

The NavCom

Newsletter of EAA Chapter 690

All the News that Fits

April, 1993

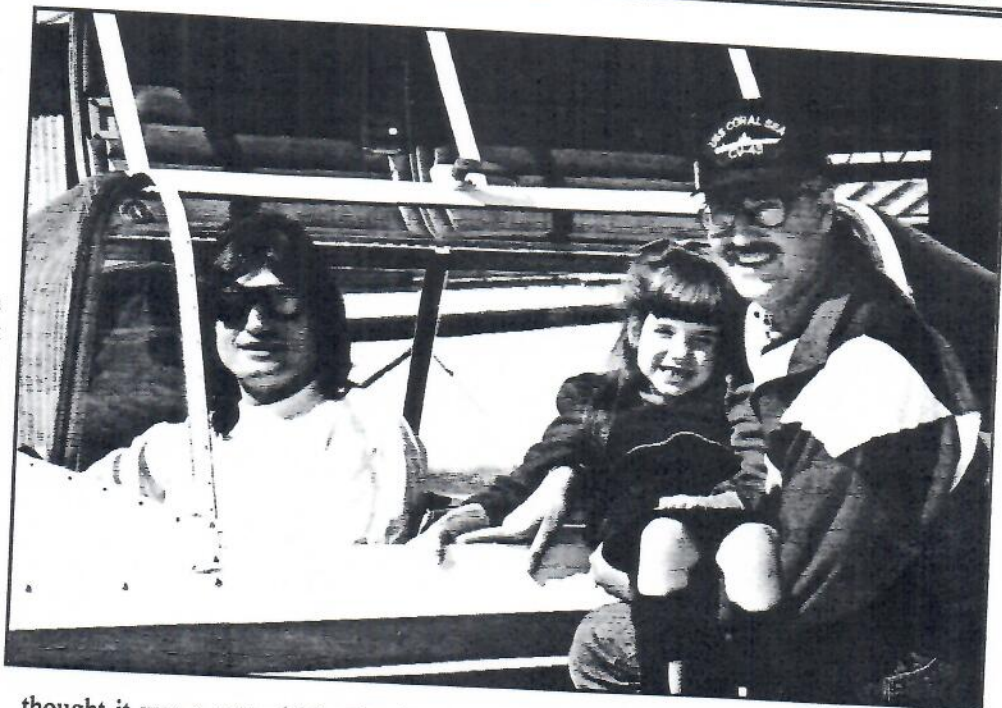
A SPECIAL EAGLE FLIGHT

By Steve Ashby

As the Eagle Flight program sweeps the nation, there is little doubt that many hundreds of EAA pilots are experiencing special moments as they give the gift of a first flight to thousands of children. Few could compare to one special experience which occurred at a small airport in Stone Mountain, Georgia last spring.

At EAA Chapter 690, we are known for two things. First, one of our local airports is located at the base of Stone Mountain, the largest piece of exposed granite east of the Mississippi. Carved into the side of Stone Mountain is a confederate memorial with the likenesses of Robert E. Lee, Stonewall Jackson and Jefferson Davis (to enter down wind for runway 35 from the west, you aim for Robert E. Lee's nose and then hang a left). Second, we are the home of the Great Biplane Fall Classic, an annual flying dedicated to two wingers. As our advertising flyer states, odd-winged aircraft are welcomed, but will be parked inconspicuously.

We like to think that we are an active chapter in our area, hosting many chapter activities and reaching out to the community to promote aviation when we can. When the Eagle Flight program was announced, everyone in the chapter



thought it was a natural hit. The idea of giving free rides to kids embodied just about every good feeling we had about flying. It represented the joy of flight mixed with the joy of giving. The fact that the gift was to go to children made the whole idea unbeatable. Little did we know that it would be us who received the greatest gift.

Chapter 690 voted to put one of our best organizers in charge of the local Eagle Flight efforts, **Theresa Coleman**. Now, Theresa is an educator who uses aviation to teach children about math, science and the like. She is always scrounging old instruments or aviation texts with which to enlighten her charges. Theresa is great with short people (being one herself—she is only 5'1") and a dynamo at organization. It wasn't long before Theresa had the Eagle Flight applications programmed into her notebook computer and volunteers lined up for our first Eagle Flight rally.

The rally came off like clockwork, Theresa and her husband, **Bill**, registered all of the kids, another chapter member gave the soon-to-be aviators their "preflight briefing" and other volunteers ushered the kids out to the waiting aircraft. We had four airplanes going, including one beautifully restored

Cessna Bird-dog, piloted by **Steve Dunn**. The rally was an unqualified success.

Unfortunately, we came to think that our second planned rally would be snakebit. The first scheduled Saturday morning brought us rain and a ceiling about chin high (to Theresa!). The next rescheduled date brought us wind whose velocity was matched only by its perpendicular orientation to our short runway. Finally, the third attempt was the charm. When the appointed Saturday morning rolled around, it was incredibly clear, cool and calm.

The Pilot/Volunteer briefing began bright and early. Theresa gave everyone a specific job and a set of orders. Registration, preflight briefings for the student aviators and aircraft boarding went off without a hitch.

Watching the children take their first flights was a great thrill. It was such a new experience that most of the kids simply stared out of the windows with their mouths open, wondering at the sight of earth as seen from God's eye. Some of the kids would ask how high they were or how fast they were going, but most just marveled at the view. However, the cheer we received from these flights could not

In This Issue

A Special Eagle Flight	P.1
Young Eagles Day on May 1	P.2
Major Achievement Nominations	P.3
Membership Tidbits	P.4
March Meeting Minutes	P.4
Rivnuts to the Rescue!	P.5
Clinton's Plan and YOU!	P.5-7
Calendar of Events	P.8
Fly-Buys	P.9
Chapter Tools	P.10
Building the RANS S-12	P.10
Heard on the Tower Frequency	P.10
Chapter 690 Library	P.11

prepare us for what we were about to experience.

