

CHAPTER 690 NAVCOM

August 1994

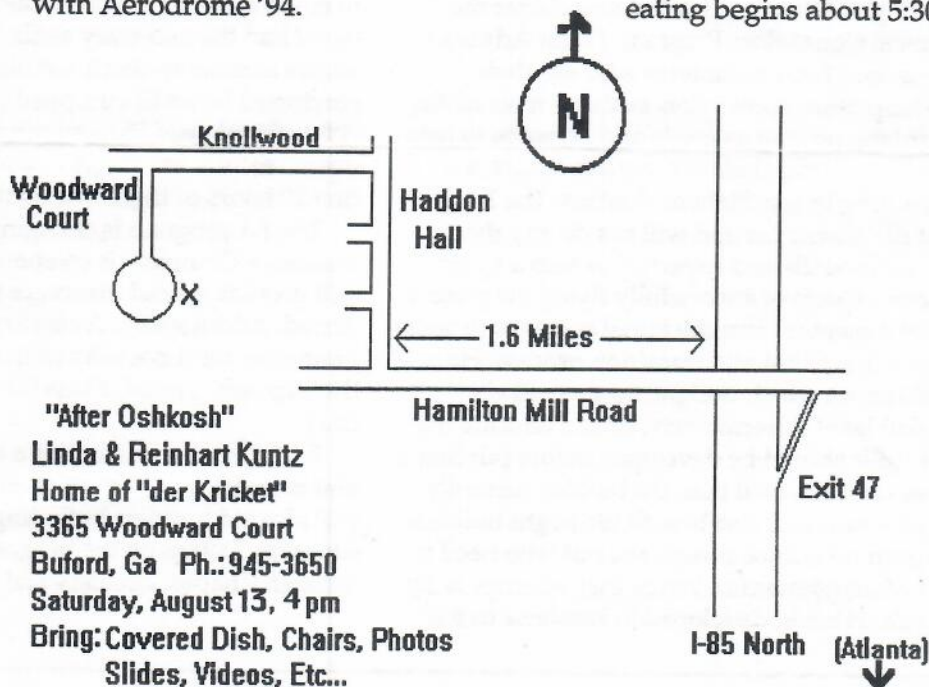
Post-Oshkosh Bash at Kuntz'

New Date!! August 13 (Not the 20th)

As in year's past, Linda and Reinhardt Kuntz are hosting the Chapter 690 Post-Oshkosh party! Please note that the date has been changed to 13 August since the original date of 20 August conflicted with Aerodrome '94.

Please bring covered dishes and chairs. Of course, bring your Oshkosh photos, videos, slides, and stories!!

Festivities begin at 4:00, and eating begins about 5:30.



Next Month

Complete Oshkosh Coverage!

Ran out of time this month!

Summer Fly-Out Sept. 24

by Greg Jannakos

In the last two NavComs, the possibility of a fly-out/fly-in/picnic was mentioned. Well, plans are final and the event will occur Saturday, September 24th. We are flying up to Andrews-Murphy airport, North Carolina. The picnic will be held at the airport and all provisions will be provided. All you need to bring is an appetite. This will be an all-day affair, and if you wish, overnight accommodations or a camping area will be available for the asking. Also, guests and drive-ups are more than welcome. Call Jim Estes (938-3515) or Greg Jannakos (296-0937) by Wednesday, 21st of September to let us know the numbers to expect. Jim promises some beautiful views of the area, with white water no more than a short drive away.

Calendar of Events

August 13 - Kuntz Home - Post-Oshkosh Chapter picnic. Start ~4:00 pm; Eat ~5:00 pm.

August 20-22 - Gadsden, AL - Aerodrome '94 - WW I Aircraft Fly-In and Airshow sponsored by Lake Guntersville Aero, 205/582-4309.

Sept. 9-11 - Atlanta; Clayton Co./Tara Field (4A7; the old "Bear Creek") - Regional IAC Contest hosted by IAC Chapter 3. Lloyd Wittenburg (706) 412-8838.

Sept. 24 - Chapter 690 Fly-Out to Andrews-Murphy

Oct. 15 - Chapter 690 Fall Picnic - Home of Linda and Bob Zahner. Details to follow.

October 22 - Lenore Airfield (Wilcox hangar) - Project visit to SMARTI Cessna 140.

Oct. 29 Chapter 690 1994 Biplane and Sport Aviation Rally

November 19 - Project visit to Greg Jannakos' Ercoupe restoration.

Christmas 1998 - Earth - Eros asteroid 'near' rendezvous.

