

CHAPTER 690 NAVCOM

July 1994

Safe at Home

Reported by L. J. "Andy" Anderson, special to the NavCom

On Tuesday, 21 June, I attended my first meeting of the Gwinnett Co. Airport Safety Committee as the representative of EAA Chapter 690. I was one of only three or four "user" representatives out of a possible twenty or more users. There were also several "concerned citizens". They were very calm and quiet this night, but attended to see what is being done to make the airport less bothersome to them. Although their past stated concerns include safety (e.g., some of those planes might "hit our homes, kill our children, or make emergency landing strips of our highways"), their main objection is to noise. It is their perception that a noisy airplane must be flying too low or out of controlled airspace. If they are seen or heard over housing subdivisions, they are dangerous.

Forty-six nuisance/incident reports have been filed at the airport office since 1 January 1994. Most are from Dacula, 2.5 miles east of runway 25, and Rivershyre subdivision, about 0.5 miles northwest of downwind/base of runway 7. Several reports emanate from the same people, and at least one was from two people concerning the same incident. They got an N-number on that one. Most calls complain of loud or low-flying aircraft over homes. Interestingly, not one call came on 19 March, the day of our Young Eagle Rally, undoubtedly the busiest day in the history of the airport. Note

that for that function, all pilots were briefed on noise abatement procedures and that these were followed. Thank you!

Two items on actual airport safety were covered at the meeting. First, the presence of construction cranes on the approach end of runway 25 has raised IFR minimums to 1600 ft. MSL for the localizer, to 1660 ft. for NDB, and 1635 ft. for the ILS (which is yet uncommissioned). Related restrictions apply to IFR departures from runway 7. The second safety item: when crossing on the western-most taxiway to the south side of the field, there are some small trees and brush that obstruct the view of the approach end of runway 7. Be very cautious as an aircraft departing runway 7 cannot be seen until too late. These obstruction will be moved by airport maintenance as soon as possible.

Speaking of airport maintenance, they can afford only one man for the entire airport. They have money for supplies and equipment and seek volunteers. Anyone interested in weeding, cutting grass, cleaning up, etc.? The CAP probably will help. I did not volunteer us, but I am asking.

A copy of the Noise Abatement Procedures for Gwinnett Co. Briscoe Field are included with this NavCom. Please study and follow them as safety allows.

Making the Law Work for Us

A recent *Sport Aviation* reports that an EAA member in California has caused a drastic decrease in noise complaints by making officials enforce a law that states that home sellers must apprise prospective buyers of all nuisance complaints made by the homeowner. I believe Georgia has similar disclosure laws. Does anybody know, and if so should we consider following the California example?

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The Building Column

by Frank Wilcox

The minimum size of the chapter building has been estimated to be 2500 sq. ft. This could be a building 50' x 50' or equivalent space in a larger multi-bay building. This area provides minimum space for all of the priority 1 and 2 building uses and several of the priority 3 uses. The major determinant is adequate space for the monthly chapter meetings (50% increase to the present meeting room area is being used in this planning) plus space for storage, rest rooms, minimal food preparation area and other high priority items. Additional area may eventually be proposed as the planning progresses.

To date, the Building Committee has heard presentations by three different contractors for a proposed single 60' x 420' building partitioned into 7 "hangar bays". At least two additional proposals are expected in the near future. One of these bays would belong to the chapter and the others would be owned by members for personal aircraft storage. This is only one of the many configurations that will be explored in developing the chapter building. These presentations, however, provide several approaches to the same basic plan as well as related cost information. All of this will be used in the selection of the chapter building structure, site preparation, interior design and financing.

The Gwinnett County Fire Marshal's office has been contacted several times in the past month concerning Fire Code requirements. All questions have been favorably resolved for both the structure(s) and external fire protection (fire hydrants). Fortunately a fire hydrant is located well within the required distance to the proposed building site. Several options are available for access to this hydrant, all of which are acceptable to the Fire Marshal. This guidance is proving helpful in the development of the initial site and building plans.

