

EAA Chapter 690

NAV-COM



Meetings on the 2nd Friday of the month

8 pm Stone Mountain Airport

April 1992

Chapter 690 Chili Cook-Off! Saturday, April 18th

Contributed by Margaret Wilcox

It happens every spring. The famous chefs of Chapter 690 cook, taste, blend, taste, add, taste, and come up with their own special, very best, chili con-carne to share with fellow flying enthusiasts at the annual Chili Cook-Off.

This year, prizes will be awarded for the best Antique (old-time family recipe), War-Bird (hottest and full of action), Homebuilt (a special design with unusual ingredients), and Classic (the overall best-tasting traditional). Those not wanting to enter competition can bring a salad or desert to share. Drinks, crackers, condiments, and table service will be furnished.

So, don your official EAA Chapter 690 uniform and come for Show-and-Tell of "Sun'n'Fun" experiences, viewing of current restoration projects, and hangar talk. Y'all come - members, friends, relations, and any and all interested persons who enjoy airplanes and good food and fellowship.

Saturday, April 18th, 3-6 pm (eat about 4:30) at the Wilcox AeroWorks, Lenore Field, Downwind Drive, a.k.a. 2995 Centerville-Rosebud Road, Snellville, GA. 978-2403.

Wedding Reception/Pancake Breakfast!

Sheryl Black and Ken Sharp have set the date to get married (to each other), on May 9th at Stone Mountain Airport at 8:30 am. It just happens that an EAA Chapter 690 Pancake Breakfast is that morning! This will be the wedding reception!! (Does this mean Ken *won't* be the chef??)

All are invited, and please dress casually. Following the reception, the newly-weds will depart from Stone Mountain in their Cessna 150 for a brief honeymoon to Kitty Hawk, N.C.

Calendar of Events

April

10 - Chapter 690 monthly meeting, 8 pm, Operations Hut of Stone Mountain Airport. Rivetting workshop by Frank Wilcox and helpers.

18 - Chili Cook Off at Wilcox's. See notice on Front Page.

May

2 - Florence SC: Florence May-Fly '92; Cordy Williamson, 803-659-5001.

8 - Chapter 690 monthly meeting, 8 pm, Operations Hut of Stone Mountain Airport.

9 - Chapter 690 Pancake Breakfast - First of the Year, PLUS the Black/Sharp wedding reception!!

15 - Chattanooga, TN: Airshow '92; William Schmitt, 615-267-1985.

23-24 - EAA Chapter 941, Decatur, AL; Decatur/Athens Aero Service 4th Annual Reunion/Fly-In.

June

3 - Myrtle Beach, SC: Myrtle Beach AFB Open House; LtCol. Krick, AV 748-7218.

12 - Chapter 690 monthly meeting, 8 pm, Operations Hut of Stone Mountain Airport.

July

5 - Knoxville, TN: McGhee Tyson ANGB Open House; LtCol Larry Martin, 615-985-3331.

10 - Chapter 690 monthly meeting, 8 pm, Operations Hut of Stone Mountain Airport.

13 - Pensacola Beach Fla: Pensacola Beach Air Show; Ed Hinkle, 904-435-1604.

19 - Havelock NC: MCAS Cherry Point Open House; Maj. Bryan Davis, 919-466-2343.

25-26 - Marietta, GA: NAS Atlanta Air Show; Cdr Mark Magwood; 404-421-5358/5498.

July 31-August 2 - Brodhead Expo '92, 17th Annual Pietenpol Fly-In; Brodhead, WI.

August

July 31-August 6 - 40th Annual EAA Fly-In Convention; Oshkosh, WI.

8 - Chapter 690 post Oshkosh picnic and monthly meeting.

September

5-7 - Aerodrome 92, Guntersville, AL. This looks to be a BIG event. Planned activities center around World War I aircraft and memorabilia. Several Chapter 690 members plan on going. Let's hope the 140 is done by then...