One of the daddies lined up at the fence was **Cliff Schwenker**, an airline pilot who brought his seven year old son, **Douglas**, for his first flight "in a small airplane". As little Douglas was being strapped in for his first flight, Cliff began to shake his head, wondering why he had not been in a lightplane in so many years. A former Navy jock, Cliff had gone from P-3 Orion sub hunters to flying the line for Delta. Somewhere along the line, he lost touch with single engine craft whose job was to lift the spirit instead of paying pax. While telling all of this to our "preflight briefer", Cliff then related that he also had an eight year old daughter who had never been in an airplane. Cliff was hesitant, however, relating that his daughter, **Kristen**, was a victim of a rare disease with symptoms similar to Cerebral Palsy and was confined to a wheelchair. Our briefer asked what that had to do with the price of eggs and Cliff sped off back home to get Kristen.

Although all of us were game about giving a plane ride to a physically challenged child, none of us knew quite what to expect. When Cliff arrived back at the airport, his van disgorged a heavy motorized wheelchair which held a beautiful little girl. Although Kristen could not walk or even sit up real straight, she could pilot her wheelchair with its little "joystick" control. Cliff explained to us that Kristen could not talk but that she understood everything we told her. She communicated with sign language. We were all a little apprehensive since none of us knew sign language, but Kristen soon showed us that she also communicated with her eyes and her smile.

After a short executive session, we all decided that Kristen might do well in an aircraft with a joystick. That ruled out the Cessnas, Cherokees and Beechcraft

we were using. One aircraft in the lineup seemed to fit the bill perfectly. Chapter member **John Goodman** was there that day hopping rides in his beautiful Varga Kachina. This two place tandem mount had a stick in the rear and an intercom system. We checked with John and he thought it was a great idea.

After Cliff briefed us, it was time for Kristen to get briefed. Our briefer, carefully lifted Kristen out of her chair and

Moments later, they were rotating and climbing through the smooth clear morning air.

stepped up onto the Varga's wing. Kristen looked so small and frail as the briefer placed her into the rear cockpit. Later, he told us that she felt as light as baby. As he was strapping her in, our briefer gave Kristen a briefing that sounded like it was meant for a RIO in the back seat of a Tomcat. He told her that John was the Pilot in Command and that she was to follow his directions at all times. She was obviously enjoying all of the commotion, judging from the huge grin on her face.

Finally, before buttoning up the canopy, our briefer bent down and put Kristen's hands on the rear stick. He said, "This is the stick, sweetie, it works just like the one on your chair." "Pull back and you go up, push down and you point down, side to side makes you turn." Now when John says it is OK, you take the stick just like this and fly all you want." We all felt our spines shiver.

As John taxied to the active, he turned on the intercom and told Kristen not to worry, but that they were going to runup the engine. He assured her that they would not take off until he warned her. John knew that Kristen could not speak her reply, so he turned around to make eye contact. Her expectant smile told John all he needed to know.

After runup, John took the active and made his announcement over the

CTAF. Moments later, they were rotating and climbing through the smooth clear morning air. When they cleared the pattern, John and his copilot circled Stone Mountain as Kristen stared out the canopy in wide eyed amazement. Her excitement and wonder was just as keen as the other children who had taken their first flights that morning.

After a few minutes, John knew it was time. He rolled the Varga to level flight, trimmed her out and told Kristen over the intercom that he was tired and it was time for her to fly. John then gave the universal signal that the copilot is flying. He lifted his hands into the air, showing Kristen that only her hands were on the controls. John then rested his arms on the cockpit coaming, looking around like he was just another sightseer. Looking down at the stick, John could see that Kristen's tiny hands were firmly in control, making little corrections to keep them straight and level. After a few moments, the top of the stick took a tentative bob to the right, initiating a right turn. John nudged the right rudder pedal a smidgen to help the turn along. After a few breathless moments, Kristen decided that she had enough of roll for her first lesson and she rolled out, returning to straight and level.

Since they were coming back into the traffic area, John asked Kristen if he could have the controls back and she quietly pulled her hands back into her lap. As he entered downwind for runway 17, John knew that everyone at the airport was watching them. Accordingly, he made his turns and landing as snappy as possible. When they rolled to a stop in front of the line shack, John pulled the mixture and was instantly surrounded. Cliff and Douglas were as excited as the rest of us as many sets of hands lifted Kristen from the cockpit and placed her back into her wheelchair. Although Kristen could not talk, she sure did squeal, simultaneously signing to her father with her hands. Cliff translated for us, "Kristen is saying, "More Daddy! More Daddy!, Beautiful!, Again!"

In our first two Eagle Flight rallies, we gave the gift of first flight to scores of children. As wonderful as those experiences were, however, nothing collectively touched us as much as Kristen's excitement. Several weeks later, we called Cliff Schwenker to see how Kristen was doing. Cliff almost exploded over the phone with enthusiasm. He said Kristen was so energized by her Eagle Flight that she has accepted new physical

Young Eagles Day

May 1st

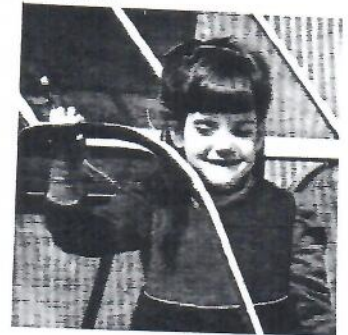
Be there or be square

The first Young Eagles Day at Gwinnett County Airpoart will be held on May 1st under the guidance of Theresa Coleman. There will be about four distinct groups of young people—Webelos, physically challenged students, high achiever students, and an AP physics class. Theresa needs pilots, planes, briefers, and other ground personnel to help with organization on the day of the event. If you think that you can help in any way, please call her at 498-3741 (H) or 378-4050 (B). Remember—the more you give, the more you get.

risks and challenges at a dizzying rate. Shortly after her flight, she went on a ski vacation with her family and tried skiing with a special walker/ski apparatus. Now, her mother says that she uses a walker herself and refuses to go to school in her motorized wheel chair.

