

AUGUST 1991

EAA CHAPTER-690 NAV-COM

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

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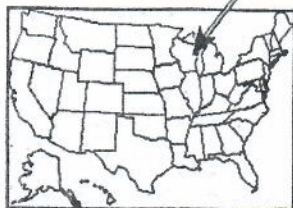
(404) 378-6992
Decatur, GA 30030



**AUGUST MEETING (POST-OSHKOSH
PARTY)
MOVED TO KUNTZ HOME, AUGUST 10,
5:30!**

Duane K. Huff
383 Bethesda Church Road
Lawrenceville GA 30044

**President's Message
"From the Road"**



"Welcome to Oshkosh" is the greeting we hear on our "Sporty's" airband radio to the new aircraft arrivals. It is a cool, sunny Wednesday morning two days before the BIG convention. That pleasant greeting will soon disappear as the air traffic increases. Then it will be, "yellowtaildraggeryouarenumbertwobehind thegrayCessnakeepyourdownwindcloseinand turnbaseatthelake." "Landing" your camper or tent is no less orderly, but it is without the help of our "trusty civil servants". Margaret and I hope to see many of our 690 members here during the next week.

I heard many favorable comments following our June meeting program. Doug Johnson of National Air Insurance certainly enlightened us on the "facts and fiction" of aviation insurance with words we could all understand. His bottom line was: "read and understand the fine print because what you have is all you will get - period." Thanks to Mac Forbes and Duane Huff for arranging this outstanding program.

Thanks also to John Popps and Steve Ashby for preparing a proposed agreement between Chapter 690 and the airport regarding the new building. John briefly reviewed the initial draft and requested comments from members. The airport board has recently approved it and a slightly revised draft is presented below. Steve Ashby will do a final "legalese" review, but the content is essentially unaltered from that of the initial draft. Please contact John Popps (939-6610) AS SOON AS POSSIBLE if you have comments. This item of business should be "signed" by both organizations before construction begins.

I want to bring to your attention the significant change in the Chapter 690 dues structure effective September 15, 1991. The motion submitted by the Executive Committee was approved unanimously by the members present at the June meeting. The motion, printed below, includes a method for involving members joining after 9/15/91 in a financial obligation to the building project. This continues for three years. It also provides a significant relief from the approved dues increase for members in good standing on

9/15/91 for the same three year period. Questions concerning this action should be directed to the Treasurer, Mike North (925-9552), or me (Frank Wilcox - 978-2403). Thanks to the membership for your support of this somewhat unpleasant issue.

Greetings again from Oshkosh, where the annual convention is the highlight of the National EAA year. We are surrounded in Paul's Woods by campers in all kinds of equipment from "pup" tents to \$300,000 motor homes. Folks hale from all over the world, too, but all are EAA members - real friendly people. The sound of aircraft engines never ceases during the day and a walk through the parked aircraft is a walk in time through nearly 70 years of flying machines. I hope that all Chapter 690 members sometime experience this great aviation event.

Frank

**Post-Oshkosh Soiree Moved to Kuntz Home!
New Date: August 10!**

The annual post-Oshkosh party will not be at the Stalcup's this year. Instead, Linda and Reinhardt Kuntz are hosting. When: Saturday, August 10th. We eat at 5:30 pm, or whenever someone shows up with good food! Where: 3365 Woodward Court, 932-5964. Directions: I-85 North to Exit 47 (Hamilton Road). Go left 1.6 miles, turn right into "North Gwinnett Estates" (Haddon Hall). Take 3rd left (Knowlwood), then 1st left is Woodward Court.

Bring your favorite covered dish, folding chairs, and slides and photos from Oshkosh so we all can enjoy!

Calendar of Events

August 10 - Post-Oshkosh Chapter 690 meeting and evening picnic. NOW BEING HOSTED BY LINDA AND REINHARDT KUNTZ!! Saturday, 5:50 pm. (See Above).

September 14 - Family BBQ at the Sego's.

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

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

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!).

December 13 - Christmas Party at the Decatur Elks.

