

CHAPTER 690

NAVCOM

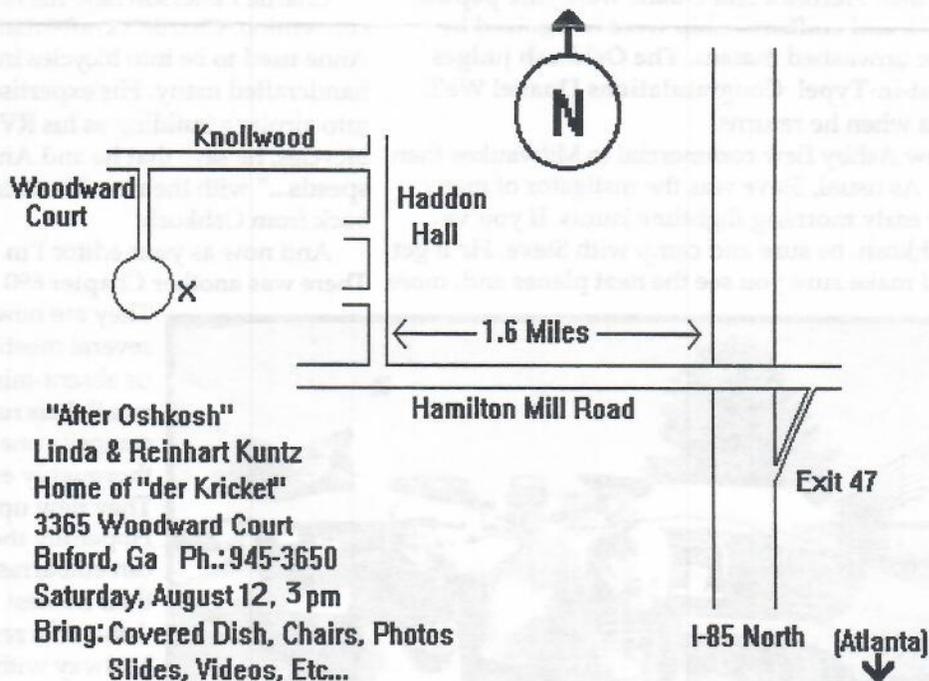
August 1995



Post-Oshkosh Bash at Kuntz'

For the umpteenth year in a row, Linda and Reinhardt Kuntz are graciously hosting the Chapter 690 Post-Oshkosh Bash at their beautiful home. There is always good food and lots of goofiness. Please bring a side dish, lawn chairs, and most importantly, your Oshkosh experiences! Show up at 3:00, eat at 5:00.

Remember, this party takes the place of the regular Friday night meeting!



"After Oshkosh"
Linda & Reinhart Kuntz
Home of "der Cricket"
3365 Woodward Court
Buford, Ga Ph.: 945-3650
Saturday, August 12, 3 pm
Bring: Covered Dish, Chairs, Photos
Slides, Videos, Etc...

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

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Oshkosh '95—A Victory Celebration!

Chapter 690 at the Big Event

Oshkosh '95 has become a Chapter 690 event. Frank and Margaret Wilcox of course got there early. They volunteered their time and efforts on several pre-convention projects. Importantly for us, they snagged a primo camping site so that we again had "Chapter 690 Central" in Paul's Park. The shade was important as this year's weather was HOT. As usual, Frank and Margaret proved to be the Oshkosh old-hands, suggesting places to go and things to see. They also saved me with blankets and other necessities that I forgot to bring! Thanks again!

Duane Huff and Mike North flew Duane's recently-restored Aeronca Chief to the convention. They arrived on Monday so early that the NOTAM procedures were not in effect. Thus, they were on the wrong radio frequency as they flew the pattern at Wittman Field. Luckily, an astute controller (maybe this happens a lot to them) switched over to the NOTAM arrival frequency and cleared the "small yellow plane on final" for landing! No problem for Duane, he plopped it down and easily made the first turn-off. Ask Mike about their flight up. It's not the clouds that are worrisome, but what's in the clouds...

Even though he must have had scores of visitors and hundreds of questions, Duane always took the time to discuss Chief topics. The little Aeronca and Duane were sure popular! Duane's hard work and craftsmanship were recognized by more than just the unwashed masses. **The Oshkosh judges awarded him Best-in-Type! Congratulations Duane!** We'll have more on this when he returns.

Steve and Drew Ashby flew commercial to Milwaukee then drove a rental in. As usual, Steve was the instigator of many forays, especially early morning flightline jaunts. If you've never gone to Oshkosh, be sure and camp with Steve. He'll get you out early and make sure you see the neat planes and, more

importantly, meet their owners. We made several contacts for our Biplane Fly-In during these a.m. visits. Drew is not quite the early bird that his father is, but he's also a very experienced Oshkosh visitor. He knows all the "cool" places to hit while at the convention.

