



The NAV-COM

Newsletter of EAA Chapter 690
October 1992



The Great Biplane Fall Classic

Our annual Air Fair will soon be here! Compared to last year at this time, we are doing well, but much is still required. The October meeting starts at 7:30 for Air Fair preparations. Here's the status of several other areas:

Publicity: At press time, we have a reporter from the Atlanta Journal Constitution writing a piece on the Fall Classic. It may appear in both the Dekalb and Gwinnett Extras. The Dekalb News/Sun may also do a piece on the Classic. We also have an advertisement in one of the local coupon magazines that has a circulation of over 100,000. Finally, we are now listed in calendars of several publications. I expect the number of listings to increase right up to D-Day as all media outlets in the metro area have been faxed. The biggest hole in advertising (currently) is lack of posters at surrounding airports! This is easily remedied. Please make prodigious and judicious use of the poster supplied in this and last month's NavCom. We need maximal effort locally in this last week before the Classic. I have sent posters to all Georgia FBOs, but we cannot count on those folks posting them. If you have any suggestions or can help with last-minute publicity, please call me (Jeff Boatright) at 315-6869 (H) or 248-4113 (O) or Steve Ashby at 413-7112 (O) or 469-0786(H).

Aircraft ground handling: Ben Jeffrey (925-2852) is Air Boss. I know from experience that ground traffic is relatively easy job if the Air Boss has enough helpers. If not, it's a real bear. Actually, ground handling is fun because helpers get to greet arrivals and meet the

pilots of all those nifty airplanes. I got to spend a lot of time with the pilot/owner of an Oshkosh-winning Cessna 140 last year. Please check with Ben to see if he needs help.

Car Parking: A very necessary task. For the vast majority of guests attending the Classic, this area is their first contact with EAA Chapter 690. If we get even the crowds of last year, this phase of operations must go smoothly. Harold Stalcup (921-9468) is heading this. As car parking is not a glamorous job, the plan is to have lots of people working short-short shifts. Even if you are doing something else for the Classic, please volunteer to park cars if only for a short time. Harold already has the bare minimum number of people needed for the peak hours, but those folks must be spelled during the day.

Pancake Breakfast and Food Stall: Easily one of the more enjoyable jobs (easy for the helpers, not so easy for the chefs if no helpers show!) Mike and Jennifer North (925-9552) are heading this up, and Lnor Levine (394-5466) is arranging volunteers. Please contact them if you can help with the breakfast or later at the food stall.

Workshops: We need welders, rivetters, and woodworkers! Oddly enough, my press contacts seem to be very interested in the idea of workshops. If you have skills and can set up a table and do simple demonstrations, please contact Steve Ashby at 413-7112 (O) or 469-0786 (H). Right now, we have none confirmed! We really need a hand here. Last year all we had was a rivetting workshop. Richard, Frank, and I can attest to the incredible interest this little demo generated. I was really amazed. So, if you can demo anything, please seriously consider doing it. Your efforts will be immediately rewarded by the crowds. This, after all, is what

you're in EAA for, right?

Projects: Charlie Sego (923-9549) is in charge of getting folks to bring out their homebuilding/restoration projects. We have a several lined up (maybe 8), but definitely could use more. Also, if you own or have access to a truck or trailer suitable for hauling projects, please let Charlie know.

Material Needs: Please bring big coolers to Friday's meeting. Also, we need hand-held transceivers for ground-to-plane communications.

This might be a good time to wear your Chapter 690 shirts and badges...

A final observation: This is the Chapter 690 Fly-In. There may be many reasons for your joining EAA and this chapter. I've got to believe that these included the fun of being around a lot of aero-nuts and the desire to addict normal people to sport aviation, thus producing even more aero-nuts. The Great Biplane Fall Classic is your chapter boldly saying to the world, "Here we are, we're good at it, and we're having FUN!" So, don't be shy. The worst Chapter 690 fly-in I experienced was the first year I was a member. I didn't participate at all, other than to show up. I didn't have much fun. Ever since, the more I've done, the more fun I've had. Think about it.



The Building Column

by Frank Wilcox

Preparation of a written agreement with the Stone Mountain Airport management for the use of "The Barn" as a "690 Chapter House" is continuing. Meetings with the new airport manager, Nick Crowder, indicate a cooperative attitude and no problems are anticipated. The lower level of the building is now being rented as a hangar. The membership was aware of this when the vote to renovate this building for chapter use was made. A significant item in the agreement will clarify how this arrangement will fit with our plans both during the renovation and in subsequent use.

