

CHAPTER 690

NAVCOM

May 1995

Hangar Pad to be Ready for Fly-In! Frank Wilcox

It is a long time between January 21st when we had our official ground breaking celebration and April 14th which is the day the ground was broken to install the main sewer for our hangar cluster. This is the first actual construction. The main sewer is complete from the test manhole to the lateral branches that will connect to each building. Our plumber has been contracted by the general building contractor to install the "stub" plumbing located in the building floors and foundation. When these are complete he will install the connection between the building and main sewer. Installation of the water supply will be made after all the concrete work is finished,

The concrete floors and footers are presently under construction. Reinforcing rod, form lumber and other material were delivered on April 24.. Final site grading and

a foundation location survey are the first tasks to be done. When this is completed it is anticipated that a minimum of two hangar foundations and floors will be completed each week until all eight are in place. The first to be poured will be Hangar #1., the EAA building. This will provide a suitable area for the pancake breakfasts and other chapter activities during the B-17 Victory Tour event.

Bob Zahner and David Posey are working hard to get construction electrical service installed, This can be done now without interfering with the installation of the sewer. Pole setting is scheduled by April 28 with the remaining work to follow soon after.

As we have mentioned before please take time to visit the building site. Our project will become more visible each week. The building committee as always welcomes your questions, comments and suggestions.

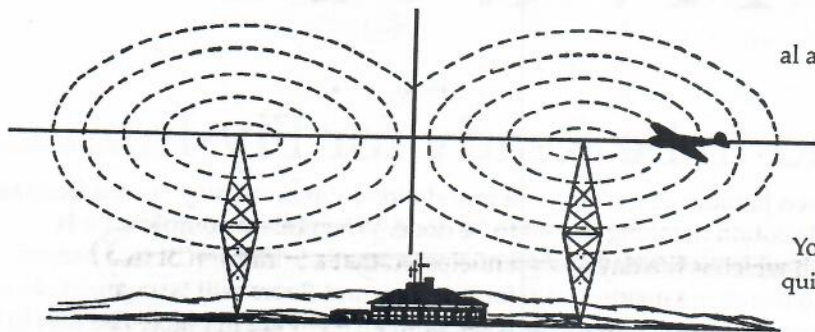
Chili Cook-Off Sizzles Again Margaret Wilcox

It was a window of opportunity given to us by the weatherman. Sandwiched in between a severe storm with warnings of tornados in the morning and a more gentle but persistent rain in the evening were several hours for Chapter 690 members to get together for hangar talk, .good food and family fellowship. Somewhere around 40 people gathered to taste and enjoy seven different recipes of chili. They were all different, all tasty and all about gone when the meal was over. Some tasty salads and yummy deserts added to the culinary enjoyment of those who came. The judges had a difficult time picking winners in the 5 categories - homebuilt, ultra-light, classic, antique and warbirds, but they finally reached consensus and the prizes were awarded. This article is being written by the hostess who was too distracted to remember who won what and failed to make note of same. So you who won, know your chili was great and you who didn't, know yours was appreciated also (next year more categories) and you who brought other food know we needed your contribution for everyone doesn't like to make a whole meal of chili. Harold Stalcup, the originator of this Chapter 690 tradition, was not present so we missed his annual contribution. In fact Harold is missed a lot since he moved to Elberton to build his own home and airstrip.

Due to the weather no one arrived by plane so there were no aircraft to evaluate. And Duane Huff was not here to show off his rebuilt Aeronca Chief, though he would like to have been. But Frank Wilcox had his hangar open for display of the smartie project and other aircraft in several stages of restoration, construction and storage, plus a demonstration of all those other uses to which hangars are put. We didn't see anyone taking pictures this year so you will have to ask those who were here for their vivid description of this traditional chapter event.

GOVERNMENT UPDATE

NO MORE RADIO LICENSES!



Attention Chapter Presidents! Take this article to your next Chapter meeting and share this with the members. Newsletter Editors! Please reprint this in your next Chapter newsletter! Member action is needed!

On February 15, US Representatives Bart Stupak (D-MI) and Jack Fields (R-TX) introduced House Resolution 963 to amend the Communications Act of 1934 in order to permit recreational radio operations without radio licenses. This Resolution would allow general aviation to operate aviation radios on domestic flights without a radio station license. The Resolution would also remove similar restrictions for recreational boaters. This law would do away with the requirement of radio station licenses in most gener-

al aviation aircraft eliminating the current \$115.00 fee.

But, for this proposed law to even be voted on, you must call or write your local US Representative and ask him to co-sponsor this Resolution and vote for its passage. If you do not act on this opportunity now, you will have no one to blame for the high cost of radio licenses but yourself.

