

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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NOVEMBER 1982

Joel Levine, Secretary
394-5466

Ed Booth, Treasurer
921-2907

WELCOME NUMBER 53

Not only has our 53rd member paid his dues for the rest of 1982, but he has also paid his dues for 1983. Please welcome our newest Chapter member Mr. Robert W. Carrick. Bob's address is 4066 Seven Hills Court, Stone Mountain, GA 30083.

CHAPTER MEETING FRIDAY NOVEMBER 12, 1982

This month's Chapter meeting we will be showing "How-To" and will actually build a Magneto Timing and Synchronizing Light.

The timing light will be then included in the Chapter Tool Bin.

Meeting 8:00 p.m., Stone Mountain Airport.

CORRECTION TO LAST MONTH'S NEWSLETTER

Last month's newsletter stated that John Henderson would be the keeper of the Chapter Tool Bin. This was in error. The "Tool Bin Keeper" is Frank Wilcox. Frank is also the Chapter Storekeeper. So if you need to use any of the Chapter Tools or need to purchase aircraft wiring, contact Frank Wilcox at 469-9323.

FOR SPORT AVIATION CALENDARS

.....contact Mr. Ken Sharp at 923-2126 or see Ken at the next Chapter meeting. The 1983 calendars are \$3.50.

CHRISTMAS SUGGESTIONS

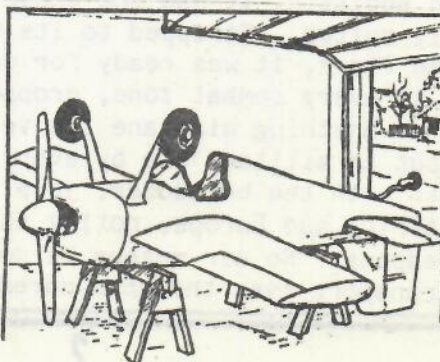
If you have something that you are going to purchase for your aircraft, get a catalog or some literature from the manufacturer, or if it is something in Trade-A-Plane, or Sport Aviation, circle the item in red and write a note along side of the item in red "purchase after Christmas". Then leave the item around in a very conspicuous place. You might be surprised and find that article you wanted to buy in your Christmas Stocking.

FUTURE "MEMBER PROFILES"

Scheduled members for the December "Member Profile" articles are: Gerald Collins, Craig Gottschang, John Adams, Bob Chafer, John Larrimer, Cliff Lorick, Johnny Taylor, Frank Wilcox, and Rex Davis.

For the January issue the following members are scheduled: Jerry Jackson, John Cone, Dave Klym, Charles Hairston, Boyce Miller, Jim Jones, Connie Gabriel, W. R. Long, Hank Peacock, and Robert Carrick.

Each of you will be sent a letter requesting information.





PLANS FOR A "DRAGONFLY" - Contact Bill Waters at 466-2464.

TRI - Z: Kit built, estimated 4/5ths complete, wings, tail structure, fuselage, controls are in, engine, instruments, setting on gear, \$8,000.
Contact Jerry Cummings, 422-8687

CHAPTER CHRISTMAS PARTY

By now all of the Chapter membership should have received their invitations to the Chapter Christmas Party. Plans for the Party are continuing to proceed well.

Please be sure to make your RESERVATIONS by Monday November 15, 1982, with Rex and Sandy Davis. Either call 921-6897 or mail the Reservation slip that was included with your invitation.

Remember this party is open to guests of Chapter members. If you have any questions about the Party, contact Rex and Sandy Davis at 921-6897.

Just as a reminder, the Party will be Friday December 3, 1982, at the Perimeter Inn North, at I-285 and Buford Highway. The Cocktail Reception will be from 7:00 to 8:00 p.m. and the Buffet will be from 8:00 to 9:00p.m.. Part of the evening events will be the Presentation of Awards and Marc Pickard of WSB-TV.

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HAVE A HAPPY THANKSGIVING!

