

JUNE 1983

EAA CHAPTER-690 NAV-COM

MEETINGS 2ND FRIDAY EACH MONTH AT STONE MOUNTAIN AIRPORT-8:00 P.M.

EDITOR: Rex Davis, 3416-B Water Vistas Pkwy, Lawrenceville, GA 30245
Telephone: 921-6897

OFFICERS

John Popp, President
3508 Bowling Green Way
Doraville, GA. 30340
939-6610

Dennis Balsam, Vice-President
1505 Basswood Court
Lilburn, GA. 30247
923-5259

Chapter Designee
Robert M. Chafer
2275 Dunhaven Court
Atlanta, GA. 30338
457-6081

Joel Levine, Secretary
1340 Nerine Circle
Dunwoody, GA. 30338
394-5466

Ed Booth, Treasurer
1505 Black Spruce Road
Lilburn, GA. 30247
921-2907

Chapter Tools & Materials
Frank E. Wilcox
2996 Nappa Trail
Stone Mountain, GA. 30087
469-9323

BEND, FORM and RIVET

That is the theme for the June 10, 1983 Chapter meeting. The meeting will begin at 8:00 p.m. and will be at the Stone Mountain Airport.

Harold Stalcup will show how to bend, form and rivet aluminum.

In addition to Harold's program, there will be a short discussion on a Chapter aviation project.

CHAPTER BRIEFS

Chapter member Tim McNeil and his wife Cathy are the proud parents of a new future EAA'er born 5/18/83. Master Matthew Timothy McNeil emerged from his hangar with an empty weight of 6 lbs-7ozs, and a fuselage length of 19". Congratulations Tim and Cathy.

* * * * *

Congrats to Jim Crunkleton on getting his Skybolt signed-off for cover last month by the FAA.

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A SPECIAL THANKS to Page Graphics, Inc., 6669 Peachtree Industrial Blvd, Suite E, Norcross, GA, 30092, 448-9640, for the type setting of the newsletter heading.

MEMBERSHIP RECORD

At the May 14th Chapter Breakfast Fly-In the Chapter established a new membership record by signing up 8 new members. The previous night at the regular Chapter meeting we had 2 new members join. The total Chapter Membership is now 59. The Chapter welcomes these new Members: Aurelio Joseph Donato, Gordon Lee Washburn, George Brooks, Matt Wagner, Doug Lawton, Jim Jones, Kenneth L. Brittingham, Philip Jones, Harold Jackson, O. V. Scott, Jr.

ON THE HORIZON

June 10 - Chapter Meeting

June 11 - Chapter Members and Wives/Girlfriend Social Night Out at the Sandpiper Restaurant for Dinner and Broadway Musical.

July 8 - Chapter Meeting

July 16 - Chapter Members and Families Night at the Atlanta Braves vs. Montreal Baseball Game.

Jul 30 - Aug 6 - Oshkosh Convention

Aug 12 - Chapter meeting

Sep 1-5 - Ole South Fly-In at Tullahoma

Sep 9 - Chapter Meeting

Oct 14 - Chapter Meeting and Elections

Member Profile

Jerry Feist

I have just taken on the assignment of National Accounts Manager for Carl Zeiss, Inc. My duties include negotiation of sales contracts with GSA, DOD, Hospital Buying groups, and the World Health Organization. Prior to taking on this new assignment I served as the South East Regional Manager for Carl Zeiss, Inc..

My wife Karen and daughters Jennifer and Heidi moved to the Atlanta area from Minneapolis in the summer of 1977. We miss our winter outdoor activities such as Xcounty skiing and ice skating, but not the cold and snow shoveling. Not to mention aircraft preflights in 20 below weather. Karen is a working mother who helps pay the bills, Taxes, and tuition. Jennifer is a junior at the University of Georgia. Heidi is a Senior at Brookwood High and headed for Emory University at Oxford. Those of you who have children in college will understand the effect college expenses have on the flying budget. Those who do not have children in college yet, enjoy what flying you can get in now. Both college expenses and the cost of flying are going up fast.

I got hooked on aviation when I was in my teens. It was not until a Navy buddy took me along for a flight lesson in 1956 that I got started flying. The interest was always there but typically the flying funds were always short on supply. Over the years the hours built up and I accumulated a commercial ticket with instrument, single land and sea, and multiengine ratings along with a CFI ticket. Over the years I also joined the EAA and the AOPA. Being in the midwest and close to Wisconsin I had the pleasure of several years at Oshkosh. At first only visiting but then found out that there was much more pleasure in being involved and working as a volunteer. After moving to the Atlanta area I got involved with the first efforts of the Tullahoma program but now find that the Ole South time schedule does not fit into our family schedule. I would like to either restore a swift or build a Quicky-2, however, the family things must come first.

Our family enjoys skiing, ice skating, and swimming. I also enjoy stream fishing for trout.

I am a charter member of chapter 690 and enjoy the meetings I am able to attend. With my travel schedule that has not been very often in the last two years. My wife and I especially enjoyed the Xmass program this past year. It is my hope that we will develop a strong chapter that will endure time and provide a means of sharing our aviation interests and enthusiasm with others. I commend the efforts of our active officers and those who give of their time to make our programs work.