There is a need to have a written working agreement between the airport and Chapter 690 before any renovation of the building will start. Also, at this time, maximum chapter effort is being directed towards the success of our annual Air Fair on October 10th. Therefore, no work on the building renovation is scheduled. During this period and on into the building renovation, all chapter members are encouraged to discuss the project with Building Committee members. Questions about the progress and expressions of ideas and helpful comments are welcome.

On September 19th, nine members worked for several hours on the retaining wall. Because of the Air Fair, the next scheduled wall work day is October 17th. There are only about 80 cement blocks yet to lay, and with a strong effort on the 17th and 24th, this project should be completed. We start at 9:00 AM. You are needed if for only a few hours. Please bring your mason's trowel and help get this project off of our schedule.

Twin Skylites

by Frack (a.k.a. Harold Stalcup)

The Frick and Frack Aero Factory (FFAF) is constructing two ultralights called "Skylites". The Skylite, a plans-built plane designed by Ed Fisher, won best ultralight at Oshkosh 1991 and was featured in the December issue of *Sport Aviation*. The fuselage and rudder are 4130 steel tube, while the wings and horizontal tail members are gusseted aluminum tubing. The plane is fabric covered and can be conventionally finished. The prototype is powered by a 277 Rotax (28 HP). We here at FFAF are considering a 447 Rotax to provide cross-country capability (1993?).

Frick and Frack (Charlie Sego) chose this plane for its unique appearance and the cost effectiveness of a plans-built aircraft. The plans are reasonably detailed and for the most part easy to follow. When problems arise, we contact Ed Fisher by phone and he readily provides the answer.

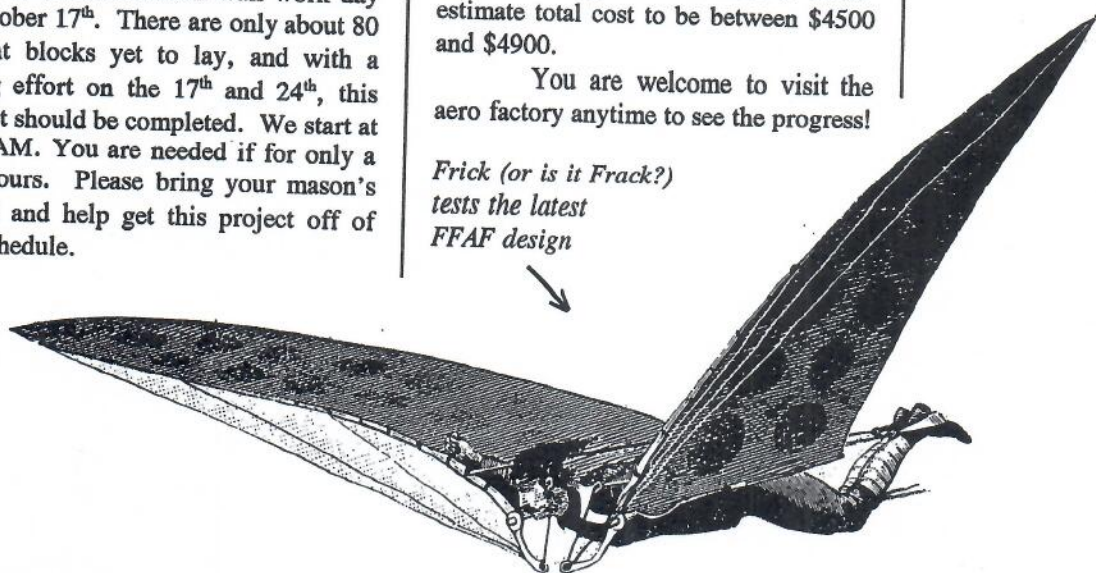
Plans Specs:

Length: 17.5 ft.
Span: 29 ft.
Height: 5.8 ft.
Wing Area: 117 sq. ft.
Empty Wt.: 234 lbs.
Gross Wt.: 480 lbs.

About costs: All materials for the fuselage, tail, wings, and ailerons are on hand and cost about \$1200. Still to purchase: AN bolts, wheels, tires, fabric, paint, instruments, and the biggie: an engine. We here at FFAF estimate total cost to be between \$4500 and \$4900.

