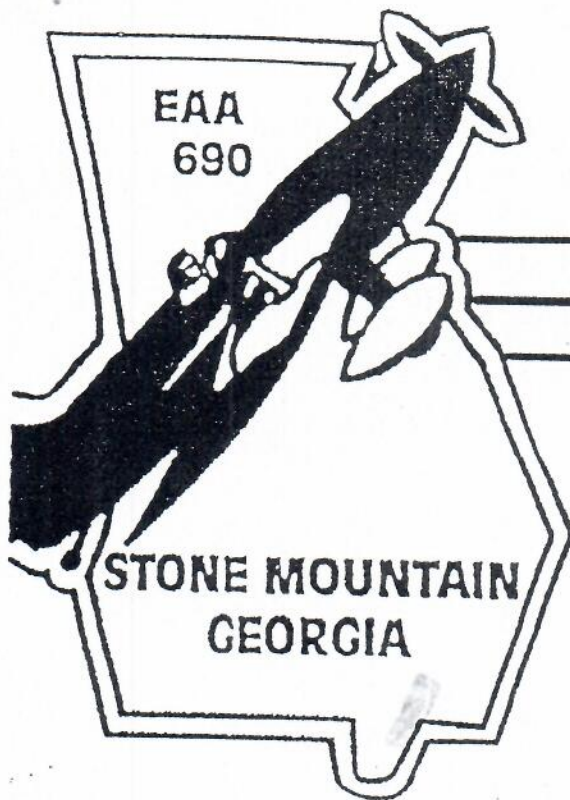


JULY 1991

EAA CHAPTER-690 NAV-COM



MEETINGS 2ND FRIDAY EACH MONTH AT STONE MOUNTAIN AIRPORT - 8:00PM

EDITOR: Jeff Boatright
168 Garden Lane

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Decatur, GA 30030

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CHAPTER TOOLS AND MATERIALS
John Henderson
449-1946

CHAPTER VIDEOS & BOOKS
Barnie Barnes
923-7896

CHAPTER HISTORIAN
LeRoy Stoutenburg
981-6041

EAA CHAPTER-690 NAV-COM



EDITOR: Jeff Boatright
8 Garden Lane

(404) 378-6992
Decatur, GA 30030

**PANCAKE BREAKFAST !!
SAT., 13 JULY, STN MT AIRPORT!**

Duane K. Huff
383 Bethesda Church Road
Lawrenceville GA 30244

President's Message

The Chapter 690 Building Program is moving along at a steady pace. Some who attended the special meeting on May 31 and the monthly meeting on June 14 feel we are moving too fast and others say "let's get on with it". Until mid-September, when the final funding is known, little in the way of "moving dirt" can be accomplished. Now is the time (and the Building Committee recognized this) to both accumulate the funding and give our members the opportunity to voice and discuss opinions. I am pleased that these parts of the project are going well. The building committee's treasury report to date is very encouraging. If you have attended one or both of the meetings mentioned above, you know that a "solid foundation" is being developed for the project. Important questions are being asked, challenges to many of the aspects of the program are being made, and many personal opinions have been expressed. The committee has responded through additional research, further plan development, and compromise. Most problems thought to be serious have turned out to be manageable. Please continue to thoughtfully support this important chapter project through to its completion.

Congratulations to Greg Jannakos for the "first flight" of his Sonerai II. Greg is one of those persistent builders who actually completed his project. Nationally, only 10% starting a project get to the flying stage. Maybe Greg will give us a full report in a future NAVCOM. Next time you see Greg, thank him for keeping the completion rate at 10%.

We finally found a sunny Saturday for our June pancake breakfast. The pancakes and sausages were expertly cooked by our chapter chefs. The attendance was up, about 100 served, but could have been better. Remember, the last one for the summer is scheduled for July 13. Lets all make an effort to come and bring friends.

Thanks to John Goodman for patiently waiting to present the program at the June meeting. The discussion of the building project kept moving from one topic to another until all of our time had expired (2 hours). We didn't even have a break. John was kind enough to reschedule his talk for the September meeting. Thanks, John.

In closing, I want to pass on a portion of the letter we received from Leah Johnson, Frank's wife. "Frank enjoyed his association with all of you so much. He regretted not being able to get around more agilely in his last year to participate in more of your activities. We his family are highly honored that you are having his name enshrined on the EAA wall at Oshkosh. He would be very proud, and so are we." A summary of Frank's aircraft involvement is in the Aviation News Section, page 12, of the June 1991 issue of Sport Aviation. All Chapter 690 members should be proud that Frank was "one of us".

