

Aug. 1985

**EAA  
690**

# **EAA CHAPTER-690 NAV-COM**

MEETINGS 2ND FRIDAY EACH MONTH AT STONE MOUNTAIN AIRPORT-8:00 P.M.

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**STONE MOUNTAIN  
GEORGIA**

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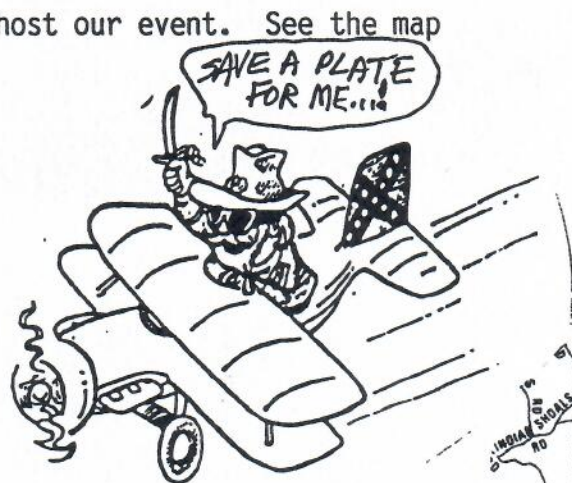
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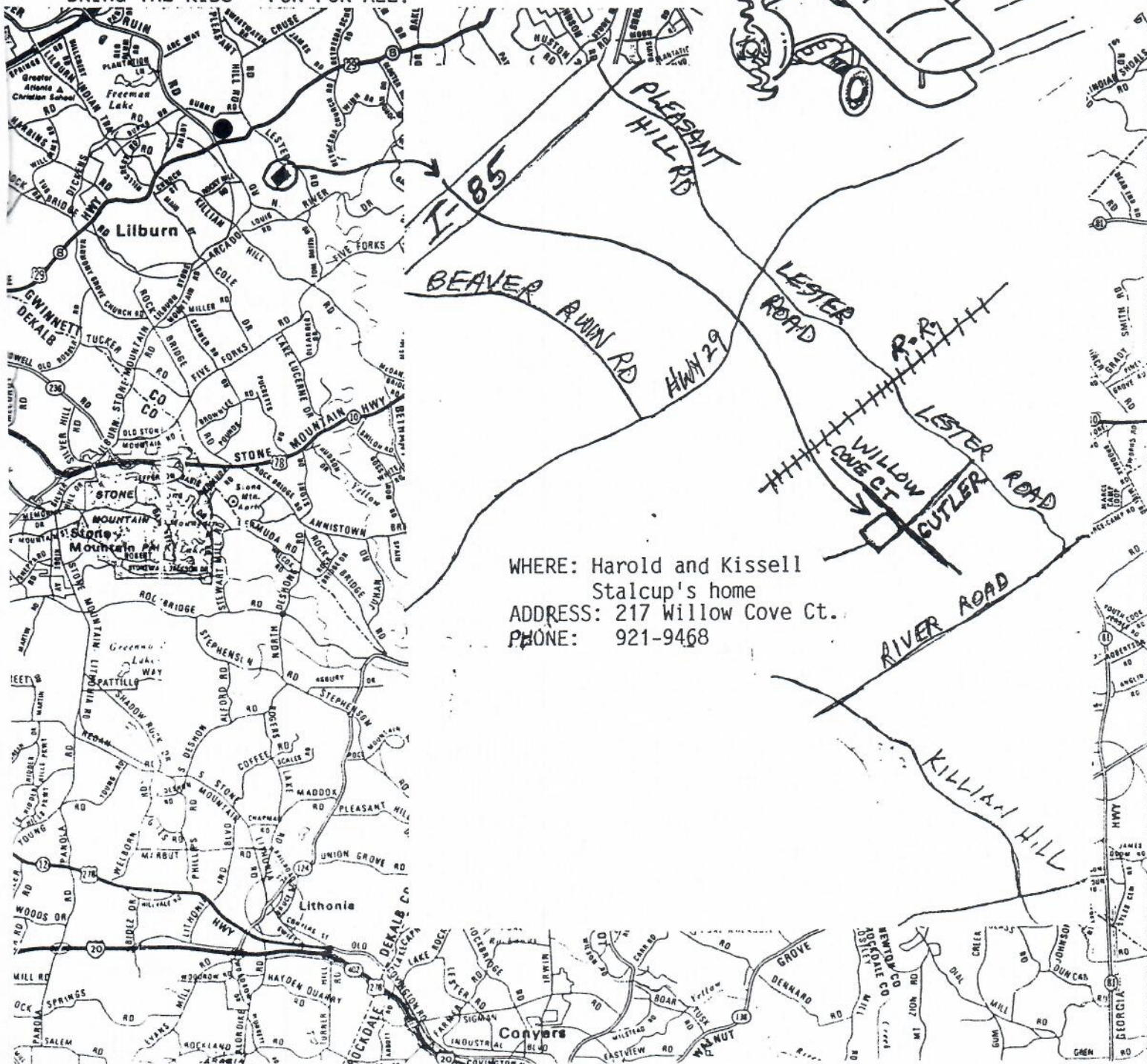
A reminder to everyone that the normally scheduled meeting for the second Friday night in August has been replaced by the Annual After Oshkosh Pitch In dinner. The chapter will provide a keg and a sandwich meat tray. All members are encouraged to bring a dish to pass (vegetable, salad, dessert or whatever) and slides, pictures or stories from Oshkosh. If you didn't get to Oshkosh, bring stories from Stone Mountain - we're not fussy!

