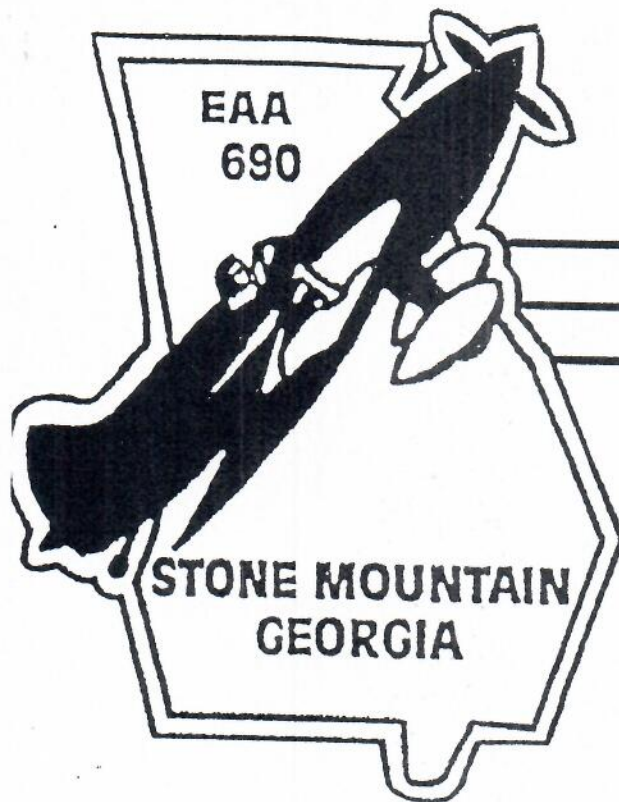


SEPTEMBER 1991



EAA CHAPTER-690 NAV-COM

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

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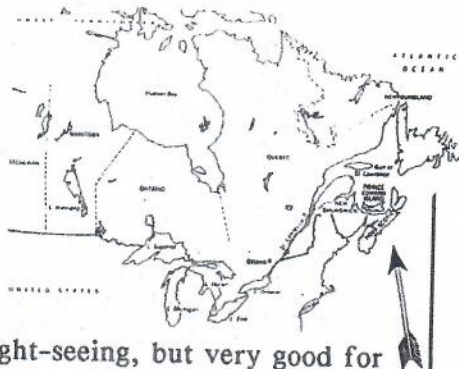
PRESIDENT'S MESSAGE

It is a foggy morning here in Halifax, Nova Scotia,

not good for sight-seeing, but very good for thinking about Atlanta and Chapter 690. We have learned much about Canadian aviation history from the displays at the Alexander Graham Bell Museum. It was Bell and his associates Thomas Selfridge, Glenn Curtiss, F.W. Balwin, and J.A.D. McCurdy in the Aerial Experiment Association who designed, built, and flew the first airplane in the British Empire. The Silver Dart first flew from a frozen lake near Baddeck, N.S., on February 23, 1909. McCurdy piloted. The engine was designed and built by Curtiss. A replica typical of future Curtiss designs is on display. We think of Bell and the telephone, but that invention merely financed experimental work in many, many other fields of science and technology.

OSHKOSH continues to out-do itself. Recognition of Desert Storm aircraft and airmen; the Flying Tigers (AVG); Golden Age of Racing, pilots and crew; Curtiss Pitts and his aircraft designs; and much more. The annual "Beauty Queen" selection programs have been scrubbed, by the way (Is EAA H.Q. moving into the '90s? - Ed.). There seems to be an unlimited number of homebuilts, restored antique and classic aircraft, and warbirds. Our politicians should all visit Oshkosh if they think there is no enthusiasm for aviation in the USA. There are a lot of votes there...

