

The NavCom

Newsletter of EAA Chapter 690

All the News that Fits

June 1993

News From Around the Globe

Henry Warner Gets Kidney!!

Sheryl Black

After years of waiting for a match, Chapter 690 member Henry Warner has finally received a donor kidney! On the morning of Sunday, May 30, Henry got the call from the organ matching service. He hopped on a jet and was whisked to Presbyterian University Hospital in Pittsburgh, PA. Surgery was completed by nightfall, and he's now on his way to recovery! Doctors expect about a month of hospital time, then some more at home. The chapter is sending him flowers and our best wishes. If you would like to send a personal note or call, the information is:

Presbyterian University Hospital
DeSoto at O'Hara Street
12th Floor, Room D-1252
Pittsburgh, PA 15213-2582
(412) 647-2627 (Henry's room)
- 3123 (Nurse Station)
- 3000 (Hospital)

Also, Steve Ashby plans to video tape our next meeting and send it to Henry. So, if you'd like to say hi to the H, be there!

Gwinnett Co. Airport Authority Meets

Sheryl Black

The Gwinnett County Airport Authority is meeting 10 June (Thursday) at 6 PM. Topic: The proposed control tower. If you are curious about their reasoning concerning a perceived need for such a facility, or already have an opinion about the proposal, it may be worthwhile attending.

EAA HAM Radio News

Barney Barnes

I recently participated in a couple of the EAA Ham Radio net sessions. The net operates on the following schedule:

Sat.	1000 EDT	1400UTC
	7280 - 7285 kHz	
Mon.	1000 EDT	1400UTC
	7280 - 7285 kHz	
Wed.	2130 EDT	0130TC
	3978 kHz \pm QRM	

Net control station is Frederick F. Flood, W9WAW, 3429 W. Parnell Ave., Milwaukee, WI 53221. Fred will ask you to send him a QSL card with your national EAA number to be logged in as a net member, but drop-in aviation enthusiasts are welcome. One net participant is Dennis M. Agin, N8ILN, 4460 Hayden Falls Dr., Columbus, OH 43221, who is forming an EAA Ham Chapter (1024). Dues are great—a QSL with your national EAA number and 5 SASE to Dennis for the newsletter, SPARKS. I will have copies of the newsletter at the next chapter 690 meeting for those interested. According to the first newsletter, Dennis was to have put on a spin demonstration at Sun'n'Fun in a CGS Hawk Arrow II, but had to instead make an off-field landing onto a farm equipped with cowpies and their manufacturers, who apparently kept their distance. The engine failure was attributed to a cracked rubber manifold tube to the carburetor, causing the engine to run too lean and scuff the pistons.

I think Dennis was going to start a 20 meter net, but I haven't heard much more about it recently.

Patrick Ashby Wins Big!

Steve Ashby's son Patrick must be the luckiest kid alive. Steve, Patrick, and Wayne Whitaker were rummaging around the stalls at Sun'n'Fun and came across a couple of promotional contests. Patrick entered drawings for an Airsport Altitude Alerter (a \$600.00 value) and a *Smilin' Jack* cartoon strip original plate (priceless). The next day, Patrick kept reminding Steve about the drawings (noon for the black box, 3:00 PM for the comic plate). They got to the Airsport booth just when the barker was asking for a volunteer from the audience to shuffle the box containing entries. He chose Patrick, who then spent a couple of minutes mixing up the slips of paper. Steve then held his hands over Patrick's eyes as Patrick reached into the box...and pulled out his own entry! The crowd went wild! Steve immediately told Patrick to pick out another, but neither the barker nor the audience would stand for it, so Patrick won the Alerter! Later, the trio was moving towards the *Smilin' Jack* booth when Steve and Wayne were waylaid by Nieuport stuff. They got to the comic strip contest just in time to see Patrick win the plate!

Wayne gave the Ashbys a ride home. As they droned through Florida, Wayne had an inspiration. Pulling over to the next truck stop, he asked Patrick to think of six numbers—any numbers. Steve caught on, too, and got more numbers from his son. They then ran inside and bought lottery tickets! With what had just occurred at SNF, how could they afford *not* to?!