For Sale

•1990 Sonerai II. 75 TTSN. Greg

Jannakos 296-0937

•Placard Labels made to order. Greg Jannakos, 296-0937

•Fly-Baby project. Excellent workmanship. Ben Jeffrey, 925-2852

EAA Announces Flight Advisor Program

by Margaret Wilcox

The EAA announced a new program at Oshkosh '94 that will offer flight-oriented assistance to aircraft builders and restorers. Called Flight Advisors, it is fashioned after the successful Technical Counselors Program. Flight Advisors are highly experienced EAA volunteers who use their backgrounds to help other sport pilots evaluate their ability to fly a given airplane, serving as guide and resource to help ensure that necessary flying skills are in place before test flights and then aiding in test flight evaluation. The FA is neither test pilot nor instructor and will not do any flying, but rather will use his skills and expertise to help a sport pilot in the various aspects of successfully flying his project.

The FA will be a mentor from the initial stages of project choice through the first flight and transition process. He will advise homebuilders on which designs they can likely handle at their skill level. Alternatively, he can educate the builder on what skills should be developed before piloting a design that demands more skill than the builder currently possesses. This program will also benefit ultralight builders and flyers for whom no license is required but who need to know basic laws of aerodynamics before they attempt to fly.

The FA program is being developed in response to the

the high accident rate involving newly-completed homebuilts. Often a homebuilder allows his flying skills to erode during a lengthy building process or simply never had the necessary skills. Thus, unless the builder allows another to check out his "baby", test flying is conducted by an ill-equipped pilot. This results in about 200 accidents and 25 dead pilots per year. Due to this dismal record, insurance companies refuse to cover the first 10 hours of flight in a homebuilt/restoration.

The FA program is changing all of this. Avemco Insurance Company is co-sponsoring this program and will provide special insurance for the 10 hour high-risk period. Additionally, Avemco plans to reduce later premiums for those who utilize the FA program during the "sign-off" period. Plans for this rate reduction are not final.

EAA Oshkosh maintains a register of Flight Advisors that includes information such as area of expertise. EAA will also aid builders in finding the right FA for the situation. Details on the program are forthcoming through Chapter circulars and Sport Aviation.

Other Thangs

by Greg Jannakos

Something you might want to think about—

I was in position for take-off and as I revved the engine to clear it after taxi, my headphones decided to get into the act. The right earpiece dropped down in front of me, knocking off my glasses. The head piece then dug into my head. The cause was the adjustment screw falling out. A couple of seconds later and I would have been on takeoff and who knows what would have happened with me driving a taildragger on a very narrow runway. Please take the time to check your headpiece. You might want to add it to your preflight check list. Have a safe flight. GPJ

Randy Mann of LPS lubes, Inc., gave me some LPS 1007 to be shared with chapter members. If you'd like to try it, call me. I'll put it in the chapter tools and supplies crib soon.

BOATRIGHT WINS HONORS FOR NAVCOM

by Steven R. Ashby

The third time was the charm for Jeff Boatright and the Navcom at Oshkosh this year. Two years ago, Jeff stunned chapter 690 members and EAAers from all over the country by winning third place in the prestigious McKillop EAA newsletter competition. Previously, the Navcom had never won any awards, or even been in the running for a national honor. After Jeff took over the Navcom in 1991, people could see that the newsletter was measurably better, but winning third place in the McKillop competition blew everyone away.

After the third place finish in 1992, the Navcom got even better, sporting more coverage, better articles and color photographs. At the 1993 EAA convention in Oshkosh, Jeff was once again called to the stage at Theater in the Woods, this time to take home second place in the McKillop competition. At this point, we all knew we had a world class newsletter editor on our hands. The chapter became more focused on the Navcom. More chapter members submitted articles and photographs. Color services became even better than before. Most of all, Jeff's writing, layout and editing skills continued to improve. As the 1994 convention approached, an effort was made to make each monthly newsletter better than the one before it.

As Jeff boarded a commercial flight for Oshkosh, he met one of the competition's judges, Jean Edwards, the 1992

McKillop winner. Jeff felt a bad foreshadowing when she went out of her way to tell Jeff how stiff the competition was and how hard it was to pick a winner this year. Clearly, Jeff felt he was being set up for a gentle let down. Those funny feelings went from bad to worse when Jeff thought he overheard Bob Mackey, EAA's Director of Chapters, tell someone that Jeff was going to get sixth place. By the time the Theater in the Woods Presentation drew near, Jeff was resigned to a top ten finish.

