

CHAPTER 690

NAVCOM

March 1997

Another 690 Pilot!!

Bill Coleman tells us how he did it...

Background

I took my first flying lesson in February 1989. A friend of mine knew a flight instructor, and he agreed to teach us for the opportunity to build hours. Together, we bought a Cessna 150 in May of 1989. That same week, I learned that my medical history might cause some problems with my medical. Sure enough, an application for third class medical certificate was denied due to a history of epilepsy as a child.

There ensued a long saga -- the flight instructor backing out, my wife getting her license, my partner amassing 120 hours but never getting his -- eventually selling his half of the airplane to me. During all this time I was still flying occasionally, and trying to get my medical.

Finally, in January of 1994, I received my medical - just two days after my first child was born. Since then, it has been a struggle to juggle flying and the other necessities of life. But somehow my family and I have survived the struggle, and I was ready for my Private Pilot checkride.

Prelude

I arrived at LZU at 6:40 am, intending to take off at sunrise at 7:20. Plenty of time, I thought - my checkride wasn't until 9:00. When I arrived, I found the plane had frost all over the front and rear windshield, top of the nose, fuselage, dorsal fin, plastic wingtips, elevator tips and on the rudder.

No matter, I thought. I did my preflight and everything looked ok except for the frost. My instructor had told me to wash the windshield before my test, so I got a bucket of warm water from a nearby hangar and washed the windshield. Of course, this eliminated the frost quickly.

I thought it would be in bad form to show up for a checkride in a frost-covered plane, so I considered removing the frost with the warm water. There was a chance that it might refreeze, but I thought that the temperature must be just above freezing. Never do this. The frost came off, but the surface water froze and I quickly had an even thicker layer of frost with little frozen rivulets of water down the sides. I spent the next hour turning the plane into the sun and wiping off melted water with a chamois.

The sun did its magic and by 8:20 I was in the air headed for GVL.

Paperwork

I met Mr Fosnocht at 8:50 and he immediately started examining my paperwork. My instructor and I had been over it just two days before, so I felt pretty confident. Even so, he made a few minor corrections with white-out just to make sure everything was legible. He asked some photo identification and I placed my driver's license on the table.

Imagine my horror when I realized my license had expired! (In Georgia, driver's licenses are good for four years and expire on your birthday. Most people have better things to do on their birthday, so there is a 30-day grace period for renewal. I was 15 days into that period) I didn't say a thing. Mr Fosnocht went through everything, and as he was putting the identification information into the form, he realized that the license had expired.

A cloud of doom hovered over my

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Presidential Pitch

President Duane Huff

Is it winter or is it summer? The weather has been so changeable this short month that it is difficult to tell what season we are having. Our February meeting night was rainy and cold but I was pleased with the attendance. We had a good meeting.

Our Young Eagle rally on March 1st was postponed due to the rainy windy weather. We will be setting another date soon. The pancake breakfast that same morning went well considering the inclement weather.

In contrast to all this bad weather, yesterday was just beautiful, bright and sunny, high 70s, no clouds and almost unlimited visibility. Larry Bishop and I flew to Rome in his Mooney for lunch. Its great to fly a complex, high performance airplane. I attempted the landing at Rome, but Larry had to take over and set it down. I did make the landing back at LZU.

Like the contrast in the weather, I had a contrast in flying experiences. After Larry and I got back, I took Fred Myer for a flight in the low and slow Chief. You know Fred, designer, engineer, hot shot pilot and builder of the Atlantis. (Check out the article in this month's Sport Aviation.) Fred wanted to make a landing in the Chief so we flew to Winder. Fred did the flying and to get the feel of a real airplane, did some turns, stalls etc. We made two approaches to runway #31 and flew away from all four landings without an incident. I think Fred enjoyed the flight. He was grinning from ear to ear after we landed at Gwinnett.

Back to business. The Budget and Finance Committee met on Feb 22nd. They sent a budget for 1997, prepared by Dennis Kass, to the Board of Directors for approval. It was approved. We will discuss it with the membership and vote on it at our March 14th meeting.

