



September, 1998

NavCom

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



Coming October 3—The EAA690 Fall Classic AirFair

Our Biggest Event of the year—

The old Fall Biplane Classic has a new look this year. No longer limited to biplanes, the new Fall Classic AirFair will focus on ALL types of aircraft. Golden Age from the 1900's to 1939—Classics from 1940 to 1969—Future Classics 1970 to New. Another new feature is the Corn Roast from 11:00am to 4:30pm and lots of kid activities.

The countdown is on, the plans are progressing, and the anticipation is growing. Make your plans now to attend the EAA Chapter 690 Fall Classic AirFair, and more importantly to give a helping hand. With our growing membership, the great advance work and publicity, and our new name, this year's event should be our biggest and best ever fall fly-in. This annual event is a major public relations, education and fundraising event for Chapter 690.

BUT- to make it happen WE NEED YOU, our

members, to volunteer for shifts in all areas – auto parking, airplane parking, food preparation and service, raffle sales, pilot and airplane registration, merchandise sales, biplane ride shuttle and ticket sales, children's events and to staff the EAA membership table. Veteran members and new members alike, we need your help in two hour shifts. PLEASE – contact Bill Curtis at billcurt@flash.net or 770-662-3651 to volunteer to help make this a great success.

Enclosed you will find one of the great new posters (designed by our own Ed Stenbridge) for the AirFair. **Please, if every member would make the effort to post one conspicuously, it will help boost attendance and assure our success.** (And, it's been rumored that Publicity Chairman Joel Levine will be making spot checks of member's workshops, garages, basements and dens to assure that these posters are not kept as colorful decorations, but are indeed being distributed for public information!)

Come on out and join the fun!!!!

The NavCom

The NAVCOM is the official monthly newsletter of EAA Chapter 690 serving its members and other persons interested in the advancement of Aviation.

Original articles, art, and photos are invited and encouraged. Submit articles in ASCII or Word format and pictures in any format via email to: jdreed@mindspring.com or mail to:

Joe Reed
1098 Hillcrest Ct. NW
Norcross, GA 30093

Deadline for submissions is the First of Each Month

THE NAVCOM is created on a Pentium 133 computer using Microsoft Publisher 98, and is produced on a **Minolta DI-620 Copier**. Thanks to Alan Langford and Minolta Corporation for printing the NAVCOM each month.

Also thanks to Larry Bishop and his merry band who fold, staple and mutilate the NAVCOM for mailing

In keeping with the spirit of all aviators, permission is hereby granted for the reproduction of the NAVCOM articles by other EAA Chapters provided proper credit is given to the author and to the NAVCOM.

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President's NOTAM

by Frank Wilcox

Chapter 690 scores again at Oshkosh. In addition to the national recognition of Sue Adams in receiving a 1998 Major Achievement Award, our monthly newsletter, the NavCom, was judged 3rd best of the Top Ten nationally for 1998. It is interesting to note that Sue is the second Chapter 690 recipient of the Major Achievement Award (Frank Wilcox in 1993) and the NavCom received the top award in 1994 (Jeff Boatright, editor). This says a lot about our members since both of these awards are the result of continuing involvement, interest, and effort at the chapter level. Congratulations all. How long will it be before a Web Page award for excellence will be made? Chapter 690 will be among the best in that also.

Oshkosh, excuse me, AirVenture 98, what can be said! More planes, more people, more exhibitors, more walking around room, more campers, more forums, more of everything. Even getting there 4 days early, (to get a good camping spot) and staying the entire seven days allows only a broad brush coverage. So careful picking and choosing of what is important and then skimming the rest is the only way to go. Highlights were meeting former chapter members Tom Ferraro and George and Delores Scott, and hosting 690 members at our campsite. Technically, one major area to watch are compression ignition engines (diesel). There were many prototypes on display; some will succeed. Sport Aviation will have many articles in future issues about the annual event - an acceptable substitute for not being there. One statistic to look for is the annual usage of toilet paper!