Frank

Calendar of Events

July 12 - Monthly Chapter 690 meeting.
Topic: A/C insurance with Doug Johnson of National Air Insurance.

July 13 - Chapter 690 Pancake Breakfast.
Bring a friend with money!

July 20 - Fly-In at Peach State Airport, dawn to dusk! NOTAM: Right pattern Runway 13, 3000' turf. UNICOM 122.8, 163° from ATL VOR. Williamson, GA is the nearby town.

July 26-August 1 - OSHKOSH.

August 10 - EAA Chapter 690 Post-Oshkosh covered dish supper at the Stalcup's. Bring food, slides, photos, and lots of yarns!

September 14 - Family BBQ at the Segos.

September 28-29 - 1991 21st Annual EAA East Coast Fly-In. New Castle County Airport, Wilmington, DE. (301) 942-3309.

October 19 - Annual Chapter 690 Air Fair!
We have a great opportunity this year to have a BIG FUN time. Cooler weather, clearer skies, and better mental outlooks. (You can tell I like Fall!).

October 12 - Rome, GA EAA Chapter Fly-In. This should be a GREAT time!

December 13 - Christmas Party at the Decatur Elks.

The Building Column

For the next few issues of the NAV-COM, this space will be dedicated to items and information related to the progress of the chapter building project. This includes a financial report, all approved items of business, progress reports, planning/work schedules, major purchases, major problems, member/donor recognition, special events, etc. Input will be provided primarily by the building committee, however, any member may also contribute. It is requested that these latter items be discussed with the building committee chairman prior to submittal for publication.

Loan Underwriter Repayment Motion Approved

A procedure for repayment of the building loans by chapter member underwriters was approved by the Executive Committee on May 22, 1991. This procedure, in the form of a motion, was approved at the June chapter business meeting June 14, 1991. To wit:

Motion

The loans for underwriting the EAA Chapter 690 Building Fund will be repaid from the Chapter Treasury.

Payment will be made semi-annually during the months of April and October. Special payments may be approved at other times or delayed at scheduled times when approved by the membership.

Payments to each loan account must be equal and a minimum of \$50.00. The final payment may be of a lesser amount to close these accounts.

The balance in the Chapter Treasury following payment to the loan accounts shall be \$1000.00 ± 50.00

The authorizations and actions of this motion terminate at the final payment of the loan accounts.

Chapter Insurance and the Building Project

The question has been asked if the insurance coverage provided by the EAA National Headquarters would cover injury to members/workers during construction of the chapter building. It will not. This policy protects the chapter, officers, EAA NATIONAL, etc., against liability claims by third parties, i.e., persons not of the EAA. Chapter 690 members should be aware of this as in the event injury or accident occurs to them, they must provide for the costs individually. All members working on this project must be safety conscious and not expose themselves or others to undue risk of accident or injury.

Method for Involvement in Financing the Building Project for Those Members Joining After 9/15/91

A major point of discussion at the time of approval of the chapter building construction motion was that individuals joining the chapter after September 15, 1991, would be exempt from the \$100.00 per member assessment. The original motion was revised to require the Executive Committee to propose a method for imposing a financial obligation on these individuals. At the June business meeting, copies of a suggested method were distributed and discussed. Comments and recommendations, with not action at this meeting, were requested and received. The plan essentially raises the chapter annual dues a significant amount (e.g., \$45) for years 1992, '93, '94. Those members who have paid the \$100 assessment would receive a discount in dues for those three years (e.g., \$30 per year). Using these sample costs/discounts, the total cost for current and new members over the total time would be similar. The dues for all members in 1995 and beyond would be the same at whatever amount is needed and voted by the chapter.

Building Project Material Needs

Among the first tasks of the building project is to replace the present "steps" on the slope between the airplane ramp and the maintenance hanger level. Anyone who knows of a serviceable set of steps such as those used for fire escapes, industrial platform steps, or even wooden "deck" steps, please contact Roy Stoutenburg (981-6041).

A retaining wall of some type will be needed on the ramp side of the building where the

above-mentioned steps are now. Material such as cross ties, cement blocks, or treated lumber may be used. If you know of sources that would donate or provide these material at a "good price", let Roy know.

