



EAA Chapter 690

NAV-COM



December 1991

President's Message

I am not one to look back, as most of you know - there is too much ahead that I might miss. I don't even have a rear-view mirror in the 150 (yet) and the ones in my truck and car keep falling off. Does this tell you something? It does me. Occasionally, though, to maintain our perspective, we must and do look back. While looking through the NAV-COMs of 1991, I found that five of our monthly meeting programs were presented by 690 members and only three by guests. This may not seem too unusual until the subjects of these programs are known: 690 members spoke on the Types/Uses of Aircraft Wire, Design/Test of Army Missiles, Preparing for BFR, Failures in 2-Cycle Aircraft Engines, and Hangar Flying Tales. Our guests spoke on Aircraft Insurance, Buying/Selling Aircraft, and an Update on the Greenland Expedition. It is evident that within the membership of our Chapter, there are many experts. Please step forward, as these members have done, and share your knowledge and experiences.

1991 has great significance to Chapter 690 in several other ways. Among these are: Our Annual Air Fair date was changed from late Spring to Fall, and showed a marked increase in profit; we now sport our own Chapter polo shirts; we increased the Chapter dues (the first time in 12 years); and of most significance, the beginning of the Chapter 690 building project. All of this in addition to our established events, i.e., the chili cook-off, the family picnic, Bar-B-Q, pancake breakfasts (5), fly-outs, and the Christmas Party.

Congratulations to the Chapter 690 officers elected for 1992-93. You and the membership can be assured that the transition will be smooth. The out-going officers will help in every way possible to assure that the continuing programs and projects will not be interrupted and there will be help and guidance for new or revised programs.

I want to commend the 19 members who have spent some of their free time since the first of October helping with the chapter building project. There have been five major work sessions. A detailed review of what has been accomplished

and planned will be found in the NAV-COM Building Column. Each member is encouraged to help when they can. Work sessions currently are scheduled for Saturdays beginning around 9:00 A.M.

I am proud of Chapter 690 for approving a major contribution to the EAA Aviation Foundation's Annual Fund for Excellence. The \$100.00 donation continues our policy of supporting the programs of the Foundation as well as the EAA Air Adventure Museum. This policy was started in the early '80s when Chapter 690 was one of the first contributors to the building of the EAA Museum. I hope that this may become one of our annual projects.

Please don't forget to send your reservations for the Christmas Party to Mike North by Dec. 4th. Enclose your check for full payment with the reservation. The Norths want to enjoy the party with the rest of us, so please don't hassle them by "paying at the door." Also, we have a fairly tight schedule of events before we are served dinner. Please cooperate in helping the program move along. Thanks.

Finally, as the retiring president of EAA Chapter 690, I want to thank each member for the confidence, cooperation, and support you have provided me and the other officers for the past two years. Together we have faced the challenges that all active, progressive, and dedicated organizations encounter. Most of these have been met with success but occasionally some with failure. The immediate challenge to the chapter is the completion of the chapter building while still continuing our many worthwhile ongoing programs and projects. As the facility reaches completion, new challenges will develop concerning its use, maintenance, modification, etc. All of this should be welcome to "airplane people", for when have we ever decided to fly that we did not expect to encounter some unusual or new situation (read: challenge). I will be there, Charlie, ready and willing and for a long time, I hope, able to help you and Chapter 690 meet these challenges. It has been both a pleasure and an honor to serve as president of EAA Chapter 690 for the last two years. I do intend to remain a very active member for many years and to serve the Chapter when needed.

Frank -

Calendar of Events

December 7-8 - "Wheels, Wings, and Interesting Things", Lakeland Linder Regional Airport, Fla. Vintage automobiles and airplanes plus many activities. Information: (813) 644-2431.

December 13 - Christmas Party at the Decatur Elks.

December 15 - Christmas Fun Day; Duxford, UK. Ph.:0233-833963.

December 27-29 - 6th Annual Warbird Weekend in Florida Show; Flying Tigers Air Museum, Kissimmee, Fla. (407) 933-1942.

December 28-30 - Balloon Meet; Harrogate, United Kingdom (I might get to attend!)

