



NavCom

February 2001

NEWS AND
INFORMATION
FOR THE
GWINNETT
COUNTY
CHAPTER OF
THE
EXPERIMENTAL
AIRCRAFT
ASSOCIATION

Minutes of EAA Chapter 690

January 2001 Meeting
Tom Dubrouillet, Secretary

President Miller called the meeting to order and led the Chapter in the Pledge of Allegiance. There is a lot of building going on in 690, 2-Sonex, 2-Zodiac, '38 Aeronca, RV6A, Varieze, SeaRay, Velocity, RV8, Lancair ES, Stits Playboy, Pietenpol, TriQ2, Pietentol replica, and a Fokker D8, Motion was made, & seconded to accept the Dec minutes as published in the Nav/Com. The motion carried. Treasurer Charlie Sego reported that the Chapter is solvent.

Tim Fulmer, Building Project Chairman reported that we need to install a couple of more exit signs, two handrails, and three windows, to prepare for the county building inspection.

Membership Chairman Dale Schonmeyer reported that we have 84 members paid up for year 2001. Publicity Chair Joel Levine reported that the Feb pancake breakfast program will be Women in Aviation. March will be the Vintage Aircraft Fly-in. Chapter will be serving Breakfast and Lunch. We need some volunteers! The May Program will be the Wings

Weekend. Pat Epps will speak on Friday night about the recovery of the P38's from the ice in Greenland. Duane Huff suggested a Chapter flyout the weekend of May 12 to visit the restoration of one of the P-38's in Kentucky.

Young Eagles Chair Duane Huff reported that Chapter 690 flew 180 YE's in 2000. Duane presented certificates to all the pilots and the ground crew that assisted in the YE flights.

OLD BUSINESS – Joel Levine reported that the Fernbank aviation exhibit was excellent, and that the museum will arrange to show it at almost any time.

NEW BUSINESS – The Board of Directors and the Board of Trustees will meet on Jan 12th to plan the Chapter Calendar. Greg Jannakos reported that he is trying to arrange a visit to the Delta DC3 the week of Feb 12th.

The Program was on GPS navigation.

RV Flap Pushrod problem

Taken from Zenair

For those of you that have friends flying Vans RV series of aircraft, you might want to warn them to check their flap push rods. Within the past month, two local RVs have had these fail on landing. One, an RV-4 failed on approach, fortunately the broken rod jammed into the wing structure leaving a partial flap deployment. The second one, an RV-6, broke the push rod just before touch-down, resulting in a crash that completely destroyed the aircraft. Luckily the two occupants escaped injury.

The design of the push rod leaves the wall thickness extremely thin after the threads are cut. At this time we do not know weather this issues is prevalent in nature, or isolated to a small number parts.

The Anywhere Map

The following is a reprint courtesy of Pocket PC Passion, copyright 2001
www.pocketpcpassion.com

"San Diego Departure, Cherokee 3015 Uniform passing one-thousand for four-thousand."

"Roger, Cherokee 3015 Uniform. Radar contact. Turn right heading three six zero, climb and maintain niner thousand."

"Right to three six zero, climb and maintain niner thousand, 15 Uniform."
It was exactly 6:00am and we had just departed San Diego Gillespie Field. We were in the clouds seconds after takeoff with exactly zero visibility on an IFR flight plan for Las Vegas, Henderson Executive Airport. A friend and I were flying there for the 2001 Consumer Electronics Show and I was looking forward to meeting Dale Coffing who I had corresponded with over the last few days.

The pre-dawn darkness was only amplified by the fact that we were flying through the total blackness of the heavy cloud deck covering San Diego. The dimly lit instrument panel of the Piper Archer II stared back at me as I started my right turn

and continued climbing to our assigned cruise altitude. However, the most prominent display in the aircraft was mounted right on the control yoke in front of me. It was my Compaq iPAQ Pocket PC running Control Vision Corporation's incredible flight navigation software called *Anywhere Map*. The iPaq's screen brightness was on



its lowest setting and *Anywhere Map* was displaying our flight's progress in "night mode."

