

# CHAPTER 690

# NAVCOM

November 1996

## Biplane Fall Classic a Success!

David "Blivit" Posey, vp

My favorable memory of this year's event was the response and the energy of the members and others that volunteered for the many activities of the fly-in. This was a metro event in that EAA'ers from chapters 268 and 1062 pitched in to help. Many thanks to all who made this event a resounding success. There are too many to mention in a brief article, but I do want single out the activity chairmen.

Joel Levine really came thru with the publicity. I even had a call today from the GENERAL AVIATION FLYER on the west coast for a follow up on the event. Good work Joel!

Auto parking and signs went very well due to the efforts of Al Higgins. Big bucks from parking donations. Way to go Big Al.

Larry "Smilin' Jack" Bishop handled all the biplanes, homebuilts, spam cans, tube and rags, etc. that brightened our ramp. By this reporter's estimation it must have been at least 50 beautiful birds. You done good Larry.

Food: What can I say. Mr. North was his usual energetic self. Looks like the revenue was exceptional as well. Thanks a million Mike.

The outside stuff was a Greg and Greg affair, Werts and Jannakos that is. Good displays and with all the hangers open very impressive. Give these guys a big hand!

Over 85 men women and children had the time of their lives barnstorming around in the Steersman of Bill Allison and Steve Collins. This operation was smooth as silk due to the brilliance of the one the only Bob Zahner. Ashby's Model A was a nice touch. Great work Bob.

With about 18 biplanes to register and judge, Frank "Slim" Wilcox Had plenty to do. Quality of the aircraft were exceptional, making the judges job difficult, but "Slim" handled it with finesse. Thanks old friend.

What would we do without Charles "Hopalong" Sego, King of the Porta-potties, Envoy to the Airport Brass. You also done good Charlie.

The Briscoe Windbag, aka Jim Garner, did a great job subbing for our usual mouthpiece, Steve Ashby. And thanks to the other Steve (Yothment) for the sound system.

Duane "Puffer" Huff and Joel's "She who must be obeyed", Lnor are to be applauded for their efforts at merchandise sales. Don't these two ever get tired?

Oh my I'm about to forget Dale "Pulsar" Schonmeyer our most able Safety Officer. Thankfully where were no incidents due to Dales leadership. Thanks guy.

Theresa Colman really put her heart into the evening program, but we let her down. Thanks for the effort girl, we will get behind you better next time.

And last but not least, thanks to Steve "Mr. Biplane" Ashby for the idea and the leadership. Sorry your plugged up plumbing didn't let you enjoy the event, but next year watch out.

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### 1996 GREAT BIPLANE FALL CLASSIC - AWARDS

WARBIRDS			
Grand Champion	N3N-3	Lee Kluger	Ackworth, GA
Champion	Stearman PT-17	Chris Manzo	Norcross, GA
ANTIQUÉ			
Grand Champion	Great Lakes Trainer	Jones Webb	Woodstock, GA
HOMEBUILT			
Grand Champion	Starduster Too	John Thomas	Highlands, NC
Champion	Starduster Too	Tom Barcroft	Marietta, GA
CUSTOM			
Grand Champion	Waco YMF-5	Allan Schuster	Alpharetta, GA
Champion	Stearman	Sam McDonald	Cumming, GA

There were a total of 16 Biplanes registered



# Presidential Pitch

The Biplane Fall Classic was a great success. Because of our own 690 home, setting up and all preparations for the day were much easier. The weather was beautiful and just perfect for our fly-in. The food line for breakfast and lunch was continuous nearly all day long. Many great-looking biplanes and other airplanes came and were enjoyed by all. The other projects and displays were visited by many who came to the show. Once the biplane rides got started, they wee non-stop until everything else was finished. It was very nice to have them landing on the old runway so close to all the other activities and where everyone could see them flying. Congratulations and many thanks to Steve Ashby, David Posey, their chairmen and all who worked so hard to make the day safe and lots of fun. From preliminary reports the Biplane Fall Classic was also very successful financially. A highlight of the day was giving Patrick Norris his Young Eagle flight. Patrick, a member of the chapter, joined when he came to fly the Aluminum Overcast. He had worked diligently all day long with Larry Bishop. It was my privilege to give him his Young Eagle certificate.