11 - Chapter 690 monthly meeting, 8 pm, Operations Hut of Stone Mountain Airport.

12 - Nashville, TN: Tennessee Aviation Days; Bob Elliot, 615-355-1097.

26-27 - EAA East Coast Fall Festival of Flight, "Milestones in Aviation" theme, New Castle County Airport, Wilmington, Delaware. Expect 800 A/C. Award judging, forums, parade of flight, fly-bys, exhibits, vendors, aviation celebrities, pancake b'fast, Saturday dinner. Mode C waiver and NORAD procedure. For info packet, contact EAA East Coast Fly-In Corp., 2002 Elnora St., Wheaton, MD 20902-2706. Ph. 301-942-3309.

October

3-4 - Kissimmee, Fla: Florida State Air Fair; Bill Whitehead, 407-847-8846.

9 - Chapter 690 monthly meeting, 8 pm, Operations Hut of Stone Mountain Airport.

10 - Chapter 690 Air Fair!! - Our first Autumn shindig

went so well that we are trying a repeat. Begin thinking **RIGHT NOW** about fun things you'd like for this year's event. Last year, in the final analysis, a relative few did the thinking and sweating. There's a LOT of talent/knowledge in this group, but it's like manure - no good unless it's spread around! So, if you have any manure, call Steve Ashby.

11 - Sebring, Fla: Sebring Air Festival; Linda Duncan, 813-382-1157.

17 - Cocoa, Fla: Patrick AFB Open House; LtCol Joseph Ferrante, 407-494-7474.

18 - N. Charleston, SC: Charleston AFB Open House; John Yurosko, 813-493-3352.

24 - Hickory, NC: Catawba County Sesquicentennial Air Show; Jim Carr, 704-464-7880.

24-25 - Warner Robins, GA: Robins AFB Open House; Col Lawrence Stone, 912-926-2177.

31 - November 1 - Jacksonville, Fla: NAS Jacksonville, Cmdr Glen Akins, 904-772-2234.

November

7 - (tentative) Chapter 690 Air Adventure Day.

8 - Valparaiso, Fla: Eglin AFB Open House, LtCol Lloyd McGrady, AV 872-8666.

13 - Chapter 690 monthly meeting, 8 pm, Operations Hut of Stone Mountain Airport.

December

11 - Annual Chapter 690 Holiday Banquet IN THE NEW HANGAR!! WOW!

Monthly Fly-Ins (with thanks to Tom Crowder):

| | |
|---------------------------|-------------------------------------|
| Winchester, TN Breakfast | 1 st Sat. (615) 967-0143 |
| Rome, GA Breakfast | 2 nd Sat. (404) 234-7419 |
| McMinville, TN Breakfast | 2 nd Sat. (615) 668-4806 |
| Peach St. Airpt. Lunch | 3 rd Sat. (404) 227-8282 |
| Collegedale, TN Breakfast | 3 rd Sat. (615) 236-4340 |
| Guntersville, AL Fly-In | 4 th Sun. (205) 586-1580 |

THE BUILDING COLUMN

Contributed by Frank Wilcox

The DeKalb County Fire Marshall's Office still has not signed off for approval of a permit for construction of our Chapter building, as of 3/31/92. As reported in the February NAV-COM, the local dealer through whom we are buying the building was asked to help resolve the "need" for "fire hydrant" water. After four weeks of effort, he was not successful. Steve Ashby and new member Ed Tamas volunteered at the February chapter meeting to try to get a satisfactory resolution to the problem.

Steve and Ed met with the deputy marshal on Monday, 3/30. He was adamant about "fire hydrant water", but might consider an on-site fire suppression system such as sprinklers. He promised to discuss this option with the Fire Marshall and get back to Steve and Ed.

If this proposal is acceptable, additional time will be required to prepare drawings, estimate costs, etc. Assuming that the cost is within the building program budget, it appears that construction will be delayed significantly. A further update will be given at the April monthly meeting.

