

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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FEBRUARY 1983

Chapter Tools & Materials
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YOU ASKED FOR IT

Most of you have seen the television show "You Asked For It", well that is what you are going to get at this month's Chapter meeting at the Stone Mountain Airport Friday February 11, 1983, starting at 8:00p.m.. Many of you have been wanting more meetings on "How-To-Do" aircraft construction items. At the meeting there will be 4 separate demonstration areas, one on the proper way to do Safety Wiring, one on Repairing Alternators, one on how to Cut and Fit Steel Tubing for welding, and one on Composite Construction. The membership will be divided into groups of four and will rotate from one area to another so that there won't be too many at one station at a time.

DO IT NOW!

Fill out the Member Information Sheet that was sent to you last month. Do It Now while you are thinking about it, if you haven't done it already. This information is necessary so that we can be precise on who is building what, flying what, interest in what and etc.. This information is also needed for the new Chapter Directory, what kind of Chapter

continued...

FLASH!

The Hapi-Engine film has arrived so the program will be on the HAPI-ENGINE. 8:00p 2/11/83 at Stone Mountain Arpt.

The program "YOU ASKED FOR IT" has been reset for the March Chapter meeting.

DUES by February Chapter meeting or no more Newsletters.

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programs you want, Chapter activities you want, and etc.. So far we have received 15 of the forms back. So, please Do It Now and send it to Rex Davis, EAA Chapter 690, 3416-B Water Vistas Pkwy, Lawrenceville Georgia, 30092.

DO IT TOO!

So far we have had 26 memberships paid for the 1983 year. Of the 26 there are 4 that are new members to Chapter 690. We welcome these new members who are Fred Martin, Steve Durdin, Harry Goetting, and Johnny Stowe.

Members which have renewed for 1983 are: Larry Bishop, Ed Booth, Rex Davis, Gerald Collins, Jerry Feist, Craig Gottschang, Delburt Griffin, Wayne Hood, John Howe, Boyce Miller, W. R. Long, H. B. Peacock, John Blair, Robert Chafer, Tim McNeil, John Popps, Harold Stalcup, Doug Vance, Richard Strand, Henry Warner, Matt Willprecht, Robert Carrick

If you have not paid your dues, please send them to Ed Booth, Treas. 1505 Black Spruce Road, Lilburn, Georgia 30247