"Cherokee 15 Uniform, San Diego Departure, I show you five miles northeast of Miramar, proceed direct Julian and then as

FEB 2001

filed." I acknowledged the new instructions and used the iPAQ's stylus to bring up the Flight Plan menu. After easily loading the Las Vegas flight plan I had previously programmed into *Anywhere Map*, the screen instantly changed and the Electronic Flight Information System (or EFIS) heading needle showed my new course to the Julian VOR. I adjusted the aircraft's number one navigation radio for a direct course to the VOR and it matched *Anywhere Map*'s heading indication. The big difference between the two systems was that the aircraft's navigation radios' visual presentation was virtually unchanged from the 1950's technology it was based on. The pilot had to adjust the aircraft's heading to keep a slowly wandering course deviation needle centered to stay on the desired track. On the other hand, *Anywhere Map* showed a full color, moving map system lifted right out of a Boeing 777 cockpit. On one integrated display screen, it showed track, speed, altitude, distance and direction off course, elapsed flight time, time and distance to next waypoint, and a huge range of user selectable moving map information. In addition to the route of flight, *Anywhere Map* was currently showing airways, intersections and their names, special use airspace boundaries, constantly updated airport distances as I flew by them and one unique feature *Anywhere Map* calls "Cones of Safety." Each airport on the moving map display had a green ring around it. In case of an in flight emergency, the green ring indicated the glide distance to the airport from our present altitude. If the little icon of our aircraft was inside the green Cone of Safety - we could glide to that airport. As we climbed and descended, the diameter of the green rings changed to show our updated glide range to each airport on the display. While I scanned the aircraft's analog instruments to update and make minor changes to our heading and altitude, *Anywhere Map* was showing me *all* my navigation information on one tightly integrated display, with many times the precision of my much more expensive installed avionics.

We climbed on course through 8,000 feet and broke out of the heavy stratus layer into a crystal clear morning sky. The first rays of the sun were just starting to peek above the rose-colored eastern horizon. I selected the daylight mode display in *Anywhere Map* and the screen transformed from the muted black background and night mode colors to a white background and vibrant colors showing navigation data fully visible in the rising sun's brilliant light. *Anywhere Map*'s Horizontal Situation Indicator (or HSI) was showing us precisely on track, but the aircraft's nav radios were showing us significantly to the left of our intended track. Which one was correct?

Just to test this sort of conflict, I was running my Garmin GPS III Pilot on the instrument visor. The Garmin showed an estimated position error of 13 feet and was telling me we were three feet off track. Okay, please go back and read that last sentence. Three feet off track! Jeez, navigating a long cross-country leg using conventional aircraft navigation radios, with

the angular error and needle drift inherent to the system, I could be three MILES off track! My GPS systems were telling me that I was less than the width of our cockpit off our desired track! As an additional check I called our controller and asked for a track check. There was a pause, as I knew the controller was turning up his display's scale to focus in on our plane. In a moment we heard, "15 Uniform, I can't detect any lateral deviation from your flight plan track. I hold you precisely on Victor 514."

And so it went, flying in a beautiful desert sky, the *Anywhere Map* system showing us the way to each of our cross country waypoints as we progressed toward Las Vegas. Each time we flew directly over a waypoint, the HSI needle would snap to the new heading and smoothly center up as we came back on track after our turn. Along the route, I would tap on unfamiliar airports as they came up on the moving map and *Anywhere Map* would flash to its airport database screen to display complete information on the runways and radio frequencies at the field no matter how tiny or obscure the field. For airports with any facilities, the included AOPA directory would show me information on fuel, accommodations, rental cars and local attractions. It even gave phone numbers for all the services and nearby restaurants. All the while, *Anywhere Map*'s Cones Of Safety showed me if I could safely glide to an airport on the screen, should an emergency arise.

If you visit Control Vision's *Anywhere Map* website pages at www.anywheremap.com you'll find the company's claim that the Pocket PC standard is perfectly suited for use in the cockpit. Well said. Pilots have tried to use laptops in the cramped confines of an aircraft cockpit, but the size and poor readability of their screens made them very impractical. Pocket PCs and specifically the Compaq iPAQ, with its sunlight readable touch screen is the perfect computer for aviation applications. Control Vision combined existing GPS receivers and the Pocket PC running their revolutionary flight navigation software. The result is the most amazing advancement I've ever seen in general aviation cockpits. Tall praise? You bet! But when this diminutive new system put the aircraft's installed avionics to shame at a small fraction of their cost, it's praise well deserved.