Chapter 690 is now an Explorer Post

EAA Chapter 690 has become the sponsoring institution for an aviation Explorer Post. Mike North is working with officials of the Boy Scouts of America in the organization of a new unit. Explorer Posts are for older scouts—boys and girls—ages 14-21. The purpose of an Aviation Explorer's Post is to increase the interest and experience of young people in aviation. Since this is also a purpose of the EAA, it is appropriate that 690 sponsors a post. Mike North will be the Post advisor. Frank Wilcox, Duane Huff, and Charlie Sego will assist in Chapter/Post leadership roles. Among the charter members will be Robert North and Evan Gibson (both of whom worked above and beyond the call of "duty" at the Gwinnett Co. Airshow.)

Atlanta Airshow Successful for Chapter 690

The recent big blow-out at Briscoe Field saw many Chapter 690 members participating either as volunteers or paying "tourists." The Airshow, as in the past, was top-notch. Patty Wagstaff was my favorite. I'd think that those flip-flopping tail slides with horizontal exits are totally uncontrollable except for the fact that she does so many of them and so identically. And even though I'm not a big warbirds fan, the F-15 *still* makes me shiver when it does a max-performance 180 in the width of the taxi/runway. At the other end of the spectrum, the aerobatic sailplane did not fail to impress. It is such a wonderful contrast to the loud, snorting, brute-force routines that surround it on the playbill. Could there be too many greater feats of aviation daring-do than an inverted ribbon cut in a sailplane? At this show, the sheer number of performers is always overwhelming; just what a carnival-type event should accomplish. I think it may be becoming a premier aviation event of late Spring.

The Chapter worked a food booth and had an EAA information booth both days. We had 57 people show a keen interest in EAA and specifically Chapter 690. All of these folks are being sent a NavCom and a separate letter inviting them to join. Apparently 15% of the profits of the food booth are ours to keep, so financially we probably did well (figures to follow as they become available). Those members who volunteered were:

Ben Jeffrey, Frank Flessel, Greg Jannokos, June and Barney Barnes, Jeff Boatright, Kristi and Charlie Sego, Jim and Linda McGregor, Harriet and Dick Strand, Mike, Jennifer, Robert, and Steve North, Evan Gibson (friend of Norths), Bob Zahner, Dave Rowe, Tess and Duane Huff, Margaret and Frank Wilcox, Theresa and Bill Coleman, Lyle Kinnett, Harold Stalcup, and Reinhart and Linda Kuntz.

John Goodman and Greg Jannokos brought a Moni and a Sonerai, respectively. Gary Politzano, EAA member but not Chapter member, brought his beautiful Starlite at Charlie's invitation. I apologize in advance if I missed anyone.

As we become more acclimated to our new "home," we might consider increasing our presence at next year's Airshow. Possibly an established exhibition area would allow more 690 members to show off their projects. Crowd control was totally lacking in terms of aircraft security, which made me nervous. However, I didn't hear of any problems—just frayed nerves on the part of the owner/pilots. This, along with the Biplane Fall Classic, really adds a new dimension to chapter membership.

\$\$FlyBuys\$\$

For Rent: One-bedroom apartment on private airstrip. Separate entrance, kitchen, den, furnished/unfurnished. Reasonable. 978-2403 or 921-4423.

Shared hangar space available for small A/C at Winder/Barrow Co. Airport. Reinhart Kuntz: (404) 932-5964.

Calendar of Events

June 11 - Gwinnett Co. Airport - Chapter 690 monthly meeting. Program topic: airframe covering workshop with Frick & Frack, Duane Huff, Ken Sharp, and Frank Wilcox.

June 12 - Gwinnett County Airport - EAA Chapter 690 Young Eagles Day - Contact Theresa Coleman (498-3741) if you would like to help or have a future Young Eagle to sign up.

July 7 to 11 - Greenwood, MS - T-6 Fly-In and formation forum. Vernon Ricks 601/453-5646.

July 9 to 11 - Antwerp, Belgium - Fly-In sponsored by the Flemish Amateur Aircraft Builders at Zoersel Airport. Luk Goidts, Veldstraat 60, 2520 Ranst, Belgium.

July 17 to 18 - Edenton, NC - Airshow and Fly-In - Don Fenner 919/482-8862.

July 29 to August 4 - Oshkosh WI. 'Nuff said...

May Meeting Minutes

The May meeting of EAA Chapter 690 was called to order by Charles Sego at 8:10 P.M., followed by the introduction of members. Theresa Coleman announced the June Young Eagle activity which will be at Lawrenceville Gwinnett Airport. Two members of the Georgia Tech Flying Club were present as guests. They requested that the Chapter, if interested, provide a speaker as a program for one of their meetings.

