



## EAA Chapter 690

# NAV-COM

March 1992

### President's Message

Spring is starting to break out all over, and like any true EAAer, my thoughts turn to airplanes! I've started a Skylite project (see *Sport Aviation* [December, 1991] and *EAA Experimenter* [November 1991]) that Harold Stalcup announced "WE" needed to build. Harold says, "We will start mine as soon as we finish yours..." As with many projects, it started with an outlay of cash for 4130 steel tubing and the construction of a 4' x 16' table. The work continues as I can fit it in between "Honey-Do" jobs that come with spring.

Sun'n'Fun is the first week of April, and Kristi and I plan to attend. You can start Spring with a dose of this event and it will almost last the summer. We will be there Sunday and Monday (April 5 & 6). For all of you attending, plan to meet other Chapter 690 members at the Boy Scout cafeteria (concrete block building on main walkway) at about noon each day.

John has an interesting program set for Friday night - John Tumblin talks about flying in Mexico. Hope to see you there!

Charlie

### Calendar of Events

March 13 - Chapter 690 monthly meeting, 8 pm, Operations Hut of Stone Mountain Airport. Speaker: John Tumblin on Flying in Mexico - Travelogue and Tips.

March 21 - Homestead, Fla: Homestead AFB Open House; LtCol Thomas Booth, DSN 791-7838.

March 21 - Punta Gorda, Fla; Florida International Air Show; Bill Graham, 813-639-2788.

March 28 - Chapter 690 Fly-Out! Pancake breakfast, hangar flying, and FREE RAFB Museum of Aviation tour. Warner Robins Air Park, 9mi 190° Rad MCN VOR - Not on chart,

N32-33.6; W0834-40.5/3000' turf (was pretty solid last year). Unicom 122.8. 100LL and MOGAS. COST: 3 samoalians per native. More info: Carl Tischer, (912) 922-3735; Bill Roberts (912) 987-7405.

April 3-4 - RV forum, hosted by EAA Chapter 524, Frederick MD. All types of RV A/C stuff - even Van attends! I have lots of information on this, including a registration form and maps, so if you're interested, call me (Jeff B.) at 378-6992, or call the organizers: David Liston (301) 831-3008 or Jerry Blake (301) 416-0491.

April 3 - Titusville, Fla: Tico Warbird Airshow; Celeste McClory/Wm Norie, 407-268-1941/1942/1944.

April 3 - Jacksonville, Fla: NAS Cecil Field Open House & Air Show; Cdr Scott Ross, 904-778-5970/5612.

April 4-11 - Sun'N'Fun; Lakeland, Fla. (813) 644-2431.

April 4 - Goldsboro, NC: Seymour Johnson AFB Open House; Capt. Was Davis, 919-736-5411.

April 4 - Wilmington, NC: NC Azalea Festival Air Show; Robert Kemp, 919-341-4333.

April 5 - Fayetteville, NC: Pope AFB Open House; Maj. Ken Black, DSN 486-4315.

April 10 - Chapter 690 monthly meeting, 8 pm, Operations Hut of Stone Mountain Airport.

May 2 - Florence SC: Florence May-FLy '92; Cordy Williamson, 803-669-5001.

May 3 - Brunswick, GA: Event Unknown; Larry Lane, 912-264-6224.

May 8 - Chapter 690 monthly meeting, 8 pm, Operations Hut of Stone Mountain Airport.

May 9 - Chapter 690 Pancake Breakfast - First of the



**Year!!**

May 16 - Chattanooga, TN: Airshow '92; William Schmitt, 615-267-1985.

May 23-24 - EAA Chapter 941, Decatur, AL; Decatur/Athens Aero Service 4th Annual Reunion/Fly-In.

June 3 - Myrtle Beach, SC: Myrtle Beach AFB Open House; LtCol. Krick, AV 748-7218.

June 12 - Chapter 690 monthly meeting, 8 pm, Operations Hut of Stone Mountain Airport.