Sun 'n Fun is just around the corner. Are you planning to go? I think we should get together at our next regular meeting and plan a

time and place for chapter members to meet at Sun 'n Fun. Also if anyone needs a way to get there, talk to me. I may have a way for one or two people.

David Posey has received the material from EAA in Oskosh for the B-17 Event. he is organizing his chairmen so please offer David your help. A WWII type dance is being planned for the Saturday evening that the Aluminum Overcast is at the 690 Hangar.

Remember to return your volunteer sheets to me either by mail or at our next meeting. Also bring your aluminum cans to be recycled.

Finally, something for you to think about. It has been suggested that we have some type of demonstration or program topic for discussion for each of our monthly pancake breakfasts at about 10 A.M. If you like the idea let me or Frank Wilcox know and we can talk about it at our next meeting. **THE PROGRAM FOR THE NEXT MEETING IS ABOUT THE INFLATA- PLANE. SEE YOU THERE ON MARCH 14TH.**

New Item (not from the President)

What is an Inflata Plane? It was an experimental plane. It was from the WWII era. It was the first inflatable (that is like a balloon) plane. It was designed for rescue missions. It was a forerunner of the ultra light. It was full of hot air, but it did fly. It was made by Goodyear Berthe, the tire makers and the inflation experts. Come to the March 14th Chapter meeting and hear all about it from a man who knows, Chuck Berthe, Contributing Editor of KITPLANES, Test pilot, Naval Aviator and CHAMP Restorer.

Pancake Breakfast #1 for 1997

March 1st was supposed to be a great day for Chapter 690. It would be the first of our big money making "1st Saturday of the month" pancake breakfasts and it would be a Young Eagles Rally. As it turned out Mother Nature did not cooperate and March came in more like a lion than a lamb. After days of torrential rain we awoke to a ceiling that touched the ground. So there were no fly-ins from other airports and there was no Young Eagles Rally. But we did have a pancake breakfast and we did sell almost 50 plates - which was no great money maker, but was at least worth while.

Most of the guests were our own members and that was in large part because Lnor Levine and Sue Adams got on the phone and called many of the members the day before to remind them to come. Thanks to Mike and Jennifer North, Frank Wilcox and Duane Huff the tables were set up the night before and the coffee was timed to be perking by 7 A.M. By 7:30 Mike was cooking sausage, Bill Coleman was flipping pancakes, Jennifer was stirring batter and Margaret Wilcox was pouring juice. Sharry Langford was ready to receive the \$4. charge. Service continued until 10:30.

Fellowship, sometimes called hangar flying, was the program of the morning and kept the guests lingering over their coffee cups. There is talk that some type of program, seminar, or demonstration

on a topic of interest to aircraft enthusiasts may be offered at future breakfasts. There is competition with other clubs offering fly-in breakfasts all over the south east. If the Chapter 690 event offered food for the brain as well as food for the stomach, we might draw quite a crowd. Good publicity will be the key to our success.

Those of us who have been working at these breakfasts for years can only marvel at the contrast between how it used to be before we had a hangar and the convenience of serving breakfast now. Setting up tarps and tables at daybreak, hauling in jugs of water, depending on generators for power and putting up with wind, rain and unbearable heat. Those days are behind us. Hurrah! Thanks to all who have helped to bring us into the 20th Century. And plans are in the works to improve the kitchen facilities even more. That should take us into the 21st Century.

The next Pancake Breakfast will be Saturday April 5th. Those who missed the March breakfast will be expected at the next one along with the faithful who came on March 1st. Volunteers are always needed. Also invite your friends and relations and neighbors and even your enemies. To make money we need to serve at least 100 and better yet 150.

Joe's Chapter Calendar

Thur.-Sat., March 6-8 - Valdosta, Ga.

The New Rangoon Aviation Museum at Valdosta Regional Airport (VLD) to host Wings of History Tour with displays of a B-17, B-24, Corsair and other historic aircraft. Friday to feature USO type dance. Rides in B-17 and B-24 will be offered with proceeds going to museum. For more information contact Walt Prettyman at (912) 242-8568, or Roger Boyd at rboyd@mail.datasys.net.

