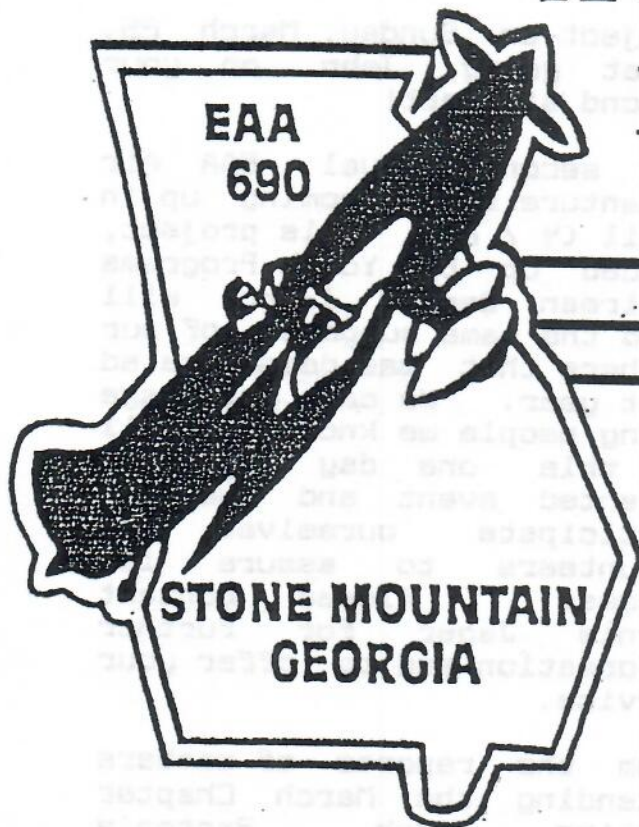


APRIL 1990



## EAA CHAPTER-690 NAV-COM

MEETINGS 2ND FRIDAY EACH MONTH AT STONE MOUNTAIN AIRPORT - 8:00PM

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APRIL 1990

### PRESIDENT'S MESSAGE

Thanks to the unending interest and effort of the members of EAA Chapter 690, our programs, activities, and even our monthly meetings continue on as planned.

We all assume that the Vice President will fill in to conduct to monthly meeting when the President takes a vacation. This was the plan for February meeting. At the last moment an emergency occurred preventing V.P. Duane Huff from attending. Experience counts in circumstances as serious as this, so Past President Harold Stalcup was contacted and did his usual skillful job of conducting our February Chapter meeting. Many thanks to you Harold, we all appreciate this excellent last minute leadership.

As we mentioned in our last NAV / COM, March would be a busy month for Chapter 690 and this has held true. In addition to our monthly meeting a fly-out, workshop and project visit was scheduled. Seven Chapter members enjoyed a fine pancake breakfast at Winchester, Tennessee on March 3rd. Two aircraft participated in this, our first fly-out of the year. Nearly forty participants attended the covering workshops held March 17-18 and 21-22. The hands-on instruction program was excellent. Thanks to the program committee's diligent efforts these workshops will be a highlight of our Chapter year. About a dozen persons visited John Goodman's RV-6

project on Sunday, March 25. Great going, John on your second aircraft!

The second annual EAA Air Adventure Day is coming up in April (4 / 28). This project, headed up by Youth Programs Chairman Bernie Jager, will need the same support of our members that was demonstrated last year. We can encourage young people we know to enroll in this one day aviation oriented event and we can participate ourselves as volunteers to assure its success. Please contact Bernie Jager for further information and to offer your service.

From the reports of members attending the March Chapter meeting Bob Barton's presentation of "What do Aerodynamists do?" was very informative. While the mathematics seem complicated and not particularly interesting, just knowing that significant performance calculation can be made without risking life, limb and a shiny new airplane can be reassuring. Nice job, Bob, you can now assume the position of our resident aeronautical performance consultant.

Those of you going to Sun-N-Fun whether by air or highway keep the shiny side up and the wind to your back, have a good time, and bring back the latest news and happenings in the homebuilt, antique / classic, warbird and aerobatic movements.

--- Frank



## EAA AIR ADVENTURE DAY

An EAA Air Adventure Day is a full day of hands-on aviation activities sponsored by EAA 690 and the local Academy of Model Aeronautics Club. The event is scheduled for April 28, 1990 at Lenora Airfield off Lenora Church Road in Snellville. Boys and girls between the ages of 12-18 are invited to register. There is a \$15.00 registration fee, which includes classroom and workshop activities, refreshments for breaks and lunch. Each participant will have the opportunity to build a balsa glider and a wood wing rib. For more information contact Bernie Jager at 564-8538.