Because of time commitments Greg Jannakos has withdrawn from the Building Committee at this time. Greg was a member of the Interior Subcommittee and offered many creative and constructive ideas to the Building Committee. Thanks Greg for your time and interest.

From mid-July to early September Charlie Sego will assume the chairmanship of the Building Committee. Oshkosh, friends and relatives in the northern country are on the Wilcox agenda during that time. Please contact Charlie with your ideas, questions, recommendations and suggestions. • • •

Calendar of Events

July 1994 - Earth - For 5.5 days, the comet Shoemaker-Levy 9 collides with Jupiter. Galileo space probe and Hubble scope set to film.

July 1-3 - Gainesville, GA - EAA 611 26th Annual Cracker Fly-In. (404) 889-1486.

July 8 - Briscoe Airfield Administration Building - 8 pm, Chapter 690 monthly meeting. Topic Randy Mann of LPS Labs on A/C corrosion.

July 28-August 3 - OSHKOSH

August 20 - Kuntz Home - Post-Oshkosh Chapter picnic. Start ~3:00 pm; Eat ~5:00 pm.

August 20-22 - Gadsden, AL - Aerodrome '94 - WW I Aircraft Fly-In and Airshow sponsored by Lake Guntersville Aero, 205/582-4309.

Sept. 9-11 - Atlanta; Clayton Co./Tara Field (4A7; the old "Bear Creek") - Regional IAC Contest hosted by IAC Chapter 3. Lloyd Wittenburg (706) 412-8838.

October 22 - Lenore Airfield (Wilcox hangar) - Project visit to SMARTI Cessna 140.

November 19 - Project visit to Greg Jannakos' Ercoupe restoration.

Christmas 1998 - Earth - Eros asteroid 'near' rendezvous.

Summer Fly-Out

by Bobbie Estes

For many years, Jim and I have enjoyed flying out of the Andrews/Murphy Airport in North Carolina and would like to share this with our friends in Chapter 690. I have talked to Gregg Jannakos and, while we have not chosen the exact weekend, we would like to do it during either July or August—but not to interfere with Oshkosh, of course!

Several members of our chapter have flown in and out of this airport and can attest to the scenic beauty of the surrounding mountain area (cf. The NavCom, Feb. 1994). It's located at the very head of the valley for, appropriately, the Valley River and right against the Snowbird Mountains. This means a left-hand pattern for runway 25 and a straight-in approach for runway 7. Not to worry, the runway is wide and long—75' x 5000'! Also, only 90 "regular" miles north of Gwinnett County Airport—just a nice cross-country trip.

The FBO has agreed to let us use the roof of his office for our picnic. Really, I'm not kidding. The roof is flat, large enough to accommodate our group, and overlooks the taxiways and runway.

Complete facilities are available including avgas, restrooms, and plenty of tiedown space. For anyone wanting to make this an overnight, we'll help you with arrangements. There's plenty of white water rafting in the Nantahala River Gorge Wilderness Area, The Great Smoky Mountain Railroad from Andrews to Wesser, NC on the Appalachian Trail and other mountain attractions. •••

Pop Quiz

What do these abbreviations mean?

M.I.R.L.

R.E.I.L.

P.C.L.



Answers Hold upside down in front of mirror.

(b) - Precision Approach Path Indicator

BCG - Pilot Control Lighting

BEIG - Boundary and Identifier Lights

MIBL - Medium Intensity Boundary Lights

For Sale

- 1990 Sonair II. 75 TTSN. Greg Jannakos 296-0937
- Placard Labels made to order. Greg Jannakos, 296-0937
- Fly-Baby project. Excellent workmanship. Ben Jeffrey, 925-2852