At the Chapter Officers' Seminar, we were told by the head of FAA Standards that no changes in the regs are in the works; good news. Also that the annual flight review will die; biannual only. Tom Poberezny encouraged all chapters to communicate with EAA H.Q. They want to pass on experiences in programming, fund-raising, youth projects, exhibits, etc., to other chapters. Also, they want to know the needs of the chapters so help can be given or developed. The recent insurance coverage for introductory flights by EAA members resulted from one of these expressed needs.



Air Fair time is fast approaching. To make it a success, we all must do our part. Please say YES to Chairman Steve Ashby when you are asked, or better yet, ask Steve how you can help. We now have, through our building project, a real objective for this annual fund-raising event. Let's make it the best Air Fair yet.

This is the year we elect new officers. A nominating committee will soon be appointed and will be developing a "slate". If you are asked to be a nominee, please consider the request positively. If you would like to fill any of the four elected offices for the next two years, please make this known to the committee; don't be bashful.

In closing, you can guess that our new building project has been on my mind quite often. Reminders are all around us as we drive through Canada. The arch-type building salesmen did a super job here. The buildings are in all sizes and shapes. One campground we stayed at uses one for a recreation building (43'x60'). This building seemed very "open" and well-suited for our purpose. It even had skylights to brighten the inside. I encourage all Chapter 690 members to be in "good standing", i.e., 1991 dues and building assessment paid by September 15 so we can move on with this important Chapter project.

Frank

Calendar of Events

September 14 - Family BBQ at the Sego's. Arrive around 3:30, eat when the cook says it's done!

September 13-14 - 34th Annual Tulsa Fly-In. Tahlequah Municipal Airport. If you're out that way at this time, it's a great regional Fly-In. (918) 742-7311

September 14-15 Gwinnett Air Show. This was a blast last year. Sponsored by a local TV station this year, so could be lots of good performers again.

September 28-29 - 1991 21st Annual EAA East Coast Fly-In. New Castle County Airport, Wilmington, DE. (301) 942-3309.

October 12 - Annual Chapter 690 Air Fair!
We have a great opportunity this year to have a **BIG FUN** time. Cooler weather, clearer skies, and better mental outlooks. (You can tell I like Fall!).

December 13 - Christmas Party at the Decatur Elks.

Air Fair Date Change

Chapter 690 Air Fair will be held Oct. 12, not Oct. 19!! Please make this change on your calendar, and please volunteer your skills for this maximum effort endeavor.

Family BBQ at the Sego's!

It's that time again when we all get together at Charlie and Kristi's to eat great Carolina-style BBQ ribs (a la John Henderson), lie about our latest exploits, watch the sun set over the lake, and sigh and wish we had a back yard like that...

Anyway, starting time is @ 3:30, and we eat when John says the pig ribs are done. Bring folding chairs and a covered dish. The chapter supplies drinks and pork.

THE BUILDING COLUMN

Building Project Material Needs

Among the first tasks of the building project is to replace the present "steps" on the slope between the airplane ramp and the maintenance hanger level. Anyone who knows of a serviceable set of steps such as those used for fire escapes, industrial platform steps, or even wooden "deck" steps, please contact Roy Stoutenburg (981-6041).

A retaining wall of some type will be needed on the ramp side of the building where the above-mentioned steps are now. Material such as cross ties, cement blocks, or treated lumber may be used. If you know of sources that would donate or provide these material at a "good price", let Roy know.

Building Project Treasurer's Report

We have \$2352.00 in member assessments. Remember, Sept. 15 is the final day to pay your \$100.00.

NOTE: John Connelly, the Building Project Treasurer, is collecting assessments and donations. His address: 4279 Wheaton Lane, Clarkston, GA 30021; Ph.# 294-4050. Make checks payable to "EAA Chapter 690".

