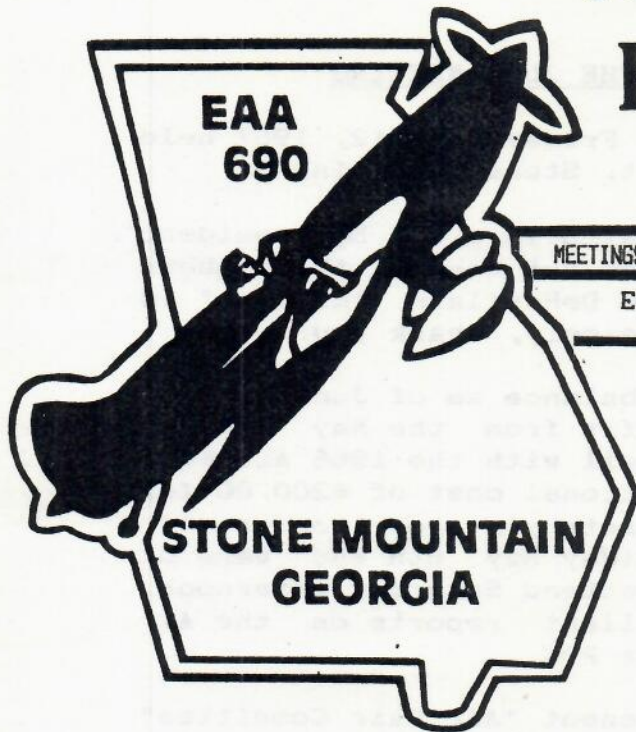


JULY 1987

# EAA CHAPTER-690 NAV-COM



MEETINGS 2ND FRIDAY EACH MONTH AT STONE MOUNTAIN AIRPORT - 8:00PM

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# EAA CHAPTER-690 NAV-COM

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TO:

## SECRETARY'S REPORT OF THE JUNE MEETING

EAA Chapter 690 monthly meeting: Friday June 12, 1987 held at Stone Mountain Britt Memorial Airport, Stone Mountain, Ga.

The meeting was officially opened at 8:10 p.m. by President John Popp. We would have started earlier but most of the members were outside watching the airplanes. The DeHaviland "Chipmunk" is now fully (?) restored and flying very nicely, thank you.

Treasurer Frank Wilcox reported a balance as of June 1, 1987 of \$2,031.61. This includes a net profit from the May 9th Air Fair of \$463.14. This compares very well with the 1986 Air Fair because this year (1987) we had an additional cost of \$200.00 for liability insurance. There was no secretary's report on the Air Fair; we were busy helping set up on Friday May 8th and were of some help Saturday A.M. We could not attend Saturday afternoon. Please see the June NavCom for the excellent reports on the Air Fair and on the June 6th Neighbor day at PDK.

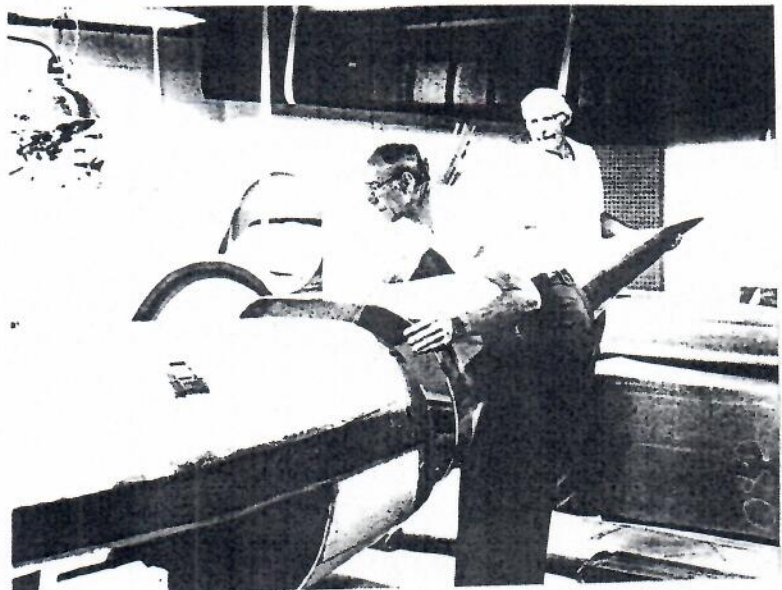
It was again suggested that a permanent "Air Fair Committee" be established. There has not yet been a meeting with the Airport Board of Directors to further discuss the possibility of using the house at the entrance to the Airport as a meeting and storage site. There may be a report at the next meeting.

The program for the evening was a video of the Chapter's activities at the May 9th Air Fair. We think the coloring on some of the shots was due to the exposure and not the food! A good time was had by all..

The meeting opened with 35 members and guests in attendance. By break time there were 41 attendees. We are now up to 59 paid members.

