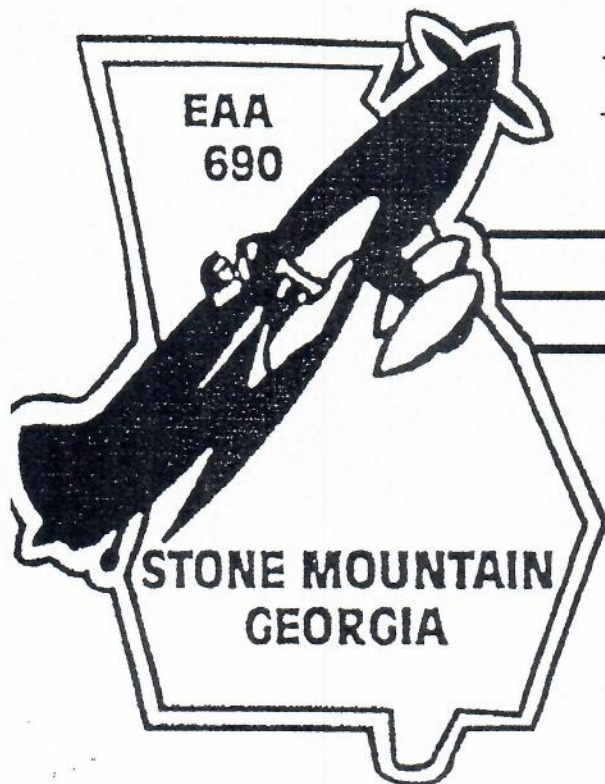


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EAA CHAPTER-690 NAV-COM

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

EDITOR: Jeff Boatright
168 Garden Lane

(404) 378-6992
Decatur, GA 30030

OFFICERS

President, Frank Wilcox
978-2403

Vice President, Duane Huff
921-4423

Secretary, John Goodman
972-2405

Treasurer, Mike North
952-9552

TECHNICAL COUNSELORS
Ed Booth 921-2907
John Popps 939-6610
Frank Wilcox 978-2403

CHAPTER TOOLS AND MATERIALS
John Popps 939-6610
3508 Bowling Green Way
Doraville, GA 30340

EAA CHAPTER-690 NAV-COM

EDITOR: Jeff Boatright
168 Garden Lane

(404) 378-6992
Decatur, GA 30030



Duane K. Huff
383 Bethesda Church Road
Lawrenceville GA 30244

President's Message

The NEW YEAR, 1991, has begun with many uncertainties: the state of the economy, a possible armed conflict in the Middle East, and whether the FAA is really here "To Help Us". One thing the members of Chapter 690 can be sure of is that the chapter officers and committees will continue the well-established tradition of meaningful and varied programs and activities. The support and participation of our members for these events in 1990 provides ample encouragement to us in 1991. We thank each of you for this. Please do not hesitate to suggest to us ways for improving our ongoing events and to offer new ideas that can be developed.

Our Christmas Party again was one of the highlights of the year. We are sorry if you missed it. The facilities and the sit-down table service for the dinner were a significant improvement over the past years. Our speaker, Lt. Col. Blake Thomas, USAF, held us "spellbound" as he related several hair-raising flying experiences, including an out-of-control F-15. Certificates of Appreciation signed by Tom and Paul Poberezny were presented to the officers, executive committee members, and program members. A highlight of the evening was the awarding of plaques to Bob Barton and Rinehart Kuntz for completion of their projects, of the Frank Flessel Trophy to Mike North, and a well-deserved plaque to John Henderson as the Outstanding Member of Chapter 690 for 1990. Congratulations to everyone.

Speaking of project completions, there are several that may be recognized at our 1991 banquet. These could include Greg Jannakos (Sonerai II), Clyde Schnars and John Goodman (RV-6), Duane Huff (Aeronca Chief), and Forrest Wilson (Defiant); possibly 1992 Forrest says. Let's all encourage these and other builders and restorers as they work towards that final day. I could include SMARTI (Cessna 140) in the above list except that they have a long way to go. But who knows?

Have you noticed the two new features in the NAV-COM: Plane Facts and Plane Sense? As "Jeff the Editor" correctly noted, the success of these features depends upon each of us occasionally (or frequently) submitting useful (hopefully not useless) tips, ideas, information, etc. (Facts), and our concerns, opinions, complaints, agreements, etc. (Sense). Here is

your chance, folks, let's make it work. Thanks, Jeff, for offering these opportunities to our members.

