

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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OFFICERS

DECEMBER 1982

Joel Levine, Secretary
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Ed Booth, Treasurer
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Joy to you at Christmas

The Christmas Party will be the December Chapter meeting. All plans and preparations have been completed and we are just waiting for Friday December 3, 1982. Remember the Party will be at the Perimeter North Inn at I-285 and Buford Highway. The Cocktail Reception will start at 7:00 p.m. and the Buffet will start at 8:00 p.m.. At the time of this writing, we have approximately 60 persons that have confirmed reservations.

Please bring pictures of your airplanes and projects as well as any awards or trophies that you have for display at the Party. We will have a display board for these items so that everyone can see some of the aircraft and projects in the Chapter.

The attractions for the evening will be presentations of awards and Marc Pickard of WSB-TV as our speaker.

3 Guests

The following three persons were guests at the November Chapter meeting and we would like to extend to them an invitation to any of our future meetings: Fred Martin, Ken Lyons and Harry Goetting.

Sorry

Due to much time involved in preparing for the Chapter Christmas Party, the forms promised to you for the New Membership Directory for 1983 and the statements for Dues for 1983 will not be included with this newsletter. But they will be sent to you with the January 1983 newsletter.



Review of '82

The Chapter has had a very successful year!! As this is the last newsletter of 1982 I will try to give you a brief review of the past year.

First of all, the Chapter has had good leadership through John Popps, President, Dennis Balsam Vice-President, Joel Levine, Secretary and Ed Booth, Treasurer. And through their guidance the members have willingly volunteered for tasks and responsibilities which have contributed to the growth and success of the Chapter.

As for Aircraft in the Chapter, many members own Classic aircraft and Ultralights and there are a number of projects under construction.

Programs have not only been entertaining but informative and educational. As an example the past year has had:

January - Clarence Wise of the Atlanta GADO-FAA Office gave a program on inspections for certification of homebuilt aircraft.

February - Delta Airlines opened their doors to let us see and fly in their aircraft Simulators.

By the end of February our membership had grown to 29 members.

March - Ken Sharp presented an excellent program on BFR reviews.

April - Vic Roberts of Georgia Avionics gave a program on avionics and aircraft electrical systems.

Craig Gottschang completed and flew on April 7, 1982, his Vari-Eze.

May - Gerald Collins completed and flew on May 5, 1982, his Long Ez.

The Chapter participated in the Gwinnett County Airshow, having displays of EAA and Chapter Information, Aircraft engines, flight systems, instruments, Homebuilt aircraft, Classics, Ultralights and etc.. Harold Stalcup deserves the credit for the coordination of the Chapter involvement. And of course we had our HOT DOG fund raising stand. But it took many members and wives to make our part of the Airshow successful. At the time we went to the airshow we had 32 members, but we had 8 more members by the end of the show.

June - Sam and Sara Maxwell presented a very fine Aerobatics program at our meeting.

July - Ron Maness former Air Force Thunderbird pilot presented an inspiring program.

August - Debriefing of members that attended Oshkosh '82.

Membership had climbed to 43.

Members authorized purchasing of aircraft wiring and tools to start the Chapter Store and Tool Bin which is headed up by Frank Wilcox.

Bob Chafer became Chapter Designee.

September - Linda and Reinhart Kuntz hosted this month's meeting which was also a social event where the wives/girlfriends attended.

Slides and narration of Oshkosh '82 was presented.

Membership, thanks to John Henderson had swelled to 52 by the end of the month.

October - Frank Johnson presented the program on his personal professional experience in aircraft design and engineering of the Stinson and many other popular aircraft. And at the end of October we signed our 53rd member.

November - Doug Vance and John Howe built a Magneto Timing and Synchronizing Light.

Dennis Balsam presented 2 FAA films.

December - Chapter Christmas Party.

With the Growth and Enthusiasm of the Chapter membership; the varied programs; and the multitude of talent in the Chapter, 1983 promises to be ? (you put your own ending to it).



Member Profile; Johnny S. Taylor, Jr.

Hi there!