A Visit to the Paul E. Garber Facility at Silver Hill

By Theresa Coleman

A soft staccato of rain sweeps across the metal hangar roof. A quiet drip from a leak in the roof our only companion, I flip on the dim florescent light. The dark shapes in my path become ghosts of the past: the Messerschmitt Me-163, the world's first rocket plane; fighters of WWI; great flying boats of the '30's; the last remaining piece of a Japanese Betty Bomber. Here rest the great planes of past, never to fly again.

We walked amid three hangars of planes that rainy, cold Saturday in January. We saw over 160 planes. Only three of the Paul Garber Facility's 24 hangars are open to the public. Hangar 10 houses the restoration activities. The remaining hangars provide deep storage for the other 800 planes and artifacts kept by the Smithsonian. Walking among the planes overwhelms you with a sense of history.

Alongside the exotic lie the mundane: a MiG-15, a Curtiss Jenny, a Vostok Spacecraft, a Pitts Special, a Lear Jet, a Cessna 180.

Each plane in the Smithsonian's collection is unique. Some planes are simply the last of their kind. Others may one day be the last of their kind. (Here gentlemen, is the last Cessna 150...) Some planes represent a unique contribution to the history of aviation. The Smithsonian cares for and appreciates each plane for what it is.

Hangar 10 provides space for up to six restoration projects. Each plane may take 500 to 10,000 man-hours to restore. When the Smithsonian restores an aircraft, they do not attempt to return it to flying condition. Instead, they preserve it for future generations. During disassembly, workers catalog, photograph, sketch, and videotape every detail. The restorer exhaustively examines everything. And I mean everything. Each rivet is given the same consideration you and I might give our pre-flight. Each part is cleaned, strengthened, repaired, and returned to as close to original condition as possible. If a badly corroded part cannot be re-used, it is not thrown away. The restorer stabilizes the corrosion, catalogs the part, files it away, and makes an authentic replacement.

Here, restoration means preservation. When preparing a plane for exhibition at the National Air and Space Museum, nothing about the plane is destroyed or altered. The engine is carefully preserved. Every engine part is cleaned and brushed with a preservative, and then special gaskets are placed on all openings so that no oxygen can cause further corrosion.

Even the original paint is preserved, no matter how chipped or cracked. By first applying a thin coat of microcrystalline wax, fresh paint can be safely applied to the aircraft. Melting the wax carries off the new paint, leaving the original exposed for future historians. Paint layers can carry a lot of historic information. By sanding through the seven paint layers on a German Focke-Wolfe 190, historians determined several things about its part in the war. Originally fighting along the Western front, the plane sustained damage to the wings, was remanufactured, and displayed in northern Africa.

The story of the National Air and Space Museum begins in 1946 with a worried man. General Hap Arnold, concerned at the rate the war-birds of WWII were being destroyed, worried future generations of Americans would never see a B-17, a Mustang, or a Corsair. With the help of Jennings Randolph, a West Virginian congressman, he pleaded with Congress to create a national museum for these planes. On August 12, 1946, Public Law 722 created the National Air Museum. The Space aspect of the museum was added in 1966.

If General Arnold sparked the museum, the Paul Garber fueled the fire. Garber joined the Smithsonian in the 1920's as an

intern and never left. He single-handedly built the Air and Space collection, gathering everything he possibly could. Uniforms of the airlines, swizzle sticks, model aircraft, old abandoned planes in rusty old hangars. And the rusty old hangars. Today, no collection of aircraft and aircraft memorabilia can rival the Smithsonian's. This collection represents every phase of the development of aircraft, from the Wright Flyer and the Langley Aerodrome of the 1900's to the SR-71 and Rutan's Voyager of this generation. Only 70 or so planes can be exhibited in the National Air and Space Museum at a time. The static displays at the Paul Garber facility number around 160. The rest of this magnificent collection is in deep storage at Silver Hill or at Dulles International Airport.