July 5 - Knoxville, TN: McGhee Tyson ANGB Open House; LtCol Larry Martin, 615-985-3331.

July 10 - Chapter 690 monthly meeting, 8 pm, Operations Hut of Stone Mountain Airport.

July 18 - Pensacola Beach Fla: Pensacola Beach Air Show; Ed Hinkle, 904-435-1604.

July 19 - Havelock NC: MCAS Cherry Point Open House; Maj. Bryan Davis, 919-466-2343.

July 25-26 - Marietta, GA: NAS Atlanta Air Show; Cdr Mark Magwood; 404-421-5358/5498.

July 31-August 2 - Brodhead Expo '92, 17<sup>th</sup> Annual Pietenpol Fly-In; Brodhead, WI.

July 31-August 6 - 40<sup>th</sup> Annual EAA Fly-In Convention; Oshkosh, WI.

August 8 - Chapter 690 post Oshkosh picnic and monthly meeting.

September 5-7 - Aerodrome 92, Guntersville, AL. This looks to be a BIG event. Planned activities center around World War I aircraft and memorabilia. Several Chapter 690 members plan on going. Let's hope the 140 is done by then...

September 11 - Chapter 690 monthly meeting, 8 pm, Operations Hut of Stone Mountain Airport.

September 12 - Nashville, TN: Tennessee Aviation Days; Bob Elliot, 615-355-1097.

October 3-4 - Kissimmee, Fla: Florida State Air Fair; Bill Whitehead, 407-847-8846.

October 9 - Chapter 690 monthly meeting, 8 pm, Operations Hut of Stone Mountain Airport.

October 10 - Chapter 690 Air Fair!! - Our first Autumn shindig went so well that we are trying a repeat. Begin thinking RIGHT NOW about fun things you'd like for this year's event. Last year, in the final analysis, a relative few did the thinking and sweating. There's a LOT of talent/knowledge in this group, but it's like manure - no good unless it's spread around! So, if you have any manure, call Steve Ashby.

October 11 - Sebring, Fla: Sebring Air Festival; Linda Duncan, 813-382-1157.

October 17 - Cocoa, Fla: Patrick AFB Open House; LtCol Joseph Ferrante, 407-494-7474.

October 18 - N. Charleston, SC: Charleston AFB Open House; John Yurosko, 813-493-3352.

October 24 - Hickory, NC: Catawba County Sesquicentennial Air Show; Jim Carr, 704-464-7880.

October 24-25 - Warner Robins, GA: Robins AFB Open House; Col Lawrence Stone, 912-926-2177.

October 31 - November 1 - Jacksonville, Fla: NAS Jacksonville, Cmdr Glen Akins, 904-772-2234.

November 7 - (tentative) Chapter 690 Air Adventure Day.

November 8 - Valparaiso, Fla: Eglin AFB Open House, LtCol Lloyd McGrady, AV 872-8666.

November 13 - Chapter 690 monthly meeting, 8 pm, Operations Hut of Stone Mountain Airport.

December 11 - Annual Chapter 690 Holiday Banquet IN THE NEW HANGAR!! WOW!

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**Monthly Fly-Ins (with thanks to Tom Crowder):**

Winchester, TN Breakfast	1 <sup>st</sup> Sat. (615) 967-0143
Rome, GA Breakfast	2 <sup>nd</sup> Sat. (404) 234-7419
McMinville, TN Breakfast	2 <sup>nd</sup> Sat. (615) 668-4806
Peach St. Airpt. Lunch	3 <sup>rd</sup> Sat. (404) 227-8282
Collegedale, TN Breakfast	3 <sup>rd</sup> Sat. (615) 236-4340
Guntersville, AL Fly-In	4 <sup>th</sup> Sun. (205) 586-1580





# II THE BUILDING COLUMN II

*Contributed by Frank Wilcox*

The concerns of the DeKalb County Fire Marshall's office for approving a building permit are finally being resolved. The two items in question are the need for a sprinkler system and the availability of "fire hydrant" water nearby. Resolution of the need for sprinklers was made when it was pointed out that the fire code reference used by the fire marshall applied to hangars with floor areas of 5000 square feet or greater. Our building is only 1600 square feet.

