



# NavCom

NEWS AND

INFORMATION

FOR THE

GWINNETT

COUNTY

CHAPTER OF

THE

EXPERIMENTAL

AIRCRAFT

ASSOCIATION

## Minutes of EAA Chapter 690

November 2000 Meeting

*Tom Dubrouillet, Secretary*

President Miller called the meeting to order and led the chapter in the Pledge of Allegiance.

A motion was made and seconded to accept the minutes as published in the Nav/Com. The motion carried with none opposed.

Building Project –

Chairman Tim Fulmer reported that a work party is scheduled for Dec 2. Minor work is required to get ready for the county inspection.

Board of Trustees report –

Greg Jannakos reported that the last meeting was very fruitful with the Board reviewing Policies and Procedures for each office in the Chapter Leadership.

Membership Chair Dale

Schönmeier reports that we have 204 paid members for 2000.

Renewal notices will go out to all members in the Dec Nav/Com.

A motion was made and seconded to print a membership list. There was floor discussion and the motion carried with none opposed.

Young Eagles – Greg

Jannakos reported for Duane Huff. Chapter 690 volunteers flew 10 YE last weekend. Duane received a phone call from an interested party who wants Chapter 690 to give YE rides to about 225 kids! Duane is planning an aggressive schedule of 75 kids each of the first three Saturdays in December. They need Pilots, Ground Support and as many helpers as possible each of the first three Saturdays in December.

The Dec meeting is the annual Chapter Christmas Banquet. The Chapter supplies Turkey and Ham and each member is asked to bring a covered dish for salad, vegetable or dessert that will serve 12 persons. Typically a \$ 5.00 per person donation is requested. A motion was made and seconded that due to the current financial situation of the Chapter, the request for donation at the Banquet would be eliminated this year. The motion carried with none opposed.

Greg Jannakos – Project Visit Chair has been busy! Greg has lined up a Nov 11 visit to a finished Velocity at Covington Airport, Nov 18 an RV6A, Dec 9th YE Rally and an RV-8, Jan 9 The Fernbank AEL, and coming soon a visit to the Delta DC-3.

Joel Levine – Publicity Chair – See Joel for Hangar Keys. December Pancake Breakfast Program- Coping with Cockpit Emergencies. Joel has 3 or 4 professional pilots coming to speak of first hand experiences or training. The Jan program will be Getting Started in Ultralights, Feb is Women in Aviation, March is Vintage

December 2000

Aircraft Flyin, April is GPS, May is the Wings Weekend, June is the Airplane Wash and July is the Poker Run.

This meeting was the annual Chapter Elections Night. The membership present voted on 4 new Board of Directors, 2 new Board of Trustees and the Chapter 690 Member of the Year. I'm sad to report that we have a few members that must have moved here from Palm Beach County! However, the vote counting committee persevered and announced the results after just a slight delay. The new Members of the Board of Directors are; Larry Bishop, Duane Huff, Ed Stembridge, and Tim Fulmer. The new Members of the Board of Trustees are; Lee Craymer, and David Posey. Congratulations to all the new Officials. Member of the Year was a Landslide Victory for FOOLED YOU! Come to the December Meeting to Find out!

## DECEMBER MEETING. A HOLIDAY CELEBRATION

*by Margaret Wilcox*

The annual Holiday Celebration for Chapter 690 will be at the chapter building on Friday December 8th. This a night for all the family. It is also our regular meeting night. The gathering time<sup>2</sup> will begin at 6:30 with a punch bowl - the buffet line will open at 7:15. Ham and turkey, beverages and table service will be provided by the chapter. Each family is requested to bring a vegetable, salad or dessert to serve 12. Judging from past history of this event, this will be a feast.

The chapter voted to cover all costs this year so there will be no monetary contribution required. The program speaker will be Joe Anastasia, retired Air Force Colonel, who captivated us with stories of 'hair raising flights' when he visited our chapter last April. Because we know he has more experiences to share, we have invited him back to tell us more about his distinguished career during which he flew at least 38 different models and makes of aircraft.. Joe is a great story teller and his presentation should interesting to all family members.