You are welcome to visit the aero factory anytime to see the progress!

Frick (or is it Frack?) tests the latest FFAF design



Fly Buys

Shared hangar space available for small A/C at Winder/Barrow Co. Airport. Reinhart Kuntz: (404) 932-5964.

Half share in 1966 Beech Musketeer, N5997S. 2464 TT; 325 SMOH. King LC8001 Loran, Valcom 760 digital com (flip/flop freq.), Narco MK 12B Nav/Com, Narco 12A Vav/Com, transponder. New tires, fairly new brakes and windsheild,. Ann. 10/91. Overall very airworthy!! Based St. Mt. on grass. \$7500 or trade ?? Selling due to relocation. Call Jim 979-7242 eve.

A.D. on the Directory!!

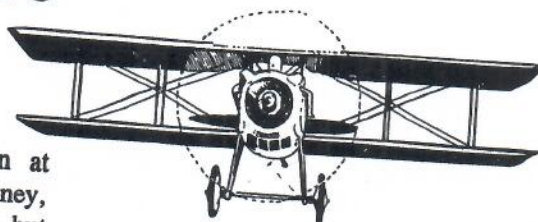
There is an A.D. on the directory!! The Kuntz phone number is 932-5964. Please put the enclosed label over the incorrect information in your directory. This is serious as the woman at the incorrect number is EXTREMELY miffed at us and wants somebody's head on a platter. C'est la vie, bebe...

If you know of other errors in the directory, please let me know.

Reinhart Kuntz
932-5964

Aerodrome '92

by F. Wayne Whitaker



The World War I fly-in at Guntersville lost serious money, according to organizer Frank Ryder, but it was a tremendous success from the point of view of an old-plane fanatic like myself.

Ryder blamed erroneous bad-weather forecasts on the low turnout. An Associated Press story quoted him stating that his event lost between \$100,000 and \$150,000. I wonder if the media would have given any coverage at all if it was successful: apparently, it ain't news 'less it's bad news.

From a selfish standpoint, the lack of crowds made the 'drome an even more pleasant experience. I find World War I aeroplanes intoxicating, so Guntersville was a religious experience for me. Some of the highlights:

-- A very authentic reproduction of a Thomas-Morse Scout, complete with 80 hp LeRhône rotary engine. You could smell the castor oil cooking when it made low flybys, and hear the sound of all nine cylinders blipping on and off (instead of throttle control). History and old plane buffs stood mesmerized: **This Is How It Really Was.**

-- Five Fokker Triplanes in formation, a flock unseen in nearly three-quarters of a century.

-- A graceful and damage-free groundloop by one of said Fokkers, made at low speed, near the end of its ground run. A yellow Graham Lee Nieuport performed a similar maneuver and was not so lucky: the left lower wing suddenly developed gull-wing dihedral.

-- Interviews, broadcast over the PA system, of actual veterans of WWI aviation who were invited to

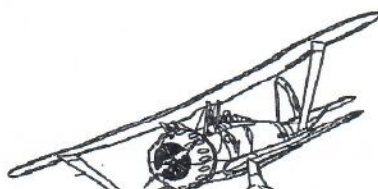
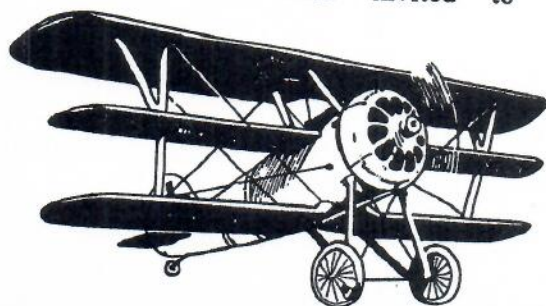
Guntersville. These gentlemen were amazingly spry and had interesting tales to tell of their war experiences. They were all over 90 years old. Where else can you get opportunities for first-hand accounts of early aviators?

-- Two authentic Sopwith Triplane replicas. Unfortunately, they were not flown, as far as I know, but they were fabulous to gaze upon.