Once again the Stalcups have graciously volunteered to host our event. See the map below for specifics. The details are:

WHAT: EAA 690 Annual Pitch In  
 WHEN: Saturday, August 10, 1985  
 WHERE: The Stalcups (see map below)  
 TIME: 6:30 till ?



BRING THE KIDS - FUN FOR ALL!





## SECRETARY'S NOTES

Tom Ferraro opened the July 12th meeting at Stone Mountain Airport and asked everyone to introduce themselves and their aviation interest or project.

ANNOUNCEMENTS: Oshkosh count was asked for. About six members indicated plans to attend EAA in Oshkosh this year.

EAA Chapter 150 has sent announcements on the Ole South Fly-In, Incorporated to be held in Rome, Georgia over Labor Day weekend. EAA in Rome and Chattanooga are assisting in the support of the fly-in.

September's Program will be George Gay, sole survivor of Torpedo 8.

NEW BUSINESS: August 17th is the date for the Fly-In at Stone Mountain Airport. The Chapter has been asked to assist in the Fly-In. Harold Stalcup has agreed to coordinate the drinks and hot dogs. Volunteers are needed to assist - see Harold on scheduling of time. A party is being planned following Oshkosh at the Stalcup's. Details will appear elsewhere in this newsletter.

Charles Sego stated that he will help arrange future programs. Additional items for discussion were as follows: (1) The Chapter needs an updated membership list; and (2) It was brought up that the Chapter needs a storage shack. Tom Ferraro is to talk with airport management regarding this.

THE PROGRAM PRESENTATION: Tom Ferraro showed slides from Oshkosh.

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## HAPPENINGS

I was recently contacted with some interesting news for Georgia Sport Aviation fans. The Old South Fly-In held every Labor Day weekend in Tullahoma, TN has been moved to Rome, GA. This Fly-In has the potential to become a major regional type event, and the best part is that it's right in our own back yard! They are requesting help in the form of work parties every Saturday between now and Labor Day to help prepare the site.

New home builds are always in the news for EAA Chapter 690. On June 14th Gordon and Jean Washburn were the proud parents of twins. Gordon has recently completed a major overhaul on cribs, high chairs and various other baby components. Congratulations from all of us!

Reminder for the September meeting:

As previously announced, our guest speaker for the September meeting will be George Gay. Recently written up in the Atlanta Journal/Constitution, George is well known in aviation circles as the author of SOLE SURVIVOR. Let's mark it on the calendar and plan to attend this important meeting. The meeting will be at 8:00 P.M. on Friday, September 13 (that should be easy to remember - Friday the 13th!) at the Stone Mountain Airport.



# President's Message

AUGUST 1985

With Oshkosh rapidly approaching many of us are trying to plan vacations, watch the weather forecasts and prepare for the annual event. I had planned this weekend to clean up the airplane, top it off with gas and be ready to go. As it was, I decided to fly a little first. Five minutes into the flight, the DG is doing funny things, it's going around and around! Push the button and reset it. Looks OK now. Being a quality pilot, I noticed the suction gauge was reading 0. Tap on glass to make it work again. (I've never really seen that work, but you have to try it anyway). Now I started to wonder what's going on.

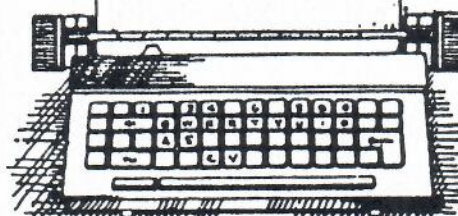
The horizon was slowly slumping to the right, as far as I could tell though the wings were level. That wasn't easy to tell on this particular day since the haze was heavy! By this time everyone has probably figured out that the vacuum pump had failed. I couldn't really believe this though because when I rebuilt the aircraft, I replaced that old wet style pump with a new "state of the art" dry unit. As you all know, this aircraft had very few hours on it since the rebuild. Surely a new vacuum pump wouldn't fail with 21 hours on it! The answer is yes it can! After 25 years the wet pump is still operational and my new \$350 state of the art dry pump is nothing more than a bunch of broken pieces in a box on the way back to the manufacturer. I guess that's progress?

Don't forget to make plans and attend the pitch in on August 10th. See you there!

*Sam*

RECRUIT A FRIEND

## Editor's Notes



This will be a note of personal introduction to the group. I am your new Newsletter Editor since John Owens just does not have the time to devote to this publication for now. All of you know that John has spent many hours working on the Newsletter for the group - it showed! Now, I'll be trying my hand and talents at this post for the interim. I sincerely hope that I will be able to get the job done as well as possible.

My involvement with airplanes began at approximately the age of seven with flying model kits - ironically my first one was a CESSNA 120. I bought a real, live 1946 CESSNA 120 three weeks ago, so I am currently flying a childhood fantasy. It feels great!!

Thus my involvement in EAA. I am by nature a tinkerer and a builder in electronics, scuba diving, flying and photography. My professional career has been broadcasting for 21 years, and I am currently an account executive at Crumbley and Associates, an advertising and public relations firm in downtown Atlanta.

Your contributions will continue to make this newsletter vital - please send in any information that you feel would be interesting to the group by mid-month for publication.

Your comments are welcome - Thank you!

*Bill*

Have You A Story  
To Tell — Tell It