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### HARVARD COVERING WORKSHOP

You've probably heard of the Harvard Law School, the Harvard School of Business, the Harvard School of Medicine, etc. but it is doubtful that you noticed the Harvard School of Aircraft Covering. That is because the Harvard Aircraft Covering School isn't associated with Harvard University (the one up near Boston, with certain local repute in academia).

No, Harvard School of Aircraft Covering is presented by Blue River Aircraft Supply of (you probably already guessed) Harvard, Nebraska. Over the weekend of March 17, and, later in the week, on March 21st and 22nd, the Harvard School of Aircraft Covering (hereafter known as "the school") was conducted for 37 persons interested in advanced

studies of the aircraft covering persuasion. While the majority of the folks in the two day sessions were EAA Chapter 690 members, several folks were there from the wilds of Florida, Kentucky, and South Carolina.

Perhaps some background is in order here. Since before Orville and Wilbur ruined a perfectly good glider by installing an engine, people have been building aircraft structures that required some form of covering to allow for reduced drag, and in the case of wings, lift. The original coverings were organic material, often cotton, and once the fabric was in place, coated with such materials as shellac, varnish, and finally, nitrate or cellulose-acetate-butyrate (CAB) dope. Later, more modern finishes were developed.

But, all of these finishes have one thing in common: they aren't very friendly to the person exposed to them, or the environment, due to the high percentage of "aromatic" solvents in them. All of us remember the odor of model aircraft cement, I'm sure, and when you graduated to bigger birds, you probably had some introduction to the finishes mentioned above (CAB or nitrate dope). The sharp odor associated with these finishes is the indicator of the aromatic used in their manufacture.

How are these types of finishes unfriendly? Well, the solvents are toxic to human tissue (read the labels), and most recently, they have been accused exposed to the fumes



is bad enough, but it only affects those immediately involved. Damaging the ozone layer is of global significance.

So, the Blue River folks have developed an aircraft covering system that minimizes the use of those good smelling (but bad for your well being) solvents. The majority of the coatings used in the system are water based, just like latex house paint that you roll onto your walls and ceilings. Smells just about like latex house paint, too.

Without going into much detail about the process (after all, if you want to be a Harvard graduate, you've got to go to the school), the covering process bonds Ceconite cloth (pre-coated to provide a good bond) to the structure, "filling" the weave of the cloth, and finally, the finish coat. The fill and finish "coats" involve six or more applications of material, but we're trying to keep this simple for you non-Harvard graduates.

During the two day course, you receive a review of the proper ways to prepare the structure for covering, and following that, you get specific instruction and demonstrations on applying the cement, cloth, finishing tapes, applying the filler and finish coats, and some trim techniques. Interspersed with demonstrations you get to cover a practice control surface structure.

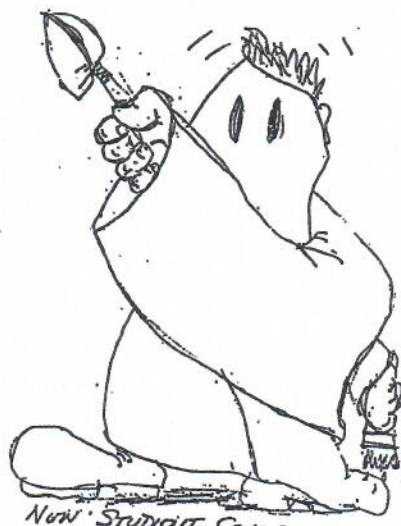
The school is held monthly in Hastings, Nebraska (they tell us that with 1200 inhabitants,

Harvard is too small to have motels), but through the good efforts by Duane Huff and Frank Wilcox, Chapter 690 was blessed with the "road" version. Bob Brown and Jerry Keller of the Blue River company provided a good show, and when it was done, I'm sure every person that attended felt that aircraft covering wasn't such a mysterious subject, after all. Bob and Jerry went out of their way to keep the school one of learning, and they very definitely kept away from the hard sell.

Again, let's thank Duane Huff and Frank Wilcox for making the arrangements for the classes, with special thanks to Frank for providing the classroom space. A special thanks to Margaret Wilcox for the catering; it would have gotten mighty hungry there in Snellville if she hadn't provided the lunches.