OPEN

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HOUSE

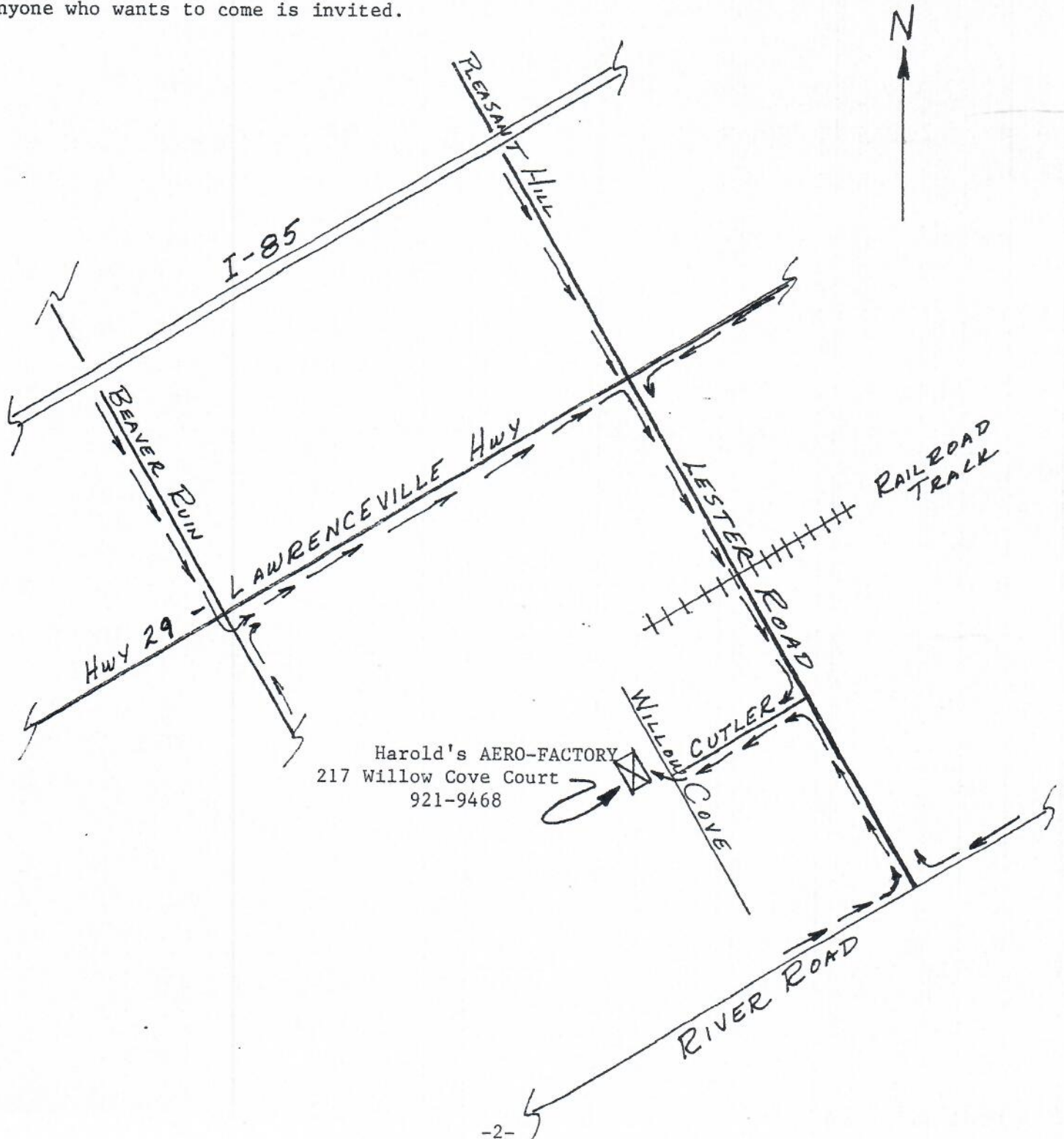
Come and see the progress on the "Next To The Oldest Project" being built in Chapter 690.

This OPEN HOUSE is being sponsored by Harold Stalcup at Harold Stalcup's "AERO-FACTORY".

The doors will be open from 2:00 p.m. til 5:00 p.m. Saturday February 19, 1983.

Harold Stalcup's "AERO-FACTORY" is located at 217 Willow Cove Court (See Map)

Anyone who wants to come is invited.



SCARED! WHO, ME?