Saturday, March 8 - McMinnville, Tenn.

Fly-in country ham breakfast at Warren County Memorial Airport (RNC). Call Joe Howard at (615) 668-4806 for more information.

Friday, March 14 - LZU Chapter 690 Haus- Chapter monthly meeting. Chuck Berthe, Contributing Editor of KITPLANES, Test Pilot, Naval Aviator, And CHAMP Restorer will present a program on the INFLATA-PLANE.

Saturday, March 15 - Chattanooga, Tenn.

Collegedale Pilots Club monthly fly-in breakfast at Collegedale Airport (3M3). Call the airport at (615) 236-5008 for more information.

Saturday, March 15 - Lewisburg, Tenn.

Fly-in country breakfast at Ellington Airport (LUG). Call Clay Derryberry at (615) 359-5001 for more information.

Sunday, March 16 - Russellville, Ala.

Monthly fly-in at Russellville Municipal Airport (M22). Call Hans Pauli of Quad City Aviation at (205) 331-9000, 332-9906 or 486-3170 for more information.

Sunday, March 16 - Cheraw, S.C.

The South Carolina Breakfast Club at Cheraw Municipal Airport (47J), 9-10 a.m to meet for morning meal and mixing. If weather is questionable or for further information call Anne Hawkins at (803) 432-9595 or Gerald Ballard at (706) 724-2651.

Saturday, March 22 - Dayton, Tenn.

Rhea County Civil Air Patrol monthly fly-in breakfast at Mark Anton Airport (2A0), 7:30-11 a.m. Call Wanda Fulmer at (615) 775-8407 for more information.

Saturday, March 22 - Durham, N.C.

Triangle Aviators Flying Club, Inc. holds annual banquet at Durham's Omni Hotel. Several distinguished military and civilian aviators will be featured at the evening dinner event. Pilots flying into Person County Airport (TDF) will be furnished transportation to and from the hotel. Call Dr. Ted Brooks at (919) 489-0770 or George Stevens at (919) 403-3611 for more information.

Saturday, April 5 - Lawrenceville, GA

EAA Chapter 690 Pancake breakfast at the Gwinnett County Aerodrome (LZU). Breakfast served from 8:00 to 10:30 at the Chapter hanger. Call Duane Huff at (770) 921-4423 or E-Mail Joel Levine at jlevine@akom.net FMI.

Sunday-Saturday, April 6-12 - Lakeland, Fla. Sun 'n Fun EAA Fly-In & Sport Aviation Convention will celebrate its 23rd year. Held at Lakeland-Linder Regional Airport (LAL), the 1997 "Spring Celebration of Flight" will acknowledge the dedication of the many volunteers who make the annual event possible and successful. Call Sun 'n Fun Fly-In, Inc. at (941) 644-2431 for more information.

April 11 - Chapter 690 Haus - Chapter monthly meeting. Dr. Arron King, D.D.S., long time EAA member, past officer of the Professional Race Pilots Association, will present a program on aeroplane racing since the end of WWII.

Thursday April 24-27 - Lawrenceville, GA The B-17 1997 "Honor Tour" at the Gwinnett County Aerodrome (LZU). Activities will be conducted from the Chapter hanger.

Joe Reed Cheetah N26723

Phone- (Voice) 770-564-2701 (Fax) 770-923-3826; email- jdreed@mindspring.com

Board of Directors Meeting Frank Wilcox

The recommendation by the Board of Trustees to lease/rent the Chapter Building for short term aircraft storage as a fund raising project was rejected by the Board of Directors. Considerable discussion pro and con preceded the vote. An affirmation of this decision was made by membership vote at the February chapter meeting.

The Board of Directors as a result of the lease/rent discussions assigned the responsibility for scheduling the use of the building to the Board of Trustees. In addition a "contribution" of \$10. per day, or any part of a day, for non chapter use would be requested. This is to cover chapter expenses. A 12 month plastic covered calendar has been placed on the bulletin board just inside the entrance to the building. Scheduled use of the hangar will be maintained on this calendar.