The local dealer from whom we bought our building volunteered to use his experience in dealing with the "need" for nearby "fire hydrant" water. He expects to have this problem resolved soon.

These delays to our building program were certainly not anticipated and are discouraging. Hopefully we will move ahead as the better building weather approaches (bloodied but unbowed...-Ed). A further update will be given at the March monthly meeting.

## First Fly-Out of '92!

*Contributed by Frank Flessel*

The first Chapter 690 fly-away event of 1992 will be a little sashay down to Warner Robins Air Park on Saturday, the 28<sup>th</sup> of March. EAA Chapter 38 is hosting a Fly-In Breakfast and tour of the RAFB museum. Their flyer says that the tour is free, but I know donations are welcome in support of this fine institution. This Fly-Out was a great success last year - Chapter 38 members are warm hosts and put on a good breakfast. The Air Park is a nice turf strip that must have good drainage as it was quite firm notwithstanding a recent frog-strangling storm. Lots of nifty planes, too, including a pair of slick Glasair II's. The museum boasts scores of aircraft. A new indoor display should be open by the date of the Fly-Out. This was not completed when last we visited, so I'm keen to see it! Warner Robins Air Park is 9 miles 190° Rad MCN VOR - not on the chart; N32-33.6; W0834-40.5. Unicom 122.8; 100LL and MOGAS available; Cost of the breakfast is \$3<sup>00</sup> per person. For more information, contact Carl Tischer (921) 922-3735 or Bill Roberts (912) 987-7405.

## Dues are due!

In our never-ending quest to bring you better and better services...We want your money! Yes, it's that time of year, time to open a vein and pay your Chapter 690 annual dues. If you paid \$100 to the building fund, your dues for 1992 are \$18. If not, or if you are a new member, your dues are \$48. Checks are made to "EAA Chapter 690". All members of Chapter 690 must be in good standing with EAA National. If you have any questions about dues or membership information, please call Sheryl Black at 979-4233.

## Teacher Says "Thanks!"

*(Contributed by Theresa Coleman)*

Chapter 690 has been very generous with a great outpouring of aviation *stuff* for my Independent Study Class in Aviation to be conducted next year at Fernbank Science Center. I want to thank Harold Stalcup for the wonderful set of instruments, John Popp for the IO-540 Lycoming cylinder, Brad Baker for the box of assorted cables, compass, and miscellanea, Lyford and Brenda Sullivan of Peach State Airport for all of the charts and all the other assorted charts and books donated by various and sundry.

I still need all the charts that I can get. Also, all old AFD and approach plates. Other needs include: really beat-up instruments - the ones Harold gave me are nicer than those I have in the 150! I'd like some junky ones to rip apart to show off the innards. Also, maybe a piston to put in the cylinder, an old magneto, a yoke, instrument panel, control surfaces, a Lear Jet, what-have-you...

I will attend the March meeting with a great big box, so if you have anything sitting around the garage that you would like to get rid of, bring it then!

Theresa: 498-3741 (H); 378-4038 (W - but difficult to find).

P.S. I'm thinking of building RC model planes as part of the class. Does anyone have experience with these things? (I mean *flying* - I now have lots of experience *crashing*). I'm also thinking of constructing my very own wind tunnel. Wind tunnels seem to last forever, so looking for a used one appears hopeless ("Gee, we built ours in 1934 ... no, I don't think we're going to replace it...") Therefore, if you have any wind tunnels advice, please call me!



## FAA Accepts European JAR-VLA Certification Standards!

(Lifted from Jack Cox's article in 3/92 EAA Experimenter)

"On February 12 a major milestone was reached in the combined EAA/FAA effort to reduce the burden of certifying small airplanes. An FAA memorandum signed that date approved an earlier EAA proposal to consider the European Joint Airworthiness Regulation - Very Light Aircraft (JAR-VLA) as an equivalent level of safety to Part 23 of the Federal Aviation Regulations (FAR) . . . for airplanes limited to two-place, a 45-knot (51.8 mph) stall speed, a 1654 pound weight, and day/VFR operation . . ."