THE BUILDING COLUMN

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 no action at this meeting, were requested and received. The following revised Motion was approved unanimously at the July meeting.

Motion

The financial obligation to the chapter building project of members joining EAA Chapter 690 after September 15, 1991 shall be included in the annual chapter dues.

The annual dues for EAA Chapter 690 after September 15, 1991 shall be \$48.00 for years 1991, 1992, 1993, and 1994. Dues will be prorated at \$4.00 per month for members joining during the year.

A discount of \$30.00 per year for the years 1992, 1993, and 1994 will be given to members in good standing on September 15, 1991. Good standing includes payment of dues through December 31, 1991 and the building assessment due September 15, 1991 as provided in the approved motion of May 10, 1991.

Building Agreement Between Stone Mountain Airport and EAA Chapter 690

The initial draft of the agreement between the chapter and airport owners was presented to the membership at the July meeting. Subsequently, this draft was reviewed by the owners and approved on their side with little or no revision. Steve Ashby, our resident legal eagle will soon wave his magic wand over the agreement so that all will be finalized before Sept. 15, 1991. The content is not expected to change due to these perusals, and should closely resemble the following draft. Chapter members may contact John Popp ASAP (939-6610) if they have comments.

AGREEMENT (DRAFT TEXT)

1. EAA Chapter 690 has voted to construct, and the management of Stone Mountain Britt Memorial Airport (hereafter referred to as "Airport") has agreed to furnish at no charge a site for, a temporary "Quonset" type building for the Eaa Chapter use.

The intended use for the building is:

1. Hold EAA meetings of various types.
2. Store EAA Chapter equipment.
3. Provide space for member owned aircraft maintenance, modification or construction. Such aircraft may be either experimental or certified.

2. The airport, being private in ownership, has a policy that any aircraft owner may perform maintenance on his own aircraft at the Airport. An owner may not bring his own mechanic on the airport to perform maintenance, since the Airport provides aircraft maintenance by FAA certified mechanics in their shop.

The intent of this policy will apply to the use of the EAA building. (The Airport has indicated that if a member is doing some maintenance that requires an A & P signature and a friend in the EAA Chapter wants to assist or sign off the work, they would consider this meets the intent as long as no compensation is made.)

3. The Airport maintenance shop will perform owner assisted Annual inspections, on certified

aircraft, where an owner expresses an interest in performing some of the work required to prepare for the inspection (such as removing inspection plates and fairings) and also such maintenance that the inspection reveals is necessary. The inspection will be performed by the IA who is based at, and works for, the Airport. Price reduction is commensurate with amount of work performed.

The above policy will apply to the EAA Chapter. The Airport maintenance management has agreed to prepare a discount flat rate for annual inspections performed in the EAA building, for EAA Chapter members, predicated on a specific set of tasks to be performed by the owner.

It will not be acceptable to the Airport for any other IA (including EAA Chapter members) to perform annual inspections on certified aircraft, on the Airport. Periodic checkouts required on experimental aircraft, that may require an A & P sign off may be accomplished by EAA Chapter member owners and their member friends as long as no compensation is made.

It will be the responsibility of the EAA Chapter officers to see that the intent of this agreement is accomplished.

4. LOCATION: The site for the building is to be in the general area near the existing Airport maintenance shop, and to be specifically located prior to final go ahead for building.

5. FEES OR ASSESSMENTS: The EAA Chapter is responsible for payment of any fees or tax assessments that may be charged to the Airport due to the erection of the EAA building.

Electric service connection is the responsibility of the EAA Chapter as well as monthly payments for electric service. A water connection may be made to the Airport well and a fixed monthly charge will be assessed by the Airport.

6. HOURS OF USE: There is no restriction to the use of the Airport property as long as security rules (such as keeping gate locked after dark) are complied with.

7. AIRPORT USE OF EAA BUILDING: For

consideration to the Airport for providing a space for the building, the Airport maintenance operation may utilize the EAA building in situations where their shop is full, and where the schedule of EAA activities permits. This use would be coordinated with the designated EAA Chapter member responsible for scheduling the building use.

