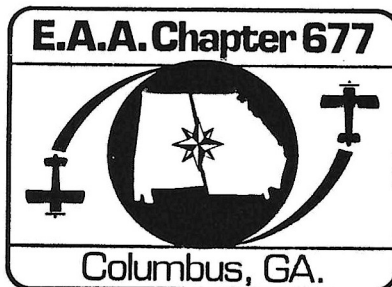
The June meeting will be held at the Columbus Metro Airport Administration Building on Thursday, June 11, at 7:30 PM.

HAPPENINGS

For those of you who missed the May meeting you missed a good one. Mr. Dave Sharp, from the National Weather Service gave us an informative talk on summer weather and thunderstorms, he also had some fine footage of a tornado taken from a nearby helicopter! Wild!

There has been lots of flying going on, so you'll come on out and join the fun.

SKIP BARFIELD has his Ercoupe down for an annual inspection, hope he gets going soon or he'll miss all the fun.



CALENDAR OF EVENTS

June 13, LaGrange, GA, Fly-In sponsored by LaGrange Aero. .15 cent discount on gas and awards for best in class, oldest aviator, longest distance, etc. Pancake breakfast 0800-1000. Check notams and call unicom on 123.000. Rain date is Sunday the 14th. Please note that this is also being billed as a Delta Air Line employees fly-in and picnic to ATL Delta personnel.

June 12-14, Savannah, GA, AOPA Weekend Ground School Courses, call 1-800- 824-7820 for more information.

June 23-25, Atlanta, GA, Safety Seminars, Contact AOPA Air Safety Foundation for more information.

June 25, Columbus, GA, FAA Aviation Safety-Education Seminar, United Cities Gas Light Co. auditorium, 1421 4th Ave. 7:00-10:00 PM. The program will be Basic Fuel Management, Sponsored by the Ft. Benning Flying Club.

July 31-Aug. 7, Oskosh, WI, 35th Annual EAA Convention, Air Show, and Fly-In. Make your plans now!

RAMBLINGS

There is a new publication you should be interested in, THE GA PILOT, is a monthly newspaper devoted to Georgia pilots. If you are a current, licensed pilot you should be receiving it; if you are not and you want to, contact: The GA Pilot, P. O. Box 1540, Perry, GA 31069, or call: 912-987-4252. If you have anything of interest that you want to see printed they are open to submissions.

I noticed in The GA Pilot an ad for Register Aviation at the Perry-Fort Valley Airport, where 100LL gas is \$1.50 plus taxes, not bad! I stopped there recently, enroute to Savannah, and found the service excellent and courteous, and the facility neat and clean.

If you are planning to attend Oskosh, especially with your airplane, you might want to contact Bert Rudman of WSB-TV in Atlanta at 404-897-7429. It seems that WSB

plans to attend Oskosh and film a special about it and would like to include Georgians in it.

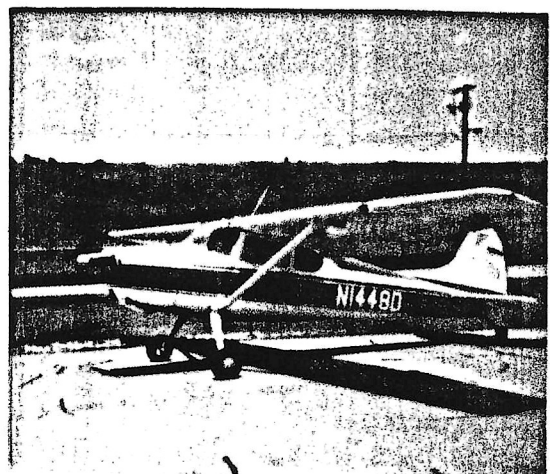
It seems that the hangar rents are going up again, I suppose that the airport comission feels that we should pay for a new terminal building so that they can get their names on a bronze plaque, not withstanding the fact that the city doesn't need it, can't afford it, doesn't want it, and when its finished will not have any airlines to occupy it. If I thought the increased rent would go for improving the maintence of the hangars, such as getting everyone's doors to work, or putting water faucets at the end of each building, or the like, I would be supportive, but everyone knows that won't happen. It is unfortunate, but we have an administration which is not very supportive of General Aviation, yet we account for the vast majority of the traffic through CSG each day.

(The preceding, represents the opinions of the editor and not necessarily that of Chapter 677, its officers, or members.)

FEATURE AIRPLANE OF THE MONTH

Each month we will be featuring an airplane belonging to a Chapter 677 member, so if you want to show off yours, get some info together on when it was built, what engine and equipment it has, how long you have owned it, how many hours are on the airframe, unique features; and some performance specs from the manual, such as gross weight, useful load, fuel capacity, speeds (you must use book figures here and specify power settings and altitudes) no bragging, just facts please! We also will print a photo of you with your machine.