An enthusiasm for aviation seems to be a genetic trait. Either you have it or you don't and in my case I've had it as long as I can remember. The first toy I ever bought for myself was a control line P-40, acquired by selling greeting cards. I eventually progressed into radio control and at one time or another participated in just about everything that was available including scale, racing, gliders, pattern competition, and helicopters, to mention a few.

My desire to fly a real airplane was finally realized on my acceptance to the Air Force as a pilot candidate. The Air Force paid for my private pilot license course while I was still a student at the University of Cincinnati. Then it was off to a year of pilot training at Willams AFB in Arizona. A mediocre student as a History major, I suddenly became a star pupil as a "Flying" major in the Air Force! I flew T-37's and T-38's and finishing as a "Distinguished Graduate" near the top of my class, had my choice of aircraft assignments.

At that time the epitome of flying to me was single seat/single engine and I chose the A-7D Corsair II. Everything you did in the A-7 was solo, including the first flight! I spent a year flying combat in Vietnam and ended up with an A-7D world record 150 missions. I don't have space here for "war stories" but suffice to say an experience like that matures your flying skills and personality. Some day ask me about the time.....

My combat experience was put to good use as an A-7 instructor pilot at Davis-Monthan AFB in Tucson, Arizona and later as one of the first pilots to fly the A-10 Thunderbolt II. Introducing this new airplane to the Air Force led to some interesting test flying and even a trip to the Paris Air Show. Just prior to being promoted out of the cockpit I got a Masters degree in business, checked out in Lear jets and jumped into the civilian community. I was lucky enough to get on with Delta Air Lines as a pilot and have flown the past 5 years as a Flight Engineer on the Boeing 727. I expect to be flying co-pilot on the DC-9 or B-737 sometime next year.

Along the way I have managed to stay married to my High School sweetheart Nancy, who looks after 11 year old Scott and 8 year old Jill. She also doubles as a part time foam cutter and fiberglass lay-up expert. With her help I accomplished another life long dream of building my own plane. First flying in April 1982, Vari Eze N30CG was the first Chapter 690 homebuild to fly and provided me with a building and flying experience that has been most rewarding. The EAA and particularly members of our own chapter were also very helpful in the completing of this project.

The EAA has also given me the opportunity to rekindle and expand my intrests in all types of general aviation as well as to make new friends. Chapter 690 is one of the finest volunteer organizations I have ever been in and particular credit goes to our past and present leaders and officers. I look forward to continued wothwhile aviation and fellowship activities in Chapter 690.

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Member Profile - Tom Ferraro

I've recently (April 4, 1983) been transferred to Atlanta from Muncie, Indiana with the J. C. Penney Company. Although I've been with Penney's for almost 11 years, this particular assignment is totally new to me. The past ten years I've worked in the various management functions in the stores division. My new position in Atlanta is in our systems division. This is particularly exciting since J. C. Penney has one of the largest electronic networks in the country, and plans tremendous growth in the future. My new responsibilities include coupling my store experience with quality assurance testing of new systems and software releases, and documentation and implementation of new systems.

Tom Ferraro - (Cont.)

My wife Juli, has completed her private pilot license and enjoys EAA as much as I do. Our Skybolt manages to take the two of us to many fly-ins, airshows, and etc.. The problem with that though, is that we have a 2 place airplane, and a 4 place family. We've solved the problem by purchasing a basket-case PA -22-160 Tri-Pacer and converted it to a PA-22/20 Pacer. It should be completed later this summer. Since it's a 4 place, our son Jeff (5) and daughter Jodi (2) should be able to attend our flying activities. We've kept in touch with other Pacer builders during our project, by joining the Short Wing Pacer Club. They publish a super newsletter (booklet) every 2 months.

EAA and EAA Chapters are not new to us. I joined EAA in 1967 and have been active ever since. This is the 6th Chapter we've joined (due to moving from Wisconsin to Minnesota, to Indiana) and find all EAA'ers to be very friendly. I've been President for 2 years of Chapter 386, and V.P. for 2 years of 226. I feel EAA and Chapter activity still remains one of the best tools we have to communicate and educate everyone on all aspects of aviation. There is generally a wealth of knowledge when we have all EAA'ers pulled together at one meeting, or fly-in. The challenge always remains how to share and distribute this so all can benefit from it.

We're looking forward to the future of our Chapter and EAA in this area. Once I get moved and established in the area, I'll be glad to help on any projects the group may be planning. Please feel free to call.

* * * * *

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MEMBER PROFILE - JOHN S. KYTLE, III

I have lived in the Atlanta area all my life and have worked for Scientific Atlanta the last five years as an Antenna Technician. Previously before working at Scientific Atlanta, I was employed by Atlantic Steel Co., for six years.

My wife Deborah, of eleven years, and I have two children, Jason-2, and Kari-5.