PROGRAM: The program was presented by Mr. Ron Erenburg, whose years of flying for the JAARS Bible translation organization, made for a very interesting talk.

TREASURER'S REPORT: Sheryl Black reported that the Chapter had \$X in the building fund and \$X in the General Fund. Sheryl announced

(May Mins. cont.)

that the 1993 EAA calendars were now on close-out sale for \$3.00. In 1994 the Chapter would not order as many since each year a large number are left unsold.

NAV-COM: Jeff promised that the next issues would be larger, especially since Frank Flessel promised to write a scathing article for the NAV-COM critiquing its size. Increasing the font size could solve both Frank and Jeff's problems. (N.B. Done & Done! This NavCom is one point bigger—JHB)

TOOLS: John Henderson indicated that the tools in the tool crib were in fine shape but that several of the membership had kept tools longer than anticipated. John requested that the tools be returned for others to use.

HAM RADIO CHAPTER: Barney Barnes announced that an EAA

Chapter for Amateur Radio Operators had formed. The group has had an informal net for many years and is now being recognized by headquarters as an official chapter. Barney handed out a copy of their newsletter, which had the time and frequency for the net meetings.

DONATION: Steve Ashby donated several video tapes, including how to obtain a 727 rating, to the chapter. It was questioned whether Steve really could take the full 727 value as a legitimate IRS deduction? He assured us that it was all very legal or at least there was a precedence for such an action.

ANNOUNCEMENTS: It was announced in a letter from headquarters that all who have flown kids as part of the Young Eagle Program were eligible for a drawing for a Kitfox plane kit and several

other awards. In addition, certificates would be sent to those who participated.

Lawrenceville Airport will hold an Air Show on May 29-30. The Chapter has been asked to put on a display and to work at the food concession. The chapter would be paid for the help. Lnor Levine announced that discount tickets covering both days and parking could be purchased at Epps Air Service at PDK.

No progress has been made on the chapter hangar, but the airport authority has been taking bids on preparing the land.

The post Oshkosh meeting was informally announced for the home of Linda and Reinhart Kuntz.

Respectfully submitted, Joel Levine

Young Eagles News

Theresa Coleman

President's Message

Giving 1,000,000 kids an airplane ride is an ambitious and exciting goal. It is not going to happen without you, the pilots and mentors who take the time and effort to provide young people with a total flight experience. The response to this program has been overwhelming. It has opened new doors and opportunities for young people who in the past had been somewhat taken for granted.

Years ago aviation could sit back and let people "come to us." Airports were more accessible and much closer to the population areas. Today, that is not true. In addition, there are many more activities competing for kids' "spare time." If we are going to reinforce their aviation interest, we must be proactive, rather than reactive.

"Action" is what the Young Eagles Program is all about. Without pilots and mentors leading the way we will never reach our ambitious goal.

From the Eagle Flight Leader News

Young Eagles Awards

We have just received confirmation that the SkyStar Aircraft Corporation, Aircraft Spruce and Speciality, and King Accelerated Schools

have donated award items to be given for outstanding Flight Leader performance.

ONE GRAND PRIZE --- SKYSTAR VIXEN

In addition to EAA's pilot recognition program currently in place, SkyStar Aircraft Corporation has generously donated a SKYSTAR VIXEN to be awarded at EAA OSHKOSH '94.

ONE RUNNER-UP PRIZE --- \$5,000 GIFT CERTIFICATE TO THE AIRCRAFT SPRUCE AND SPECIALITY CATALOG Aircraft Spruce and Speciality will provide one runner-up prize of a \$5,000 GIFT Certificate to their Catalog, also to be awarded at EAA OSHKOSH '94.

Beginning this May 1993, we will recognize the Eagle Flight Leader who has registered the most young people each calendar month. This pilot will receive the TAKEOFF SERIES video tapes courtesy of King Accelerated Schools.

NOTE: Pilots may only receive one monthly award each year. However, all Flight Leaders remain eligible for the Grand and Runner-up Prizes.

Here's how the Grand Prize will be awarded:

Every Eagle Flight Leader (pilot) with a flight of record from the beginning of the program through May 31, 1994 will be eligible. Each pilot will have a number

of chances equal to the number of young people registered in the program, i.e. and Eagle Flight Leader with 1 Eagle Flight member of record will have 1 chance, whereas someone with 15 would have 15 chances. Every single Young Eagles experience thereby increases one's chance of receiving the Grand or Runner-up award.