President Duane Huff

On October 19th the four planes from Chapter 690 participated in the Boshears Memorial Fly-in at Daniel Field in Augusta Ga. Clyde and Sharon Schnars and Charlie and Anne Patterson flew over in their R.V.6s Dennis Kaas went in his Wheeler and I in the Chief. This is a very large fly-in with helicopter and Stinson Tri-motor rides and an afternoon air show. It was very well attended and I would recommend it to you for next year.

It is not too early to mark your calendar for our December meeting which will be a Holiday carry-in dinner and awards night. This will be on Friday evening December 13th. The festivities are being planned and it should be a very enjoyable evening. How nice to be able to have this event in our new home.

I am aware of four projects that have been completed this year by chapter members. They are Clyde Schnars, Dennis Koss, Fred Meyer and James Confer. If there are others, please let me know so that we may honor them on awards night.

Let's all continue to work together to keep Sport Aviation alive.

## Board of Trustees Report

Frank Wilcox

The 5th annual Biplane Fall Classic is now history.

Another great success for Chapter 690. Our chapter building (hangar) is becoming more appreciated with each chapter activity and especially the major activities such as this and the B-17 visit last spring. We did have the building for the 4th Biplane Fall Classic in 1995 but there was no paint on the floor, front bifold door, landscaping, kitchen sink, electric service, hardened walls, 2nd level storage area or RESTROOM. All of these in addition to having most of the chapter equipment (grills, tables, chairs, signs, sale items, etc) on site and ready to use made the preparation, use and clean-up this year much easier and more enjoyable.

During the scheduled work day Oct. 5th several important projects were accomplished. The large pile of leftover hangar building material on the ramp was moved to the south side of the building. The two grills were cleaned and painted, four large tables were repaired and painted. Then there was a much needed general cleanup of the building interior. The next week Pres. Huff demonstrated his skill in antique restoration by cleaning and painting (to factory quality) the exterior of our donated refrigerator. Nice job, Duane. The aluminum wind screens on the grills were also replaced and the floor cleaned and mopped. (Just like home - how we slick up the place for company.)

A major unscheduled work evening took place on October 8th. Tim Fulmer secured the services of a professional welder and in 3 1/2 hours the 2nd level storage area was constructed. Initially nuts and bolts were to be used but when Jack and his arc welder got started there was no stopping him. Thanks Tim and Jack. Thanks also to Larry Bishop and Terry Adams for donating pallet racks, grating and the steel stairway for this needed addition. Flooring, guard rails and painting will complete this project.

The taxiway boundary lines have been painted on the ramp area in front of our hangars. Thanks again to Tim Fulmer for arranging for this safety improvement. These parallel solid yellow lines indicate to pilots that the the EAA ramp is closed to taxiing aircraft. Of course, this does not apply to aircraft that have a legitimate right to enter this area, primarily the hangar owners and their guests. They also indicate to all vehicular traffic that the taxiway is a designated aircraft operational area and therefore aircraft under all circumstances have the right-of-way. Members and their guests that drive vehicles into our ramp area while not prohibited from driving on the taxiway must always be observant of and give way to any aircraft parked or in motion in this area. Under no circumstance will vehicles be parked on the taxiway side of the yellow lines. Airport management has stated that there is no objection to vehicle traffic at any time in the ramp area side of the yellow lines. As is our current custom vehicles should be parked inside hangars when ever possible leaving the ramp free of obstruction to aircraft.

Planning for the interior configuration of our chapter building is continuing. Linda Kuntz has finalized the layouts of three different floor plans. Material lists have been prepared and from these cost estimates are being developed. All of this information will be reviewed by the Board of Trustees, modified if necessary and forwarded to the Board of Directors for consideration and action. The goal is to complete this process by the end of November.

On the October 26th workday painting of the new storage area was started, a bulletin board was hung near the front exit door and a "white" (not black) board on the opposite wall. There was also a post Fall Classic clean-up. No more work days are scheduled for now, but "keep tuned".