My interest in aviation began as far back as I can remember, when my grandmother would tell me stories of my late grandfather, one of Atlanta's first air mail pilots with Pitcairn Aviation, later called Eastern Air Lines. In 1929 he crashed a Pitcairn Mailwing into Stone Mountain right above where we hold our monthly meetings. He survived that crash with only minor injuries but wasn't so lucky in 1931 when he crashed a Gee-Bee Sportster at Candler Field. (Now known as Hartsfield International)

Growing up I built many model airplanes and took up skydiving when I was 18. After approximately 300 jumps I began flying lessons and earned my private license. After getting my license I joined a flying club that only had a J-3 Cub and when someone totaled the Cub I bought myself an Aeronce Champ. I owned the Champ for about 3½ years and now own a PA-12 which I have owned about 3½ years. Both are fine airplanes.

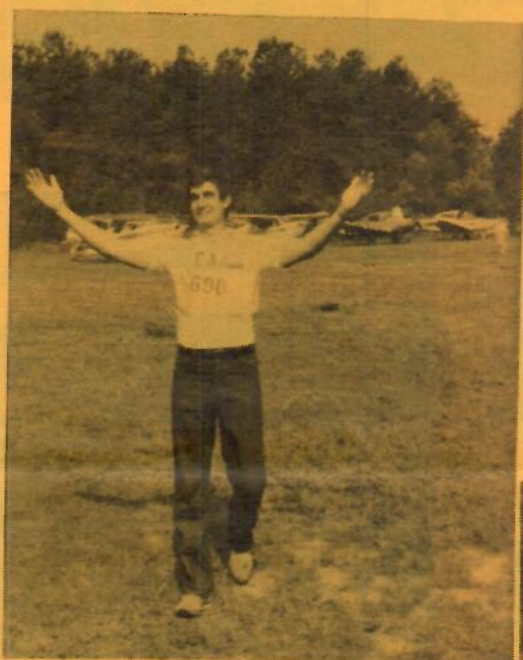
I recently sold a Long EZ kit after coming to the painful and expensive conclusion that the project wasn't right for me. I will be studying other projects and designs and hopefully will come up with something in the future.

I really enjoy "How-To" information and look forward to more as a member of the Chapter.

* * * * *

OUR FLY-IN

We've seen these 2 before.
Gerald Collins' Long EZ (L)
Craig Gottschang's Veri-Ez (R)



Wayne Hood parking A/C

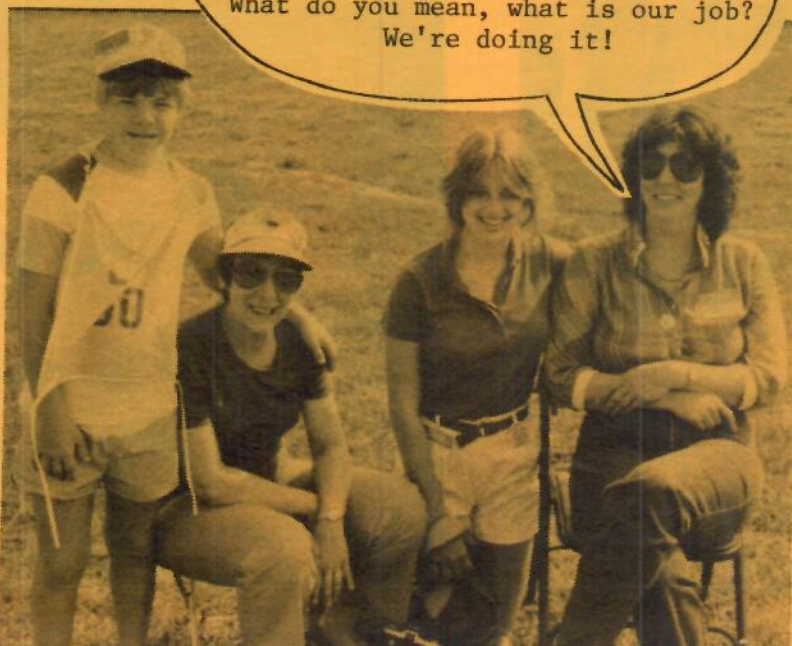


Tom Ferraro and his Skybolt



Kerry Wolleat's J-4

What do you mean, what is our job?
We're doing it!



Harris Bowen's Stearman

(L to R)
Kyle & Sandy Davis, Chrissy & Del Hove

THE EVENT IS OVER

Well the BIG EVENT is over. The May 14th Breakfast Fly-In held for the first time by our Chapter had beautiful weather, 8 new members signed-up, served 120+ breakfasts, and had approximately 27 flying machines registered.