The present policy for chapter building use follows the "Use Priority" established at the beginning of our building program. That is:

- 1st Priority - Chapter meetings, pancake breakfasts, fly-ins, etc.
- 2nd Priority - Chapter committee meetings, seminars, workshops, etc.
- 3rd Priority - Aviation oriented groups, member homebuilt & restored aircraft subassembly storage, final assembly and flight test.
- 4th Priority - Other group meetings, member aircraft maintenance and repair.

To avoid conflicts in the use of the building, leaders of chapter events and chapter members wishing to reserve specific times must schedule this use on the master calendar using the

attached grease pen. We will try this on an "honor system" without the need to contact any Board of Director member. The "contribution" should be given to Frank Wilcox for recording. He will forward it on to the treasurer.

As listed in Priority 3 and 4, groups other than Chapter 690 are permitted to use the building for meetings, workshops, seminars, etc. These groups must be sponsored by a chapter member, have liability insurance coverage and are expected to comply with the \$10. contribution policy. Requests for this type of use must be coordinated with Frank Wilcox (or in his absence Bob Zahner) as far in advance as possible. The building is not available for personal use by individuals who are not members of Chapter 690.

The approved layout for the large sign that will be placed along Airport Road near the entrance to our Sport Aviation Center has been sent to the sign maker. We have requested that it be finished in time for the B-17 visit in April.

Unexpected problems have delayed the completion of the cost estimate for the interior room arrangement of the building. A meeting of the Board of Trustees is scheduled for March 21st to review the estimates.

From this should come recommendations which will be forwarded to the Board of Directors.

With warmer weather visits to the airport and to our Chapter Building by our membership should be more frequent. We encourage this. Remember there are seven other hangars with member's aircraft projects and flying machines to visit also. Do some hangar flying on the weekends and enjoy our new facility. If you do not have a key to the chapter building one can be purchased from Frank Wilcox.

Chapter 690 Classified Advertisements

For Sale: Stits Playboy SA3A. O-235 108hp (L2), autogas. 220 SMOH and airframe rebuild. 1993 OSH workmanship award winner! \$11,900 OBO. Larry Brown, 887-8558.

For Sale: Sporty's electronic E6B with case. Purchase price was \$69.00 plus shipping. Asking \$49.00. Almost never used. Bill Bailey 770-934-7756.

For Sale: Half interest in 1962 Cessna 172. 2300 hrs TT and 600 hrs SMOH - good condition. Dual nav/com, loran, DME, plus more. Instrument certified and 9/96 annual. Hangered at Briscoe Field. (770)277-1222 or cmiller@calc.vet.uga.edu.

FS: Half interest in a Beech Musketeer. Full VFR with lots of TLC. Bill Bailey 770/934-7756; 770/934-1414 (FAX).

For Sale: Two folding bikes. Great for X-ctry travel. Selling as a pair for \$300°. \$100° of sale goes to Chapter 690 Hangar Fund. Jim Estes 770-938-3515.

For Sale: Bill Bowers award-winning plans-built Fly-Baby. Approx. 45%. Have all plans and invoices. All ribs complete-brakes, wheels, and tires-also, converted Javelin 1.0 liter, alter., starter, with all engine instruments. \$4500. Frank Settle 770-923-6149.

For Sale: 4 star rated vacation pkg in Sugar Mtn NC. Paid close to 11K will sell reasonably or trade for what have you. Any interest call Frank Settle, 770-923-6149

For Sale: 1968 Cessna 150, 350 SMOH Approx 5800 TT, AT-50XPDR + ACK Mode C; Intercom; ADF; King KX-145 (720 ch); Audio panel/MKR BCN REC; Wheel pants - red and white but needs paint; 7/97 annual. Lots of TLC, and is a traveling machine as well as a trainer. \$15,500 firm. Call to see where we are. Use an AT&T line and dial 1-500-677-4169 - Ken Sharp or Sheryl Black

VARIEZE, 90% complete rebuild, O-200 300 SMOH. Warnke prop, IFR instrumentation and radios. In law school, no time to finish. \$7950 firm. Terry @ 404-257-8794.