By Rex Davis

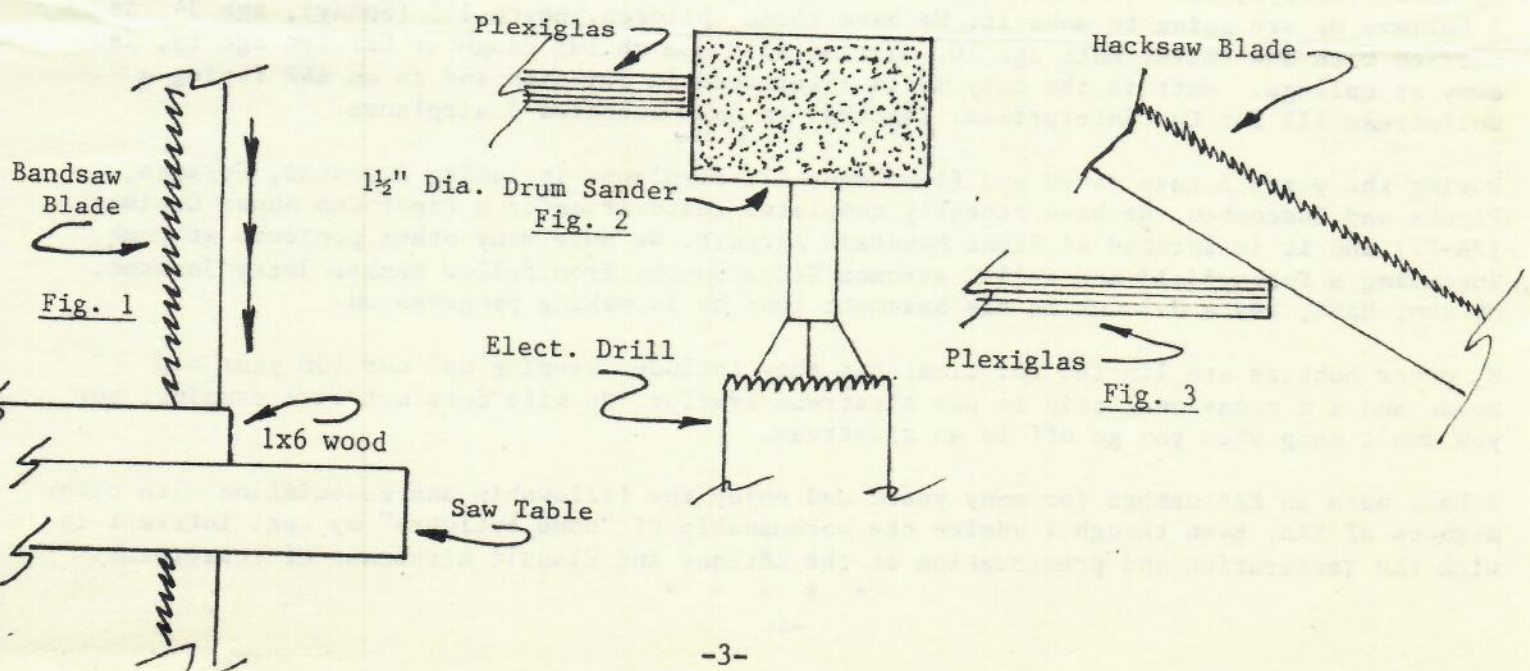
You bet I was scared. Since I had never cut Plexiglas before, I was reading everything I could find on how to cut and fit the Plexiglas for my windshields for my Skybolt. When I finished reading a few different articles, I just knew I was going to crack my windshields when I cut them to fit. Whew!!! It didn't happen. Using different suggestions from different articles I found the method that worked best for me.

First of all these were flat wrapped preformed windshields for the Skybolt that I bought from Starfire Aviation. But no matter if you buy the flat wrapped or the bubble windshields you are going to have to cut and fit them to your aircraft. After determining the areas that would have to be cut to make the windshield fit, I marked the areas with a yellow grease pencil (you can get them in any office supply store).

The next step was to set up my bandsaw so that I could cut the windshields. Using a metal cutting 32 teeth per inch bandsaw blade, I turned the blade so that the teeth were upside down. (See Fig. 1). I also set the speed of the bandsaw for the same speed I use for cutting wood. Fast. You want to use the highest speed that your saw will go. Following this I took a piece of 1x6 wood scrap and cut it just the depth of the saw blade. (See Fig. 1 again). By the way, the saw blade is a $\frac{1}{4}$ " blade. Now clamp that piece of wood to the saw table. You don't want the plexiglas coming in contact with the saw table, so the wood gives you something to rest the plexiglas on while you are cutting it. Be sure and keep the plexiglas steady and as flat as you can on the wood as you are cutting it. Don't push the windshield into the blade very fast. If as you are cutting the windshield you begin to feel kind of a bumping vibration, back-off the pressure. You either are pushing into the blade to fast or the windshield is not being held down on the wood. Try it! It isn't that bad!

After you have achieved the milestone of cutting the plexiglas, comes the finishing of the edges that you cut. The thing that worked best for me was a $1\frac{1}{2}$ " diameter drum sander in my electric drill. Don't try to round the edges with the sander, just sand the flat part of the edge. (See Fig. 2). Now to round the edges use the back edge of a hacksaw blade. (See Fig. 3) Before you sand the edges of the plexiglas be sure to tape the windshield down on something solid. Also, while cutting and sanding plexiglas be sure and wear safety glasses, goggles or what ever. Those little slivers can ruin your whole day and maybe your eyes for the rest of your life.