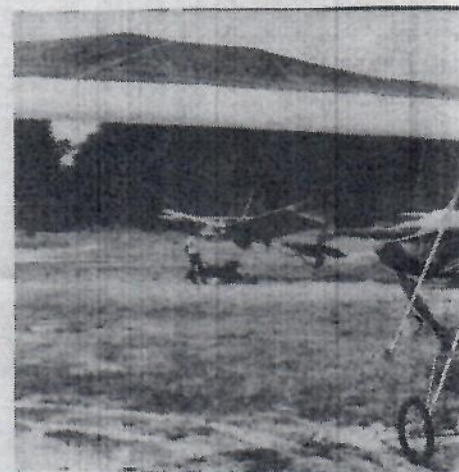
The "General" in charge of the EVENT was John Howe, who did an excellent job in organizing. Also, a lot of credit went to Harold Stalcup in arranging the food concession. Judging of aircraft was performed by Gerald Collins and Craig Gottschang. I regret that I did not have all of the names of the members who helped to park aircraft and who helped to judge the spot landing contest. You all know who you were and thank you for a job well done. The cooks were Ken Sharp, John Stowe, Virgil Davis, Margaret Wilcox, and Brian Sprehn. It takes individuals working in a group to make something really worthwhile. Thanks to all who worked and participated.