In Hangar 10, Smithsonian workers are restoring the Enola Gay, the B-29 that dropped the atom bomb on Hiroshima. This is the largest restoration ever undertaken, and scheduled to take 10 years. We watched a restorer remove a single screw from the cowl of one of the enormous intercoolers, photograph it, catalog it, clean it in one of two blasters (plastic bead and sand), coat it with preservative, and place it in a container where she could find it later. This screw took the restorer around 40 minutes. Can you imagine restoring your C-140 to this level of perfection? (HA! -Ed.) The mind boggles.

After restoration, the B-29 will be too large to display at the National Air and Space Museum, so other sites are being considered, including a building at Dulles. If built, it could display treasures of aviation that are just too big to display elsewhere - the space shuttle Enterprise, an SR-71, the first 747, or the old Air Force One.

One afternoon is not enough to see everything at the National Air and Space Museum, but true aviation enthusiasts won't want to miss the Paul E. Garber facility. It is well worth the extra minutes of drive time. For every 1000 visitors to the National Air and Space Museum, the Paul Garber facility receives but one. The Museum on the Mall is busy and noisy, yet awesome. At Silver Hill, the planes are closer and history takes on a more personal, human air.

Reservations for tours are required and can be made through writing the Tour scheduler at the NASM or calling 1-202-357-1400 M-F, 9:00 am to 3:15 pm.

I want to thank Rich Horrigan, Director of the Paul E. Garber facility and fellow EAA member, for allowing me to make a special tour on very short notice. Thanks, Rich!

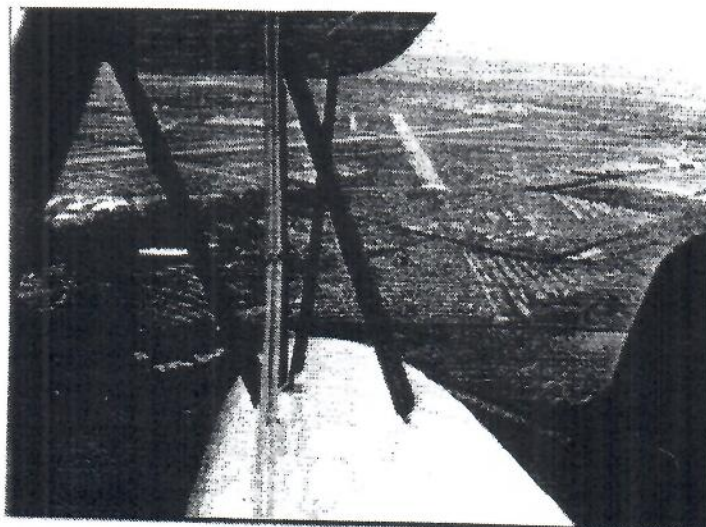
Sun'n'Fun 92!

If you're wondering why this NAV-COM is a little more late than usual, it's because your trusty editor hitched a ride down to SNF this year - my first trip to the Lakeland shindig! **Richard Robison** and his mom, **Anne Wyand**, asked me along in her corporation's Beechcraft Baron. We were to leave bright and early Sunday morning, so in typical fashion, I forgot about changing my clock for daylight savings. However, we actually made it to the plane about the time we had planned. I just had to leave the house a mess (sorry, **Claudia**). Anyway, we all piled into the Baron. **Ed** (sorry Ed, but I never got your last name), a friend of Anne's and a loooong-time pilot, did the honors, and we arrived at Tampa International in *about two hours*! I'm sort of known for my predilection for the low and slow (both in flying and thinking), but I could sure get used to 200 kts travel and the red carpet (literally!) treatment.