In the November NAV-COM, I strongly recommended that the members be sure to read the first 10-12 pages of Sport Aviation carefully. Knowing that most people leaf through magazines back to front, I thought that most important articles would be discovered. Just in case you took me literally and got only past pages 10-11, you missed an excellent write-up about the covering workshop that Chapter 690 held last spring -- with a colored photo yet. The text was directly taken from the NAV-COM article written by Ken Sharp. Please turn to Page 90 of the December issue of Sport Aviation, read the article, pat yourself on the back, and then congratulate Duane Huff for organizing this event and Ken Sharp for so skillfully reporting it. Thanks to all of the 690 members and spouses who supported this super event.

One last request - for this month anyway. Our programs, projects, and events are enjoyed by all of us. They have been outstanding in the past and will continue to be in the future. We all know, however, that they don't "just happen". It takes planning, organization, and much leg work. My request to you is to offer your active participation to one or more of our program committee chairpersons as an assistant or co-chairperson. We are all willing to pitch in on the day of the event, but some help early in the planning and organizing would be most welcome. Don't wait to be asked - volunteer. Thanks.

I wish each member of Chapter 690 and their family a happy and prosperous New Year. May you keep plenty of altitude beneath you and runway ahead for 1991.

Christmas Party

Those that couldn't make it missed a good time at the 1990 Annual Christmas Party! Lt. Col. Blake Thomas gave an interesting informal talk. Thanks to Theresa Coleman for the table decorations - they were great. Minor problems were the noise and the slow service. Next time we'll arrange for a mike set-up. Slow serving? I guess we could suggest they do an industrial engineering study! All in all, it was a good time and the camaraderie couldn't be beat. - Harold Stalcup

The Story of Sonerai III, N46RB

Chapter 7: Taxi Tests and First Flight.

Many people asked me if I was going to do the test flying myself, or have some one else take it up the first time. I could see the arguments on both sides: I was a low time (220 hours) pilot. I had very little tail-dragger time. But, on the other hand, this "experimental" airplane had been proven to be a docile plane to fly. Several hundred had already been flown. The engine was proven, too, since it had been in a KR-2 earlier.

If the first flight ended in a crash and the pilot was hurt or killed, it would probably be due to some hidden flaw in my workmanship. And if that happened to some kind soul I had asked to fly it for me just because I was chicken...well, what on earth would I say to his wife and kids?

Besides, the nearest thing I could compare this to was when I went on my honeymoon. I didn't ask anybody else to do that for me. No! I'll do the test flying myself. But I did resolve to be as well-prepared for it as possible.

Ed Sterba has warned about the problems that can occur in Sonerai II taxi tests. It seems that a very common mistake is to accelerate to 40 kts tail down, raise the tail and continue accelerating to 60 or 70 kts, then chop the throttle. That's when the excitement begins.

With its small rudder getting no prop-blast, with no differential braking, and with the directly-linked steerable tailwheel high in the air, the Sonerai II becomes a one passenger, no pilot vehicle. And where will it take that passenger?...anywhere it wants. That tailwheel must be on the ground when power is off if you want to steer the airplane. So the best plan, it turns out, is to practice accelerating, stick full back, to 40 kts or so, then with the tail still firmly planted, chop the throttle and brake to a stop. The second element to get down pat in these tests is to memorize exactly how the horizon and edges of the runway look while you are in the three-point attitude. That is the way the world must look when you end each flight...just as you touch down. Then the roll-out and stopping, you have practiced many, many times before.

As with any tail-dragger, you need to be ready to move the feet smartly to keep the nose

pointed down the runway. Otherwise, it may try to turn around and look at you. Another thing to remember is that since the VW engine turns clockwise (viewed from the front), the P factor will be reversed when compared with planes you are used to, with American aircraft engines. Now, instead of increasing right rudder as the nose is raised, you will need to add left rudder.

So I taxi, and taxi, and taxi. I've practiced this 'till I'm beginning to wonder (along with the few spectators) if I'll ever fly it. Each day, as I get ready to go to the airport, Rita asks: "Are you going to fly it today?" As usual, I say, "I might if it feels right."

April 17, 1988. Maybe my answer sounds a little more confident this time. Anyway, she decides to come along and watch.