This experience has led us to explore the possibilities of encouraging more Eagle Flights for physically challenged children. Bound by the restrictions and limitations of their disabilities, we figure that these children would most benefit from the wonder and

freedom of flight. However many similar flights we conduct in the future, though, I do not think that any of us will forget that one special moment with that one special aviator named Kristen.



Nominations for the EAA Major Achievement Award

The Major Achievement Award is made yearly in recognition of an individual whose actions or accomplishments have contributed greatly to the cause of sport aviation. Since only one nomination per chapter is considered, at the March monthly meeting we decided to choose our chapter's candidate through a nomination/vote process. Nominations were called for placement at the April meeting (the 9th) and in this issue of the NavCom. The following nominations were received:

Frank Wilcox

(Nominated jointly by Margaret Wilcox, Duane Huff, Charlie Sego, Wayne Whitaker, Richard Robison, and Jeff Boatright).

As with many of us, Frank's interest in aviation goes way back to his childhood, when he was a master builder and crasher of model airplanes. Frank's aviation impulse was firmly implanted when his father took him to the National Air Races in Cleveland in the '30s. There he saw all the greats, including Steve Wittman, compete in the Golden Age of Air Racing. In 1951, Frank received a bachelor's degree from Parks College (St. Louis University) in Aeronautical Engineering. He also picked up his A&P and private pilot licenses at Parks, working on and flying the small aircraft of the times, including the venerable Ercoupe. He then embarked on a long career with North American Aviation (later Rockwell International), primarily as a Reliability Engineer.

In the mid-'60s, Frank restored a Piper Clipper and a Cessna. (He currently owns a flying Cessna 150, a partially completed Tri-Q, and a partially restored 1947 Cessna 140.) In 1980, he joined

EAA and became a member in the New Orleans and Slidell, LA local chapters. He has been a continuous member since. In 1982, he moved to the Atlanta area and joined Chapter 690. He has served as chapter treasurer, president, and technical counselor over the years. His tenure as president saw increases in fly-outs, workshops, project visits, and project starts. Central to his presidency was the development of a permanent home for the chapter, a project he remains committed to as Building Committee Chairman. Also, he and Margaret host the yearly chili cook-off and he has hosted or helped run many of the chapter "hands-on" workshops. Frank's accomplishments while president go much beyond these surface points. His personality set the tone of progress, moving the chapter towards building more projects while continuing with the pleasant camaraderie and organization largely founded in Harold Stalcup's presidency. Frank had a vision and direction for the chapter that continues to aid Charlie and the rest of us.

All of this is a thumb-nail, nuts-and-bolts sketch of Frank's sport aviation involvement. The true reason we are nominating him is his lifetime commitment to helping people in the world of sport aviation. Frank *always* makes his hangar, his tools, and his time available to *anybody*, EAAer or not, who is building, fixing, painting, rigging, or restoring a light plane. His reputation is such that even northerners heading back from Sun'n'Fun know that if they have trouble and are near Atlanta, they have a hangar for their sick plane, a mechanic to help fix it, and a bed to rest in. More than once Frank has tossed his tools in the truck and run out to some distant airport

to fix a down plane, often owned by a complete stranger. The number of other people's planes that Frank has worked on *for free* is great and certainly not known by us. Right now, he has five projects in his hangar, only one of which he owns outright!. Just about everyone in the chapter and many, many EAAers in the metro area have at one time or another found themselves at Frank's place with a broken part or a pressing question. They never leave without a fix.

To the SMARTI group and Duane Huff, he has given untold hours of instruction and aid in wood, metal, fabric, and engine work. He's is a great teacher, relying on skills honed during his tenure at Parks, where he taught A/C construction and repair to GIs. His patience is boundless when it comes to teaching technique and putting up with slow progress.

For Charlie, he has been a source of inspiration and knowledge on all things concerning chapter presidency and a fantastic help in building the Skylite.

To the rest of the chapter, he has given and given again. Just to name a few of the projects he's helped along: Harry Goetting's C-150; Bernie Jager's Champ; Ken Sharp's and Sheryl Black's C-150; Harold Stalcup's Skylite; Charlie Sego's Skylite; Duane Huff's Chief; Steve Dunn's Cessna Birdog; The SMARTI C-140; Wayne Whitaker's Neiuport; Steve Ashby's Neiuport; Ben Jeffrey's Fly Baby; and Henry Warner's Lark. These are just a few of the planes and people Frank has been involved with *in the last five years!* Multiply this level of activity over the years since Parks and you might begin to appreciate his contributions to grassroots aviation.

Membership Tidbits

by Sheryl Black

At the last meeting, **Greg Jannakos** returned to us after 2 years. Greg has built a **Mini-Max** and a **Sonerai** and is restoring an **Ercoupe**. He and his toys are based at **Winder**. He is also skilled with **Wood** and **Metal**. **WELCOME BACK, GREG!!!**

We also have **Steve Yothment** as a new member. Steve and his wife **Envyonne** live in **Lawrenceville** and he is an **Engineering Manager**. Steve is a **Student**, flying out of **Gwinnett**. He is skilled at anything **Electrical** and enjoys **Ham Radio** and **Computers**. **WELCOME TO 690, STEVE!!!**

You have been encouraged to complete our **Membership Application**, even though you are an **ole-time member**. The reason is to present little tid-bits of information that may be of interest to all. A skill or hobby you have, you may help or share with other 690'ers. So, if you have any information, please, "let me have it", 'cause the more I know, the more you

and the rest of us will. Also, let us know if you have any interesting "gossip" that may be of interest. **Membership Directories** will be available by the **April** meeting.

As of **March 17, 1993**, **EAA Chapter 690's Membership** was **49 members**. From the information I have, we have **41** out of the **49 members** that are **pilots** of some sort. We have **10 Student Pilots**, **23 Private Pilots**, **8 Commercial Pilots**. And it gets even more impressive. We have **6 Instrument**, **2 Glider**, **2 Multi-Engine** and even **1 Helicopter**; **1 CFI-AIG (Certified Flight Instructor - Airplane, Instrument and Glider)**; **2 A&P**; **2 Technical Counselors**; and **1 A&P, IA**.