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LEN MORGAN ON WARBIRDS

THE C-47 DAKOTA

As Donald Douglas watched his new DC-3 take off for the first time on December 17, 1935, he wondered if sales would ever reach the break-even point. Could he sell 250, 300, perhaps 500? No one knows for certain how many of the airliners and its military sisters, the C-47, R4D and Dakota, he did sell--the production records are confusing--but historians agree that the grand total reached almost 11,000. In World War II the airplane replayed, on a vastly enlarged and more sophisticated scale, the roles assigned in the "Great War": observation, bombing and air combat. In addition, it had the added role of transport, a job for which the DC-3 was ideally suited. Stripped to its bare frame and fitted with cargo doors and a stressed floor, it was ready for duty. It hauled men and materials across every ocean to every combat zone, dropped paratroopers, pulled gliders and was a go-anywhere, do-anything airplane the versatility of which has never been equalled. It was put to military use by every nation in the war. General Eisenhower ranked it with the bulldozer, jeep and 2 1/2-ton truck as "most vital" to our success in Africa and Europe, noting that, curiously enough, none were designed as combat weapons. No air museum is complete without an example of Mr. Douglas' classic transport even though hundreds remain in daily use.

Member Profile

A. Delburt Griffin

My occupation is Credit Union Management. I have been in this field since 1967. My present position is the Assistant General Manager of HEW Atlanta Federal Credit Union which serves government employees of the U. S. Department of Health and Human Services and the Department of Education for the Southeast Region of the United States. In case you don't know what a Credit Union is: It's a financial institution which serves a specified group of people of a common bond (employment, geographic location, etc.) and provides most of the consumer services offered by banks and savings and loan associations.

My wife, Phoebe, and I live near Norcross with three of our four boys; Jeff, age 17; Jon, age 9; and Mike, age 23. The oldest son, Burt, who is 24 is married and also lives near Norcross. Phoebe works for Continental Telecom as a secretary in the Network Design Department.

Jeff faithfully accompanied me to the airport every time when I was learning to fly but has since lost interest in flying. Jon, however, really enjoys it and goes with me at every opportunity. My wife reluctantly goes with me when I have the opportunity to go cross-country.

I cannot remember when I did not have an interest in and a love for flying. From model airplanes as a kid until now, I have always loved airplanes. I first soloed in 1957 in a PA-17, Vagabond, in Brunswick, Georgia, my hometown. Many of you probably know Winn Baker, a Delta Captain. Winn's father, Sam Baker, was my first instructor and I also flew a few times with Winn. In the 1950's, I believe Winn as (at that time) the youngest person ever to earn a Commercial Ticket.

I only accumulated 13 hours in 1957 and never resumed flying until 1977 when I decided that I was going to get my Private License no matter what. That momentous time arrived in the fall of 1977. Since then I have managed to accumulate about 175 hours. I was so "gung-ho" that I quit my Credit Union job in Brunswick and with a partner formed a Part 135 Air Freight business and came to Atlanta in 1978. We operated 10 to 12 Cherokee 6's and Cessna 207's and a Beech 18. This turned out to be a mistake due to undercapitalization and deregulation and I left the business in 1980 and returned to Credit Union work. My partner carried on the business on a greatly reduced scale until very recently.

I first became really acquainted with EAA at the Gwinnett County Air Show in May of 1981 when I met some of the members of Chapter 690. I had already got the building "bug" before that time, but joining the Chapter helped get me going. My project is a Whitman Tailwind. I have the fuselage jig in place and the tubing cut for the sides, but I am bogged down now in learning to weld. I am determined however and know I will finish with the help of our members. I have already received much encouragement and assistance from such folks as Rex Davis and Jim Crunkleton and look forward to visiting with more of you in the future. Incidentally, Larry Bishop is my next door neighbor. Larry has restored a Stinson 108 and has another project going now. Needless-to-say, the subject of airplanes comes up often around our homes.

I really love the idea of people working together and unselfishly sharing their time and energy with one another. This is what the EAA is all about and I am proud to be a very small part of it.

Dick Strand

As far back as I can remember I've been interested in flying and have been building model airplanes all my life (even now). My first flying experience was in an old Waco D open cockpit biplane when I was 16, and I've been hooked ever since.

I took flying lessons from a friend and former WW-II P-51 fighter pilot and soloed an Aeronca Champ way back in November 1947. I was a member of the University of Minnesota (Bat out of hell) Flying Club and after graduating in 1954 married my wife, Harriet.

I'm a Senior Property Underwriter for Wausau Insurance Companies of Wausau, Wisconsin and have worked for them for over 20 years. My colleagues are responsible for my dubious nickname of The Deacon. The company has moved us around a few times starting in Minneapolis, Minnesota, and climaxing here in Atlanta in September of 1967. I say climaxing here because we became confirmed Georgians (what else after being subjected to Dakota, Minnesota, Wisconsin cold).

I'm also a part-time real estate agent for Royall=Ackerman Realty here in Tucker and plan to devote full time with them when I take my early retirement from Wausau.