AirVenture - Oshkosh 98 was brought to members at home at both the "First Saturday Aviation Program and Pancake Breakfast" on August 1 and again on August 14th at the "Post Oshkosh Bash" (August meeting). Thanks to our "electronic gurus", the Oshkosh arrivals sound, convention photos and a speech were piped into our audiovisual system during the breakfast. These transmissions were courtesy of the AvWeb guys. The "Bash", a potluck dinner with grilled hamburgers, gave members who went to Wisconsin a chance to tell tall tales.

Thanks to all who in any way made these

meetings a success

The next chapter event is the EAA 690 Fall Classic and Air Fair on October 3rd. The detailed planning is nearly complete. New features include selling roasted corn, tethered balloon rides and activities for children. Most of the activities, displays, etc. from past years will be continued. All chapter 690 members should publicize this major fund raiser, plan to volunteer some time and attend with your friends and neighbors. The committee has worked hard, but it takes the support of every member to make this major event the success it has been in past years.

November 7 is the date for the next Flying Start Workshop. Please be on the lookout and encourage anyone interested in learning to fly to attend. This is a comprehensive view of how to become a pilot presented by representatives of the aviation community and its free. This is the third Flying Start Workshop sponsored by Chapter 690 and all have resulted in several attendees continuing on with flight training.

Work is scheduled to start in October on the installation of the chapter building heating and air conditioning system. The labor will be supplied by chapter members under the direction of David Posey. If you can volunteer some time for this project, contact David for details. We will all appreciate these efforts when the cold winds blow this winter.

The blue area, Phase I of the Square Foot Fund Raiser Board is nearly filled. Only a few blocks remain. The revised application for the building permit is to be completed and submitted soon. We expect it to be approved. With the funds available we could start our interior construction immediately. Let's try to meet our goal of having Phase I fully subscribed by the Fall Classic Air Fair October 3rd.

Hope to see you at the pancake breakfast and the September meeting. The Civil Air Patrol will present the breakfast program and aviation law will be the topic of the monthly meeting program.



Chapter 690 Wins Awards at Oshkosh

by Margaret Wilcox

Sue Adams Presented Outstanding Achievement Award

It was an exciting night for Chapter 690 members in the Theater In the Woods at AirVenture '98 at Oshkosh on Thursday July 30th. We witnessed the presentation of one of the 10 prestigious Outstanding Achievement Awards given by EAA to our own Sue Adams. These are presented alphabetically so Sue was the first recipient and the only woman among the ten so honored. She was recognized for her many contributions to Chapter 690 and to EAA National. We who nominated her know well of her untiring efforts in behalf of Chapter 690 programs, especially Young Eagles, Flying Start programs, the Poker Run and Aeromart events. She volunteers for EAA in the southeast region promoting Flying Start and Young Eagles and publishes "The Cloud Dancer", a newsletter about Aviation events. She has recently been appointed to the Chapter Advisory Council of EAA National. Sue and Terry are very active in the War Birds of America. The awards were presented by Alan Shackleton, a Director of the EAA. It was interesting that the first three recipients were from Georgia.

NavCom Wins Third Place Award for Chapter Newsletter

A second honor was given to Chapter 690 that night, the award of third place in the competition for the best EAA chapter newsletter among those published worldwide. Joe Reed, our editor, had been advised that the NavCom was among the ten best, and he published that information in the August issue, but the ranking of the awards is kept a secret until the presentation at Oshkosh. Chapter 690 members waited anxiously as the winners were announced beginning with 10th place. We became more and more proud as the NavCom was not called until number three, a distinct honor considering the hundreds of newsletters considered for this recognition. Since Joe Reed was not present to receive his award NavCom reporter Margaret Wilcox accepted it for him.

Recognition for the NavCom is not a new experience for Chapter 690. When Jeff Boatright was editor, our newsletter was ranked third in 1992, second in 1993, and received the 1st place award in 1994. After receiving number one ranking an editor is no longer eligible for an award, but has the privilege of helping judge the top papers for the next 3 years. According to Jeff, the NavCom is a top ranking newsletter because of the variety of articles. Included are news items about past and future events, feature articles, technical information, a report from the President, information about members, a calendar of future aviation events and classified ads. The copy is provided by a number of members. The editing and format is provided by Editor Joe Reed and the publishing by Alan Langford, who uses a Minolta Di-620 Copier/Printer to provide the and clarity of type.