# Joe's Chapter Calendar

NO CHAPTER WORKSHOP! The weight and balance workshop scheduled for this month is postponed to January!

Nov. 8 - Gwinnett County Airport - Chapter 690 monthly meeting. 8 PM. Builder's Round-Table.

Saturday, Nov. 9 - Parkton, N.C.--Southern Comforts Aerodrome (35W) to present Rusty McGill Airborne Re-enactment & Warbird Fly-In. World War II era airshow, warbirds fly-in, sky divers, aerobatics, antique car show, re-enactor encampment and ground tactical demonstration. Airport to close periodically during the day for aerial activities. Call Bill Johnson at (910) 858-2206 days or Boyd Parsons at (910) 484-9280 evenings for more information.

Saturday, Nov. 9 - McMinnville, Tenn.--Fly-in country ham breakfast at Warren County Memorial Airport (RNC). Call Joe Howard at (615) 668-4806 for more information.

Sunday, Nov. 10 - Mount Pleasant, S.C.--The South Carolina Breakfast Club to meet at East Cooper Airport (8S5) 9-10 a.m for morning meal and mixing. If weather is questionable or for further information call Anne Hawkins at (803) 432-9595 or Gerald Ballard at (804) 724-2651.

November 12 - Northwest Airlines Technical Training Center--Nov. Mtg. Atl. PAMA Chapter. Ron Schwedland on FJ44-1 fanjet development. Social Hour: 6-7, Program: 7-8 pm.

Saturday, Nov. 16 - Chattanooga, Tenn.--Collegedale Pilots Club monthly fly-in breakfast at Collegedale Airport (3M3). Call the airport at (615) 236-5008 for more information.

November 16-17, Griffin GA, EAA/Alexander Promotions Aircraft Builders Workshop. 1-800-967-5746.

Saturday, Nov. 16 - Hazlehurst, Ga.--The 18th annual Cotton Harvest Festival and Fly-In. Land on 2,000-foot private grass strip two miles west of city and taxi to the fairground, or land at Hazlehurst Airport. Fly-ins free. Site includes 1890s farmstead with arts and crafts, cane grinding and syrup making. Breakfast served at farmhouse. Call Wanda Marchant at (912) 375-4543 or Charles Marchant at (912) 375-3038 for more information.

Saturday, Nov. 16 - Lewisburg, Tenn.--Fly-in country breakfast at Ellington Airport (LUG). Call Clay Derryberry at (615) 359-5001 for more information.

Sunday, Nov. 17 - Russellville, Ala.--Monthly fly-in at Russellville Municipal Airport (M22). Call Hans Pauli of Quad City Aviation at (205) 331-9000, 332-9906 or 486-3170 for more information.

Saturday, Nov. 23 - Dayton, Tenn.--Rhea County Civil Air Patrol monthly fly-in breakfast at Mark Anton Airport (2A0), 7:30-11 a.m. Call Wanda Fulmer at (615) 775-8407 for more information.

Sunday, Nov. 24 - Loris, S.C.--The South Carolina Breakfast Club to meet at Twin City Airport (5J9) 9-10 a.m for morning meal and mixing. If weather is questionable or for further information call Anne Hawkins at (803) 432-9595 or Gerald Ballard at (804) 724-2651.

November 30, Ft. Payne AL -EAA Chapter 890 Fly-In Breakfast, Young Eagles, 205-845-1077.

Saturday, Dec. 7 - Winchester, Tenn.--EAA Chapter 699 monthly fly-in breakfast at Winchester Municipal Airport (BGF). Call Scott Scarborough evenings or weekends at (615) 967-1991 for more information.

December 7, Lakeland FL - EAA Antique /Classic Chapter 1 5th Annual Christmas Fly-In. 941-676-0659.