February 25-March 1 - Asian Aerospace Exhibition; Singapore.

April 5-11 - Sun'N'Fun; Lakeland, Fla. (813) 644-2431.

April 17-20 - Warbirds Display; Wanaka, New Zealand.

July 5-19 - World Championship Aerobatics; Le Havre, France.

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

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

September 5-7, 1992 - Aerodrome 92, Guntersville, AL. This looks to be a BIG event. Planned activities center around World War I aircraft and memorabilia. Let's hope the 140 is done by then...

September 5-8 - Aerospace Exhibition; Moscow, CCCP (?). Phone: 01049-961-33028.

September 6-13 - SBAC Aerospace Show; Farnborough, United Kingdom. Phone: 071-839-3231.

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. Airt.	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

1992-93 Officers!

Last month's meeting (Nov. 8) included elections of Chapter 690 officers who will serve in 1992 and 1993. The results:

President: Charlie Sego

Vice-President: John Goodman

Treasurer: Sheryl Black

Secretary: Joel Levine

Congratulations and good luck to all new officers!

THE BUILDING COLUMN

Ground has been broken and work is progressing favorably in the preparation of the building site. All of the dirt has been removed from the two banks (east and south) that is needed to provide space for the retaining walls. The location of these walls will permit adequate space between them and the building for erection of the building and subsequent cleaning of this area. During the four major work sessions on Nov. 2, 9, 16, and 23, the dirt removal was completed, new cement block steps to the fueling ramp were completed, a cement block retaining wall four blocks high was constructed on the east bank, a footer trench dug for the south side retaining wall and a trench for extending the concrete pad to the west (approx. 18") were dug.

The next major phase of the project will be laying out and digging the holes for the seven building column footers. This will be followed by building forms to contain the cement for these footers and other forms where cement is used. It is planned that all cement for these footers, the south retaining wall footer, the pad extension, and any other "cement" needs can be poured from one redi-mix delivery. When this is completed, the remaining retaining wall (south side) can be constructed and erection of the building started.

All of the necessary building plans and other documentation have been received from the manufacturer. An application for a DeKalb County building permit was made using this information. No problem is anticipated here.

Delivery of the building is anticipated in early December. No notification of a date has been received. As mentioned above, erection cannot occur until the cement work is complete.

Major work sessions are scheduled for each Saturday, weather permitting, starting around 9:00 A.M. and continuing until about 4:00 P.M. Nineteen members have

participated in the four sessions mentioned above - not all of them all the time. Any time that a member can contribute is welcome. If you have questions call Roy Stoutenburg (981-6041) or Frank Wilcox (978-2403) concerning work dates, work to do, or tools you will need to bring.

Building Fund

Project Treasurer John Connelly makes the following report:

Paid:.....\$4,350
Donations:.....\$500
Commitments: \$750
Underwriting:.....\$5,000
Total:.....\$10,600

It is not too late to beat the dues increase coming in 1992 by remitting or committing to a \$100.00 contribution before the new year. Contact John Connelly at 294-4050.

Commitment to Excellence Contribution

Annually, the EAA Aviation Foundation solicits contributions to the Annual Fund for Excellence. These contributions augment other income of the Foundation to provide enhancement of continuing programs and projects. The major areas of emphasis are aviation heritage, education, and innovation. Examples are the EAA Air Museum, EAA Air Academy, Air Adventure Days, and alternative fuels programs. This is an expanded continuation of the request for contributions made in the early '80s for construction of the EAA Museum. At that time, Chapter 690 made one of the first donations (\$500) to the project. Continuing this policy of support, the chapter membership voted at the November meeting to contribute \$100 to the 1991 solicitation. Recognition of this contribution will be made on the Contributors Honor Roll, the Foundation quarterly newsletter *WINGS* and a Collectors Edition of the *EAA Air Adventure Museum Guidebook* will be sent to Chapter 690.

