



The NAV-COM

Newsletter of EAA Chapter 690
August 1992



EAA Chapter 690 Fly-Out / Visit

by Ken Sharp

Be at PeachState Airport at 10:00 A.M. on August 15, 1992, for a combined fly-out and Chapter visit to the Alexander Aeroplane Company. Randy Berger of Alexander's has arranged for transportation for the fly-in folks.

PeachState Airport conducts informal Fly-Ins every third Saturday of the month, and as such, provides

hamburgers, hotdogs, and chips on a donation basis. *Be wary of runway incursions, though, as this is a (more-or-less) sod strip with few runway/taxiway markings - Ed.*

So, we get a Fly-Out (and In), a chapter visit, and gastronomically correct hamburgers all on the same date.

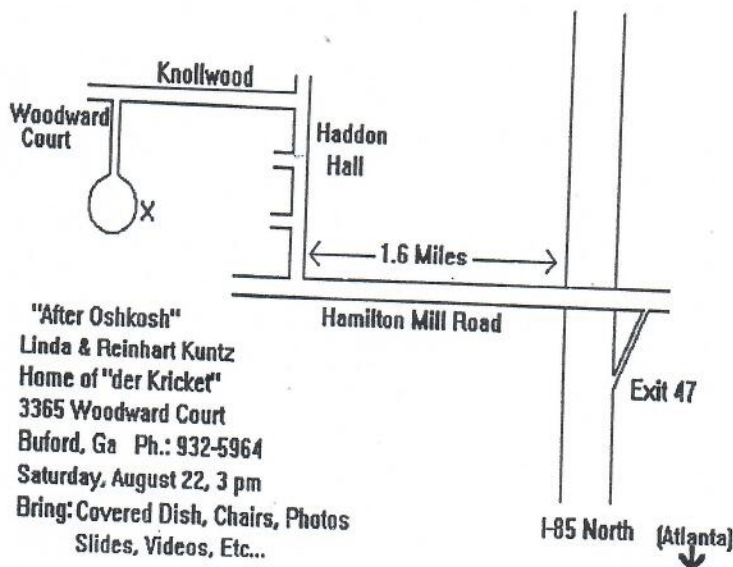
How will we top this?

Peach State Airport:
N33 - 11.0, W084 - 22.3
ATL - 116.9 174" 27 DME
NOTAM: Rt. traffic Rwy 13
100LL-\$1.99; Auto-\$1.55
White tires mark runway borders.

Post-Oshkosh Picnic

by Linda Kuntz

The annual Chapter 690 Post-Oshkosh picnic will be held on August 22 and again be hosted by **Linda and Reinhardt Kuntz** (3365 Woodward Ct., Buford, GA; 932-5964). Arrive at 3 p.m., eat around 5:00. This is potluck, so please bring a dish and don't forget to take along a lawn chair and any photos or videos you have of interest. **The Picnic IS the August Chapter meeting!!** There is no meeting on the 8th at the airport!



THE BUILDING COLUMN

by Frank Wilcox

After several months of uncertainty, the building program of Chapter 690 is once again moving toward a reality. Selection of the proposal to renovate "The Barn" into "The Chapter House" provides a goal towards which all members of Chapter 690 can work. The vote for this proposed site, while not unanimous, was overwhelming. Now the challenge before Chapter 690 is to plan and work towards accomplishing this goal in an expeditious manner.

During the hot summer months, the Building Committee will attempt to complete the needed planning. This will include formalizing an agreement with the airport management, determining the specific work that must be done, prioritizing this work, searching for

materials, and developing work schedules. When the weather is more cooperative and the vacation season is over, we can all have the opportunity to provide the people-power needed to complete this project. This column in the NAV-COM, plus other communication as needed, will be used to keep Chapter 690 members appraised of work schedules and material needs. We must remember that this is a CHAPTER project, and that while the Building Committee can and will provide leadership, we cannot expect these members to carry the entire load. Everyone needs to help.

The immediate need for the "extra" funds provided by the chapter underwriters does not exist for renovation of the Barn. This funding was essential in order to construct the hangar-type building.

The commitment of these members for the underwriting of funds was cancelled by member vote at the July meeting. Any funds already contributed toward this commitment were directed to be returned. Chapter 690 is indebted to these ten members who showed the dedication and faith in our chapter building program to provide this extended level of financial support. We all owe them a big THANKS!

