



The NAV-COM

Newsletter of EAA Chapter 690

March 1993



Spanning the globe to help
you find Chapter 690!

Chapter 690 Moves on Down the Line...

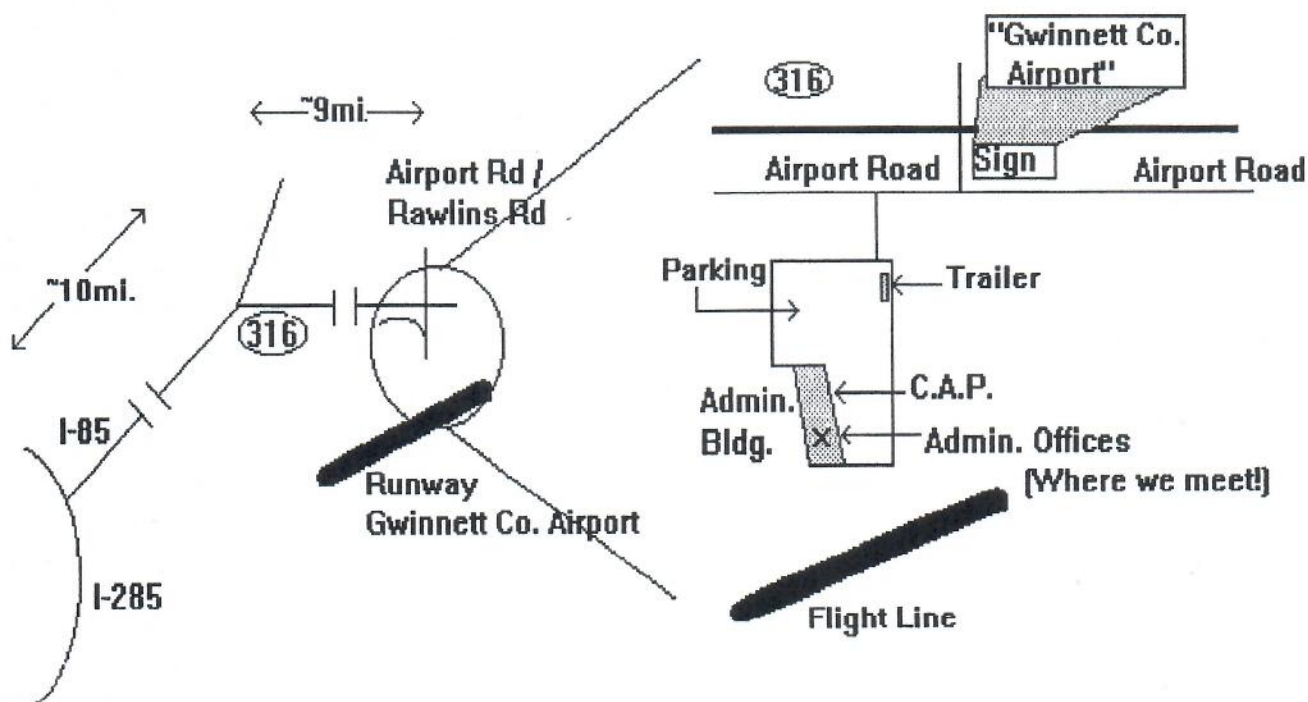
EAA Chapter 690 voted during the February meeting to hold the March meeting at the Administration Building of Gwinnett County Airport. This action follows the request made by the Stone Mountain Airport Owners Association for the return of the negotiated lease they had with our chapter.

We gratefully acknowledge the support Stone Mountain Airport has given Chapter 690 over the years. However, as witnessed by the overwhelming vote to move to Gwinnett, most chapter members now feel that the needs of the chapter and the needs of the airport are diverging.

For those unfamiliar with the hinterlands of Gwinnett County, I have prepared a map for the textually-challenged, and directions for the graphically-challenged (as Ken and Sheryl would say).