Watch, Wonder, and Dream

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August 1989

Flying along at 8500 feet, I could see the T-shaped silhouette of the Varga airplane centered between the windshield cabane struts of the Tri-Pacer. Ten or fifteen miles to either side of

us were towering cumulus clouds, gleaming white with shades of gold and orange in the crevices. At this altitude, the air was sparkling clear compared to the murky summertime haze below us. Below, patchwork Carolina countryside drifted by slowly.

"How many miles to the next checkpoint, John?" I inquired over the 25-year-old tube-type radio.

My headphones crackled alive as John, ahead of me in the Varga, said, "29.4 nautical miles, ground speed 104 knots. Looks like we might have to divert a little to the east here to get around these big ones."

As I slid my plotter over our planned course line on the chart, I noticed that 29 miles out should put us directly over a school of some sort. I banked left slightly, and BINGO! there it was, 8000 feet below the Tri-Pacer's wing strut.

"I've got to get one of those lorans," I said out loud in amazement while dutifully marking my little dead-reckoning form.

We had flown up to Greensboro to retrieve Dad's 135 Tri-Pacer so that an avionics upgrade could be performed. The 260 mile trip up from Georgia had gone smoothly, and we were now hoping to fly around these scattered but growing cumulus that threatened to stop our VFR return flight. The view was magnificent; canyons of colossal clouds tinted with red and orange hues flanked both sides of us. Despite a carefully planned checklist, I forgot one item I sorely regretted - a camera.

As we droned on, I took my headphones off briefly in order to relieve some of the tension that had built up during the long flight. My ears were suddenly filled with the roar of the engine and the whistle of the slipstream as it rushed over the windshield. Looking out at the white wings stretching overhead, I recalled my earliest memories of flying with my dad and brother on a warm Autumn day 25 years ago.

As my mind drifted back to 1964, I remembered my dad rounding up my 4-year-old brother Greg and me.

"Come on, get ready to go," he said.

"Where Daddy?" I asked with the quizzical look of a 5-year-old.

"It's a surprise. Let's go," Dad said as he opened the door.

We piled into the car and drove 25 miles to ... THE AIRPORT! We had been to the Burlington, NC airport before to watch airplanes and dream about flying, but something else

was happening here. Burlington Municipal Airport was (and still is) one of those big, multi-runway civilian airports that was probably built in the '30s or '40s just outside the city limits. This airport was the familiar type with a myriad of little cracks in the runway, each meticulously filled with asphalt-tar patch material. A couple of big, opened hangars were on the field, peppered with airplanes like Taylorcrafts, J-3's, Aeroncas, Stearmans, and an Ercoupe or two.

Well, after entering the hangar office and listening to my dad talk to the man behind the counter, my brother and I figured out that we were going to FLY! Wow!

Walking onto the ramp with my dad, there it was - a white over green Aeronca Champ. I remember looking at the emerald green N number on the side and thumping the fabric. "Thump! Thump!"

As Dad was pre-flighting the Aeronca, overhead I heard the gentle putt-putt of what I would later learn to be that characteristic sound of a 65 horsepower Continental. That once-ubiquitous engine is now so rarely heard that I often run outside to watch any Continental-equipped airplane that flies over.

Greg and I were carefully strapped into the back seat, side-by-side, with a single belt. It was cozy, but we were so thrilled that we didn't mind one bit. Dad called out the routine "switch on, it's hot!" signal as the lineboy flipped the propeller. Dad had earned his wings working as a lineboy in the early '50s while still in high school.

As we climbed into the blue September sky in the little green and white airplane, I was awed at the sight of the earth from above. Certainly, I thought, this must be what God sees when He observes all of creation at once. What an experience! The steady roar of the engine, the white, outstretched wings, the smell of freshly cut grass, and the flickering of the afternoon sun through the propeller and cabane struts are all memories firmly impressed in my mind.

Cabane struts! All of a sudden, the Tri-Pacer took a violent 45 degree bank to the right as I instinctively recovered with aileron and rudder.

"John, get back here and take a look at my control surfaces; I think I may have a problem!" I blurted over the radio while trying to remain calm. Don't panic, just get the data, analyze it, and make a decision, my engineer-trained brain told me. John flew a close-in box pattern all around the white and gold Tri-Pacer while I gently held the control wheel.