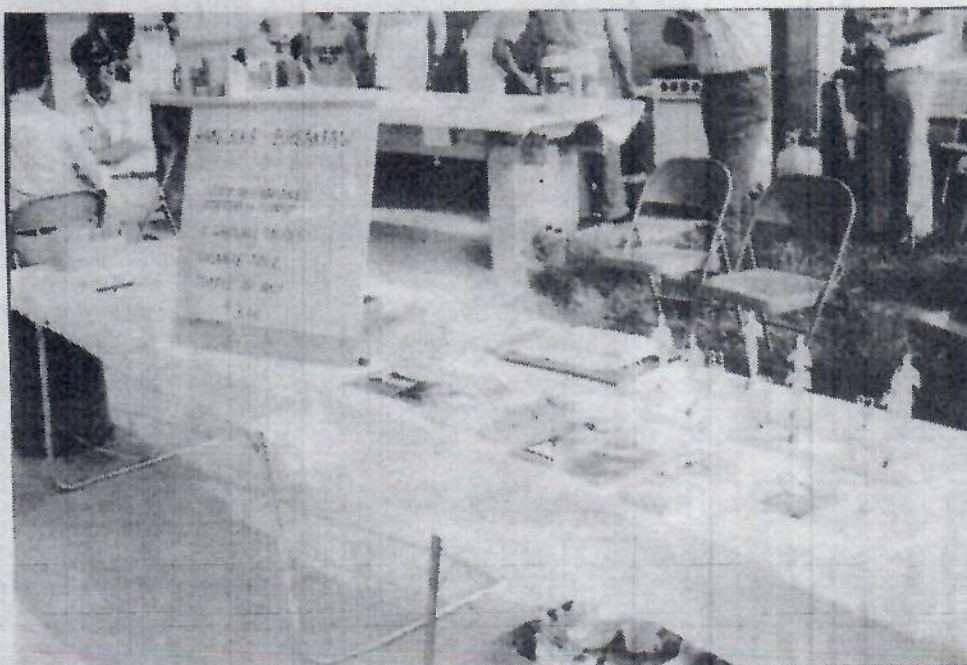
Some of the Fly-In attendees



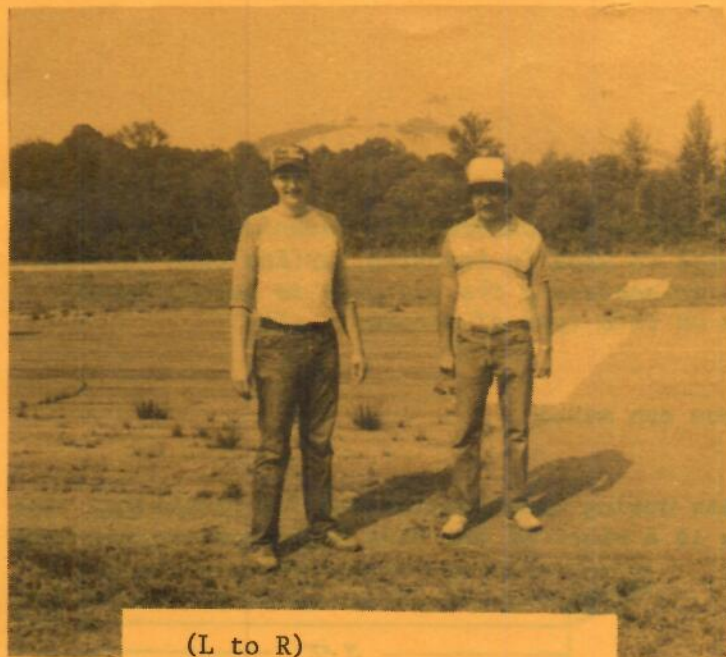
Bob Matteson's '39 Aeronca Chief



Ultralights flown in by Matt Wagner, Dan Barker



The Chefs



(L to R)
Doug Vance & Tim McNiell
Judging spot landings



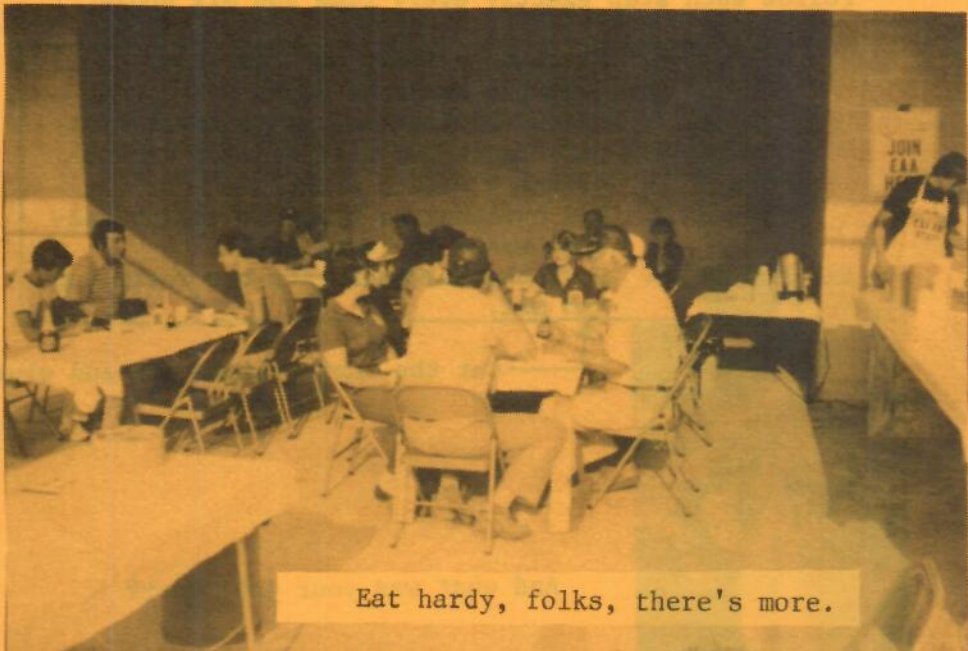
Kerry Wolleat with
Warbird Trophy for
Piper J-4 Observer



; Lawton,
unknown.



Randall Porter's Navion



Eat hardy, folks, there's more.

COMPOSITE EDUCATION - PART II

This begins Part II of a series of composite construction technical articles taken from Burt Rutan's booklet which is used in teaching VariEze construction. Information such as this will help in assisting the Designee to become knowledgeable in performing inspections on this type of aircraft. -ED-

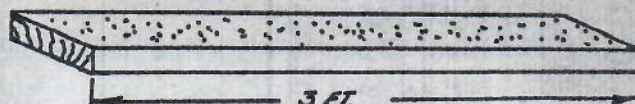
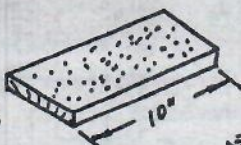
Tools You Can Make

The following tools are ones you can make:

Sanding Blocks

These are required in many areas during construction and for finishing. You may also use a "soft block," which is a block of the blue styrofoam wrapped with sandpaper.

STRAIGHT
PIECES OF
1"x4" LUMBER



36 GRIT SANDPAPER GLUED TO BOTH SIDES WITH CONTACT CEMENT.

A lot of elbow grease is saved if you replace the sandpaper often.

Long Straightedge

This is not absolutely required, but is quite handy when jiggling or checking the straightness of flying surfaces. It is merely a 6-ft. or 8-ft. 1x3 or 1x4 piece of lumber that is hand-selected to be "eyeball straight." You can get it one of two ways: (1) Order it from Aircraft Spruce or Wicks - they plane them perfect from dry lumber. (2) Sort through the lumber (dry fir or redwood) at your local lumber yard until you find one that looks straight when you eyeball it from one end. Mark it and hang it on the wall so it doesn't end up as part of a shelf!

Epoxy Balance

Devices which automatically ratio the correct amount of resin and hardener and dispense it with the pull of a lever are available from VariEze distributors for approximately \$130. These save time and epoxy. You can ratio the epoxy the way we did in building N7EZ and N4EZ by building the following simple balance: Cut out the 5-step instructions and glue to your balance - don't skip steps! Follow each step exactly every time you mix epoxy.

1. Place both empty cups as shown (wet the hardener cup).
2. Adjust ballast weight to level mark.
3. Fill resin cup with desired amount of resin - 1 to 6 oz.
4. Add hardener to hardener cup to balance scale on level mark.
5. Pour the hardener into the resin cup and mix.