We drove a rental to SNF. Road time was minimal, but traffic was dead slow as we approached the convention. I highly recommend flying in direct to Lakeland before SNF starts, at least on opening day. We spent over three hours in the car on Sunday. It's just like Oshkosh. One time I watched the entire afternoon program through the windshield of a camper as we slugged along the *interstate* trying to get to OSH.

Anyway, once in, the good times started. SNF in many ways is a mini-OSH, but different. The crowds are smaller, and somewhat more parochial. So many of us southerners fly, we just naturally dominate the event. However, apparently the crowds were much larger on Sunday than in past years. A new Sunday record was set. I forget the tally, but it was well over 100,000! Of course, every type of aeronautica was in attendance. There were lots of vendors, too. I guess the major difference between SNF and OSH is that SNF is definitely a fly-in, versus the spectacle/convention that OSH is today. SNF organizers moved the airshow later so that aero-nuts had more time to walk the rows of planes, etc. Also, much less is done for the general public. Again, it seems the assumption is that you arrive already having a soft spot in your heart/brain for aviation. Not better, just different from OSH.

We arrived just as the Airshow began. Skydivers with big flags started the program, along with what may have been a chance high-altitude pass of the Stealth. It was neat that both Old Glory and the Stealth passed show center simultaneously. But, when will we get beyond the military defining us as a nation (we can kill 'em, but we still can't make money off of 'em). To me, the most exciting performance was that of Delmar Benjamin in the **Gee Bee R2** he and Steve Wolf built. Though the aerobatics were somewhat tame compared to an all-out competition ship, the Gee Bee left me awe-struck. The most fun maneuver was simply the turns made at either end of the field prior to setting



Sun'n'Fun through the flying wires of the New Standard

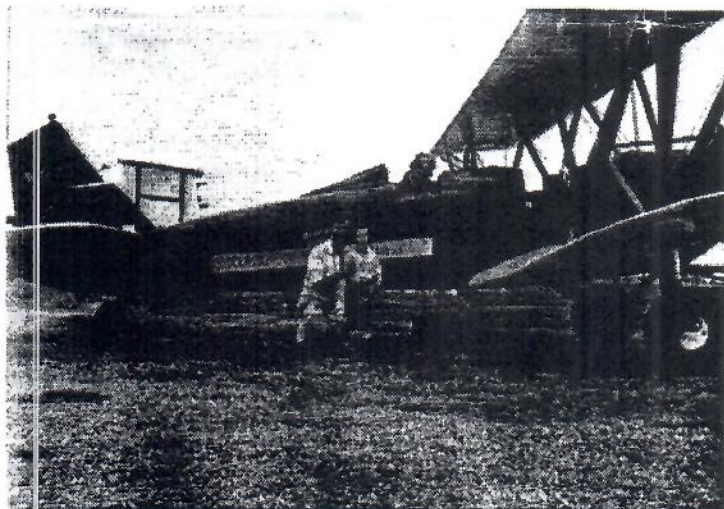
up for the next stunt. Those high-speed, tight, knife-edge turns seemed to me just like what must have been used in the National Air Races. Presumably due to its tear-drop fuselage, knife-edge flight can be extended for the length of the field. The plane consistently drew a crowd when it was parked in front of the EAA house.

As we were with other folks that had business elsewhere, we had to leave early Sunday evening. But, we convinced Anne and Ed to fly into Lakeland early Monday morning so as to spend the maximal amount of time at SNF Monday and Tuesday. I don't regret that decision, but it made for an interesting morning. First, the **Sun 100** race was scheduled to start at 9:00 am. So, we left Tampa Int'l at 8:30 to get in before the race (only a 15 min flight, etc). Well of course there was traffic, lots of it. We followed the approach procedure to a T, which you would expect from such a good stick as Ed. However, lots of other pilots were not too swift. As we made the turn to the loooong final SNF has set up, two Cessnas cut in front of us. Now, the whole pattern must be flown at 100 kts, not the easiest speed to hold in a laden Baron, but Ed was handling it. However, at some point, we lost one of the Cessnas in front of us, and it was replaced by a Mooney. The Mooney rode right up the tail cone of the front Cessna. At one point, the two completely merged in our field of vision. About that time, the Mooney driver woke up and dumped full flaps, thus ballooning in our windshield. We had already started S-turning, and this was now exaggerated to the point of being way, way behind the power curve and hanging on the props. We probably looked like a falling leaf. The ground controller during all this is yelling at the Mooney for cutting in and telling him to buzz off. Finally, he told the front Cessna to land long or be eaten by the Mooney. The poor little Cessna practically dove for the far end of the runway and the Mooney landed mid-field, crowding the Cessna all the way. At about that