"Looks OK from here, no fabric missing," he said nonchalantly as I regained my confidence in the airplane. He

flew up ahead again as the Varga was a slightly faster ship.

He was about 2000 feet ahead when WHAMO! It happened again! My intense concern melted into relief when I immediately realized that I had been flying in the Varga's wake turbulence! Not being a regular formation flier, I never realized that a 150 horsepower Varga could whip up such a tornado from a half-mile away.

As we continued on, the clouds closing in, it became apparent that we could not simply deviate around these huge, darkening formations. We decided to let down in Fairfield County, SC for the night since it was already late afternoon, and the storms were just getting cranked up. The family-run, rural airport turned out to be the perfect place to land because we were greeted with hospitality and respect by the airport manager and his wife. The manager, an FAA-licensed mechanic and inspector, even loaned us a car to drive to the local steakhouse. They also delivered and picked us up from the local motel to make our overnight stay as easy as possible.

As I tied down the little white and gold Tri-Pacer for the evening, I spotted a young boy, about eight years old, standing with his bicycle near the edge of the ramp. He watched us intently while we tightened down the ropes, and I wondered how long he had been standing there. My heart and best hopes went out to that child as we stood there that summer evening.

I knew what was going through that boy's mind, as I remembered my own boyhood pastime of watching, wondering, and dreaming about flying.

Reducing Vibration Through Propeller Re-Indexing

The following was originally reported in the Lycoming newsletter "Lycorama 90" and I lifted it from EAA 268 (Woodstock, GA) Talefeathers).

"Typical installations of the past had the propeller indexed so that it would always be in a position for convenient hand-propping. The more modern aircraft of today have a starter and a battery and are not intended to be started by hand-propping. Under these conditions, it becomes worthwhile to reject propeller indexing considerations of the past and to index the propeller so that the blade center lines are contained in the plane of the crank pins. This index configuration has historically proven to minimize transmitted vibration levels in four-cylinder engine installations.

If you are willing to give up the ability to easily hand-prop your airplane by re-indexing your propeller, you may be

rewarded by a definite reduction in vibration. If you install the propeller to be horizontal when any cylinder is at top dead center, the hand-propping will be even less graceful, but a noticeable reduction in vibration will take place. The engine will tend to stop with the propeller more or less vertical when you shut down.

Pilotless Plane Travels 100 Miles Before Crashing

(The following is paraphrased from the Salisbury, N.C. Post (1/4/59) and was contributed by an unknown 690 Chapter).

"Columbus, Ohio (AP) - A pilotless Civil Air Patrol plane traveled for more than 100 air miles at 16,000 feet Saturday before it crashed 300 yards from a farm house near Chillicothe, 40 miles south of here."

The pilot, Robert Murray of the Rising Sun Civil Air Patrol, said he was on the ground "cranking up" the plane and that apparently the throttle had been left on. He had landed a few minutes earlier, filled the tanks with gasoline, and was preparing to taxi the craft to a hangar when it took off on its own.

Two armed and two unarmed F84Fs were scrambled to intercept the wayward plane. The original thought was to flip it down by making contact with its wing tips. However, the L16 veered away after each of several approaches. Just as the other two F84s set up to shoot it down, the L16's propeller stopped. With the jets trailing close behind, the plane dipped and began a long glide toward isolated farmland, finally coming to rest in two pieces near Ohio Highway 159 between Chillicothe and Kingston.

An Aeronca official at Dayton said the plane is started by cranking, has a ceiling of 16,000 feet, a top speed of 195 mph, but cruises at 90 mph. *"The official said the plane can also land itself if the conditions are right."* Hmmm...

Teacher Needs Help

Theresa Coleman, Chapter 690 member, is setting up an aeronautical course for exceptional students in grades 11 and 12 at the Fernbank Science Center. The course is scheduled to begin next Fall, and she would like some advice and possibly surplus items Chapter 690 members would care to give. The presently-planned curriculum, which should cover most items in an FAA-type ground school (pvt pilot) is:

First quarter - basic aeronautics, including airfoil theory and wind tunnel experiments.