And Control Vision has proved to be a spunky and very customer service oriented business to boot. The *Anywhere Map* software and its associated databases are updated over the Internet. Along with the monthly aviation database updates, *Anywhere Map* has seen frequent and significant improvements. Currently in version 1.14k, some of the recent upgrades have only been days apart. The result is a product that has been phenomenally responsive to user comments and suggestions. Each improvement has brought new features and program stability. By saying that, I don't mean to imply that *Anywhere Map* will one day be a very solid product. It's definitely ready for primetime right now. If it weren't, I don't think I'd be using it at night, in clouds and rain. Flying in instrument weather

conditions is serious business and you don't stake the safety of an aircraft and its occupants on electronic novelties in the cockpit. *Anywhere Map* does for general aviation what Heads Up Displays did for fighter aircraft. It tightly integrates a tremendous amount of data normally displayed on numerous analog instruments and a suitcase full of charts and publications on a compact and very readable color screen. *Anywhere Map*'s future will be pretty bright if Control Vision continues on this flight path. On the discussion board where Control Vision invites user comments, the "Boss" Jay Humbard recently paved the way for soon to be released version 1.15 and hints of features coming this spring - like integrated weather avoidance. What! If Mr. Humbard is serious, and *Anywhere Map*'s rapid pace of improvements and upgrades certainly seem to indicate he is, this product is going to make tremendous changes in aviation. In addition, *Anywhere Map* is almost mystically at home in any aircraft. You can mount its resident Pocket PC in a 50 knot ultralight or a 500 knot corporate jet. Each application will give its respective pilot the constantly updated navigational information they need at a glance. It's perhaps most surprising that the whole system costs approximately \$1,000 and fully half that price is the Pocket PC itself! When you're not flying, you can take the Pocket PC with you and use it for the myriad other applications it was designed for.

I've found the relatively new Pocket PC platform to be a most exciting development. But the software industry has yet to scratch the surface of this device's potential. Control Vision Corporation is truly, to coin an aviation phrase, pushing the envelope. With the advent of more powerful processors, improved displays and greater storage capabilities, software applications will certainly advance. However, it would be difficult to find an application that has taken better advantage of the Pocket PC's unique capabilities. Small, light, portable and powerful - *Anywhere Map* on the Pocket PC is changing the way many pilots fly. In their user comments, many are already saying, "indispensable," "I won't fly without it," and from a retired TWA Captain, simply, "It is amazing."

Young Eagles

By Duanne Huff

Last year twenty five pilots with the help of seven



or more ground personnel, provided Young Eagle flights for One hundred eighty two (182) young people. Maybe we should set a goal of two hundred and one (201) for 2001. With good weather on planned Y.E. rallies, Ch. 690 can reach this goal easily. Our first Young Eagle rally is tentatively scheduled for

February 17th..

The EAA Air Academy has summer youth camps for ages 12-18. We are beginning the process of finding young people who would like to attend these camps. Some financial help will be made available through Ch. 690. For more information and a scholarship application, please see me, Duane Huff, or contact me at 770-921-4423 or duanehuff@yahoo.com.

O.T.H.G

Ch. 690 has let the guard down again, and permitted the Over The Hill Gang to get back into our building. (Joel, did you let these guys have a key?) This time they weren't satisfied with off white paint, they got into some dirty grey paint and smeared it all over the hand rails and step risers. Suspects are F. Wilcox, G. Jannakos, W.

Deere, F. Settle, D. Schonmeyer, B. Barnes and ?? Maybe if Tim Fulmer would complete the job he started, we could keep this gang out of there.

Board of Directors

By Duanne Huff and Frank Wilcox

The Board of Directors met on January 17th. Duane Huff was elected chairman and Tim Fulmer kept the minutes. Events for the year were discussed at length. The regular meetings and pancake breakfasts were put on the calendar. 2001. The two newly elected members, Lee Craymer and David Posey, were welcomed by current members, Greg Jannakos, Joel Levine, Frank Wilcox and Bob Zahner. Retiring members, Duane Huff and Don Roberts were thanked for 3 years of faithful service. The new Board officers are Frank Wilcox, president, Greg Jannakos, Vice President and Lee Craymer, secretary. The responsibilities of the Board, oversight of the chapter property, were assigned as follows: Building - Greg and Lee; Grounds - Joel and Bob; Tools, equipment and furnishings - David and Frank. A project started last year, development of written policies and procedures to guide the use and maintenance of property in these areas, will continue. The Board is prepared to also spearhead, coordinate and support the committees that will develop the mezzanine areas. Planning will start immediately since the Certificate of Occupancy is expected in the next few weeks. Greg and Frank met with Clyde Schnars, chairman of the Tool and Maintenance Facility Committee on January 24th for preliminary layout planning of the tool storage room. Planning for the Food Service area will be begin in the near future. The Board then met in joint session with the Board of Directors, also meeting on January 17th and led by the new chairman, Duane Huff to plan the programs for the next year.