Work sessions for the construction of the retaining wall at the former building site at the airport have been suspended until further notice. The hot weather and vacations have interrupted this project. Only a few short work sessions in the fall will be needed to complete this project.

Minutes of the June Meeting

Submitted by Joel Levine

The July 10th meeting of EAA Chapter 690 was called to order by President Charles Sego at 8:10 PM with the obligatory introductions.

SECRETARY'S REPORT: Joel Levine passed out a master copy of the 1992 Chapter Directory for review. Each member will receive his or her copy with the next NAV/COM. The minutes were approved as published.

ANNOUNCEMENTS: Frank Wilcox proudly reported that Editor Jeff Boatright had won Third Prize Nationally for his fine work on the NAV/COM. All of those involved were congratulated. Jeff unfortunately will not be at Oshkosh on Wednesday evening to receive the award. [They moved the date so I can attend - JB.]

Joel Levine made his sales pitch for chapter golf shirts and sweat shirts. With the high temperature sweat shirts

did not go well. Sheryl Black showed the chapter the new 1993 EAA Calendar.

OLD BUSINESS: The ballots for the chapter building vote were collected and tallied by Joel Levine and John Goodman. The vote showed that the barn at Stone Mountain Airport was the overall winner. A committee will work out a written agreement for presentation to the airport board of directors.

While the ballots were being counted a report on the August 15 Fly-out to Peach State Airport and tour of the Alexander Aeroplane facility was made. The annual post-Oshkosh Bar-B-Que will be held at the Kuntz estate on August 22nd.

NEW BUSINESS: Following the announcement of the vote results, Joel Levine moved and Harold Stalcup

seconded a motion to "fabricate a chapter logo sign of appropriate size to be placed on the end of the chapter barn. The motion passed, with Joel Levine asked to form a group to carry out the motion. Next time he'll put someone else up to making a motion requiring work.

Frank Wilcox made a motion, seconded by Harold Stalcup that "the funds put up by the sponsors for the purchase of a hangar no longer being needed, be returned to the individuals." The motion passed. Those individuals were to see Sheryl Black for checks.

The meeting was adjourned following an excellent technical presentation by John Goodman on "Tuned Exhaust Pipes." And I thought that was a Jato Bomb on John's Moni!

Respectfully submitted,
Joel M. Levine, Secretary



NEWS

Plane News

All the News That Fits



NEWS

NAV-COM takes 3rd!! - Due to the efforts of many members of Chapter 690, our newsletter, "The NAV-COM", has been awarded second runner-up for the McKillop Award. This award is in recognition of outstanding quality in newsletters, and it is made annually at the EAA National Convention in Oshkosh. The Chapter Offices at HQ have changed the Awards date, so I can now attend the ceremony. I want to stress that I think this award reflects our chapter's involvement, and I would like to take this opportunity to thank all those who have contributed to the newsletter in the form of articles or behind-the-scenes production. We still have room to improve (we can still win the McKillop), most notably by increasing local coverage. I.e., how about more member-authored pieces? Again, congratulations Chapter 690, and thanks. It's fun being NAV-COM editor!

All Geese eventually migrate: The Kaiser-Hughes HK-1, otherwise known as "The Spruce Goose", will probably be moving late this summer from Long Beach, California to Portland, Oregon to become part of a museum founded by Delford M. Smith, founder of Evergreen International Airline. Its current exhibitor, Walt Disney Company, does not plan to re-new its lease this September. The wooden behemoth is actually owned by the Aero Club of Southern California, a non-profit organization that considered many offers before deciding on the Oregon museum as having the potential for providing the best home. The Goose's giant wings and tail will be removed before the craft is shipped by barge from Long Beach to a tributary of the Willamette River in Oregon. Neither the Aero Club or the museum plan to taxi or fly the big bird. (AW&ST 7/20/92).