Bill the Pilot

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head -- had I gone to all this trouble just to get turned away before the first question of the oral? No, Mr Fosnocht told me he had to call the FSDO and see what they said. The FSDO had a sense of humor, cause they asked if I drove or flew there. In any case, the FSDO allowed it and we proceeded with the oral.

Oral

Mr Fosnocht sticks with the Practical Test Standards, so we pretty much went straight from aircraft documents, pilot documents and so on. We talked about the aircraft systems. I amused him an incredibly detailed description of the vacuum system. He taught me a little about the brake system in a Cessna, since I didn't know where the fluid reservoir was.

I got a bit flustered on some of the weather questions. When asked about inversions, I got it backwards, then corrected myself. When asked about icing, I said it generally requires visible moisture, but not necessarily. He asked me to give a scenario, and I said the plane could be really cold, flying through warmer, moist air. Mr Fosnocht said that he wouldn't say that anything was impossible.

Then we went to the sectional and discussed some of the airspace. My wife really got grilled on the sectional, but I knew the airspace cold, so this was short. At one point, I came up with a question for him. (See the Trick Question below) Then he told me to plan a flight from GVL to MCN, and he gave me two checkpoints. My last cross country had been back in April, and even though I did a couple of practice plans the night before, I was uneasy about this part. Thirty minutes doesn't seem like enough time to do a thorough cross country plan. I did learn that the new regulations permit the student to come with a cross country plan prepared, so perhaps the FAA thinks the same way.

I could hear Mr Fosnocht typing in his office. This was a good sign. My instructor told me that he usually

types up airman certificates ahead of time.

Back to the plan - with only two checkpoints, the plan was pretty easy. I did the weight and balance, and looked at the runway lengths and approach control frequencies in the airport / facilities directory. If I had more time, I would have put in some VOR cross checks. Soon he was back, and Mr Fosnocht asked me a few questions about my plan. He seemed satisfied, although he really didn't look at the paperwork in any detail. It was time to fly.

I asked him if he wanted to look at my aircraft logs. He said ok. Well, 4331U has six engine logs and ten airframe logs, a result of over 9300 hours of flying. "Just show me the most recent ones," he asked. After checking out the annual signoff, we headed out to the ramp.

Flight Test

Preflight was pretty ordinary, and we chatted a bit during it, mostly about the plane. He did get a bit upset with me at one point. I was checking the cowl inlets for critters by sticking my hand in and feeling between the cylinders. The left inlet was easy, but for the right inlet, the prop was in the way. I stepped back and swung the prop past compression with one motion. "Don't do that!" he cried. I've probably swung my prop through a couple of hundred times, especially when it is cold and the plane has been sitting for several weeks. But usually the tail is tied down. This time, only the left wheel was chocked. We agreed that swinging the prop is probably a bad idea. He also told me that if I had to move the prop to move it backwards.

Once in the plane, a quick check of the local ASOS revealed that runway 11 was most optimal. The first task was the takeoffs and landings. Normal takeoff was good, but I could have held off on setting 30 degrees of flaps on final for the landing, as I had to add a bit of power on the approach.

Short field was next. "Very nice" was the comment I received as we passed the end of the runway. The landing was a little better, too. With 40 degrees of flaps, this older 150

comes down quite steep and very slow.

Another short field takeoff, this time setting up for a spot landing on the instrument landing stripes. At about 150 AGL, he had me go around - full power, flaps to 20 degrees. "Very good." Positive rate of climb, flaps up a notch, and again.

Coming around again, I set up for a no flap landing with a slip. My slip was very ugly. Frankly, I haven't had much opportunity to practice slips. I ended up landing quite hot and was tempted to go around after floating past mid-field in ground effect. Sensing my tenseness, Mr Fosnocht assured me we had plenty of runway.

Next was a soft field takeoff. This earned another "Very nice." I told him I'd tell my instructor. I provided my own distraction by catching my headset cord in the flap handle. I had to extend them again to free it.