The easiest way to get to the airport administration building is to exit off Highway 316 at the sign that says "Gwinnett County / Briscoe Airport" (or something like that). That road may be called Airport Road or Rawlins Road *I believe*. In any event, you can't miss the sign. Take a right off the entrance/exit road onto Airport Road. Take the first left into a small parking lot. There is a medium-sized sign that

says "Airport Administration". Also, there is a mobile home trailer at the near left side of the parking lot. Drive to the end of the lot (towards the runway and Administration Building) and park. The first building entrance (to the right as you face the building) is for the Civil Air Patrol. This is almost always open. There are restrooms and food machines in there. The other building entrance is for Airport Administration and is **where we meet**. Good luck. By the way, this trip takes me about 45 minutes from Emory or from Harold Stalcup's house, so plan accordingly.





FROM THE MAILBAG AND THE PHONE

FEBRUARY 93

by Charles Sego



Listed below is an outline of the communications we receive every month. They are not reviewed at the monthly meeting. If you are interested in one of these let me know.

1. From the mail; "Picture Perfect Aircraft" magazine. Trying to get us to take out ads for any aircraft for sale. Didn't indicate anything about what when or where the ads would appear in.
2. From the mail; Notification and invitation to the DAYTON AIR SHOW. Sent this to Steve Ashby. It might give him some ideas for our Air Fair.
3. From the mail; South East Aircraft Builders Conference, 2-27-93, in Smyrna Tennessee. Sponsors; Aircraft Spruce and Specialty, Kitplanes Magazine, and Smyrna Air Service. Sorry! Too Late For This issue of the Nav-Com.
4. From the mail; EAA Chapter 524's RV Forum, April 16 & 17, Frederick Maryland.
5. From the mail; WINGS MAGAZINE from our national EAA Aviation Foundation, the Winter 1993 Edition. It will be on display at the March Meeting.
6. From the mail; ChapterGram from our national offices. Also on display at the March Meeting.
7. From the mail; A new catalog from Alexander Aeroplane Co. in Griffin, Ga.
8. From the mail; A letter from the EAA Aviation Foundation thanking the chapter for the donation. Enclosed also is a copy of the Video "Young Eagle". We will show this many times and it will reside in the film library (See Barney Barnes if you want to check it out.)
9. From the mail; A notice from the Georgia Pilots Breakfast Club. Their inaugural fly-in April 25, 1993, Columbus Metro Airport.
10. From the mail; A notice from Peach State Airport about their fly-in Feb. 20th. Sorry it came in a little late.
11. From the mail; A letter from Pittsburgh Institute of Aeronautics; selling an Aircraft Mechanic's Specifications Handbook. \$14.95.

EAA Major Achievement Award

From EAA HQ:

"Each EAA Chapter has the opportunity to gain recognition for the individual, male or female, whose actions or accomplishments they feel have contributed the most in furthering the cause of sport aviation. EAA Major Achievement Awards will be presented to those winners selected from the nominations submitted ... **Only one nomination per Chapter will be considered.** The nomination must

reach EAA Headquarters by May 15, 1993 in order to receive consideration."

Please note that I mistakenly stated at the February meeting that we could nominate as many folks as we wanted. As the above quote clearly indicates, we as a chapter can only nominate one person per year. How Chapter 690 nominates a person must be discussed at the March meeting.

However, the other statement

I made concerning the "grassroots, local achievements" of last year's winners still holds - the people I saw accept awards won them for e.g., being a great instructor for thirty years; being a chapter officer for decades; leading chapters through difficult projects; or simply helping out people in sport aviation, EAAers or not, at every opportunity. The common thread appeared to be a lifetime commitment to sport aviation.

Assembling the RANS S-12...

Confessions of a first-time builder

by Jim Estes

My first lesson to learn as a first-time builder was that I had to get comfortable with the fact that an assembly kit does not bolt together like the old Erector Set I had in grade schooler like the kids' backyard swing sets I've put together. There are a lot of parts in this thing - 5,134 to be exact, and that's counting the engine as one part. RANS recommends that you do an inventory of these parts right out of the box. This is a little staggering to think about at first, especially when you're anxious to get started with the actual building. However, small parts such as nuts, bolts, washers, gussets, fittings, etc. are sacked together in sealed plastic bags by construction groups such as doors, belly pans, control assembly, etc. The large parts like tubing, sheet metal, gear legs, wheels, etc. were separately labelled and wrapped in large crates for protection. I built crude racks for all of these parts so they'd be out of the way until I needed them. Using the wood from the crates for these storage bins saved money and was a good way to get rid of the big boxes. (Four boxes: 2'x 2'x 3', 2'x 2'x 12', and 2'x 2'x 8'. RANS gives thirty days to make claims on missing parts.