Aircraft certified under JAR-VLA standards will be the smallest planes to be included in the Small Airplane Certification Compliance Program (SACCP) being developed by EAA, SAMA, and FAA. The SACCP uses FAR Part 23 as the basis for certification of two-place, fixed-gear aircraft of less than 3,000 lbs gross and is designed to allow for relatively rapid certification at lower cost. JAR-VLA certification should be even easier due to simpler construction and lower speeds. Also, since several nations recognize JAR-VLA, the market for such craft is *a priori* expanded. The first certification applications are expected by May 1, and the first JAR-VLA Type Certificate is expected within a year.

"From the standpoint of the Experimental Aircraft Association, the unprecedented progress made in the eight months the Small Airplane Certification Compliance program has been under way has been entirely due to the remarkable people on the EAA/Industry and FAA teams . . . and the support of the FAA from the highest levels down . . . There has never been a better example of government/private sector cooperation and combined effort to solve a major problem facing society." - Jack Cox.

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## Composite Corner

By Jack Herring, from the newsletter of EAA Chapter 803, Sebring, FL; contributed by Joel Levine.

If working with fiberglass makes you itch, try putting some baby powder on your skin before you start. When cleaning up after working with fiberglass, any epoxy on your skin can be removed with rubbing alcohol. Do not clean your skin with acetone. Be sure to wear protective gloves or barrier cream, and be careful not to get epoxy on unprotected skin.

*Editor's note: Latex gloves are not good as they are permeable to many solvents. In addition to systemic toxicity, acetone will damage skin pores (I have this problem) and semi-permanently dry out your skin.*

## Roosting at The Eagle's Nest Cafe

Last weekend, Bob Barton, Tom Reddeck, Richard Robinson, and I went aerial wandering down to Macon Herbert Smart Airport for the fabled \$25 hamburger. We left Winder at about 11 a.m. The weather was incredible - as soon as we cleared the tree line, we could see the smoke stacks just north of Macon! The flight down was great, but bumpy. Smart Airport is an outstanding example of a general aviation airport. The grounds are well-kept, and the FBO (Macon Air) was efficient and friendly. As we pulled up to the transient ramp, a line boy parked us, welcomed us, and pointed out our objective to us: The *Eagle's Nest Cafe*, situated up on a hill overlooking the ramps and runways. The Nest is a small 50's diner type affair - two rows of booths with lots of windows, all very clean, bright, and cheery, walls covered with aviation memorabilia and the smell of good food in the air. The menu is surprisingly extensive with an even dozen hot sandwiches and burgers and seven cold sandwiches, all with semi-humorous names (e.g., "CFI Special": Peanut Butter and jelly), four salads, several side orders (including chili), and various daily specials, all at reasonable prices. Everything can be made to-go, and they encourage FAX orders! We ordered Cessna and Stinson burgers and chili. All of it was good to great, though the Stinson burger takes a little longer to make (it must be the bacon). The service was friendly and fairly fast. My lunch of Cessna burger, fries, cheese cake, Coke, and coffee came to about \$6<sup>00</sup>. As Tom Bodette says, "A little more than some, a whole lot less than others..." I highly recommend this place on your next trip to Macon.

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## Status of Flight Service Stations

by Bruce Henry, Natl. Assoc. Air Traffic Specialists. Taken from the newsletter of National Capitol Chapter 186, contributed by Joel Levine.

As many pilots have discovered, the one problem with flight service that has not been solved by the automated system is access to a specialist. If anything, some pilots now believe that it is more difficult to get through to a specialist than it was before automation. Also, many pilots are not satisfied with the FAA's latest trend towards replacing briefings from a trained specialist with self-briefing using DUATS. The position of the flight service specialist was created because the National Weather Service realized that all the data they created regarding aviation weather was of no real value to a pilot unless it was analyzed by an expert and put into a useable format. DUATS is nothing more than connecting a



pilot directly to the weather base that a specialist uses to prepare a briefing.