Now we started on the cross-country part of the test. I established on course, and Mr Fosnocht told me to climb to 3500 feet, although I had planned for 5500. He then asked me what landmarks I would use to verify my position. This caught me off guard. In all the excitement, I'd forgotten what I had studied about the chart. So, I started looking at the chart and outside. "Hmm, that looks like this power line here -- Ok, there's the (W)FOX tower -- here's this powerline running parallel to our course, and we should be right between them -- I'm going to make an S turn to get back on the centerline of the planned course." It only took about 30 seconds to satisfy him, but after 20 hours of cross country, plus uncounted hours of flying with other folks, I can do this pilotage stuff. We never even made it to the first checkpoint.

Mr Fosnocht took the controls while I put on the foggles. He had me do a bit of straight and level, and then some unusual attitudes. These were much easier than the last ones I'd done with my

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instructor. After that, an instrument turn, plus a climb to 4000 feet. During the climb, he told me to dial in a VOR frequency and turn toward the station. I identified the VOR (ODF -- Foothills), then used the OBS to center the needle. 4331U has a Narco NCS812, so I also pushed the button to get a digital radial indication. After leveling off at 4000, he told me to take the foggles off.

I got oriented again and he asked me to demonstrate steep turns. I told him that first I'd clear the area. (My instructor told me that maneuvering without clearing turns is a sure way to fail the check ride) I did an clearing S turn that put us over Lake Lanier flying roughly northbound.

The steep turn to the left went pretty well until I got to about 320 degrees of rotation. At that point, I nearly lost it. Apparently, I hit my own wake, and tried to roll back level from the uncommanded rolling moment. "That's ok," he said, "now show me slow flight of 70 mph with the flaps up."

After practicing slow flight with varying degrees of flaps from 10 to 40 at speeds as low as 45 indicated (about 56 calibrated), this was too easy. Then an easy slow turn to the right pointing south.

The next two maneuvers were kind of unusual. Mr Fosnocht asked me to set up a descent at 1500 rpm, then bring the nose to a landing attitude and hold it for the stall without touching the power. This confused me. No, he wasn't asking for an approach to landing stall, as that would require me to reduce power. So I followed his instructions. I suppose this was a substitute for a departure stall, which was good since the 150 doesn't like full power departure stalls.

The next one was an approach to landing stall with full flaps, and he asked me to recover without adding power. Hit the stall, then lowered the nose, easy. Then he announced that my engine just failed, what was the first thing I was going to do? "First thing is to get these flaps up, then trim for 70 mph" I said as I did just that. That earned another "very good."

Next question, "Now where are we going to land?" I responded, "well, I want to land back at the airport right there." "Well, let's not land there just

yet, where else?" I looked around and thought that I'd still rather land back at the airport. With the lake off to the right, there weren't that many good looking fields. The first one I picked was too far, then the second one was small, and looked like it had something in it. The third one was better, but by the time I began to turn toward it, I was already getting too low. At about 600 AGL, he told me to put the power back in and climb back to 2000 feet.

Next came S turns along a railroad. These looked OK, as did the turns around a point. After the second circle of a lonely tree in a field, we headed back to the airport.

Last task, a soft field landing, which was pretty easy. On the landing roll, he informed me that I had passed. I was too drained to be excited, but I was happy that this eight year ordeal was over.

Back to the office for the final paperwork. He asked me if I had any questions, and I wanted to know if there were any areas I should work on improving. He was hesitant to say, since I'd passed the requirements for Private Pilot. When I mentioned the slip, he said it was ugly, that I didn't get enough aileron into it. He also didn't think I should approach any slower, since my final approach angle was very steep.

Postlude

Flying back to LZU, I considered flying around Stone Mountain (the granite VOR) and making a pass by the old Stone Mountain airport (at a safe altitude of 500 feet). Stone Mountain Britt Memorial Field is where I trained initially; until it was closed for the Olympics. The property was since sold, and the airport never reopened. Atlanta may have gained a stadium and international prestige from the event, but they lost a fine little airport.

However, it was getting quite bumpy that afternoon, and after weeks of study, little sleep, and a tough checkride, I was exhausted. It was enough for me to call the tower and land at LZU. Stone Mountain will be there another day.