This month we are featuring our President's Cessna 170A. Dick bought this airplane in 1976 and since then it has become part of the family, being known as "Crazy Wheels" as a result of it being equipped with a crosswind landing gear. (For those of you who don't know, the crosswind gear is one where the main wheels of a taildragger are capable of castering within limits, allowing the airplane to touch down on the runway while not perfectly aligned with it.) This has caused many ground controllers to inquire if something was wrong as Dick taxied in sideways. Dicks 170 is an "A" model and was the most popular of the 170's. The stright 170 had fabric wings and no dorsal fin, while the 170A featured metal, single strut wings, and plain hinged flaps. Except for the flaps the metal wing structure is essentially the same as used in the L-19 bird dog. N1448D rolled out of the factory in May of 1951 and is a unique in that it has a factory installed camera port in the left hand side of the belly and has provisions for a gasoline heater, a necessity in high altitude photography. Another feature of this fine aircraft, which is related to its intended mission as a photo aircraft, is the provision on the engine for controlling a two speed hydraulic propeller, which is not installed. Dick reports that the aircraft indicates about 105 mph at lower altitudes and will carry a 670 lb. payload.



Some basic specs., as derived from the Type Certificate Specifications are: Gross weight, 2200 lbs. normal, 1900 lbs. utility, Max. cruise 140 mph, VNE 160 mph, fuel cap. 37.5 US gals. with 5 gal. unuseable., and max baggage is 120 lbs.

MEMBERSHIP GROWS! NEWSLETTER CHANGES

Our membership continues to grow and we added three new members at the May meeting, we would like to welcome JOHN LABELLE, ROBERT SIMKO, and RALPH FALLS. Previously we planned not to print another membership roster for several months, however, the ever expanding membership and moving of members to new address's necessitates the printing of a roster on a timely basis. please refer to the newest one for address's and telephone numbers as some have changed. I am forced to use the micro print to squeeze the roster into a reasonable space, so if you have trouble reading it, I'm sorry, but its the only way.

You will notice a new item this month, the Feature Airplane of the Month. Many of our members own airplanes and are proud of them. It will take quite a while but our goal is to feature each and every member's airplane by itself. We hope you find this feature interesting and informative.

MIKE (WILD BILL) WILSON will be writing a column for us called W. A. R., I'll leave the explanation to Mike; check it out.

If you are like most of our readers you received this newsletter in the mail. Previously this letter was folded and stuffed in envelopes, which, with the addition of pages has made this difficult. This month the letter is folded in half and stapled, which is much easier and allows us to expand to four sheets of paper if necessary, it also preserves the postmark and chapter logo on the newsletter for those of you who

maintain a collection of the newsletters. (I have a complete set dating back to the first one from Bud Schuman in November 1979.)

Well, its six months into the year and I'm going to give up on some of you. CHECK YOUR MAILING LABELS, if it has a three (3) in the upper RH corner you most likely won't be receiving it anymore. Check with DON BREEDEN if you want to pay your dues.

W.A.R.

Mike (Wild Bill) Wilson

Hi fellow aviator's,

This is Wild Bill Wilson with a news corner of airshow and fly-in news spot called W.A.R.. Thats right, W.A.R., (Weekend-Aviators-Recreation). So when you see a clear blue sky on a weekend and the wind is 15 knots or less, you'll think there is a W.A.R. going on with all the Chapter 677 flying going on. (ie. Joe, Bobby, Pearce, French, Lonnie, Don, Bud, Frank, Tom, Earnie...)

This time I want discuss a mission that this W.A.R. dog had to drive to of all things.

On May 16 & 17 Dobbins Air Force base had a open house with the highlight of the Air Force Thunderbirds. (Don't tell me you thought the Blue Angels would fly for a Air Force open house!?) Anyhow there was all kinds of heavy hardware on display. The kind that flys in vibrating formation (called helios for short) and the kind that whizzes by at Mach 2 with their hair on fire (called flame jockeys). From Apaches to Hueys to A-4's to a F-104 (Air Force attempt to fly a man and engine without wings) to the only airplane that could swallow them all in one gulp (G-58). The common good to all for shelter form the sun and occasional rain storm at an airshow is the G-5. God bless the Air Farce.

The day of the Sat. airshow naturally had rain showers and T/R's in the area. (always the next day that i Don't go, its beautiful weather!)

Anyhow a little cumulo-nimbus didn't stop the army from invading the Air Base. A gaggle of three G130's spit out chustist bent on asking the Air Force out on a Saturday night out on the town. However I think their clothes were a bit Ramboish if you get my drift.