Building Project Treasurer's Report

All ten underwriters have pledged their \$500.00. Four have paid already, making \$2000.00 from underwriters. Several members have submitted all or part of their assessments, totalling ~\$1400.00. Unsolicited donations total \$400.00. Total amount of the building fund as of 6/20/91 was \$3800.00 in the bank. This figure is two weeks old, and probably is an underestimate of actual assets. Remember, all major contributions eventually will be noted in some manner (plaques, honor roll, stamped bricks, a ball cap for Ken, etc.).
NOTE: John Connelly, the Building Project Treasurer, is collecting assessments and donations. His address: 4279 Wheaton Lane, Clarkston, GA 30021; Ph.# 294-4050. Make checks payable to "EAA Chapter 690".

Executive Committee Report

The Executive Committee met May 22, 1991. Program planning for the rest of the year and the assignments from the approved building project motion were the prime items of business.

It was decided that since the building program would be in full swing during most of the fall season, only the presently scheduled chapter activities would be undertaken. These are the August post-Oshkosh family covered dish picnic at Harold Stalcup's home, the BBQ at the Segos in September, the Annual Chapter 690 Air Fair in October, and the Christmas Party at the Decatur Elks. There will be pancake breakfast fund raisers in September and November.

A motion was developed for presentation at the June chapter meeting regarding a method for payment of the building project loans to the 10 underwriters. There was a discussion of how to involve new members in a financial obligation to the building project, i.e., those who join after Sept. 15, 1991 and do not pay an assessment. A "straw-man" proposal was developed for distribution and discussion at the June chapter meeting.

Flying to OSHKSOH '91?

Whether you have in the past flown your aircraft to Oshkosh, WI for the annual EAA Fly-In Convention, ridden with others, or, of most importance, plan to fly to Oshkosh '91, you know the important role arrival and departure procedures play in terms of overall safety. The FAA has produced an easy-to-understand video tape on these procedures. The 17 minute video includes excellent graphics and actual in-flight footage taken from an airplane during the arrival sequence to Wittman Field.

A copy of this tape is in the chapter video library and may be borrowed by contacting Barney Barnes (923-7896). If you are planning on flying to Oshkosh '91, you are encouraged to include this in your planning. You may wish to invite non-EAA members planning this trip to view it with you. A User Survey form is included and should be completed by those viewing the tape. The information will be helpful in making future tapes.

A copy of the FAA NOTAM for Oshkosh '91 has been put on the chapter bulletin board at the Stone Mountain Airport for your reference. Please leave this NOTAM on the board for others to see.

Airplane Orientation Rides Now Insured

The EAA Chapter office (Oshkosh) has successfully obtained an aircraft non-owner's liability insurance coverage from AVEMCO Insurance Co. This insurance covers the Chapter, its officers, and members for liability when giving orientation rides during sanctioned Chapter activities such as EAA Air Adventure Day, fly-ins, open-houses, or special Chapter meetings. Chapters are required to sanction the rides on a specific date by a resolution of the membership at a Chapter meeting. The coverage is one million dollars combined with single limit for bodily injury and property damage. This coverage is free to all chapters. The aircraft cannot be operated for hire, however, the owner can be reimbursed for direct costs such as fuel and oil. The aircraft must be standard category,

fixed wing, single engine, fixed landing gear, and four seats or less. Orientation rides do not include any aerobatics. This is liability insurance and does not extend to any damage to the airplane. This is a great opportunity for our Chapter Air Fair.

Paul's Letter to the FAA

Paul Poberezny has petitioned the FAA to reinstate the use of Civil Air Regulation (CAR) 2 as the certification basis for 2-place, fixed gear, single-reciprocating-engined aircraft. "Simply stated, this new petition will allow the construction, development, and certification of aircraft similar to those procedures which were followed during the era of the J-3, Aeronca Champ, Cessna 120 and 140, and other aircraft of this type."