Whose party is it, anyway? The Aviation Consumer Action Project (ACAP), a quasi-consumer/airline industry advocacy group, is urging the U.S. government to separate the air traffic control service from the FAA, stating that this would free airlines from excessive government control and allow rebuilding of the ATC system "to meet real airline demand." A recent ACAP study reported that 50% of all airline delays are ATC-induced. "Flight delays in the U.S. system are about equal to eliminating the domestic daily flights of a carrier the size of United Airlines." FAA data indicates that ATC-related problems are the cause of only 10% of airline delays. ACAP proposes that the problem can be solved if the FAA relinquishes its control of the ATC system to a quasi-public agency or an entirely private organization. Conversely, ACAP believes the delay problem can be solved if the FAA hired 3,000 new controllers, bringing that work-force up to pre-PATCO strike (1981) levels. Their overall theme is that ticket-buyers and airlines are over-taxed while the FAA does not responsibly and responsively fund system improvements. (AW&ST 7/20/92)

Just a few opinions on this: First, ACAP is incredibly arrogant and ignorant in assuming that THE users of the ATC system are the airlines. If ATC is privatized, guess who will be included "out" of the system. Second, and related, turning ATC over to a private firm, even with all of its problems, would amount to a governmental subsidy of massive proportions (in fact, it would amount to the dollar value of all the ATC hardware and software, plus all of the previous R&D costs that have led to the present system.) Even though I dislike the FAA's handling of U.S. airways, I know it would be much worse if designed by a private firm ran by

airlines. Finally, ACAP seems to conveniently forget who paid for the present system. Don't think for a nanosecond that the airlines did. Their only contribution was to act as tax collector for Uncle Sam, for which they even charge handling fees. No, we the lowly tax-payers paid for the ATC system. ACAP's suggestion is tantamount to the DOT turning over all interstate highways and bridges to the trucking industry.

Jimbo never gives up: The Bede BD-10 light jet completed its maiden voyage on July 8th from Mohave Airport. The little screamer reached 8500 ft and 170 Kias during a brief 35 min flight. Approach speed is reportedly 105 Kias. (AW&ST 7/13/92).

Read my lips: "No new ducks...": "A Congressional Budget Report proposes an overhaul of the ATC pricing system as well as increases in user fees and taxes as possible ways to cover the cost of air traffic control." The FAA spends about \$4.2 billion dollars on ATC per annum, but takes in only \$4.0 billion in taxes and fees. To make up the shortfall, the Congressional Budget Office suggests charging "each user the marginal cost of using the airway." The CBO defines "user" as operators of commercial and private aircraft, not the passengers or freight carried by the aircraft. [That's fine for the airlines. All they do is pass the new expense to passengers and shippers. For non-commercial flights, this proposal means real expense. - Ed.]

Steve Brown of AOPA notes that since ATC is a "seamless" structure, it is almost impossible to itemize costs and usage. So, how does the CBO plan to charge users? The obvious: fuel tax

increases (from 17% to 22%) and new landing fees. Again, these are costs that will be passed on by the airlines, but will pointedly stick it to the small guy.

Lest you think that the CBO is merely inadvertently harming private aviators, with no ill-will or malice aforethought, let the rest of the report bring home the baseness of their true design: "The report details a notable example of marginal pricing that has already been tried. In 1968, Port Authority of New York and New Jersey

imposed surcharges for peak-hour use by small aircraft at Newark, Kennedy, and LaGuardia. The fee yielded a decrease in general aviation traffic at all times and a decrease in flights delayed by 30 or more minutes. A later attempt to impose a surcharge by the Massachusetts's Port Authority was found to be illegal. But the report points out that, unlike the earlier plan it imposed, new landing fees during all periods result in smaller aircraft paying more than larger." (!) (AW&ST 7/13/92)

You've been a very bad boy...: A House appropriations committee report ripped the FAA's handling of the Advanced Automation Program, which is supposed to anchor ATC modernization. Software failure is so bad that the report suggests dropping the Program! "FAA management lacks focus and discipline over design changes" giving IBM, the software contractor, little helpful direction. The report recommends punishing FAA by cutting \$80 million from the Program. (AW&ST 7/6/92)

AERODROME 92 UPDATE

1917—1992
75th Anniversary
WW1 Aviation

Correspondence

Aerodrome 92 has obviously ruptured the dam that held back enormous pent-up worldwide interest in seeing these historic aircraft replicated and in flight. As marvelous as these first fighters appear sitting in a static museum, it is multiplied many times over to actually see them in flight. For one can't wait to see a flight of the older DR-1s pass overhead, followed by a flight of the 15s and then a flight of Nieuport 11s and 17s.

As a result of everyone's shared interest, we have been inundated with calls, letters, and inquiries. Please be patient with us, and we will respond to your much appreciated interest and input.