At this time I haven't drilled the windshields, but I will let you know how that goes at that time.





New Battery Solenoid...A/C \$8.00
Contact Hank Peacock 938-7699 (home)
925-3084 (work)

Member Profile

Boyce Miller -- For almost 30 years, I have been with Tri-State Tractor Co., and my present title is Vice-Chairman of the Board. Our company has been in the construction equipment business since 1931, and in addition to Atlanta, we have 7 other branches located throughout Georgia.

I have been interested in flying since the 30's when my father use to take me to air shows in Macon, Georgia. The air show pilots in those days were considered to be real daredevils and all of them were treated like heros. During WW-II I flew as a radio operator on B-25's and B-26's but did not take up flying as a pilot until the '50's when I soloed in a 7AC Champ in Griffin, Georgia. My flight instructor was none other than the one and only Ernie Knight. Ernie was considered to be one of the greatest pilots of his era, and after 50 years of flying, he is still flying today. If you don't know Ernie Knight, you soon will if you fool around with airplanes long enough.

My wife, Carolyn, and I live in the Stone Mountain area and after being married for 37 years I believe we are going to make it. We have three children. Boyce III (Sonny), age 34, is married with one child; Matt age 30, married with one child; daughter Carolyn age 19, is away at college. Matt is the only child interested in aviation and is an A&P flying a Gulfstream III for Cox Enterprises. Together we have restored 3 airplanes.

During the years I have owned and flown many old airplanes including Aeroncas, Cessnas, Pipers and Luscombes. We have recently completed restoration of a Piper Cub Super Cruiser (PA-12) and it is located at Stone Mountain Airport. We have many other projects at home including a Porterfield and a 15AC Aeronca Sedan bought from fellow member Jerry Jackson. My son, Matt, has a J-3 Cub in his basement that he is making progress on.

My other hobbies are limited for time, but they include "keeping up" our 100 year old house and a n occasional trip in our Airstream trailer. My wife does not like camping, but you don't camp when you go off in an airstream.

I have been an EAA member for many years and enjoy the fellowship and association with other members of EAA. Even though I admire the workmanship of "home builders" my real interest is with the restoration and preservation of the Antique and Classic airplanes of yesteryear.

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Member Profile - Hank Peacock

As I sit here, wondering what I can say of interest to my aviation friends, it occurs to me that I'm a war baby of sorts. As a small child, I sat through all the war movies of the early 40's and I even now have vivid memories of the P-40's, B-25's and B-17's that were flown in those films. As I think of it, this probably is the reason I fly a 1946 Swift. With the engine, cowl and wing tip modifications, it looks and so I'm told, flies like a small fighter. It's aerobatic and handles well in the air, but, is very unforgiving of errors on take-off or landing. I regularly operate from a 1700' X 100' grass strip on the side of a rather steep hill about 20 miles south of Stone Mountain. So, I guess that makes me a bush pilot.

As for personal history, Myrna (wife) and I are native Atlantans and we have two children: Dana - 17 and Trevor - 14. (For those who don't have teenaged children at home I will enlighten them with this comment: To use our telephone, one almost needs reservations !) My working career has always been associated with aviation. First with Delta (5 yrs.), then with Eastern (6 yrs. in Washington, D.C.) and now 11 years self employed using the Swift for most road trips. As my radio has been at times uncooperative for the last two years, I really do fly I.F.R. I find that once rid of the dependence on Radio Nav-Aids, it is possible to go anywhere in the U.S. with compass and chart. After these comments - radical to some - the reader must wonder about rating: Commercial with instruments and C.F.I. All of these were earned many years ago and now all of my flying is in the private pilot category. Instructing is hard work!

A fair number of EAA members seem to have projects underway and it is enjoyable to meet and talk with these good men. There is often an easy fellowship with and between builders who are struggling through the long building process. My project is a Long-E-Z and I am about 1 1/2 years along with it. It's on the wheels with cannard mounted. The center section spar is next.

