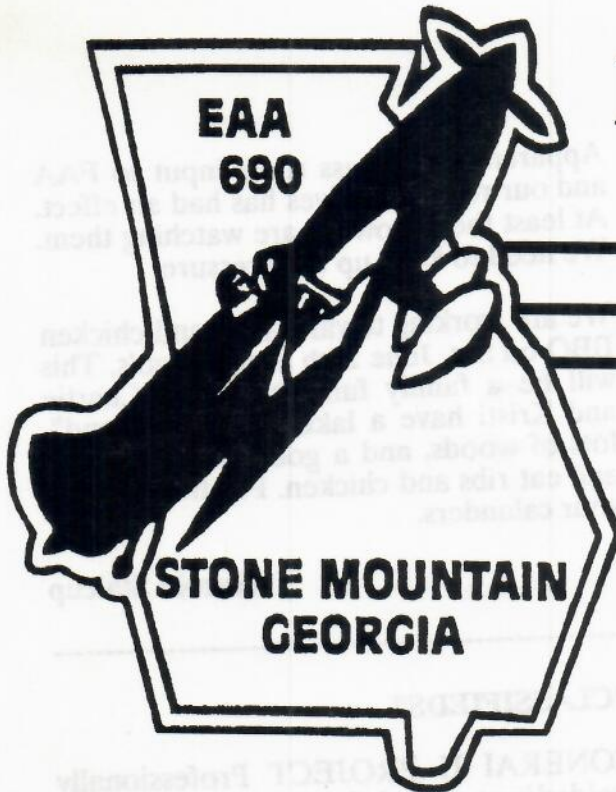


JUNE 1988

EAA CHAPTER-690 NAV-COM



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

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EAA CHAPTER-690 NAV-COM

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PRESIDENTS MESSAGE

Exciting Events for Chapter 690

June 4th, 1-5pm Neighbor Day at Peachtree DeKalb airport. Chapter 690 will have a booth and 6 or 7 airplanes on display. We are requesting a roped off area near the Epps operation.

Aviation enthusiasts Charlie Sego and Harold Stalcup (Frick and Frack) will be "casting" for new enthusiasts to add to our chapter. If you get a chance, come out and say Hi.

August 13th, 690 will participate in the air fair sponsored by Winder airport.

We plan to serve our famous pancake breakfast, sell drinks and hotdogs, have static displays and organize flybys for those who can put a flyable machine in the air.

We need unit "managers" to make this event Go! (If you can help let us know.)

Aircraft parking	?
Fly by	John Popps
Publicity	?
Pancake breakfast	?
Hotdog and Drinks	?
Static Displays	?

Our May 14th pancake breakfast at Stone Mountain airport was a great success. We served 107 full breakfasts and 4 child's breakfasts. Ken Sharp (pancake chef) John Henderson (sausage king) Margret Wilcox (chief mixer) Ed Booth (main man) and all the go-fors, helpers, and flunkys made this a great event.

We are forming a telephone committee so members can be contacted for special events or if there is a schedule change between newsletters. O. V. Scott will be coordinator and phone committee members will be notified.

Apparently the grass roots input to FAA and our representatives has had an effect. At least they know we are watching them. We need to keep up the pressure.

We are working toward a rib and chicken BBQ on Sat. June 25th at the Sego's. This will be a family fun afternoon! Charlie and Kristi have a lake, a "duck Island", lots of woods, and a good place to relax and eat ribs and chicken. Put this date on your calanders.

Harold Stalcup

"CLASSIFIEDS"

SONERAI II PROJECT Professionally welded/rust prufed, fuselage on gear, wing spars ready for mod. Complete kit except for fabric, engine and paint - some extras. \$3,700 Firm. Contact Mac Forbes @ 257-1511 or 993-3411.

RV-4, 116 TTA, 116 SMOH on O-320 E2D (150 hp.), fresh annual, terra TXN-960 (720 Channel) with built in OBS, vertical card compass, vacuum pump, T&B, EGT, CHT, VSI, Great American prop, asking \$19,000. Contact Frank Wilcox 469-9323.

Jim Sower is looking for a partner in a Long EZ(s) project. He also has a room to rent. 938-8286.

Lark for sale? See the "story" in this issue.

The Great EAA Chapter 690 Cook-off

By Ken Sharp

I'm starting to see a pattern here; Chapter outing scheduled, it rains, and hardly anyone shows up. I'm beginning to wonder. The EAA chapter 690 Cook-off was held Saturday, April 23rd at the Phil Chestnut annex to the Lenora airport. The day started warm and muggy, but the weather guessers warned us of unfriendly weather gathering over the horizon.