Hotel/Motels

(We cannot assure room availability)

approximate mileage distance shown from Aerodrome 92

Price code for single room rates:

— Up to \$30 \$31-\$50 \$51-\$70 \$71-\$90 \$91-\$110 \$111-\$130 \$131-\$150 \$151-\$170 \$171-\$190 \$191-\$210 \$211-\$230 \$231-\$250 \$251-\$270 \$271-\$290 \$291-\$310 \$311-\$330 \$331-\$350 \$351-\$370 \$371-\$390 \$391-\$410 \$411-\$430 \$431-\$450 \$451-\$470 \$471-\$490 \$491-\$510 \$511-\$530 \$531-\$550 \$551-\$570 \$571-\$590 \$591-\$610 \$611-\$630 \$631-\$650 \$651-\$670 \$671-\$690 \$691-\$710 \$711-\$730 \$731-\$750 \$751-\$770 \$771-\$790 \$791-\$810 \$811-\$830 \$831-\$850 \$851-\$870 \$871-\$890 \$891-\$910 \$911-\$930 \$931-\$950 \$951-\$970 \$971-\$990 \$991-\$1010 \$1011-\$1030 \$1031-\$1050 \$1051-\$1070 \$1071-\$1090 \$1091-\$1110 \$1111-\$1130 \$1131-\$1150 \$1151-\$1170 \$1171-\$1190 \$1191-\$1210 \$1211-\$1230 \$1231-\$1250 \$1251-\$1270 \$1271-\$1290 \$1291-\$1310 \$1311-\$1330 \$1331-\$1350 \$1351-\$1370 \$1371-\$1390 \$1391-\$1410 \$1411-\$1430 \$1431-\$1450 \$1451-\$1470 \$1471-\$1490 \$1491-\$1510 \$1511-\$1530 \$1531-\$1550 \$1551-\$1570 \$1571-\$1590 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Plane Sense

We're Baaack...



"Action Update" in the July issue of *Sport Aviation* (p.13) notes that the FAA received a petition proposing to require pilots to maintain even or odd *hundreds* of feet at or *below 3000 feet AGL!*. Oh yeah, the author of the petition says this will increase safety. Now let's think about this...

Essentially, the proposal extends FAR 91.109 (fly east at odd altitudes, west at even, etc.) from ground zero up into space. Most airports are at zero AGL (right?). Zero feet AGL must be accounted for in this new proposal. Is it odd or even? We must figure this out, or we might start running into each other going the wrong way on runways, etc. (*That's* why we have all those incursion/collision problems. It's all becoming clear now...) Most folks commonly treat zero as an "even" number. So, even altitudes, we must go west (or somewhere between magnetic course 180 through 359 degrees). Gee, see how easy this makes our lives? Acceptance of this proposal means that almost all runways in the world now become one-way affairs. No more worrying about those pesky winds, no more thinking about slope, or obstacles at either end, or any of those other factors that required intelligent decisions. And think of all the money airport operators will save - after all, they only need to paint a number at *one* end of the runway! Gosh, with a little thought, we've found the silver lining to this new proposal.

NOT!

What are these people thinking?! FAR 91.109 is bad enough. Shoot, at 3000 feet I'm usually just getting above surface turbulence. And what about all that practice stuff that goes on below 3000' AGL - you know, slow flight, stalls, etc. There's enough to worry about with those maneuvers without throwing in "hard altitude" requirements. **Someone had entirely too much time on their hands** when they came up with this dilly. Surely the absurdity of hard altitudes from surface to outer space is obvious. However, we cannot rely on the FAA to look absurdity in the eye and shoot it down. So, you know the drill...

FAA
Re: FAR 91.109
800 Independence Av. NW
Washington, DC 20591

To put a new spin on the above proposal, how about radically changing airspace divisions. I propose that all IFR flights be conducted above 12,500 feet MSL, with IFR corridors (narrow chutes) leading into and away from controlled airports. Everything below 12,500' MSL would be VFR territory, period. No gimish of zones A, B, C, or whatsits. Of course, parts of the country sitting at high altitudes would be treated as exceptions, as they are in the present airspace system. The 12,500' MSL is negotiable, but you get the general idea. This would provide great

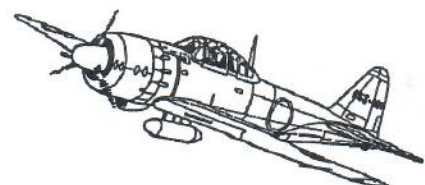
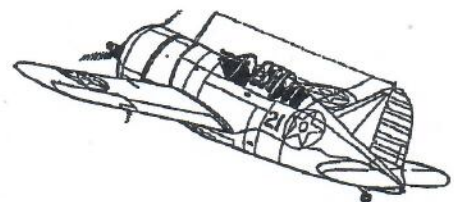
separation at little system cost. In fact, no new items would have to be bought by the government or the governed. Wow, cheap "safety", what a concept.