8. OPERATIONAL PRACTICES: The EAA Chapter will develop a set of operational practices for the building in coordination with the Airport management. An EAA Chapter member will be designated to interface with the Airport regarding operations and scheduling.

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

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".

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



Plane Facts "All The News That Fits"



Another IA in the Chapter! - Chapter 690 member Brad Baker just earned his IA ticket. If you need an inspection, call him at 491-1163. Good job, Brad.



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.



Plane Sense "Let dead dogs lie"



Please read the "Association News" section of the July Sport Aviation (p. 7-8). A retired FAA bureaucrat has petitioned the FAA to reword FAR Part 43.1(b) to state that all certified engines and propellers used in amateur-built aircraft must be maintained and repaired by FAA-certified mechanics only. This form of excrescence, named Harry E. "Sandy" McClure, bases his request on the erroneous idea that when the FAR was

originally written, the CAA did not envision homebuilders using certified engines. What a crock! For all practical purposes, there were no other engine choices at the time of the writing and enactment of the FAR. Beyond this, McClure admits that there have been no problems over the past 40 years concerning the use and maintenance of these items by homebuilders. All this is outlined in Sport Aviation.

In addition to all the holes in his argument that are noted in Sport Aviation, McClure seems to have forgotten what "certified" means. As soon as a non-FAA-certified individual performs serious maintenance on an engine or prop, the item is no longer certified. So, in effect, McClure's petition would require enacting new rules that would govern a moot point, since homebuilders by and large maintain their equipment themselves.

I guess this guy didn't do enough damage during his tenure with the FAA. By the way, he used to be the liaison between FAA and EAA.

So now we have yet another letter to write (in triplicate, if you please). "It is vitally important that we not only oppose this misguided proposal, we must do so with such emphasis that the FAA can readily justify its denial." You know the drill:

Federal Aviation Administration
Attn: Rules Docket AGC-10 (Docket No. 26487)
800 Independence Ave. SW
Washington, DC 20591

Here's a little Christmas story, in August, to cool you off.

HANGER FLYING

It was a God-awful miserable night. The rain was just barely warm enough to resist the transformation to snow and the wind whipped cruelly across my face. The only shelter was the thirty year old nine-by-twelve camping trailer which had been gutted out by our optimist club to serve as the "office" for our annual christmas tree sale.

Although the trailer had seen better days, at least it was wind and water tight. An LP gas heater even made it a little toasty on this

ragged night. Even though it was a lead pipe cinch that no one with the brains God gave a raisin would be out buying a christmas tree on a night like this, the scheduling calendar was not to be denied. My optimistic compatriots were counting on me to contribute my fair share of time in this, our only fund raising endeavor for the year. So, feeling more than a little sorry for myself, I layered two sets of long johns under my rain suit and prepared for the windswept yule marketing battlefield.

Surmising that the inclement weather would significantly depress sales, I packed up my ASA commercial pilot exam preparation book, intent on memorizing the 57 different types of ice and the 32 separate flavors of fog. The press of business and family commitments had long delayed my preparation for the commercial exam and I hoped that this interlude would get me back on the study track.

It only took me about twenty minutes to perform the start-of-shift rituals; shaking out rain soaked trees and replacing the burned out light bulbs. I then stomped into the trailer and shed my rain slicker, giving the LP heater a chance to warm me up and dry me out. I then sat in the rickety wooden chair someone had dragged out of their basement, propped my feet up on the card table desk and pulled the exam prep book into my lap. I could have gone the rest of my life not knowing that it takes winds of 15 knots or more to dissipate or lift advection fog. Similarly, few would have guessed that coriolis force tends to counterbalance a horizontal pressure gradient, giving wind a tendency to follow the isobars above the friction level.