Chapter 690 Young Eagles Rally 12 June!

Theresa Coleman is at it again! Not being satisfied with flying more Young Eagles than any other chapter in the 'hole dang state, she's set up another Young Eagles Day! This one will be held from 10:00-noon on 12 June 1993 (Saturday). After flying Scouts, challenged children, physics students, and other groups, Chapter 690 is now having a Young Eagles Rally devoted to family and friends of the chapter. So far Theresa has pre-registered about 50 young people! If you have a friend or family member that is between ages 8 and 18, you might think about calling Theresa at 498-3741. The flights are entirely free to the Eagles, though they may want to bring a few bucks for lunch.

Nieuports (and Some Other Airplanes) in the Great War

Wayne Whitaker

The Nieuport 11's that Steve Ashby and I are building are replicas of one of the first fighter aircraft ever produced. The maneuverable Nieuport arrived on the scene at a time when the Allies desperately needed new designs to recover air superiority. The Germans gained control of the skies with the introduction of the Fokker Eindekker in June of 1915.

The Eindekker was basically a copy of a pre-war French monoplane, the Morane Saulnier Type H. Aerodynamically speaking, this early Fokker was not particularly outstanding. But equipped with a forward-firing Maxim machine gun, it became a lethal aerial weapon. Anthony Fokker, a Dutch aeroplane manufacturer working for the Germans, invented, or possibly plagiarized, an interrupter gear that allowed the Maxim gun to fire through the propeller. Thus in 1915 the Germans had a monopoly on fighter planes on the Western Front.

Though not built in great numbers, the little monoplane had a mighty impact on the air war. Not long after the Eindekker's combat debut, a concerned Member of Parliament back in London complained that all British aircraft were now merely "Fokker fodder."

Nearly a year passed after the appearance of the Eindekker before the Allies produced an airplane with an interrupter gear.

Until the arrival of their own interrupter-equipped fighters, the Allies successfully countered the Eindekker with the graceful French Nieuport 11, and the British DeHavilland D.H.2.

The D.H.2 was a pusher, and so offered a simple solution to the forward-firing problem: With the engine and propeller behind the pilot, the designers were free to mount a machine gun in the nose, thereby creating a crude fighter. Unfortunately, the maze of struts and wires holding the tail on the DeHavilland burdened it with even more drag than the usual WWI airplane. It was understood at the time that a pusher was inherently less

efficient than a tractor design, but most designers and pilots felt that the clear field of fire and excellent visibility more than made up for the pusher's loss of performance.

The French came up with a different solution to the lack of an interrupter gear: Mount a light machine gun on the top wing of a biplane and fire over the propeller. They chose the Nieuport 11 (an excellent choice) to become an instant fighter plane.

The 11 was a descendent of the Nieuport 10, a two-seater design and the first Nieuport to have the very small lower wing. In fact the early Nieuport designs are technically "sesquiplanes," or one-and-a-half wingers, instead of true biplanes, since the bottom wing is about half the area of the top wing.

With a Lewis machine gun rather crudely bolted to the top wing, the Nieuport 11 was more than a match for the Eindekker. Not only was the Nieuport's performance better than the Fokker in almost every respect, but the Lewis had a higher rate of fire than the Maxim, which was slowed considerably by its interrupter.

However, there was one problem with the Lewis gun. While the Maxim was fed by a belt holding 500 rounds, the Lewis carried its ammunition in a circular drum mounted on top of the gun. Early versions had only 40 rounds per drum. With a rate of fire of over eight rounds per second, the pilot had less than five seconds of firepower before he had to change drums. That meant reaching up and replacing a rather heavy round metal tray, about the size of a small trash can lid, while in combat, struggling against a 100 mph slipstream, often at altitudes of 10,000 feet or higher, and in the wintertime (the Nieuport 11 was introduced in January of 1916).

Despite this considerable handicap, the Nieuport 11 and the D.H.2 (which also had a Lewis gun) regained air superiority for the Allies. The Eindekker was introduced in July 1915, built a bad reputation by fall, and was obsolete by summer of 1916, thanks to the Nieuport 11. And uh, oh

yeah, the D.H.2.

This was the beginning of a pattern that lasted for the rest of the war: the balance of aerial superiority would swing back and forth as new designs were introduced.

