

THE GREMLIN GAZETTE

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

NOVEMBER MEETING

The November meeting will be held on Thursday, November 12th, at 7:30PM, at the UNITED CITIES GAS & LIGHT CO. AUDITORIUM, 1421 4th Avenue, in Columbus. This will be the second of two FAA Accident Prevention & Safety Meetings that Chapter 677 sponsors each year. The program will be a short film on winter weather and the presentation of the Pilot Proficiency Awards Program awards. A short slide show of slides taken at Oskosh this year will also be shown. Please make plans to attend this meeting.

HAPPENINGS

Chapter 677 had one of the largest groups of members ever to attend a fly-out, or fly-in, depending on your perspective, on Saturday, Oct. 10th at Thomasville, GA. Those attending from Columbus were: BRIAN and Jack AUSTIN in their J3 Cub; EARNIE SHELTON, HAYWOOD TURNER III, and DICK FRENCH in Dick's Cessna 170A; DON BREEDEN and Lonnie Wilson in Lonnie's Cessna 172; BOBBY JONES and Jimmy Harrell in Bobby's Ercoupe; CHARLES AND Lewis HANNA in Charles's Cessna 150; JOHN LABELLE and company in his Cessna 150; PERRY THOMASON, Tom Fulghram, and CHARLES CLEMENTS III in Perry's Cessna 172; JOE DUNAJ in his Ercoupe; and TRIPP MYRICK in his Cessna 140. Numerous aircraft were in attendance and the weather was excellent. A Twin Beech from the Atlanta area was in attendance for the first time. There was a pair of Travel Air 4000 Biplanes, several Stearmans, a pair of Marquette Chargers, an Acro Sport, a Smith Miniplane, several Luscombes and Cessna 120's and 140's, a couple of Pitts Specials, and much more. Gas was \$1.56/gal. all taxes inc. and everyone tanked up.

Several members attended the Dublin, GA, fly-in, including MIKE WILSON, JOE DUNAJ, BOBBY JONES, and TOM ZUBER. Tom is reported to have brought

home the best homebuilt award.

CALENDAR OF EVENTS

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

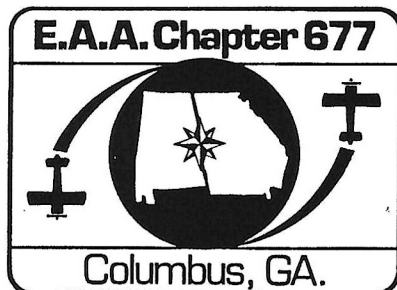
RAMBLINGS

Charles Hanna

Well Mrs. Dole finally left office, she claims, to help Senator Dole in his presidential campaign. Convenient timing though, just at the heat was being put on from several sides. The new FAA chief, McArtor, hasn't been winning any popularity contests though. He has been reported to make any number of mis-statements, which don't improve his image any. He is checking out in an FAA aircraft, the first time in 13 years he has been in the cockpit! That's according to a recent magazine interview with him. Aviation, both civilian and military has come a long way in 13 years, lets hope McArtor learns fast! The new FAA chief has also been quoted as saying he "is going to show VFR pilots how to fly in a TCA", great, now we'll all be able to use that airspace.

Joe Passilague, the CSG tower chief has always asked that we keep him informed on problems we encounter in his area, this is so he can improve and streamline his service to us, the aviator. The AOPA Air Safety Foundation speakers at the last safety meeting did an excellent job until they invited Joe up front to field questions and comments, then it seemed as if they were trying to put his head on the chopping block, that's fine if SOMEONE DESERVES IT, but JOE DOESN'T, and I for one didn't appreciate the manner in which they handled it.

Yours truly is looking for someone who is willing to work closely with Skip and I in the coming year and be preparing to take over the newsletter for



1987.

I am also looking for someone (or several someones) with an IBM PC or compatible computer who is willing to type articles on disk for me to use in the newsletter. I'll provide the material, or they can, if they have something to contribute. The typing of articles is one of the more time consuming parts of the newsletter and if we spread the load out between several people it will help considerably.

In honor of Piper Aircraft's 50th anniversary the company is offering a special commemorative edition genealogy chart of the Piper line. To get this chart send a check or money order for \$7.50 to: Piper Genealogy Chart, Piper Aircraft Corporation, P. O. Box 1328, Vero Beach, FL 32961-1328.

