

FEBRUARY 1991

Fly Buys

# EAA CHAPTER-690 NAV-COM

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

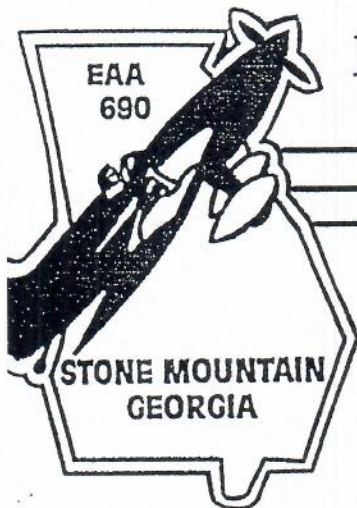
EDITOR: Jeff Boatright (404) 378-6992  
168 Garden Lane Decatur, GA 30030

**OFFICERS**

President, Frank Wilcox 978-2403  
Vice President, Duane Hoff 921-4423  
Secretary, John Goodman 972-2405  
Treasurer, Mike North 952-9552

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

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



Calendar of Events

Feb. 8 - Chapter Meeting

Feb. 9 - Pancake Breakfast, Rome Airport

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

Focke-Wolfe FW 190. 1/2 Scale. Foam and glass, single seat homebuilt. 75% complete, all cowlings, canopy, and C-95 engine. Wood frame on gear. No logs. War replica plans. \$2000 OBO. Contact: Paul Atkins 973-7928 or 977-4663.

Vari-Viggen project for sale. 30-35% complete. Almost all parts needed to finish except engine, canopy, and outboard wing. Over 6000 invested. Make offer. Don Alspaugh, 981-1281.

RV-3 kit (less engine) wings 50% complete, \$3000 Jonesboro, GA. Contact: 478-3321.

Long Eze project. Fuselage on gear, speed brake, center spar, and Roncze canard complete. Materials and hardware to finish, including canopy. Contact: Jim Sower, 564-0412.

Tri-Q project for sale. All major structures completed. Carbon spar/LS airfoil canard, all parts/plans to complete project including instruments, prop, Revmaster 2100-D engine. Frank Wilcox, 978-2403.

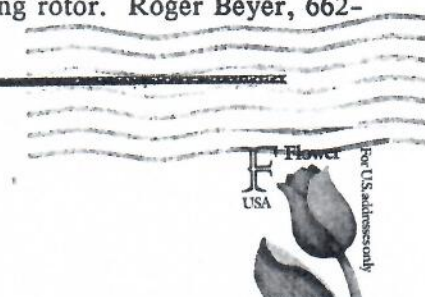
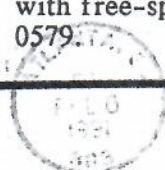
Evans VP-II project for sale. Fuselage and tail group 80%. Lndg gear, instr. panel., 1500cc engine, more. \$1500 OBO. Steve Ashby, 469-0786.

Wanted: Used Kolb Firestar or gyro-copter with free-spinning rotor. Roger Beyer, 662-0579.

# EAA CHAPTER-690 NAV-COM

EDITOR: Jeff Boatright  
168 Garden Lane

(404) 378-6992  
Decatur, GA 30030



## President's Message

One of the major reasons for forming an EAA chapter is to provide the means for exchanging aviation information among the members. I feel that Chapter 690 has been very successful in achieving this objective. Several of our newer members as well as many of the veterans joined our chapter with the hope that some guidance and help could be found for the selection of a project to build, consultation and encouragement during construction, and finally, upon completion, recognition from knowledgeable peers for a job well done. Throughout this process, communication in many forms is essential. Peripheral to the aircraft building process, but usually as important, are communications concerning flying regulations (FAA), national EAA policy/programs (Oshkosh), and many other aviation-oriented information sources. These impact us continually as aircraft builders, owners, and flyers. Our responsibility as receiver of information is, of course, to intelligently evaluate, use, rebuff, ignore, respond, or in some other way react; hopefully in the best interests of ourselves and the aviation community in general.