Second quarter - Advanced aeronautics, including forward canards and their peculiarities (e.g., deep stall phenomena).

Third quarter - rocketry theory, solid and liquid fueled model flights.

Theresa would like suggestions for the curriculum. In particular, she would like our views on books and other teaching aids appropriate for the course. She has used *Aeronautics for Naval Aviation*, which is getting pretty long in the tooth by now. Suggestions on video tapes, field trips, and interactive flying computer programs are also being solicited.

Theresa also is looking for various items, including broken plotters, old E6B computers, broken instruments (e.g., altimeters, gyro instruments, etc). She definitely needs old sectionals, hopefully twenty copies of the same area. I'm sure in a group as large as Chapter 690, we can come up with twenty or so old ATL sectionals.

If you have words of encouragement or advice or any items you would like to contribute to the effort, please contact Theresa at 498-3741(H) or 378-4050(W), or write her at:

5704 PennyBrook Court
Stone Mountain, GA 30087.

Thank you in advance.

The Flighty Side

(Stolen from EAA 268 [Woodstock, GA] "TaleFeathers").

From Mark Smith: "Here's one that I heard is supposed to be true: A Japanese Airlines 747 was taxiing at Honolulu International. The JAL pilot had made a wrong turn and was having trouble getting to the correct taxiway. The frustrated controller finally said, 'Have you ever been to this airport before?!' The reply from the JAL pilot was, 'Only once, and that was in 1941!!'"

From Frank Ledgerwood (embellished): *It is a relatively quiet day and the radar controller isn't very busy. He has a C172 on an instrument approach in real instrument conditions. There is a fly buzzing around the controller's screen. The controller is swiping at it while he directs traffic. The radio conversation goes something like this:*

Controller: "Cessna 1234, descend from 7000 and maintain 5000." *Controller swipes at fly, hits coffee. Coffee hits controller's pants.*

Cessna 1234: "Roger, out of 7 for 5." *The ride immediately*

gets bumpier as Cessna 1234 descends from blue skies into solid ooze. Turbulence picks up. Lightening strikes nearby. Cessna 1234's passengers start to turn green.

Controller: "Cessna 1234, descend and maintain 3000." *Swipes at fly again, misses and smacks his replacement, who has just entered control room. Angry glances are exchanged.*

Cessna 1234: "Roger, out of 5 for 3." *The dash-board is shaking in its mounts. Lightening seems to be striking in the cockpit. There is a foul smell from the back seat. Cessna 1234 is now hanging on every word coming out of the radio.*

Controller: "Cessna 1234, descend and maintain 1500, cleared for approach, contact tower at the outer marker." *The fly is really bothering the controller, but it finally finds the spilled coffee and settles down for a feast. Without realizing his mike is still keyed, the controller says to his replacement, "Watch me squash this little SOB, heh, heh..."*

Cessna 1234: "CANCEL IFR! CANCEL IFR!"

Plane News

New Top Man for FAA - President Bush recently put forth Jerry Ralph Curry as new head of the FAA. Mr. Curry is a 33-year Army veteran (Bronze Star, Viet Nam), former aide to televangelist Pat Robertson, would-be Congressman, and present head of the National Highway Traffic Safety Administration. He has about 5,000 flight hours, mainly in military rotor and fixed-wing craft. His track record is strong. When he took the reins of the NHTSA in 1989, the agency was in disarray. His first stated goal was to lower the highway fatality rate to 2.2 per 100 million miles of travel by 1992. The goal was met by the end of 1989. His present goal is 2.0 by 1992. For more on Mr. Curry, see "Plane Sense". (From USA TODAY, 11/25/91. Contributed by Bob Boatright).

The world in the palm of your hand - Two electronics manufacturers recently introduced different computers for aviation navigation based on global positioning system (GPS) satellites. Navstar Electronics Inc. (813-366-6338) has a "palmtop" (hand-held) GPS computer based on the NEC V25+ portable. This unit (the "XRP-P Palmtop GPS computer) can determine a user's position to within 100 meters and is priced at \$1640. Loyola Enterprises Inc. (804-459-2972) introduced a laptop called GPS-1 Satellite Navigation System. Two software packages are available. GPS-Time/Posit tracks the user's exact position (\$1695). GPS-NAV tracks position, course, and speed (\$1995). (PC Hardware, 9/28/91. Contributed by Joel Levine).