time, we were descending to the lip of the threshold - probably couldn't ascend if we'd wanted to - and the controller said "Baron, you are cleared to land." Right then our mains touched.

About this time, the winner of the 100-mile **Sun 100 Race**, a **Questair Venture**, went streaking overhead at over 300 mph. I guess this happened, as by the time we parked, the 2nd place craft went over. The race is actually a lot more fun to watch than I'd expected. There was a lot of really gnarly racing at the last turn any time two ships were close at all (it's a timed start rather than a race-horse start, but there is occasional passing). In particular, lots of Glasairs, Vari-Ezes, and Lancairs really jockey at the end. The Sun 100 is a straight speed race, no-holds barred. It is closed-course with (I think) three pylon turns off-field. Keep that in mind as you read the results.

After the race, we went barn-storming in a **New Standard D-25**. This is a big old biplane built in 1930. It holds 4-5 in a big bath-tub-like front cockpit. Anne and Richard and I had a blast in it. It sort of levitates off the ground and is never in a hurry. Everything seems to happen in slow motion. We slipped in nicely on final, and the wind really set the wires to buzzing. The touchdown was a non-landing - very smooth. As we were getting out, the illustrious counsellor **Steve Ashby** and his son **Mark** were entering on the other side. Small world. They really had a blast, too.



After the airshow, we visited the ultralight/light plane field. This is known as "**Paradise City**". It is wild to see all of the kites up at once. Right after the airshow, when the field opens again, about a gazillion U/L's take to the air. When I lived in Oklahoma, we would see enormous flocks of birds migrating during season changes. That what these U/L's looked like. That or a swarm of mosquitos... Some of these ships have **amazing** climb performance. In later visits, we spoke a lot with the folks from Loehle Aviation. They are the folks who market the "5151" Mustang light plane. They've just developed a "final"

version of a new product, the "**Sport Parasol**". We spoke at length with **Carl Loehle**, VP/Chief Designer, and father of the president. He said the idea was to get a simple, inexpensive, fun, and strong craft to market. What they came up with a pseudo-Pietenpol Aircamper miniature (the dash actually has the word "Aircamper" etched on it). Single seat, I believe powered by a Rotax 277, but can take up to a 477. Mr. Loehle also said that half-VW conversions would probably be looked into, and should work great. The Parasol kit sells for \$2500 less engine, paint, and instruments. It was fun to watch it fly. I have nothing against the other U/L craft, but I've always loved the nostalgia of the Heath/Pietenpol types. Incidentally, there was a true Pietenpol look-alike U/L in attendance. It looked a little beefier than the typical U/L, but performed well. Unfortunately, I could never track the owner/pilot/etc. down. Maybe at OSH...

Later in the day, we met with **Barney and June Barnes**, **Mike North** and a gaggle of boys (more later), **Curt Schmaedig**, **Joel and Lnor Levine**, **Harry Goetting**, and **Dave DeWinter**. We also spent time with **Tom Reddeck** and **Bob Barton and his son Matt**. Tom was of course polishing his C-140. Hopefully I can get them to contribute some of their favorite SNF stories.