The next meeting will be Feb. 3rd. at the breakfast.

Big Trip, Little Plane

By Margaret Wilcox

Last months breakfast program on Ultralights.

The trip was accomplished in 2 phases, eastern and western. During the eastern trip he touched down in 23 states from July 16 to July 29 including a stop at Oshkosh. Some of the "thrills" were landing on the Kill Devil Hill where Orville and Wilbur first flew, crossing the New York skyline with modern jets flying in and out of JFK and La Guardia airports and flying up the Hudson river past the Statue of Liberty. He soon wore the treads off his tires and the new square tread tires purchased in Maine would not allow the landing gear to retract so the rest of the trip required landing only on runways. Flying the western states presented somewhat greater challenges from Sept 10 to 29, but it also included many memorable thrills such as zigzagging across the Grand Canyon and landing on the old Route 66 in Santa Rosa, N.M. He landed on a Navaho Indian Reservation in Arizona for fuel and had to buy a can to carry the gas. He subsequently traded it to a Native American for a ride back to his plane. The old fellow looked at the plane and after learning where Ben came from and where he was going, remarked "Big Trip - Little Plane" He flew over the Golden Gate bridge, not once but twice, because fog prevented photographs the first time. The trip through Canada to reach Ketchikan, Alaska. was also delayed by fog and he found the courteous Canadian custom officials made up for the \$12 a gallon gasoline. Local pilots willingly advised him of safe routes over the Rockies, both going and coming. Ben mounted, on one wing of the plane, a remote camera with which he recorded much of the trip. We were privileged to see some of his best photos. He landed at a total of 84 airports and spent \$5000. The

plane could fly about 300 miles on a tank full of fuel. Top speed was 80 miles an hour - slow enough for open cockpit flying. His altitude varied while he tried to avoid thermals, having to go as high as 12000 ft. in late afternoon in the western states. For Ben this was the trip of a life time. He attributes his good weather to the prayers of his wife and 2 daughters who awaited his return in Suwanee, Ga. The program concluded with a discussion of ultra light flight training.

Publisher Needed

We need a new volunteer for this very important task. Basically the publisher is given a copy electronically of the NavCom and must print and deliver to the Pancake breakfast. Please contact Mike Stewart 770.330.3644 **Note:** After several months publishing this column, there are no responses. A volunteer is needed! This will be the last publishing by the editor.

Editor Needed

Do you like to write and review?. Would you like to become more involved with the chapter. The Chapter is looking for a Newsletter Editor. Articles are furnished by other members. The editor collects them via e-mail, and compiles them into the nice newsletter you see here. You do not need to be a computer wiz. But a good understanding of a word processor like MS Word or the like is very helpful. You don't have to reinvent the wheel here. A nice template is available to you and gives you a great starting point. This is a highly paid position. One in which gratification earns you points with the flying public. This is a highly sought after, and very prestigious position. Contact Mike Stewart 770.330.3644

The NavCom

The NAVCOM is the official monthly newsletter of EAA Chapter 690 serving its members and other persons interested in the advancement of Aviation.

Original articles, art, and photos are invited and encouraged. Submit articles in ASCII or Word format and pictures in any format via email to: mstewartga@yahoo.com or mail to:

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270 Leigh Kay Drive
Lawrenceville, GA 30045
770-277-9686

**Deadline for submissions is the
Last Sunday of the Month**

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Events Calendar



Visit the EAA 690 Website at <http://www.eaa690.org>

January 13, 2001 - PUNTA GORDA, FL - Chapter 565 Fly-In/Young Eagles Rally, 941-627-1700, thayerv@earthlink.net

January 20, 2001 - PALM BEACH, FL - Chapter 203 Pancake Breakfast/Young Eagle Rally, 561-818-9100

January 27, 2001 - COLUMBUS, GA - Chapter 677 Young Eagle Pancake Breakfast, 706-587-3563.

February 10, 2001 - PUNTA GORDA, FL - Chapter 565 Fly-In/Young Eagles Rally, 941-627-1700, thayerv@earthlink.net

February 17, 2001 - PALM BEACH, FL - Chapter 203 Pancake Breakfast/Young Eagle Rally, 561-818-9100

February 24, 2001 - COLUMBUS, GA - Chapter 677 Young Eagle Pancake Breakfast, 706-587-3563.