The construction manual has drawings with part identification, but it's amazing how different some parts can look in real life versus a drawing. But even though I had a little trouble *identifying* some parts, I had no *missing* parts. Whew...amazing. Now, can I get started?

Once I learned how to put a tubeless tire on a rim (the first one took an hour and a half, the second one 15 minutes, and the third 5 minutes), the gear went together

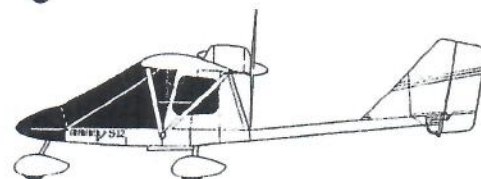


okay. There was some grinding and fitting, but I had the cockpit on the gear in less than a week. Looking good...

The cockpit cage is really only a lower framework of tubing (pre-welded) to which I can now start attaching parts. Well, not just attaching parts; there's lots of measuring, re-measuring, locating holes, drilling, filing, cutting, and fitting before they all go together permanently.

One quick comment about the construction manual: even though I do not have anything specific to compare it with, it seems pretty good. Lots of detailed drawings, parts numbers, narrative explanation, and a few actual photographs of sub-assemblies. It's about 300 pages in a three-ring binder.

At this point I made my first deviation from the plans. The tail feathers are attached to the end of a twelve-foot boom. With the space limitations of my shop (see *NavCom*, Feb. 1993), I decided to make a false boom. After installing and drilling the regular boom for exact placement, I removed it and replaced it with a piece of five-inch-diameter air conditioning sheet metal that only stuck out a few inches from the cockpit cage. This really saves space and the aggravation of walking twenty-four extra feet every time I went from one side of the plane to the other. I did call the RANS plant about this and they said that it was a good idea and to proceed with it. By



the way, I have called RANS five times with questions and have gotten great support. They have a special phone number for technical questions and there has always been a specialist there for my particular model.

After all the various cabanes were attached to the basic cage, I started my first experience working with sheet metal and lexan. The belly pans are sheet metal. They provide no structural strength, but do keep me from losing things I drop in flight! Some of the aft fuselage cage is also sheet metal. However, most of the upper cage is covered in lexan. The resulting bubble give great visibility - possibly approaching that of a helicopter. The results of my first efforts with these two mediums are by no means perfect, but I think they will pass.

That's it so far - I'm at 146 hours. Next month: the instrument panel wiring.

Jim has his fuselage on its gear and has temporarily fitted his tail-boom. He plans to continue updating us on his project. If you have any questions or want to drop by his shop (1737 Lovely Lane, Tucker), call him at 938-3515. I've seen it, and it's pretty inspiring! The Rans Company is represented in Atlanta by Jeff Hatle, Sundown Aviation (1-404-451-2080).

Southeast Builder's Conference a Success

by Joel Levine

When I first decided to attend the South East Builders Conference with my son David, I had no idea of what to expect. The material distributed at the February Chapter meeting yielded little real information beyond what had been published about the two previous conferences held on the West Coast. The idea of a builders workshop appealed to me and I thought that it would be a good learning experience for both David and me.

We arrived the Friday night before the conference for an announced "cocktail party" sponsored by Aircraft Spruce. The facility was already filled with over 500 "Aviation Enthusiasts" and many spouses. In speaking with Jim Irwin, of Aircraft Spruce, I learned that they had over 500 people register in advance with another 50 expected to register at the door. People were in attendance from twenty-two states and Canada. Very impressive!

The weather in Atlanta was cold and nasty the entire previous week.

It seemed like this has been the case for at least the last year, so

being conservative, David and I drove to Nashville. If truth be known, with David at the wheel, we just flew very low.

