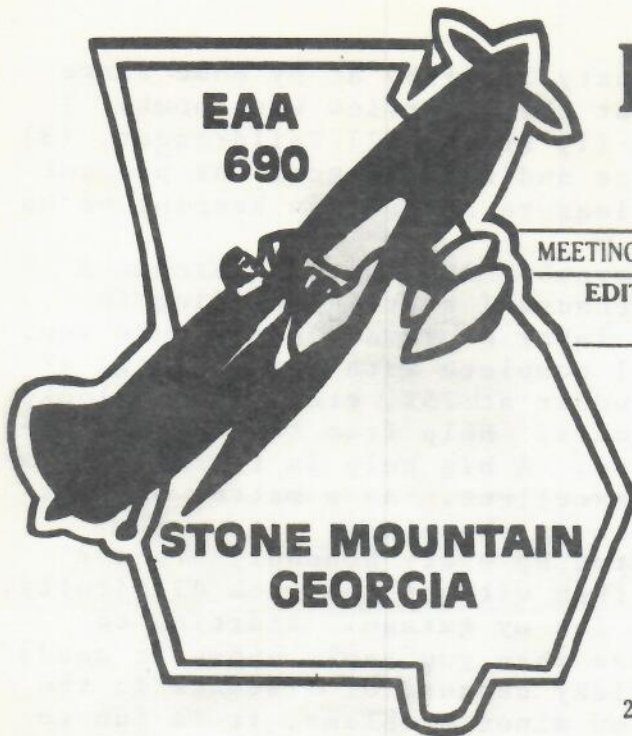


Mar. 1985



EAA CHAPTER-690 NAV-COM

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

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TO:

President's Message

MARCH 1985

With the springtime weather just around the corner, an increase in our flying activities is not far behind. As we spend more time at the airport, why not take the opportunity to recruit a new member for EAA Chapter 690. Along the same line, at our last meeting Harry Goetting volunteered to head up a membership committee to insure that prospective new members receive all the proper information and are invited to join our chapter. All too often, our visitors at the Chapter meetings go away without a contact or a copy of the last newsletter.

Believe it or not, "Airfare 85" is only 10 weeks away. The initial meeting of the fly-in committee has been completed. At the upcoming meeting we will have sign up sheets for needed areas. Think about the area you would like to help with and mark May 11th on your calendar.

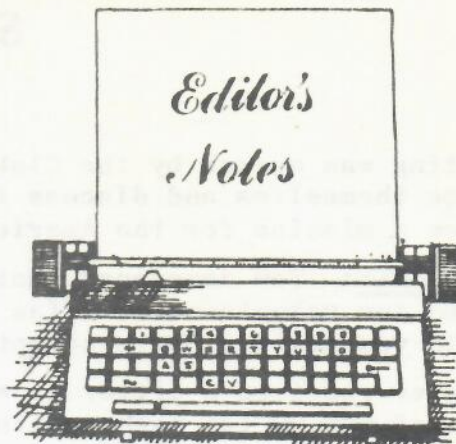
This month's meeting will feature a video presentation entitled "Wings of Industry". This film is the story of Piper Aircraft and is on loan from the Short Wing Piper Club. (Formerly the Tri-Pacer Owners Club). The meeting will be at 8:00 PM on Friday March 8th at the Stone Mountain Airport.

A special thanks to Charlie Sego for having arranged the interesting and informative presentation on Aviation Insurance at our last meeting.

If anyone is planning on attending the Sun & Fun Fly In from March 17th to the 23rd, and would like to car pool, airplane pool, etc.; please contact me at 923-1849 and I'll make contacts. As you know, this is one of the largest sport aviation events in the south.

Tom

RECRUIT A FRIEND



I know it's not everyday you decide on the project to start, but it sure is a brain twisting-hair raising thing to go through. I ordered plans for the F4U Corsair from War Aircraft Replicas, Inc. If the plans are even close to what I expect then we have a "GO" on my project. If they are not up to my expectations or maybe I'm not ready for it, my second choice has become a Busby Mustang I or II. We'll know more in the next several months when it's time to start buying the nuts and bolts, etc.

The specifications for the F4U are unreal. It's hard to imagine there will be room in it for me, (length=17') but they say it will carry anyone 6'4", 220-240 lbs. This baby's specifications are:

Empty weight.	620 lbs.
Max gross weight.	920 lbs.
Cruise condition.	135 MPH
Fuel consumption.	3.2 GPH
Wide open speed	165 MPH
Stall speed	55 MPH
Approach speed.	70-75 MPH
Take-off run.	800-1000 FT
Rate of climb	700 FPM
Endurance3-4 HRS, 400 MI
Aerobatic	+ 6 G's
Engine.	0-290/0-200
Prop.3 or 4 Blade
(Fixed pitch or ground adjustable)	
Other	Fully retractable gear - electrical with manual backup; sliding canopy, detachable wings with WAR color paint scheme and markings.