Harriet and I and our three children have lived in the same house here in Tucker these 15 years and my children all graduated from Tucker High School. Laura is 25 and married, Steve is 22, and Susan is 21. Needless to say my flying sort of went into limbo while they were growing up but not my interest.

I'm a member of both the EAA and the Antique/Classic Division and at present have started a back yard "hangar" building to house a project either for a glider or an ultralight to build or an antique to restore. Also, I'm taking a ground school class at Georgia State in soaring and hope to solo a glider within the next month or two at the Peach State Gliderport. Soaring and hang gliding have been a facination of mine.

I joined Chapter 690 in February 1982 just in time for the meeting at the Delta Training Center where we "flew" a few Delta Airline simulators. A great experience that I hope we can do again sometime.

Although a new member of our group, I'm thoroughly enjoying it and hope to be able to contribute to its growth and enthusiasm.

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Stephan DeBlasio

I am currently owner of Fantasia Rug Company which sells and installs commercial and residential carpeting, vinyl, and parquet. We also deal in fine imported hand made oriental rugs. I moved to Atlanta from New Jersey April, 1974, to play piano in a rock and roll band. I married Noreen Hanbury, also from New Jersey in September of the same year. Our family now includes daughter Erica, age 6, Julia born October 6 of this year, Aero the wonder dog, and Ratz and Noodles, two sneaky cats.

My love of flying goes back as far as I can remember. When I was a child, there was a breakfast cereal called Frosted Sugar Jets, and the ad campaign included a cartoon of 2 kids flying around propelled by boxes of this cereal. My parents caught me standing on the kitchen table in the middle of the night, eyes closed, holding a box of Sugar Jets up high. I still have the same gut level hope when I apply full power to the company ultralight, a garage built "Mirage". The difference now is that I keep my eyes open, clutch the control stick with one hand, and all that is dear to me with the other.

(DeBlasio, continued)

For those of you involved with ultralights, I find this posture particularly useful when landing on F.A.A. regulation 50' trees. I accomplished this feat near Gwinnett County Airport during the Mirage's maiden voyage. One wing strut and a case of poison oak later, my plane is now based at Mathis International Airport in Forsythe County. My rating is Private Pilot S.E.L. and I hope to begin work on an instrument rating someday.

I am also involved with the Atlanta Chamber of Commerce General Aviation task force, and am chairman of the Northeast Area Council's Aviation Committee. Any members with business interests in the Northeast section of town who would like to contribute to the development of Atlanta's reliever airports please contact me at 449-0630 days or 476-3601 nights.

My involvement with the Chapter was an immediate joy to me because it was the first group that I have ever been a part of that didn't eye me as a "crazy" for wanting to fly an "experimental" category aircraft. Even if this status changes as a result of this letter, I see that the membership's experience level will be an asset to me in any future attempt at building a more sophisticated craft.

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John C. Blair

My vocation is a special ministry beyond the local church. I am a United Methodist Pastoral Counselor serving 86 ministers and their families in about 100 churches. Pastoral psychotherapy is one name for what I do. But my wife, Becky, and son, Matthew (5), just say I "listen and talk" a lot. (Sometimes it doesn't seem that simple!!)

I am in my 5th year as Director of the Atlanta District Counseling Service with offices in Cokesbury UM Church on North Druid Hills Road, N.E..

By asking of my family size, I could answer: 6'8", 5'8", and 4'3"! Matt is forecasted to have an adult height of 6'10"! Can you see his problems in designing a homebuilt?

I have a total of 108 flying hours. I got my Private License in 1973 while in New Hampshire doing parish work. I flew approximately 20 hours while in Australia doing Clinical Pastoral Education advance studies and teaching Religious Studies.

I really haven't been able to fly at all since Matthew was born, and we bought our home in South Stone Mountain. We have a fine friendship with Gerald and Helen Collins which keeps me from being a total wreck at the end of a long week.

They're Long-EZ is beautiful; I am thankful that lusting over such a beautiful craft is not banned by the Good Book.

Becky and I have been married for 13 years. She has worked most of that time, although sidelined for 6 weeks by surgery. She usually is at her desk at KLM Airlines, Passenger Sales Agent. (She sells passengers?!) We enjoy traveling, camping and music.

We hope to make more good friends but our schedule seems so hectic, I'm afraid my attendance record at EAA meetings is dreadful. I only hope I can continue to set aside a monthly pittance to renew personal or club flying, or perhaps build a two-seater, as I have this big empty basement!!

But furnishing a house and making it a home comes first!