We need to support this petition to ensure a brighter future for sport and general aviation. Please send your comments and recommendations, with a copy to EAA HQ, to:

Office of the Chief Counsel
Federal Aviation Administration, Docket # 26410
800 Independence Avenue, SW
Washington, DC 20591

Pancake Breakfast

On Saturday, July 13th, the sausages will be sizzling and the pancakes will be flopping under the expert supervision of our Master Chefs, John Henderson and Ken Sharp. Don't miss the last chance for a "Classic Pancake Breakfast" at Stone Mountain Airport from 8 to 10 A.M. We've consulted the weather guru and he's promised sunny skies for fly-ins (in contrast to the three miserable cloudy Saturdays we've had for previous performances). Jennifer North and Margaret Wilcox and other sundry assistants and gofers will be there to provide service. Mike North will preside beside the "donation jar" to remind us to remind us that our old fee of \$3 per plate (\$1.50 for children) still is appropriate, but we have an opportunity to make an additional donation. These extra funds will go to our building fund - a pleasant way to help the project "get off the ground - and into the air". We hope you'll all come, bring your friends and neighbors, and make

this the most successful breakfast of the season. Remember, the big Air Fair will be later this year.

Plane Facts "All The News That Fits"

Another Pilot! - Congratulations to Chapter 690 member Theresa Coleman, who just earned her Private Pilot's license a couple of weeks ago! Her instructor is Sylvia Catinella, another 690 member. Happy flying to you both!

Cheap wood - Alexander Aero is having a sale on Douglas Fir. 1-800-831-2949 or 404-228-3815.

Burt Rutan Biography - "Burt Rutan: Reinventing the airplane," by Vera Foster Rollo, PhD. Newly published, looks real interesting, over 290 pages in 49 chapters. If you are interested in ordering one, send \$22.00 to Maryland Historical Press, 9205 Tuckerman St., Lanham, MD 20706 before Sept. 1, 1991. After this, it goes up \$2.50.

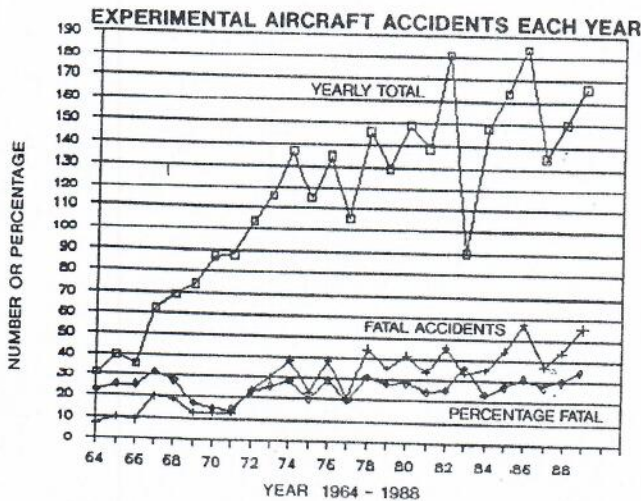
Lawrenceville-Gwinnett Co.-Briscole (LZU) Weather Station - LZU now has an operational Automated Weather Observing / Reporting System (AWOS) available by phoning 339-7753 or tuning 132.275 Mhz. The information given is time (every minute), sky cover and ceiling, visibility, temp. and dew point, wind direction, speed, and gusting, and altimeter setting. It also indicates density altitudes at times. - Barney Barnes.

Even MORE new videos! - check the enclosed list, compiled by Barney Barnes

Aviation Safety Bulletin Board - FAA has started a computer aviation safety bulletin board for experimentals, light planes, and ultralights in which information concerning incidents, accidents, or just things to be wary of, is stored. Barney Barnes recently logged on to it and passes on the following information: the phone number is 800-426-3814 (8 a.m. to 3 p.m. CST weekdays; 816-426-3580 otherwise. Parameters: 8/N/1. There is NO enforcement action involved in submitting a report. No identifying information is requested, and you can submit

and request reports for any homebuilt or ultralight in the same session. The program is menu driven, and is easy to understand. There are at least 150 makes and models listed (this is growing daily), usually with numerous bits of information associated with each. Barney sent me a sample (too long to show here) that demonstrated to me the commonsensical approach and informal language that is used. Very easy to contribute to and read. I can provide copies of Barney's sample session, but the log-on message is fairly self-explanatory.

NTSB accident report for homebuilts - The National Transportation Safety Board recently released data concerning accidents from 1964 through 3/91 for a selected group of homebuilt aircraft. Note that the graph does not take into account the surge in the absolute number of homebuilts, so that the steady but shallow rise in accidents probably means that more planes are being built, with fewer accidents per plane occurring. For comparison with other Part 91 operations: accidents not caused by weather or pilot (mainly mechanical) - 1.58% (Part 91) vs. 18.98% (Experimental). Rate of accidents having fatality - 19.63% (Part 91) vs. 25.37 (Experimental). Note also that the percentage of fatal accidents for homebuilts has slowly risen (from 10% to 35%), suggesting that possibly some of the newer designs are less crash-worthy, or are more prone to serious accidents due to flying parameters (higher stall speeds, etc.).