The Zahners and the Colemans bought a big camping trailer in partnership. They flipped for honors, and this year the Zahners flew up while the Colemans towed the trailer. Bob and Lynn encountered some clouds, something about Bob awakening Lynn at 4:00 a.m. but then having to wait out the overcast until 10:00 a.m. Stormy weather? Be sure and ask them about that at the Kuntz Bash.

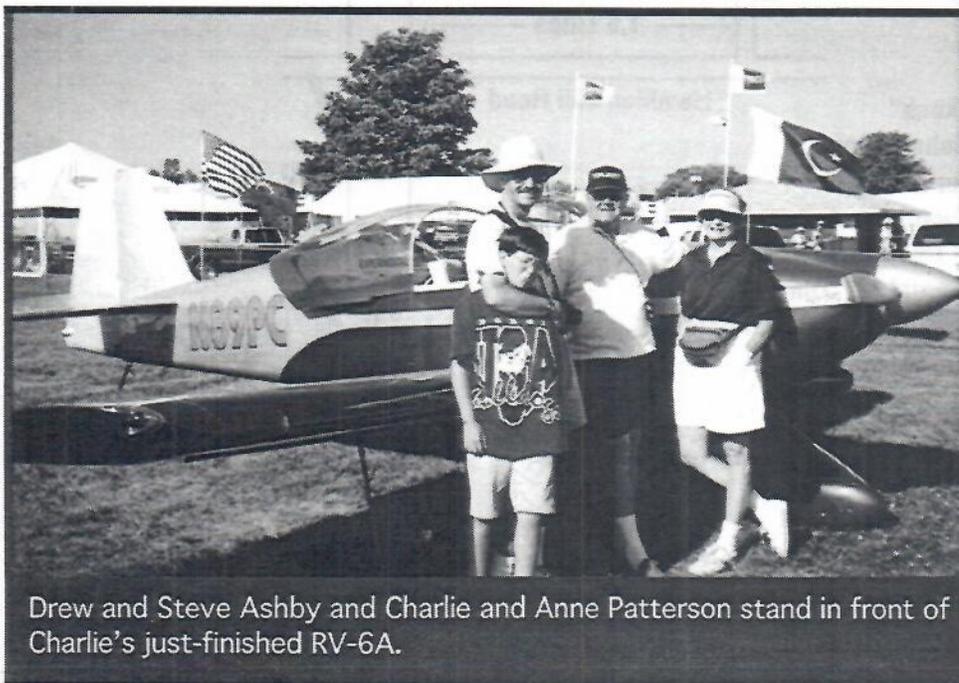
Bill, Theresa, and Elizabeth drove up towing the new trailer. Miss E. had an exemplary first Oshkosh. She was a jovial camper and a good little traveler. Tess Huff rode up with them and between her, Margaret, and the Colemans, Elizabeth always had plenty of playmates. Tess wasn't always babysitting of course. She attended a forum on cooking a chicken dinner on a small aircraft engine. She and Duane are probably somewhere over the Midwest as you read this. Not being content with flying from Georgia to OSH, Duane is taking Tess to visit their daughter in Maine, then heading to D.C., then to home! I think the plan is to arrive at every destination with a cooked bird...

Charlie Patterson flew his newly-minted RV-6A into the convention. Charlie's craftsmanship is outstanding. He and Anne used to be into bicycles in a big way and Charlie handcrafted many. His expertise must have spilled over into airplane building as his RV is a real looker. As for bicycles, he says that he and Anne are "about to change speeds..." with the new RV. It only took 4.5 hours to get back from Oshkosh!

And now as your editor I'm going to be a little remiss. There was another Chapter 690 couple at the convention.

They are new members, have attended several meetings, BUT, as is usual with us absent-minded professors, I cannot recall their names! They dropped by the campsite one afternoon and are thoroughly enjoyable dinner-mates. They flew up in (I think) a big Cherokee. Hopefully they will be at the Kuntz' and can embarrass me into remembering their names!

I shared a rental car from Chicago Midway with John Morris, a new chapter member who, with his wife Maryn McKenna, owns a Taylorcraft and an Auster (sort of a tandem, beefed-up Taylorcraft with a Gypsy inline four engine). Maryn works for the Atlanta Journal Constitution, giving detailed and accurate coverage to various medical issues. John is a one-man publishing power-house. He travels to major



Drew and Steve Ashby and Charlie and Anne Patterson stand in front of Charlie's just-finished RV-6A.

airshows and puts out their "dailies." Both Maryn and John are avid NORAD pilots. They have a new hangar down at Peachstate Airport. We'll see more of them as our fly-out schedule expands.