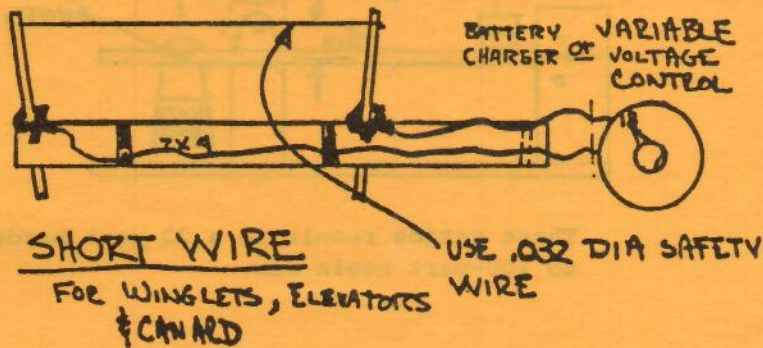
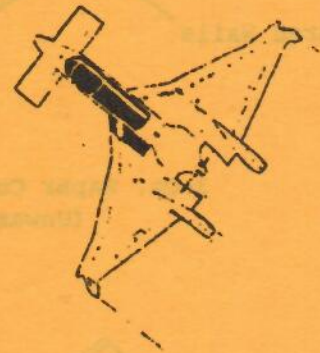
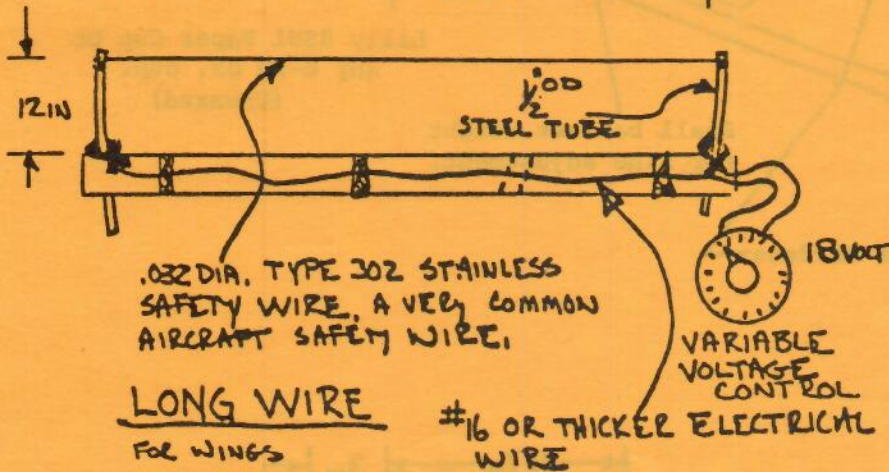
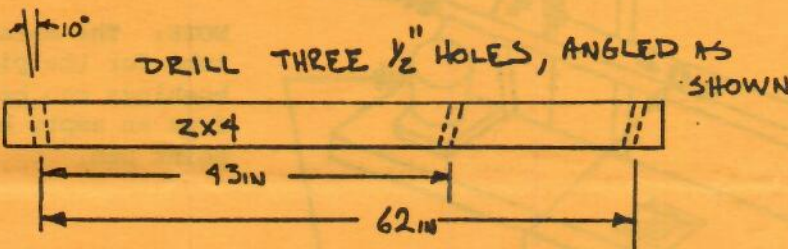
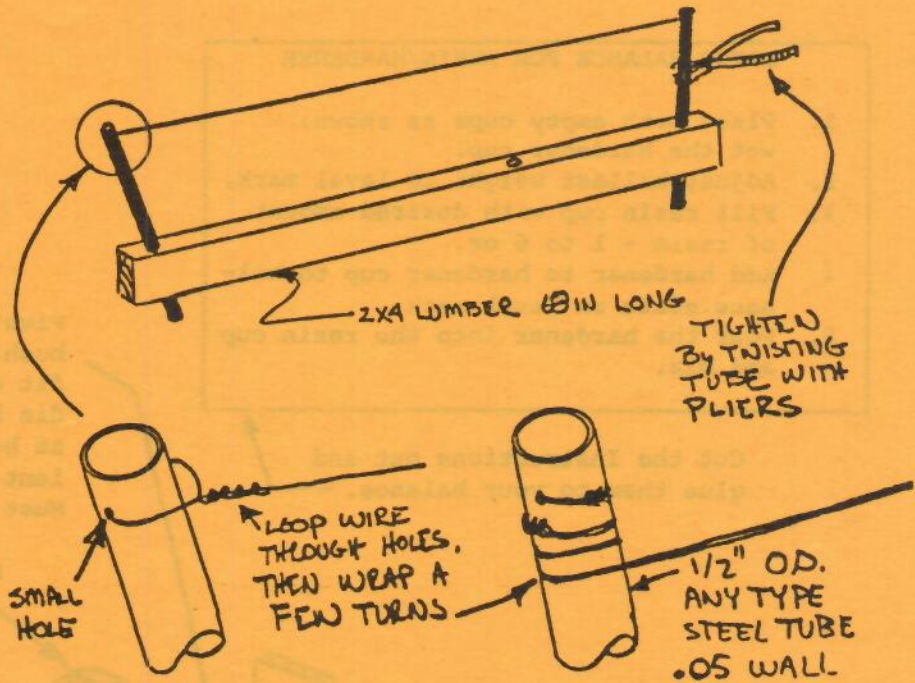
↑ Cut the Instructions out and glue to your balance.



And what was your job, Matt?

Hot Wire Cutter

You will need a hot wire cutter to carve all the foam cores for the canard, winglets, and wings. Refer to sketch.