Plane Sense

"It's a good thing we don't get all the gov't we pay for" - Will Rodgers

The following was taken from a summary of cases. It highlights 1) how bad FAA forms are, and 2) the lengths to which the feds will go to prosecute a case that they know beforehand is spurious.

AMBIGUOUS GOVERNMENT FORMS: PRECLUDED CONVICTION OF DEFENDANT.

U.S.A. v. Manapat, F.2d, No. 88-4029 (April 18, 1991).

Defendant was charged with knowingly and willfully making a false statement to a United States department or agency by submitting an application for an Airman Medical Certificate to the FAA. The application form asked two questions regarding whether or not she had ever been convicted of "Record of traffic convictions" and "Record of other convictions." Manapat responded "No" to both questions when, in fact, she had been convicted three times prior to filling out the form. The form was entitled "MEDICAL HISTORY" and contained four columns, each with the heading, "Condition." The form instructed the applicant to check "Yes" or "No" to whether or not the applicant had any of the "conditions" listed. The 24-item list started with medical conditions; the 22nd and 23rd items, however, were "Record of traffic convictions" and "Record of other convictions". The final item was "Other Illnesses". Defense counsel moved for a dismissal based on the fact that the form was ambiguous and the district court granted the motion. Government appealed.

11th Circuit held that although the single statements "Record of traffic convictions" or "Record of other convictions" may not be ambiguous standing alone, they become quite confusing when buried in a list headed "Medical History". United States v. Bonacorsa, 528 F. 2d 1218 and United States v. Yasak, 884 F. 2d 996 have stated "that a defense to a charge of perjury may not be established by isolating a statement from context, giving it in this manner a meaning entirely different from that which it has when the testimony is considered as a whole." 11th Circuit felt that this applies equally to prosecutions as well as to defenses. When the question that leads to the allegedly false response is fundamentally

ambiguous, juries cannot be allowed to convict a defendant based on their guesses as to what the defendant was thinking at the time the response was made. Granting of the motion to dismiss was affirmed.

What's especially disturbing to me is that FAA counsel pursued the case after the district court granted the motion to dismiss. It's of course the government's duty to represent the people and prosecute violators. However, at the time of both hearings, FAA knew the forms were bad because they already had altered these sections in their proposed new forms! Remember, every dollar spent on such spurious nonsense is a dollar that does not go towards new navigation and weather aids. And every minute FAA counsel wastes on this crud is a minute they are not spending on reviewing petitions like the one Paul Poberezny recently submitted. How do we force them to act responsibly?...

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.

Help! Will someone please buy this beautiful Piper PA-20 Pacer before I tear it up or kill myself or both. I bought this plane, but can't learn to fly it. 1950, 125 h.p., 1445 TT, 243 SMOH, 3/2/91 annual, always hangered. Very, very original. \$15,500. Jim Estes, (404)938-3515(H); 885-8625(W).

For Sale: Escort 110 NAV-COM (12V) \$375. Includes wired mounting tray and installation/service manual. Good condition. Tom Reddeck 925-6229(W), 972-6047(after 6pm).

For Sale: OHC Lycoming starter, fits up to O-320, \$150. OHC 20 amp generator, make offer. Dave DeWinter, 471-4598.

Wanted: Headset with mike. Call Greg Jannakos, 296-0937.

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.

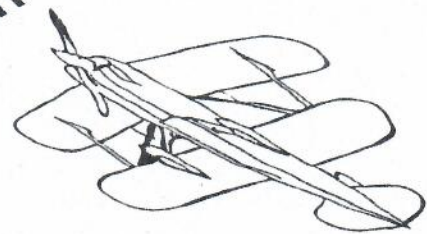
Wanted: Good used transponder with or without mode C. Also, 720 channel nav/com with glide scope. Call Jim Estes, 855-8625 (W); 938-3515 (H).

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.

For Sale: Long EZ, O-320 150 HP, 825 SMOH, LOADED. \$34,000. Jim White (803) 671-3755. No collect calls, please.