Post-Oshkosh Party

Well, its a new year on the EAA Calendar. Yes, that's right, Oshkosh '91 has come and gone. This year, our traditional Post-OSH bash was held at the lovely home of Linda and Reinhart Kuntz. There was lots of good food and homebrewed beer. Lots of airplane talk, of course, though this session was spurred on by the handiness of lots of raw stock. Seems that Reinhart has some plans, steel tubing, etc, in preparation for building an Acrosport II! Guess Linda wants to FLY to Oshkosh instead of chasing Der Krocket. We all thank the Kuntz's for their hospitality, although Frank Flessell says that they live half way to Greenville, SC! (Take the Tripe next time, Frank...)

At the Wall With Frank Johnson

John Popp, as Chapter 690's representative and a friend, attended the placing of Frank Johnson's name onto the EAA Memorial Wall. Here are his comments:

The high point of my trip to Oshkosh this year was the ceremony to enter the new honorees on the Memorial Wall. Wednesday, July 31 was a beautiful, clear, crisp day. It was light jacket weather with a bright blue sky. I went over to the chapel about 10:30 in the morning to see the wall and visit inside the chapel. The bronze tablet on the wall says:

FRANK B. JOHNSON
PIONEER ACFT. DESIGNER

On a table at the wall were three books containing the biographical sketches and pictures of each person memorialized during

the past three years. There is an excellent summary of Frank Johnson's life and his accomplishments in aviation. On the facing page, a picture of Frank with that slightly crooked smile of his.

The ceremony was brief but impressive. After a few opening remarks from Paul and Tom Poberezny, the EAA Chaplain led a prayer. As each name of this year's honorees was read, a lone B-17 flew overhead followed by a formation of four T-34's in "missing man" formation. Last but not least, four Stearmans crossed the area. I know Frank approved.



Memorial to Frank Johnson. Photo: J. Poppo

OSHKOSH OBSERVATIONS

Since I missed Oshkosh this year, and I'm nosier than most, I asked Chapter attendees the simple question: "What sticks out in your mind about Oshkosh this year?" (This segment replaces this month's "Plane Sense").

Steve Ashby: Every year at Oshkosh there are a few moments frozen in time which are forever etched in my memory. The first aircraft I saw at the convention this year zoomed over our car while we were still five miles from the EAA exit. It was stark white and streaked by at what must have been twice the speed of stink (reliable sources set stink mach at 100 mph). After pitching our tent, we made straight for the flightline to identify the bogey that strafed us. It was a second generation Long EZ crafted by a guy from California. He calls it the "Berkut", which is supposedly German for eagle. The Berkut has fully retractable landing gear and a split canopy which lifts up just like a jet fighter.

With an IO-360 200 hp powerplant, it can go 200 kts. On the ground, it looks like its doing about Mach 6.

For the first time, I brought one of my sons to Oshkosh this year. Drew, my oldest (age 9) had almost as good a time as I did. He enjoyed the war birds and the video games at the Camp Scholler arcade the most. What will stick in my mind, however, was taking him by the hand and walking with him on the grass runway at Pioneer airport. While we were soaking up the aura of that place, seemingly frozen in the Thirties, we heard a roar to the west. A flight of four Stearmans, in perfect echelon formation, flew directly overhead at about 100 feet. I could see that they were flying over the memorial chapel and that there were many people gathered there. Then, all of a sudden, a wingman broke formation and climbed skyward, leaving a missing man formation. Only then did I surmise the reason for the low pass. My son turned to me and said "Daddy, why did they do that?" As I explained this sacred rite to Drew, I realized how privileged I was to be a father, a pilot, and a pilgrim at Oshkosh.

Barney and June Barnes: We arrived at the EAA Camp Scholler at about 2:30 on Wednesday, July 24 in our rented camper. We found all campsites taken except for the 24 hour generator area and the overflow area (area F). We finally found a place in the F area right against the eastern edge of 101 Woods which kept the afternoon sun off the camper.

The most enjoyable part of the show was the all-day Thursday visit to the EAA Museum/Pioneer Hangar and the Sunday Warbird airshow (even though it rained and we observed most of it from the camper, listening to the description on the radio). The rest of the Sunday airshow was pretty much of a repeat of Friday's and Saturday's airshows.