Plane Sense

As noted in "Plane News", Jerry Curry, chief of the NHTSA, will probably replace Adm. James Busey as top dog at the FAA. Mr. Curry has all his life sought challenges and met them forcibly with success. The NHTSA was considered the bottom of the barrel when he took over in 1989. It is now viewed with some degree of respect by both industry and user groups. This respect was not gained by cow-towing to either group. He angered auto safety lobbyists by stopping investigations into Jeep CJ rollover propensities, concluding that the probes were inconclusive and costly. Conversely, auto makers are still smarting over the tough new side-impact standards he championed (last two items reported in USA Today, 11/25/91).

What I am curious about is the topic that he and Mr. Bush consider the challenge to be met over at FAA. Like the NHTSA before Mr. Curry's arrival, the FAA is considered by many to be an agency in need of an overhaul. The question is, in what direction will Curry go? Does he consider only numbers in terms of Safety? I.e., will he make a 2.2/100 million statement and then proceed to drive everyone but Qantas from the skies? On the other hand, possibly he views FAA's biggest mistake as being its concern with enforcement and prosecution to the exclusion of all other activities. I.e., maybe he sees the FAA as a mad-dog agency that promulgates and follows the general policy of usurping due process while acting as prosecutor, judge, and executor in its civil penalties program, in the process losing all credibility with user groups and Capitol Hill.

We may have a unique opportunity in Mr. Curry's appointment to FAA. He appears to be a man who does not hold allegiance to any group, but rather one who makes decisions based on fairness and according to his understanding of the individual circumstances at hand. Possibly we can convince him to honor all of the responsibilities of the FAA. To wit: "The Federal Aviation Administration is responsible for insuring the safe and efficient use of the Nation's airspace, by military as well as civil aviation, for fostering civil aeronautics and air commerce in the United States and abroad, and supporting the requirements of civil defense." - (From The Airman's Information Manual, an FAA publication).

What will this take? You guessed it: Education. We must educate Mr. Curry in the needs, rights, and existing (but disappearing!) privileges of the sport aviation community. Obviously, organizations such as EAA and AOPA will attempt to do this, but what an impact it would have if Mr. Curry received letters from the actual users of the National Airspace System before his first day on the job!

We all tend to make vague New Year's resolutions that rarely are kept and so become sources of guilt (well, maybe slight twinges). This is an opportunity to make a definite resolution that is relatively painless to keep: Send Mr. Curry a note of congratulations and mention some of our key concerns. To avoid any guilt trips in the new year, I sent one in the old year. It's just a modest effort, but feel free to borrow from it.

Mr. Jerry Curry
National Highway Traffic Safety Administration
Washington, DC

Dear Mr. Curry,

Congratulations on the recent announcement of your impending appointment to head the Federal Aviation Administration. The FAA has long been in need of progressive and fair-minded leadership. Your record at the NHTSA indicates that this type of management is on its way to the FAA.

I believe that the FAA has fallen to its present level of ineffectiveness due to the emphasis past Administrators have placed on regulation and enforcement, to the exclusion of honoring other responsibilities. The federal government holds that "the Federal Aviation Administration is responsible for insuring the safe and efficient use of the Nation's airspace, by military as well as civil aviation, *for fostering civil aeronautics and air commerce in the United States and abroad, and supporting the requirements of civil defense.*" - (*The Airman's Information Manual, an FAA publication, italics mine*).

The present environment of over-regulation and over-zealous prosecution has fostered an "us against them" mentality that is felt on both sides (that is, FAA versus just about all facets of aviation). I realize that much of this policy was set by Administrators in the name of safety. However, very little in the way of hard data support the actions of the FAA. For instance, what are the bases for: The third class medical requirements? Mandatory retirements? The coercion used in forcing airmen medical and student pilot certificate (Form 8500-8A[10-90]) applicants to waive their Privacy Act rights? A civil penalty demonstration program that is at least unconstitutional if not downright malicious?