The final Chapter 690 member to list is me, Jeff Boatright. The rest of this month's Oshkosh coverage is what I saw. Press time was too near for me to get other people's stories. Never fear, I'll hunt them down and get their travelogues.

Forums, Events, Etc.

A major theme of the convention was remembrance of the 50th anniversary of the ending of WWII. The daily airshow highlighted WWII aviation, and the routine on Saturday was especially awe-inspiring. There seemed to be hundreds of WWII aircraft right overhead all at the same time. It was quite a finale.

Another theme was 1930's air racing. There were several replica and restored racers on-site, and many participated in a "race" around imaginary pylons. However, somebody forgot to tell Delmar Benjamin in the GeeBee and the pilot of the Mr. Mulligan replica that this was all make-believe.

Those two went at it hammer and tongs, racing neck and neck around the course and lapping the slower planes. They were doing 60°+ pylon turns at either end of the field, and on the straight-away closest to the crowds they always dove for the runway to get extra-impressive speed. It was a lot of fun, but it looked like Mr. Mulligan could pull away from the GeeBee any time he wanted to. Mr. Mulligan finally won. I hope they keep this sort of entertainment in the show next year.

Two of the better forums I attended were put on by Jim Weir of RST electronics. Jim can make even complicated circuitry interesting. His big schpeal this year was covering the activities of an avionics / communications brain trust (called BRATS) that is formulating a plan for aviation communications that will take us into the 21st century. There is a lot of bandwidth dedicated to aviation right now. There are enormous changes occurring due to GPS and onboard microprocessors in the use of this bandwidth. If we are smart, we can end up with an inexpensive system that is much more accurate and more usable than the current one. BRATS is simply trying to get discussion going about what is smart. Basically, with the eminent demise of VOR navigation (the FAA does not plan to refurbish VOR stations as they go offline) and the emergence of GPS, there are several changes that can now be made to the aviation navigation/communication system that will benefit us while not costing us (much). BRATS currently is thinking of getting rid of all VOR and ancillary navigation aids, getting rid of most current approach technologies, drastically expanding the number of discrete CTAF frequencies (by using all those VOR frequencies), going total FM (no more bouncing around with expensive AM), and using GPS for all navigation, including precision approaches,

with LORAN or Russian GPS as a backup. This is all extremely preliminary, but I'll keep you posted.

One of the best programs held at the Theater in the Woods was David (?) Hartman, formerly of Good Morning America, interviewing several WWII pilots. I don't recall all the names, but Yeager, Bud Anderson, Tex Hill, and Hal Weekly were there. It was interesting to see the differences in fighter vs other pilots. Pilots like Don Downie (who flew the Hump) and the B-29 pilot who dropped the second A-bomb were much calmer and did not seem to actually relish warfare. Yeager and Anderson were so animated about "balling one up" that I thought they'd fall out of their chairs. Obviously somebody in the services knew what they were doing when they assigned these guys to their particular tasks.

Another good program was the recognition of Hoot Gibson and the other shuttle astronauts who recently completed a link-up mission with the Russian Mir space station. Among other things, we saw the tape of the live interview between Hoot in the space station and Katie

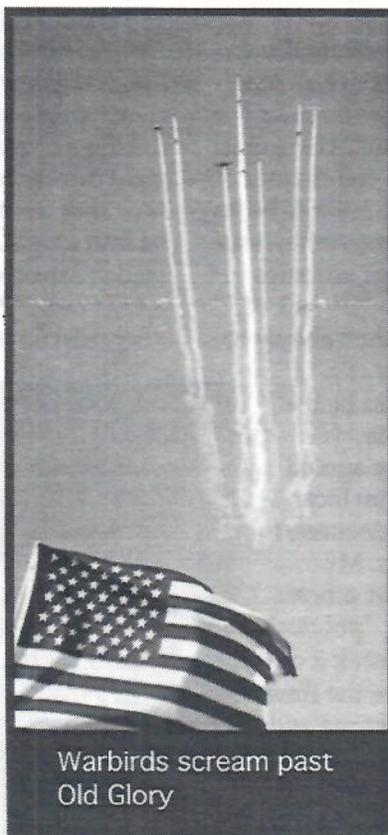
Kurick (sp?) of The Today Show. Hoot had plastered an "I ♥ EAA" bumper sticker on the wall of the space station, right over his head. Katie fell for the trap and asked him "What's an EAA?" As Hoot explained with a big smile, Katie soon realized that she'd been suckered. The rest of the interview, in space, live, was all about the EAA! As Katie said with a deadpan face to end out the interview, "Hoot, you just can't buy advertising like that!"