The program will also include awards and recognitions of those members who have made significant contributions to the chapter in the past year. You will also have an opportunity to see the progress on the chapter building project. and thank those members who have devoted hours and hours toward turning a dream into a reality -

well almost - we are on the way - Charlie says,<sup>3</sup> It will be just two weeks.<sup>2</sup> The holiday theme will be carried out with a few surprises to add to the celebration. This final meeting of the year has always been a highlight of the Chapter 690 activities and we expect the 2000 version to continue this tradition. Don't miss it.

## Medically Grounded and Darn Lucky!!

By Jim Lyons

Recently I was grounded - lost my medical. Boy was I lucky! I bet you're thinking, "Lucky? Must have been for some kind of mental deficiency. How you can you be grounded and be lucky?"

Well, I want to fly for a good while longer and I got a very urgent wake up call. If you were at the last meeting I spoke briefly on diabetes and how it affects the more mature among us. I never thought much about diabetes. I knew even less. Then I made the mistake of having my blood work done in the afternoon rather than after fasting all night. That's where I got lucky. You see my blood sugar is within the normal range all the time while fasting. But something was very wrong after I came in from a meal. My blood sugar was high. Dangerously so.

High blood sugar (Diabetes) is like high cholesterol. The sugar does its damage slowly imperceptibly and irreversibly. When you notice, it is too late. And the damage it does is not reversible. Can't happen to me you say? Think again. If you are between 45 and 60 your chances are 1 in 4 that you have or will have Type II (also know as maturity onset) diabetes. Sadly, there are an estimated 6 million undiagnosed diabetics. No one knows exactly what causes diabetes. There are some common threads: heredity, overweight, lack of exercise. Unlike juvenile diabetes (insulin dependent) you still make insulin. The problem is

that it isn't enough or your cells don't respond to the insulin.

So what happens? With apologies to our members who are MD's, essentially the sugar stays in your blood rather than being stored in your muscles and other places. Just like carbon monoxide, sugar likes to attach itself to your blood cells and once it sticks - it's stuck. Your blood gets 'pickled' in sugar solution. As the sugar sticks it makes your blood cells bigger. They get so big that they can't get through your smaller blood vessels. The blood flow stops, the cells die. You get the picture. Sorta like tying a tourniquet around your finger and seeing what falls off. Not pretty.

Is there any good news? Sure. Diabetes is not curable, but it is controllable and preventable. If you let it progress too far and go insulin therapy you can probably say goodbye to your medical. Catch it early and you can fly with medication after the proper evaluation and FAA clearance.

Better still take the cheap way out. Prevention is the key. Watch your weight and get out your running (walking) shoes. Keeping your weight (body fat) down helps prevent the onset and exercise trains your muscles to use insulin like it's supposed to.

How much should you weigh? Good news! Throw away your scale and use body fat instead. All you need is a cloth tape measure and some self honesty. Get a tape measure and do the following:

1. Measure your waist (your real one around the belly button and don't suck in or push out)
2. Measure your hips (around the largest part, please)
3. Measure your forearm (widest part of dominant arm)
4. Measure your wrist on the same arm.

Now calculate: Waist + ½ hips - (2.7 X forearm) - wrist = % of body fat

Or go to [http://www.healthcentral.com/cooltools/CT\\_Fitness/bodyfat1.cfm](http://www.healthcentral.com/cooltools/CT_Fitness/bodyfat1.cfm) and let the internet calculate it for you.

Men you should be 20% or less. Women 25% or less. Over

30% and your in trouble. This is one place where bigger is not better!

Get tested, get moving, keep flying!

Other neat links: <http://diabetes.org/> American Diabetes Association

[www.eaglesagainstdiabetes.com](http://www.eaglesagainstdiabetes.com) Win a new Mooney Eagle

## MEMBERS ELECTED TO POSITIONS OF LEADERSHIP

By Margaret Wilcox

November is election month for Chapter 690 as well as for the nation. Fortunately no contested ballots, chads, dimples or litigation were needed to help us decide the winners.

The following members were elected to the Board of Directors:

Larry Bishop - Larry has served on the board previously so will continue to bring his experience in this position of leadership.