Saturday-Sunday, Dec. 7-8 - Lakeland, Fla.-- Fifth annual Christmas Fly-In at Sun 'n Fun site on Lakeland-Linder Airport (LAL) hosted by FSAACA A/C Chapter 1. Florida Short Wing Piper, Ercoupe owner and C-170 clubs invited. Lunch, judging. Dinner with special program Saturday, breakfast Sunday. Call Don Russell at (941) 676-0659 or Iris Morris at (813) 737-3463 for dinner reservations or more information.

Sunday, Dec. 8 - North Myrtle Beach, S.C. --The South Carolina Breakfast Club to meet at Grand Strand Airport (CRE) 9-10 a.m for morning meal and mixing. If weather is questionable or for further information call Anne Hawkins at (803) 432-9595 or Gerald Ballard at (804) 724-2651.



# The Little Round Engine that Might

HCI has a radial born of a unique design philosophy  
by Jack Hereford, Designer and President

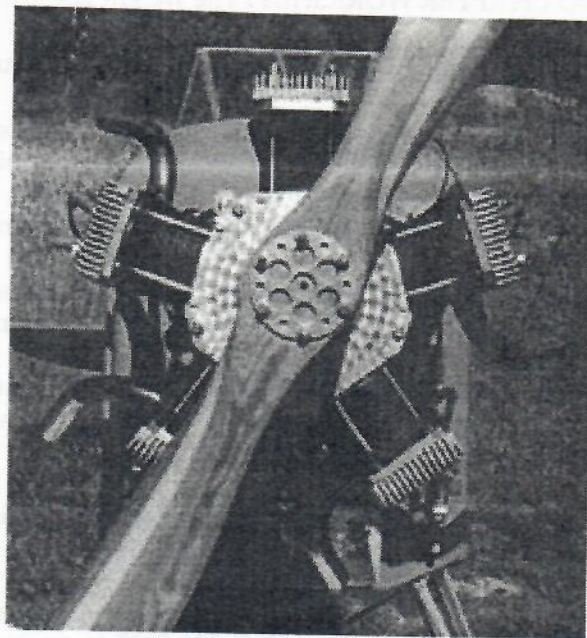
The R180 is a small radial engine designed for the homebuilder. Not a screamer, this long stroke side valve engine is designed to produce its rated power at low rpm. In addition to promoting propeller efficiency, this slow turning four stroker makes the rare exhaust music of the 'golden age' radials. And for the replica builder, it not only sounds right... it looks right too.

Designing a radial today to match the performance of the classics turned out to be a walk in the park! It the nineties, it's easy to compete with the materials and gasoline of the thirties. We found we could easily double the compression ratio used by Kinner, LeBlond, Viele... etc. With this higher thermal efficiency, the natural weight advantage of the radial easily yields an engine with impressive power to weight ratio.

Our design process began with a liberal dose of small engine history. Liston and Smith provided the facts, while Sam Heron furnished the philosophy. We found that the early radials were 'tall' engines in order to produce high torque at low revs. This was our reason for choosing the square bore/stroke ratio. Since anti-friction bearings were common to many of the classics, this was also a natural choice. A little more expensive and a trifle heavier, the ball and roller bearings are dead easy to oil. It doesn't take years of experimentation and failure to get the lubrication just right.

The side-valve choice requires a little explanation: Early on we looked at a variety of cylinders and heads. Harley Davidson jugs have been used with good results, but weight and cost argued against them. Some modern motor cycle cylinders with complete valve gear in-head looked good, but the valve drive chains might be difficult. Scavenging oil from upside down heads that had not been designed to run that way could prove to be a real problem.

We considered scratch-designing a pushrod head for VW cylinders. We may someday follow Szekeley's lead and offer this option. The existing half-heads used on VW derived twins don't seem to have much cooling area. But our foundryman was skeptical of getting much fin improvement.



That left only the difficult and expensive alternative of the sawn fins of the big radials.

Probably the clincher was the safety argument. As we reviewed engine-failure accident reports, we found valve-swallowing to be a not uncommon complaint. The absolute cure for this is the side valve. The advantages are many: No catastrophic valve failure, smaller overall engine diameter, generous head cooling fins, good valve seat and guide cooling, and easy foundry work.