For the "Gossip" available so far:

John Popps, a valuable former member, became an official **Certified Flight Instructor** on **March 11, 1993**. From

what I understand, the oral portion was quite gruelling. **Congratulations, John!!** Wonder how much to learn in his 210???

Ken Sharp and **Sheryl Black** are planning on going to **Sun 'N Fun** early to get a good aircraft camping parking space. On **Sunday night, April 18th**, they are planning to cook up a big pot of **chili**, so come on by the camp site, bring a chair, something to drink, and enjoy food and company. We hope to park in the area close to the showers and will register so you can stop and ask where we are. We have a maroon and white(?) **Cessna 150, N50132**.

Frank Flessel is in the process of planning **fly-outs** for us. He would like to have a central contact for those who are going to the fly-out (or drive) and have an extra seat, and those who want to go and would like to ride with someone. Anyone who would like to **volunteer** as the "**Central Contact Person**", please call **Frank** at **761-8667**

Minutes of the March Meeting

The **March meeting** was called to order by President **Charles Sego** at **8:05 PM**. **Thirty-seven guests** and **members** were in attendance at **Lawrenceville Airport**, the new home of **Chapter 690**. **Sego** announced that there would be no smoking in the facility and that tie downs were out front for members who flew in.

Mr. Bob Hughes, **Accident Prevention Counselor**, representing the **United States Pilot Association** was the guest speaker. **Bob** presented an "**FAA Wings Seminar**." He can be reached at **PDK Airport** at **458-8034**.

OLD BUSINESS: John Henderson was presented the **1992 Chapter Service Award** held over from the previous month.

TREASURER'S REPORT: Sheryl Sharp announced the **Membership Fund** and the **Building Fund**. **Sheryl** announced that updated **Membership Directories** would be available for next month.

NEW TOOLS: John Henderson reported on the current status of the tool crib. **Jeff Boatright** moved that the Chapter purchase a **Magneto Timer**. The motion was seconded by **Frank Flessel** and passed by the membership.

VIDEO: Barney Barnes reported that the **91/92 Sport Aviation Index** had been received as well as a video tape on the **Young Eagles Program**.

ANNOUNCEMENTS: The chapter was reminded that **Sun-N-Fun** would be **April 18-24**. **Bob Zahner** reported that **Winder Airport** would like the chapter to put on either a fly-in or pancake breakfast at the airport. No details were available.

AIR FAIR: Steve Ashby announced that the **Fall Classic** was scheduled for **October 9th**. The management of **Lawrenceville Airport** were very much in favor. **Steve** and **Charlie** will meet with them to tie down any additional details.

ACTIVITIES: The **Annual Chili Cook-Off** will be held **Saturday, March 27th** at the home of **Margaret and Frank Wilcox**. Awards will be presented as announced in the **NAV-COM**.

MAJOR ACHIEVEMENT AWARD: **Steve Ashby** placed **Pat Epps'** name in nomination for the **EAA Major Achievement Award**. The nomination was seconded by **Joel Levine**. **Charlie Sego** declared that additional names would be placed in nomination at the **April meeting** at which time a vote would be taken.

ANNOUNCEMENTS: **Bob Mackey** will visit **Atlanta** **April 1-4th**. **Dave DeWinter**, a former 690 member has advised the chapter that a new chapter was forming in **Conyers**. They would like to have some combined chapter activities.

BUILDING: The area being considered for the Chapter Hangar has not been leveled. The area is 60X60 with a larger area available if needed. The lease is for either 10 or 20 years with the chapter having the ability to sub-lease tie down space at the going rate of \$30-\$40 per month. **Steve Ashby and Charlie Sego** are to meet with the Airport Authority to discuss the lease. The property is expected to become available within the next six months.

NAV-COM: **Duane Huff** requested that the NAV-COM be mailed one week earlier. **Jeff Boatright** explained that

if it went out much earlier, people would forget and miss the meeting. Jeff promised to try and have the newsletter mailed a bit earlier depending on the amount of material and if the high speed, bi-directional, gee-whiz-ah-ma-jigger that douth make de copies had both an adequate supply of toner, preferably black, paper, preferably 11" X 17", megawatts of power and an alert operator at a right price. Duane agreed not to ask again.

Steve Ashby read a thank you letter from Lynn O'Connel, the wife of the Christen Eagle owner who flew into the

Fall Biplane Classic, aloud, after someone pointed out to him that reading the letter to himself was difficult for the group to understand.

The meeting was adjourned at 10:05 PM so that everyone could ease on home and prepare for the 1993 Blizzard of the Century.

Submitted with little malice.

Joel M. Levine
Secretary
Chapter 690

Rivnuts to the Rescue!

by Joel Levine

Ever need a good method to anchor a machine screw into a piece of thin sheet metal when you could not use an ordinary nut and bolt. That's exactly what a RIVNUT is designed to do.

This little device, much like a pop-rivet, is placed in a hole and with a special tool (which can be found in the chapter tool crib) and proper sized mandrel is squeezed just enough to upset the bottom portion thus securing it and its internal threads in the material. The problem with the

devices is that the internal threads can be damaged (more than likely during installation) and that the body of the RIVNUT can turn in the sheet metal or plastic. Short of these two weaknesses they are great for holding floors in place or brackets where you normally can not reach them.

I recently purchased an inexpensive RIVNUT puller kit consisting of the hand tool, five of the most popular sized mandrels and a large

assortment of non-aircraft RIVNUTS from Northern Hydraulics on Buford Highway for \$12.99. The tool works as well as the \$50 variety and is a nice addition to any EAAers tool box.

Now I can put those *&^%\$ sheet metal screws that have been used in the floor of the Musketeer since I bought it where they belong...in some Detroit product!

President Clinton's Economic Plan and YOU!