Much to my surprise there were at least two others from Atlanta. Historians were wrong when they coined the phrase "neither snow nor hail nor sleet..." You only think they were referring to the mailman. In reality they were chronicling our own Frank Flessel and his flying "toad stool." Frank doesn't drive anywhere that he can fly. He, a friend and the Tri-Pacer give new meaning to flying on top. Frank makes his own holes to fly through.

The agenda called for Registration followed by a Builders and FAA Forum, after which the actual Workshops were to begin. The workshops were hands-on, allowing those who desired the experience to try their hand at welding, fabric covering, working with composites, riveting or just to observe. There were specialists present to answer questions on topics from avionic installations to the inner workings of the Franklin engine. It

was a great opportunity to gain some needed experience or just watch someone else try their hand at doing something new.

For those trying to make a decision on what or where to start there were fourteen aircraft, from ultralight to the Questair, on hand in the hangar to examine. Factory representatives answered questions and demonstrated features for the groups assembled. The conference provided a semi-structured forum for learning or just talking sports aviation.

A hearty congratulations to Aircraft Spruce, Kitplanes Magazine, EAA Headquarters and Nashville, Tennessee's Chapter 162 and to the thirteen other companies who co-sponsored the South East Builders Conference in Nashville. They all contributed to a job extremely well done.

Jim has a full schedule for the balance of 1993 but promised to consider Atlanta for next year. If the Builders Conference comes to Atlanta, I hope that Chapter 690 can support it as well as 162 did. It offers something for everyone.

The Flighty Side

About five years ago I worked at an FBO in Atlanta on the line. The Sales Dept. would let us ferry a/c whenever they had something we could handle, so I ended up ferrying a Saratoga out to Johnson Co. Executive about 20 or so miles south of Kansas City.

The guy to whom I delivered the plane flew me over to Kansas City Int'l in a Malibu to hop a Delta flight back to Atlanta. Real nice

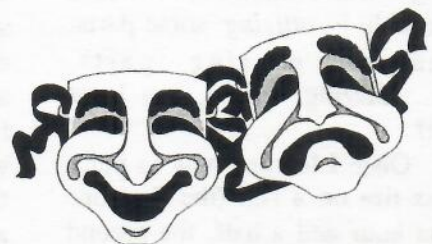
day, about dusk, and we were being vectored into a long line of airliners in order to land.....

KC Appch: "Malibu 229, you're following a 727, one o'clock and three miles."

Us: "We've got him. We'll follow him."

KC Appch: "Delta 105, your traffic to follow is a Malibu, eleven o'clock and three miles. Do you have that traffic?"

Delta 105: (long pause, and in a thick southern drawl) "Wwweelllll, I've got something down there. Can't quite tell if it's a Malibu or a Chevelle, though."



Calendar of Events

March 9 - Atlanta, GA - Results Aviation Seminars. 602/443-0424.

March 12 - Gwinnett County Airport - Chapter 690 March monthly meeting. 8:00 pm Administration Building. See map and directions on Page 1.

March 13 - Griffin, GA - Seminars on fabric covering, hardware and metal recognition, and composites. Linda Appleby 404/228-3901.

March 20 - Punta Gorda, FL - EAA Chapter 565 Fly-In Breakfast. Charlotte Co. Airport. 813/575-1471.

March 21 - Slidell, LA - EAA Chapter 697 Slidell Mosquito Picnic - LA Championship Fly-In Series Event (rain date: March 28). Steve Coy 504/893-0139.

March 21 - Russellville, AL - Fly-In. Quad Cities Aviation 205/331-9000.

March 27 - Lafayette, LA - Air Traffic Controllers and Pilots Mutual Appreciation Day Fly-In and free

Monthly Fly-Ins

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

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

Cajun BBQ with keynote speaker Norm Scroggins, the Cajun Flies Band, and stand-up comedian Ed Roy (reservations required). Paul Fournet Air Service 318/237-0746, or Cherry Air Service 318/234-3100.

April 3 - Stockbridge, GA - 2nd Annual EAA Chapter 468 Spring Pancake Fly-In Breakfast. Berry Hill Airport. 404/474-7678.