The disadvantages of side valves are lower volumetric efficiency and funny shaped combustion chambers. We felt that these could be handled. The combustion chamber shape problem can be partially turned around by properly configuring the 'squish area'. Breathing efficiency can be improved by using large intake valves or by supercharging, or both. We opted for both. The intake valves are 1 15/16 Chevy hardware. Since radials need at least a slinger to insure symmetrical fuel distribution, we geared up this rotor for induction boost. Two automotive timing belts drive the slinger at nine times crank speed.

The simplicity of Viele cam gear has enormous appeal. by turning the cam ring in engine-rotation direction, it was possible to make a single three lobe cam ring work all ten valves. Choosing the engine rotation direction for the cam let us make the cam reduction drive with roller chain. This low precision drive element is both a simplification and a cost reducer.

Balance was managed in the same fashion as Kinner and LeBlond and Jacobs. These venerable engines slightly overcompensated the calculated primary imbalance, reducing secondary to an acceptable value. Torsional vibration so effectively masks the dynamic balance errors that they are hard to detect.

Szekeley managed to run their side valve heads



without valve stem lubrication. We tried it and found the only problem was the tendency of the intake stems to draw dust and grit into the guides. Flex cuff cured this, and we have experienced no additional valve lube problems even though the test stand environment is quite sandy.

A novel feature of the R180 is the all-cylinder compression relief. Originally added to make electric starting easier, the compression relief brought an unexpected bonus. With the relief valve open, there is no possibility of hydraulic lock in the bottom cylinders. The ports allow oil accumulated in the bottom cylinders to be expelled through the compression relief passages.

#### STATUS REPORT

As of June 1996, there is still only one R180. Right now, the engine is still building time on the test stand. All of the problems requiring major design changes were ironed out last year, and the current series of tests primarily concern the details of aircraft installation (in a Fly Baby).

The crankcase of the first engine was built from plate stock, requiring an investment in time of over 200 hours. Never again. Excellent crankcase castings are now in hand. Not only will the castings dramatically cut machine time, they will also reduce weight and add strength. Some oil leaks will also be eliminated.

#### STAY TUNED FOR PROGRESS REPORTS!

*Editor's Note: HCl is still developing this engine. Neither I nor they present this material as a sales pitch. They are not taking orders or deposits. They simply have an engine under development that I thought would interest Chapter 690 members. These images and the text were taken from the Pletnepol Web site maintained by Grant McLaren (<http://members.aol.com/bpanews>)*

HCl Aviation's R-180 Specifications	
Horsepower	75 @ 2150 rpm
Weight	122 lbs.
Displacement	180 cubic inches
Bore	3.625 in.
Stroke	3.5 in.
Compression ratio	7:1
Intake valve diameter	1.937 in.
Exhaust valve diameter	1.250 in.
Valve lift (all)	0.250 in.
Valve clearance	0.014 in.
Intake valve opens	7 deg. b/c
Intake valve closes	53 deg. a/c
Exhaust valve opens	53 deg. b/c
Exhaust valve closes	7 deg. a/c
Valve overlap	14 deg.
Ignition timing	38 deg. b/c
Supercharger drive	9:1
Supercharger flow	1450 cfm (free air)
Oil pump capacity	5.5 qt./min. @ 2150 rpm
Scavenge/feedpump ratio	8:3
Main/thrust bearings	Tapered roller
Master rod bearings	Twin row ball
Link rod bearings	Plain journal bearings
HCl Aviation	
3461 Dissen Road	
New Haven MO 63068	
573-237-3605	
fax: 618-654-6331	
paige@is.usmo.com	

# Astron Enterprises

Your friendly neighborhood place to rent planes...  
by Wayne Whitaker

Recently I got checked out in a rental 172 at Astron Enterprises, Chapter 690's neighbor on the field. I was impressed with their "good neighbor" policy. For example, they produce a newsletter for regular customers, and in their October issue they ran a notice of our Biplane Classic. Also, they offer a 10% discount on charts and approach plates for Chapter 690 members.