The Airplane Owner's and Pilot's Association (AOPA) recently sent out a "National Pilot Alert" concerning the effects of the Administration's economic plan on general aviation. According to AOPA, there are two harmful and major impacts. First, the proposed BTU energy tax will increase avgas tax 7-10¢ per gallon, which works out to \$100,000,000 per year of *new* taxes. By 1996, federal fuel taxes will total 22¢ per gallon. Second, the user fees proposal includes a new annual registration fee for aircraft that will cost general aviation \$151,000,000 over five years. The fee will apply equally to Cessna 150s and Gulfstream IVs, starting at \$90 per plane in 1993 and going up to \$278 per plane by 1997. Of course, AOPA thinks that the plans are needlessly biased against a small, economically fragile industry, and sets forth **specific** proposals of their own that would cut **four billion dollars** from four troubled FAA programs, thus

doing much more good than raising taxes on general aviation by \$500 million.

I spoke to **Bob Mackey**, head of the Chapter Office at EAA HQ, and he feels that AOPA has done a good job with the Pilot Alert. Obviously, he can't unequivocally endorse it as he didn't produce it, but he agreed with me that presenting the Clinton Plan vs the AOPA Plan in the NavCom would be a good way of alerting our chapter members to an important issue that they may not otherwise note.

Please take a moment to look at the details of the Clinton Tax Plan and the AOPA Cost-saving Alternative. If you agree with AOPA that the Energy Tax and Registration Fee are unfair to general aviation and additionally are not the best way to achieve deficit reduction, write our elected officials and tell them so. For many in Chapter 690, these addresses are:

Senator Sam Nunn
United States Senate
Washington, DC 20510

Senator Paul Coverdell
United States Senate
Washington, DC 20510

The Honorable John Linder
U.S. House of Representatives
Washington, DC 20515

Remember two things. First, President Clinton said he is open to *specific* alternatives to his Economic Plan. Nail him with those words. Second, Congress is reviewing the President's plan *right now*. **We must write to our representatives before April 10th!** That means, if you are going to write, write right now...

So, without further ado, the competing plans...

THE ADMINISTRATION'S PLAN

More Taxes ... and New Fees!

Energy Tax -- On Your Aviation Fuels

Under the guise of "fairness," the Clinton Administration proposes a tax on all energy, based on the heat content of various fuels. But the BTU tax formula is biased 2 to 1 against petroleum products, like Avgas and Jet fuel. This means:

- Seven cents a gallon more federal Avgas tax over three years
- Up to ten cents a gallon more tax on Jet fuel
- Nearly \$400 million more in G.A. fuel taxes for the Treasury, not the Aviation Trust Fund
- By 1996, \$.22 a gallon federal tax on Avgas (even more on Jet A)

**A 47% FUEL TAX INCREASE....
AND 83% ABOVE 1980s LEVELS**

Just three short years ago, our Avgas fuel tax increased three cents a gallon, all going to the Treasury for deficit reduction!

A Federal Registration Fee On Aircraft!

Claiming GA doesn't pay its fair share, the Clinton Plan assesses an escalating FAA Registration Fee on every aircraft, every year. A painful \$151 million will be collected over five years from GA. It's said this money is slated for the already bloated Aviation Trust Fund, where over \$7.5 billion already lies in surplus, yet to be spent for aviation purposes.

- Starting in October, aircraft owners pay \$90 the first year, rising to \$278 per year by 1997
- Same fee for a Cessna 150 or a Gulfstream IV!
- For planes flying 100 hours a year, these fees alone add \$3/hour to your rental or cost of ownership
- General aviation already pays \$6 million in registration fees to 32 states

REGISTRATION COSTS INCREASE 500%!

In answering charges that G.A. doesn't pay it's fair share, AOPA stands on two important concepts: First, the overall economy benefits from a strong air transportation system. Second, general aviation needs only a small portion of an airspace system designed and maintained primarily for air carriers.

The Economic Stimulus for Aviation?

- Nothing on solving general aviation's most serious problem: Product Liability
- No public support for repeal of the absurd Luxury Tax which costs sales and jobs in aviation and many other industries
- A very limited Investment Tax Credit, value undetermined!
- \$250 million for airports, the smallest percentage increase in any transportation "investment" program. Unlike rail, mass transit and highways, we just get the amount cut from original '93 airport grants -- equal to only half the total grants for one new major airport like Denver International (DIA)

What You Can Do...

Please take a minute today to write both U.S. Senators and your U.S. Representative in the House. Their addresses are listed in my letter on the front page. And please send a copy of your letters to me, Phil Boyer, here at AOPA.

Tell your elected officials ... we stand ready to do our part to cut the federal budget deficit.

Tell them ... that the BTU-based energy tax, with its 2 to 1 bias against petroleum, is unfair to aviation. Unlike electric cars and mass transit, there's no non-petroleum alternative for general aviation transportation.

Tell them ... that the new federal registration fee on aircraft places an undue and unfair burden on general aviation, especially smaller aircraft.

Remember, pilots make up only a small percentage of the general population. It's critical to let our elected officials know how we feel on issues affecting general aviation. Don't wait for the other guy. **WRITE TODAY!**

THE AOPA PLAN

Spending Cuts ... Before More Taxes!

A majority of Americans, including general aviation pilots and owners, laud President Clinton's goal to stimulate the economy and lower the federal deficit. In a letter to AOPA last October, candidate Clinton stated, "I have a very real and personal understanding of many of the issues that concern you My program for the recovery of our economy will include general aviation."

Unfortunately, the Plan didn't reflect this pledge. But, the President did ask for alternatives, "specifics." If he and Congress are serious about reducing the deficit, we in aviation must also do our part.

Instead of taxing an "ailing" general aviation industry \$500 million more over five years, AOPA proposes \$4 billion in cuts to four troubled or unnecessary FAA programs.

Eliminate the Microwave Landing System

- We don't need an expensive, ground-based replacement for today's ILS. G.A.'s low-cost GPS navigation will be capable of CAT I precision approaches. The airlines' Flight Management Systems (FMS) can fly the curved approaches MLS offers. Both systems solve the ILS frequency problems we face in many areas today.
- Because of U.S. treaties on MLS, it should be installed only at those few international airports needing CAT III (autoland) capability for the handful of planes equipped to use it.