A final program that I did not attend completely was "Meet the Administrator," a two-hour bull session with the head of FAA, David Hinson. I only saw the beginning where FAA patted itself on the back with several awards. After I left, there was serious discussion about the recreational pilot's license. According to people who attended the entire forum, Hinson announced that self-certification of medical status will be allowed for the recreational pilot's license! Additionally, the silly 50 mile radius rule is to be dropped. I'll keep you posted on when this will all go into effect.

Not so good was the news about Bob Hoover.

According to the 'Net, Bob took a string of new tests, paid for by him, and passed easily. The FAA still would not reinstate his medical. The doctors giving the tests washed their hands of the situation, saying that the FAA clearly is not interested in facts or findings. At Oshkosh, Tom Poberezny announced that no decision had been made. Hinson was directly asked about this but had no comment. The scene got ugly when Hinson was stripped naked and strung up by his toes (just checking...)

I attended the chapter officers forum with Bob Zahner. This was fairly interesting. Dee Schmidtke and Bob Mackey



Warbirds scream past
Old Glory

always do a good job. Among the many topics covered were chapter participation and Young Eagles Rallies. The Young Eagles discussion centered around stressing quality versus quantity of flights. EAA National does not see the conflict. It's rather disheartening to have a warehouse full of some of the most dedicated members being, essentially, ignored. Short of open revolt, I thought it was made very clear that most chapters are tired of rallies, tired of constant streams of kids, and tired of trying to hit some ill-advised mark. Chapter 690 is not burned out on rallies (I don't think) but the other officers in my discussion group were downright angry about the numbers game. We brainstormed a lot about quality vs quantity pilot incentives, but none of these ideas were discussed later when we came back together for general discussions. If One Million kids are going to be flown by 2003, something must change. I'm not sure what, but a recognition of the burn-out problem by National would be a good first step. By the way, our record of 635 kids flown in a day is STILL not recognized by EAA National. *That's* a good way to keep people angry...

Enough complaining! The Officers' Workshop also provided a lot of positives. It seems that we in 690 have one of the better chapters in terms of having fun, getting things done, and doing it with lots of people. Many chapters have well over one hundred members, but only a dozen or so participate at any level! So congratulations to us! There was some discussion about how great things go in the chapter once a chapter house is built. Again, there, we seem to be on the right track. One topic that drew a lot of controversy was the idea of creating a new chapter position, that of issues coordinator. This would be somebody who keeps track of, for instance, political rumblings from within the beltway or the governor's mansion that may affect us. Sort of a political attaché. Many thought that this should be the job of the chapter president. Others felt that the newsletter editor should do it. It was generally agreed that there is a need for external awareness, from local problems like tall-tower proposals or airport closures, to national issues like the new medical proposals. My feeling is that, for a volunteer organization, our officers already have enough to do. I try to pass along "political" concerns through the newsletter, but I do not seek it out as much as I could simply because I don't have the time. If anyone wants to help out here, please contact me and we can develop a column in the NavCom.

Around the World, Southern Style?

