

April 1982

EAA CHAPTER - 690 gwinnett county, georgia NEWS - COMM

MEETINGS 2ND FRIDAY EACH MONTH AT STONE MOUNTAIN AIRPORT-8:00 P.M.

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OFFICERS

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THIS MONTH

Because of Friday April 9, 1982, being Good Friday, which would normally be our meeting night, this month's Chapter meeting date has been changed to Friday April 16, 1982, at 8:00p.m. at the Stone Mountain Airport.

Presenting the program this month will be Mr. Vic Roberts of Georgia Avionics. Mr. Roberts will discuss the equipment and installation of Aircraft Electrical Systems, i.e., electrical wiring, radios, antennas.

STILL GROWING

Add 2 more to your membership directory:

Terry Strickland
1514 Basswood Court
Lilburn, GA 30247
923-8838

Doug Vance
5841 Cecil Circle
Norcross, GA 30093
921-9684

TOTAL 31

MEMBER PROFILE

Timothy D. McNeil - I am an Online Project Leader for Management Science America, Inc. MSA is a computer software company.

My wife, Cathy, and I have been married for 6 years and we have no children.

As for my aviation interests, I have some hours towards my Private Ratings. I am looking for a Warbird or Classic aircraft project.

I joined EAA in order to belong to an organization that is involved in flying.

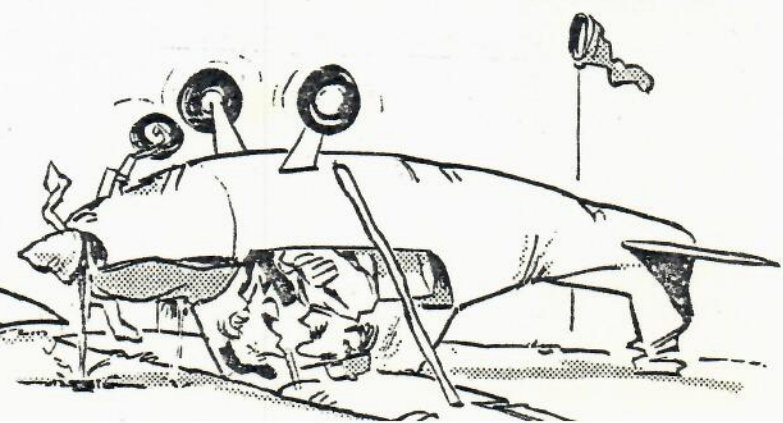
Along with EAA my other interests are Car and Boat Racing, Racquetball, and Gardening.

UPCOMING

May 14 - Chapter meeting at Gwinnett Co. Airport. Working meeting setting up for Airshow.

May 15 & 16 - Gwinnett Co. Airport Airshow.

BUT, KEN SHARP SAID
"YOU CAN'T FLUNK A
BIENNIAL REVIEW!"



NEED QUORUM

At the January Chapter meeting a motion was made and seconded to amend the Chapter By-Laws to the effect that each Chapter member must be a member of the EAA National Organization.

The By-Laws may be repealed or amended or new By-Laws may be adopted at a succeeding Chapter meeting after notification of all members.

At the March meeting there were not enough members present for a quorum to have a vote on the proposal. It is imperative that we have enough members present at the April meeting so that we can get this proposal resolved.

Therefore, this is to serve as official notification to all members that action will be taken on the January proposal at the April 16, 1982, Chapter meeting.

—HEADQUARTERS UPDATE—

MONNETT OFFERS BUILDERS WORKSHOPS

Monnett Experimental Aircraft is offering a series of tightly structured, one day workshops at their new facility at Wittman Field in Oshkosh. The topics of the workshops and their dates are;

The Sonerai - April 3
The Monerai - April 24
The Moni - May 1

The \$15 registration fee for each workshop includes lunch. For further information or registration, contact Monnett Aircraft, Box 2984, Oshkosh, WI 54903 (414) 426-1212.

AIRMAN CERTIFICATION PAPERWORK PROCEDURES REVISED

Due to a staffing shortage, the Airman Certification Branch in Oklahoma City has not been able to process all the application and certification files received within the 120-day term provided by 14 CFR 61.17, 63.13 and 65.13 for FAA Form 8060-4. Accordingly, until December 31, 1982, when issuing FAA Form 8060-4, examiners should administratively change the 120-day statement on the back side of the form to 180 days with an endorsement. Holders of temporary certificates who have not received a permanent airman certificate, FAA Form 8060-2, within the 120-day timeframe, should contact the issuing inspector/examiner to have their temporary certificate amended.

Only the original, typed copy of FAA Form 8060-4, Temporary Airman Certificate, will be accepted by the Airman Certification Branch in Oklahoma City, with the application for certification. All examiners are reminded not to write on the top of FAA Form 8710-1, Airman Certificate and/or Rating application form. Any notes necessary to explain or clarify items pertaining to the airman's certificate should be written on a separate sheet of paper and attached to the application.

SECTIONAL CHARTS

There was a meeting at the FAA to discuss possible changes in the format and scheduling of Sectional Charts for VFR operations. One possible change would be to add VFR flyway routes to Sectional or Terminal Area charts. Attempts will also be made to clean up the charts and eliminate all possible non-essential data. The FAA predicts that under the new policy of the Reagan Administration the price of Sectional Charts will drastically increase from the present \$2.35 per chart to three or five times this amount. Also the charting cycle may be changed from six months to a year. No final decisions were made at this meeting.

AIRSHOW AGO-GO

Gwinnett County Airport has confirmed that they will be hosting their 2nd Annual Airshow on May 15th & 16th at Lawrenceville, Georgia.

Our Chapter has been invited to have booths and displays again this year. Preparations have started for our Chapter involvement and the following activities and chairpersons are underway:

Overall coordination of the Chapter involvement - Harold Stalcup 921-9468

1. Concessions - Ken Sharp 923-2126
2. EAA & Chapter Publicity - Rex Davis
921-6897
3. Aircraft Engine Display -
Matt Willprecht - 921-2332
Doug Vance - 921-9684
4. Aircraft Flight Systems - Reinhart Kuntz
979-1179
5. Aircraft Instruments - Craig Gottschang
921-2955
6. Aircraft Display - John Popps 939-6610
7. Aircraft Parking - Jerry Feist 972-2441

Each member will be asked to volunteer so pick the area that you would like to work in and contact the Chairperson for that area.

LET'S FIX IT

FUEL LINE NOTICE

By Francis Manasek

The above writer sent in some very good information to pass along to those in your area concerning proper gascolator installations. This problem area was brought to his attention during a recent FAA inspection and was well demonstrated by a recent accident at a nearby airport. A Cessna 150 sheared its nose gear on landing and the plane came to a stop after abrading away most of its cowling and lower part of the firewall. However, the gascolator and fuel lines remained intact because of proper installation of the former in relation to the lower edge of the aircraft firewall.

(Refer to the diagram below). A potentially dangerous situation exists if any portion of the fuel system or gascolator bowl projects below the level of the firewall (Fig. A). In the event of failure of the landing gear the gascolator would be sheared off, allowing uncontrolled fuel leakage. Proper gascolator installation should be located sufficiently high on the firewall so that the lower edge of the firewall will absorb impact and maintain fuel system integrity.