RATIO BALANCE FOR RESIN/HARDENER

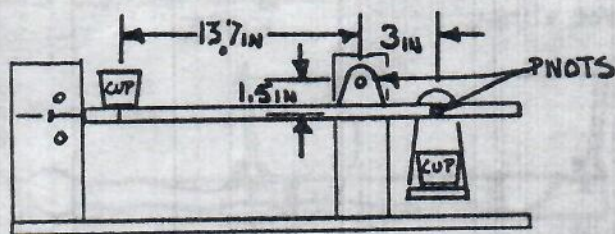
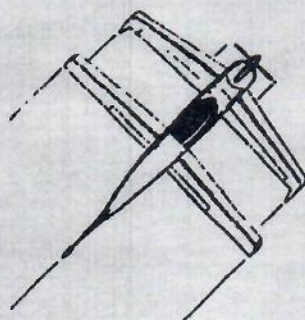
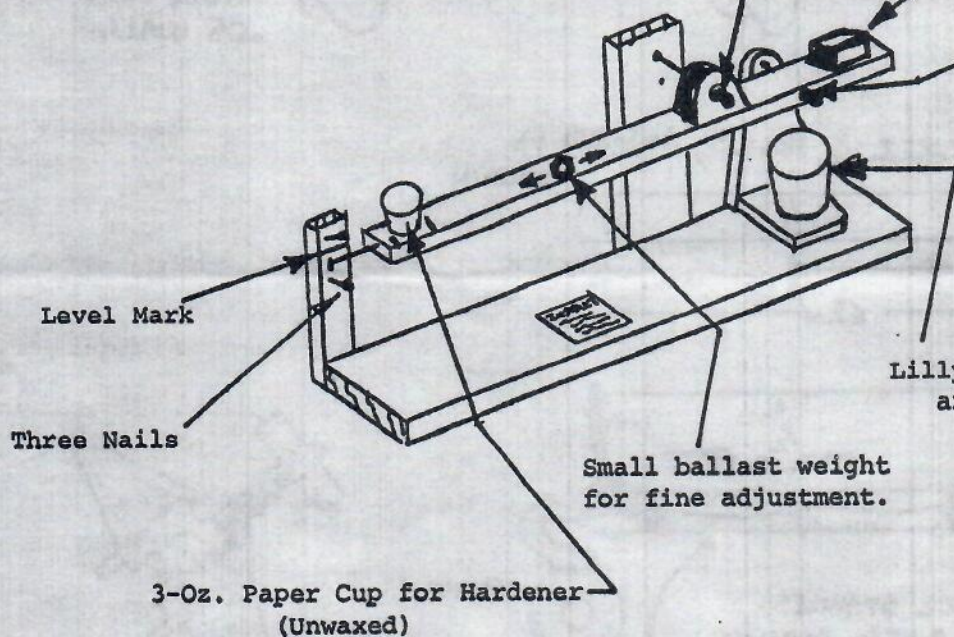
1. Place both empty cups as shown; wet the hardener cup.
2. Adjust ballast weight to level mark.
3. Fill resin cup with desired amount of resin - 1 to 6 oz.
4. Add hardener to hardener cup to balance scale on level mark.
5. Pour the hardener into the resin cup and mix.

Cut the Instructions out and glue them to your balance.

Pivots - metal tube bushings in wood. Loose fit on nails. The 1/8"-dia brass tube available at hobby shops is excellent for the bushings. Must be friction-free.

Ballast weight

NOTE: The metal tube for the pivot bushings can be cut from an empty ball-point pen.

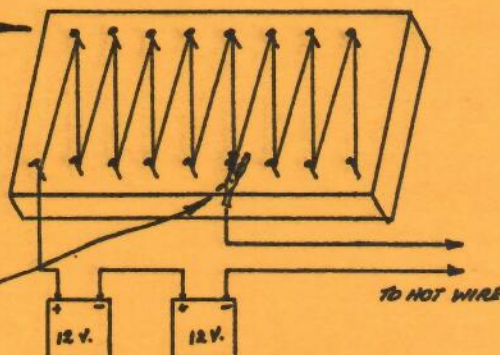


These ratios result in a 22-part hardener to 100-part resin mix.

The Variable Voltage control can be obtained from a VariEze distributor, or you can substitute any controllable power supply to include the 14 to 20-volt range with at least 4 amp capability. An alternative is to borrow two 12-V battery chargers or auto batteries and lash up the following device. The "A" blocks represent either a battery or a 12-V DC battery charger with 4-amp capability.

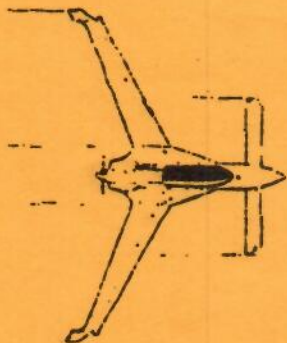
THIS IS A TWO FOOT PIECE OF 1" X 10" LUMBER WITH 18 NAILS. WIND WITH .032 STAINLESS SAFETY WIRE. WIRE DOES NOT TOUCH WOOD.

ALLIGATOR CLIP - MOVE RIGHT TO COOL THE WIRE OR LEFT TO HEAT IT.