-- Valuable advice on building on of my current projects, a Graham Lee Nieuport. Fellow builder Steve Ashby and I made nuisances of ourselves, talking at length to the many Nieuport builders who attended, including Randal Berardi, winner of Best Lightplane at Oshkosh '89. Guntersville was a great place to gather information on several interesting WWI-type homebuilts, such as the 7/8th scale SE5A, Boredom Fighter, Ron Sand's Fokker Triplane, Fly-Baby Biplane, and others.

My thanks to Richard Robison and Andrea Doneff, who graciously tolerated my total absorption during the weekend. They were quite patient as I babbled at length about events and technology of 75 years ago, or stood there gaping at some wood-and-wire wonder for a very long time. Thanks also to Steve's sons, Mark and Patrick, who were also very patient as their dad and I pumped builders for information, and while he video'd several nautical miles worth of tape of Nieuport details.

I heard rumors that Ryder plans to stage an Aerodrome fly-in every two years. I hope that's true. And I hope he doesn't let a poor turnout for his first year dissuade him from the difficult yet much-appreciated task of hosting Aerodrome '94.



FAA Listens

Do our comments to the FAA received through the Notice of Proposed Rule Making (NPRM) process make a difference in Oke City or inside the Beltway? Maybe. Recently I editorialized on the FAA's plan to discontinue several of its airman manuals. This NPRM received more comments than any other recent NPRM. 368 commentors were against and 6 comments were for the NPRM. As reported in the journal *Flight Training* (Oct. '92), the FAA agreed with the two generally stated objections to the NPRM:

"1. The FAA is charged with the responsibility for setting standards and for promoting and fostering aviation.

2. Although there have been changes in technology, the "basics" have not changed and the handbooks are still extremely useful and should be retained and updated."

The FAA goes on to say, "In view of the overwhelming number of comments and convincing arguments in favor of the continuation of the FAA-published airman handbooks, Flight Standards Service has directed that work begin on revision of existing Advisory Circular Airman Handbooks. *Further, your comments and suggestions will be welcomed as we begin the revision process of the airman handbooks.*" (Italics mine).

So, the FAA does respond when we take the time to comment. Of course, this is a relatively simple issue, a yes or no thing. However, it's certainly encouraging and fits with the recent (very recent) shift in FAA policy change. Let's hope that this shift snowballs to the point that the phrase "Hi! I'm from the FAA and I'm here to help you" loses its number 1 status in the top 40 aviation joke listing.

Only 374 people commented on this NPRM, yet this was an "overwhelming" response! Chapter 690 numbers about 60 members, or about 16% of the total comments on this NPRM of overwhelming response! If the entire membership of Chapter 690 decided to respond to the typical NPRM, we would change the course of history. Kind of a scary thought.

September Minutes

The September Meeting of EAA Chapter 690 was called to order by President Charles Sego at 8:10 PM. The new Stone Mountain Airport General Manager, Mr. Nick Crowder, was introduced to the group. In deference to our guest speaker, Dr. Marvin Marchman, the introductions were postponed until after his presentation. Dr. Marchman spoke to the 23 members and 4 guests present about what medical conditions will cause loss of an airman's medical certificate. The program was one of the best the membership could remember.

Secretary's Report: Since the August meeting was the Post-Oshkosh picnic at the Kuntz's, there were no minutes. Suffice it to say that the fine hospitality shown by Linda and Reinhart was greatly appreciated by all who attended. The rain fell all around the area, but not enough fell on this fine event to dampen the festivities. Once more we owe our thanks to Linda for

putting up with the group, but this year especially for pacifying one very angry lady with a telephone problem. I guess even our Directory can fall prey to those nasty AD's.

Activities: A brief mention of an upcoming Fly-Out and the Christmas Party was made. Frank Wilcox requested any suggestions for a chapter program. Charlie announced that the annual Bar-B-Que would be the following week at his home.

Old Business: Frank Wilcox announced that work on the block wall near the maintenance hangar would resume on the following Saturday, at 9:30 AM.

Air Fair: Steve Ashby reviewed plans for the October 10 Biplane Fall Classic. Plans to charge admission have been dropped although a \$2.00 parking fee would be levied. The airport mailing was about \$80.00 and an article is expected in the Dekalb Sunday News. Steve announced an Air Fair Committee meeting for the following week.

Announcements: John Henderson indicated that the chapter needed a wall cabinet for tools to replace the one lost when John Henderson and

John Popps moved hangars. The meeting was adjourned following John's announcement.