EAA 690 Project Visits. By Greg Jannakos

February 12th Chapter 690 visit to Delta Maintenance Facility is scheduled for Monday, February 12, 2001 at 1:00PM We'll gather at the Hilton Hotel parking lot on 1031 Virginia Ave between 12:30 and 12:45. We'll depart the parking lot at 12:50 to go the maintenance facility about 1 block away. The address of Delta's Maintenance Facility & Headquarters is 1050 Delta Blvd. There is a large Delta sign in front of their complex. The contacts at Delta are Vickie or Shanid Guafe, 404-715-7886, Vickie is the receptionist. Shanid asked that we get a head count and vehicle count to him before the visit. Please get this information to me at our next chapter meeting or by phone or e-mail by Sunday, Feb 11, 2001 Greg Jannakos 770-277-1637
gpjann@juno.com

Monthly Pancake Breakfast
EAA Chapter 690
Lawrenceville Airport
8:00 to 10:30 AM



first Saturday

February 3 - Women in Aviation Program

March 3 - Vintage Aircraft Fly-in, Aerial Photography Program

April 7 - GPS for the VFR Pilot Program

May 5 - GA Wings Weekend

(www.wingsweekend.com)

June 2 - Poker Run

July 7 - Airplane Wash

2001 EAA Calendars

Now available in the 690 Aero Shoppe.

Get yours now - and they make great gifts.

List price \$10.95. On Sale for \$10.00.

HELP WANTED

Adult Air Scout Leader Needed

The Air Explorer Post needs our help. EAA 690 holds the charter for the post, provides a meeting place and some background support. After many years as advisor to the



2001
Georgia Wings Weekend
www.wingsweekend.com

Friday-Sunday
May 4-6, 2001
@Gwinnett Co.
Airport (LZU)

Classifieds

For Sale: 2 - David Clark H10-60 Headsets - \$225.00 each 1 - Sigtronics Transcom II 4 way Portable Intercom - \$140.00 Alan Langford 770-339-3674
alang@mindspring.com

For Sale: New Maule Tailwheel 8" Solid Rubber, New wind driven generator, whiskey compass, Old style AH and DG, Cessna 328 T 720 Channel, Misc instruments.
Contact Dave Ostergaard, 678-482-0491.

For Sale: Complete (new) hydraulic disc brake and wheel kit for A/C up to 1100 lb. gross. Includes tires, tubes & mounting hdwr; \$200. Tail wheel, axle, glass rod spring and mounting bracket (new); \$100. Frank Wilcox 770-978-2403 or
frankwil@mindspring.com

For Sale: Wheels/brakes for sale: McCauly 6.00-6, for Cessna 182 through 210, or homebuilt from 2,500-3,500 lbs. Forrest Wilson, 404-292-5613,
forrestw@mindspring.com

Projects for Sale - Cecil Whaley of Lafayette, GA is trying to clean out a hangar of experimental projects he has - cheap, he says. Available are: * 2 Pitts Special airframes/misc. parts such as control surfaces, pushrods, bell cranks, and a good wobble pump. * Cherokee II vintage sailplane from the 30's * Dragonfly project * Hummelbird project He is trying to focus on the completion of a Hyperbipe project, and would like to clear this other out. [He is looking for Hyperbipe parts, too.] Cecil can be reached at the Lafayette Airport at 706-638-7071.

For Sale: Cessna VOR indicators IN-514R, IN-514B \$90 each, Cessna 3-in-1 engine gauge (mech. oil pressure, elec. cyl and oil temp) \$100, Cessna 4 inch attitude indicator yellow tagged in 97 \$120, Turn and Bank, missing data plate \$45, VSI in m/s \$60. email for pics. prothe@wewill.com 12/2/99

For Sale: Zero time Jabiru 2200 cc 4 cylinder motor.. 80 Hp @ 3300 rpm and complete weight is 123# with alternator, starter, and exhaust. Certificated in Europe. \$7000 HAPI VW 1834 cc aero converted motor. Never run. Has one Mag and one CDI ignition plus dual plugs. 60 HP. \$2500 Help me clear out the basement.. Consider trades. email for digital pictures Ron DeWees 404 876 3481
rdewees@avana.net 10/19/99