Of course, I had to tend to be business of renewing my driver's license, too!

Stats

Total Time 108.4 hours
ASEL 106.8
AMEL 1.0
Dual 68.1
Solo 40.3
Night 3.2
Hood 2.7
Simulator 0.6

First lesson - 2-11-89
Checkride - 2-18-97
Calendar time - 8 yrs, 1 week.
Cost - (I don't really want to think about it)

Bonus Trick Question

Put on your thinking caps, cause here's the trick question. A non-towered airport (or a towered airport when the tower is closed) with a precision instrument approach (eg ILS) will often have Class E airspace down to the surface. This is to protect IFR flights using the approach from VFR traffic.

Now, FAR 91.155(c) and (d) indicate that you can't operate in Class E airspace on the surface for an airport if the visibility is less than 3 miles (or ceiling is less than 1000 feet). Unless you operate under the rules for FAR 91.157.

FAR 91.157 allows you to operate in controlled airspace at the surface of an airport if the visibility is at least 1 mile and you stay out of the clouds, during daytime. (ie the same standards for Class G airspace) But you have to have a clearance from ATC. This is so they can make sure no IFR flights run into you.

Here's the trick question: visibility is 2 miles and you want to take off from a non-towered airport that has Class E airspace all the way to the surface -- who do you call to get an SVFR clearance? (Hint: you can't call the tower, because there is none)

Mr. Fosnocht insisted this doesn't usually happen. I think I'll wait until visibility is 3 miles.

Minutes of EAA Chapter 690 meeting, February 14, 1997

Wayne Whitaker, Secretary

Biplane Fall Classic discussed briefly. Saturday Oct. 4 is designated date, which should avoid conflicts with other flying events in October.

Frank "Frog" Flessel appeared at meeting sans facial hair! Now we really know what he looks like. (Insert your own comical insult here.)

Secretary David Roe resigned due to life circumstances, Wayne Whitaker elected interim chapter secretary.

Discussion on selling remaining EAA 97 calendars. President Duane Huff said he'll ask Astron Enterprises to offer them for sale.

Reminder from the president: Don't forget chapter dues are due.

Vice President David Posey announced that Kitplanes Editor Chuck Berthe will present next month's program. Mr. Berthe will discuss his experiences as test pilot of the Goodyear Inflatoplane. In April we'll have long-time EAA member Dr. Aaron King, who will present a program on air racing.

VP Posey also announced that the B-17 "Aluminum Overcast" stopover at LZU has been approved by the airport authority. B-17 arriving Thursday afternoon, April 24, departing Sunday, April 27. VP reminded the membership that four seats are available to the chapter on the outbound B-17 flight. Two are reserved for outstanding Young Eagle participants; the other two seats can be utilized as the chapter sees fit. During the regular ride sessions, seven seats will be for sale for each of nine flights. Cost for rides undetermined at this time but should be approximately \$550.

In connection with B-17 visit, VP Posey has already arranged for big band "The Atlanta Blue Notes" to play for a hangar dance Saturday April 26, cost to Chapter \$900. Charge for entry to dance and costs of caterers discussed. Theresa Coleman reported that she has

shopped for caterers, found one for \$9 a head, others in \$15 per head range, some as high as \$35.

After discussion on pros and cons of catering the dance, a motion was made to have the B-17 committee make final decisions about dance night details. Since there was no committee at the time, VP Posey formed one, consisting of himself, Mike North, Theresa Coleman, Dale Schonmeyer and Lnor Levine. Motion subsequently passed.

Treasurer's report: Checking account: \$6482.33. Hangar account: \$5747.41, for a total of \$12,229.74. We received into checking account last month \$3021.58, most of which was from hangar owners for land lease and insurance. Bills \$750.08. Only 38 members had paid dues at start of the meeting, 93 still unpaid from last year. Three new members since January '97.

President reminded membership of Nav-Com deadline on 22nd of each month, and urged them to support the chapter publication. Joe Reed reminded members they could post events on his calendar page by calling him, faxing, or sending submissions through E-mail or snail mail.