Duane Huff - a past president, Young Eagles chairman and volunteer on the building project, Duane will also offer experienced leadership.

Ed Stenbridge - has been a member for many years and is an active participant in the Young Eagles program and many of the other chapter programs and projects.

Tim Fulmer - is project manager of the building program and with his wife Julie chaired the Hangar Dance 2000.

These members will serve two year terms. They join the elected officers, Chuck Miller, Jim Lyons, Tom Dubrouillet and Charlie Sego who are in the second year of a two year term to make up the total Board of Directors. They will meet early next year to organize. We look to them for leadership in directing the program of Chapter 690.

Two members were elected to the Board of Trustees.

David Posey - has been responsible for much of the electrical work on the chapter building and secured donations of equipment for the chapter including the padded chairs and round tables.

Lee Craymer - serves as chapter photographer and is an active participant in many other chapter programs and projects.

These two, elected to three year terms, will join Greg Jannokas, Joel Levine, Frank Wilcox and Bob Zahner who are currently serving on the board. This group, responsible for all the property owned by the chapter, will reorganize early in January 2001.

Retiring from the Board of Directors are Steve Ashby, Clyde Schnars, and Chuck Roberts.

Leaving the Board of Trustees are Don Roberts and Duane Huff. All of these leaders have

served the chapter well and we thank them for their faithful service. Thanks also to all those who allowed their names to be placed on the ballot for the election. There was a very positive response by the members contacted when contacted by the nominating committee which indicates there are many members willing to accept positions of leadership. All of this bodes well for a good year ahead for Chapter 690.

## **“AVIATION TRIVIA” TESTS MEMBERS KNOWLEDGE ABOUT AVIATION**

Most educational experiences in and out of school are followed by a test to determine how much we know. Chapter 690 provides educational experiences all year with chapter meeting programs, pancake breakfast programs, Wings Weekend and other seminars and workshops including those at Sun OEn Fun and Oshkosh. We also read lots of AVIATION magazines and books. So it was appropriate that there should be a test. That day came on November 10th at the regular chapter meeting when we were challenged to answer 30 multiple choice/ true and false questions in a program called “Aviation Trivia” testing our knowledge of all kinds of facts about aviation. Jim Lyons, vice pres. and program chairman was the school master assisted by Chuck and Jean Miller.

Participants worked in teams of two answering the questions for a possible total of 57 points. The winners were the “Double D<sup>2</sup> team, Dave Ostergaard and Dale Swenson, who scored 33 points. Second place was a tie between “Team Seniors” Ron Mulvaney and Fred Huppert and “Elnor’s Crew” Joel and Elnor Levine who scored 22 points. Third place was held by “Team Ercoupe” Frank and

Margaret Wilcox with 17 points. Appropriate prizes were awarded. Thanks, Jim, for providing this unique and fun audience participation program.

## **Wedding Anniversary**

*By Duanne Huff*

You are invited to celebrate Duane and Tess Huff’s Wedding Anniversary at Good Shepherd Presbyterian Church, 1400 Killian Hill Road, Lilburn, Georgia, on December 30, 2000 at 2:00 P.M.. Music and renewal of vows will be followed by a reception. Please share a memory, picture, or special thought in lieu of gifts.

## **YOUNG EAGLES**

*By Duane Huff*

*Young Eagles Coordinator*  
Busy should probably be the catch word for Chapter 690 on November 4, 2000. Not only did we have our monthly pancake breakfast and Flying Start Seminar, but we also flew eleven Young Eagles. One young lady who came and attended the seminar with her father, was easily persuaded to become a Young Eagle. She was not only rewarded with her first flight in a light plane but also experienced the thrill of flying Larry Bishop’s Mooney. Many thanks to Dale Spence, Frank Settle, and Larry Bishop who flew the Young Eagles and to those who did the ground work.

Help!!! We will need lots of help in December with Young Eagles. In cooperation with Debi Huffman, graduates from the Fernbank Aeronautic Education Lab. will be given a Young Eagles flight. Eighteen are scheduled for Dec. 2nd., thirty eight for Dec.9th., and twenty on the 16th.. These young people are interested in aviation and should make great Young Eagles. As you can see we will need several planes, pilots and ground crew on each of these days and especially on the 9th.. Please let Greg Jannakos (770-277-1637) know if you can help in any capacity. Thanks.