In response to pressure from general aviation users and their representative groups, the United States Congress has directed the Federal Aviation Administration to develop plans for a system of auxiliary flight service stations. The purpose of these auxiliary stations will be to provide the flying public with easier access to a flight service specialist who is experienced with the flying hazards and weather conditions in areas of extreme weather or unique geographical conditions.

The FAA's official position on auxiliary stations is that there is no need for anything more than 61 automated flight service stations. Their argument rests on the premise that this was what was called for in the 1981 FAA "Brown Book" which described the original FSS automation plans. When it is convenient, the FAA relies on this plan as being sacrosanct. Their stand tends to waiver on this subject, however, when they are reminded that the "Brown Book" also called for the establishment of a completely functioning automated flight service network before consolidation began. It also called for the automated stations to be located in areas of high concentration of general aviation activity and to be easily accessible to pilots, and other concepts which are not reality today. This goes without mentioning the delays and changes in the equipment.

For these and many other reasons, Congress is holding fast to its desire for an auxiliary system. In fact, a contractor hired by the FAA to determine the possible locations of auxiliary stations should file a report early this year. Once this report is digested, hopefully there will be progress on the part of the FAA towards an effective and convenient system to assist pilots in the planning and conducting of flights in the safest manner possible.

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## A Fuel Field Test for Gasohol

*Contributed by Joel Levine, taken from the newsletter of EAA Chapter 454, Lakeland FL. Originally part of Bruce Clark's Technical Advisor's Notes.*

The October issue of *Ultralight Flying!* published an article about a group of fliers on a 1,000 mile cross-country trip across Texas (see *The Lone Star State: Longhorns and Tall Tales*). During this trip, the pilots used a simple test for fuel quality that works quickly with dramatic results. Fill a tall, slender glass jar (like an olive jar) with tap water to a mark approximately  $\frac{1}{4}$  of the way up from the bottom. Add your sample of fuel to fill the jar completely. Shake vigorously and let sit for about a minute. Gasohol likes water and will mix with it immediately.

The results are quite obvious! If the level of water rises above the mark, gasohol is present in the fuel and should not be used in your engine. Furthermore, if a milky, white substance is created in the water layer, which was the case with every sample

we tested with this method, there is even more cause for alarm! This substance is commonly found in combustion chambers of badly damaged engines or has been responsible for clogging fuel filters enough to cause engine failures! This is proof that the use of gasohol in two-cycle engines will cause engine damage, especially when mixed with water. This precipitate appears at the bottom of our test samples, meaning that it will enter the fuel pick-up line shortly after the suspect mix enters the fuel tank. Engine damage or failure is probable if the engine cannot burn this dose of garbage. A special thanks to J.W. Sharber of Alvin Ultralight Air Park, Alvin TX for his assistance in this simple test.

**Conclusions:** While the educated choice of a two-cycle lubricant is very important, it is clear that fuel choice is every bit as crucial. Remember that if the oil:fuel mix is 50:1, 98% of what the engine burns is gasoline (you hope!), and 2% is the chosen lubricant. Blaming an engine problem completely on choice of lubricant means blaming 100% of the problem on 2% of the ingredients. Buy an unleaded fuel with a minimum of additives. Check for the presence of water with the "olive-jar test". Buy av-gas when in foreign countries or in areas plagued by gasohol. Arizona, southern California, Florida, Illinois, and New York are current hot beds of gasohol-related engine failures. These areas also have accelerated the Alternative Fuels Act on a state level. Mexico currently seems to be winning the prize for the worst gas in existence. Use a water-separating filter whenever you fill up. This device is cheap and can easily be taken on cross-country runs. Make it a habit and have that much less to worry about. Agitate your fuel mix thoroughly when mixed and before every flight. While gasohol wants to separate the mix, this will take a while. Agitating the fuel is a good habit to get into.