My name is Johnny Taylor, and I have fun no matter what I'm doing. At present, I am an Inspector General Representative for the U. S. Army Corps of Engineers. That's right - one of those big, bad IG's every military man hates. I am part of a four man team that travels throughout the Southwest and Southeast U.S. inspecting Corps field offices; you know like Lake Lanier and the Tenn-Tom Waterway. In addition, we inspect a Division office in Germany and one in Saudi Arabia. The job is great, but I do have travel about 170 days a year; so if I miss a couple of Chapter meetings you will know why.

Airplanes have always interested me. Due to the simple fact that I was not conceived early enough, I had fight WWII (both European & Pacific operations) while flying a porch swing in Jackson, Miss. That swing was every type of Allied aircraft made (even a Bolton-Paul Defiant on one occasion, as I recall), and my flying skill surpassed those of all then-known aces. But, then the war ended, so I parked the flying swing and trucked off to Jr. high school. To survive the drudgery of school, I built model airplanes and flew kites.

High School was nice. I got a job at the airport as a "Line Mechanic" and started flying lessons; and was very active in the Civil Air Patrol. Then, I made an amazing discovery - girls were not like whiskey! You could safely mix girls and flying. Her name was Cynthia Morse, and although she wasn't nuts about flying, she willing flew around with me in a ragged Aeronca 7AC. On really big dates, she and I would go out to the airport and watch the 9:30 PM Chicago & Southern Airlines new Constellation depart for New Orleans. That was a "biggy" in 1952.

Well, all good things stop rather abruptly. Cynthia stayed in Jackson to attend Millsaps College and learn to be a teacher, while I went up to Miss. State to study Airport and Airline Admin., and major in AF ROTC. We both struggled through 4 years of that nonsense, were married in June '56, and I finally went on active duty in the Air Force in August.

I completed primary flight training at Moore AB, Texas in T-34's & T-28's; and move to Goodfellow AFB, TX, and was most fortunate to be in one of the last classes to take basic multi-engine training in the B-25. During every take-off I made in that airplane, my mind flashed back to the old movie "Thirty Seconds Over Tokyo", and what a daring flight Jimmy Doolittle and his group had. I'm glad to see a few of the B-25's have been saved.

Travis AFB, CA was our terminal assignment. While I worked in the passenger terminal for MATS, and flew C-47's, C-45's, and U-3's (that's AF for Cessna 310) around the pattern, Cynthia stayed in our quarters rocking our new daughter, Melissa. That is the

Johnny Taylor--(continued)

honest truth! I left them rocking away one night at midnight (I had the grave shift), and when I returned at 0830 the next morning they were still sitting in the rocking chair sound asleep.

1960 - The three of us were back in Mississippi, in a new house, with no money, but a Government job at the Waterways Experiment Station. However, the best part was I was in the Miss. Air National Guard flying C-119's; also, I joined EAA and started thinking about building an airplane. An Adams-Wilson helicopter is what I decided upon, and purchased the plans. However, my project failed for lack of the two most important ingredients - Money and Time. I entered night law school about that time, and the two ingredients just vanished.

Flying with the Air Guard was an unbelievable opportunity, and I still can't realize that they actually paid me to fly! We traded the C-119's for C-121's in 1963; were given worn out C-124's in 1967, which our maintenance crews completely rebuilt, and we flew all over the world until 1972. The "Connie" (C-121) was a dream, and a gentleman's airplane - it was quiet, comfortable, and we flew it in class A uniforms. The cockpit was so quiet we did not use intercom between the pilot and engineer - It was super fun.

When it was time to scrap the C-124's in 1972, I was hoping the Air Force would give us C-133's (there were only about 45 in the inventory), but we got C-130's. About the best description of the C-130 is to say it is a four engine fighter. It will do just about anything the pilot has nerve enough to do, and is the only plane, in my opinion, that could have performed the mission at Entebbe for the Israelis. About a year ago I was visiting the Guard unit in Jackson, and had the pleasure of sitting in a brand new C-130 just flown in from Marietta, Ga. the day before. The unit was getting 8 new birds, and this one had only 7 hours total time.