Towards the end of the day, we came across a rather motley (let's say high personality) C-150 parked with a tarp over the wing. Who was under it but **Sheryl Black and Ken Sharp**. Boy, did they know what we needed. No sooner had they invited us under the tarp (it was sprinkling) than Ken offered us some Olympia. We sat discussing SNF and their latest acquisition (the C-150) and plans for it (a honeymoon, see page 1 of this issue). Ken and Sheryl, you don't know how much that respite was needed and appreciated. Pretty soon, **Frank Flessel** dropped by and we had a little party. It broke up when we all headed off to the Gay Forum.

Ensign **George Gay**, that is, the sole survivor of **Torpedo 8**, the **TBM (F?)** unit wiped out at the battle of Midway. Mr. Gay had, for the first and probably last time, double-booked himself. So, through a phone link, an NYC talk-show host (I think the program is called "Armament") interviewed Ensign Gay while we saw his answers live. It was great because the host knew his topic and asked insightful questions.

Tuesday was mainly scoping the last few rows of planes we hadn't seen and rummaging through the vendor buildings during a squall. While we were looking at the *aeronautica exotica*, we ran into **Mike North** and his charges again. Mike brought both of his boys and four other yutes (as Joe Pesci says). Boy, he had his hands full. His troop was

extremely well-mannered (just like Mike's own), but hey, they were at least as enthusiastic as I am about planes, so still a lot of responsibility. Anyway, they all decided to go up in a helicopter, so of course Richard and I had to go, too. That was lots of fun. I've never been in a 'copter, but I now know why Steve Ashby is always raving about them. It's very different from fixed-wing flying.

We came back Tuesday night, dodging thunderstorms and shooting a perfect ILS approach at PDK just as darkness fell. Thanks to Richard, Anne, and Ed for a great trip. And thanks to Claudia, who ended up doing all of my chores while I was gone (sound familiar?)

Cable Tension

Contributed by Frank Wilcox, Technical Counselor

One of the most overlooked items on an aircraft inspection is control cable tension. With time and use, cables can stretch, causing an aircraft to fly out-of-rig. Cable tension should be checked not just by feel, but with a cable tensiometer.

When cable tension requires adjustment, it should be done by tightening all turnbuckles in that particular system by an equal amount. Don't forget to properly "safety" each turnbuckle. Tightening just one turnbuckle in a system may bring the tension back into specification, but will make one cable shorter, thus leaving the aircraft out-of-rig. After tension has been adjusted, control surface travel should be checked against aircraft specifications.

The rudder system is particularly vulnerable to an out-of-rig condition. This may be due to the fact that nose-wheel steering is often tied into the rudder control system, and we all know that nose-wheel steering gets hard use. An apparent out-of-rig wing or aileron may be the result of an out-of-rig rudder. An out-of-rig rudder system can make a wing droop, too (just visualize what happens to the wing when you step on a rudder pedal). It is usually much easier to correct an out-of-rig rudder than an out-of-rig aileron or wing. So, check the rudder rigging first when trying to correct wing droop.

Editor's note: I ran into an instructor friend of mine once just after he had returned from a session with a low-time student. My friend seemed rather shaky, and come to find out, he had just escaped from a nasty close call. The C-150 owned by the student was very much used, and it seems that a combination of an improperly-tensioned aileron cable and an improperly-installed pulley resulted in a slipped cable! This happened on a very bumpy day and while the student was flying, so control of the aircraft was momentarily lost. Luckily my friend regained control and successfully landed at PDK by using rudder only. Food for thought about cables and thorough pre-flights...

Fly Buys

For sale or trade: have an O-290-G, 125 hp, a good engine unconverted; one Genave Alpha 200 Nav-Com complete and in excellent condition; one Narco transponder - excellent. I need a small engine, 65-70 hp VW-based, Rotax, etc. or Cont. 65 hp., or cash to buy more tubing! Call Dick Miles (404) 267-7536 (Bus.) or 267-8236 (H). Come see my "factory" at 127 N. Broad St., in downtown Monroe...Open to the public...!