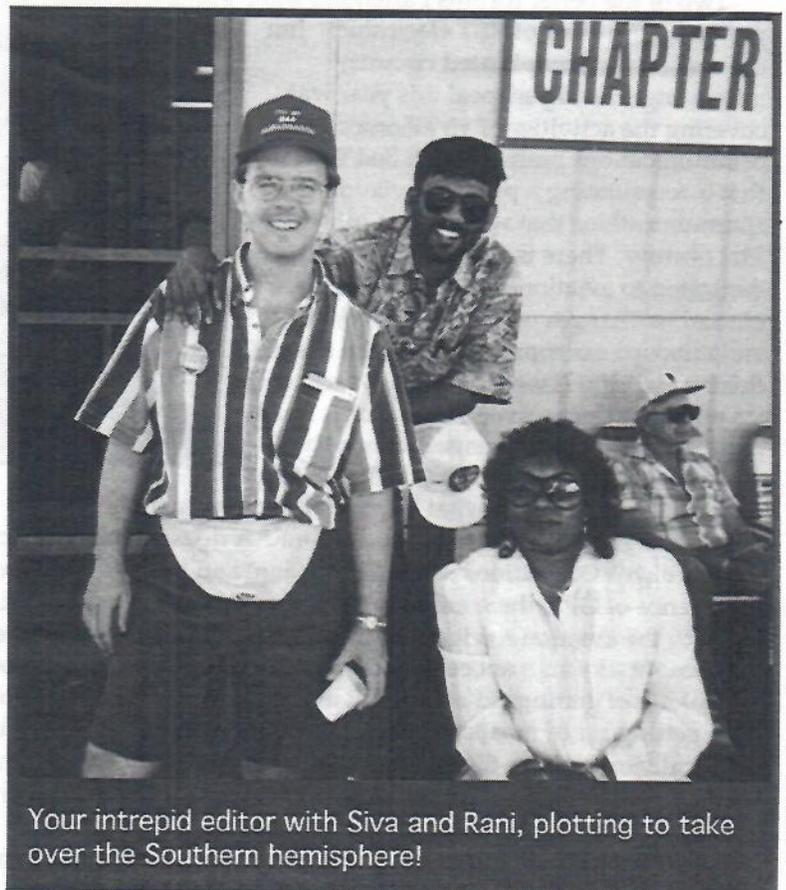
A great thing about Oshkosh is making new friends. While hanging out at the Chapter House (an activity I highly recommend), I met Siva and Rani and their son, Isaac, of Chapter 1090, Malaysia. Siva is a Malaysia Airlines DC-10 captain. He helped pioneer their service to many countries in the Southern hemisphere. He's a big Young Eagles advocate. In his country, aviation is seen as a great thing. Their YE Rallies get national press coverage. He and Rani had several photos and newspaper clippings showing these events and the TV reporters. The Prime Minister is also a member of Chapter 1090! Siva wants to conduct a Southern Hemisphere Oshkosh flight, much like the 747 load of

Aussies that come in almost every year. I'm advertising it on the 'Net for him. The plan is to pick up 50-100 each from South Africa, the Indian subcontinent, Japan, Indonesia, Micronesia, and Buenos Aires then on to Oshkosh. This could be a lot of fun and really increase overseas participation. Siva's enthusiasm is infectious, and I'll do all I can to help the project. Any thoughts?

Other Floobydust...

There were several physical changes at this year's convention. There was a huge addition to showplane parking, and it filled up! Walking the flightline is now a true sojourn for the faithful. But it's fun! There's talk of only allowing show planes in next year. All transients will park at Appleton, Fon du Lac, or other airports. Shuttles will be provided.

Elsewhere, EAA has built two large buildings just north of Paul's Park. This caused changes in the placement of the entrances and bus stops. Many people were upset because of missed buses, etc. EAA HQ has a master plan to enhance their facilities, and I think a lot of it makes sense. The idea is to eventually isolate forums, workshops, and much of the trade show from the flightline crowds and noises. Unfortunately, there will be some teething problems as they figure out how to move people and places around during the transition phase. I think they are heading in the right direction, but two issues should be addressed. First, now that the master plan has been frozen, I think it would be best for EAA to tell us what it is. That way, if we are inconvenienced at the convention, at least we can endure it a little better because we'll have a goal in sight. We'll at the very least have some understanding as to why a change



Your intrepid editor with Siva and Rani, plotting to take over the Southern hemisphere!

was made.

Second, part of the plan causes some loss of current camping. Due to this and the increased camping expected due to transients being parked offsite (see above), there will be new land devoted to camping, but this is recently-bought farmland without trees. Maybe it's because I'm from Oklahoma, but I think it's a pretty bad idea to take land that has been farmed for years, that is perfectly flat, and that has no windbreaks, and just leave it fallow for 50 weeks out of the year. This is a perfect setup for erosion. The top soil will literally blow away. Additionally, the new plan creates the least-desirable type of campsite: No sun cover. I suggested to Tom Poberezny that instead of bringing rocks every year for some type of building or memorial ceremony, possibly chapters would be interested in donating trees. Maybe he thought I was saying "Here's one more thing for you to do," because he dismissed the idea by saying that EAA already has a tree planting program. Maybe they do around buildings for cosmetic purposes, but I haven't seen any stands of campable trees go up since 1986 (my first Oshkosh).

EAA has been at Oshkosh for over 20 years. There is no reason to think that it won't be there in the next 20, plenty of time for trees to grow. I plan on taking my kids and grand-kids

there over the next 20, or 40, or whatever years. Planting trees now makes sense.

There are many ways of carrying out a tree program. Mature trees could be used to kick off the program.