By 1973, duty call again, so the three of us moved to Livorno, Italy for a three year tour with the Corps. Melissa finished high school there, and remained in Florence while Cynthia and I wandered down to Riyadh, Saudi Arabia for 16 months. It doesn't take very long to enjoy all of Saudi, so we took an early camel out, and moved back here in 1978.

Since I felt settled in Atlanta, I purchased the plans and some materials for the Dragonfly. But as usual there are problems. We live in a town house type condo without a garage, so I must find a shop; plus, I have just learned the Corps plans to move my job to Ft. Belvoir, VA early next year, so I'm looking for something here. I am determined to build this airplane.

I want each of you to know how much I enjoy being a member of the Chapter. This was the first chapter I ever joined, and I am impressed with the amount of work our officers are devoting to it. I'm available to help make it one of the best in the EAA.

MEMBER PROFILE - FRANK WILCOX

My occupation is an Aeronautical Engineer - Configuration Management Specialist with the Missile Systems Division of Rockwell International. I have been with Rockwell and its predecessor North American Aviation off and on a total of 20 years (since 1952). One year was spent with Chrysler Missile Division (1958) working on the Redstone and Jupiter ballistic missiles and more recently 16 months 1980-81 with Bell Aerospace Textron - New Orleans Operation working on the Navy's new aircushion landing craft.

My family consists of my wife, Margaret, and four children. Dean is completing a PhD in Chemistry at Stanford; Ann, married, is starting a law degree at American Univ; Beth is working on a nursing education at Medford, Ore; and Cathy is three years into her BA at Univ of Colorado, Boulder.

Flying interests started with attending the Cleveland National Air Races in the '30s, visiting the Akron and Macon construction at Goodyear, belonging to the Civil Air Patrol during high school and building models (solid and gas powered). I graduated from Parks Air College (now of St. Louis Univ) in 1951 with a BS in Aeronautics, private pilots license, A&P license and a 2nd Lt. Commission in the USAF. Raising a family and lack of funds limited my "fun" flying interests to rebuilding a "tired" Piper Clipper (PA-16) and a nosed over 1959 Cessna Skylane. Now with the family grown and at far away addresses, Margaret and I are in the early stages of building a Quickie Aircraft Corp Q-2. She is planning to take some flight training to serve as "safety pilot."

My other hobbies and interests include home improvement projects, camping, travel, bowling and bridge.

I am new to Chapter 690 having joined at the Lawrenceville Airshow in June. While in New Orleans I was active with the New Orleans and Slidell, La. chapters. The EAA in general and the chapters in particular are essential activities if sport aviation and also general aviation are to remain free from more restrictive regulations. We have and must continue to voice the concerns and work hard for "fair" federal and state aviation controls. EAAers are great people to be with - friendly, dedicated and helpful. Through the EAA and Chapter 690 I hope to become acquainted with

Frank Wilcox-(continued)

the flying activities in the Atlanta area, to improve my piloting skills (when the Q-2 is flying), help other EAAers when needed and just have fun with light aircraft.

John Howe

I manage a branch office for a wholesale insurance brokerage operation. We specialize in marketing commercial casualty, property and specialty insurance coverages in U.S., London and worldwide markets.

Adele ("Dell" for short), my terrific "partner in crime" and I have been married for 18 1/2 years. Although Dell is a white knuckle, gauge watching flyer, she supports my flying fanaticism and has always enjoyed the people we've met in our travels. Dell is very active in creative stained glass work and besides decorating our house, has made many pieces for friends and relatives.

David, age 15, is a sophomore at Berkmar High School, a sports nut (baseball, tennis, football, and anything else competitive) and will be my aircraft building mate (if his newly aquired interest in girls will allow!). He is planning on working on his pilot's ticket, then fighting me for front seat rights as he doesn't like the backseat with no gauges to look at.

Chrissy, age 13, is in her last year at Lilburn Middle School, pretty as a picture, has a lifetime contract with Ma Bell that no phone call is less than 3 hours long, an artistic and musical show nut, a budding cheerleader, and will fly only if the cockpit has a large mirror, unbreakable comb & brush set, and heated curlers - "one must order one's priorities"! She rolls her eyes toward heaven and screams, "Oh no! Not again!" when ever I get on the topic of Aviation.