If you missed attending one of these two sessions, watch the newsletter. It's possible that the Chapter will arrange for another session of two at some time in the future.

--- Ken Sharp





Several new applications have recently become available to the pilot with a home computer. The DUAT System has finally arrived after several months of re-scheduling. Now that it's here it's quite a useful tool and it's available "free of charge". Free in the sense that our tax dollars and user fees are paying for it.

Three companies will be offering the same basic service:

Contel - 800-767-9989  
DTS - 800-245-3828  
Jeppeson - 800-767-7000

All that is needed is a personal computer, a communications software package capable of running on it, and a communications modem. This does not have to be an expensive investment. Most of the computers that got stuck in closets after their first Christmas can be used for this application very nicely. This includes most of the older computers sold by Radio Shack, Atari and Commodore, just to name a few. These older computers can be purchased for next to nothing.

The modem is the device that connects the computer to the telephone line. Again, there are many older models available for under \$50. Some new modems, both "external" and "internal," are being sold for under \$100. The main concern is, will it connect to the computer desired. The older, less popular computers, (Atari, Commodore), will connect to an external modem through the computers "Serial Port." Make sure that the modem you purchase is correct for your particular configuration.

Software, the cryptic portion of the configuration tells the computer what to do and how to do it, is available for most computers. For the IBM-PC, packages like CrossTalk are available at greatly discounted prices from several local computer retailers. In many situations, Public Domain (FreeWare) Software is available for free or a nominal fee.

In addition to DUAT, there are numerous "Computer Bulletin Boards" of interest to the aviator. One local BBS, Aviation Online, can be reached at 740-9336. Since returning to the "air," it has been very active with many topics of local interest.

#### SMART, Inc.

The Stone Mountain Aircraft Restoration Team is completing its legal formation. Work will soon begin on the restoration of a Cessna 140 at Lenora Airfield. For further information contact John Connelly at 294-4050.

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#### AOPA REPORTS

##### INCREASE IN FUEL TAX

##### PROPOSED

Aviation excise taxes will increase by 25% if the Bush Administration has its way. Send your protests to your Congressman and Senators.

The aviation trust fund currently has over \$7 billion in unobligated surplus that can be used to meet aviation needs.



## CHAPTER CALENDAR OF EVENTS

4 / 8-14 Sun 'N Fun  
Lakeland

4 / 28 Air Adventure Day  
(Youth)

5 / 12 Pancake Breakfast.  
8:00 am Stone Mtn.  
Airport

5 / 26 Chili Cook-Off

6 / 16 Air Fair  
8:00 AM Stone  
Mountain Airport  
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### FLY BUYS

Lark for Sale. Aero Commander  
100-180, 4 place, 180 hp, IFR  
Certified, 1545 TTAF, E,  
\$12,500. Trade (?) toward C-  
182 or Piper 235. Contact:  
Henry C. Warner at (404) 449-  
9775.

Vari Viggen project for sale.  
30-35% complete. Almost all  
parts needed to complete  
except engine, canopy, and  
outboard wing. Over \$6000  
invested, make offer. Don  
Alspaugh 981-1291.

New! RST-572, 720 Nav / Com  
built-in OBS / CDI with tray  
(solid state). \$799 Contact  
Forrest Wilson at 292-5613.

RV-3 Kit (less engine) wings  
50% complete. \$3000 Jonesboro,  
Georgia 478-3321.

Long Eze Project. Fuselage on  
gear, speed brake, center spar  
and roncze conard complete.  
Materials and hardware to  
finish, including canopy.  
Contact: Jim Sower, 564-0412

KR-2 For Sale. KR-2 , 2100cc  
VW engine. Flying since 1984.  
For information call Frank  
Wilcox at (404) 978-2403

Tri-Q Project for Sale. All  
major structure completed,  
carbon fiber spar / LS airfoil  
concord, all parts / plans to  
complete project including  
instruments, prop, Revmaster  
2100-D engine. Frank Wilcox at  
(404) 978-2403.

Wanted. I-A's willing to  
review and sign-off pilot  
conducted annuals. Contact:  
Editor, 449-9775.

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Air Fair. For arrangements to  
bring your aircraft project  
for display at the Air Fair,  
Stone Mountain Airport,  
contact Jeff Bostright.

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