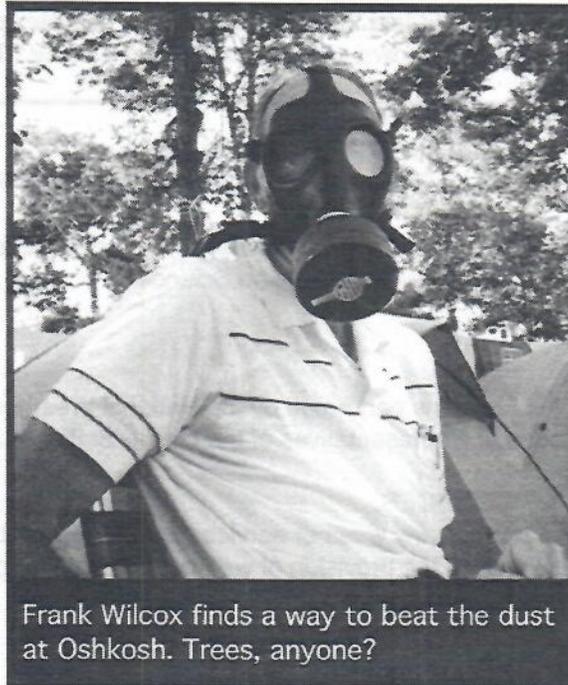
Possibly a group of chapters could sponsor one mature tree each all in one year, and help plant them during a convention. This would give one year's growth before the next convention, and voilà, instant shaded campsite. There are about 800 active chapters. 800 new trees in the campsites would probably triple the number now available for shade. Just a thought—what do you think?

Final thoughts

Oshkosh was again a fantastic experience. If you have not gone, go. If you think Sun n' Fun substitutes, you might want to rethink. SNF and OSH are two great events, but totally different from one another. SNF is a giant southern Fly-In, and that's what makes it great. It's big but homey.

OSH is not a fly-in, though many do. It's a true, broad-spectrum convention. For us Southerners, OSH adds just a little of the exotic (those accents are pretty funky) and just enough cool weather to break up the Hotlanta summer. See you there next year!

THE END!



Frank Wilcox finds a way to beat the dust at Oshkosh. Trees, anyone?

Calendar of Events

Aug. 12 - Chapter 690 Post Oshkosh Party at the Kuntz home. See Page 1.

Aug. 19 - Murfreesboro, TN - Chapter 419 Fly-In lunch.

Aug. 19 - Tullahoma, TN - Wings and Wheels Fly-In/Drive-In

Aug. 19 - Bowling Green, KY - Chapter 1050 Fly-In.

Sep. 2-4 - Guntersville, AL - Chapter 683 Fly-In.

Sep 9-10 - Smith Reynolds Airport, Winston-Salem, NC - Chapter 8 Air Classic.

Sep. 23 - Carrollton, Ga - Chapter 976 Airshow Fly-In.

Sep. 30 Peachstate Airport, Williamson, GA - Victory Salute Fly-In and 1940's Theme Dance with orchestra! (404) 227-8282.

Oct. 7 - Gwinnett County Airport (LZU) - Chapter 690 5th Annual Biplane Fall Classic!

October 21 - Stockbridge, GA - Chapter 468 Fall Breakfast

October 21-22 - Daniel Field, Augusta, GA - Boshears Memorial Fly-In

The Usual Suspects...

First Saturday - Winchester, TN (BGF)

Second Saturday - Rome, GA (RMG); Gadsden, AL (GAD)

Third Saturday - Collegedale, TN (3M3); Sevierville, TN (3A9)

Fifth Saturday - Fort Payne, AL (4A9)

The Gordian Knot Gang

Here's a little ditty for all the ditto-heads. This bill was recently introduced to Congress. It's amazing the type of legislation you can receive if you simply elect people who know nothing. Roemer, Klug, and Chrysler must be intentionally obtuse to think that all of aviation consists of the handful of airlines that employs meteorologists. Even then, those guys do not duplicate what the NWS does. Simple solutions for complex problems have failed since antiquity. Maybe the 104th Congress should be known as the "Gordian Knot Gang." Italics are mine.

104th CONGRESS, 1st Session
H. R. 1450 IN THE HOUSE OF REPRESENTATIVES

April 6, 1995, Mr. Roemer (for himself, Mr. Klug, and Mr. Chrysler) introduced the following bill; which was referred to the Committee on Science

A BILL

To eliminate certain activities from the functions performed by the National Weather Service, and for other purposes.
Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SPECIALIZED WEATHER SERVICES.

The National Weather Service shall not provide any weather services specifically for the *aviation*, marine, or agricultural communities, other than as a necessary part of the provision of weather warnings and forecasts for the protection of the lives and property of the general public.

SEC. 2. PRIVATE SECTOR COMPETITION.

The National Weather Service shall take all appropriate steps to avoid engaging in, or supporting the efforts of another to engage in, competition with the private sector with respect to the provision of weather services other than weather warnings and forecasts for the protection of the lives and property of the general public.