Larry Bishop heads a crew that distributes the newsletter. We can all be proud of the effort provided by all these members and look forward to continuing to be among the best of the best newsletters in EAA.

Aviation Explorer Post 533

Post 533 will have its first meeting of the 1998-1999 season on Monday, September 14th at 7:00pm. Our new meeting site is the EAA Chapter 690 hanger - many thanks to the Chapter members for allowing us to take advantage of this wonderful facility. We plan to be a big asset to the Chapter. The Post meets on the first and third Monday of each month, and we plan at least one additional special activity per month (usually on a Saturday).

Our program is focused around learning about all components of aviation and aviation careers. We will continue to have speakers at our meetings, learn the basics of flying through aviation ground school, visit aviation facilities, attend airshows and special events, learn about radio-control aircraft modeling, and participate in even more flying opportunities this year. Since last Spring twelve of our senior members have planned and navigated cross-country flights, and more will be completed this Fall. Because most of our members are in high school, we will also be introducing and assisting members in applying for aviation scholarships. We welcome any assistance from the EAA Chapter, including perhaps an aircraft construction or restoration project with which the Post members could assist. Please contact Steve Haslup at his office (404-471-0048) or home (770-931-1631) if you have any questions or you have a project idea for the Post.

LETTERS

Dear Joe,

Since Sue isn't around this week to pass this along, I just wanted you all to know what a great job your fellow chapter members have done working with the SciTrek Flight Camp July 13 - 25. Sue was invaluable in helping with ideas and resources for the camp, especially contacting people to work at camp. Mary Bromberek spent a number of hard working days both at SciTrek and off base at Lockheed and Fulton County Airport. Bob Goodman spent time at SciTrek talking to the kids about flight, and even though I failed to get in touch with him, Jesse Doonan also offered his time to help, as did David Haskell. Thank you all so much for your help - the kids enjoyed it immensely. We all hope to work on this project again next year, and will keep you all advised.

Regards, Liz Ellis\ Warbird Squadron 17

Mr. Editor, I just recycled the aluminum cans that had been collecting at the hangar. I have a check for \$23.63 made out to Chapter 690. Thought you might like to know to put a little

“Don’t Pull That Loose Thread!”... or How My Perfectly Good Airplane Became My Project

By Chuck Roberts

You know, of course, that you should never pull a loose thread lest you unravel the whole sweater.

I guess this story really begins two years ago when my lovely wife and I bought our first airplane, a fully restored 1947 Stinson 108-1 Voyager. The plane had gone through a four year, ground up restoration by a career airline mechanic and then spent eight years tied down outside before we bought it from that A&P. He had done a beautiful job but it had suffered a rain leak at the top of the windshield that had resulted in a stained and rotted headliner that we knew we would have to replace someday. Had that been the only problem this wouldn’t be a story worth relating.

The Stinson 108-1 has fabric covered wings and fuselage and the restorer chose to use two-part polyurethane paint for the super high gloss “wet look”. However, something went wrong with the paint mixing (wrong or defective catalyst or improper mixing) such that all of the paint on top of the wings and fuselage had developed zillions of hairline cracks to the extent the paint looked flat in those areas. At Sun-N-Fun ’97 we showed the plane to the paint manufacturer and asked what the problem was and how to fix it. They very graciously said it was defective paint and gave us the two gallons required to do the repair. They also said it would require wet sanding down to the silver, one coat of silver and re-spraying with the color (white). All this leads to that “loose thread”.

“The time has come, the walrus said, to talk of many things...” err, no that’s a different story. The time had come, last weekend, to start preparing for the paint job. I got the paint removed from the top of the right wing and started on the fuselage. Remember that rain leak? Well, the A&P had fixed it with a generous application of silicone rubber sealant around the top windshield trim and the screws that fasten the trim to the plane (about two dozen #8-32 machine screws). To get a proper paint job I wanted to remove the trim, clean off the silicone sealant and paint to the edge of the windshield. I grabbed the trusty #2 phillips screwdriver and started to unscrew the first screw. It rotated a couple of turns and then I heard and felt a crunch and the screw started to turn very freely. Checking the other screws revealed several more with the same behavior. Uh-oh, there’s trouble in River City!