If, like me, your regular ride is down for annual and/or repairs and you just can't wait to go flying again, here's what Astron offers for your flying pleasure:

Cessna 152	\$42
Cessna 172 (Skyhawk)	\$55
Piper PA-28-161 (Warrior)	\$55
Cessna 172 RG (Cutlass)	\$72
Commander 112A	\$80
Cessna 177RG (Cardinal)	\$84
Piper PA-32-300 (Cherokee Six)	\$114

These are the "pay cash" prices; if you run a tab the hourly costs are a little higher.

If, again like me, you're spoiled by GPS, you can rent

a hand-held to go with your flying machine, including a Garmin GPS195 or a Magellan 5000A.

If you're still learning (and aren't we all), an instructor is \$24 an hour. And at least one of Astron's instructors, Sylvia Catanella, will be familiar to many 690 members.

I met another old friend at Astron: Skyhawk 52741, formerly of Stone Mountain Airport. I have fond memories of ol' 741, flying from the weed pocked runway of 690's former home. Thanks to Astron, this particular Skyhawk is now significantly improved, with a beautiful fresh interior, new windshield, very complete panel, and other goodies.

More good news is that Astron plans to purchase a Cherokee 140, which will probably rent for \$48 an hour. I trained on Warriors, but I've never flown the classic Hershey-bar-wing Cherokee, so I'm looking forward to a checkout.

Astron is open 9 a.m. to 8 p.m. Monday through Saturday, and noon to 8 p.m. on Sunday, though they're quite accommodating if you need a different schedule. You can reach them at 770-682-9949.



# October Meeting Minutes

The October 11, 1996 meeting of EAA Chapter 690 was called to order by President Duane Huff at 8:10 PM, followed by the introductions of 28 members and 6 guests in attendance.

**Announcements:** Duane Huff, showed the chapter a copy of the National Aeronca Magazine which featured his Chief on the cover as Aeronca of the month. Alexander Airplane workshops will have a two day workshop starting November 15, 1986. On Wednesday evening Nov 20, 1996 from 7pm to 9pm a FAA aviation refresher will be held. Calendars are here at 8 dollars each for chapter members.

**Vice Presidents Report:** David Posey spoke about the Fall Biplane Classic including plans and details of the event. A request was made for new information from chairpersons and volunteers at that time.

**Treasurers Report:** Sherry Langford reported that the chapter treasury contained \$4,818.30 in the checkbook and \$7316.91 in the Hanger Fund

Duane moved to accept the treasurers report and the motion passed.

**Safety Report:** Dale Schonmeyer stated that he is the safety chairman during the Fall Biplane Classic. A request for volunteers was made at that time. Dale reminded everyone to please keep your eyes open and make sure it's a safe event. He requested that we stay alert to potential safety problems and watch the kids because they are most likely to be involved in an accident.

**Publicity Chairman report:** Joel Levine reported public response has been good from the advertisements for the Fall Biplane Classic. Joel announced the Fall Biplane Classic starts October 12, 1996 at 7:30 AM. He announced that a biplane had arrived on the 11th and was hangared in one of the EAA hangers.

Larry Bishop announced that he is working with parking. We will be running three shifts to handle parking, a request was made for volunteers at that time.

**Pancake Breakfast report:** Mike announced we will need four people on each shift to cook serve and work the register.

Greg Jannokas announced that he is responsible for the display of projects, he stated that he was looking for an engine to put on display. Greg also stated he will need a

flight control display, even a model will do. Greg announced that Steve will not be able to display his Newport so any project will be appreciated, especially one made of tube and fabric.

Bob Zahner chairman of biplane rides discussed a plan for loading and runway usage. Two flight patterns were proposed, a short ride and a long one including two costs, 25 and 35 dollars respectively. Bob stated that a total of five volunteers were needed, two load-masters, two flag people and one person to sell tickets. Schedules were discussed and volunteers were signed up to complete all slots. Instructions have been printed for the operation. Volunteers have been assigned to drive the model T for all shifts as well. Aircraft parking was defined, ground parking, and directions to the entrance of the event was described.