BUDGET SAVINGS: \$1.4 billion

Cancel Long Range Radar Replacement

- There's an alternative: non-radar reporting of aircraft position from on-board LORAN or GPS data. A similar system called Automated Dependent Surveillance is already being tested on airliners for trans-oceanic ATC.

BUDGET SAVINGS: \$500 MILLION

Trim the Trouble-Plagued Advanced Automation System (AAS)

- It's a great idea: computer hardware and software to automate controller clerical tasks, alert them to traffic conflicts, even someday recommend or issue clearance changes.
- But it's seriously delayed. It's got major software problems. Slowed air traffic growth means we don't need so much AAS capability, so soon.
- Let's reduce our expectations of AAS, get it off the fast track, and trim its budget of \$5 billion.

Cut Back the Area Control Facility (ACF)

- An idea that's been controversial from Day One: Consolidate all radar approach controls from airport towers in a five-state area to one remote blockhouse somewhere!
- It's the same idea as Flight Service consolidation. But what happens to tower-radar coordination? What about one incident knocking out every approach control for five states?
- Since they're interrelated, cuts in ACF save more money in the AAS budget.

BUDGET SAVINGS IN AAS + ACF: \$2 BILLION

Write Your Senators and U.S. Representative Before April 10th!

A personal communication from constituents is one of the most effective methods of influencing Congress.

Here are a few things to keep in mind when you write:

Keep it short, simple and clear: Limit yourself to this subject, and one page. Make sure your name, address and phone number are printed clearly on the letter.

Personalize and localize the issue: Stress the effects on you and on aviation in your home town. Use your own words; don't copy AOPA's words. And **DON'T** send a copy of this AOPA Pilot Alert.

Request specific action: This is the whole point! Clearly state exactly what you want Congress to do.

Tell them ... THERE IS A BETTER WAY!

Calendar of Events

April 9 - Gwinnett County Airport - Chapter 690 April monthly meeting. 8:00 pm Administration Building.

April 15-18 - Wauchula, FL -Benson Days Fly-In. Gyrocopters. Bill Reese 813/463-4596.

April 16-17 - Frederick MD. EAA Chapter 524 RV Forum. All types of logisitics for this near-famous Fly-In/Symposia have been arranged, just call David Liston 301/831-3008 or Jerry Blake 301/416-0491.

April 17 - Williamson, GA - Fly-In lunch, Peach State Airport (404) 227-8282.

April 18 - Russellville, AL - Fly-In. Quad Cities Aviation. 205/331-9000.

April 18-24 - Lakeland, FL - "The Gift of Flight" - 19th Annual Sun`N'Fun EAA Fly-In and International Convention. 813/644-2431.

April 24 - Shreveport, LA - Holiday In Dixie Air Show/Fly-In/Antique Car Show. 318/673-5390.

April 25 - Columbus, GA - Georgia Pilots Association Breakfast Club Inaugural Fly-In. Columbus Metro Airport (CSG) 9-11 AM. *Also* May 9 (Milledgeville); May 23 (LaGrange); June 5 (Newnan). Chuck Ruddy 706/569-6600.

April 30-May 2 - Burlington, NC - EAA Antique Classic Chapter 3 Fly-In. R.Bottom, 103 Powhatan Pkwy. Hampton, VA 23661.

May 1 - Gwinnett County Airport - Chapter 690 Young Eagle Day Rally. For more information, call Theresa Coleman at 498-3741.

May 8-9 - Huntsville, TN - Second Annual Big South Fork Fly-In, Scott County Airport (SCX; near Oneida). Located next to Big South Fork National River and Recreation Area. Day excursions (white water, mountain biking, horseback riding) all starting from the field. Bonfire and live music (Bill Jenkins) Sat. night. Don Stansberry 615/663-2321; 569-2800.

May 29-30 - Toccoa, GA - First ever Fly-In of the newest EAA Chapter in the Southeast. Piedmont Foothills EAA Chapter 1011 First Annual Fly-In, Toccoa Airport. Steve Holz 803/638-1944.

Monthly Fly-Ins

(With thanks to Tom Crowder of EAA 268 - Marietta)

Winchester, Tn	Breakfast	1st Saturday	(615) 967-0143
Rome, Ga	Breakfast	2nd Saturday	(404) 234-7419
McMinnville Tn	Breakfast	2nd Saturday	(615) 668-4806
Collegedale, Tn	Breakfast	3rd Saturday	(615) 236-4340
Peach St. Arpt.	Hangar Huddle	3rd Saturday	(404) 227-8282
Guntersville, Al	EAA Fly-In	4th Sunday	(205) 586-1580
South Carolina Breakfast Club every other week.			
Gerald Bullard (404) 724-2651 or (803) 663-9900			

\$\$ Fly-Buys \$\$ and Trade-Sell

For Sale: by H.E. Hardin, 1502
Calhoun Ave., Rome, GA 30160
(706) 295-5547.

#1. O-300-D Continental engine (145 HP). 55 SMOH. Breakdown due to stoppage. All parts Magnafluxed. \$2500 firm. Six complete cyl. assemblies (chromed walls, pistons, rings, rods, pins, bearings, push rods, etc. Cleaned and repainted. One cam shaft and gears installed new at OH. Offer incl. one starter, two mags (Bendix), updated with impulse couplings, one generator, one damaged carb, all overhauled at M/O time. One set crankshaft bearings, incl. thrust. All SS short exhaust connectors. Some intake manifold parts and all air baffles. Case with damaged sump pan and accessory section. Complete set spark plugs. Many

clamps and misc. parts (all parts of engine go with it, incl. some old parts when engine was OH.) Any and all misc. parts lying around go with the deal.