Andrews

6A3

MURPHY

**FBO: Andrews-Murphy
Air Service**

704-321-5114

Unicom 122.8

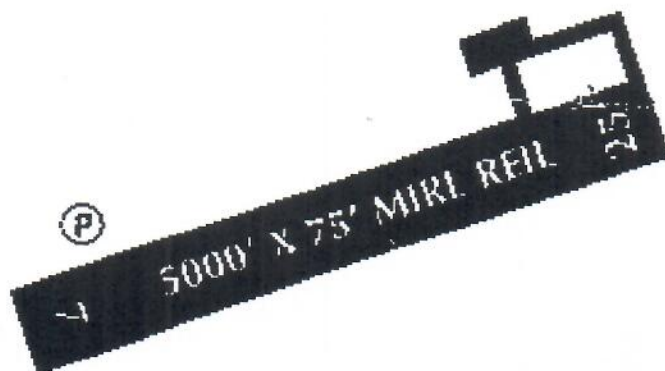
Courtesy Car

Lat 35°11.7'N

Lon 83°51.9'W

0730 - 1900

100LL & Jet A

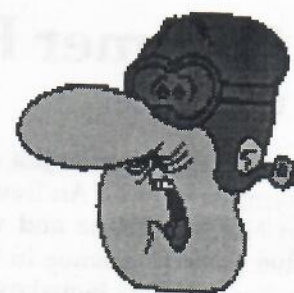


Remarks: PCL

ELEV. 1700'

Engine Out Blues

by Steve Ashby



My first flight instructor drilled it into me during my very first lesson. Years later, when I had the opportunity to take helicopter flight instruction, my instructors would intone the same chant. If I heard it once, I heard it a thousand times. "Where would you go right now if the engine quit?" "What would you do if the fan stops blowing?" Given my optimistic nature, it was a hard lesson to learn. Intellectually, I always had a ready answer for the instructor. "OK, I would put the nose down, establish my airspeed at best glide and look for a clearing or road." On a few occasions, my fixed wing instructor pulled the throttle back and the Cessna 150's nose dutifully dropped, as it was designed to do, and I would look for a spot to point out that I thought would please him. It was not until I started flying helicopters that I learned how ill prepared I was for an engine out test, however. In a helicopter, an engine failure is followed by a maneuver called an "autorotation", although there is nothing automatic about it. In the first few seconds following a loss of power, the pilot must completely lower the collective (the stick on the left side of the

pilot's seat) which sets the main rotor blades collectively in a coarse pitch. This accomplishes two things. First, the air which was formerly driven down by the main rotor blades is now rushing up through the blades in coarse pitch. This pinwheel effect keeps the blades turning. This is a good thing because rotor speed is life. The rotorhead's first commandment is "Let not thy rotor speed diminish or, verily, the ground shall rise up and smite thee."

The second effect of dumping the collective is that the ship travels towards Dr. Brown at a rate of descent which can only be described as "breathtaking". Every rotor wing student practices hundreds of autorotations, but no one ever forgets their first one. During my first, the instructor rolled off the throttle. With the engine at idle, all I could hear was the whining of the gears in the main rotor transmission, the wop wop of the blades and the scream rising in my throat as we hurtled towards the earth at over 2,000 feet per minute. All I could think about was that gruesome rule of physics; it's not the fall that kills you, it's the sudden stop. Then, at seemingly the very last moment, the instructor hauled back on the cyclic (the stick for the remedial fixed wingers) into the most exaggerated flare I have ever experienced. When I was certain that he was about to dig the tail rotor into the dirt, he leveled the skids. The forward airspeed was now near zero and the ship was still about ten feet in the air. At this point the instructor snatched the collective from its full down position to full up. With an armpit full of collective, the instructor guided the ship down those last ten feet with the rotor inertia tenderly decelerating us to a fairly gentle

touchdown. Then, he turned to me and gave me this cockeyed grin which I am sure was the same one he used when he put a Huey down in the middle of some rice paddy in Southeast Asia (all helicopter flight instructors are Viet Nam veterans).