## **11 Ways to Get Legal Aircraft Parts or “Parts Ain’t Parts”**

*by Bob Steward*

*n76lima@mindspring.com*

In the course of human events there comes a time when we need a part for maintenance or alteration of our aircraft. The traditional wisdom says to call the Manufacturer’s local dealer and order the part. Since many of the planes in today’s fleet are “orphans” because the factory that built them has closed, this is not always practical. More and more often even if there is still factory support for your plane, they may not have in stock the part you need, and they may not even plan to produce it again. In some cases (or so I have heard) the manufacturer has plenty of the part on the shelf, but the potential purchaser finds the price unacceptable. Where else can you get that part? The FAA has issued through FARs, Advisory Circulars, and Orders information that recognizes 11 ways to produce an “approved part”. Before discovering what those 11 ways are, let’s define an “approved part”. To be an approved part, the part in question must be “eligible for installation” on your plane, it must be of an approved design, properly produced, properly maintained, and properly documented.

This means that the part must be intended for the specific make and model it is about to be installed on, and that it must have had its design certified by the FAA, it must have been manufactured with the correct tools and data, it must be in new or properly altered condition as the result of any maintenance or overhauls performed on it, and it must have the proper paper trail to confirm each of the above steps. If the part lacks one or more of these factors, then it cannot be an “approved part”.

So, what are those 11 ways to produce approved parts?

Produced with a Parts Manufacturer Approval (PMA) issued under FAR 21.303

This is the standard means of producing an “aftermarket” part for an aircraft. It is the aircraft equivalent of going to NAPA for a part for your car. The part may be made by a contract supplier to the OEM, or it might be manufactured by someone totally unconnected with the original production. But in either case the producer has proven to the FAA that they are making a part that is identical in function to the OEM one, and therefore is worthy of the “PMA” (Parts Manufacturing Approval) designation. A manufacturer must have a separate PMA for each and every part number that they produce.

Produced in accordance with a Technical Standard Order (TSO) Authorization issued by the Administrator under FAR 21 Subpart O.

This is a part in which the Industry sets the standards to which a component must adhere to get the TSO stamp. It isn't FAA controlled, but they do monitor the production of TSO'd items. The most common TSO'd items are avionics equipment, but some tires, seat belts, and other items are TSO'd.

Produced under Type Certificate (TC) without a separate production authorization and with Approved Production Inspection System (APIS) in accordance with FAR 21 Subpart F.

Suppose you own an aircraft such as a Swift or a Luscombe that has been out of production for decades, and the company that owns the TC is still making parts for the fleet, but they are not producing any new planes. They hold the TC but don't have a Production Certificate, so they must meet special requirements (APIS) to insure that the parts conform to the TC.

Univair is an example of this for many of the parts they sell. Also any company that is not in production, but is still making parts falls under this as well.

Produced during the TC application or the STC application process prior to the issuance of the certificate; and subsequently determined to conform to the approved TC or STC data. FAR 21.303 (b)(1).

These would be parts that the OEM made prior to the issuance of the type certificate by the FAA. Those parts hadn't been "approved" at the time of manufacture because there was no standard to approve them under (no type certificate to check them for conformance). These could also be parts made by the developer of a proposed STC or field approval prior to receiving the approval.

Produced under a Production Certificate (PC) in accordance with FAR 21 Subpart G.

These parts would be parts that the OEM made for production planes or as spare parts. This is actually the most common method of producing an approved part. If you have ever purchased a replacement part from Cessna, Piper, Beech, Mooney, etc. then you have almost certainly purchased a part produced by this method.

Produced in accordance with approval under a BAA (bilateral airworthiness agreement) under FAR 21 Subpart N.

These would be parts produced in a foreign country that has worked with the FAA to show that their record keeping and quality control are equal to ours. (It's a global market out there!) Much the same as they accept parts produced in the USA by approved manufacturers, we accept theirs. At last count there were 28 or 29 countries that have entered into a BAA with the USA. Approved in any other manner acceptable to the Administrator FAR 21.305.