The Forums were interesting but overcrowded. We actually set up our folding chairs outside the Burt Rutan forum and never saw him but were able to hear him. Sound systems were very good except that the forum tents were too close and interfered with each other. Larger tents are needed for the more popular forums along with some sort of baffling.

Disappointments were the lack of bus service from the campground gate to the main show grounds and bus center (as was indicated in brochures) and the lack of flight line trams like Sun'N'Fun. The cleanliness and repair status of porta-lets was also annoying and sub-standard.

Our next visit will probably be planned to arrive on Sunday to park in the regular parking for the airshow and then move into the campground which would be less crowded as we observed when we left the EAA grounds on Monday. We heard that the forums are less crowded after the opening weekend. To us first-timers, the Oshkosh show is too big and crowded to be enjoyable. Sun'N'Fun was more relaxing and less hectic. We only saw about one quarter of the parked planes and half of the flymarket. We were too beat by the end of the airshows and walking back to the campground bus (when we could get on it) to even think about going to the Theater in the Woods show. Maybe next time?

We left the Oshkosh grounds on Monday morning and spent two days in the Wisconsin Dells enjoying the entertaining and educational river cruises and night time Winnebago Indian Dance Ceremonial at their sacred Stand Rock grounds. At the end, the Master-of-Ceremonies announced they were going to display their national flag. They unfurled a very large Old Glory over their sacred cliff and there was not a dry eye in the place. We also toured the Frank Lloyd Wright Taliesin School of Architecture and then the Green Bay - Sturgeon Bay area for a day. We had a delicious Wisconsin Fish Boil dinner at Jacksonport on the Door County Peninsula overlooking Lake Michigan and then left for home.

Bob Barton: Bob relates that at Oshkosh, he walks right by the planes and exhibits - the amount of hardware is simply overwhelming - he reads about them later! People are what Bob observes at Oshkosh. "You just don't find that combination of interests anywhere else."

Sheryl Black: My first Oshkosh, a dream come true. Folks were ready and welcomed us. Good ground transportation, convenient

stores, showers, port-a-lets. Full Moon. Airplanes, Air Shows, Forums, Theater in the Woods, the Sea Base, more Airplanes and the Museum. The Stealth taking off...now you see it - now you don't. All of this and more, basically, in the middle of a corn field. For me, Oshkosh is a "Field of Dreams" all its own!

Duane Huff: Duane drove up to Oshkosh this year in his bright red Bug convertible with Tess and his grandson, Matthew. What a trip that must've been for that kid! Matthew probably had a good time, too. Duane says that the Aeronca Club meeting was really enjoyable, well-run (by Bill Pancake), and informative. The Officers' Meeting was interesting because he got a view of the behind-the-scenes running of the National organization. Finally, Duane found the Stealth attack plane intriguing, especially due to its recent exploits and the proximity viewers were allowed this year.

Ken Sharp: The one thing that impressed me the most about our EAA Fly-In in 1991 was the museum. The last time I got to Oshkosh, the Eagle Hanger displays weren't completed. For that matter, they still aren't, but that is actually the way museums are; always developing new exhibits. This year, again, the Museum was the high point of the Oshkosh experience. I especially like the way you are introduced to the place via an elevated walk-way. It gives a perspective that isn't available at any other museum that I've visited.

It was in marked contrast with the experience of the Chicago Museum of Science and Industry, which was sampled on the trip to Oshkosh. I had heard of the Chicago museum for years, and looked forward to visiting it. But, it was a disappointment; noisy, crowded, and somewhat confusing. And the maps didn't help much. After that experience, our EAA Museum was a real treat.

Not all of us could make Oshkosh, but some still had interesting aviation-like vacations. Joel and Lnor Levine: What goes 2870 mph, weighs 60,000 lbs, and sits on a pole? Or, how to miss Oshkosh due to your 25th Anniversary without being too far from aviation.