1988 CHAPTER OFFICERS ELECTED AT OCTOBER DINNER MEETING

Prior to the October meeting only one member had expressed a willingness to accept a chapter office, and no nominations were received from the membership. At the meeting Pearce Massey, Chairman of the Election Committee, asked for and received nominations for Vice President and Secretary-Treasurer. A slate of one candidate for each office was put together and were elected by a unanimous voice vote of those present.

Your 1988 Chapter 677 Officers are: President, Haywood Turner III; Vice President, John (Tripp) Myrick III; Secretary-Treasurer, Hank Balch.

We would like to welcome these three members to their new offices and hope that 1988 is our best year ever under their guidance.

Haywood is a local attorney and brings to office a knowledge of things legal, and has been involved in aviation since the mid 1950's. At present he owns an Erco Coupe which is in the process of being rebuilt. It seems those things are like rabbits, as his will make the fifth active Coupe on the field when it is finished (soon, we hope). Haywood is a bachelor, and thus can work on his airplane all evening without hearing a nagging "will you quit fooling with that pile of parts you call an airplane and come to dinner!"

Tripp is Chief Pilot of the Internet Corporation's Aviation Department, Columbus Division, and earns his keep piloting a Mitsubishi MU-2. Tripp also is an experienced floatplane pilot and sport parachutist. Several years ago he got the itch for an airplane and purchased a Cessna 140, since that time it has been rebuilt inside and out. Tripp's wife Cynthia is the owner of a horse and has been riding competitively for some time now.

Hank came to Columbus from Hartford, Connecticut, the home of, you guessed it, Pratt & Whitney. Hank is employed at United Technology's Columbus plant as an engineer and has, since moving here, had a yearn to purchase a Cherokee or like aircraft, as he owned one up north and misses being able to go flying anytime he wishes. Yes Vicki, all chapter officers DO have to own an airplane, it just wouldn't be right otherwise! Hank's wife Vicki is in a business partnership designing custom draperies and the like. Hank has two children, Jeff, who is interested in aviation and Annamarie. For recreation Hank can be found on the weekends in the navigators seat of a Air Force Reserve G-130 Hercules.

W.A.R.

Weekend-Aviators-Recreation
By Mike Wilson

Well, here goes another "tail" of high adventure and excitement in "677" territory. Some of our members were there and can tell you that October was an excellent choice for Airshow Month. I would like to tell you a little first hand about the Gwinnett Airshow and the Georgia Air Fair at Macon.

First the Gwinnett-Lawrenceville Air Show which wasn't done since 1985 was a gathering of warbirds and aerobatic ships mostly from Georgia, Florida and some as far away as Houston, Texas. This year was a bit of a disappointment in that the B-17 that was to attend (Nine-0-Nine, at the TYCO show this year) was the one that had problems on landing at an airshow earlier this summer and went off the end and down a 90ft embankment. However one of my friends at work went home to Pennsylvania this summer and brought back proof (photos) that Nine-0-Nine will

fly again after some repairs.

Perhaps there were less warbirds than in the 1985 Gwinnett show but the effort put forth by the Georgia airshow group was outstanding. Many T-6's and Stearmans attended despite high winds on Saturday. Sunday was a bit calmer. A special aerobatic act by Howard Pardue in his WWII Corsair along with aerobatics by Dick Foote in a FM-2 Wildcat (an F4F built by General Motors under license from Grumman) was a real sight to see. A rare, privately owned Grumman S2B sub-hunter (Vietnam era) and just recently released from the Navy, attended on Sunday and had the crowd going wild with its wing unfolding as it taxied for takeoff. That's a big set of wings to fold. A beautifully polished BT-13 owned by Lyndome Fighters of Griffin and flown by David Harwell was the nosiest thing there in the air as it hung it all out on the prop on the fly-bys.

The show began with a friend of mine who owns a Stearman dropping the opening parachute act by rolling over inverted and going negative on the stick, ejecting the chute out of the forward hole, real neat, huh.

The Ted Williams Aerobatic Special (a little yellow mid-wing aerobatic ship) flew a beautiful unlimited aerobatic show as did Pat Epps in his specially built aerobatic Bonanza A-35. Then Mike Watson and his "on-purpose" ragged looking J-3 Cub did an excellent clown routine as the escaped-convict-fly-off-accidently-in-the-Cub chased by a motor cycle Cop who turned around to be chased by the Cub. Ask Mike how the wind was on Saturday when he flew that Cub between the trees out near airshow center!