DOWNSIZING THE WEATHER SERVICE

HON. TIM ROEMER OF INDIANA in the House of Representatives
Thursday, April 6, 1995

Mr. ROEMER. Mr. Speaker, Mark Twain once said 'Everybody talks about the weather, but nobody does anything about it.' We are here today to do something about it. Congressman Klug and I are introducing a bill today to privatize those functions of the National Weather Service that duplicate private sector activities. I am also pleased that Congressman Chrysler has signed on as the first cosponsor. This is simple, basic legislation. The bill eliminates the specialized functions of the Weather Service that are duplicative of private sector efforts. This legislation will codify language in the President's fiscal year 1996 budget request, and support of the administration is expected. It is also the right approach to downsizing Government. Examine a program for merit: keep what you need, eliminate the rest. We are using a scalpel approach instead of a hatchet. The bill also codifies the Weather Service Policy Statement of 1990, which will prohibit them from competing with the private sector. The Weather Service will continue their core functions: weather forecasting to the general public, and issuing warnings of severe weather and destructive natural events such as hurricanes, tornadoes, floods, and tsunamis. The following functions are ended under the bill: services in support of aviation, marine activities, agriculture, forestry, and other weather-sensitive activities. The approximate savings are listed below, in annual costs: [missing] In addition, a number of the duties of the Data information services network could be privatized. Data services has an annual budget of \$36.6 million, another source of substantial potential savings.

Following are a few examples of why this is good legislation:

The Government provides frost forecasting for such giant conglomerates as Sunkist and Dole, who could easily pay for it themselves. *The airlines all have meteorologists on staff, who duplicate the services that the Weather Service provides to airlines and FAA.* The Weather Service sent a team of meteorologists to assist the Olympic Committee events coordinators to establish event schedules at taxpayer expense. There are a number of private U.S. weather companies that could have provided this service. *Marine weather forecasting is provided to private yacht clubs. The Government should not be in the business of subsidizing luxury boating.*

Mr. Speaker, in order to make the large budget cuts we need to balance our budget, we must start with small steps. This legislation is a small but very significant step in the downsizing of the Federal Government, and I hope our colleagues will join Mr. Klug, Mr. Chrysler, and me in supporting this bill.

CHIEF OF THE SKIES

by Wayne Whitaker

Duane Huff called me the week before Oshkosh and asked for my help to figure out a GPS unit he planned to use on his flight to the annual fly-in in Wisconsin. I discovered that our esteemed Navcom editor had volunteered my services, proclaiming me as a master of the GPS navigational system. While this is stretching the truth more than a little, I gladly accepted the assignment, hoping I could also wangle a ride in Duane's freshly-restored Aeronca Chief.

Later that day I met Duane at Lenora where, with lots of head-scratching, puzzled looks and repeated references to the manual, we finally figured out the intricacies of the Garmin 100 GPS. Then there was just enough light left in the day for a quick flight in the Aeronca. In fact it was the perfect time to fly a light aircraft off a grass strip: close to sunset, calm, and finally cooling off after another scorcher of a day.

With me handling the throttle and brakes, Duane gave the polished metal prop one good swing and the 65 Continental came to life, chugging smoothly at idle as we got ourselves situated in the cockpit. For those who aren't familiar with a Chief, it's a side-by-side version of a Champ, with yokes instead of sticks. This particular airplane is Duane's long-term mount, which he has painstakingly restored over several years.

Restoration complete, Duane intended to fly his tube-and-fabric jewel to Oshkosh. When word got out that he was going on a mighty cross-country in his no-electrical-system classic, the EAA spirit came through: Friends loaned Duane not only the GPS, but a handheld navcom and a battery-powered intercom, all to help make his journey easier and safer.

Duane and I decided to give all this equipment a test run, and find out if our cross-country GPS programming would work. I volunteered to handle the gear from the right seat. With the Garmin and the handheld radio in my lap, plus assorted wiring for the portable intercom, I was feeling somewhat burdened, like the kid who has to ride in the back of the station wagon with the groceries. But don't get me wrong, I was thrilled to be there. As we taxied out I thought about the years of work Duane has put into restoring his Chief. Often when I was working on the SMARTI Cessna 140 in Frank's hangar, Duane would be there too, working on his Aeronca. It became a morning ritual for Jeff, Richard and myself to look over Duane's project and check his progress before we started working on our on. And there was always progress to check, since Duane was diligent in his efforts.

Building an aircraft is a Herculean task, but restoring one is even harder. When I first became acquainted with the Chief, it was just a bunch of old airplane parts sitting in a hangar. Duane patiently took each of those many parts, cleaned and examined it, then reassembled or replaced it. And now here I sat on a pleasant summer

evening in a perfectly restored Chief, ready to defy gravity.