While on the subject of communication, we should all thank Joel Levine and his "staff" for assembling and producing the 1991 Chapter membership directory. This was a super effort, and the result speaks for itself. Including the directory with the January NAV-COM was a good use of our postage money. Please keep your copy handy for easy communication with fellow members.

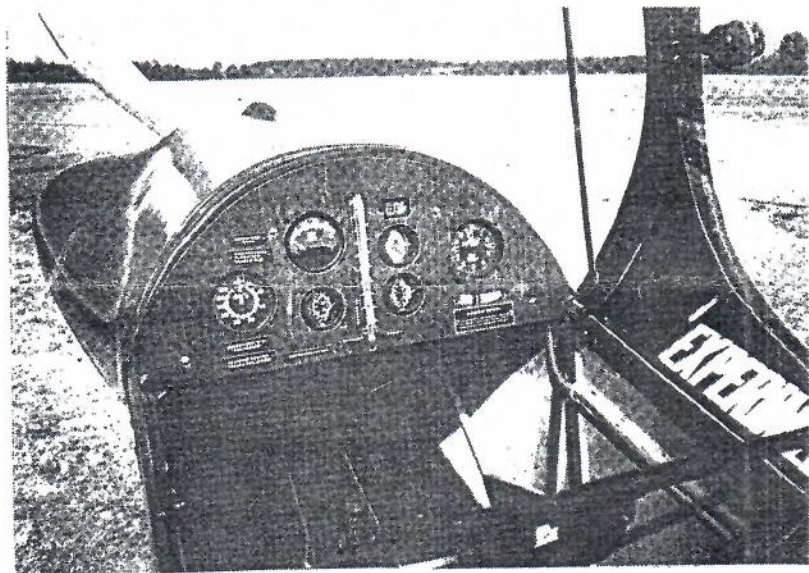
A detailed report from the "Landscape Committee" will be made at the February meeting. This project, minimal landscaping at the airport entrance, has been in the planning for some time. The chapter needs to act soon on this project to assure coordination with the spring planting season. Please be prepared to express your ideas.

Many thanks to Chapter 690 member Ben Jeffrey for the interesting and enlightening presentation on aircraft wire and wire termination. Ben, a sales rep. for wire distributors and an SAE panel member, is an expert. We all learned much. He offered his help to members; just ask.

Frank

## Meeting Minutes

The chapter meeting minutes prepared by the Secretary will be posted on the EAA Bulletin Board in the airport office. This posting will be made prior to the next meeting for review by members (and others). Approval of these minutes "as posted" will be requested during the meeting without taking meeting time to read them. Corrections will be requested at this time. Revisions will be made by the Secretary as needed. This procedure was approved at the January meeting to conserve meeting time. It is the responsibility of the members to make their review prior to the meeting.



## The Story of Sonerai III, N46RB

### Chapter 8: Epilogue

After that wild first ride in the Sonerai II, I disconnected the static tube behind the instrument panel and blew the water out that had entered the static ports towards the rear of the fuselage. The next few flights went much more smoothly.

The airplane proved to have a top speed of 140 mph and stalled, after a pronounced shudder, at about 52 mph with no tendency to roll...all just about what John Monnett had originally predicted.

I practiced all of the standard maneuvers: steep turns, chandelles, and lazy eights. The

only problems I had were due to the Sonerai being so much more responsive and nimble than the Cessnas I was used to. It is not at all unstable...just enthusiastic. It was a little hard making the maneuvers open enough.

The two runways at Winder-Barrow Airport are 4500 and 4600 feet long and at least 75 feet wide. They are set at right angles to each other so that almost all crosswinds can be avoided. Of course, these are just the reasons I picked this airport to do my tests. As I built time, I gained confidence and skill. In fact, I went beyond that...I became over-confident, but alas, not over-skilled.

I began to wonder if I would be able to operate from smaller fields. I have no idea why I just didn't practice landing on a short portion of my generous 4500 runway. Instead, I decided to go over to Jackson County Airport where, in addition to a 4100 foot runway, they have a 2500 foot east-west strip. Somehow I thought it would do me good to land on it.