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.

1950 Piper Pacer PA-20, 125 HP - 1460 TT, 262 SMOH Annual 3/91. Very, original, STC for autogas, always hangared. 8" Scott tailwheel, complete and original paperwork. \$16,000. (404)938-3515(Eve); 885-8625(Day).

For Sale: Escort 110 NAV-COM (12V) \$375. Includes wired mounting tray and installation/service manual. 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.

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.

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.

Stearman PT-17, 1941. 4 yr. old complete restoration. Army colors. 220 Cont. 200 SMOH by Mid-Continent. Hangared at PDK. 25% share for \$15,000. Greater share negotiable. Gordy Germany 233-9797(W); 233-8115(H).

About the EAA...

The Experimental Aircraft Association was founded in 1953, with early meetings of a few stalwarts in the home of the founder, past President, and present Chairman, Paul Poberezny. From modest beginnings the movement has expanded to hundreds of thousands of members. The annual EAA convention in Oshkosh, WI hosts more than 800,000 people per year and is the premier aviation event in the world. Today, the EAA is headed by Tom Poberezny and exists to promote the world of amateur-built aircraft and sport aviation in general. EAA provides many services to its membership, from technical know-how to representation of membership concerns to federal entities. Membership is open to anyone who shares the interests of the association. Annual dues are \$35.00 per twelve month period of which \$20.00 is for a subscription to Sport Aviation. To join, see our Treasurer, Sheryl Black (979-4233) or write EAA Aviation Center, POB 3086, Oshkosh, WI 54903.

About the NAV-COM...

The NAV-COM is the monthly newsletter of EAA Chapter 690. It comes free with the dues, and you get what you pay for. (Like sentences ending in prepositions). NAV-COM is for EAA members only. It is a compilation of ideas, opinions, and data from several sources. In presenting it, the Chapter and EAA HQ by no means recommend or sanction the stuff. In other words and for example, we are not responsible if you bust your keester at an event we list in the calendar. Contributions are always welcomed, whether they are facts, opinions, or exaggerations. PLEASE get me your stuff by the 22nd of the month or you will get a nasty phone call. I will gently edit for grammar and curse words, but what you send in is generally what I send out. Magnetic media is appreciated. Send your pearls of wisdom to: Jeff Boatright, 168 Garden Lane, Decatur, GA 30030.

Helpful People: Richard Robison and Joel Levine.

About Chapter 690...

The EAA is made up of hundreds of chapters world-wide. The local chapter for Gwinnett county and vicinity (i.e., anyone else who wants IN) is **Chapter 690**. We're a raucous group with several projects, both restoration and amateur built, in progress. Annual dues are \$48.00. See Sheryl Black, the Treasurer (979-4233) to sign up. You'll also need to join EAA National (see above). Membership is open to anyone, especially if you take our great editor to Oshkosh '92. Our meetings are every second Friday of the month at 8:00 pm, at Stone Mountain Airport operations building. In addition to the meetings, which often consist of excellent guest speakers from across the nation and aviation world, the Chapter holds many functions, including hands-on workshops, fly-ins and -outs, and social gatherings.

Our officers and other luckless people are:

President: Charlie Sego - 923-9549

Vice-President: John Goodman - 972-2405

Secretary: Joel Levine - 394-5466

Treasurer: Sheryl Black - 979-4233

Videos and Books: Barney Barnes - 923-7896

Tools and Materials: John Henderson - 449-1946

Chapter Historian: LeRoy Stoutenburg - 981-6041

Technical Counselors:

John Popps - 939-6610

Frank Wilcox - 978-2403

Building Committee:

Chairman: Frank Wilcox - 978-24031

Treasurer: John Connolly - 294-4050

The NAV-COM

Newsletter of EAA Chapter 690

Editor: Jeff Boatright

168 Garden Lane

Decatur, GA 30030

Chili Cook-Off on the 18th!!



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