Upon arrival at the Chestnut annex, we unloaded and labeled several types of libation. It was to counteract the warm and muggy weather, you see. The airplanes had been moved out of the hanger in anticipation of the milling hordes, so there was lots of room.

We admired the hanger (built by the real George Scott) and waited for the arrival of the purpose of the chili cook-off. That is Chili. Harold Stalcup was the first to arrive, and loudly proclaimed his to be the winner. But such churlishness wasn't the general mood. Later on after the rain started, a delivery person brought Mary Booth's offering, and Donna Forbes arrived with another likly-looking concoction.

The rain on the metal roof made it sound like there was a real downpour, but it really wasn't so bad. At one point, just as the judging was underway, it did get a little windy, so we moved the airplanes back into the hanger.

The judges decisions were rendered after due consideration for flavor, texture, bouquet, appearance, and so forth. The judges, making every effort to render a respectable decision, were seen "clearing their palate" with liberal applications of certain libations between tastes. There were five possible winning catagories:

1. Classic - Judged to be the most like what people think of when chili is mentioned.

2. Original -A private and/or secret blend of ingredients that makes one wish they had the recipe.

3. Mrs. Oleary's -This stuff is most like what caused the Chicago fire. Mrs Oleary blamed it on her cow and a lamp, but it was really the chili.

4. Tex-Mex - That unique blend found in the south of Texas.

5. Gringo Bland, gooey, comes in cans, ingested only in extreme examples of the mal-nourished.

The rain caused the temprature to drop, and by the time we ate the prize winning chilies, the weather was perfect for the activity. Donna forbes took certificate for the origional chili, Mary Booth was the recipient of the Tex-Mex certificate, and, oh yes, Harold Stalcup did have the Classic chili and was suitably rewarded.

We had been promised several more types of chili for this outing, one in particular was eagerly awaited, but, alas, it didn't make an appearance. We wondered if the weather had anything to do with that. It's possible that such a chili would cause lightning to strike the perpetrator. But I guess we will never know.

Moving the airplanes back into the hanger turned out to be the right thing to do. The weather had cooled because of the rain, and as we ate the prize winning chili, we were surrounded by airplanes. Made it kinda cozy.

And it was a good day.

EVENTS // FLYINS

June 4, 1-5pm Good Neighbor day at PDK.

June 10, Meeting featuring a local engine rebuilder.

June 25, BBQ at Charlie Sego's

August 13, Air Fair at Winder airport.

IT'S A WHAT?!!!

Aero Commander Lark 100-180

In early February 1988 Ken Sharp and I flew his Skylane to Grenada, Mississippi to look at an aircraft that I knew little about, but as they say, the price was right! With a good bit of anxiety and the knowledge that I had not been flying much since I sold my Cessna-172, I took the plunge with some support from Ken.

Since that day I have been learning more and more about the Lark and in particular this Lark, N3759X. The lark is an aircraft that looks a lot like a C-172, but has a Lycoming O-360 with a fixed prop and a slightly different wing design. It has a 35 foot wing span, 30 degree manual flaps, and an interconnected rudder and nosewheel. (You need to make sure the nosewheel is pointing down the runway) These differences make for an aircraft that has somewhat more responsive characteristics than the 172.

The Lark gets off the ground around 65 mph and initial climb is about 800 feet per minute. Cruise is about 131 mph at 7500 and 2450 rpm. Maximum cruise is about 140 mph. The Lark has a stall speed of 60 mph with flaps and does not tend to float. It just settles in. With these

differences it makes crosswind landings easier than the 172.

Initially, I was not at all impressed with the performance that the aircraft was providing. On a flight to JARRS, Townsend-Waxhall, North Carolina with Frank Wilcox and Ron Erenberg after 5000 feet we were pushing hard to maintain a positive rate of climb and to top that one cylinder was loading up. Juggling the mixture leaned the engine out and we again had a positive climb rate. With our return to Winder I had the aircraft inspected and found that the carburetor fresh air intake was severely bent and the attaching hose disconnected, consequently I had been flying an aircraft, since I had bought it, that had been giving me significantly less power than it should have. Since that time the aircraft is performing much closer to book.

My one suggestion to others from this is ... if something doesn't seem right, follow through to find out if a problem does exist. This aircraft was quote "annualized" at the time of it's purchase, however the chances are that this was a longer standing oversight. Although I have the Lark for sale, I have found it to be a responsive, interesting aircraft that has a lot of fun flying left in it.

Henry Warner.

DEADLINE

The deadline for material to be included in an issue of the 690 NAV-COM is the 20th of the month before the issue is dated.