The ceremony for the presentation of the

McKillop award for the best EAA chapter newsletter was exciting. Bob Mackey introduced all of the judges, which included famed Flying writer, Nigel Moll. Mackey announced the top ten winners to a packed house. The tension grew as the tenth, ninth, eighth and seventh place winners were announced. Those who heard of Jeff's reported sixth place finish winced and gritted their teeth when it came time to announce the sixth place winner. Then came the surprise. The sixth place finisher was not Jeff! It turned out that the inside information was simply a miscommunication (or, more likely, a cruel joke). As the fifth through third place finishers were announced, the tension mounted even more until, at last, Jeff Boatright was declared the winner. The

crowd erupted with applause and Jeff was presented with a beautifully engraved crystal plate.

After the ceremony, photographs were taken of all the winners and Jeff was photographed with Flying Magazine's Nigel Moll. It was learned later that Moll ranked Jeff head and shoulders above all of the competition. So, if Dr. Jeff ever tires of spending his days extracting DNA from retinal cells, it looks as though he could have a bright future as an aviation writer (the pay is lousy, but you get free passes to Oshkosh and you get to fly the greatest planes).

The day after the awards ceremony, Jeff spent half of his day in a workshop helping other

EAA editors build better newsletters. Even after the workshop was over, Jeff stayed behind, answering questions and freely giving other editors the benefit of his experience.

Everyone in Chapter 690 is justifiably proud of Jeff and the national recognition he has brought to the Chapter. The fact that the Navcom is the best written and edited EAA newsletter in the world is a great achievement. What makes it the best, however, is that Jeff is such a great human being, well deserving of this honor. What do you know, the nice guys don't always finish last.



NavCom editor Jeff Boatright poses with Flying senior editor and newsletter judge Nigel Moll. Boatright had just passed a check to Moll for doing such an excellent job in the judging.

From My Point of View...First Impressions

by Jim Estes, President Chapter 690

OSHKOSH! Where do you start with first impressions of your first visit to Oshkosh? This is EAA at the National, no the International level. I have been to Sun 'N Fun three times and like everyone says, Oshkosh is just Sun 'N Fun—except bigger. It is bigger but it is also different. Not necessarily better in every way—just different. In fact, I suppose my initial first impression was that there were three ways to do everything there. The right way, the wrong way, and the Oshkosh way.

There will be other articles about the details of events, so I would like to just give my impressions as a first-timer and there could be no way to start other than to try and describe the excitement of seeing Jeff Boatright win The McKillop National Award for the First Place Newsletter in all of the Experimental Aircraft Association. Seeing our NAV/COM Editor sharing the stage with the Senior Editor of *Flying Magazine*, Nigel Moll (who by the way was also a judge for this competition) would have to be at the top.

Being able to see, talk with, and ask questions of individuals you have heard of, read about and admired for so long is such a unique opportunity. Fifteen Apollo astronauts—names like Armstrong, Aldrin, Collins, Borman, Lovell, Roosa, Shira....right before you answering questions about the Moon....hearing about Young Eagle activity from Chuck Yeager....listening to Burt Rutan in an informal forum....watching Bob Hoover accept the adoration of his

peers.... learning how the EAA is managed at the top level from the Poberenzy's....but from the sheer personal aura point of view, my top "up-close and personal" experience was being able to talk with Gordon Baxter, author of *Flying Magazine's* "Bax Seat" articles.

Other "heroes" included talking with people like the home builder who finished his own designed plane and flew it in from Illinois on half a Volkswagen engine, through Randy Schlitter, President of Rans Aircraft (who just happened to have designed my Airail S-12) and the ACRO I people from literally our own backyard. Fred Meyers, the Tate's, Joe Sr., Joe Jr., and Mom.

From the aviation history and overall information exchange, the Museum of Flight and the Vendor/Fly Market couldn't be better.

From the camping standpoint, I may be getting a little over the hill to sleep on the ground for four straight nights and if it had not been for Frank and Margaret "saving us a place" near showers, port-a-lets, and the flight line, it would really have been difficult.

Overall, it was overwhelming.

P.S. - Oh yeah, there were a lot of neat airplanes there, too; including a WACO - RNF that almost got a new home in Georgia.

Quick Calendar

August 13 - Kuntz Home - Post-Oshkosh Chapter picnic. Start ~4:00 pm; Eat ~5:30 pm.. This is the monthly meeting!
August 20-22 - Gadsden, AL - Aerodrome '94 - WW I Aircraft Fly-In and Airshow

LNR & JOEL LEVINE
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