Now I have to decide: Am I about to try it too soon, just because people are watching?...or am I becoming a perpetual taxi driver? "So here we go...give it the gun...No! Here comes somebody landing on the crossing runway." O.K. change runway, "So here we go...No! Here comes somebody landing on the runway I just left." I taxi slowly back to the end of runway 31 again. Third time is the charm. This time there is no interruption...40 kts, tail up, catch a drift to the right with left rudder...60 kts already?...pull it off...it's flying! But look at the altimeter! It's switching back and forth like an angry cat's tail...and the airspeed says I'm doing 90 kts...pull up...No! Now it says I'm doing 0 kts. The first inkling of distrust in these instruments begins to creep in. I really don't believe I'm going 0 kts.

I become aware of an eerie wail that seem to be a function of pitch attitude. Oh! That's me. As I continue to roller-coaster around the pattern, I figure out the problem. Water in the static lines makes the altimeter and airspeed indicator respond to attitude and acceleration as well as altitude and airspeed.

There is certainly no reason to climb to altitude and check the stall speed. I couldn't trust what the ASI said anyway. Now I have a decision to make. I can either try to land this thing without benefit of airspeed or altitude instruments, or I can climb to altitude and bail out. I weigh my decision carefully. The scales are finally tipped in the direction of landing it by the fact that I am not wearing a

parachute.

I must admit that my pattern was rather ragged and a little low. I made one pass down the runway and decided to land on the next circuit. Around again...set up the approach...No! They located the runway 30 feet too far to the left. Pour on the coal and try again. Dang! I can't do this all day! O.K., the approach looks better this time. If I slow up much, the airport disappears under the nose. So I come whistling down final at about 80 kts...over the threshold about 20 feet up...power off...I drop abruptly and catch it in time with up elevator. Now keep it aligned with the runway centerline...keep easing back on the stick...float...float...float...finally, squeak, rumble, and I brake to a stop, then taxi back to my parking spot.

Whew! What a relief! Rita asks if I'm going to take it up again this afternoon. But I say, "No, that's enough for today." That's odd...I've never heard myself talk like Mickey Mouse before...

-Bob Barton

Next month: Chapter 8: Epilogue!

Plane Facts

"All The News That Fits"

January Meeting - Ben Jeffrey will present a program on aircraft wiring and termination. He is in the industry, and knows whereof he speaks.

- Also at the meeting, we will discuss changes to the airport entrance, including a **Chapter 690 Project - "Airport Sign"**. Harold Stalcup is leading the endeavor, and has these suggestions:

1. "Open up" entrance by removing trash/shrubbery.
2. Build a planter of railroad ties and put the present Chapter 690 sign in it.
3. Install smaller "Airport" sign.

To accomplish project:

1. Select weekend work day for members to turn out and accomplish project. Bring shovels, chain saws and other tools.
2. Chapter will provide lunch and hot/cold drinks.

1991 Chapter Directories - Through the genius and toil of Joel Levine, we proudly present the new directories this month. The information is accurate, the format is

professional and easily-read, and he even spelled my name right! This represents much hard work and we thank you, Joel. Enjoy.

Mode C - Just a reminder - "Effective Dec. 30, 1990, Mode C transponders will be required for operation within and above the airspace of an ARSA..." See Sport Aviation Dec. issue for more. This affects many of us in Chapter 690.

From Headquarters - I called Jerry Walbrun at EAA HQ to see if there was any late-breaking news to include in this issue of NAVCOM. Nothing much except that the changes in the Airmen's Medical Certificate, as outlined in the Oct. issue of Sport Aviation, are pretty much final. Yecch!! Also, he said that some of the notices for Tall Towers going up in our area have gone without comment!! No letters to Washington or elsewhere!! This is our backyard, and we've got to protect it. Mr. Walbrun says that EAA/AOPA has been fairly successful in controlling placement of towers when they have letters from locals to back them up... I'll try to pass along any notices that reach me, and if you receive any, please get them to me.

Calendar of Events

Jan. 11 - 8:00 pm, Chapter Meeting, Stone Mt. Airport

Apr. 7-13 - Sun'n'Fun, Lakeland FL.

Plane Sense and Fly Buys

Due to lack of space (that great directory takes some postage!), we are skipping **Plane Sense and Fly Buys** this month. Sorry to those who contributed - we'll definitely include your pieces next month. Also, sorry to all those waiting to read my witty and insightful editorial - saving the world will just have to wait...

Call for Contributions

Don't let the above statement fool you into thinking I'm deluged with feature articles, or any other types of contributions. If you have anything you'd like to share with the membership, send it along or call.