You do not need to write anything long or involved, even a quick phone call to your Representatives local office will be of tremendous help. Tell your Representative that you are a voter and ask for his or her aid in supporting H.R. 963

Licensing of Aviation, Maritime, and Personal Radio

Service by Rule. Explain to them that you currently do not receive any service from the FCC for the required \$115.00 fee and that the license requirement is not in the best interest of the public or the user. Also, the removal of the licensing requirement will save money at the FCC by freeing them from the unnecessary work of licensing hundreds of thousands of general aviation aircraft and small boats. After contacting your Representative, call at least one friend that is a pilot or a boat owner and ask him or her to do the same. Every US Representative should receive at least ten calls on this issue. This is just one more step in ensuring the continuation of sport aviation. Please help!

EMERGENCY AD ON LYCOMING ENGINES

ALL AIRCRAFT with Lycoming O-360, O-540, and O-720 series engines with connecting rod bolts shipped from Superior Air Parts, Inc. between February 15, 1994 and December 20, 1994, are to be **immediately grounded**. Also, no ferry permits will be issued to any aircraft with a suspect engine.

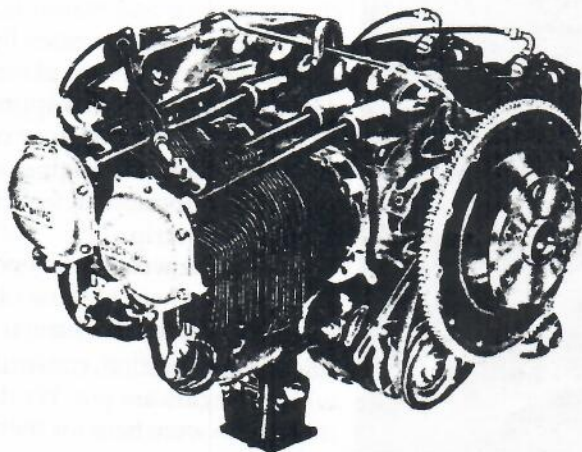
All the connecting rod bolts shipped from Superior Air Parts during this time period were counterfeit parts. The bolts came in Lycoming packaging and were identified as Lycoming parts. Information to date does not indicate that Superior was involved with counterfeiting and that they believed they were selling genuine Lycoming parts.

The AD requires all owners of the suspect engine models to determine if the engine has been assembled since February 15, 1994, prior to further flight.

For engines assembled on or after February 15, 1994, prior to any flight, determine if any replacement connecting rod bolts that were installed had been shipped from Superior Air Parts, Inc. Approved connecting rod bolts are clearly identified by raised letters SPS, S, C, or FC identifying them as Textron Lycoming parts,

or SL75060 etched on the head, identifying them as PMA parts manufactured by Superior Air Parts, Inc.

For more information, contact the EAA Boeing Aeronautical Library at (414) 426-4848 for a copy.



GOVERNMENT UPDATE

AVIATION RULEMAKING ADVISORY COMMITTEE (ARAC)

What is ARAC? ARAC is the Aviation Rulemaking Advisor Committee. It was set up by the FAA to obtain user input when they are revising or creating new regulations.

ARAC is a very large group that includes parties from all aspects of aviation, from hanggliders to the military. The committee is divided into subcommittees, each of which have a specific area of interest, too many to mention here. Subcommittees are often further divided into working groups.

EAA is currently participating on the following subcommittees:

Air Carrier / General Aviation Maintenance, Air Traffic, Airworthiness Certification, General Aviation and Business Aircraft, General Aviation Operations, Transport Airplane and Engines, and Ultralight.

GENERAL AVIATION MAINTENANCE

One of the busiest groups currently is the General Aviation Maintenance working group, which held a meeting in Fort Worth, TX, March 28-30. Buck Hilbert and Charlie Schuck attended the meeting, which included a public forum.

Buck reports the following:

The sessions started with a review of Part 43, paragraph by paragraph, incorporating the suggested changes brought forward from the previous meetings. Paul Poberezny's aircraft biannual inspection proposal was discussed, and the FAA informed us that this item had been tabled and would not be open for discussion.

A suggestion was made that Appendix A of FAR 43 be eliminated and replaced with an Advisory Circular. This would satisfy a reduction in rules and be a much simpler way to revise Appendix A.

Antiques, lack of supporting data, approved parts, and owner-produced parts for them were discussed, with more agreement than disagreement on most items. The members of the working group are cooperating and this in itself is a step in the right direction.