Respectfully submitted;  
Roy Stoutenburg, Secretary

Harold, can you see  
slot 'A'? I've got my  
hand on tab 'B'.





"THE GREAT CHAPTER 690 FLY-OUT - CHILHOWEE GLIDER PORT"  
by Ken Sharp

The weather didn't look like soaring weather - visibility about 8 miles, broken to overcast with cloud bases near 3,000 feet. But the weather map in the Gwinnett Daily News, showed that the pattern of skuzzy looking weather ended at or near the Georgia-Tennessee border. My airplane ownership partner called about 11:15 to see if we were still going. I said "sure, it will be an interesting day", so we met at Lawrenceville Airport at noon, preflighted, and were off at about 12:15 pm.

My partner had marked the chart for the trip, and measured the distance. We could have followed the line exactly, but the ceilings and mountains would have made that just a little foolish. We followed a gentle ess-curve around the west of the mountains near Jasper and then east of the mountains which are west of Blue Ridge. Took us 45 Skylane minutes to get there and we never had to go above 4,000 feet. The further north we went the higher the cloud bases.

The Ocoee River was full of water and rather wild looking in the area most favored by the raft, canoe, and kayak crowd. The final ridge between the Ocoee and the Hiwassee rivers was the curtain between the excellent visibility and the lesser skuz that we were flying in to that point. Identifying the U-shaped bend in the Hiwassee showed us to be within 2 miles of the glider port.

My partner critiqued the pattern, approach, and landing, as he usually does. But we got in without real damage and pulled off the active. The flying at Hiwassee still hadn't started yet and the soaring conditions were never what could be called 'good', but that only meant that rides and training flying would be the major activity of the day.

The tow plane is a Cessna L-19, decked out in U.S. Army marking. Available for training purposes is a Schweizer 2-33A and a 'Twin' Grob (I don't know how to pronounce 'Grob' either). The Grob is a sleek looking fiberglass ship, while the 2-33 looks like it has seen lots and lots of flying days since it was new.

The Skylane riders each took one tow in the 2-33. I was already a rated glider pilot and the tow, the release to gliding flight, and the eventual landing was almost as though I had recent experience. At least that's how I felt about it. The instructor didn't comment. The other adults in our group were, a private pilot-airplane, and a soloed student. They enjoyed their flights too. They were also introduced to the ground handling activities, running the wing on launch, moving the gliders back to the take-off line after landing, etc.

Gradually as the afternoon wore on, the cloud cover, previously held behind the ridge, moved slowly out toward the west-northwest shutting off the sun. This halted all thermal activity that was there previously. The folks in the higher performance gliders were able to detect and use some ridge lift, but the 2-33 just wasn't in the performance class needed for that. Then too the weather behind the ridge got dark and rainy at times. So about 4:30 pm, we began settling accounts and loading up the Skylane for the trip home.

The trip back turned out to nearly retrace the path taken early that day. By now the Ocoee River had been shut off and was just a bare rock path between the hills. We kept good weather and visibility on our right and the skuz on our left, just skirting the rain. South of Jasper, we could see through the curtain, and we were able to fly from there direct to Gwinnett. A total of 1.7



hours powered flight and between the three of us about .7 hours of soaring (mostly gliding) flight.

Now a word about the weather, lest someone feel that Sunday really wasn't a flyable day, 'and what's he doing, going up through the mountains on such a day'.

Actually it was a pretty good day, even in the Atlanta area. It certainly wasn't a soaring type of day, since it was overcast. As I indicated earlier, the cloud bases were generally 3,000 feet above the ground level here in the Atlanta area. Some of the Mountain peaks were touching cloud base and where it was raining the peaks and ridges were buried in cloud. Visibility was in the 8 to 10 mile range most directions.

Up at Chilhowee the sky was clear, with only occasional cumulus cloud development. Those clouds marked the thermal activity, which wasn't strong, and those clouds dissipated before moving very far. Visibility at Chilhowee was in excess of 20 miles.

One of the occupants expressed mild concern about the rain and was all for staying at Chilhowee until 8:00 pm, to wait out the afternoon shower activity that was contained in the weather pattern southeast of the mountains. My preference was to fly in that weather pattern during the day. While the sun illuminated the gaps in the rain activity. After dark, the (relatively) poor visibility and lack of illumination would have made the flight home a great deal more difficult. Now, it isn't dark at 8:00, but the sun is pretty low and if rain were encountered, and a landing were made to wait it out, the odds were very great that the trip home would have concluded after dark.

another factor in the weather picture was the weather map in the morning newspaper. It showed the weather forecast of a stationary front with clouds, and possibly showers, overlaying the route of flight. That pattern hadn't really changed from the previous day. So, while it did rain on Saturday, it also didn't rain on Saturday. That is, it wasn't continuous rain. It was, just as the forecast predicted, occasional showers. No violent winds, not especially heavy rain, and fairly widely spaced activity. To me, that is weather to take a look at, keeping a landing field somewhere to serve as an alternative.