(Parts that have been maintained, rebuilt, altered, or overhauled, and approved for return to service in accordance with Parts 43 and/or 145 are considered to be approved parts. Parts that have been inspected and/or tested by persons authorized to determine conformity to FAA-approved design data may also be found to be acceptable for installation. These might include "military surplus" items.) This is sort of a catch all method that would allow items with no traceability to be "conformed" to the type certificate and then entered into the supply line.

Produced as standard parts that conform to established industry or US specifications.

Items such as AN, MS, NAS hardware, and landing light bulbs, etc. are examples of "standard parts". If there is a published standard (such as the AN or MS specs released by the government), and anyone that wishes to tool up to follow that spec and make the part can do so without license or copyright infringement, then it falls under this method.

Produced by an owner or operator for the purpose of maintaining or altering their own product. This is a VERY important method, which is becoming vitally important as the fleet of certified planes age, and as more manufacturer's go out of business. This provision allows the owner operator to produce your own part for use on your own plane, but is subject to the requirements that you must use the same materials and processes as the OEM did to produce the original. Many skins have been cut out of a sheet of 2024-T3 using this provision, but more complicated parts may also be produced this way. The catch is that you may NOT produce an "extra" one and sell it, and it is often hard to "reverse engineer" a part from the original. For example, what alloy was the OEM part made from, and did it have any heat treatment or corrosion resisting treatments? Manufactured by a repair station or other authorized person during alteration in accordance with an STC or Field Approval, in accordance with FAR 43 and Order 8000.50 "Repair Station Production of Replacement or Modification Parts".

Pretty much the same as owner produced part in #9. The list of who may produce the part is expanded to include certified repair stations. Though again they may not produce them for sale outside of their normal repair work. This also specifically gives repair stations the permission to alter the product per STCs or seeking field approval.

Fabricated by a qualified person in the course of a repair for the purpose of returning a product to service under FAR 43.

Again, like an owner produced part in #9, but it is specifically saying that an A&P or other maintenance worker can make a part if it is needed during maintenance to repair a product. Same caveat applies, that although the mechanic can charge you for his time and the materials to produce the part, he CANNOT make extra and sell them if he is not installing it in the course of his repair work.

These are the 11 ways that one can produce a legal part for a certified aircraft. The 11 cardinal points were taken directly from the "Suspected Unapproved Parts Seminar" handout provided by the FAA to all who attended one of the regional seminars hosted by the FAA. The "plain text" interpretations added after each point are either from the explanations given by the presenting FAA representatives or my explanation of what I read from the handout.

As explained to me, the FAA uses the same definition of "produce" as Hollywood does. The producer of a Movie does not usually play any of the lead roles, nor does the producer direct that acting or camera crews. The producer decides which script will be portrayed, who he wishes to

direct the work, how the financing will be arranged, and in general is responsible for the outcome of the project. So it is when we put on our "producer" hat to make an aircraft part. We can locate the data that will be used to make the part, we can select someone to oversee the process, and we can supply the money and inspect the final product to insure that we got what we asked for and our money's worth. We need not know how to form sheet metal, lay up fiberglass, weld steel tubing, use machine tools or even so much as how to hold a screwdriver. We only need know what the requirements are for the part and we are free to pay others to do the actual work of manufacturing the part to conform to the data we provided.

## Publisher Needed

After 8 years, yes that's right, 8 years!!, Alan Langford is no longer able to print the NavCom for us. Alan has given his time and effort over the years to this noble cause. He has been printing the NavCom and delivering it to the monthly pancake breakfasts for the ceremonial labeling and folding. We need a new volunteer for this very important task. Basically the publisher is given a copy electronically of the NavCom and must print and deliver to the Pancake breakfast. Please contact Mike Stewart 770.330.3644 **Note:** After several months publishing this column, there are no responses. A volunteer is needed! Don't make me call each and every one of you.

## The NavCom

The NAVCOM is the official monthly newsletter of EAA Chapter 690 serving its members and other persons interested in the advancement of Aviation.