Although I practiced the autorotation maneuver hundreds of times (once you are cool, you simply call it an "auto") and although I felt ready to perform it if ever called upon, I was mistaken. Almost all of my autos had been accomplished literally over the runway. You enter an auto at 80 miles per hour (in a Schweizer 300) and 500 feet of altitude once you are over the runway numbers. To give you some indication of how fast things happen, about twelve seconds later you are on the ground less than 1,000 feet from the numbers. My come-uppance came one day when we were bringing the ship back in

from a strenuous lesson. As I made my final approach to the pad, my instructor

**"Where would you go right now if the engine quit?"
"What would you do if the fan stops blowing?"**

remarked that my altitude was a little low and my glide path a little shallow. He then asked me the question I had heard a thousand times before, "What would you do right now if the engine quit?" I do not remember what I replied, but whatever it was, it was not satisfactory, because the instructor simply reached over to his collective (No! don't touch that!) and calmly rolled the throttle down to idle. I was thunderstruck. This could not be an auto, because we were not at 80 miles per hour and 500 feet over the numbers at a federally approved airport facility. I sat frozen at the controls as the tach needle marched ever closer to the "your ass is grass" zone. About a second and a half passed and the collective was still up. At that point, my instructor saved both of our lives by slamming the collective to the bottom stop. At the bottom of this bastardized auto I rolled the throttle back on and came to a hover about five feet above a nasty looking slag pile full of sharp rocks. He did not have to say anything. We both knew that we would not have survived an auto from my low approach.

After this watershed experience, I have been much better at keeping my mind in the "what if" mode. To this day, I do not think that it is possible for me to cruise more than three minutes without unconsciously scanning the terrain for a good place to set it down. Of course in a helicopter cruising at 500 feet agl your options are seriously limited. I used to joke that losing an engine in a helicopter involved much less decision making than in a

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fixed wing. In a fixed wing, once the hamster falls off the wheel you have to establish your glide and then decide which terrain is best for a landing. With a helicopter, all you have to do is dump the collective, spread your knees slightly apart and peer through the chin bubble. The term for the terrain you see through that small square of plexiglass is "your landing zone".

My only honest-to-God engine failure came last April right in the middle of the Sun-n-Fun Fly-In. Interestingly enough, this event occurred in a rotor craft, although it was not a helicopter. That's right, I was in an autogyro.

Now, most respectable pilots avoid gyrocopters like the plague. They believe that autogyro is Latin for "flaming ball of death". Even Frank Flessel, who would fly a refrigerator if he could get an engine and a wing on it, refuses to ride in one. Nevertheless, I have always been fascinated by gyros and resolved to fly one someday.

That someday came at Sun-n-Fun. The Snowbird aircraft company (a well respected outfit) was selling demo rides in their beautiful two seater at only \$30 a pop. I was with my daredevil son Patrick (who, at age 10 can land my Skyhawk better than me) and he begged me for a ride. I saw this as a opportunity to fulfill his dream and mine. After depositing \$60 with the kind lady in the Snowbird tent, Patrick and I waited at the fence for our respective turns. I let Patrick go first and he had a ball. As Patrick and the demo pilot circled the field, I could see his little hand waving at me from altitude.

After the gyro landed, Patrick scrambled out with an oversized grin plastered to his face. The demo pilot shut the engine down and motioned to his ground crew to bring some fuel. While the gyro was being refueled, the pilot graciously put in the rear stick so that I could fly a little. I explained to him that I had some hours in helicopters and he graciously offered to give me some stick time in the Snowbird. As I strapped in, I felt almost naked, my seat perched on a rail with no cockpit or windshield between me and the wind. I was looking forward to a motorcycle like experience as we taxied to the end of the runway.

Unlike a helicopter, an autogyro has no power to the main rotor. The rotor blades are turned by the wind pushing up through them, just like in a helicopter's autorotation. Only, unlike a helicopter autorotation, you do not drop since an engine and propeller are pushing you (and the rotor blades) through the air. In essence, the craft is always in autorotation (hence the name autogyro).

As the demo pilot and I began our takeoff run, the blades spun up to about 300 rpm. Through the intercom in my helmet, the demo pilot told me that we had sufficient speed and rpm so that a slight rotation had us airborne. We were climbing out at a respectable rate when we crossed over the barbed wire fence at the perimeter of the airport. As we were passing through about 300 feet AGL, the demo pilot said "Let's get about 500 feet of altitude and then I'll let you have it." As the wind flattened my face, I croaked out "Great!"