The Aeronca Chief is an aircraft I have long admired. As a model-building kid I generally preferred World War I biplanes; kits of general aviation aircraft didn't appeal to me, except for the Chief. Something about the dimensions of that particular Aeronca just looked right to me even as a kid, and still do. This is how an airplane is supposed to look. I can remember browsing through a catalog of rubber-powered model kits and thinking that someday I would like to build a Chief.

Well, I never did build the model, but thanks to Duane I have vicariously enjoyed the rebuilding of the real thing. And best of all, now I was going to enjoy flying in it!

As we taxied out I noticed the view over the nose is good, especially so for a taildragger. No need for S-turns. I logged a few hours in a Champ once, and it had the same pilot-pleasing forward visibility. In a Cub all you can see in front while rolling is cowling and sky.

Run-up is short and sweet in such a simple craft; not much beyond checking the mags and carb heat, and ensuring that the little trim knob above your head is set in the middle of its track. Then we just taxied into position and blasted off. As the takeoff roll started, Duane held a lot of down elevator until the tail came up, then pulled back to takeoff attitude. And we were flying, just that quickly. Rate of climb is plenty adequate, better than a 152 could manage on a muggy summer evening, loaded down with two dashing aviators.

We turned north as we climbed away from Lenora, to check the navigating abilities of the Garmin. Duane leveled off at 2500' MSL. The trusty Continental was set for a relaxed cruise of 2150 rpm. According to the GPS our groundspeed was about 85 mph, and once we nudged 90. That's pretty impressive on only 65 hp.

We played with the Garmin a bit and verified that it was actually navigating. Then Duane said, "You try it," and turned the Chief over to me, as I was hoping he would.

I figured the Aeronca would want plenty of rudder in the turns, so I was prepared for an exercise in coordination. That's when I noticed there's no slip-and-skid ball in Duane's airplane! Maybe real pilots don't need such crutches. He explained that it's all seat-of-the-pants flying in his bird.

I made a few moderately-banked turns to get the feel of the aircraft. Yep, you better get that

rudder in early, folks! But coordination wasn't that hard. I realized that with a few hours in the Chief I would finally learn how to really fly an airplane.

I read an article once that indicated Chiefs are a little heavy on the ailerons. So I was surprised to find all control forces delightfully light. Good control harmony too. I'll stop there without attempting to play test pilot by reporting on phugoid oscillations, dynamic stability, etc. Pilot's report: It flies real good!

Duane offered to let me fly us back to Lenora, but I chose discretion over valor when it came time to land, burdened as I was with electronic gear and lots of wires. Plus dusk was descending, and I was on my first flight in Duane's freshly restored classic. So for this landing I let the master show me how. Like the run-up, the pre-landing check is simple: carb heat, reduce power, slide the little trim knob all the way back, and you're ready to land.

I discovered that Duane Huff flies the pattern like Duane Cole: He pulled the power to idle abeam the numbers and flew a tight base and final. None of this dragging it home under power from five miles out. In the flare, the Aeronca gives the pilot lots of visual and auditory cues that landing is imminent. For some

reason spam-can aircraft don't seem to give me quite that sense of wind noise decreasing in proportion to the speed bleeding off like the Chief does. As the sound died away, Duane kept hauling the nose up until the angle seemed extreme to this tricycle-gear driver. Actually it was a perfect three-point attitude, and the Chief went from flying to rolling with only a rumbling sound from Lenora's grass to inform me we had landed. Nice job, Duane, on the landing and the restoration.

I felt a very real sense of envy when I thought about Duane flying this better-than-new aircraft to Oshkosh. What an adventure! I tried to convince him that he needed a master of the GPS like myself to go along and help him navigate, but he didn't buy it. Besides, he'd already promised a seat to Mike North. I told him I'd want to hear all about it when he returned, and from what I've heard so far he made a good impression on the judges.

Thanks for the ride, Duane; your Chief made a good impression on me, too.

(Editor's Note: We think that Duane took "Best of Type" at Oshkosh. He and Tess are touring the Eastern US. When they return, we'll get the scoop.)

Larry Bishop
6527 Rosecommon Drive
Norcross, Ga 30092



Chapter Calendar
August 12 - Kuntz Home - Post-
Oshkosh Party
October 7 - Fall Biplane Classic

The NavCom
Newsletter of EAA Chapter 690
Editor: Jeff Boatright 2293 Sanford Road
Decatur, GA 30033; jboatr@emory.edu



Experimental Aircraft Association

Fall Biplane Classic

Saturday, October 7th, 8 AM-4 PM Gwinnett County Airport (404) 413-7112