Frank Wilcox announced that he will be the biplane judge and that all is OK. Frank thanked all the people that helped out on Saturday, cleaning the grills, cleaning up the building materials, painting the tables and other general cleanup was much appreciated. Frank also thanked Tim who brought a welder friend to help with the overhead grating and storage, he did a great job. Duane and Joel mopped the floor and it turned out great. Thanks went to Terry and Sue Adams for donating the steel.

Charlie Sego is the EAA 690 to Airport liaison, he has picked up the port-a-potties and they are in place.

Bill Coleman gave the membership report. Bill also described the pot luck dinner including prizes for best male and female aviator. He announced that the event starts at 7:30.

**Project Visits:** Greg Jannokas announced that on November 9 a weight and balance project will be done POSTPONED to January '97!!

The meeting was adjourned at approximately 10:45pm  
Respectfully Submitted, David Rowe

690 Gwinnett County Airport (LZU) Lawrenceville, Ga  
President: Duane Huff  
Vice President: David Posey  
Secretary: David Rowe  
Treasurer: Sherry Langford

This months program will be a Homebuilder's panel discussion, moderated by **David Posey**.

The Panel participants will be:

**Fred Meyer**, Designer-Builder of ACRO-ONE and ATLANTIS, composite and tube/fabric aeroplanes.

**Frank Wilcox**, Technical Counselor, Builder and Restorer.

**Clyde Schnars**, Soneri and VAN'S RV-6A Builder, Technical Counselor, and Flight Advisor.

**Duane Huff**, Restorer And Technical Counselor.

**Dale Schonmeyer**, Pulsar Builder and 2-stroke Engine Operator.

Each participant will speak briefly on a topic of their choice related to their project or area of expertise. A question and answer period will follow.

The program will be video taped for future use.



# Surfer Dude!

by Joel Levine

Without a doubt the World Wide Web (WWW) is the greatest and least expensive resource tool available to the aviator. For those with access to a microcomputer, or in the case of the Coleman's and Boatright's, a toy computer (spell that MAC) [that would be the toy I used to produce an internationally recognized newsletter and science journal :) - Ed.], this resource is just a few clicks away. This article describes a few recently visited sites that I found interesting. I define interesting as those sites to which return more than once.

For those of us maintaining or trying to improve our aviation knowledge, sites (think of a site as a repository of information) such as AVweb ([www.avweb.com](http://www.avweb.com)) contain a wealth of good information in the form of technical "White Papers." Topics range from sticky valves, to breaking in an engine, to selecting an oil type, to the latest on GPS technology. In fact, the article on handheld GPS receivers was twenty plus pages including photographs and charts comparing just the three most popular units. There was more information in this single article than has been published in the all of the more popular aviation magazines. AVweb gets its information from such authors as Rod Machado, Ron Kensey of Kennon Covers, and John Schwaner of the Sacramento Sky Ranch, just to name a few. All of the articles I've read at this site are authoritative, well written and contain supporting information to back their position.

"Landings" ([www.landings.com](http://www.landings.com)) is a similarly large but very different site. Though it contains good content, it's true worth is its complete and systematic cataloging of aviation-oriented Web sites. Landings sets into categories weather services, aviation images, airline travel, airport facilities, games, federal test information, and many other topics. If it flies and is on the Web, it's listed and linked here.

For those building aircraft, groups (or in several cases, the kit manufacturers) have developed their own web sites to support their activity. I recently visited the Rand Robinson's KR web site at [www.fly-kr.com](http://www.fly-kr.com) and a builder supported site at [www.traveller.com/~griffon/kr2s.html](http://www.traveller.com/~griffon/kr2s.html). (Don't try to pronounce the previous address without a proper check ride.) Both sites contained many photographs of completed projects, partial projects and just announced quick-build support. Most importantly, there were comments and information from the many builders of the KR series of aircraft to use as a guide for others with like interests. There are many more such sites on the web for other aviation special interest groups.