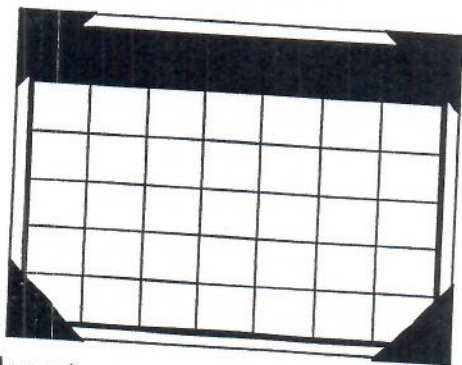
If this idea seems half-baked to you, write me a letter and tell me why it won't work. If you'd like, I'll print it in "Plane Sense." Gee, maybe I'll become one of those bozos who send trash proposals to the FAA...

"In the real world, all options, inactions as well as actions, entail some risk. The best we can do is to choose wisely to minimize risks. What is necessary, though often difficult, is to keep in touch with reality and to base policies and procedures on logical consideration of available, relevant facts."

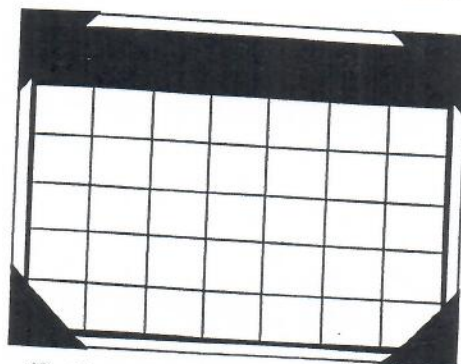
Norman Grist

Yale
Journal of Biological Medicine, 1982





Calendar of Events



August

July 31-August 2 - Brodhead Expo '92, 17th Annual Pietenpol Fly-In; Brodhead, WI.

July 31-August 6 - 40th Annual EAA Fly-In Convention; Oshkosh, WI.

15 - EAA Chapter 690 Fly-Out/Visit to Peach State Airport and Alexander's Aeroplane Co.

22 - Annual EAA Chapter 690 Post-Oshkosh Picnic and Monthly Meeting. See elsewhere this NAV-COM.

21-22 - 50th Anniversary of Dare County Regional Airport (5 mi. SW of Kitty Hawk) Airshow - Fly In - Antiques - Classics - Warbirds - Homebuilts - Biplanes - Judging on the 21st - Information and registration (919) 473-5011.

September

5-7 - Aerodrome 92, Guntersville, AL. This looks to be a BIG event. Planned activities center around World War I aircraft and memorabilia. Several Chapter 690 members plan on going. See elsewhere in this NAV-COM.

11 - Chapter 690 monthly meeting, 8 pm, Operations Hut of Stone Mountain Airport.

12 - Nashville, TN: Tennessee Aviation Days; Bob Elliot, 615-355-1097.

12-13 - Lakeland, FL. EAA Antique/Classic Chapter 1 Fly-In.

15 - Williamson, GA. Peach State Airport Fly-In. (404) 227-3282.

19-20 - 2nd Annual Van's RV - Bushby Mustang Fly-In, Wadsworth-Muni Airport, EAA Chapter 846. Fly market, trophy for greatest distance flown, seminars. Sandwiches, snacks on Saturday, breakfast on Sunday. (216) 722-5791.

24-26 - Tulsa, OK. 35th Annual Tulsa Regional Fly-In. (918) 742-7311.

24-25 - Hickory, NC. 7th Annual EAA Chapter 731 Fly-In. In conjunction with Catawba County Sesquicentennial Committee. Static displays of military aircraft, fly-bys, banquet and awards for all classes of aircraft. Doug Teague (704) 754-3598; Norman Rainwater (704) 328-5807.

25-27 - Falls of Rough, KY. 15th Annual Sport Aviation Weekend. Rough River Dam State Resort Park. Sponsored by Kentucky EAA Chapters. 1-800-325-1713.

26 - Carrollton, GA - 3rd Annual EAA Chapter 976 Festival Fly-In. West Georgia Airport. Rain date: 10/3. (404) 942-6433.