Respectfully submitted,
Joel M. Levine,
Chapter Secretary

Calendar of Events

October

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

10 - Chapter 690 Air Fair!! - What are you doing for it RIGHT NOW!?

6-18 - Hampton, GA. Wings and Wheels Motor Fair/Fly-In/Air Show. Henry Co. Airport. (404) 946-3910.

24-25 - EAA Chapter 731 Annual Fly-In and Airshow. Hickory, N.C.

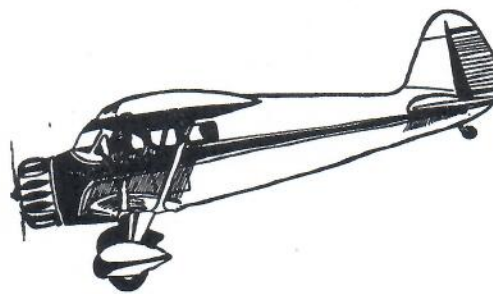
24-25 - Augusta, GA. Boshears Memorial Fly-In. (404) 738-8377.

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

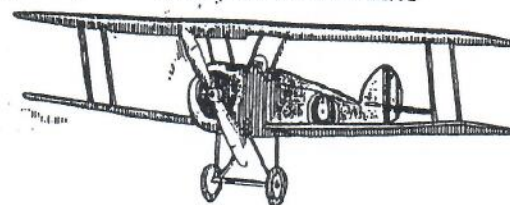
ATTENTION! ALL PILOTS!

BIG PRIZES
AWARDED TO ALL
CLASSES OF AIRCRAFT

- WAR BIRDS
- EXPERIMENTALS
- BI-PLANES
- STATIC DISPLAYS
- FLEA MARKET
- VENDORS



SATURDAY NIGHT AWARDS BANQUET
WITH GUEST SPEAKERS



COME TO THE BIG FLY-IN
AT AUGUSTA, GA - DANIEL FIELD

LARGEST EVER PLANNED IN GEORGIA

THE BOSHEARS MEMORIAL FLY-IN

THANK YOU

by Sheryl Black

Jeff asked that I write about Oshkosh. Instead I would like to write a belated THANK YOU that was brought to mind while attending Oshkosh. Actually, it started on Ken and mine's honeymoon visit to Kitty Hawk.

It's not exactly that Kitty Hawk is a place to visit over and over. It's the sense of awe that you are exposed to while there. Kitty Hawk basically consists of an airstrip, a small museum, a few shacks, and a large grass field extending into a huge knoll capped by the monument. A man recounted the story of Orville and Wilbur Wright in a manner that made you stop and think; to imagine yourself there. It's worth going, just to hear the story, to be there, to put yourself there on that December 17th, and imagine the surroundings as they would have been then.

It made me stop to think and wonder about many things. It was cold and they didn't have many warm clothes or much shelter. How did they keep their hats on in unforgiving and constant wind? How did they keep the sand out of their eyes, ears, nose, mouth, shoes? How did they talk anyone else into helping them? Who else would have had their fortitude and determination?

At Oshkosh, I attended a meeting for the Chapter Officers. Paul Poberezny gave a brief talk on how he started EAA. I hope he writes a book as it's a story we all need to know. Who else would make the sacrifices he did? How many tasks did he have to perform and manage where he had no previous experience? I doubt seriously the military taught him much about advertising, air shows, concession stands, camp grounds for the public, port-a-let contracts, construction contract for buildings, offices, museums, managing people and volunteers in so many various areas, public relations, dealing with city, county, state and local governments. The list seems endless. Did you know he worked for 17 years for EAA without pay? What time and other sacrifices his wife and children

paid? The criticism he's taken over the years. I think the man did an outstanding job, and his son bears proof to that fact. Tom has a number of achievements of his own and continues to do a great job. His open respect and admiration of his father is a credit to both men.

And now I think of Chapter 690. How many of us stop to think of how we got started and the time, talent, money, and efforts of those today and yesterday. When I became treasurer, I thought it would be a breeze. Let me assure you, it takes a lot more time than I thought it would. And I'm sure it takes less time than any other position. What it has done is teach me a greater appreciation for those who give and have given so much to EAA nationally and locally.