The finale was everything on the line giving fly-bys and strafing runs down airshow center. I had the opportunity to fly in my first airshow act in the L-5 Stinson as I circled a field near airshow center and marked the "enemy" with colored smoke and pulled out of there as the T-34 Beech Mentors and T-28 Trojans bombed the hell out of a few daisies. I found out later that the guys who set off the smoke grenades on the ground for me were a little busy with a brush fire later as one of the grenades went a little screwy and set the woods on fire. Wouldn't you know it, I got blamed for it. Anyhow, I guess we got 'em as the T-28 and T-34 tore em up.

I just want to say that I liked this airshow 'cause it had a small family feeling to it as those who flew it were among the best people I ever met at an airshow.

The Georgia Air Fair on the other hand has a ways to go to be as good as our neighbors in Alabama but I think that as time goes on it will get better. The opening routine was the same as the previous week at Lawrenceville so I won't go over that again, but the acts of the F-15 Eagles flown by a squadron at Warner Robbins Air Force Base and the AV-8A Harrier of the Marine Corps was very loud and exciting. I especially love the way that the Harrier can back up in flight from a hover.

The Georgia Airshow Group with their Stearmans, T-6, Mustangs, Corsair, and Zeros provided the warbird act. This time they had simulated bomb blasts to go with the strafing and bomb runs. Also this time I flew forward air controller with an L-19 Bird Dog as we marked the enemy for some air mail, and they had already burned the grass off so I didn't set the woods on fire with my smoke markers this time.

The T-6's and the BT-13 put on a good and noisy fly-bys. With Dick Foote in Grumman FM-2 Wildcat mixing it up with some nasty Zeros and a torpedo totting Kate. They all got show down by Dick and his gun firing wildcat, and at the end of the airshow an Army Skycrane helio took off and went straight up to about 3,000 feet in just seconds.

All in all this airshow needs to grow a little to be as good as the Alabama Air Fair but given some time I think they will smooth things out and grow into one of the airshows you won't want to miss.

Those of you who attended and have time to do so please let me know how you think these two airshows could be better. The Georgia Airshow Group which I just joined recently would like to know and I'll be sure to pass along your comments.

I hope that next year the Georgia Air Fair can book the Thunderbirds or the Blue Angels. That would definitely be the "E" ticket attraction.

I also heard that it took some time for some of you to reach the show by air (just ask Joe Dunaj how long it took him to land at Macon!) and that Macon tower had some radio problems. I want to commend those of you who were patient and compliment you for safety being your primary objective. I think your fellow 677 pilots are the best bunch of guys to fly with I've ever seen.

Anyway that I got for now. Next time we'll talk about the Dublin, GA fly-in of October 24 & 25.

In the meantime, lets get those cobbwebbbs blown off

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Anyway that what I've got for now.

In the meantime, lets get those cobbwebbs blown off those dusty planes, pull out the bird nests and air up the tires; slip the AI a couple of bucks or micky finn and get that Annual current so you can go declare W.A.R. on a sunny weekend.

Happy & Safe flying you guys! Mike "Wild Bill" Wilson

AVIATION HISTORY AND KNOWLEDGE QUIZ #2

- 1) Grab your CSG road map and list at least five streets in Columbus that are named after airplanes, either specific models or manufacturers?
- 2) The aircraft holding the record for the longest time aloft without landing? (no it isn't the Voyager).
- 3) Clyde Cessna's occupation prior to becoming involved in aviation?
- 4) The Douglas DG-5 was an unusual and rare aircraft, only one or two having been built, what was so radically different about the DG-5?
- 5) The largest aircraft ever to have been put on a set of Edo-Air floats, or for that matter, any brand of floats?

SERVICE DIFFICULTY REPORTS

The following are several SDR's which have been extracted from the General and Commerical Service Difficulty Weekly Summaries issued by the FAA's Flight Standards National Field Office.

Cessna 152--Fuel transmitters found deteriorated where the float joins the arm. It appears that the float is incompatible with the fuel used (100LL Texaco). Fuel facility changed to Texaco three months ago. Three other transmitters also found on the type aircraft with the same problems. Time since new on the floats: 1.5 hr., 150 & 1,250 hrs.

Cessna 170A--Corrosion was found on the top of

both spars, located in the fuel tank bay (can only be found by removing the tank cover) The metal on the spar could be pulled apart by hand. The aircraft had not been flown in three years and was stored outside.