Original articles, art, and photos are invited and encouraged. Submit articles in ASCII or Word

format and pictures in any format via email to:

**mstewartga@yahoo.com**

or mail to:

**Michael Stewart**

**270 Leigh Kay Drive**

**Lawrenceville, GA 30045**

**770-277-9686**

**Deadline for submissions is the Last Sunday of the Month**

THE NAVCOM is produced complements of Mike Stewart and his consulting group at Butler Technology Solutions, until a new publisher is found. Also thanks to Barney Barnes and his merry band who fold, staple, mutilate and mail the NAVCOM each month.

In keeping with the spirit of all aviators, permission is hereby granted for the reproduction of the NAVCOM articles by other EAA Chapters provided proper credit is given to the author and to the NAVCOM.

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# Events Calendar



**Visit the EAA 690 Website at <http://www.eaa690.org>**

December 9 - TRUCKEE-TAHOE, CA - Chapter 1073, Pancake Breakfast, 530-546-8515.  
 December 9 - SAN DIEGO, CA - EAA Chapter 14 Young Eagles Day; Brown Field Hangars 619/661-6520  
 December 9 - Merritt Island, FL - Brevard Aviation Assoc. & Merritt Island Air Service host a Pancake Breakfast benefiting the Marine Corps Reserve Toys for Tots, 321-636-5346.  
 December 9 - PUNTA GORDA, FL - Chapter 565 Fly-In/Young Eagles Rally, 941-627-1700, thayerv@earthlink.net  
 December 16 - SAN DIEGO, CA - EAA Chapter 14 (Toys for Tots Day); Hangar 1 619-661-6520  
 December 16 - PALM BEACH, FL - Chapter 203 Pancake Breakfast/Young Eagle Rally, 561-818-9100  
 December 23 - SAN DIEGO, CA - EAA Chapter 14 Christmas Breakfast; Brown Field Hangars 619-661-6520  
 December 30 - SAN DIEGO, CA - Chapter 14 Breakfast/Lunch at Brown Field Hangars 619-661-6520  
 December 30 - COLUMBUS, GA - Chapter 677 Young Eagle Pancake Breakfast, 706-587-3563.  
 January 1, 2001 - NAPPANEE, IN - Chapter 938 10th Annual New Year's Day Hang Over Fly-In, 219-546-2795, www.bnin.net/~flyboy/  
 January 13, 2001 - PUNTA GORDA, FL - Chapter 565 Fly-In/Young Eagles Rally, 941-627-1700, thayerv@earthlink.net  
 January 20, 2001 - PALM BEACH, FL - Chapter 203 Pancake Breakfast/Young Eagle Rally, 561-818-9100  
 January 27, 2001 - COLUMBUS, GA - Chapter 677 Young Eagle Pancake Breakfast, 706-587-3563.  
 February 10, 2001 - PUNTA GORDA, FL - Chapter 565 Fly-In/Young Eagles Rally, 941-627-1700, thayerv@earthlink.net  
 February 17, 2001 - PALM BEACH, FL - Chapter 203 Pancake Breakfast/Young Eagle Rally, 561-818-9100  
 February 24, 2001 - COLUMBUS, GA - Chapter 677 Young Eagle Pancake Breakfast, 706-587-3563.