At this point, the engine decelerated so smoothly that I thought the demo pilot was rolling off the throttle and was going to show me a glide or something. Then, without so much as a cough, the engine quit. As I was trying to fathom why the demo pilot would shut the engine off, he calmly but firmly barked through the intercom, "We've had an engine failure. I've got the aircraft." My reply was short and to the point.

With the engine stopped and the rotor blades whirring overhead, the demo pilot executed a crisp 90 degree turn to the left and pointed our now plummeting craft towards a "fairly" open field. I remember thinking that an autogyro's rate of descent in an unpowered autorotation

was about the same as a Schweitzer 300's rate of descent (roughly that of a greased safe). About three seconds later, the demo pilot leveled the craft about

ten feet above the ground. From this perspective, I could see that the "fairly" open field contained huge uneven clumps of grass and some nasty looking twisted palmetto bushes. My attention was drawn, however, to a 50 foot oak tree directly in front of us. My brain processed the information rather quickly. Here were the facts: We were about 10 feet AGL, still clipping along at about 35 to 40 miles per hour. That oak tree was only about 30 feet away. I was wearing shorts and a t-shirt. While I did not think we would hit the trunk, I was certain that we were about to be strained through the tree's substantial looking branches. I distinctly remember thinking, "This is going to hurt."

Just as I was contemplating what those stiff branches were about to do to my hairy but muscular legs, the demo pilot hauled back on the stick, yawing the ship into a monster flare. In a flash, the forward airspeed bled off to nothing. The demo pilot then leveled the ship and we plopped into the tall grass with no more force than one of Reinhart Kuntz's good landings. We could not have rolled more than 10 feet, still at least 15 feet away from the oak.

Even before the rotor blades stopped, a tremendous feeling of elation fell over me. I clapped the demo pilot on the back and congratulated him on a masterful save. It felt good to be alive. My high was not even diminished by having to help haul the weighty ship out of the field and over a barbed wire fence.

Later, I was told that the engine quit because of a faulty coil, although there was some speculation that the demo pilot forgot to switch tanks and took off on a nearly empty tank. Whatever the cause of this incident, it has caused me to wax philosophical. First, I have concluded that an engine failure can occur even at an inconvenient time. To survive such an event, one's mind must be spring loaded to the "what if" mode, ready to react. Second, I know that a pilot's skill is only one part of the equation. Only providence can determine the outcome. I have seen those bumper stickers that state, "God is my co-pilot". As far as I'm concerned, He is the pilot and I am only the co-pilot.

...

**I distinctly remember thinking,
"This is going to hurt."**

No More Preaching to the Choir!

At the May Chapter 690 meeting, Andy Anderson suggested that we need to do something about the awful things happening to General Aviation due to the efforts of the Federal Government. I responded that one course of action was to let our elected officials know about our concerns. An easy way to do this is to simply call them. They all have local offices. However, not everyone has the phone numbers of their elected officials handy, and because of the recent changes in Congressional Districts, many may be uncertain of their home district. In case you don't know your district, zip codes from the Chapter roster are cross-indexed with District numbers later in this issue of the NavCom, along with the names, addresses, and phone numbers of the various representatives. Just look up your zip code and your district number should be listed by it. Note that there is some zip sharing among districts.

Calling your representative is effective and convenient. However, writing also works, and in a different way. You see, when you write, a administrative assistant different from the one you spoke to on the phone receives the message. Thus, your one voice gets heard twice. In fact, if you write to both the local and federal office of the official, your one voice gets heard *four* times. Cheating? Consider the powerful PACs that the airline industry, Trial Lawyers Association, and insurance companies can and do bring to bear on our elected officials. There's nothing wrong with calling or writing as often as you like over a single issue. In fact, I email the President and Vice-president almost weekly, and often the messages overlap in content.