So much time is taken by the E-Z, little is left for other interest. But, there is some occasional dabbling in old electric trains- remember your old Lionel or American Flyer? There are still a few of these lurking in the basement, scattered among the E-Z parts. And, it looks like my boy will be wheel deep in Go-Cart racing - gulp-by February. Thus, his mom and I will doubtless spend some Sunday afternoons this summer alternately cheering or white knuckle flying our lawn chairs. Some parents will go to any length to keep their children busy after football and baseball. E-Z building will resume after the last checkered flag of the day. And, who knows, perhaps he could be recruited for those large epoxy and glass lay-ups. We'll see.

Robert W. (Bob) Carrick

I am a commissioned officer in the United States Public Health Service, grade 06, Captain. Some may not know that in the Public Health Service, (the Health is the Department of Health and Human Services) there is a Commissioned Corps. The Corps is one of the United States uniform services. Like the Coast Guard, we are not military. However, our pay rank and retirement is the same as the military. Wearing the uniform, I would look like a Navy Captain.

I was recruited to the Corps in 1967, resigning an Air Force Reserve Commission to receive a new serial number and again allowed to buy new uniforms. I had been recruited because I was directing a research and demonstration project in the treatment of narcotic addicts. I left Houston, Texas and reported to D.C. to join a small group assigned to develop the programs authorized by the Narcotic Addict Rehabilitation Act of 1966. I ended up responsible for the program development in States west of the Mississippi. I logged a lot of commercial time. In april 1972, I was transferred to the Region IV office to develop and monitor community mental health centers in the eight southeastern states.

Martha Margret and Nancy joined me in July, which allowed Nancy to finish the school year in Maryland. Martha left a position with the National Institute of Mental Health. Without a break in service, she was back working, and is now a State Program Representative for the Federal Vocational Rehabilitation Service.

Our four, in reverse order of age, Nancy and Gary (Gaskill) and James Oliver, age 8 months (beautiful child) live here in Stone Mountain. Gary is a branch manager for Georgia Federal, Nancy a Day Care teacher. Becky and Dale (Lowe) and Eric 10, Christna 7 (both brilliant and beautiful) live in Rockville, Maryland. Dale is a CPA, in private practice, Becky runs the Rockville swimming program. Major Robert W., Debbie and Little R.W. 5, (gorgeous) are stationed at Camp Lejeune, North Carolina. Robert is Regimental Communication Officer and Debbie is training as an operating room technician. Our oldest, Betty, stayed in Houston after college and followed a career in merchandising - a buyer for ladies designer clothes and now a department store manager.

My flying started in Ely, Nevada in the Civilian Pilot training Program during 1941. I had progressed from the Cub and private license to start on the Stearman when December 7, 1941, arrived. Within two months, I was marching in the mud with dust blowing in my face at Witchita Falls, Texas. From basic, I was shipped to Camp Young, Patton's training site, in the Mohave Desert. The application for pilots training seemed to have been lost so when they offered the chance for anyone with a private pilots license a chance to go to Glider Training, I took the one step forward.

Carrick continued....

Primary was flying Cubs and T Crafts out of a cow pasture and landing dead stick over the barbed wire in the pasture. We moved to Twenty-nine Palms, California. There we trained in the two place high ratio sail planes, launched by winch tow behind a model A Ford. The dry lake allowed plenty of space for the trip - tow as the cable played out. It and other dry lakes provided great thermal action. I graduated a Staff Sergeant glider driver and was kept as an instructor. The heaven can wait, ended with the introduction of the TG-2 and TC-3, Cubs and T crafts whose engines had been removed and replaced with canopy, seat, and controls for student GPs. Airplane tow was introduced earlier. I went to Victoville, California for training in the CG 4A, a 14 place job, that had a tendency to lose its tail. I was an instructor at each stop Louisville, Camp McCall, Lasureburg Maxton, North Carolina. In time, I flew every glider the US and Britain had. I was shipped to the Southwest Pacific - starting in Port Morsby, New Guinea, and ending on Luzon in the Philippines. We flew a lot of cargo because of swing noses of the CG 4A and larger CG 13A. We did some interesting flying in L 5S and in the right seat of the C-47.