## EAA 690 Project Visits. By Greg Jannakos

**December 9th** 10 till noon. Project review - Marshal Jacobs' RV-8. Directions: about 45 minutes from LZU. From LZU take 316 going towards Athens. Turn right on GA 53 by water tower and Ply Mart. Continue across US 78, pass Oconee High and Civic Center, and to traffic light at Butlers Crossing (Eckerd's on the corner). Turn right and go to traffic light in Watkinsville. Turn right and go about 1/4 mile to Simonton Bridge Road on the left. Turn left. Note: if you get to the other stop light in Watkinsville, you went too far! Go 1 mile, and look for Calls Creek Estates on the left. The sign is currently down, but there is a small entrance with a planter in the center. Turn left into Calls Creek Estate and go around the planter and continue straight to the top of the hill and turn left on Calls Creek Circle. Go down the hill to 1560 on the left. Marshall's phone is 706-769-4868. GOOD LUCK!!!  
**Delta's DC3's** Project visit. I'm trying to set up a visit for Dec. 28 at 2:00PM. To get verification of visit and directions call or e-mail me. Greg at 770-277-1637 or [gpiann@juno.com](mailto:gpiann@juno.com). This may also be confirmed at Dec's meeting, Dec. 2.  
**January 9th, 2001.** Debbie Huffman of Fernbank Science Center has invited Chapter 690 members and guests to view her Aeronautical Systems area at the Center. The date and time are as follows: January 9th, 2001 beginning at 7:30PM. Also, there is a possibility of viewing the Observatory. Directions and more information will follow in January's NavCom.....

**Monthly Pancake Breakfast  
 EAA Chapter 690  
 Lawrenceville Airport  
 8:00 to 10:30 AM**



*first Saturday*

December 2, 2000 - Coping with Cockpit Emergencies  
 January 6, 2001 - Getting started in Ultra Lights Program  
 February 3 - Women in Aviation Program  
 March 3 - Vintage Aircraft Fly-in, Aerial Photography Program  
 April 7 - GPS for the VFR Pilot Program  
 May 5 - GA Wings Weekend  
 (www.wingsweekend.com)  
 June 2 - Poker Run  
 July 7 - Airplane Wash

## 2001 EAA Calendars

Now available in the 690 Aero Shoppe.  
 Get yours now - and they make great gifts.  
 List price \$10.95. On Sale for \$10.00.

## Visit the 690 Aero Shoppe

EAA Chapter 690 logo shirts, hats,  
 aviation toys & novelties.

New merchandise and old favorites.

## HELP WANTED

### Adult Air Scout Leader Needed

The Air Explorer Post needs our help. EAA 690 holds the charter for the post, provides a meeting place and some background support. After many years as advisor to the

## Classifieds

**For Sale:** 2 - David Clark H10-60 Headsets - \$225.00 each 1 - Sigtronics Transcom II 4 way Portable Intercom - \$140.00 Alan Langford 770-339-3674  
alang@mindspring.com

**For Sale:** New Maule Tailwheel 8" Solid Rubber, New wind driven generator, whiskey compass, Old style AH and DG, Cessna 328 T 720 Channel, Misc instruments.  
Contact Dave Ostergaard, 678-482-0491.

**For Sale:** Complete (new) hydraulic disc brake and wheel kit for A/C up to 1100 lb. gross. Includes tires, tubes & mounting hdwr; \$200. Tail wheel, axle, glass rod spring and mounting bracket (new); \$100. Frank Wilcox 770-978-2403 or  
frankwil@mindspring.com

**For Sale:** Wheels/brakes for sale: McCauley 6.00-6, for Cessna 182 through 210, or homebuilt from 2,500-3,500 lbs. Forrest Wilson, 404-292-5613,  
forrestw@mindspring.com

**Projects for Sale** - Cecil Whaley of Lafayette, GA is trying to clean out a hangar of experimental projects he has - cheap, he says. Available are: \* 2 Pitts Special airframes/misc. parts such as control surfaces, pushrods, bell cranks, and a good wobble pump. \* Cherokee II vintage sailplane from the 30's \* Dragonfly project \* Hummelbird project He is trying to focus on the completion of a Hyperbiplane project, and would like to clear this other out. [He is looking for Hyperbiplane parts, too.] Cecil can be reached at the Lafayette Airport at 706-638-7071.