Hopefully, these guidelines will help you avoid problems caused by gasoline additives. Remember, there is no substitute for an educated operator or a good program of preventative maintenance.

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## Plane News

**Errata** - Last month I gave an incorrect phone number for our newest A & P, Joe Cox. It is 393-5300, and he would still like to talk to anyone interested in applying engineering design and analysis to airframe and powerplant work.

**Tallahassee specials** - Flightline FBO at TLH Regional is offering to EAAers enroute to Sun'N'Fun discounts on fuel and free refreshments and tie-down April 1-12. TLH FSS is also on the ramp. Transponder requirement is waived.



## Plane Sense

The FAA recently proposed a two-year phase-out of its own airmen training handbooks, claiming that aviation technology is progressing so rapidly that it cannot keep its materials updated (*Sport Aviation*, 2/92, p. 10). The FAA claims that the needs of those seeking knowledge for FAA tests are better met by using commercially available sources that represent a "substantial body of aeronautical materials" (videos, etc.). This is disturbing.

In general, the FAA makes two errors. The first is to assume that their publications are only useful in terms of cramming for their antiquated examinations. Here they sell themselves short as I feel that the handbooks are truly useful. However, even as a source of test-study material, the FAA has a responsibility to disseminate data originating from their coffers. It is absolutely unethical to test applicants on such specific material without specifically publishing this material. The FAA is right, there is a "substantial body of aeronautical knowledge" out there, and they should be able to tell aspiring pilots what is wheat and what is chafe, particularly in terms of what they deem to be of such importance that its understanding is required of all pilots and hence should and will be included in national examinations. With admittedly so much available, students can only concentrate on a subset of the material. What if the "substantial body" from which the student draws information is WRONG? In terms of a test answer (the real world will be discussed later), will the FAA credit factually incorrect answers because "Joe's airplane and Bar-B-Q video" misled the student? Not likely. Will the FAA go into the business of sanctioning various commercial sources? Again, not likely, for if, as they claim, they cannot remain technologically literate, how can they possibly keep abreast of the information explosion concerning this technology?!

At one point, the FAA seemed to understand its responsibility to student aviators in terms of presenting its own emphasis on all the aeronautica out there in the world. From the opening of the *Pilot's Handbook*: "The Pilot's Handbook of Aeronautical Knowledge contains essential information used in training and guiding pilots. . . Except for Federal Aviation Regulations pertinent to civil aviation, those subject areas in which an applicant for private pilot certification may be tested are covered in this handbook. . . The handbook is intended to assist the applicant for pilot certification." The FAA now dodges these responsibilities. Will we be refunded tax dollars for this drop in services? Not likely. As a final note on the examination issue: Presumably the FAA examinations will keep pace with burgeoning technology. If the administration can gather information fast enough to keep its tests current, then surely it can publish the information from which it draws its own exam questions!

The second error in judgement is more serious, and that is that

the FAA is abandoning its responsibility of promoting safety in the skies. Some of their publications are actually worthwhile in the real world. The *Pilot's Handbook of Aeronautical Knowledge* is an excellent source of general aviation facts and advice. It is one of the few government publications I have read cover to cover, and I hate to see it go. Now, nothing says that the federal government has to provide this particular set of books, which in a sense is merely a convenience, however, the FAA is wilfully shirking some of its duties. The FAA is charged with "insuring the safe and efficient use of the Nation's airspace [and] fostering civil aeronautics..." For years the FAA has touted education as the primary method of increasing safety in the skies. Discontinuing educational literature seems antithetical to this premise. Also, much of what is contained in the "general body of aeronautical knowledge" arises from the FAA's own publications. As the FAA approves new navigation and communication systems, etc., where will these commercial publishers go for authoritative data to place in their literature? Don't get me wrong, I'm all for getting the government out of the marketplace. But, the FAA maintains the national airspace system. How can they not provide information on it? They have a responsibility to spread information on a national level in an authoritative manner that supersedes parochial constraints. Uniformity is, after all, one of the central tenets of a federal system of government.