Later in 1916 the Nieuport 11 began to be supplemented, and eventually replaced, by newer designs. The Nieuport 17 was introduced starting in April of 1916, only four months after the 11's debut. In late August the SPAD 7 began to reach French squadrons, but only in very small numbers. By early 1917 most 11's had been withdrawn from combat duty (Italy used the 11 until Summer 1917). However, the 11 continued in production as an advanced combat trainer. Its sterling flying qualities made it quite popular at aerobatics schools.

Meanwhile, back at the Front: The balance of power swung again in favor of the Huns when, in the Fall of 1916, the Germans introduced the first of the Albatros fighters. The Albatros D-I had a six-cylinder water-cooled Mercedes engine of 160 hp, and was the first fighter able to carry two machine guns without a severe performance penalty. Those guns were operated by a new synchronizing gear, which gave them a much higher rate of fire than the old interrupter-gear guns. Thus the Albatros had more horsepower, more firepower, and was 10 to 20 mph faster than the aircraft the Allies were flying at the time.

The Germans chose their best and most experienced fighter pilot, Oswald Boelke, to form a squadron of these brand-new planes. He gathered promising pilots from recon and bombing groups for his new Kampfeinsitzer ("battle single-seater") squadron. For several weeks he trained his fledgling fighters in the arts of combat as he had learned them while flying Eindekkers. The lessons he taught were called the "Dicta Boelke": Attack from above; attack with the sun at your back; stalk your opponent in his blind spot and pounce quickly, firing only when close.

Boelke was a fighter par

excellence and a born leader. With expert training and the best fighter aircraft at the front, Boelke's Jagdstaffel (hunting group) 2, smashed Allied air superiority in a matter of weeks. This victory was achieved despite the fact that Allied fighters outnumbered the Germans by better than a two-to-one margin.

The British High Command (made up entirely of non-flying officers) was guilty of continuing to use obsolete equipment in active service, particularly in reconnaissance roles. Aircraft that had been "fodder" for Fokkers were barely snacks for the deadly Albatros. Many famous German aces such as Manfred von Richthofen (the Red Baron) got their start with JG 2, and began to run up huge scores by knocking down obsolescent Allied aircraft.

Later models of the Albatros had even better performance, thanks largely to a sesquiplane wing design copied from the Nieuport! In fact, the Germans had such respect for the French design that the Siemens-Schuckert firm built an exact copy of the Nieuport 11, which they called the S.S. D-I.

As more Albatrosses (Albatri?) reached the front and other squadrons were formed, the situation only got worse for the Allies. Their fighter pilots had few good mounts to choose from when battling the Germans. Nieuports, thanks to their superb maneuverability and climb rate, could at least hold their own when flown by an experienced hand. The new French SPAD 7 was a more effective fighter (though not as pleasant to fly), but even so it fought at a disadvantage: it could effectively carry only a single gun. Also, production of the complex SPAD was painfully slow.

The British D.H.2, which had done so well against the Eindekker, now had only maneuverability going for it. A D.H.2 could out-turn an Albatros, but the DeHavilland was much slower in top speed and climb. And its service ceiling was only about 13,000 feet, compared to 17,000 for the Albatros.

A lack of suitable replacements and an obstinate attitude by British authorities spelled hard times for the Royal Flying Corps (RFC). Two unlucky squadrons, number 24 and 32, had to soldier on with the D.H.2 until May of 1917.

Despite this critically obsolete equipment, the British pilots fought hard, daily flying "deep patrols" 20 miles behind enemy lines. They suffered horrendous losses.

For example: on March 9th, 1917, a patrol of nine F.E.8 pushers (a design very similar to the D.H.2) of Squadron 40, RFC, met up with Baron von Richthofen and a flight of Albatros D-III's. Five Germans fought nine British for 30 minutes. The result: all nine F.E.8's were forced down; five were destroyed. The only German plane put out of action was von Richthofen's; his fuel tank was punctured, but he managed to glide down to a safe landing in a meadow.

Assuming you were one of the survivors that day in Squadron 40, how would you feel about going out on patrol the next morning in your F.E.8?

Soon after their March debacle, Squadron 40 was re-equipped with Nieuports.

In the spring of 1917, improved weather led to increased air activity. In the ensuing combats, scores of Allied airmen were lost to the Albatros. April of that year became known as "Bloody April" by British squadrons.