April 3 - Winnsboro, LA - EAA Chapter 836 Catfish Festival Fly-In - Championship Fly-In Series Event. Aaron Scott 318/435-4711.

April 15-18 - Wauchula, FL -

Benson Days Fly-In. Gyrocopters. Bill Reese 813/463-4596.

April 16-17 - Frederick, MD - 5th Annual EAA Chapter 524 RV Forum. 301/831-3008.

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 29-30 - Toccoa, GA - EAA Chapter 1011 Annual Fly-In. 404/779-3446.

Chapter 690 Chili Cook-Off! Saturday, March 27th

It's that time again - time to experience the culinary delights of the Chapter Chili Cook-Off. Prizes will be awarded for the best Antique (old-family recipe), Warbird (hottest), Homebuilt (unusual ingredients), and Classic (overall best-tasting traditional), so dust off your chili-making skills and come on out! Those not wanting to enter the competition can bring salad or desert to share. Drinks, crackers, condiments, and table service will be provided. Members, friends, relations, and any interested persons who enjoy airplanes, good food, and fellowship are invited. Saturday, March 27th, 3-6 pm (eat about 4:30) at the Wilcox AeroWorks, Lenore Field, Downwind Drive, a.k.a. 2295 Centerville-Rosebud Road, Snellville GA. Phone: 978-2403.

-Contributed by Margaret and Frank Wilcox

February Minutes

President Charles Sego called the February 12, 1993 meeting of EAA Chapter 690 to order at 8:05 PM, followed by the traditional introduction of the membership. Thirty six members and guests were in attendance. The minutes were approved as published.

Treasurers Report: Sheryl Black reported that there were forty paid members as of this date. Additionally, Sheryl handed out copies of the 1992 Summary Report to anyone desiring a copy.

Jeff Boatright did not have a formal report, an indication that the NAV-COM speaks well for itself. Jeff did state that he was in need of additional articles. Charlie Sego read aloud a letter from Bob Mackay referring to the NAV-COM, an indication that Bob does read the material sent to National from the Chapters.

Announcements: A pancake breakfast will be held Saturday, February 13th at Carrollton Airport. The South East Aircraft Builders Conference sponsored by Aircraft Spruce is scheduled for Nashville, Tn for February 27th. Alexander Aeroplane is sponsoring a conference to be held at Clayton State College. The cost is \$45.00 with no further details available at this time.

Bi-Plane Fall Classic: The chapter is in receipt of a letter from Charles Harris of the National Biplane Association. Steve Ashby indicated that he had sent Mr. Harris several photos from the Classic and hopes to derive some advanced publicity for this years event from the effort. The date is tentatively set for October 9th.

Awards/Communication: Charlie gave Steve Ashby his Outstanding Member of the Year plaque, awarded at the banquet, now fully engraved. The officers received certificates of appreciation from National. Duane Huff, Barney Barnes, John Henderson, Mike North, Frank Flessel and Frank Wilcox received Activity Awards. The Chapters Certificate of Insurability has been

received from National. Most activities are now covered but must be reported to National prior to the event. National has requested that the Chapters submit names for the Major Achievement Award to be given out at the annual convention. The letter will be published in the March Nav-Com.

Hangar/Barn Report: Charlie recapped the discussion between himself and the airport for the membership reporting that the lease on the barn has been returned to the airport at their request. The options at this time are: 1) do nothing or 2) move to another site. Essentially, the lease as presented is acceptable with the addition of a bi-lateral 90-day cancellation clause. The airport feels that they need this clause in case currently unforeseen economic or physical changes are forced upon them. They were, by gentlemen's agreement, willing to cover the chapter for some of the out of pocket expenses in renovating the barn, but would not spell it out in the lease.

Charlie stated that he has not heard from the airport management since his meeting when the lease was returned.

The question placed before the chapter was, why we (the chapter) should invest in the barn without some knowledge of the term of stay? Sego stated that he has spoken with the management of Lawrenceville Airport and has confirmed that the property will be made available to the chapter for \$36.00/month. In the interim period they would make the ready room available for our monthly meetings.