Now I had to remove the headliner. After doing so I found that there is a piece of wood running across the top of the fuselage just under the skin that holds “tee nuts” into which the trim screws fasten. The rain leak had not only allowed the headliner to rot but this piece of spruce also.

Furthermore, at the ends of this piece of wood (at the upper corners of the windshield where the “juice can” fresh air vents are) there are wooden fairings that are covered with upholstery material. These too were rotten.

So, instead of a “quick” repaint the top of the wings and fuselage two weekender I get to do some woodwork and replace the headliner as a bonus. Oh well, while I’ve got it apart I’ve been wanting to build in that intercom, and there’s the new LORAN antenna and preamp to install and...

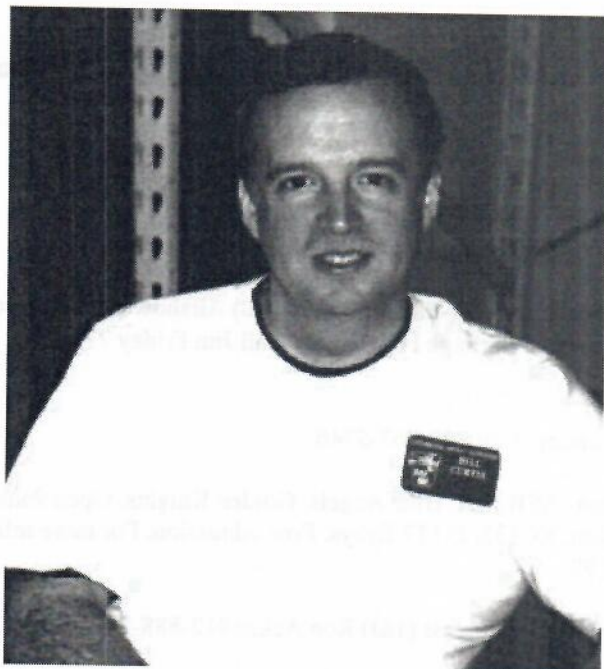
It’s a good thing I enjoy this kind of work and have a very understanding wife!



Atlantis featured on the new EAA Brochure—

Members Fred Meyer and Joe Tate, owners of Aircraft Technologies, were pleased to learn that EAA National had selected their Atlantis kit built aircraft for the cover of the new brochure.

Continued on next page



THANK YOU, VOLUNTEERS

by Sue Adams

Bill Curtis joined the Air Force in 1972 where he got the chance to work on F4s, F105s, C130 Gunships, and RC 135 reconnaissance aircraft. After the Air Force Bill worked for multiple Defense contractors developing systems on the F-16 and British Nimrod Mk II platforms.

He Received his Private Pilot's License in 1984 with all of his time in Warriors, 172s and 152s. "I've never been able to convince the FAA that they should count my RC 135 time over the Atlantic."

"I have no project in the works at this time, but I would love to build a Lancair IV-P. Hey, we all need our dreams."

Bill Curtis has been a member of 690 since March 1996, even though attending the fly-ins at Stone Mountain in the past, he just didn't have the time to become a member until '96.

"I was looking for participation in an organization that was concerned with general aviation. After looking around, found that the EAA was where it was happening."

"The first 690 activity I volunteered for was parking airplanes at the Bi-Plane Classics in '96 and '97 and it appeared to me that Chapter 690 had a lot going for it. I've been a cashier at the Pancake Breakfasts for the last year, the Committee Chairman for the 1998 Aeromart and Fly-In and the Chairman of the Program Committee this year. Official photographer at the last Flying Start program was fun. I attended the leadership program put on by the EAA (and have the back of my head published in the EAA magazine)."

Bill organized and built the chapter computer by using donated parts from Joel Levine (keyboard, mouse, floppy), Lee Craymer (case), Chuck and Jeanne Miller (monitor) and Alan

Langford (printer). The rest of the components came from spare parts he had laying around after years of computer upgrades. The computers main purpose is in maintaining the chapter's web site and membership database.