The Albatros series gave the Germans control of Western Front airspace starting in the fall of 1916. But by the early summer of 1917 the next generation of Allied types, notably the SE5a and the Sopwith Camel, began to wrest control from the Germans. In July, no less an expert on German fighter aviation than von Richthofen wrote to the German High Command complaining the situation had changed so drastically for their fighters that "Our aircraft [the Albatros] are inferior to the English in an absolutely laughable fashion." And he added, "Nowadays, nobody wants to become a fighter pilot..."

Germany's loss of the initiative was the final swing of the back-and-forth pendulum of air superiority in World War I. The Central Powers never regained control of the air after the summer of 1917.

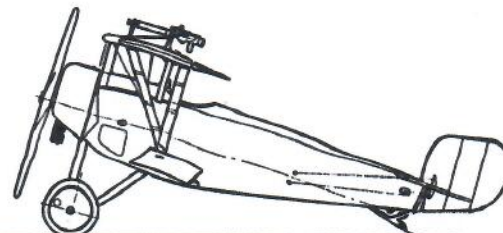
Like the British six months before, German pilots in late 1917 were forced to keep flying obsolescent types until newer designs arrived. In this case the replacement was the excellent Fokker D-VII, which began reaching the front in April of

1918. The D-VII and other types, such as the Siemens-Schuckert D-III and Pfalz D-XII, helped German pilots achieve parity (but not superiority) with Allied fighters.

By 1918 Germany was suffering the privations of nearly four years of blockade by the British. There were critical shortages of vital material such as fuel, lubricants, rubber, nitrate dope, etc. (not to mention food); for this and other reasons the Allies were far out-producing their enemies. New Allied types introduced at the end of the war, such as the Sopwith Snipe and the Nieuport-Delage 29, were equal to or superior to the D-VII: In four days in late 1918, one Snipe squadron shot down 36 German aircraft, most of which were probably left-over Albatrosses.

On November 11, 1918, Germany unconditionally surrendered. The German Army Air Force was ordered to turn over remaining aircraft to Allied occupation troops. In 1919 the Treaty of Versailles, which officially ended hostilities and spelled out harsh terms for Germany, specifically demanded surrender of all Fokker D-VII aircraft. An impressive tribute to an impressive aircraft.

In 1985, 70 years after the Nieuport's introduction, a Canadian aviation enthusiast named Graham Lee designed a seven-eighths scale replica of the Nieuport 11. Like many others, including me and Steve, Graham was impressed with the nice lines of the little fighter, as well as its impact on aviation history. Counselor Ashby and myself plan to enjoy that wind-in-the-wires feeling someday soon, thanks to: Gustave Delage, designer of the original Nieuports; Graham Lee; and the well-documented efforts of the Kansas City "Dawn Patrol," Nieuport builders Richard Starks and Tom Glaeser, whose videos are amusing and informative.



Camping "Under The Wing" From A Female's Point Of View

Sheryl Black

Camping out "under the wing" at Sun N' Fun and Oshkosh like anything else has its pros and cons. All in all, I wouldn't have it any other way, for the pros far outweigh the cons.

It helps if you have some interest in airplanes, which isn't hard if you give yourself the chance. Second, and even more important I think, is if the whole trip from beginning to end, including the planning and preparation, is a **team** effort.

My husband, Ken, is as involved or more so in the preparation of the trip. Making a list of items needed, his clothes, menus, cooking/eating utensils and supplies needed, bath, camping, as well as collecting these items. (And when he does the weight and balance calculations for the flight, he is most delicate in determining mine.) He is considerate of making frequent fuel stops (which isn't hard to do in a Cessna 150 when you can't carry full fuel anyway).

Back at camp, when it comes to meal/snack/beverage time Ken does the majority of cooking. It seems I get spoiled being waited on when we go to the air shows which I don't mind a bit.