The the Marines proved you could fly a jet backwards with an American clone of a British Jump called a Harrier. (Marines like AV-8A for some reason)

Then the Army showed off again with the Golden Knights parachute team (better than me buster!). They fell so fast that their pants legs caught fire and trailed pretty colored smoke.

And wouldn't you know it. The British even got into the invadeshion. A tanker crew from jolly ole England on her Royal Air Force SOD. 101 showed the flag, and even their mascot got into the act. (a stuffed lion equipped with David Clarks on mame strapped into the right seat of the V.C. 10 tanker!) By the way, a V.C. 10 is an ex brits airliner converted to a tanker for NATO that looks like a B727 with four engines across the back.(This is being phased out in favor of a tanker based on the L1011-500, ED)

These folks really know how to party and enjoy a airshow. I had a real good talk with the folks from the R.A.F.. All I could do is congratulate them on the Falklands show, and what I got in return is a healthy respect of "You blotes didn't do so bad yourself with the Libyans either!"

Then as the thunderstorms tried to land in the pattern, the Air Force Thunderbirds

scrambled to take control of the airshow. They drove right thru the enemy to the thrills of the crowd, displays of aerobatic antics of "follow me if you can" all this plus they flew their routine to the music of "Top Gun"! (Wouldn't you know it, those hot dogs!)

Well you know what happened next? the air show ended! and then the real fun begins. Traffic and cars loaded with 20,000 people trying to go to my house! We'll next I'll invite the Korean riot police to go with me.

So that's all from this ole fun flyer for now. Be back next time with some more really good stuff if you tell the editors that I got a Job. So when you see a really good weekend coming up and the winds less than 15 knots, just remember,,, Its time to declare W.A.R.!

WITH SUMMER COMES... ...DENSITY ALTITUDE AWARENESS

When it comes to good old-fashioned hangar flying sessions, one subject that almost never seems to be discussed is density altitude. The reason being, too many pilots do not know enough about the subject. Yet, because of the unescapable influence density altitude has on aircraft and engine performance, it is important for every pilot to understand its effects. Hot, high, and humid weather conditions can change a routine takeoff or landing into an accident in less time than takes to tell about it. There are three important factors that affect air density.

1. Altitude. The higher the altitude, the less dense the air.
2. Temperature. The warmer the air, the less dense it is.
3. Humidity. Humidity is not generally

considered major factor in density altitude computations because the effect of humidity is related to engine power rather than aerodynamic efficiency. At high ambient temperatures, the atmosphere can retain a high water vapor content. For example, at 96F, the water vapor content of the can be 8 times as great as at 42F. High density altitude and high humidity do not often go hand-in-hand. However, if high humidity does exist, it would be wise to add 10% to your computed takeoff distance and anticipate a reduced climb rate.

The Pilot's Operating Handbooks prepared by the Airframe manufacturers provide good information regarding the aircraft performance under standard conditions (sea level at 59F). However, if a pilot becomes complacent regarding aircraft performance or is careless in using the charts, density altitude effects may provide an unexpected element of suspense during takeoff and climb.

Density altitude effects are not confined to mountain areas. They also apply at elevations near sea level when temperatures go above standard 59F. It's just that effects are increasingly dramatic at the higher elevations. Takeoff distance, power available (in normally aspirated engines), and climb rate are all adversely affected, and while the indicated airspeed remains the same, the true airspeed increases. Too often, a pilot while flying in high density altitude conditions for the first time in an aircraft with a normally aspirated engine becomes painfully aware of the retarded effect on the aircraft performance capabilities.

Additionally, at power setting of less than 75%, or at density altitudes above 5,000 ft., it is essential that normally aspirated engines be leaned for maximum power on takeoff unless equipped with an automatic altitude mixture control. Otherwise, the

excessively rich mixture adds another detriment to overall performance. Turbocharged engines, on the other hand, need not be leaned for takeoff in high density altitude conditions because they are capable of producing manifold pressure equal to or higher than sea level pressure.

A pilot's first reference for aircraft performance information should be the operational data section of the Aircraft Owner's Manual or the Pilot's Operating Handbook developed by the aircraft manufacturer. When these references are not available, the Koch Chart may be used to figure the approximate temperature and altitude adjustments for aircraft takeoff distance and rate of climb. (Reprinted from an FAA Safety Bulletin)

FOR SALE

Varieze Project. Canard wing finished, right wing finished, wing attach fittings, epoxy ratio pumps, plans, other small parts; also a very nice glass topped workbench, and an excellent hotwire machine are also available. Contact VERNON PRATER, 561-0664.

ZIGGY