Another factor in my decision to make the trip was that I'm flying a very capable airplane. I'm not sure I would have made the trip in a Cub, or an Aronca Champ. I don't mean to be derogatory, you understand, but they don't have the speed and equipment of the Skylane. With a smaller, slower plane, I would have had fewer choices about where I flew, and at what altitude. And if I got a little confused (read lost) I would have had to sweat it out with a chart to find myself again, while looking at the fuel gauge bobbing lower and lower.

When I was teaching beginning and intermediate students, one of the factors that I stressed about a cross country flight was that you pre-plan the trip, and when you start, you use the planning to give you your first heading. Then for the rest of the trip you make adjustments to that heading, keeping on track, until you get to your destination. The traffic pattern and approach to landing is the same thing. You start with a standard pattern entry and altitude. Then as the pattern is flown, you make adjustments so that you end up out of altitude and airspeed at some comfortable, safe location on the runway that will allow you to stop before running off the other end. The flight to Chilhowee was a complete mixture of, start with an intention, and keep making adjustments, or be willing to make adjustments, all the way to



your destination. That works pretty good for me.

So, now that I've rationalized my decision to fly that trip, what do you think? I went and didn't get one surprise thrown at me. The weather and airplane were as advertised, and the pilot was reasonably current. Any deviation from the expected would have caused a re-evaluation at that point.

It was a good day.

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HELP !!--Joel Levine is trying to find a manual for the Mark 12, or Mark 12B. Call Joel (394-5466).

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#### PROGRAM PRESENTATION

JULY: Video of the Air Show at FarnsBourgh and Paris.

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#### EVENTS // FLY-INS

JULY 18 -- Chapter 152, Birmingham, Project Tour & fly-in, Flight Service Ramp--Birmingham Municipal Airport. Saturday 9:00 a.m. Contact Bob Stewart(205-788-9593)

AUGUST 15 -- Chapter picnic at President John Popp's Home. Plan to come and bring a dish, Chapter is furnishing the Meat and drinks.

SEPT. Labor Day -- Ole South Fly-in, Rome, Georgia

SEPT. 12, FLYOUT To Tullahoma, Tn., Staggerwing Museum. Details later from Bob Barton

October 10, FLYOUT To Dahonega Ga. Smith House.

December 19, Annual Christmas party. To be held at the Raddisson Inn on Chamblee Dunwoody.

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!! Frank has taken off for an extended vacation, not to return for several months. Phil Chestnut will man the tool crib while Frank is gone. If you want something call Phil at 972-0036. !!

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#### CHAPTER TOOLS AND SUPPLIES

All tools and VHS tapes listed below are for use (FREE) by chapter members and are available from Frank Wilcox.

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- (1) Nicopress/cable cutter
- (2) Tensiometer 1/8 & 3/32" cable.
- (3) Magneto timing light
- (4) Cylinder base wrenches
- (5) Tubing flaring tool
- (6) Tubing bending tool
- (7) Spring type tube bender
- (8) Compression tester
- (9) Ring compression set
- (10) Spark plug cleaner set
- (11) High tension cable tester