"I feel that if you are going to be a member of an organization, you should be an active participant."

I first met Bill Curtis at one of the breakfasts. He came up to me and mentioned he wanted to do something, but wasn't sure what needed to be done. I told him to stick by me and I'll do everything I can to 'get him involved'. He is one shining star! A pleasure to know and work side by side with. He is in the process of heading up the Fall Classic AirFair and doing one heck of a job.

Thank you, Bill for all you do!

Atlantis—— continued

Here is what Joe had to say in a letter to the NavCom.

"We had a great trip to Oshkosh...displayed the new Meyer-360 front and center at the IAC building. Fred got to fly in the Showcase and we generated lots of interest. The Meyer-360 was recently featured on the cover of Sport Aerobatics June issue".

"Elgin Wells, Jr. took 4th place in Fond-Du-Lac at the Advanced level. Fred and Elgin will both compete in the Meyer-360 at the U.S. Nationals—Sept 7-11 at Demson, Texas"

"The two-place Atlantis is featured on EAA's new membership brochure. Great strides are being made on our second prototype Atlantis with 4 kits sold"

Congratulations to Joe and Fred from Chapter 690. We are glad to have you both in our chapter.

90% of FATAL ACCIDENTS are caused by:

Didn't prepare

Exhausted fuel

Aerobatics too low

Take-off run too short

Hit high ground

Weight/balance out of limits

Ignored weather

Stall/spin

Hit other aircraft

The two most important words in aviation are "Safety First", the two most dangerous are "Hey y'all Watch This!"



Events Calendar



Sept. 11-13

Falls-of- Rough, KY 22nd Annual Sport Aviation Weekend at Rough River State park (213). Plane camping, aircraft judging, seminars, banquet and awards doorprizes. Sponsored by Kentucky chapters of EAA. Call 800-325-1713 or 502-257-2311 for info.



Sept. 12-13

Innaugural Wings over Dixie Airshow at Peachtree City-Falcon Field (FFC) Airshow and Warbirds. Sponsored by Dixie wing of American Airpower Heritage Foundation. Call Jim Friday 770-631-2469.



Sept. 18-20

Griffin, Ga. GlaStar & Glasair Assembly training. Call 800-967-5746



Sept. 19-20

Warner Robins Open House, Warner Robins AFB, GA. Blue Angels, Golden Knights. Open 9am.C-5, Galaxy, B-1 Bomber, F-15 demonstration, KC135, F-117 flybys. Free admission. For more information Warner Robbins AFB 912-926-1298



Sept. 19

Dawson, GA . monthly EAA Chapter 354 fly in breakfast (16J) Ron Acker 912-888-2828 for info.



Sept. 25-27

7th Annual Boshears Memorial Fly-In and Airshow: Daniel Field, Augusta, Georgia. (DNL) Elev.: 423 CTAF/Unicom: 122.8 GPS: N33°28'00" W82°02'36", 100LL & Jet A. Parking, Basic Camping, Food, Vendors, EAA Chapter 172, CSRA Pilot's Association, Augusta State University Aviation Club. Many performing Airshow acts, Military Aircraft, Warbirds, The U.S. Army Golden Knights, Parachutists, Hot Air Balloons, Experimental Aircraft, Les Shockley's Shockwave Jet Truck Contact Airshow Chairman, Chuck Whigham: (706) 796-0331 Visit www.boshears.com for more details...



Oct. 3-4

Dublin, GA. Annual fly-in at W.H. "Bud" Baron Airport (DBN). Sponsored by Dublin Sports Aviation Club. Early arrivals welcome, camping available on field. 912-275-0029 days or 912-984-4128 evenings for information.



Oct. 3

EAA Chapter 690 Gwinnett County Airport, Lawrenceville, GA (LZU) 8th Annual 1998 Fall Classic AirFair and Pancake Breakfast. For information, vendors, exhibitors- contact Bill Curtis 770- 995-8023 billcurt@flash.net or Sue Adams 770-613-9501 msadams@mindspring.com



Oct. 3-4

Dublin, GA. 10th Annual Dublin Sport Aviation Club Fly in 912-275-0029.