After the fun and games ended, I decided the Air Force would not want an uneducated glider driver so I returned to Nevada. University of Nevada, Reno for the BA and University of Berkelay for the Masters and from there to Texas.

I flew a desk in the Air Force Reserve and there was never enough time or money to fly otherwise. I am about to retire which may provide the time and the ultra light looks within the money range.

I am impressed with flying experience of the Club members and awed by the knowledge and skill of those who have restored and built an airplane.

MEMBERSHIP INFORMATION

EAA

ANTIQUE- CLASSIC IAC

WARBIRDS ULTRALIGHT

- Membership in the Experimental Aircraft Association, Inc. is \$25.00 for one year, \$48.00 for 2 years and \$69.00 for 3 years. All include 12 issues of *Sport Aviation* per year. Junior Membership (under 19 years of age) is available at \$15.00 annually. Family Membership is available for an additional \$10.00 annually.
- **EAA Member** - \$18.00. Includes one year membership in EAA Antique-Classic Division, 12 monthly issues of *The Vintage Airplane* and membership card. Applicant must be a current EAA member and must give EAA membership number.
- **Non-EAA Member** - \$28.00. Includes one year membership in the EAA Antique-Classic Division, 12 monthly issues of *The Vintage Airplane*, one year membership in the EAA and separate membership cards. *Sport Aviation* not included.
- Membership in the International Aerobatic Club, Inc. is \$20.00 annually which includes 12 issues of *Sport Aerobatics*. All IAC members are required to be members of EAA.
- Membership in the Warbirds of America, Inc. is \$20.00 per year, which includes a subscription to Warbirds Newsletter. Warbird members are required to be members of EAA.
- Membership in the EAA Ultralight Assn. is \$25.00 per year which includes the *Ultralight* publication (\$15.00 additional for *Sport Aviation* magazine). For current EAA members only, \$15.00, which includes *Ultralight* publication.

- **FOREIGN MEMBERSHIPS:** Please submit your remittance with a check or draft drawn on a United States bank payable in United States dollars or an international postal money order similarly drawn.

MAKE CHECKS PAYABLE TO EAA OR THE DIVISION IN WHICH MEMBERSHIP IS DESIRED.
ADDRESS ALL LETTERS TO EAA OR THE PARTICULAR DIVISION AT THE FOLLOWING ADDRESS:

P.O. BOX 229 — HALES CORNERS, WI 53130 — PHONE (414) 425-4860

OFFICE HOURS: 8:30 - 5:00 MONDAY-FRIDAY

Gerald Collins -- My interest in aviation began at about age six when a boyfriend of my older sister took me for a ride in (you got it) a Piper Cub. At least I think it was a Cub, because I remember that it was yellow.

I built models until I was a teenager when I could afford to fly control line planes. I became an ace with a Ringmaster, able to fly without moving my feet (lots of loops and inverted flight). Occasionally I still see a Ringmaster hanging on the shop wall of a friend here and there. But girls came along and diverted my attention from airplanes, and then college, and then motorcycle racing for ten years. Motorcycle racing got to be a little too hard on the old body, so I gave it up and turned to something less physical.

In 1976 I saw an article in Popular Mechanics about a guy named John Moody who had bolted an engine onto a biplane hang-glider and was foot launching out of back yards. That sounded too exciting to be real! So with no more flying experience than I've outlined above, I built myself a foot-launched powered hang-glider, the first Easy Riser in Georgia. Well, it turned out to be less than satisfactory. With only ten horsepower trying to lift my 200 pounds, my foot blistering takeoff runs always ended finally in an ugly heap with me at the bottom. On one extended takeoff run I finally fell out the bottom of the craft, exhausted (sling seats weren't even used then). Looking up I expected the plane to be in a ball in front of me. Instead, it was nowhere to be seen. Then it hit me--in the back of the head. The engine had kept running by dieseling in spite of the dead man switch that killed the ignition when I fell out. The plane looped over my head and caught me as it came out the bottom. That was my last attempted flight in any ultra-light aircraft. Though with the new three axis controls, real landing gear, and 30 horsepower engines, I'd like to try it again. Any ultra-light fliers desiring to ride in a Long EZ, take note!