Why, it's the Lockheed A-12 that's now on display in front of San Diego's Aerospace Museum in Balboa Park. The A-12 is at the entry way of what we consider the second-best aviation museum we've had the pleasure of visiting. The 25-year-old Blackbird resides next to the Navy's experimental Sea Dart.

The museum has a fine collection of general, racing, experimental, and military aircraft in some of the finest dioramas we've seen. Although not as large as Oshkosh (the best general aviation museum in our opinion), the quality is as good and for the individual more interested in GA, it's perhaps better than the Smithsonian.

When in San Diego, spend some time at the Zoo with the family, and then don't miss the Aerospace Museum!



Chapter 690 at Oshkosh. L-R: Bob & Rita Barton, Matthew Huff, Reinhardt & Linda Kuntz, Larry Bishop, Mike North, Frank Flessel, Mac & Donna Forbes, Frank Wilcox. Not pictured: John Popps, Ken Sharp, Margaret Wilcox, Sheryl Black, Tess Huff, Duane Huff (photographer).

Wheel well that ends well

Elaine Nolan looked all over her Houston neighborhood for her cat, Bobby.

She might have found him — if she wasn't looking in the wrong neighborhood.

He was in New York.

He flew there — in the wheel well of a jet.

Bobby somehow pawed it 30 miles to Houston's airport for his flight to the Big Apple.

Once the plane landed, mechanic Gary Hickman heard loud meowing coming from the landing gear and discovered Bobby.

Hickman gave Bobby oxygen and milk and turned him over to a Pan Am pilot he had met at a cat show. The pilot, Paul Scholz, flew Bobby home on a bundle of blankets in his plane's cockpit, throwing in poached salmon for dinner.

Hickman found Nolan through Bobby's rabies tag.

"I think it's crazy," Nolan said. "But I'm just glad he's home."

Fly Buys

Wanted: Serviceable bottom rudder skins for Cessna 170B, 1954. O.V. Scott, 257-1726 (ans. mach.).

For Sale: Zenair Tri-Z project: airframe 90% complete, no engine, no canopy. \$4,000 or trade for camper. Jerry Cummings 422-9458, 1629 Agnes St. Marietta, Ga, 30060.

Help! Will someone please buy this beautiful Piper PA-20 Pacer before I tear it up or kill myself or both. I bought this plane, but can't learn to fly it. 1950, 125 h.p., 1445 TT, 243 SMOH, 3/2/91 annual, always hangared. Very, very original. \$15,500. Jim Estes, (404)938-3515(H); 885-8625(W).

For Sale: Escort 110 NAV-COM (12V) \$375. Includes wired mounting tray and installation/service manual. Good condition. Tom Reddeck 925-6229(W), 972-6047(H).

For Sale: OHC Lycoming starter, fits up to O-320, \$150. OHC 20 amp generator, make offer. Dave DeWinter, 471-4598.

Wanted: Headset with mike. Call Greg Jannakos, 296-0937.

Tri-Q project for sale. All major structures completed. Carbon spar/LS airfoil canard, all parts/plans to complete project including instruments, prop, Revmaster 2100-D engine. Frank Wilcox, 978-2403.

Evans VP-II project for sale. Fuselage and tail group 80%. Lndg gear, instr. panel., 1500cc engine, more. \$1500 OBO. Steve Ashby, 469-0786.

Wanted: Good used transponder with or without mode C. Also, 720 channel nav/com with glide scope. Call Jim Estes, 855-8625 (W); 938-3515 (H).

Long Eze project. Fuselage on gear, speed brake, center spar, and Roncze canard complete. Materials and hardware to finish, including canopy. Contact: Jim Sower, 564-0412.

For Sale: Long EZ, O-320 150 HP, 825 SMOH, LOADED. \$34,000. Jim White (803) 671-3755. No collect calls, please.