**For Sale:** Cessna VOR indicators IN-514R, IN-514B \$90 each, Cessna 3-in-1 engine gauge (mech. oil pressure, elec. cyl and oil temp) \$100, Cessna 4 inch attitude indicator yellow tagged in 97 \$120, Turn and Bank, missing data plate \$45, VSI in m/s \$60. email for pics. prothe@wewill.com 12/2/99

**For Sale:** Zero time Jabiru 2200 cc 4 cylinder motor.. 80 Hp @ 3300 rpm and complete weight is 123# with alternator, starter, and exhaust. Certificated in Europe. \$7000 HAPI VW 1834 cc aero converted motor. Never run. Has one Mag and one CDI ignition plus dual plugs. 60 HP. \$2500 Help me clear out the basement.. Consider trades. email for digital pictures Ron DeWees 404 876 3481  
rdewees@avana.net 10/19/99

**For Sale:** CHALLENGER II "STANDARD", always hangared, 503 W/Dual Carbs. Excellent workmanship. 25 Hrs. total time. Fiberglass nose & center section. Raised cockpit mode kit -- tinted w/shield, shldr. harnesses, 6" Alum wheels/tires, upholstered seats & interior, 2-tone blue/white. Extras: elect fuel gauge, remote radio antenna, brakes, 5" Hagge Alum wheels/tires, 50' cable housing, carb. splitter kit, plugs, 4 X 8 tinted lexan & parts for doors, extra paint/fabric. Optional: ICA 21 Icom receiver, Garmin GPS89. Price in \$13,500 range, negotiable -- plz. call: "C.F." or Carol @ (706) 235-0644 (Rome, GA) 8/29/99

**For Sale:** 1982 Steen Skybolt- 200 HP AEIO360..Christian Inverted fuel and oil 600 TT AF 100 SMOH 100 Fact.New Prop- New Mx11 Comm. Collins encoding transponder. Magellen GPS -New Red Leather interior -A&P built always hangared never rained on. Open cockpit or bubble on back and closed front. No competition aerobatics....GREAT LOOP AND ROLL AIRPLANE....Excellent flyer extremely well built. Builder in Atlanta area and to answer any questions.This is a one builder airplane, not one of these three or four builders along the way and no real records of who was good or not good etc.  
Call 770 232 9303 or 404 257 1610. 8/17/99

**For Sale:** Perfectly built RV8 empenage with electric trim and Variprime interior (600\$). Also for sale 28 years of Sport Aviation (300\$) less then a 1\$ each. Call Carl Bell 770 263 7998. 8/16/99

**For Sale:** Lycoming O-235-C1 Engine with 1190 Hours since new. Includes Bendix Mags, Harness, Plugs, Starter, Alternator, Fuel pump, Exhaust stacks, and baffeling. Also included is an engine stand. Engine is located in Chattanooga TN and belongs to a customer. Price is \$5,500.00. Contact Earl Evans after 6:00 pm or E-Mail to AvmtEarl@aol.com. 770-229-8670. 8/12/99

**For Sale:** I would like to trade my shares in the Cessna 140 that the EAA690 --Stone Mountain Aircraft Restoration Team (S.M.A.R.T.I.) is restoring for a homebuilt project. The Cessna 140 is on the gear with the wings ready to recover and the engine ready to assemble. Contact me for details. I will consider anytype of project. Earl Evans, phone 770-229-8670 or e-mail at [Katgone@AOL.com](mailto:Katgone@AOL.com)

**For Sale:** A set of four cylinders and pistons from an O-320-E2G. They have 1974 hours on them since new, look great and had compression in the mid-seventies when the engine was overhauled and upgraded via an STC for more hp.. A starter from the same engine. It worked fine when it was removed. A camshaft from the original engine (same number of hours as the cylinders). Not bad looking -- needs to be re-ground to specs. Tappets -- two out of eight look slightly beat up. The others look pretty good. A Lycoming fuel pump which worked fine for 1974 hours.  
Joel Elman [squarf@mindspring.com](mailto:squarf@mindspring.com).

**FOR SALE:** 1996 WHEELER EXPRESS \$ 130,000 Sleek High Performance 4-Place Composite, (New) Imron Finish with Tan Leather Interior. Lycoming IO-360 (225 Hp), Hartzel Constant Speed Prop. 92 gal Fuel, Next Annual 7/01, IFR Certified. Loaded: Century 2000 Auto-Pilot, IFR GPS (KLN-90A w/Approaches), Vision Micro Systems Engine Monitor, Strike Finder, Terra Avionics, Digital Compass, PS Intercom, Bose ANC Headsets, many other features. Call: Anita Kaas 770/368-9716. GA



# NavCom

December 2000

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