Just as my brain was beginning to institute a precautionary shut-down to prevent thermal overload, the trailer door swung open, filling the room with cold wet wind. As quickly as the door had opened, the doorway was filled with the rain slicked frame of a man in a hurry to get inside. Only after he stomped the water from his boots and peeled off his hat and jacket did I recognize him as Dave, another loyal Optimist, reporting to do his duty. After the commotion subsided and the LP heater set out to once again turn a soggy soul into a toasty one, Dave sat down on the other rickety wooden chair to receive the night shift marketing report. It was short and sweet.

No one had bought a tree and the prospects for a sales turn around were marginal. Figuring that I could handle any potential onslaught that night, I offered Dave the opportunity to return home while I stayed till the end of the shift. "Nah," he said, "My wife is out of town and if I went home I would just be alone."

In the back of my mind, I knew that my study time had been shot to hell. Even further back in my mind, I was not the least bit upset that I would not have to wrestle with FAR speak until later. As Dave and I made small talk about how lousy the weather was, I closed my study book and slipped it onto the card table. "Are you a pilot", Dave asked, arching his eyebrows toward the book. I allowed that I was a lawyer by trade and a private pilot by avocation. "Oh", he said, smiling with his eyes.

Although we were in the same Optimist club together, Dave and I barely knew each other. For some reason, I had surmised that he was in insurance or something similar. In reacting to my confessing myself as an aviator, however, Dave's face betrayed something else. I got right to the point, asking Dave if he too was a pilot. Dave's unconscious smile gave him away before he could get out, "Well, yes, single and multi."

Well, a trial attorney isn't good for much, but one thing he can do is think quickly on his feet. It didn't take me but a split nanosecond to figure out that this night was made. Mentally, I filed a flight plan for some serious IFR hanger flying. To the uninitiated, hanger flying is accomplished in a hanger with four or more old men who swap apocryphal tales between lengthy swigs on RC colas. Anyone with more than a few pages completed in his log book can tell you, however, that a hanger flight can depart from anywhere and that it only requires a crew of two or more.

Before departing on this hanger flight, I ran a mental checklist and advanced the throttles to the firewall. Holding the toe brakes for the briefest moment, until I could tell the engines were giving me all they had, I released the pressure, allowing the flight to surge forward and upward. It was a sure bet that Dave had more than a few stories to give up that night and I straight away set out to find them. I was not to be disappointed.

The only thing Dave knew about insurance was that he had to pay his car insurance premium every six months. Dave is a computer engineer who specializes in troubleshooting top secret defense department computers. Since most of these super computers are located at or near an air base, Dave usually flies to his assignments in the company Baron. Geez Louise, and I thought he sold insurance!

It soon became apparent that Dave is not someone who flies because he has to. It is a part of his soul. Dave's stories meandered between IFR procedures and the beauty of the last sunset he experienced on a 20 mile final into Destin. The drama of the weather outside the trailer subliminally led us into stories of how we had been scared in the sky. After relating how I once almost got clipped by a doctor in a Bonanza (it had to be a doctor, he flew like he owned the pattern and, of course, it was a Bonanza), Dave's face betrayed the briefest of smiles. I knew I was about to be outclassed.

It happened at night (multiply the pucker factor by two). Dave was flying a snappy little Gruman Tiger out of Augusta, Georgia. About twenty miles out, Dave was chatting with center, feeling secure in the cocoon of pale red instrument lights so high in the inky sky. It happened in an instant. One second the Lycoming was humming along at cruise power, and the next it was rasping at idle. Pumping the throttle gave Dave short bursts of half hearted thrust as he began his descent towards the twinkling lights on the ground. Dave sweated every foot of diminishing altitude as center vectored him back towards Daniel field in Augusta. Dave felt the shudder of the onset of stall as he clipped the top two feet out of a pine tree. It was only because God wasn't ready for him yet that the pine tree was the last one before the displaced threshold at Daniel field.