We say thank you to Jeff for doing such a great job with the NAVCOM and congratulate him on his award. Do we truly realize the number of hours he donates each month? John Henderson allows us use of his hanger, cooks the sausage, oversees the chapter tools, and has contributed in numerous ways to our chapter both past and present. Joel Levine takes the minutes of the meetings, consistently shares information of interest, handles golf shirts, sweat shirts, printing the NAVCOM, and again, makes many other contributions. Steve Ashby continues to be of legal support to the chapter, but do any of us realize the enormity of the task involved in coordinating the Air Fair? Yet, he supports the chapter in many other ways. Barney Barnes lugs our videos to every meeting and now June is making our posters. Charlie Sego and Frank Wilcox give countless hours to the not-so-fun administration aspects of the chapter as well as opening their homes for some of our functions. How many of us would want the entire chapter descending upon our home? Yet beyond this, either is ready to jump into, and even lead, any project they think will benefit the chapter. In the past, John Popps contributed more than any of us will ever know. John has a unique personality, but from what I hear, he was a major force in the growth of our chapter. These are but just a few.

Then we have those who are our unsung heros. Those who contribute anonymously. Those who will make a purchase for a chapter outing that the Chapter funds would reimburse and they won't turn in the receipt for payment. Or those who make other donations or offers of underwriting a project without public knowledge. Those who are loyal and support meetings and activities with their attendance, and/or help. The contributions of some of the best cooks in the world. Those who will serve in some way in producing our Great Biplane Fall Classic. If we will just stop to think of the many facets and all that's involved with just our chapter, we have to be in awe of the folks we have in our midst. EAA National and all the local chapters are indeed an awesome bunch, especially when you consider that aviation people tend to have stronger than average personalities and opinions and yet we can still be a team.

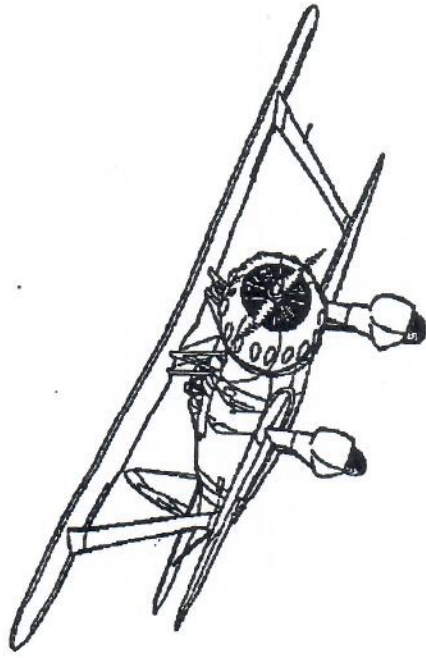
I hope that you will consider the gifts we have been given; that we say **THANK YOU** to those past and present for all they have given, for all they have done; they, as well as their families. And last but not least, that you will stand up and be counted among this elite group. Don't wait for someone to ask; volunteer. We all enjoy the benefits of EAA both on the local and national level. So, to mis-quote a famous saying, "Don't ask what EAA can do for you; ask what you can do for EAA."

From my heart, with the deepest respect and admiration, I **THANK YOU**, past, present and future.

Sincerely,

Sheryl Black





The Great Biplane Fall Classic

Historic Stone Mountain Airport

(Atlanta, Ga.)

Saturday, October 10th

8 a.m. to 4 p.m.

- ✚ Biplane Rides for the Uninitiated and Curious! ✚
- ✚ Odd-Winged Airplane and Glider Rides, too! ✚
- ✚ Experimental Aircraft - Flying & Building! ✚
- ✚ Hot Air Ballons and Helicopters Flying! ✚
- ✚ Food, Workshops, Movies, and 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.

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, take Stone Mountain Expressway, Right onto West Park Place (First Lighted Intersection on the Expwy). Right onto Bermuda Road (First turn from West Park Place). 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, 2293 Sanford Road, Decatur, GA 30033.

About Chapter 690...

The EAA is made up of hundreds of chapters world-wide. The local chapter for Dekalb and Gwinnett counties 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, though we especially want dry-wallers and floor-layers. **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 Counselor:

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
2293 Sanford Road
Decatur, GA 30033

**Chapter Meeting:
Moved to 7:30 for Air
Fair Prep!!**

Joel Levine
1340 Nevine Circle
Dunwoody GA 30338