About this time I decided I would be a lot better pilot if I went somewhere and took some flying lessons. So I started training at Epps Flight School in September 1977 and met my wife, Helen, in December '77. On our second date I took her with me on a night training flight. It must have been very romantic because we were married three weeks later. I got my private license in April 1978, sold the Easy Riser and bought a Tri-Pacer. A lovely airplane but it wasn't home made. So I bought a wrecked BD-4 and made it fly again. It was a good airplane and fast, but I still wanted to build an airplane from scratch. Long EZ 197GC was started July 6, 1980 and first flew May 5, 1982. Helen and I recently flew it to California on vacation. It is possible to get tired of flying. Helen is co-pilot on a Turbo Commander now for Rock-Tenn Company and I depend on her for any instrument flying we may need to do. If we can ever arrange the time, she is going to instruct me on my instrument rating. Do you think we will survive it?

My occupation, like a lot of people's, has nothing to do with my education, which was in Industrial Engineering at Georgia Tech. Now I deal in real estate, buying renting, and selling single family residences. This gives me varied experience in repairing and redecorating homes, contract negotiation, finance, taxation, litigation, red tape, and exasperation. But after 12 years of it, I've gotten all of the fun out of it. Any suggestions for a new career?

One of the things I hoped would happen when I got my Long EZ finished is that owners of other types of aircraft would offer to swap rides with me. That way each of us would have a new experience, but that hasn't happened yet. I've taken many people for rides but they all seem to be non-owners. I guess I'll just have to become more aggressive myself! Bob Chafer's suggestion of organizing fly-in breakfasts with little flying competitions sounds great to me. It would be an excellent opportunity to swap rides, lies, parts, or whatever. Now that I've finished my project, I'm looking forward to attending more Chapter meetings and getting to know the other members better.

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KIWIS DO FLY — Peter Strombom traveled to the Southern Hemisphere in early December. He traveled through Australia and New Zealand ironing out the details and itinerary for the EAA South Pacific '83 Tour (March 19th - April 7th). Contact EAA Headquarters for detailed information about EAA South Pacific '83 Tour.

FLY-IN PLANNING — The success of the coming season's fly-ins is being determined now — in the planning stages. Planning is the essential ingredient for success in any activity. Poor planning in the area of fly-in preparations has shown itself as claims against the EAA sponsored Fly-In Insurance program. The majority of the claims, and therefore concern, are damage to aircraft. When planning for a Fly-In pay particular attention to handling your aircraft visitor in the following areas:

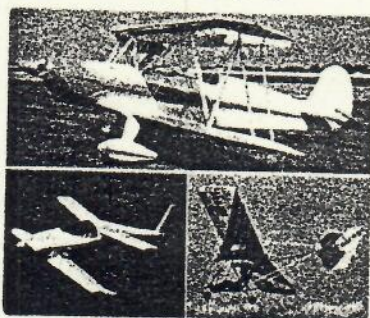
- *The aircraft parking area should be smooth. Holes & ditches lead to aircraft damage.

- *Aircraft should be directed to their parking by competent personnel. Aircraft have been known to be directed into each other or other hazards.

- *Aircraft on display should be protected from damage. This can be accomplished, for the most part, by qualifying those able to come in contact with them as we do at our OSHKOSH Convention.

This emphasis on aircraft is not meant to exclude the safety of the people involved. These same steps will make giant strides in protecting the EAAers and public that attend Fly-In events each year.

SPORT AIRCRAFT



YOU CAN BUILD... OR BUY

FIFTH EDITION

SPORT AIRCRAFT YOU CAN BUILD... OR BUY, the 5th Edition is now available for \$6.95 postpaid from EAA Headquarters, P.O. Box 229, Hales Corners, WI 53130.

This illustrated directory lists all aircraft plans and kits as well as ultralight activity marketed in the United States as of the date of its recent publication.