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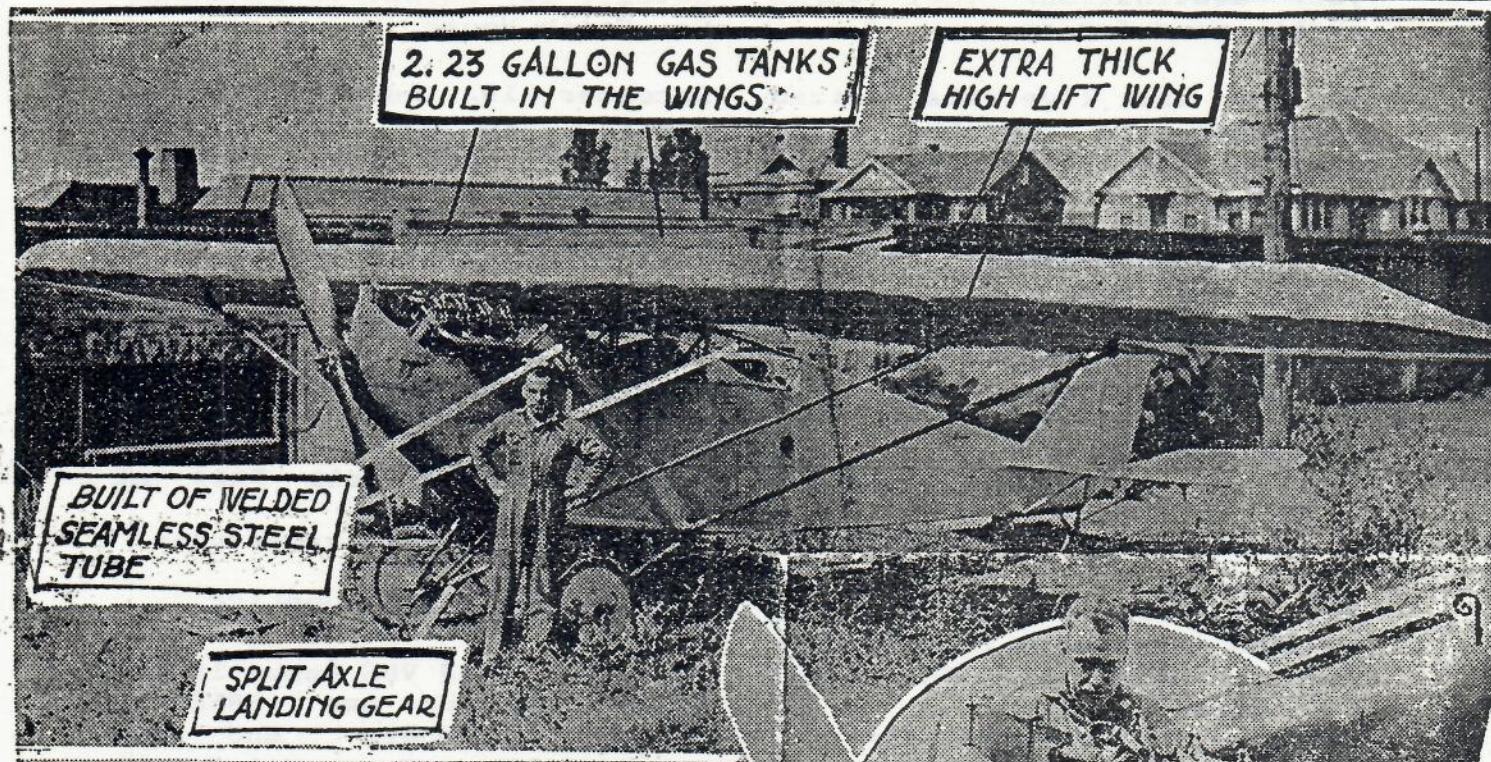
EAA Educational Tapes (VHS)

- (1) Welding
- (2) Woodworking
- (3) Composite construction
- (4) Prescott Pusher Demo
- (5) Prescott Pusher Elevator & Trim construction
- (6) Flying over water, Wake turbulence, Winter flying, T.O. & Landing, Basic radio procedure; and Start Up.

\*\* The index to Sport Aviation articles is in and available to the members.



# First Atlanta-Built Plane to Be Tested Saturday



2.23 GALLON GAS TANKS  
BUILT IN THE WINGS

EXTRA THICK  
HIGH LIFT WING

BUILT OF WELDED  
SEAMLESS STEEL  
TUBE

SPLIT AXLE  
LANDING GEAR

Lieutenant F. T. Caldwell, the designer and builder of the first plane constructed here, is shown in front of his machine. It includes many unique and original features, such as the thick wing which contains the built-in gas tanks.

## Atlanta-Built Plane Ready for Air

A slim silver form will take the air at Candler Field Saturday, bearing with it the hope of a future industry. It is the first airplane ever built in Atlanta, designed here, constructed of materials bought here and the possible forerunner of the commercial production of airplanes in Atlanta.

It is a monoplane of the type of Captain Lindbergh's trans-Atlantic craft, but it contains several unique features which are original with its builder, Lieutenant F. T. Caldwell. He has spent four months perfecting it, and when it takes the air it will be as complete as time and patience can make it.

The plane was built for Henry Harts, who is connected with the Ford Motor Company in Atlanta. Mr. Harts had an idea that Atlanta as an air center might some day also be the center of airplane manufacture in the South, and wanted to see just what could be done on that line. He asked Lieutenant Caldwell to build the machine.

They include a much thicker wing than ordinarily used, which gives the plane a greater lifting power and cruising range. The thick wings hold the gas tanks, keeping the fuel away from the engine and practically doing away with the danger of fire. It is a 3-passenger plane with a Curtiss OX5 motor.

The plane has been completed at the approximate cost of \$1,500. Machines of that type usually sell from \$6,000 to \$12,000. Its builders are particularly pleased by this feature which means, they point out, that planes can be economically built in Atlanta and placed on the market at a low price.

Lieutenant Caldwell, the designer and builder, is an experienced aviator, having served in the air corps during the war and now is a reserve officer.

Lieutenant Caldwell working on the engine of his monoplane which may be the forerunner of commercial airplane manufacture in Atlanta.



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