26-27 - EAA East Coast Fall Festival of Flight, "Milestones in Aviation" theme, New Castle County Airport, Wilmington, Delaware. Expect 800 A/C. Award judging, forums, parade of flight, fly-bys, exhibits, vendors, aviation celebrities, pancake b'fast, Saturday dinner. Mode C waiver and NORAD procedure. For info packet, contact EAA East Coast Fly-In Corp., 2002 Elnora St., Wheaton, MD 20902-2706. Ph. 301-942-3309.

October

3 - Wetumpka, AL. EAA Chapter 822 Annual Fly-In. (205) 365-3508.

3-4 - Kissimmee, Fla: Florida State Air Fair; Bill Whitehead, 407-847-8846.

3-4 - Titusville, FL. EAA Chapter 866 Smilin' Jack Fly-In. Tribute to Florida Aviation: Ragwings to Rockets. (407) 631-1979.

9 - Chapter 690 monthly meeting, 8 pm, Operations Hut of Stone Mountain Airport.

10 - Chapter 690 Air Fair!! - Our first Autumn shindig went so well that we are trying a repeat. Begin thinking RIGHT NOW about fun things you'd like for this year's event. Last year, in the final analysis, a relative few did the thinking and sweating. There's a LOT of talent/knowledge in this group, but it's like manure - no good unless it's spread around! So, if you have any manure, call Steve Ashby.

11 - Sebring, Fla: Sebring Air Festival; Linda Duncan, 813-382-1157.

16-18 - Hampton, GA. Wings and Wheels Motor Fair/Fly-In/Air Show. Henry Co. Airport. (404) 946-3910.

17 - Farmville, NC. EAA Chapter 960 Pancake Breakfast/Fly-In. (919) 756-4098.

17 - Cocoa, Fla: Patrick AFB Open House; LtCol Joseph Ferrante, 407-494-7474.

18 - N. Charleston, SC: Charleston AFB Open House; John Yurosko, 813-493-3352.

24 - Hickory, NC: Catawba County Sesquicentennial Air Show; Jim Carr, 704-464-7880.

24-25 - Augusta, GA. Bo Shears Memorial Fly-In. (404) 738-8377.

24-25 - Warner Robins, GA: Robins AFB Open House; Col Lawrence Stone, 912-926-2177.

31 - November 1 - Jacksonville, Fla: NAS Jacksonville, Cmdr Glen Akins, 904-772-2234.

November

7 - (tentative) Chapter 690 Air Adventure Day.

8 - Winter Haven, FL. 4th Annual Warbird, Antique and Classic Fly-In/Airshow/BBQ. (813) 293-2501.

8 - Valparaiso, Fla: Eglin AFB Open House, LtCol Lloyd McGrady, AV 872-8666.

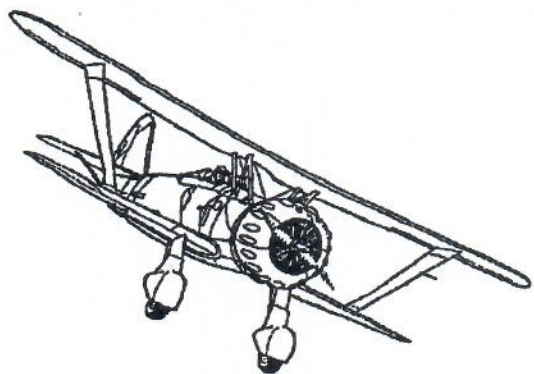
13 - Chapter 690 monthly meeting,

14-15 - New Smyrna Beach, FL. EAA Antique/Classic Chapter 1 Fly-In.

December

12-13 Tampa, FL. EAA Antique/Classic Chapter 1 Fly-In. Vandenberg Airport.

Monthly Fly-Ins (with thanks to Tom Crowder):	
Winchester, TN (615) 967-0143	Breakfast 1 st Sat.
Rome, GA (404) 234-7419	Breakfast 2 nd Sat.
McMinville, TN (615) 668-4806	Breakfast 2 nd Sat.
Peach St. Airt. (404) 227-8282	Lunch 3 rd Sat.
Collegedale, TN (615) 236-4340	Breakfast 3 rd Sat.
Guntersville, AL (205) 586-1580	Fly-In 4 th Sun.



The Great Biplane Fall Classic

Historic Stone Mountain Airport
Saturday, October 10th
8 a.m. to 4 p.m.