Sponsored by EAA 690
Stone Mountain Georgia

Fly-In Pancake Breakfast



Stone Mountain/Britt Memorial Airport

Saturday July 13, 1991

8-10AM

Come Out And Support the EAA 690
Hangar Fund



Be There!

JUNE 30, 1991

1. EAA BASIC WOODWORKING
2. EAA BASIC AIRCRAFT WELDING
3. EAA COMPOSITE CONSTRUCTION
4. DUANE COLE VFR TIPS FOR PILOTS
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
13. KING WEATHERWISE
14. KING COMPLETE AEROSPACE REVIEW
15. KING RULES TO FLY BY
16. KING COMMUNICATIONS
17. KING PRACTICAL PILOTING
18. KING FLYING THE CITATION
19. KING VFR WITH CONFIDENCE
20. KING IFR WITH CONFIDENCE
21. KING COMPLETE JEPPESON CHART REV.
22. KING TAKEOFFS AND LANDINGS MADE EASY
23. KING HANGAR FLYING WITH A POINT
24. ABC WIDE WORLD OF FLYING V1 # 1 MALIBU, TAKEOFF TECHNIQUE, LORAN C, B17, LANCAIR
25. ABC WIDE WORLD OF FLYING V1 # 2
26. ABC WIDE WORLD OF FLYING V1 # 4
27. EAA OSHKOSH 87
28. EAA OSHKOSH 88 'CLOSE UP
29. EAA OSHKOSH 89
30. EAA EAGLE HANGAR DEDICATION "A CALL TO WINGS"
31. EAA WELDING & WOODWORKING (BACK UP - SAME AS No. 1 AND 2
32. RUTAN COMPOSITES & SAFE FLYING (BACK UP - SAME AS No. 3 & 5)
33. ABC WIDE WORLD OF FLYING V1 No.1 & 2 (BACK UP)
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
41. BLUE RIVER COVERING (BACK UP COPY - SAME AS No. 12)
42. ABC WIDE WORLD OF FLYING V1 #3 LEARJET, STEREO INTERCOM, SKYLANE, NDB, LASERTRAK, TSUNAMI
43. SPORTY'S WHAT YOU SHOULD KNOW VOL 2 (2 TAPES) PRACTICING LANDINGS* *(ON LOAN FROM B.C.BARNES)
44. SPORTY'S WHAT YOU SHOULD KNOW VOL 3 (2 TAPES) YOUR FIRST SOLO*
45. SPORTY'S WHAT YOU SHOULD KNOW VOL 5 (2 TAPES) -YOUR DUAL X-COUNTRY*
46. C'MON GEESE*
47. ARRL NEW WORLD OF AMATEUR RADIO
48. TACTICAL TECHNOLOGY -A OVERVIEW OF TACTICAL SYSTEMS DIVISION** (**DONATED BY ROCKWELL INTERNATIONAL CORP.)
49. AGM-130 SMART BOMB.**
50. HELLFIRE MISSILE.**
51. PLANS-AEROLINE HANGAR DOOR PLANS
52. AOPA WEATHER, FLIGHT PLANNING & THE PILOT- INCLUDES SAFETY PHAMPHET WITH SAME NAME (#52a).
53. AOPA GO/NO GO WEATHER DECISIONS
54. AOPA EVALUATING IN-FLIGHT WEATHER
55. POSA CARBURETORS BY REX TAYLOR (DONATED BY Reinhart Kuntz)
56. MURPHY AVIATION "RENEGADE" (NOT LAKE) AEROBATIC BI-PLANE (+ DONATED BY BOB BARTON)

57. ABC WIDE WORLD OF FLYING V2 #5 (@ DONATED BY Harry Goetting)
 58. ABC WIDE WORLD OF FLYING V2 #7 @
 59. ABC WIDE WORLD OF FLYING V2 #8 @
 60. ABC WIDE WORLD OF FLYING V2 #6 @
 61. ABC WIDE WORLD OF FLYING V3 #9 @
 62. STITS FABRIC COVERING (SAME AS 11)
 63. THE PETREL AMPHIBIAN (FRANCE) +
- *****NEW ADDITIONS 6/91*****
64. WARBIRDS -THE FEEL OF COMBAT (SHELL) DONATED BY FRANK FLESSEL
 65. VFR APPROACHES TO OSHKOSH
 66. J-3 Piper Cub Service Man. Donated by Roger Beyer



The Last Revision!