So one Saturday morning, accompanied by Bill McInnis in his C-172, I landed at Jackson County (on the 4100' runway) and we discussed my plan. A local pilot (?) cautioned me to beware of the "bad sink hole" just off the approach end of runway 27. I also noted that this runway was significantly narrower than what I was used to.

With my mind primed with these two facts, I took off and entered a left-hand pattern for the short runway. Remembering the dreaded "sink hole", I came in a little high (error #1)...as I forced it down, my speed increased so I was hot (error #2). Rather than let it float or go around (unthinkable), I forced it down early and immediately found myself trying to manage a very squirrely airplane on a very narrow runway...screech! Screech! Man, this runway is narrow...screech, narrow...screech, narrow. As I concentrated single-mindedly on staying on the narrow strip, I completely forgot that this strip was also short. Just as I got the plane under control (but still going about 20 kts)...here came the end of the runway rushing by.

The ground along the end of the runway is fairly smooth, but before long it dips down to an embankment beside a road. I came to a halt short of the ditch, but as I did, I performed a graceful, half outside loop, mumbling, "Oh,dirty brake-a-fratz!" I went straight over,

barely bumping my right wing tip, but progressively crushing my wheel pants, propeller, spinner, canopy, and two feet of turtledeck. Then I hung from my seatbelt and shoulder straps for about two minutes while the spectators rushed out. They lifted the tail up and helped me get out, then turned poor N46RB back upright and we wheeled it back to the ramp.

It took me two trips to get the fuselage and wings back home where I spent seven months repairing the damage. What really made the repairs difficult was trying to work on the plane while kicking myself in the rear for being so dumb.

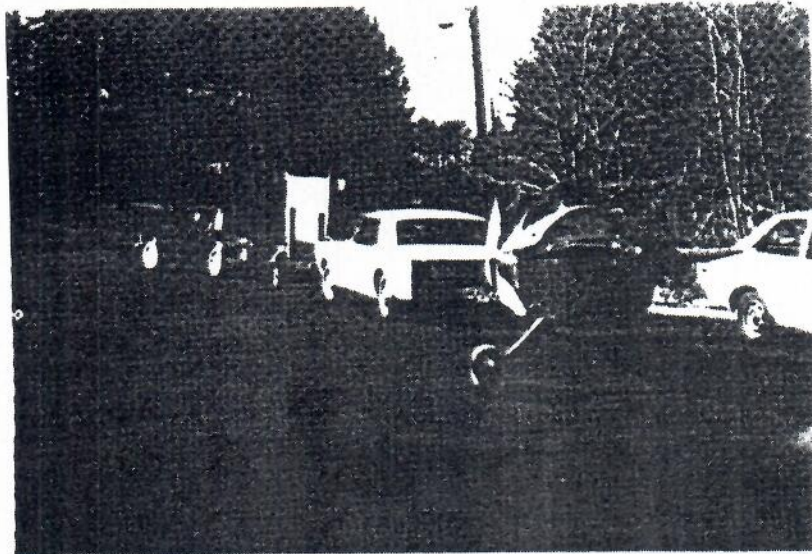
In the meantime, a reorganization at Lockheed sent me into early retirement. This launched me on a job search for the next few months.

I finished repairing the Sonerai and hauled it back out to the airport. So I was back in the air again. I had just over 22 hours on the Hobbs when a job opportunity opened up in Puerto Rico.

Rita had tons of things going on to keep her in Atlanta, so we just treated this like an overseas assignment for me. I stored N46RB at home and headed for the South Seas.

The work in Puerto Rico was very interesting, but I missed the two loves of my life very much. Rita made a couple of trips down and I had a few business trips that took me through Atlanta. But as for the Sonerai ... I considered the possibility of putting extra fuel tanks in the airplane and island-hopping it down, I could calculate how to get enough gas in it, but no way to get enough adrenalin in me to launch on that trip.