#2. Remains and parts for 1964 Cessna 172 Sky Hawk SO#17248994. Complete tail feathers. One rebuildable hor. stab. One usable rt. elev. w/trim for later model 172. One slightly damaged hor. stab. for C-150. Complete interior, dk. brown/beige trim. Two doors. Ldg. gr. legs, wheels, tires, gear box, rudder pedals w/hyd. cyls., wing carry-thru bars. L&R ailerons. Badly damaged wings and flaps. Misc. parts. NavCom gear. This gives you some idea of his offerings, but call him as he may have what you need at a good price.

For Rent: One-bedroom apartment on private airstrip. Separate entrance, kitchen, den, furnished/unfurnished. Reasonable. 978-2403 or 921-4423.

Shared hangar space available for small A/C at Winder/Barrow Co. Airport. Reinhart Kuntz: (404) 932-5964.

- share in '66 Beech Musketeer, N5997S. 2464 TT; 325 SMOH. King LC8001 Loran, Valcom 760 digital com (flip/flop freq.), Narco MK 12B Nav/Com, Narco 12A Nav/Com, trspdr. New tires, brakes and windsheild,. Ann. 10/91. Very airworthy!! Based St. Mt. on grass. \$7500 or trade ?? Selling due to relocation. Call Jim 979-7242.

TRADE- -SELL

If you have an item for sale or looking for one or a project, etc. Send information to Jerry Holman, P.O. Box 128, Hartford, Al. 36344. Phone 205-588-2132/3430. List furnished when enough items are received to justify a mailing.

0-290G 3 engines enough for two complete engines 312-523-7117.

0-290D 1370 smoh carb & mags,
t-34 canopy fax 903-595-5491.

Numerous Franklin parts -- L-16
project - various props-cyls etc.
205-477-6342.

KR-2 less engine has flown--
numerous KR parts 205-588-3482.

Two good C-172 props - C-150 wings 205-684-3591.

VW HAPI eng. New never run,
wood prop for 65 hp engine
205-393-1624.

500 X 5 wheels, axles, tires, tubes, hyd tube type expanders for KR-2 or something small with spring gear. Need 600 x 6 wheels for Pitts. Pitts project with or without 0-320 engine. Disassembled 205-588-2132.

Pietenpol 85 hp s/starter fresh
annual flown weekly 205-588-
3024.

Aeronca Champ new annual, 205-886-3541.

0-290D engine, 619-744-9034.

Air compressors two sears 3.5 Hp
15 gal. \$250 Ea. 407-846-1244.

Miller welder DC strike welder all
cables and plugs \$150 --
407-846-1244.

KR-2 on gear w/new 6 ply lamb
 tires & tubes in boat stage with the
 following items -- canopy and
 frame, hatch back, engine cowl, fuel
 tank, engine mount, 2180cc vw
 engine built by Steve Benett, with
 dual bypass case and deep drilled
 crank-single mag and starter
 (engine has never run still in crate).
 P-tip prop w/spinner, 52d 54
 harness, instruments-Westach dual
 oil/press, Westach volt/amp/ammeter
 shunt, oil press sensor. Turn
 coordinator, veri speed, T.A.I.S.
 200K, altimeter, hobbs meter mech
 clock lights pitot tube foam for
 wings. \$5,000 Do not wish to sell
 only part of project. \$8,000
 Invested. Plans naturally 205-897-
 3571

Chapter Tools

The following are Chapter-owned items. The use of tools is free to chapter members. The materials are not free, but are inexpensive. John Henderson (449-1946) is keeper of the tools.

Rivet squeezer
Nicopress tool
Spark plug cleaner and capping tool
Piston ring compressor pliers and bands
Set cylinder base wrenches

Timing indicator
Torque wrench
Instrument hole cutter, (2-1/2" & 3-1/8")
Tube bending tool, set plier type
Cable tension tester
Tachometer checker
Compression tester
Spark plug lead tester
Magneto timing light & lock, Bendix
Coaxial cable (antenna)
Wire--20 & 22 g. (light and radio)

New tools:

Tube flaring set
Rivet removal tool kit
Cleco kit (pliers, clamps, clips)
Right-angle drill kit - screw-type bits
360° rivet puller
Starter wire
Rivnut puller kit

Building the RANS S-12

by Jim Estes

Well, I have completed all of the sheet metal work and, while my efforts may not be of professional quality, I did give it my "awl". The riveting is finished with the exception of some final work around the tail cone pan. The windshield and nose pod are in place, the doors are on, and the instrument panel is complete. The panel includes ASI altimeter, tach, dual EGT, dual CHT, water temp., water pressure, voltmeter, ammeter, small magnetic compass, and slip indicator. This still leaves enough space for a GPS unit (my birthday is coming up and my wife may read this.)

Electrical circuitry was never anything I liked to do, so the wiring was a nightmare for me. It has taken by far the largest amount of time. I'm sure I tried the patience of the technicians at RANS Aircraft, but they guided me through by long distance and the miracle of the FAX machine.

The engine was mounted on March 18th with the help of a friend. He just bear-hugged it, walked up the step-ladder, and set it into the mounting holes. I had to hang the exhaust system, fuel pump, carburetor, air filters, all the various radiator hoses, overflow bottle,

vent tubes, etc. Also, the pull starter was pulled in favor of an electric starter. All this in addition to the regular wiring. I never knew you had to ground so many things. The propeller, a two-bladed Warp Drive, 70" tapered, is now attached. That means that I'm now ready to cut the other door in my carport shop and see if this thing is ready to emerge into the light of day. I'm keeping my fingers crossed—the plans measurements and my measurements say it will pass, but you never know.

Total time thus far: 205 hours!

Heard on the Tower Frequency...

Tower: Hotel-1, cleared to hover taxi, stay clear of Runway 16, Cessna in the pattern doing touch and go's.
Me: Cessna 123, downwind for 16.
H-1: Uh, Tower, could we get some progressive taxi instructions?
Tower: Roger, Hotel-1...you're going the WRONG WAY, Sir...(brief instructions)...and remain clear of 16.
Me: Cessna 123, turning left base for 16.
Tower: Hotel-1, proceed on course.
Break. Cessna 123 fly through final, 270 to 16.
Me: (Pause. Confusion...fly through...? Vectors? No...Huh?) "Cessna 123, uh, sorry could you repeat that last?"