Bringing up the tail(s), ~~pun~~ intended, are two flakey golden retrievers and a cat who thinks she's Lilian Gish.

My flying interests started back with a crib toy with a propeller on it, and ever since I thought everything that had a propeller on it was kin. I was born in Wilmington, N.C. and lived in 38 different states before graduating high school (Dad was a civilian Architect for the Navy during WW II). I was always elbow deep in balsa wood and glue building models of all sorts. At age 10, I was selling sightseeing tickets for "Hempel Air Service" at St. Louis Lambert Airfield and on a slow day got my first airplane ride in the Company's Tri-Pacer - Bang - I was hooked for life! After getting married (some transition, huh? from age 10 to getting married!) I worked my way through college as a part time charter pilot, gas jockey, and plane washer at Cleveland Hopkins Airport (Sundorph, Beckett and Cleveland Air), was cordially compelled to join the Southeast Asian War Games. Flew the KC-135 "Stratobladder" and flew around the World eight times "passing gas". I was planning on joining the airlines, but the oil embargo closed hiring until I was too old. I flew Air Force and Navy Reserves in C-123's and C-118's.

We are preparing to start our Long EZ as soon as we free up some money from another project, so far our workshop and construction table are all set to start. Both David and I have been through Burt Rutan's construction seminar out in Mojave, and we are both getting anxious to start. We are also salivating profusely over Craig's and Gerald's super jobs.

Outside interests: Anything that goes FAST! Golf and Camping.

I have never been around the EAA before, but I knew that I was in the right place after my very first meeting with the Chapter. The type of people (intelligent, talented, individualistic and resourceful) that I have known around aviation for years, are all right here in Chapter 690, and I look forward to participating and working with all of you. A super bunch!

John Howe-(continued)

Flying has always satisfied a need I have for independence and self-reliance. The only time I really feel in complete control of my life, is up there with the controls in my hands. Joining the EAA and others in homebuilts is another step in my aviation experience which leads me closer to an inner independence and understanding from the "nuts and bolts" end, not just the flying end, and I am excited about it.

I've flown, worked around or just pawed over most popular light singles, twins and even a few warbirds as well as spending some time as a Mooney demo pilot. All very exciting, but this new step is even more to look forward to and the only way to grow and learn is through new challenges and with the help and knowledge of you guys in Chapter 690.

Robert "Bob" Chafer

For the past 30 years I have been employed by the General Electric Company Medical Systems Operation. My position is District Sales Manager responsible for all sales activity in Georgia, Alabama, Florida, Puerto Rico and the U.S. Virgin Islands. The Medical Systems Operations manufactures, markets and services medical equipment, e.g. X-ray systems, computerized Tomographic scanners (CT), ultrasound, Nuclear cameras and computers, and nuclear magnetic resonance scanners (NMR).

My wife, Ruth, and I live in Dunwoody North. Our two children, Anne and Charles, are both married and live in the Washington, D.C. area. Anne is an attorney in charge of a branch of the Security Exchange Commission and Charles is a Vice-President of Space Services Inc.. Space Services is a private rocket company who recently launched the first private rocket in history at Matagorda Island, Texas.

I started flying on my own in 1944 while in the service and received my private license in 1946 after discharge from the service. "Back then the written test was 10 true and false questions". I worked at a small airport and flew for a contractor until 1948. During this time I purchased a Stearman N2S-3 from the war assets Commission for \$500. I flew this aircraft for 440 hours and sold it to a cropduster. I in turn purchased another N2S-3 and flew it 410 hours while in school. I was recalled into service during the Korean war and returned in 1952 at which time I joined General Electric. I purchased in 1958 a Cessna 140 which I restored and flew until 1962. In 1970 I determined that I should build an airplane. After looking at several designs and advice from a friend who flew airshows in the midwest, I started construction of a Pitts Special S1C. Five years later the aircraft emerged from my basement finished. In 1979 I purchased a 1947 Aeronca 7AC which ended up in my basement for restoration. This project was completed in October 1981. My latest project is a Scorpion II Helicopter which was started by a Delta pilot who spent 9 years on the project then gave up. I hope to complete it in 2 more years.