ANTIQUE/CLASSIC AIRCRAFT — The petition for an Advisory Circular enabling the owners and restorers of antique aircraft to perform their own approved maintenance on the aircraft (as opposed to taking it to a certified A & P mechanic) was published in the Federal Register November 18th. EAA has worked with the FAA on this matter and fully supports the proposal. Our Antique/Classic members have been asked for their opinions and the reply has been overwhelmingly affirmative.

Over 200 documents have been received by the FAA in support of EAA's petition to permit the owners and restorers of Antique/Classic standard category aircraft to act as their own authorized repairmen. There was not one negative reply as of the date of our last review. Paul is extremely pleased with the great support this petition has received from EAA and Antique/Classic members.

EAA NAMED ULTRALIGHT REPRESENTATIVE by the National Aeronautic Association which makes the EAA Ultralight Assn. the sole representative for ultralight matters in the United States. The EAA Ultralight Assn. is now formally a division of the NAA; and, as such, will represent the United States on ultralight matters to the Federation Aeronautique Internationale (FAI), the international sport aviation governing body which, among other activities, sanctions aviation record attempts.

EAA President Paul Poberezny said, "We are extremely proud of this honor which NAA has extended to the EAA Ultralight Assn. This recognition of EAA's continued leadership within the ultralight movement carries with it a deep responsibility and implicit challenge which we fully appreciate and gladly accept."

This is still another recognition of EAA... your organization's leadership in the field of sport and recreational aviation activity.

EAA PETITIONS FAA TO AUTHORIZE PILOT TRAINING IN TWO-PLACE ULTRALIGHTS

— Based on a series of conferences with the Federal Aviation Administration and in the interests of safety, the EAA has petitioned the FAA for an exemption to permit the use of two-place ultralights for the sole purpose of flight instruction under Federal Aviation Regulation Part 103. Under the current regulation, two-place ultralights are not recognized by the FAA. They must be registered as experimental, amateur-built aircraft.

"In view of the recent accident trends, I strongly feel that dual instruction in ultralights must be permitted in the interest of pilot safety", said EAA President Paul Poberezny. "We have worked on this plan over the past several months, and it is a direct result of the discussions I had with FAA Administrator, J. Lynn Helms on November 11, 1982. We evaluated the various options open to us as well as the comments we have received from ultralight pilots and members of our EAA Ultralight Assn. Board."

The petition involves two-place ultralights weighing not more than 350 pounds and meeting all other parameters of FAR Part 103. These machines are currently classified as experimental, amateur-built aircraft, registered with the FAA, and cannot be flown by anyone who does not possess (at the minimum) a conventional student pilot's license. The EAA petition requests that these vehicles be considered ultralights while in use as a training device and recognizes no other commercial use of the machine. The flight instruction could only be carried out by a certified flight instructor (CFI); or, if necessary, by an instructor who has been endorsed by an FAA-recognized ultralight industry training program.

EAA ULTRALIGHT '83 - JUNE 24, 25 & 26, 1983 — EAA President, Paul Poberezny recently announced that the 2nd Annual EAA International Ultralight Convention will be held June 24, 25 & 26 at Wittman Field in Oshkosh, Wisconsin. Paul noted that EAA ULTRALIGHT '82 was one of the most successful ultralight events ever held and 1983 holds the promise of being even better.

Planning for EAA ULTRALIGHT '83 is already underway. The second annual convention will build upon the successful features of the 1982 event. Workshops, seminars and forums involving virtually every aspect of the ultralight movement will make the convention the most complete educational resource available on the sport today.

The highly popular EAA Ultralight Grand Prix will be repeated in 1983 with the possibility of additional events being added to the already comprehensive competition. Major prizes will be awarded to the winners of the EAA Grand Prix and the EAA ultralight judging.

About 50 ultralight exhibitors were present at EAA Ultralight '82, and most of them have indicated a strong interest in returning for the 1983 event. Peter Strombom noted that several exhibitors who had not attended the earlier convention have already contacted EAA to reserve exhibit space.

Make your plans to join us at EAA ULTRALIGHT '83.