Another unique source of information (both good and bad) are the news groups. They cover such aviation topics as aerobatics, homebuilts, aviation products, restorations, owning and piloting, and can be "subscribed" to by registering on-line. As of my last check there are twenty aviation related newsgroups in which you can find opinions and counter opinions, and this doesn't count aeromodeling. Lets leave the newsgroups for another time, unless Lnor catches me looking at those binary files!

[Editor's note: a recent Tony Bingelis article in Sport Aviation decries the dearth of useful information on the Web. I'm fairly certain that Mr. Bingelis is stuck at the newsgroup stage. These discussions are like going to a bar to talk about Clinton vs Dole. Occasionally useful information is drowned out by bickering. Conversely, if a person or group goes to the trouble of publishing on a Web site, the information is easily as good (or bad) as that presented in Sport Aviation or other magazines.]

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SAVE

SAVE

SAVE

Please save your ALUMINUM CANS and bring them to the collection barrels in the chapter building. They will be recycled and the money will go toward our building operating expenses. We earned nearly \$5.00 from the collections at the Biplane Fall Classic. This will go a long way toward paying the monthly water bill. Bring a bagfull to each meeting (or any other time) and we can cover the costs of all our utility bills.

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## November NavCom Honor Roll:

Wayne Whitaker

Frank Wilcox

Duane Huff

David Rowe

Joel Levine

David Posey

Larry Bishop

Joe Reed



## FOR SALE

For Sale: Skyhawk 172, 1/6 ownership. New paint/interior. IFR certified. LORAN. Auto gas approved. Executive partners. No students. Hangared at PDK. \$4800. (770) 923-6149, ask for Frank.

For Sale: Bill Bowers award-winning plans-built Fly-Baby. Approx. 45%. Have all plans and invoices. All ribs complete-brakes, wheels, and tires-also, converted Javlin 1 liter, alter., starter, with all engine instruments. \$4500. nk Settle 770-928-6149.

For Sale: Van's RV-6A Empennage & Wing Kit: Wing inc. tory-assembled main spar. All plans and assmby video es incld. \$4200; Garmin 55 AVD GPS Receiver: Yoke mount with est. power plug, remote antenna cable. \$500; HobbyAir Power Fresh Air Respirator: Single mask system. Never used. 50' airline. \$275; All For Sale by Alan Langford, 339-3674

For Sale: 1968 Cessna 150, 230 hrsSMOH Approx. 5700TT, AT-50A XPDR + ACK Mode C; Intercom, ADF, MK-12B (360) King KX-145 (720), Audio panel/MKR BCN REC, Wheel pants - red & white, has lots of TLC; 7/95 annual - \$15,500 Firm, N50132 - based at Lenora, Reason: Need full 4 place; Ken Sharp (500) 677-4169.

VARIEZE, 90% complete rebuild, O-200 300 SMOH. Warnke prop, IFR instrumentation and radios. In law school, no time to finish. \$7950 firm. Terry @ 404-257-8794.

COZY 3-seat project, 45% completed. Wings, canopy, wheels, canard done. First layer of micro part sanded. Builder died; widow will sell for \$14,000 OBO. Also, RV-6A wing kit still in crates. Paid \$3245 new. Will sell for \$2500 OBO. Both located in Atlanta-Alpharetta. Call 770-740-0606.

For Sale: Tri-Q Project (160 MPH on 65 HP) All major construction completed - wing, canard, fuselage and control surfaces. To be finished - assembly, systems and engine installation and finishing. All materials, fittings and hardware to complete including instruments, prop and new Revmaster 2100-D engine (65HP). This is an original factory kit. All factory newsletters and Quickie Builders Association newsletters, drawings and instructions. \$13,000 invested. Make offer. Frank Wilcox, 770-978-2403.

FS: 1957 C-172. 750 smoh, 3760 TT. KX125, 1 pc windshield, fresh annual. Asking 19,500. Baby came early, plane's gotta go! Guy Clarkson 770-339-7281 after 6 pm.

Duane K. Huff  
383 Bethesda Church Road  
Lawrenceville, GA 30244



November 8- Chapter 690 monthly meeting,  
8 pm at the LZU 690 Hangar.  
This months program will be a Homebuilder's panel  
discussion

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**The NavCom**