Video librarian Barney Barnes urged members to be on the lookout for missing chapter videos.

Bill Coleman reported on a planned March 1 Young Eagle rally, coinciding with monthly pancake breakfast. Another rally is scheduled for April 19, with 60 kids already signed up for rides. Last year the chapter flew 102 kids, more than one Young Eagle per member (official membership 89 at start of '96).

Frank Wilcox gave a Board of Trustees report. Design for proposed chapter sign at entrance on Airport Road revealed.

President brought up BOT motion, sent to BOD, to consider

storage of member aircraft in chapter clubhouse for a period of six months. BOD met prior Wednesday to consider motion, voted not to accept motion. President also reported that he called AVEMCO representative to discuss additional chapter insurance in the event of aircraft storage. Additional coverage would cost approximately \$250 to \$300 per year.

New business, from Frank Wilcox: charging for use of chapter hangar for aircraft maintenance, annuals, etc. Motion was made for a donation of \$10 per day (or any part of a day) that hangar is used for aircraft work, or as a meeting place by outside group. Motion seconded and approved by membership. Large calendar on chapter bulletin board will be used as a sign-up sheet for hangar use, first-come first-served, as long as it doesn't interfere with an official chapter activity, i.e. B-17 visit or Biplane Classic.

Lynn Zahner related a cautionary tale about carburetor mice (sic). Two mice were sucked into the carb of a Cessna 172 while the machine was cruising at 2,100 feet over snowy Vermont. Engine lost power; pilot was forced to make an emergency landing, damaging the airframe. No fatalities except for rodents.

The president made a motion for a moment of silent prayer on behalf of Bill Coleman, who was scheduled to take his private pilot check ride on the following Tuesday. Bill has been working on his private ticket for eight years. (Bill subsequently passed that check ride and is now a fully licensed pilot.)

Program for the evening was a video on TIG welding, presented by David Posey.

Classifieds continued

COZY 3-seat project, 45% completed. Wings, canopy, wheels, canard done. First layer of micro part sanded. Builder died; widow will sell for \$14,000 OBO. Also, RV-6A wing kit still in crates. Paid \$3245 new. Will sell for \$2500 OBO. Both located in Atlanta-Alpharetta. Call 770-740-0606.

For Sale: Tri-Q Project (160 MPH on 65 HP) All major construction completed - wing, canard, fuselage and control surfaces. To be finished - assembly, systems and engine installation and finishing. All materials, fittings and hardware to complete including instruments, prop and new Revmaster 2100-D engine (65HP). This is an original factory kit. All factory newsletters and Quickie Builders Association newsletters, drawings and instructions. \$13,000 invested. Make offer. Frank Wilcox, 770-978-2403.

For Sale: Garmin 55 AVD GPS Receiver: Yoke mount with est. power plug, remote antenna cable: \$250. Alan Langford, 770-339-3674

For Sale: Like new 150,000 BTU propane torpedo heater with 100 # propane cylinder.... Used only one winter during hangar construction. Paid nearly \$600, asking \$400.00. Call Terry or Sue Adams 770-613-9501.

For Sale: One year old 75,000 BTU Rheem gas furnace and 2 1/2 ton air conditioning condensor. Works perfectly...\$1200.00 Call Terry or Sue Adams for details...770-613-9501.

For Sale: Garmin GPS-45 hand held GPS receiver. Perfect condition. Includes external antenna, wrist strap, case, and owners manual. \$195. Stan Hunting, KFOIA; Email: stan@mutadv.com; Fax:303 444 2314

March NavCom Honor Role

Joel Levine	Frank Settle
Wayne Whitaker	Larry Bishop
Duane Huff	Joe Reed
David Posey	Frank & Margaret Wilcox

WEIGHT & BALANCE WORKSHOP POSTPONED

Due to extra workload at my day job, I have not been able to properly prepare for the workshop scheduled for Saturday, March 15th. Please bear with me and we will do it Saturday May 10th. Thanks, David Posey.

March Meeting
Friday, 14 March
8 pm at Chapter House (LZU)
Chuck Berthe Inflatables-A-Plane!

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