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Brian J. Dowd

Thanks for giving me this opportunity to "meet" with the other members. I've always enjoyed the member profiles in the newsletter.

I'm a dentist by profession and have conveniently located my office under the approach path of Runway 2 at PDK. Unfortunately, lately, that is the extent of my proximity. My wife, Nora, (who is a private pilot) and I got our tickets in '74 and I obtained my instrument rating in 1978. Since I believe strongly that low-time instrument pilots tend to self-destruct, I've let my currency lapse. If I can't get a couple hours of real IFR a month I'm not going to push it.

When I'm not thinking about aircraft I like to work long distance radio amateurs (as WA4REF) and to program computers. I built my first computer in 1975 but traded it for a 1924 Ford a few years later.

We bought the plans for a Long-EZ but after much soul-searching decided that we just couldn't devote the necessary 2000 hours to its construction. It surely is a beautiful aircraft however....and I'm still dreaming. I'd like to get some hands-on experience with composite aircraft building techniques and get back into the air on a regular basis.

We'd like to see our Chapter buy, restore and fly a vintage aircraft.

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Bill Waters

One thing's for certain when you do a profile on me, and that's you sure should not run out of room. There's just not that much to tell.

I am, and have been for the past ten years, employed by Tomco Equipment Company. We manufacture carbon dioxide storage tanks and other related equipment and systems. My jobs include production and purchase order coordinating, shipping of completed equipment, purchasing, and handling of customers' service and warranty problems. It really keeps me on my toes!

Other than flying, I really enjoy boating. During the summer, my wife Sharon and I spend much of our free time at the lake. We enjoy swimming, skiing and just riding around taking in the sun.

I've recently been able to get started on my homebuilt project, a Sonerai II. I purchased the plans and fuselage kit about a month ago and so far have got about half of it tacked together. During the decision process of picking a plane to build, I purchased a set of plans for a Dragonfly. They are for sale if any of the other members are interested in them.

Thanks for the opportunity for me to let the other members know a little about myself. Building a plane is something I've always wanted to do, and it is really great being around others with the same goal.

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Ken Sharp -EAA 27639, Age 42

My wife, Sandi, and I have 2 (nearly grown) daughters, 17 & 18.

I am employed by AT&T Co. - Long Lines Dept.. Long Lines provides most of the interstate long distance telephone service in the United States, as well as Special Services such as private line services, television, video and audio for network and special programs. I started in the test room in 1962, and currently I'm a computer programmer.

I served 4 years with the USAF as a radio repairman, but drooling over the aircraft. While stationed at Wheeler Air Base in Libya, I joined the aero club and flew a few hours in an Aeronca 7AC. Due to a shortage of instructors, I was able to log only 1 hour and 25 minutes.

I resumed flying in 1965, flying a Cessna 150 at Cleveland Hopkins Airport. Mixing with large aircarrier aircraft was no big deal, since it was part of the environment. I became a Private Pilot in 1966.

I found out about EAA through the Mechanics Illustrated article about the "MI Mini-Ace, actually the Getkovic CA-C1. It is an all wood low wing design using Volkswagon to C85 Continental power plants. I've actually got 8 or 10 ribs built!

Through my association with EAA, I've met many people with skills and the willingness to help a neophyte get started.

I also noted that aircraft rental was an expensive way to build hours and experience, so "to save" money I helped to start a 4 man flying club that purchased a Luscombe 8A that had a freshly majored 65 hp Continental on the front. A couple of hundred hours in that fine bird and again to "save money", I began using VA money to obtain a Commercial License, followed by an Instructor's rating.

Well after "saving money" in about 6 different ways, I am now a Commercial Instrument Pilot for single and multi-engine land and glider aircraft, with an Instructor rating for single engine, instrument, and glider. Also, I was part owner in the aforementioned 8A, and later a Stinson 108-1 Voyager.

The phone factory decided to close the data center where I was working in Cleveland, Ohio, and as a consolation, I was sent to Atlanta to work in the data center near Perimeter Mall. Those of you familiar with Cleveland weather know that it was a tough choice to decide to move to this area.

As in Cleveland, though, EAA is still playing a big part of my aviation interests. The skills I've developed in aircraft maintenance has more than paid for the expense of membership. I'm a licensed radio mechanic, and if you feel any need for help designing your radio and/or electronics installation, feel free to call. I've installed a few nav-coms, transponders and ADF receivers in the last 15 years, and designed and built an audio switch panel for a Tri-Pacer that worked out pretty well. Could be that by doing it yourself, you could "save some money", too!