From time to time I rented a C-150 and toured our end of the island. The views were spectacular and the weather almost always beautiful. I talked to some of the pilots there who flew cargo flights between Puerto Rico and the States. They said the return trips were usually almost empty and that I could easily fit my airplane (with the wings off) into their cargo hold. Thank goodness I never got beyond the early planning stages, because after eight months, the company folded and I was propelled back into the job market. If I had gotten the airplane down there, it would have had to go with everything else in the garage sale that ended my stay in Puerto Rico.



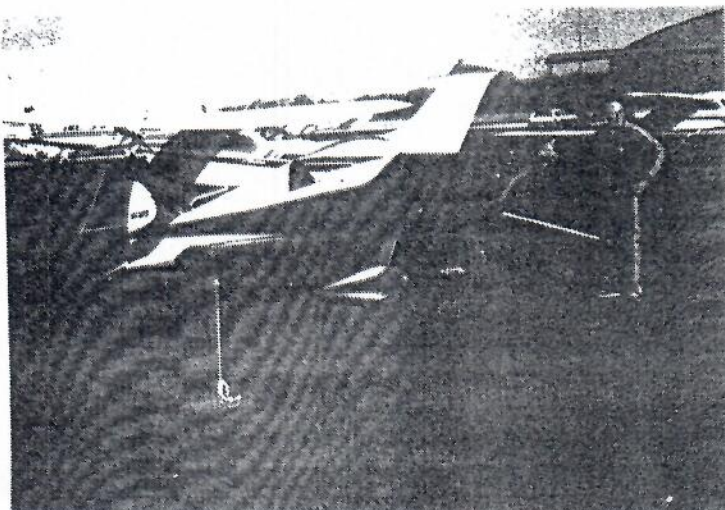
Back in Atlanta, I once again towed the Sonerai to the airport and put the wings on. I soon finished the forty hour test period and started expanding my range of operation.

I got a phone call early one morning from an old Lockheed-Georgia friend who was now working at the Lockheed Aeromed Center in Greenville, S. C., asking if I could come up there for a job interview. No problem! I zipped out to the airport and 55 minutes later landed at the Lockheed facility at Donaldson Airport ... I landed the job too.

Let me end this tome with a tribute to John Monnett for designing a fine little airplane. The Sonerai IIL is a delight to fly ... and to all my friends in the EAA who helped me take to the air. The neat thing about EAA members is that if you have a problem, they will always be glad to give you their advice ... of course, no matter how many you ask, you will never find any two pieces of advice to agree ... so you will still have to make the decision yourself.

Let me see ... I guess I ought to write at least one more chapter to this happy saga ... but ... to heck with it! Let's go flying! ... Clear Prop!

Bob Barton



### Plane Facts "All The News That Fits"

**February's Meeting** - Andy Anderson, Barny Barnes, Frank Wilcox, and Bernie Jager will present a panel discussion on many of the SMART weapons systems and other military "hardware" now being used in the Persian Gulf War. These members all have lifelong careers in the aerospace industry, much of them involving the development and production of the assets now being seen on our TV screens. Bring your questions!

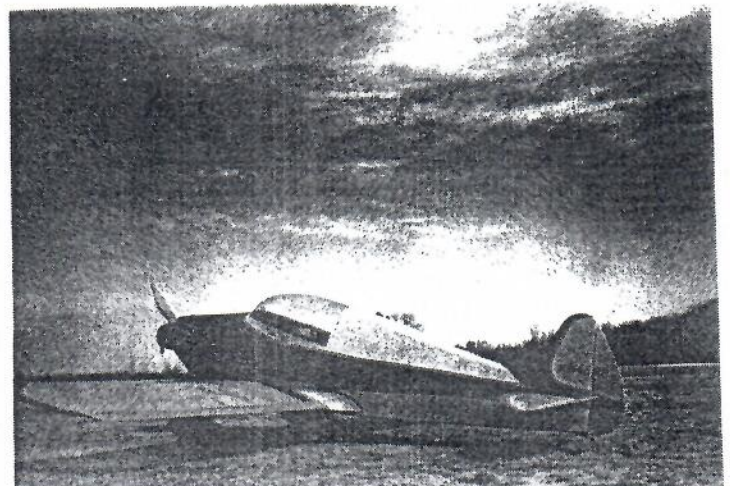
- Also at the meeting, we will continue the discussion on the landscaping project at the airport entrance.