Steve Ashby reported that he had spoken, on behalf of the chapter, with Bob Chafer. Bob reaffirmed that the airport did not want the chapter to leave but that they needed the bi-lateral, 90 day clause. Without it the airport was giving up, for \$10.00 per year access to a piece of property that they might need in the future. It was pointed out that Stone Mountain Airport was a legal corporation and that the property was divided into different tracts of land to give them flexibility in selling parcels

without selling the airport.

Frank Wilcox reported that he had spoken with Scott Kirk. The hangar previously contracted for is still available for the same price and the deposit is still secured.

Charlie stated that he had spoken with Scott Fuller and reaffirmed that the county would rent the property for \$36/month and that we could conduct our meetings, hold pancake breakfasts and our airfare without problems. The building constructed at the airport would become the property of the county after ten years at which time the county would lease it back to the Chapter. It was pointed out that this is standard practice.

Jeff Boatright reported that Richard Robison or his representative had spoken to Pat Epps who expressed a willingness to help the Chapter with a meeting room and possibly Hangar space. It was further reported that Lawrenceville did not have an EAA Chapter at this time, a second parallel runway was to be built and that a tower was in its long term future. Ken Sharp made the point that Chapter 690 would not grow at Stone Mountain while Lnor Levine pointed out that major growth by the Chapter would necessitate an increased amount of effort required of the membership. Lnor questioned, "How much money would be needed, over and above, what we now have?"

Harold Stalcup motioned that, "Starting with the March meeting the Chapter move its monthly meetings to Lawrenceville Airport." The motion was seconded by Jim MacGregor. The motion passed with 23 in favor, 5 against of which 2 votes against were by proxy. Charlie Sego will send the Stone Mountain Airport a letter stating our intentions and thanking them for their years of support to the Chapter.

Respectfully submitted,

Joel M. Levine
Secretary

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

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.

1/2 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.

The following is a new feature of **Fly-Buys**. It is taken from a listing started by a guy in Alabama. What do you think?

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, axels, 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.

Please Contribute to The NavCom and help avoid unsightly blank spaces.

*Thanks,
The Editor*

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
Coming soon - Rivet puller kit

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.

TOOL TIPS

-from Alex Sloan, Technical Counselor, Florence, AL

Alex lost his good rivet gun to theft and replaced it with an "air hammer". The principal difference here is the cost. The air hammer is \$12.95 but the trigger is either off or on and does not have a feature where you can accelerate or decelerate as a rivet gun would. Our EAA maintenance chief, Daryl Lenz, believes that this might be okay on #5 rivets, on #4 it would depend on touch and he doesn't believe it would work on #3's. However, it is a valid suggestion for those who are interested in saving money and have some experience at riveting or can develop it.

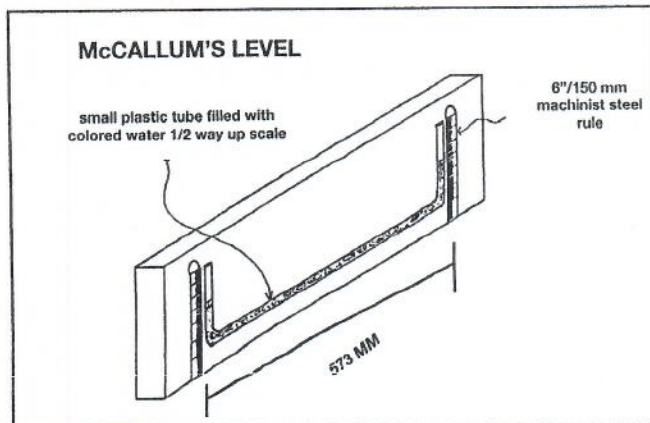
ACCURATE ECONOMICAL LEVEL

-by Bruce McCallum, Edillilie, South Australia as published in the Dragonfly Newsletter

After seeing the Viking construction video tapes I tried to acquire a Vernier inclinometer to use instead of a spirit level or torpedo level. Couldn't locate one at all so I decided to make a tool to do the job with the same precision and accuracy. This is how I built it.