Oct. 9-11

Thomasville Municipal Airport , (TVI) GA 31st Annual Fly-In Celebration Ron Bozemann 912-226-4708 or flyin@rose.net



Oct. 10

Cartersville Airport (VPC), GA The 12th Annual Cartersville Pilots Association Fly-In. \$100.00 Grand Raffle Prize. Sseparate raffle for plane rides for children under 14 years of age. Come early stay late. Enjoy the pancake breakfast. Then stay for lunch. Proceeds from the Fly-In go toward a \$500.00 aviation scholarship given to a graduating high school senior who is going to pursue studies related to aviation. It is sponsored by the Cartersville Pilots Association. This scholarship is administered by and awarded through the Etowah Foundation. This Foundation handles hundreds of scholarships each year.

Visit the EAA 690 Website at: <http://eaa690.home.mindspring.com>

Oshkosh "98 - from a woman's viewpoint

(one who loves people more than loves airplanes)

by Margaret Wilcox

This article is being written for those members who have said to me, "I wish my wife was as enthusiastic about Oshkosh as you are" This is what I like about the annual AirVenture Fly In - as it is now called.

First I like the weather in Wisconsin. This year it was cool, sunny and dry. True, that is not always the case, but in the 14 years we have attended the show, the nice days have outnumbered the hot or wet ones by about 10 to 1. I also like the countryside with fertile fields, tall silos and lots of black and white dairy cows. The sky is blue with fluffy white clouds, the air is clear, the grass is green and the night sky is filled with stars.

Second I like the people. People who like airplanes are very special people. (That is why I married one of them.) They are friendly, like to talk about not only their aircraft flying and building experiences, but where they come from and other interests as well. And they don't litter.

Third I like the activities. There are many ways to spend your time and many of them have nothing to do with airplanes. This year I went on two all day tours. The first sponsored by the Farm Bureau took us to a "state of the art" dairy farm to learn about milk production in the "90s and then to a "mom and pop" dairy farm to learn how a living can be made with some modern equipment and lots of hard work. (I especially liked this since I'm a farmer's daughter and milked many cows the old fashioned way.) My second tour was to the neighboring town of Neenah for shopping, a fashion show, gourmet lunch and inspirational talk sponsored by the Christian Women's Club. We also visited the local museum which houses the largest paper weight collection in the world.

Another fun activity is volunteering. Two different days I sold \$50 dollar chances on a beautiful new Jaguar automobile which had been donated to the Young g Eagles program and to whom all the profits were awarded. Even though I made many promises, some even to our own members, I did not sell the winning ticket. But I met lots of interesting people who were happy to support Young Eagles and EAA gave me some nice souvenirs as a thank-you.

Shopping is another of my activities while at Oshkosh. Doesn't every woman like to shop? They make it easy. There is a free shuttle bus every 15 minutes to the Outlet Mall just across the main highway from the EAA grounds. Aside from paying off my credit card, the biggest challenge is lugging my many ""bargains" from the end of the shuttle bus back to our camper.

I also always find some forums that interest me. This year I heard a woman from Dayton impersonate the Wright brothers sister and share many interesting facts about the lives of Wilbur and Orville.

One forum tent is devoted to topics of special interest to women and nearby is a craft tent and a hospitality tent with information about the women's activities and a place to rest, drink lemonade and eat cookies made in near-by Ripon, WI.

Frank and I always attend most of the Theater In the Woods evening programs. Not only do they hand out awards (and 690 gets their share) and introduce important dignitaries, but the programs feature some of the most famous people in aviation. This year we heard Charlie Precourt, astronaut, who has made more trips to the Mir space station than any other American including the first and last trip. We heard David Hartman interview three Congressional Medal of Honor winners. There is also entertainment each night. I have to admit that the music by the Kids from Wisconsin and even the Band of the Air Force Reserves is much too loud for my tastes, but younger people seemed to enjoy it.