So what are some of the ills perpetuated by the *federals* our favorite avocation? The big boy on the block now is privatization of the Air Traffic Control system (ATC). You've probably already heard about the problems this will cause if allowed to happen. Most of the predictions revolve around loss of safety. ATC, Inc. would be headed by airline industry officials. As Andy says, this is like turning over the interstates to the trucking industry. The loss of safety would emanate from several sources. First, there will be supposedly palatable user fees based on a tiered system the "barely" affects general aviation pilots. Phil Boyer, president of AOPA, recently traveled a few hundred miles in his plane and found to his dismay that ATC

Inc. would have cost him close to \$100 for things like getting weather info, crossing various airspaces, and landing fees. Obviously with such prices many private pilots won't or can't avail themselves of information services that increase safety. Another source of danger is the priority given to small *vs* large planes. A big jet will be a big paying customer. In bad weather when two planes need similar services at the same time, guess who'll get served first while the other is put on "aeronautical hold." Guess who really needs that help in bad weather...

The response we make to our representatives need not be long or in depth—by and large no one reads them or listens beyond the point at which they can tally your opinion as "yes/no" on a given issue. Here's what I wrote to the President on ATC, Inc:

Dear Mr. President,

Privatizing the Air Traffic Control system is a BAD idea. No one in your administration has shown that such a change will produce a more efficient and safer system. To the contrary, your vague proposal appears to cost more and has almost no hope of matching the safety record of the current system.

I agree that ATC needs modernizing. The FAA is doing so now, though not as quickly as it could. Privatizing simply to accelerate these changes is ludicrous. The time and effort and treasure needed for such a change would far outweigh the unlikely possible future benefits.

I strongly urge you to reconsider this choice.

Sincerely,

Jeffrey H. Boatright, PhD

Even this is too long, but you get the idea.

Another recent concern is the treatment of Bob Hoover. Mr. Hoover is one of the premier aerobatic performers in the world. In an infamous case detailed in many other aviation journals (*Flying*, *Sport Aviation*, *AOPA Pilot*, *US Aviator*), he was declared medically unfit to fly even though examining physicians hired by him and others hired by the FAA pronounced him healthy. An NTSB judge found for Mr. Hoover, but the NTSB board (a small, politically-appointed body) overturned the ruling upon FAA appeal. This situation is distinctive to the politics of US aviation in that the government, which in some cases brings criminal charges for

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violating FARs, has the ability to place pilots, mechanics, etc. in double jeopardy, effectively and in fact trying defendants any number of times for the same action until a conviction is obtained. The Hoover case is not unique but rather is the rule. From my readings, the FAA *always* appeals decisions that go against them and for the defendant.

Now, most of us probably remember from our high school civics courses that prohibiting double jeopardy is one of the cornerstones of our constitutional rule of law. No citizen is tried for the same indictment twice. So, how can the FAA do it? Because they are not getting caught. Congress has by and large abdicated its responsibility and authority to large federal agencies. The policies of these agencies are effectively the laws of the land. The nation has lost its balance of government (executive <-> legislative <-> judicial) because the legislative (Congress) has ceded law-making powers to the executive (FAA, in this instance).

For the Hoover case, writing your representatives on his behalf is probably a good idea. Another good topic, though, would be to address the bigger picture: Why is the FAA allowed to appeal its cases once a judge has dismissed/found against them? What other prosecutorial body in the USA is allowed appeal? Just asking those two questions should get a dialogue going between you and your representative.

Finally, we come to the product liability issue. The General Aviation Revitalization Act (H.R. 3087) would establish an 18 year statute of repose on aircraft and components (e.g., you couldn't sue Piper because the original wooden spar on a 1938 E-2 Cub finally gave up the ghost). A petition to discharge is circulating in Congress. This petition would bring the legislation before the full House for a vote. 135 have signed, 218 are needed to force the bill out of the Judiciary Committee. This is how Georgia was represented on this issue (✈ = a lawmaker who cosponsored the bill, STOP = one who did not, and ♥XOX = those who have already signed the petition for discharge):