One of my favorite things to do at the air show is sit at the campsite when the majority of "aircraft camping" airplanes arrive and depart. This still mesmerizes me. This is a special time for us. As the aircraft go by Ken patiently tells me what type aircraft they are and what their differences are. And if he doesn't know, he says so. Often, it is hard for me to remember, and he doesn't seem to tire of telling me the same thing over and over again. He also relates to me in "English". He doesn't get too technical or use foreign terms like what kind of carburetor, strokes, magnetos or any other "Greek" terms to confuse me. We start with things like high wing/low wing, tricycle gear/tail wheel and graduate from there. After a while, I catch on

and can pretty much tell the difference between a Cessna 150, 172, 182, and even a 140 from a 180 (one is bigger than the other). I'm learning and it's a good feeling to be able to identify the aircraft. We do this learning exercise as well when we walk the flight line. There are times when some of the "guys" join us, and they speak in their foreign languages about the airplanes. Then I just try to absorb some of what they are saying, but mostly just admire the aircraft themselves and watch the people. Even then, he is good to make sure I'm ok and answer any questions I have.

Sunset and sunrise is magnificent. At night, the sky always seems so much clearer and is a tranquil treat at camp wrapped in a blanket with a cup of hot chocolate (that your husband made for you).

Each year we learn new "tricks" to make our trip more enjoyable and convenient. There is a great deal of time on your feet walking and standing and he is good to stop and rest. This year I took a small luggage carrier. This came in quite handy hauling groceries, ice, items purchased and chairs to rest in when I got tired or was waiting on him to do **his** shopping. Yes, men do like to shop and look at the air shows and my husband is no exception. We even make out **his shopping list** before we go. I don't mind because I rack up "brownie points" for the rest of the year for him to wait on me when I'm doing **my** shopping! And when there is a booth/tent I want to shop or look, he doesn't say a word. Another is to go through the program guide immediately and **plan**. There are forums, evening programs and entertainment, air show performances and lots more information. There are a number of programs just for women including fashion shows, make-up, crafts, etc. There are buses into town, and shuttle buses from one end of the airport to the other.

A question I get asked most often by other women pertains to the shower facilities. Well, although it's true they apparently did not consult with us females, it isn't all that bad, once you figure out the system. The best time to take a shower is after 10:00 AM when you **DO** have hot water, and the shower is less likely to be crowded. The showers located in the "buildings" offer more privacy and electricity than the portable "space" showers. A vinyl bag is handy to carry your clothes, towels, etc. and a handbag-type plastic "basket" is good for your soap, shampoo, etc. Don't forget some type of shower shoes. I do not take a handbag to the air show. I carry a waist pack with a tiny coin case and cloth wallet. It's light and I'm "hands free". Take clothes for warm and cold weather. It does get chilly at night and first thing in the morning. It makes for nice snuggling especially if you have a small tent. One year Ken purchased some lightweight material and made a great tarp for us which provides shade, keeps excess moisture off the tent and a safe haven for chairs and such at night from the damp air. A small air mattress (like you float on in water) under your sleeping bag makes things much more comfortable.

Why go year after year? Each year you learn something and can participate more. You see new and different, some of the familiar, and recognize more types of aircraft each year as well the air show routines. It's a special time for a husband and wife. He seems to appreciate me being there and doesn't mind that I'm not as knowledgeable or technical as his flying buddies. He also understands I have no desire to be a knowledgeable or technical and communicates to me accordingly. His appreciation, consideration, attention and participation truly makes camping out "**under the stars, under the wing**" a delight. I highly recommend it.

EAA CHAPTER 690 BOOKS AND VIDEOS

Custodian:Barney Barnes (404)-923-7896

Video and book loans are free to Chapter 690 members.

(Note: Films out of sequence denote either repeats or members of series)

1. EAA basic woodworking
2. EAA basic aircraft welding
3. EAA composite construction
4. Duane Cole VFR tips
5. Safe pilot overwater flying, wake turbulence, winter flying, take off/landing, basic radio, start
6. Prescott Pusher elevator trim tab kit # 102
7. Prescott Pusher
8. To Fly
9. F4 mishaps, aeronautical mishaps, history of rigid airships
10. Voyager
11. Stits fabric covering
12. Blue River covering

King series

13. Weatherwise
14. Complete aerospace review
15. Rules to fly by
16. Communications
17. Practical piloting
18. Flying the Citation
19. VFR with confidence
20. IFR with confidence
21. Complete Jeppeson chart rev.
22. Takeoffs & landings
23. Hangar flying w/ a pt

ABC Wide World of Flying Series

24. ABC Wide World of Flying v1 #1
25. ABC WWF v1 # 2
22. ABC WWF v1 #3 Learjet, stereo intercom, Skylane, NDB, Lasertrak, Tsunami
26. ABC WWF v1 # 4
57. ABC WWF v2 #5 (@ Harry Goetting)
58. ABC WWF v2 #7 @
59. ABC WWF v2 #8 @
60. ABC WWF v2 #6 @
61. ABC WWF v3 #9 @