Possibly the FAA is following this course to minimize future legal backlash. The handbooks were full of sage, if not occasionally obvious, advice. By not giving advice, the FAA remains legally safer. I have never heard of someone suing the government for damages caused by following advice given in the handbooks, though estates do sue when tower controllers are found at fault (Cerritos, CA), so I guess it could happen. Thus, the less the FAA advises, the safer it is. Of course, we the recipients of this policy now live in a more dangerous world. Again, what if the subset of the "substantial body of aeronautical materials" a pilot chooses to focus on is WRONG and someone is killed because "Billy-Bob's Carburetor and Cake Icing video" incorrectly explains conditions conducive to icing? Errors in FAA materials are usually corrected through circulars, flyers, and other notices if only because, as standard texts, so many people read them. Will Billy-Bob publish corrigenda? Does Billy-Bob even have the means to do so?

As a final comment on the whole situation, the loss of the handbooks indicates a shift in emphasis by the FAA, leaving mainly the Airman's Information Manual and the Federal Aviation Regulations as the principal body of knowledge provided to private pilots by the FAA. Does this mean that the FAA now considers piloting an airplane simply a matter of following rules and stipulated procedures?...



## Fly Buys

For sale or trade: have an O-290-G, 125 hp, a good engine unconverted; one Genave Alpha 200 Nav-Com complete and in excellent condition; one Narco transponder - excellent. I need a small engine, 65-70 hp VW-based, Rotax, etc. or Cont. 65 hp., or cash to buy more tubing! Call Dick Miles (404) 267-7536 (Bus.) or 267-8236 (H). Come see my "factory" at 127 N. Broad St., in downtown Monroe...Open to the public...!

For Sale: Zenair Tri-Z project: airframe 90% complete, no engine, no canopy. \$4,000 or trade for camper. Jerry Cummings 422-9458, 1629 Agnes St. Marietta, Ga, 30060.

1950 Piper Pacer PA-20, 125 HP - 1460 TT, 262 SMOH Annual 3/91. Very, original, STC for autogas, always hangared. 8" Scott tailwheel, complete and original paperwork. \$16,000. (404)938-3515(Eve); 885-8625(Day).

For Sale: Escort 110 NAV-COM (12V) \$375. Includes wired mounting tray and installation/service manual. Tom Reddeck 925-6229(W), 972-6047(H).

For Sale: OHC Lycoming starter, fits up to O-320, \$150. OHC 20 amp generator, make offer. Dave DeWinter, 471-4598.

Tri-Q project for sale. All major structures completed. Carbon spar/LS airfoil canard, all parts/plans to complete project including instruments, prop, Revmaster 2100-D engine. Frank Wilcox, 978-2403.

Evans VP-II project for sale. Fuselage and tail group 80%. Lndg gear, instr. panel., 1500cc engine, more. \$1500 OBO. Steve Ashby, 469-0786.

Long Eze project. Fuselage on gear, speed brake, center spar, and Ronce canard complete. Materials and hardware to finish, including canopy. Contact: Jim Sower, 564-0412.

Stearman PT-17, 1941. 4 yr. old complete restoration. Army colors. 220 Cont. 200 SMOH by Mid-Continent. Hangared at PDK. 25% share for \$15,000. Greater share negotiable. Gordy Germany 233-9797(W); 233-8115(H).

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## Happy Mardi Gras!

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## Understanding Used Plane Advertisements ☺

*From EAA Chapter 133, Broward Co., FL newsletter; contributed by Joel Levine.*

Mint condition - *Recently washed and waxed*

Good condition - *Needs repairs*

Needs repairs - *Hopeless*

Near new - *Salesman lied, owner disgusted*

Performance proven - *Worn out*

Immediate possession - *Nobody wants it*

Make offer - *Admittedly overpriced*

Price firm - *Make offer, lost medical*

Sick of FAA red tape - *Must sell quickly, new A.D.'s coming*

Flies good - *Expensive annual coming up*

No damage history - *Pages missing from log book*

Only 25 hours SMOH - *Rings won't seat, mechanic left town*

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## Call for Contributions!