The EAA Air Adventure Museum is another favorite place to visit while we are at Oshkosh. It continues to be one of the world's finest aviation museums and admission is free with your AirVenture wristband. It is a wonderful place to learn the history of aviation, especially during WWII. This year we also saw an Aviation Art Collection of 40 paintings by Jim Dietz, a famous aviation artist. His work not only displays some of the world's most popular aircraft, but the setting and persons included made the story he was portraying complete.

I haven't mentioned the daily air shows from 4 to 6 P.M. The special commemorations of WWII put on by the War Birds of America always bring a lump to my throat. And a new (to me) group of acrobatic flyers called Northern Lights were spectacular as were the old favorites - the French Connection (they fly to nice music), Julie Clark, Patty Wagstaff and Sean Tucker. We also heard Sean talk in the Theater about the life of an acrobatic pilot. It was very special that Bob Hoover was again flying and at 82 still one of the best.

If there is any time left I always have a good book to read while sitting under the trees in Paul's woods. We are fortunate to be able to arrive early and find a camping spot in this choice location close to the main activities. For those of you who must come later we do our best to accommodate you on our camp site if your tent is small enough. Just ask Steve and Drew Ashby, Jeff Boatright, Larry Bishop and Duane Huff. It is always nice to meet other 690 members at Oshkosh and when they come driving past your campsite unexpectedly and can camp near-by as Ed Tamas did this year, it is uncanny. We usually crowd into someone's car (like Greg Janokas's) for one or two trips into town for dinner. I always look forward a fresh lake fish dinner.

If you desire to know more about my experiences at Oshkosh, just ask, for I'm always willing to share my enthusiasm. And I'll be ready to start packing next summer when Frank says, "Just look at this Oshkosh preview. It is going to be another great event."



Classifieds

Wanted: If you are interested in a 6-8 month part time or full time job helping construct a Velocity XL Elite-call Lacy Thompson at 770-482-4846.. I am looking for one or two people who have experience building homebuilts or other back-ground which is high in craftsmanship values. Pay is \$8.50 per hour. Flexible hours. Aircraft is being constructed in my home/office in Stone Mountain so I can be very flexible on the hours.

Wanted: One or two partners for Van's new RV-9 aircraft. The RV-9 is intended to be a low cost general purpose non aerobatic sportplane, and might be available in kit form sometime next year! If interested email or call: Greg Jannakos 770.277.1637 email gpjann@mindspring.com

For Sale: Complete Q2 kit, all parts, supplies and avionics for sale. Asking price \$2500.00. Bob (770) 656-5346 goldnhome@prodigy.net

For Sale: Bose headset. Used once (not practical in my Stearman). \$600 obo. Dick Evelyn 770-971-2925-revelyn@mindspring.com

For Sale: Bowers Flybaby 90-95% completed. Includes A-65 engine. All instruments mounted. Lots of extras included with sale. **Price reduced to \$3500.** Call John 912-272-7718

For Sale: I have purchased a new GPS and would like to sell my Lowrance Airmap. This is the model with the obstruction database and the LiMh battery. Complete with all accessories. (This is the 5 channel version.) Like new, less than 1 year old. Works GREAT!. \$595. - For \$695 I will include one of our ATMs (<http://www.cmm-atm.com>).Thanks Chuck Miller 770-662-5633 (office) email: cmm@america.net

For Sale: KITFOX Series-5 Taildragger. (Now known as the "Outback") 20% finished project for sale-\$19,950.00 OBO. Quality workmanship and careful attention to detail. Serious inquiries only, please. OPTIONS: Airframe preparation and powder coating, Speedster package, Quick change tips, Adjustable rudder pedals, Entry step kit, Three antenna mount plates, Infinity F-16 Fighter stick grips. Larry Ostrom: H-(770)972-6589, O-(770)972-8943.

For Sale: BD-5A with the new "B" wings for SALE. Construction of Aircraft is complete. Needs engine, avionics and paint. Will Sell for First Reasonable Offer. Snellville, Georgia. Keith Dove 770.736.0674 Fax 770.736.2758 keithdove@mindspring.com

For Sale: Builder manuals for Christan Eagle II. Includes many "How To" books. June Smith 770-641-7440

Produced on the Minolta
DI-620 Copier/Printer

September Meeting
Friday, September, 11
8:00pm at the Chapter Han-

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