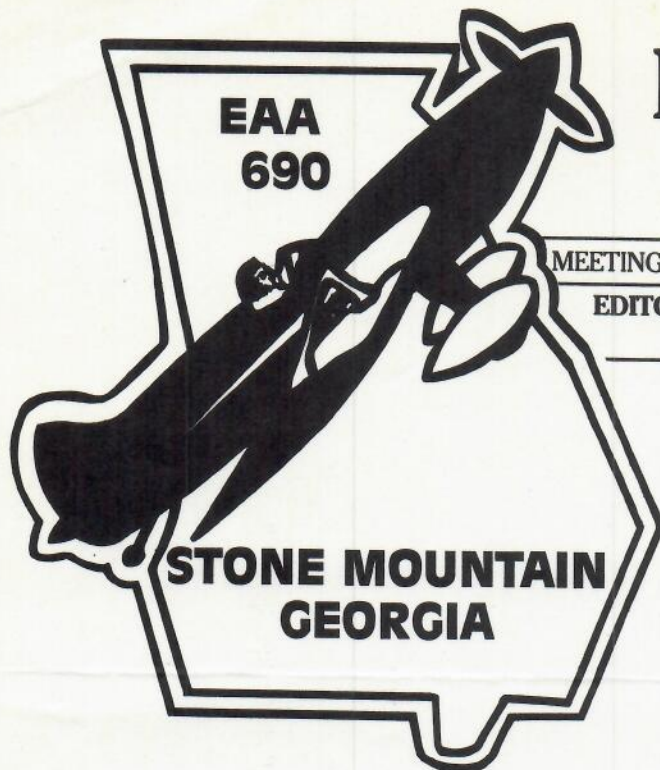


The cutter should only be used on the blue or white styrofoam. A hazardous gas is emitted if you try to cut urethane.

You can substitute .025 nicrome wire which can be run at a lower current (about 2 amp) but nicrome wire is difficult to find. Adjust the current to obtain a wire temperature which will allow the wire to cut the foam at a rate of one inch every four to six seconds when pulled with a light load (less than 1/2 lb.). This can be checked with a small scrap of foam. If temperature is correct, foam will have smooth hairy surface. A cratered surface means too much heat. If the wire is too cold, the cutter will have to be forced hard, causing the wire to lag. Lag should not exceed 1/2 inch over the top and bottom of the wing and not over 1/8 inch around the leading edge. If the wire is too hot, it will burn away too much foam, making the part too small and will result in ruts in the foam if the wire is inadvertently stopped during cutting. The wire should be tightened until the wire starts to yield. Check this by tightening the wire while plunking it listening to the sound. The pitch will increase until the wire yields.



NEXT MONTH: Jig Table and Glass Cloth Descriptions



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SPECIAL CHAPTER EVENTS

Rex and Sandy Davis have planned a SPECIAL EVENING OUT for the CHAPTER MEMBERS and their WIVES/GIRLFRIENDS for anyone wanting to attend with them the DINNER AND SHOW at the SANDPIPER RESTAURANT on Saturday June 11, 1983. The SHOW is a Broadway style music and dance production put on by a group called "THE YOUNG AMERICANS". This group is part of a nationally known group which has been on television a number of times. The music and dance production is a FANTASTIC show. The dinner has a limited menu, of Chicken, Prime Rib, or Trout. But usually on the week-ends there is a special added to the menu. Of course the dinner includes salad, vegetables, main course, rolls, butter, dessert, coffee or tea. The cost for the DINNER AND SHOW is \$13.95 per person plus tip. Any drinks other than what comes with the meal are extra. The Sandpiper Restaurant is located at 2960 Piedmont Road, NE, Atlanta. The Dinner starts at 6:30 p.m., followed by the Show. If you can join us, please make your reservations with Rex or Sandy Davis at 921-6897 in the evenings or 449-7242 during the day.

WE MUST HAVE YOUR RESERVATIONS BY JUNE 4th. Let's make it a good turn-out and SPECIAL CHAPTER SOCIAL EVENT.

2ND SPECIAL CHAPTER EVENT

The 2nd event scheduled for CHAPTER MEMBERS AND THEIR FAMILIES is an EAA Chapter Night at the Montreal Expos vs. the ATLANTA BRAVES Baseball Game. This event is scheduled for Saturday evening July 16th. The game starts at 7:40 p.m.. The cost for tickets is \$7.00 per person. These will be Field Level seats. We must have your reservations for the number of tickets you will need and your checks by July 1st. Please call Rex or Sandy Davis at 921-6897 in the evenings or 449-7242 during the day, to let us know how many tickets you will need.

Please send your checks to:

Rex Davis
3416-B Water Vistas Pkwy.
Lawrenceville, GA 30245

Make your checks payable to EAA Chapter 690.

(Please note that during the month of June we will not be home to take your reservations from June 18th through the 26th. We will be on vacation.)

So please make your reservations as early as possible before July 1st.

Let's make this another good SPECIAL CHAPTER SOCIAL EVENT.