**Pancake Breakfast!!** - no, not by us. Chapter 709 of Rome, GA is having a pancake breakfast. Hotcakes on a cool Feb. morn... The Place: Rome Airport. The Time: Saturday, Feb. 9<sup>th</sup>, 8:00 AM. The Price: \$3.00 per person. Bring your appetites. At press time (2 Feb. 91), the long-range forecast is calling for "good early-morning pancake eating and flying weather".

**EX DUAT WX BRF** - if you understand that, you probably don't need to know this. But for the rest of us who don't have a knack for cryptography, Joel Levine reports that DTC, a DUAT supplier, provides FREE expanded (read: "in English") weather briefings as just another option on the program's main menu.

**FAA Aircraft Records** - If you have just purchased an airplane or are considering such a purchase, FAA will provide you with a list of all previous owners and copies of every FAA FORM 377 that has been completed on the individual aircraft. The information is on microfiche film. Most local libraries have microfiche readers. The FAA charges ~\$4.00. If interested, write or call:

FAA Aircraft Records Section  
P.O. Box 25505  
Oklahoma City, OK 73125  
(405) 680-3116



Plane Sense

"Covers Dixie Like A Wet Blanket"

**The Happy Story of Roger Beyer**

"The race doesn't always go to the swiftest, nor the fight to the strongest -- but that's the way to bet." - H.L. Mencken.

Despite what Sam Skinner says, a "kinder and gentler" FAA has failed to appear on the horizon. FAA persists with its age 60 rule and has proposed ludicrous questions for the new Airman's Medical Certificate. They've even outlawed Duane Cole as an airshow performer by the "medical" reasoning that someone his age is simply unsafe. With all this going on, and more, it's nice when David occasionally beats Goliath. The David of our story is Chapter 690 member Roger C. Beyer, who recently almost lost his ticket due to the efforts of some FAA pencil-pusher. The exchange of letters was briefly presented at a chapter meeting, but some of you have requested seeing it in print, while others missed it entirely, so here is most of it:

First FAA letter:

*Dear Mr. Beyer:*

*Your report of physical examination your electrocardiogram and potassium level have been received. Based upon our review of the information submitted, we are unable to establish your eligibility to hold an airman medical certificate at this time...*

*(signed) Audie W. Davis, MD*

Dr. Davis is here overruling the decision of Roger's examiner based on secondary information. Note that Dr. Davis has never met or examined Roger. Dr. Davis also requests several more tests be done at Roger's expense. Roger replies:

*I am writing this in response to your request for more information about my airman's medical class III certificate for my private pilot's license. I am nearly 61 years old and ready to retire and frankly I don't have the \$300 to get whatever it is you want. But what the HELL!...You and all the rest of the government (doctors) probably make not less than \$100,000 per year...I make much less.*

*Well, all I wanted to do in my remaining years is to go out and fly two hours a month, but as*

*I have to pay \$500 or \$600 for a DAMN medical and a biennial flight review, it will cost more than actually flying. I have been married 38 years, raised three great children, and now when I become a SENIOR CITIZEN, some DAMN agency says I can't fly anymore. I worked damn hard for 20 years before I ever got my private license, just to have it jerked out from under me when I reach an age when I can use it every day.*

*Thank you for your fine consideration DOT or FAA.*

*I'll bet you I am in better health than most of our government personnel. I don't drink, smoke, or use drugs. I am not a swindler, and never hurt anyone in 61 years. But then this is the way our government treats SENIOR CITIZENS. At least I know that I can walk into any church on any given day and hold my head up high and be proud that I am a Christian and no government agency is going to take that away from me...*

*If you, A.W. Davis, are the supreme being, then you should come to my home town of Atlanta and personally give me the medical exam ... You gave Dr. Marchman the certificate of medical examiner, so let him do it. You cannot prove that since the beginning of flying that any airplane went down because of a marginal potassium level. As long as you are on a government expense account, I expect you to fly to Atlanta and personally give me a class II medical exam at local rates ..., otherwise, let Dr. Marchman or any other licensed medical examiner do his job!*