Tower: Cessna 123, fly through your final, right 270 back to 16. (Pregnant pause)
Tower: ...Kinda like an 'off-ramp'. (Another pause, but shorter this time)
Me: Roger that, 123 takin' the next exit, will call final.

Tower: "Aircraft on final, go around, aircraft on runway."
Solo Student Pilot: "Roger" (Continues descent.)
Tower: "Aircraft, GO AROUND"
Student: "Roger" (Continues descent.)
Tower: (Screaming) "AIRCRAFT, GO AROUND!!"
Student: "Roger" (Continues descent.)

So, the student pilot plunks his airplane down on the numbers, taxis up to where the twin is sitting in the middle of the runway, GOES AROUND it, and continues on to the taxiway.

7MA: Cessna 187MA is 5 NE, landing, with the numbers.
HYA: Roger 7MA, make straight-in runway 22. Say type landing.
7MA: We're a Cessna 182.
HYA: Negative, say *type* landing.
7MA: Uh, 7MA is a Cessna 182 slant Uniform.
HYA: 7MA, I say again, say **type** landing.
7MA: (Silence) A good one I hope.

EAA CHAPTER 690 BOOKS AND VIDEOS

Custodian:Barney Barnes (404)-923-7896

(Note: Films out of sequence denote either repeats or members of series)

1. EAA basic woodworking
 2. EAA basic aircraft welding
 3. EAA composite construction
 4. Duane Cole VFR tips
 5. Safe pilot overwater flying, wake turbulence, winter flying, take off/landing, basic radio, start
 6. Prescott Pusher elevator trim tab kit # 102
 7. Prescott Pusher
 8. To Fly
 9. F4 mishaps, aeronautical mishaps, history of rigid airships
 10. Voyager
 11. Stits fabric covering
 12. Blue River covering
- King series**
13. Weatherwise
 14. Complete aerospace review
 15. Rules to fly by
 16. Communications
 17. Practical piloting
 18. Flying the Citation
 19. VFR with confidence
 20. IFR with confidence
 21. Complete Jeppeson chart rev.
 22. Takeoffs & landings
 23. Hangar flying w/ a pt
- ABC Wide World of Flying Series**
24. ABC Wide World of Flying v1 #1
 25. ABC WWF v1 # 2
 42. ABC WWF v1 #3 Learjet, stereo intercom, Skylane, NDB, Lasertrak, Tsunami
 26. ABC WWF v1 # 4
 57. ABC WWF v2 #5 (@ Harry Goetting)
 58. ABC WWF v2 #7 @
 59. ABC WWF v2 #8 @
 60. ABC WWF v2 #6 @
 61. ABC WWF v3 #9 @
- EAA Oshkosh Series**
27. EAA Oshkosh 87
 28. EAA Oshkosh 88
 29. EAA Oshkosh 89
 68. EAA Oshkosh 90
 70. EAA Oshkosh 91
30. EAA Eagle hangar dedication "a call to wings"
 34. Book-index of Sport Aviation, vintage airplanes, sport aerobatics, experimenter, & warbirds, 1953-1990.
 35. Book-service manual for Stinson 108
 36. Book-miscellaneous Essco catalogs. Copies available
 37. Book- Red Eagle aviation spin seminar reprints
 38. Book-an, nas, & ms hardware handbook
 39. EAA-salute to sport aviation-Sun-n-Fun 90
 40. EAA basic aircraft painting
- Sporty's What You Should Know Series**
43. 2 (2 tapes) practicing landings* *(on loan from b.C.Barnes)
 44. Sporty's wysk vol 3 (2 tapes) your first solo*
 45. Sporty's wysk vol 5 (2 tapes) -your dual x- country*
 71. Sporty's wysk vol 6 (2 tapes) -your solo x-country*
 46. C'mon geese*
 47. Arrl new world of amateur radio
 48. Tactical technology -a overview of tactical systems division** (**rockwell int.)
 49. Agm-130 smart bomb.**
 50. Hellfire missile.**
 51. Plans-aeroline hangar door
- AOPA Series**
52. AOPA wx flight planning & the pilot- includes safety pamphlet with same name (#52a).
 53. AOPA go/no go wx decisions
 54. AOPA evaluating in-flt wx
 55. Posa carburetors by Rex Taylor (Reinhart Kuntz)
 56. Murphy Aviation "Renegade" aerobatic bi-plane (+ Bob Barton)
 63. The Petrel Amphibian (fr) +
 64. Warbirds -the feel of combat (shell) donated by frank flessel
 65. VFR approaches to Oshkosh
 66. J-3 piper cub service man. (R. Beyer)
 67. EAA memorial wall (7-31-91)
 69. Building the Rutan composites
 72. Sun 'n Fun 92 VFR arrival procedures
 73. Morton buildings. Donated by Steve Ashby.

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. 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, 2293 Sanford Road, Decatur, GA 30033.

About Chapter 690...

The EAA is made up of hundreds of chapters world-wide. The local chapter for Dekalb and Gwinnett counties 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, even if you don't believe in the Easter Bunny. **Our meetings are every second Friday of the month, 8:00 pm, at Gwinnett Co. Airport Administration Building.** In addition to the meetings, which often consist of excellent guest speakers from across the aviation world, the Chapter holds many functions, including 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 Baner - 923-7896

Tools and Materials: John Henderson - 449-1946

Chapter Historian: LeRoy Stoutenburg - 981-6041

Technical Counselors:

Frank Wilcox - 978-2403

Jim Clarkson - 934-8971

Building Committee:

Chairman: Frank Wilcox - 978-2403

The NAV-COM

Newsletter of EAA Chapter 690

Editor: Jeff Boatright

2293 Sanford Road

Decatur, GA 30033

Chapter Notes:

April meeting Friday, 9 April at Gwinnet County
Airport Admin. Bldg!!