The group stated that there is a need to reorganize the FAA Inspectors Handbook, and that a clear and concise definition of Airworthiness should be added to 43.1b. The Airworthiness definition will be a priority for the next meeting.

Buck and Charlie's attendance at these sessions are a definite service to our membership, especially for the Antique and Classic members. I encourage you to submit suggestions to the working group. You can send your comments to EAA, Attention: Government Programs.

AVIATION FUEL ISSUES

EAA Government Programs is working with industry and user groups on ASTM (American Society of Testing and Materials) and CRC (Coordinating Research Council) committees, which are developing aviation fuels for the future. Within ASTM, a new specification for a 82 unleaded fuel is being approved, and a CRC working group is developing an unleaded replacement for 100LL.

Remind your Chapter members that they should think about what fuel they may be using in the future when building an experimental aircraft. The 100LL fuel will be replaced with a lower octane unleaded fuel, the details of which will not be known for several years. Properly built, any engine and fuel system can be made compatible with any fuel. However, builders will be better off if they use a low compression engine and use large diameter all-metal tubing in their fuel systems. The subject of fuel system design is planned to be covered in an SPORT AVIATION article within the next twelve months.

An indication of where the industry is going in relation to fuel

usage is the recent Rotax certification. Rotax 912 engines (85Hp) are now catered to FAR Part 33 with 87AK (knock indicator) automobile gasoline as the approved fuel. Rotax is currently the largest producer of new aircraft engines.

Cessna announced that its new piston aircraft will be powered by Lycoming engines designed/derated to run at lower RPM for noise reduction and on the newly proposed 82UL (unleaded) Grade Avgas. The 82 Grade Avgas is automobile gasoline with a few additional tests. It will be interesting to see what fuel the new owners will use: regular automobile gasoline or aviation gasoline.



NEWSLETTER EDITORS ARE ENCOURAGED TO REPRINT PART OR ALL OF GOVERNMENT UPDATE.
ANY QUESTIONS OR COMMENTS ABOUT THE TOPICS DISCUSSED HERE OR ANY OTHER GOVERNMENT MATTER
CAN BE SENT TO EAA GOVERNMENT PROGRAMS, EAA AVIATION CENTER, PO BOX 3086, OSHKOSH, WI 54903-3086,
OR TELEPHONE (414) 426-6522, FAX (414) 426-6560.

Calendar of Events

MAY:

- 6 - Milledgeville, GA - GAPBC (Georgia Pilots' Breakfast Club)&##
- ?- Montgomery, AL - EAA Chapter 822 Spring Fly-In. 334/365-3508.
- 6 - Cleveland-Hardwick Airport, Cleveland TN - CAP Fly-In.
- 12 - Gwinnett Cultural Center - Chapter 690 Victory Hangar Dance. Music by The Atlanta Blue Notes and catering by Proof of the Pudding. Call 938-3515 (Bobbie Estes) for tickets!
- 12-14 - Gwinnett County/Briscoe Field, Lawrenceville, GA - EAA Chapter 690 Victory Fly-In, hosting the EAA B-17 "Aluminum Overcast", warbirds, experimentals, antique classics, contests, raffles, the whole shootin' match Call 442-0988 (David Posey) FMI.
- 20 - LaGrange, GA - GAPBC
- 20 - Newberry, SC - Fly-In at Newberry Municipal (27J)
- 26 - Decatur, AL - EAA Chapter 941 WWII Victory 50th Anniversary. 205/355-5770.
- 27-28 - Toccoa, GA - EAA Chapter 1011 Fly-In. 706/779-3446.

June:

- 3-4 - Rainsville, AL - 4th Annual Fly-In. 205-638-7593.
- 9-18 Briscoe Field, Lawrenceville, GA - 1995 Int'l Balloon Festival. Chapter 690 will host various aspects in our New Hangar!

Special Thanks—

Claudia and I are sincerely thankful to all those who have expressed concern over her mother's health. Chapter 690 has been a great family for us. I especially want to thank those who stepped in to help her with arranging the dance when the going got rough. Also, thank you to all those who have helped produce the last few issues of The NavCom. The relief of being able to rely on others is immense. To all those who have made contributions recently and didn't see them in The NavCom (especially the Levines, who've sent in at least four items)—Sorry! Yet again we have to run out of town.

Duane K. Huff
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Lawrenceville, GA 30244



Chapter Calendar
May 12: Victory Hangar Dance at the Gwinnett Cultural Center. 938-3515 for tickets
May 12-14: Victory Fly-In at Gwinnett County Airport. 442-0988 FMI.
June 9-18 Briscoe Field, 1995 Int'l Balloon Festival.

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