I cross examine people for a living and I knew that the manner in which Dave had related this experience betrayed yet another aspect of his life. Almost expecting the answer to be no, I asked Dave if he had ever flown in the military. He lowered his head and said softly, "yes." From his voice and his age, I took an educated guess and inquired if he had been

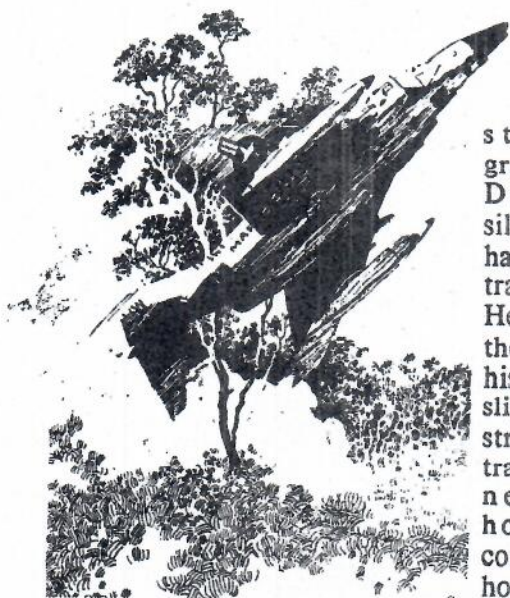
offered a southeast asian vacation by uncle sam. He smiled, "Yea, I flew in Viet Nam for the Marines." He volunteered no more information, forcing me to press forward with my cross examination. I asked him what he flew in Viet Nam. His single word reply cut through me like a rifle shot, "Phantoms."

I almost fell off the chair. If I had flown a Phantom in combat (or even if I had seen one in combat) I would wear it on my sleeve for all to see. It was the ultimate macho identifier. Dave had strapped a mach two fighting machine onto his back, took it into battle and made it home safe. What was incomprehensible was that it took me two hours of hanger flying to pry that fact out of him.



In the next hour, I shamelessly wheedled every shred of information possible out of Dave. He flew two tours in F-4 Phantoms, mostly in a combat support role. That meant rolling in hot and low, taking ground fire from anyone who could shoulder a rifle. I asked if he ever got hit. "Only on about half the missions" did a rifle shell ever find his ship. I asked if he was ever hit bad enough to contemplate ejecting. Dave allowed that he was forced to eject twice, once over the jungle and once over water. I was now just like a little kid, asking Dave what it was like to eject. He laughed out loud, "Imagine driving your car down the highway at 150 miles an hour and then quickly sticking your head out the window." I wanted to know what happened after he hit the ground. His voice was more tense now, "First, you find your back seater; you always take care of your back." "Then, you wait in the dark and pray that the good guys find you before those guys you hear looking for you in the bushes."

Dave related the cold reality of his war, the endless missions in which he balanced terror and numbing exhaustion. He told me what it was like flying all day and then having to pull guard duty on the perimeter that night (in the Marine tradition). Advancing the conversation, I allowed that I heard the enemy would even send children into a perimeter,



strapped with grenades. I could see Dave's features silhouetted in the harsh glare of the trailer's naked bulb. He said, simply, "Yea, they did." I could see his chin quivering slightly as he stared straight ahead at the trailer wall. His voice never cracked, however, as he continued, "When I got home, I was waiting in an airport one day in my uniform when a woman came over and spat on me."

After a short silence, the conversation wandered back to the type of flying in which people do not get killed. We talked about the beauty of a well turned fuselage, of a well flown instrument approach and of a brilliant sunset while on a 20 mile final into Destin. The cold razor reality of war receded into warm and pleasant memories of good flights.

As our shift ended, and as Dave turned to leave, he smiled broadly and said, "Hey, when the weather gets nice, lets go flying." That's a promise.

Steve Ashby

Artwork by Technigraphics,
from *Phantom Over Vietnam*
by J. Trotti, Presidio Press.



Fly Buys

King 8002 LORAN, A/C mounting tray, connector, antenna, and pre-amp, instruction book and Que-Card. \$350.00. O.V. Scott, 257-1726 (ans. mach.).

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.

CALL FOR SUBMISSIONS! Your friendly NAV-COM editor is always in the market for any literary contributions. Any aviation news, opinions, or sundry items you'd like to see here, send it along. Magnetic media is nice, but I can be bribed into typing your copy by hand.