1. Obtain a block of wood, well seasoned and stable dressed with the base especially straight, flat and square to the face.
2. Select a piece of clear plastic tubing with an I.D. bore of 3mm or less (1 mm is preferred).
3. Route or cut with a saw two grooves perpendicular to the base and exactly centered 573 mm apart so that the plastic tube will just fit very snugly in the groove and can't move.
4. Glue two 6"/150mm machinist/engineers steel rules to the piece of wood with the graduated edge up against the plastic tube and the end from which the graduation starts flush with the bottom of the base.
5. Every 1mm difference "between" the water levels in the tube equals 0.1 or (1/10) of a degree. Use it like a torpedo level.

You could use other measurement pieces as long as the ratio of 1:573 (actually is 1:572.957) is adhered to. This is just as accurate as a vernier inclinometer or an electronic "Smart Level" but much cheaper. Hope the above tip can be of use.

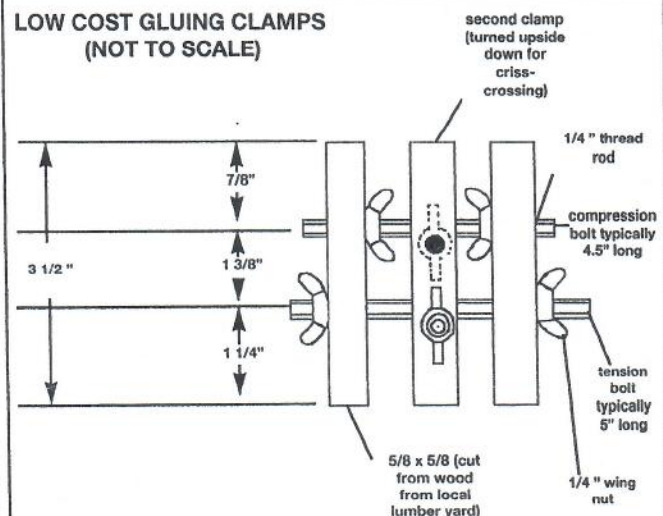


GLUING CLAMPS

-by Kerwyn Stoll of Prairie, IL as published in the KR Newsletter

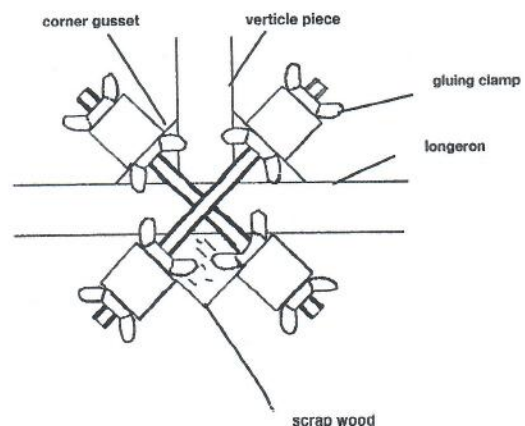
Although the dimensions shown are for gusset clamps, I have also built ten more much larger clamps that basically use the same principles (two wood jaws with two threaded rods and four wing nuts). I just wanted to share this idea as these four clamps are simple to make, cost very little for materials and can be tailored to fit just about any clamping job. (The end of the clamp with the nuts on the inside could actually be used for expansion as well!)

LOW COST GLUING CLAMPS (NOT TO SCALE)



Here are two sketches of some gluing clamps that I made for gluing the gusset blocks onto my fuselage side frame. The dimensions shown were used because they allow the clamps to be crisscrossed (for clamping two gusset blocks at a time) when one clamp is inverted (and the wing nuts are switched from inside to outside and vice versa). Wood usage was minimized with three dimensions as well. I was able to build twenty of these clamps for under \$20.00 (which is a big savings from purchased clamps).

TOP VIEW OF CLAMPS IN ACTION



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 saw my tire-scraping landing last Saturday. **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:

March meeting Friday, 12 March at Gwinnet County Airport Admin. Bldg!!

Map inside 

Chapter Chili Cook-Off March 27 at Frank and Margaret Wilcox's House. See inside for details.