Many of these points may be new to you. They will occupy much of your time in the near future. My fervent hope is that when you make decisions in the name of "safety" in regards to these and other topics, they will be based on factual evidence and they will have a regard for the personal rights and freedoms of those they affect. In this regard, possibly a unique approach to heading the FAA would be to do away with regulations that unjustly deny or curb personal freedoms.

Though I am a simple student pilot, I am intimately affected by FAA policy. I am possibly a lone voice in the wilderness, but I refuse to be apathetic towards, or fearful of, federal entities. I realize that I am not an expert in any aviation field, but if you ever feel the need for the opinion of a citizen, or if I can help you in any way, please call on me.

Again, congratulations on the appointment. I wish you good fortune and happy holidays!

Sincerely,

Fly Buys

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).

For Sale: One "North-Pole Special". 300K SMOH on a 9 hp (reindeer power) engine. Runs strong. Always hangared, top elf maintenance, only used once a year! Full IFR incl. radar, ultra-directionator orientator loran, and prismatic hodoscope with beacon (R.U.D.O.L.P.H.) Available after 12/25/91. Serious inquiries only. Must sell; upgrading to CSA.

Happy Holidays!

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, Mike North (925-9552) 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, not only by me the editor, but by the membership as they tire easily of my bilge. 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. Production Consultants: Wayne Whitaker and Richard Robison. Transportation Engineer: Wayne Whitaker.

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 Mike North, the Treasurer (925-9552) to sign up. You'll also need to join EAA National (see above). Membership is open to anyone, but we especially welcome those who read the newsletter looking for silly little changes in "form" sections. Our meetings are every second Friday of the month, 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: Frank Wilcox - 978-2403
Vice-President: Duane Huff - 921-4423
Secretary: John Goodman - 972-2405
Treasurer: Mike North - 925-9552

Videos and Books: Barney Barnes - 923-7896
Tools and Materials: John Henderson - 449-1946
Chapter Historian: LeRoy Stoutenburg - 981-6041

Technical Counselors:
John Porpe - 939-6610
Frank Wilcox - 978-2403

Building Committee:
Chairman: LeRoy Stoutenburg - 981-6041
Treasurer: John Connelly - 294-4050

The NAV-COM

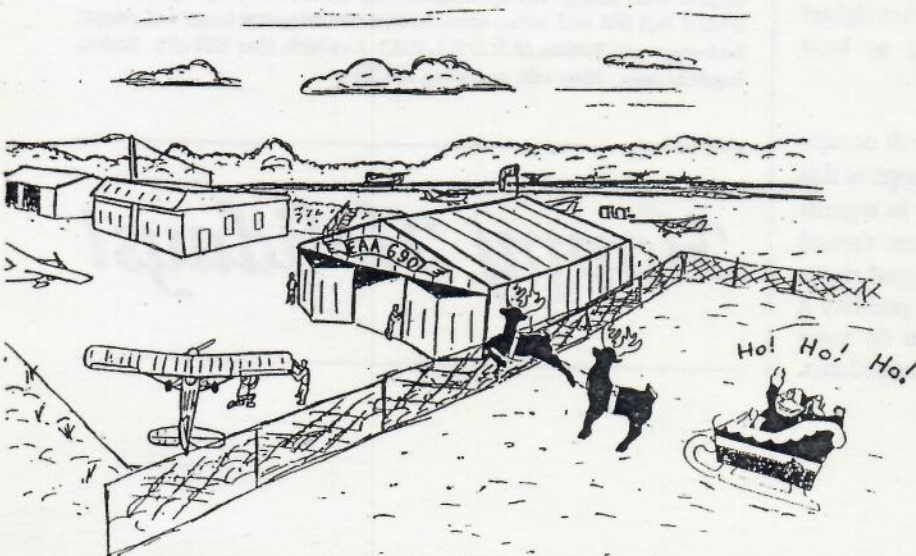
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