This is your chance to get your name in an internationally acclaimed, cutting-edge news medium widely read in circles of power. That's right, for a limited time only and at the risk of lowering its editorial standards, the NAV-COM is accepting news items you pick up from other sources or events you have actually experienced! We will even print original commentary, including cartoons, or parts of your life story, true and otherwise. Anything you think Chapter 690 members, local EAA chapters, or the folks at EAA HQ will be interested in is fair game. Also, just to keep you happy, we continue to solicit ideas for columns. Don't be shy - this window of opportunity may close at any time!

Write: Jeff Boatright  
168 Garden Lane  
Decatur, GA 30030

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## Happy St. Patrick's Day!

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## About the EAA...

The Experimental Aircraft Association was founded in 1953, with early meetings of a few stalwarts in the home of the founder, past President, and present Chairman, Paul Poberezny. From modest beginnings the movement has expanded to hundreds of thousands of members. The annual EAA convention in Oshkosh, WI hosts more than 800,000 people per year and is the premier aviation event in the world. Today, the EAA is headed by Tom Poberezny and exists to promote the world of amateur-built aircraft and sport aviation in general. EAA provides many services to its membership, from technical know-how to representation of membership concerns to federal entities. Membership is open to anyone who shares the interests of the association. Annual dues are \$35.00 per twelve month period of which \$20.00 is for a subscription to Sport Aviation. To join, see our Treasurer, Sheryl Black (979-4233) or write EAA Aviation Center, POB 3086, Oshkosh, WI 54903.

## About the NAV-COM...

The NAV-COM is the monthly newsletter of EAA Chapter 690. It comes free with the dues, and you get what you pay for. (Like sentences ending in prepositions). NAV-COM is for EAA members only. It is a compilation of ideas, opinions, and data from several sources. In presenting it, the Chapter and EAA HQ by no means recommend or sanction the stuff. In other words and for example, we are not responsible if you bust your keester at an event we list in the calendar. Contributions are always welcomed, whether they are facts, opinions, or exaggerations. PLEASE get me your stuff by the 22<sup>nd</sup> of the month or you will get a nasty phone call. I will gently edit for grammar and curse words, but what you send in is generally what I send out. Magnetic media is appreciated. Send your pearls of wisdom to: Jeff Boatright, 168 Garden Lane, Decatur, GA 30030.

Helpful People: Richard Robison and Joel Levine.

## About Chapter 690...

The EAA is made up of hundreds of chapters world-wide. The local chapter for Gwinnett county and vicinity (i.e., anyone else who wants IN) is Chapter 690. We're a raucous group with several projects, both restoration and amateur-built, in progress. Annual dues are \$48.00. See Sheryl Black, the Treasurer (979-4233) to sign up. You'll also need to join EAA National (see above). Membership is open to anyone, especially if you have some influence at the Fire Marshall's office. Our meetings are every second Friday of the month, 8:00 pm, at Stone Mountain Airport operations building. In addition to the meetings, which often consist of excellent guest speakers from across the nation and aviation world, the Chapter holds many functions, including hands-on workshops, fly-ins and -outs, and social gatherings.

Our officers and other luckless people are:

President: Charlie Sego - 923-9549

Vice-President: John Goodman - 972-2405

Secretary: Joel Levine - 394-5466

Treasurer: Sheryl Black - 979-4233

Videos and Books: Barney Barnes - 923-7896

Tools and Materials: John Henderson - 449-1946

Chapter Historian: LeRoy Stoutenburg - 981-6041

Technical Counselors:

John Popps - 939-6610

Frank Wilcox - 978-2403

Building Committee:

Chairman: Frank Wilcox - 978-24031

Treasurer: John Connelly - 294-4050

## The NAV-COM

Newsletter of EAA Chapter 690

Editor: Jeff Boatright

168 Garden Lane

Decatur, GA 30030



***Address Correction and Forwarding Requested***

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