- ✚ Show-Stopping Biplanes from around the Country! ✚
- ✚ Biplane rides for the Uninitiated and Curious! ✚
- ✚ Odd-Winged Airplane and Glider rides, too! ✚
- ✚ Experimental Aircraft - Flying or Otherwise! ✚
- ✚ Food, Workshops, Movies, and More! ✚
- ✚ More Info: ✚ Steve Ashby (404) 413-7112 ✚

Pilot Information:

Biplane pilots will receive much TLC, incl. host(ess), help with accommodations, grd transport, and other goodies. Biplanes will be judged in several categories. Odd-winged aircraft are welcome, but may be parked inconspicuously.

Info: Steve Ashby (404) 413-7112.

STONE MOUNTAIN/BRITT MEM. AIRPORT (00A):

ATL Sect. N33-48.7; W084-07.2

ATL VOR 116.9, 055° 19.2DME

Alt. 986'; RWY 17/35, 2800' paved

UNICOM 122.8

General Information:

The Public is WELCOME!

Directions: From Atlanta, Stone Mountain Expressway, right onto West Park Place (First Lighted Intersection on the Expwy). Right onto Bermuda Road (First turn from W.Pk.Pl.). Follow signs to Airport!

Sponsored by the Stone Mountain Chapter (690) of the Experimental Aircraft Association.

About the EAA...

The Experimental Aircraft Association was founded in 1953, with early meetings of a few stalwarts in the home of the founder, past President, and present Chairman, Paul Poberezny. From modest beginnings the movement has expanded to hundreds of thousands of members. The annual EAA convention in Oshkosh, WI hosts more than 800,000 people per year and is the premier aviation event in the world. Today, the EAA is headed by Tom Poberezny and exists to promote the world of amateur-built aircraft and sport aviation in general. EAA provides many services to its membership, from technical know-how to representation of membership concerns to federal entities. Membership is open to anyone who shares the interests of the association. Annual dues are \$35.00 per twelve month period of which \$20.00 is for a subscription to Sport Aviation. To join, see our Treasurer, Sheryl Black (979-4233) or write EAA Aviation Center, POB 3086, Oshkosh, WI 54903.

About the NAV-COM...

The NAV-COM is the monthly newsletter of EAA Chapter 690. It comes free with the dues, and you get what you pay for. (Like sentences ending in prepositions). NAV-COM is for EAA members only. It is a compilation of ideas, opinions, and data from several sources. In presenting it, the Chapter and EAA HQ by no means recommend or sanction the stuff. In other words and for example, we are not responsible if you bust your keester at an event we list in the calendar. Contributions are always welcomed, whether they are facts, opinions, or exaggerations. I will gently edit for grammar and curse words, but what you send in is generally what I send out. Magnetic media is appreciated. Send your pearls of wisdom to: Jeff Boatright, 168 Garden Lane, Decatur, GA 30030.

About Chapter 690...

The EAA is made up of hundreds of chapters world-wide. The local chapter for Gwinnett county and vicinity (i.e., anyone else who wants IN) is Chapter 690. We're a raucous group with several projects, both restoration and amateur-built, in progress. Annual dues are \$48.00. See Sheryl Black, the Treasurer (979-4233) to sign up. You'll also need to join EAA National (see above). Membership is open to anyone, especially if you fancy yourself the next Ernie Gann. Our meetings are every second Friday of the month, 8:00 pm, at Stone Mountain Airport operations building. In addition to the meetings, which often consist of excellent guest speakers from across the aviation world, the Chapter holds many functions, including workshops, fly-ins and -outs, and social gatherings.

Our officers and other luckless people are:

President: Charlie Sego - 923-9549

Vice-President: John Goodman - 972-2405

Secretary: Joel Levine - 394-5466

Treasurer: Sheryl Black - 979-4233

Videos and Books: Barney Barnes - 923-7896

Tools and Materials: John Henderson - 449-1946

Chapter Historian: LeRoy Stoutenburg - 981-6041

Technical Counselors:

John Popps - 939-6610

Frank Wilcox - 978-2403

Building Committee:

Chairman: Frank Wilcox - 978-2403

Treasurer: John Connelly - 294-4050

The NAV-COM

Newsletter of EAA Chapter 690
Editor: Jeff Boatright
168 Garden Lane
Decatur, GA 30030

**Chapter Meeting & Picnic
at the Kuntz' home.**

**Fly-Out to Peach State
Airport and Alexander's.**

See Inside for Details!