EAA Oshkosh Series

27. EAA Oshkosh 87
28. EAA Oshkosh 88
29. EAA Oshkosh 89
68. EAA Oshkosh 90
70. EAA Oshkosh 91
76. EAA Oshkosh 92
30. EAA Eagle hangar dedication "a call to wings"

34. Book-index of Sport Aviation, vintage airplanes, sport aerobatics, experimenter, & warbirds, 1953-1990.

35. Book-service manual for Stinson 108

36. Book-miscellaneous Essco catalogs. Copies available

37. Book- Red Eagle aviation spin seminar reprints

38. Book-an, nas, & ms hardware handbook

39. EAA-salute to sport aviation-Sun-n-Fun 90

40. EAA basic aircraft painting Sporty's What You Should Know Series

43. 2 (2 tapes) practicing landings* *(on loan from b.C.Barnes)

44. Sporty's wysk vol 3 (2 tapes) your first solo*

45. Sporty's wysk vol 5 (2 tapes) -your dual x- country*

71. Sporty's wysk vol 6 (2 tapes) -your solo x-country*

74. Sporty's WYSK Vol. 7 (2 tapes) -Your Private Pilot Test*

46. C'mon geese*

47. Arrl new world of amateur radio
48. Tactical technology -a overview of tactical systems division** (Rockwell int.)

49. Agm-130 smart bomb.**

50. Hellfire missile.**

51. Plans-aeroline hangar door

AOPA Series

52. AOPA wx flight planning & the pilot- includes safety pamphlet with same name (#52a).

53. AOPA go/no go wx decisions

54. AOPA evaluating in-flt wx

55. Posa carburetors by Rex Taylor (Reinhart Kuntz)

56. Murphy Aviation "Renegade" aerobatic bi-plane (+ Bob Barton)

63. The Petrel Amphibian (fr) +
64. Warbirds -the feel of combat (shell) donated by Frank Flessel

65. VFR approaches to Oshkosh

66. J-3 piper cub service man. (R. Beyer)

67. EAA memorial wall (7-31-91)

69. Building the Rutan composites

72. Sun 'n Fun 92 VFR arrival procedures

73. Morton buildings. Donated by Steve Ashby.

75. Short Wing Piper News, Sept/Oct 89 thru May/Jun 91 (10 issues). Donated by Daniel Arellano.

77. Kit Planes (2 tapes) donated by Steve Yothmet.

Chapter Tools

The following are Chapter-owned items. The use of tools is free to chapter members. The materials are not free, but are inexpensive. John Henderson (449-1946) is keeper of the tools.

Rivet squeezer

Nicopress tool

Spark plug cleaner and capping tool
Piston ring compressor pliers and bands

Set cylinder base wrenches

Timing indicator

Torque wrench

Instrument hole cutter, (2-1/2" & 3-1/8")

Tube bending tool, set plier type

Cable tension tester

Tachometer checker

Compression tester

Spark plug lead tester

Magneto timing light & lock, Bendix

Coaxial cable (antenna)

Wire--20 & 22 g. (light and radio)

Tube flaring set

Rivet removal tool kit

Cleco kit (pliers, clamps, clips)

Right-angle drill kit - screw-type bits

360° rivet puller

Starter wire

Rivnut puller kit

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. 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, 2293 Sanford Road, Decatur, GA 30033.

About Chapter 690...

The EAA is made up of hundreds of chapters world-wide. The local chapter for Dekalb and Gwinnett counties 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, though we especially like people who badger the newsletter editor. **Our meetings are every second Friday of the month, 8:00 pm, at Gwinnett Co. Airport Administration Building.** In addition to the meetings, which often consist of excellent guest speakers from across the aviation world, the Chapter holds many functions, including 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:
Frank Wilcox - 978-2403
Jim Clarkson - 934-8971
Building Committee:
Chairman: Frank Wilcox - 978-2403

The NAV-COM

Newsletter of EAA Chapter 690

Editor: Jeff Boatright
2293 Sanford Road
Decatur, GA 30033



Chapter Notes:

June meeting, 8 PM, 11 June. Program: Hands-on covering workshop!

Young Eagles Rally, 10-noon, 12 June.

Both at Gwinnett Co. Airport!