Cessna 170A--On acceleration for takeoff, the pilots seat slid rearward resulting in loss of aircraft control. Aircraft veered to left and flipped over. Aircraft sustained major damage. Examination of seat runner revealed severely worn seat pin latch holes in runner. Holes were elongated and had grooves worn in the runner. Latch pin was able to slip out of latch hole.

Please note: the FAA is issuing an Airworthiness Directive against the Cessna seat tracks which basically requires replacement of any cracked tracks or those with latching pin holes larger than .42 in. Until sufficient tracks become available for replacements the AD provides for limiting the travel of the seats to six inches and provides information on how this can be done. Ed.

Also note: the FAA is proposing to issue an AD on Lycoming O-320 series engines due to a rash of stuck valve accidents. Proposed measures include inspection and possible replacement of valves. Installation of full flow oil filters and mandatory 50 hr. (or less) oil changes would also be required.

SHUCH RECEIVES 1987 EAA/LYCOMING AWARD

Reprinted from Aviation Equipment Maintenance, Nov. '87.

H. Paul Shuch received a new Lycoming O-235 engine as the 1987 winner of the EAA/Avco Lycoming safety achievement contest.

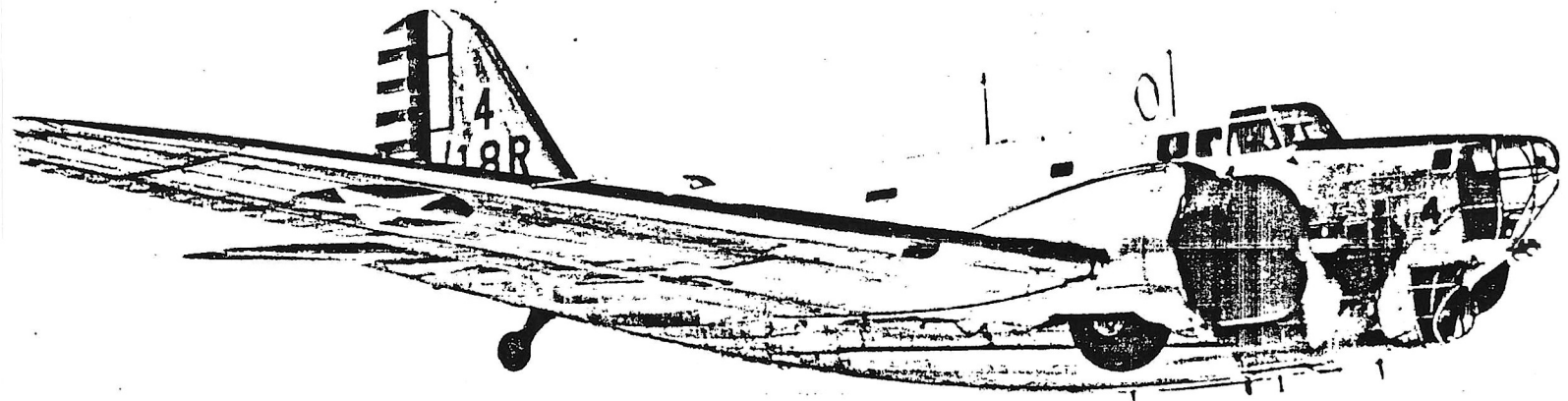
Shuch was recognized during ceremonies at the 1987 EAA Fly-In Convention for the design and development of his Binaural Doppler Collision Alert System (BiDCAS). The system uses a Doppler radar transmitter in an airplane's wingtips to detect the presence and relative position of near-by aircraft through sound, as the pilot is equipped with stereo headphones. The system is totally self contained and does not depend on compatible equipment in other aircraft. This is reportedly significant because it can protect all airplanes instead of only those equipped with

highly expensive transponders.

The photo below is this months mystery airplane. the first person correctly identifying the aircraft will receive a free 1988 EAA Calendar, which we hope will arrive by meeting time this month.

ANSWERS TO QUIZ...1) Bonanza, Mustang, Miles, Grumman, Piper, Stinson, Bellanca, Beech, Catalina, Canberra, Vultee, Boeing, Mariner, DeHavilland, Caravelle, Apache, Waco, Ventura, Fairchild, Falcon, Swift. 2) Cessna 172, from Dec. 4, 1958 to Feb. 7, 1959. 3) Overland automobile salesman. 4) The DC-5 was a seaplane! 5) A DC-3.

See you at the meeting!



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