*(signed) Roger C. Beyer*

Roger gets quick action on his letter:

*Dear Mr. Beyer,*

*Further review of your medical records has established that you are eligible for a third-class medical certificate. The certificate you now hold is valid...*

*(signed) Audie W. Davis, MD*

This case is very instructional in that it exemplifies what has become standard procedure for the FAA. Roger apparently has a controllable medical condition that sets off bells and whistles at FAA HQ when the condition is not fully documented. Davis of

the FAA clearly overstepped his bounds, though, by not addressing the opinion of the attending physician, Dr. Marchman. In the end, Roger only got what he was legally due by reminding FAA/DOT (albeit in colorful language) of their own policies. This happens all the time, and who's to say that FAA doesn't do it intentionally. After all, if Roger hadn't raised a fuss, there would be one less annoyance in the world for the *federales*.

Beyond this, the above story is also a great example of outdated and hide-bound policy by FAA/DOT. The major problem (as the feds see it) with allowing people with controllable high blood pressure to fly is that if their medication includes first generation diuretics (drugs that were in use ten years ago, their blood potassium levels could drop, sometimes causing loss of consciousness. It is of course reasonable for FAA to be concerned about this. However, to my knowledge, nobody prescribes first generation diuretics anymore because newer drugs (developed over ten years ago) do not cause loss of potassium. But hey, ten years behind technology is good by FAA/DOT standards. They're only twenty years and a few hundred million dollars behind in collision avoidance, microwave approaches, satellite navigation, updated LORAN installations...

### Rantings and Ravings

"Thank goodness we don't get all the government we pay for!" - Will Rogers.

It is easy to get depressed about how "our" government governs. The majority of policies that affect the lives of most citizens are not made by elected officials, but rather by unelected, and largely unwatched, bureaucrats. In the case of FAA and DOT, this unchecked power leads to arbitrary policy. Consider the wonderboy (or girl) who came up with the idea of requiring us to list in our Airmen's Medicals all visits to any health professionals and all traffic violation convictions. Who qualifies as a "health professional"? The Kroger pharmacist has a six year degree - he's certainly a professional. Does FAA want to know which cough syrup he prefers? I was once pulled over for having too many people in a car (they were cheerleaders, too!) Does FAA want to know what we were doing? (It was all quite innocent...) The answer is no,

FAA does not want to know any of this. They're just engaged in the ever-popular bureaucratic game of empire-building.

WHO ARE THESE PEOPLE AND WHY ARE THEY SO STUPID???

They are our employees.

So, let's fire them. Well, we can't because some of them in fact are needed and are very good but the system is such that we can't tell who is needed/good and who is fodder. There is no accountability.

So what can we do? Well, since you're reading this, you've already done a few things. First, you've joined an organization (EAA and Chapter 690) that tries to intervene in policy-making. Second, you've plowed through my malarkey to this point, so we know you have the tenacity of a bulldog (sorry, Tech fans).

Can we do more? Certainly. Jerry Walbrun of EAA HQ told me to tell you guys two things:

#1. Write your elected officials and FAA/DOT about anything and let them know you're an EAAer, even if it's just to say "We think you stink". Even though we apparently lost the Mode C airspace grab (which in practice is being rescinded in many locales), Mr. Walbrun says the negative response was so overwhelming that it actually had some pencil-pushers scared for their jobs. They are extremely sensitive to EAA now, a situation that allowed EAA/AOPA to basically pull the teeth out of the proposed medical regs. A constant trickle of letters will keep them tender to the touch of the citizenry.

#2. And maybe even more important, write Jerry Walbrun or others at EAA HQ to let them know how you stand on various issues. Lobbyists are much more effective when they know what they're representing.

My final suggestion is to write an editorial in the NAV-COM. You might get others thinking, and you'll get me to shut-up!

Keep one wing in the sun!

Jeff B.