Meantime, I've noticed that my log book is almost all filled up. I'll have to buy another in 4 more flights. Just goes to show you, "flying is so expensive!"

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Harold Stalcup
217 Willow Cove Court
Lawrenceville, GA 30245



EAA Chapter 690
3416-B Water Vistas Pkwy
Lawrenceville, GA 30245

TAKE NOTE

QUACKENBUSH NAILED BY CHEMICAL EXPOSURE

By Guy Veasey, EAA 52714

From the Orange County, California Chapter 92 HANGAR FLYER

We have all been warned before. Bill Buethe, Jim Warkington and Bill Northey have all given their horror stories of what various chemicals can do to the human system. Now we have another.

Frank Quackenbush, longtime active member, looked terrible Sunday, June 13, at Placentia-Linda Community Hospital. He walked slowly with a cane and hiccuped continuously as a result of liver damage. He nearly died earlier, but fortunately the worst occurred while in intensive care under expert medical attention.

It began Memorial Day weekend while doing a hurry job doping the tail feathers of his Vagabond. No rubber gloves or forced ventilation. A hand clean-up using the Poly Stits reducer seems to have triggered the event. First a headache, followed by severe dizziness. Fortunately, Patricia was at his side and got prompt medical help. Frank passed out and has little recollection of the five days in the intensive care unit.

Frank is now recovering at home. He emphatically points out that Poly Stits is not the culprit — lots of warnings and instructions on how to safely use the stuff. The doctors also told him not to take Tylenol when using these types of chemicals.

Mid-airs and impacting the earth are not the primary threat to the well-being of our members — carelessness in using modern chemicals is!

LETTERS 'N SHOP TALK

Dear Chuck,

Thought I'd mention a problem I just ran into on my RV-3 project. You might want to expand on it for a DESIGNEE NEWSLETTER article if you feel it's a likely problem.

I mounted my compass in the instrument panel, not the best location for it, but space limits the places it could have been mounted. All the instruments had been mounted for about a year before I discovered the problem. The compass was checked and swung before installation, just so I could see how much interference the rest of the panel would cause. The altimeter is just to the left of the compass. While "hangar flying" one day, I set the altimeter and noticed the compass changed heading.

In 500' the compass would change 30 degrees. A trip to the local watch repair shop and about 6 tries on a demagnetizer at various angles finally did the trick. All instruments should be checked before installation if the compass is anywhere close.

Sincerely,

Richard Pedersen, Designee 1079

Route 1, Box 186

Ladysmith, WI 54848

October 8, 1982

The October meeting of E.A.A. Chapter 690 was called to order by President John Poppo at 8:10 P.M. New members Bruce Miller and Bob Carrich were introduced.

PROGRAM ANNOUNCEMENT:

The Happi Engine film has been lost in the U.P.S. system and has been rescheduled for the February 11, 1983 meeting. Joseph E. Levine, known to his friends as Rex Davis filled in with his slide/audio show on Oshkosh '82. Frank Johnson shared his years of design experience with the group.

ANNOUNCEMENTS:

John announced a correction in that Frank Wilcox has the chapter tools and supplies. All in need should contact Frank.

Rex and Sandy Davis have agreed to plan the chapter Christmas Party in lieu of a picnic.

It was announced that the chapter 479 fly-in had been cancelled and that the next fly-in's would be Camden, S.C., Thomasville, Ga. and McCollum Field.

Reinhart Kuntz has agreed to take care of the club patch artwork. Actually when Reinhart makes-up with his wife Linda, she will take care of getting the artwork ready. No explanation was offered.

TREASURERS REPORT:

The starting balance from September was \$806.47 with incoming dues from new members \$32.00 and calander sales \$59.50. Expenses for the month were tools \$141.44, newsletter, \$69.37 and calanders \$197.04. The ending balance for the period was \$490.12.

OLD BUSSINESS:

The idea of having a mall display has been dropped. The local malls have all of the free displays they can use. A fly-in will be considered for the Spring fund raising venture.

There was no new business.

DISCUSSION:

Rex announced the plans for the Christmas Party. The date has been set for December 3, 1982, a Friday night at Perimeter Inn, North. John Taylor made a motion seconded by John Howe for the club to pick-up the cost of a bartender. The motion passed unanimously. A draw fund for the committee was discussed. Frank Johnson made the motion, seconded by Harold Stalcup to provide \$100.00 working capital with additional funding to be added as needed. The motion passed unanimously.

The meeting was adjourned at approximately 10:45.

Joel M. Levine
Secretary