I joined the local EAA Chapter 690 during 1982. Unfortunately I have only been able to attend 3 meetings due to business and personal commitments. However I thoroughly enjoyed the meetings I attended and look forward to future meetings. I would like to see the local Chapter sponsor fly-in breakfast meetings if possible as I remember these being successful events. These should include competitive contests such as spot landing, oldest pilot, youngest pilot, oldest aircraft, longest distance, etc..

John Popp
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Doraville, GA 30340

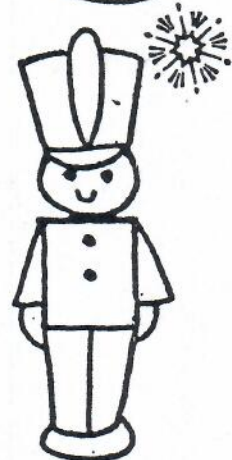


EAA Chapter 690
3416-B Water Vistas Pkwy
Lawrenceville, GA 30245

'Twas THE NIGHT BEFORE TEST FLIGHT

by Dion and Rose Stams

'Twas the night before test flight and all thru the shop,
Not a sound could be heard, 'cept Ma with her mop,
At last she was thru with the fabric and chips,
And no more scrubbing the grease off her slips,
Papa was sitting with his feet on the desk,
Redoing the "weight and balance" FAA said was a mess,
He checked out his 'chute and some comfortable shoes,
He needed some sleep, but he'd be lucky to snooze,
It was five in the morning, just barely light,
When in came the kids, yelling "It's time for your flight,"
They dashed from the house with such a barrage,
The neighbors thought, Pop's blew up the garage,
Then they all realized that this must be "The Day,"
For Papa was laughing and smiling and gay,
The kids opened the hangar and a squeak could be heard,
As they started to roll out Papa's beautiful new bird,
Papa checked the plane from front to the end,
And then turned around and checked it again,
He started the engine and taxied away,
My, he felt good, this was really "His Day,"
He opened the throttle and the instruments went 'round,
Then up to that speed and he broke from the ground,
"Hot dang it!" he thought, the engine is missing,
No, by donner, the steep climb just had his ears a'hissing,
He backed off the throttle and leveled the nose,
And, oops, by golly, the right wing, down she goes,
"Oh, well," thought Papa, "a little rigging I need,"
So back to the pattern he brought his fine steed,
He bounced once or twice and came to a stop,
And up came the family, with a skip and a hop,
Papa climbed out and felt pretty good,
The first test flight was over, don't you think he should,
Later that day he felt really great,
For it's nice to know with your family you rate,
The reason for this, if you'd like to know why,
His son he heard saying, "I told you my Pop's airplane would fly!"



November 12, 1982

The November meeting of E.A.A. Chapter 690 was called to order at 8:20 P.M. by President John Popps. There were 29 members in attendance. Gordon Anderson, Don Wheeler, Ken Lions, Harry Giddings and Fred Martin were welcomed as guests.

John announced that he had received several new catalogs for the club library and that the new chapter handbook had also been received.

PROGRAM:

Dennis had gotten two films from the FAA, one on night flying and one on weather. Both were quite good.

TREASURERS REPORT:

The ending balance for October remains the same, \$490.12. Ed Booth announced that there had been no activity although some bills were outstanding.

There was no old or new business.

ACTIVITIES:

Rex announced that as of this date he has 19 confirmed reservations. Rex also indicated that Sam and Sarah Maxwell had accepted our invitation and would attend the Christmas Party.

Bob Chafer, our chapter designee discussed his availability to the membership and gave out check list forms and his phone number.

Approximately 14 active projects were represented at the meeting: 2- Long-EZ, 2- Zenith, 3- Skybolts, and one each, Q-2, Microfly, KR-2, Scorpion, T-18 and a Cricket. In addition, there were 11 store bought aircraft: 2- 170's, 2- Navion's, and one each of a Swift, Bonanza, 150, Pitts, Champ, J-4 Cub, and a Skylane.

The interest is up for visiting the various projects in the next several months.

The meeting was adjourned at 10:00.

Joel M. Levine
Secretary

cc: J. Popps, President
R. Davis, Editor
C. Larsen, Chapter Director