For Sale: CHALLENGER II "STANDARD", always hangared, 503 W/Dual Carbs. Excellent workmanship. 25 Hrs. total time. Fiberglass nose & center section. Raised cockpit mode kit -- tinted w/shield, shldr. harnesses, 6" Alum wheels/tires, upholstered seats & interior, 2-tone blue/white. Extras: elect fuel guage, remote radio antenna, brakes, 5" Hagge Alum wheels/tires, 50' cable housing, carb. splitter kit, plugs, 4 X 8 tinted lexan & parts for doors, extra paint/fabric. Optional: ICA 21 Icom t'ceiver, Garmin GPS89. Price in \$13,500 range, negotiable -- plz. call: "C.F." or Carol @ (706) 235-0644 (Rome, GA) 8/29/99

For Sale: 1982 Steen Skybolt- 200 HP AEIO360..Christian Inverted fuel and oil 600 TT AF 100 SMOH 100 Fact.New Prop- New Mx11 Comm. Collins encoding transponder. Magellen GPS -New Red Leather interior -A&P built always hangared never rained on. Open cockpit or bubble on back and closed front. No competition aerobatics....GREAT LOOP AND ROLL AIRPLANE....Excellent flyer extremely well built. Builder in Atlanta area and to answer any questions.This is a one builder airplane, not one of these three or four builders along the way and no real records of who was good or not good etc.
Call 770 232 9303 or 404 257 1610. 8/17/99

For Sale: Perfectly built RV8 empenage with electric trim and Variprime interior (600\$). Also for sale 28 years of Sport Aviation (300\$) less then a 1\$ each. Call Carl Bell 770 263 7998. 8/16/99

For Sale: Lycoming O-235-C1 Engine with 1190 Hours since new. Includes Bendix Mags, Harness, Plugs, Starter, Alternator, Fuel pump, Exhaust stacks, and baffling. Also included is an engine stand. Engine is located in Chattanooga TN and belongs to a customer. Price is \$5,500.00. Contact Earl Evans after 6:00 pm or E-Mail to AvmtEarl@aol.com. 770-229-8670. 8/12/99

For Sale: I would like to trade my shares in the Cessna 140 that the EAA690 --Stone Mountain Aircraft Restoration Team (S.M.A.R.T.I.) is restoring for a homebuilt project. The Cessna 140 is on the gear with the wings ready to recover and the engine ready to assemble. Contact me for details. I will consider anytype of project. Earl Evans, phone 770-229-8670 or e-mail at Katgone@AOL.com

For Sale: A set of four cylinders and pistons from an O-320-E2G. They have 1974 hours on them since new, look great and had compression in the mid-seventies when the engine was overhauled and upgraded via an STC for more hp.. A starter from the same engine. It worked fine when it was removed. A camshaft from the original engine (same number of hours as the cylinders). Not bad looking -- needs to be re-ground to specs. Tappets -- two out of eight look slightly beat up. The others look pretty good. A Lycoming fuel pump which worked fine for 1974 hours.
Joel Elman squarf@mindspring.com.

FOR SALE: 1996 WHEELER EXPRESS \$ 130,000 Sleek High Performance 4-Place Composite, (New) Imron Finish with Tan Leather Interior. Lycoming IO-360 (225 Hp), Hartzel Constant Speed Prop. 92 gal Fuel, Next Annual 7/01, IFR Certified. Loaded: Century 2000 Auto-Pilot, IFR GPS (KLN-90A w/Approaches), Vision Micro Systems Engine Monitor, Strike Finder, Terra Avionics, Digital Compass, PS Intercom, Bose ANC Headsets, many other features. Call: Anita Kaas 770/368-9716. GA

For Sale I have a King KX-170B Nav/Com that is from a 1980 Piper Warrior II. The entire faceplate along with all the knobs have been replaced, the front looks 100% brand-new. In addition, the radio was inspected and yellow-tagged (servicable) on Nov. 11, 2000 by Foothills Aviation, Inc. East Coast Avionics in Florida sells this radio for \$1089...my price is \$899. All connectors, tray, etc. are included....radio is ready for installation. .Rich Gorkes 770-923-9623

For Sale Partners wanted: Piper Arrow 1/4 shares. \$13,000 plus reserves. 1967 PA28R-180 3900TT, 300 SMOH, Current IFR, and Apollo IFR GPS. See it in front of EAA hanger. N3898T. Call Bob Cauffield 678-985-2657. e-mail cauffield@locopage.com



NavCom

January 2001

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Huff, Duane

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