Jack Kingston (R-1st)	✈
Don Johnson (D-10th)	✈
Cynthia McKinney (D-11th)	STOP
Sanford Bishop (D-2nd)	STOP
Mac Collins (R-3rd)	✈ ♥XOX
John Linder (R-4th)	✈ ♥XOX
John Lewis (D-5th)	✈
Newt Gingrich (R-6th)	✈ ♥XOX
Buddy Darden (D-7th)	✈
Roy Rowland (D-8th)	✈ ♥XOX
Nathan Deal (D-9th)	✈ ♥XOX

Zip Codes and Associated Georgia Congressional Districts

Zip	Districts
30030	4,5,11
033	4
058	4,11
062	6
071	6,11
076	6
083	4,11
084	4
087	4,11
088	4,11
092	6
093	4
136	4,6,9
174	4,6,9,10
188	6
207	4
221	4,10
228	3
236	3
243	4,6,10
244	4,6
245	6,11
247	4
278	4
338	6
340	4,6
341	4,6
344	5
518	
548	

Chapter 690 members are represented by our two Senators and at least seven Representatives. They are:

Name	District	Party	Local Address & Phone	Washington Address and Phone
Sam Nunn	GA	D	75 Spring St. Atlanta; 331-4811	U.S. Senate 20510; (202) 224-3521
Paul Coverdell	GA	R	1175 Peachtree St. Atlanta; 347-2202	US Senate 20510; (202) 224-3634
Mac Collins	3	R	173 N. Main, Jonesboro 30236; 603-3402	US House of Representatives 20515; (202)225-3631
John Linder	4	R	3003 Chamblee Tucker Rd. Chamblee 936-9400	ibid; (202) 225-4272
John Lewis	5	D	100 Peachtree St. Ste. 1920, Atlanta; 659-0116	ibid; (202) 225-3801
Newt Gingrich	6	R	3823 Roswell Rd. Marietta; 565-6398	ibid; (202) 225-4501
Buddy Darden	7	D	376 Powder Springs St. Marietta; 422-4480	ibid; (202) 225-2931
Don Johnson	10	D	220 College Ave. Athens 30601; 706-353-6444	ibid; (202) 225-4101
Cynthia McKinney	11	D	2853 Candler Rd., Decatur 30034	ibid; (202) 225-1605

From My Point of View...Projects

by Jim Estes, President Chapter 690

With a subject title as broad as "Projects", almost anything being undertaken could qualify whether it is work, something personal, or a favorite pastime—aviation projects!

While I am of course writing about homebuilt airplane projects, some of the same things outlined below happen with other projects. In fact, I have learned some valuable lessons about my aviation project from projects at work. This is primarily the various plateau effects one encounters. My first plateau appeared when I moved my project from home. In looking back with 20/20 hindsight, there was actually lots more work that could have been accomplished at home even though my shop space was critically crowded. While I had some legitimate delays that required much of my time, once the project was moved from home, things pretty much slowed to a stop. Losing the convenience of home was the biggest factor, but not being able to see the

project caused lots of other things to get in the way—real or perceived.

Anyway, my point here is how to get off of the plateau. In my case, the stimulus was a project visit. Thanks to those who came by to see what was going on with the Airaile because it really has enthused me and gotten things going again. Since that time, I completed the work necessary for the wing dihedral, wing wash-out, connecting rods for ailerons, flap activation cabling, and if I had not messed up cutting my tubing, the jury struts. (Sorry Steve, but I need another four feet of half-inch aluminum tubing).

In summary, unless you are lucky enough to live at an airport, try to keep your project at home for as long as possible—they don't call these birds "homebuilts" for nothing. Thanks again for the project visit. For those who missed the coffee, peanut butter cookies, and banana nut bread, well try me again in about three months, after the FAA inspector signs me off!

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Quick Calendar

July 8 - Briscoe Field Admin. Bldg., 8 pm - Chapter
monthly meeting. Topic: Randy Mann of LPS Labs
on A/C corrosion
July 28 - August 3 - Oshkosh!

The NavCom
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