What can I say? Looks like I'm into it up to my eyebrows. Only two minor obstacles to overcome.....first, I absolutely must tell my wife; second, how am I going to convince her that \$15,000 is only peanuts.

John

**Have You A Story
To Tell — Tell It**

What Our Members Are Doing

BY: HARRY GOETTING

I was interviewed by John Owens on February 16, 1985 at my home where I am building my KR-2. This is basically what the interview was about. I decided on the KR-2 as my project because of (1) Price, (2) Taildragger, (3) Retractable gear, and (4) Low cost performance and maintenance. At present we own a Cessna 150, and use it for family pleasure as well as keeping me up there where it's all at.

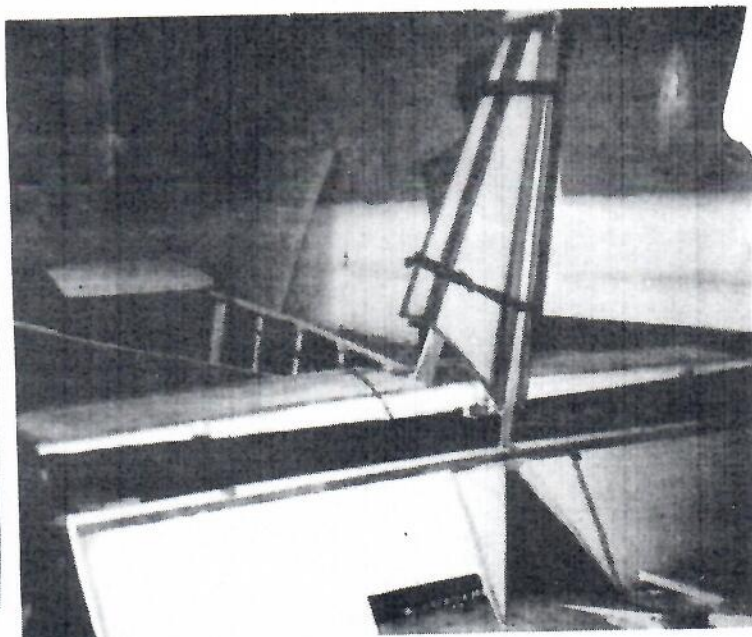
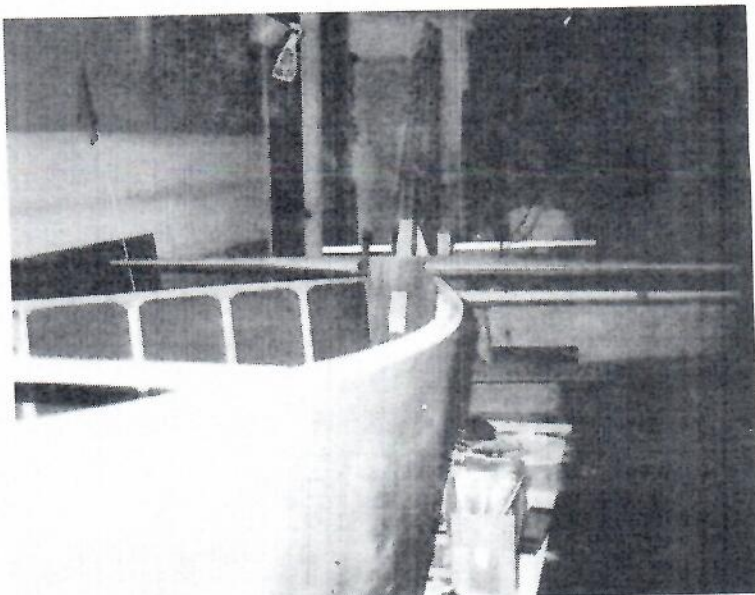
I guess you can say it all started in November 1983 when I purchased the KR-2 plans. I didn't wait around long because I started building in December the very next month. It has been a labor of love I can assure you. At this point I figure I am about 60% overall complete with the fuselage at 50%, elevator at 75%, wing struts at 100%, rudder at 75%, etc'. It now looks like a 1200 man hours job give or take 100 hours. Help from the Rand-Robinson Engineering Corporation has been very good. A big help is the KR-2 newsletter (independent of Rand), and I rate it excellent. As a matter of fact the newsletter helped on correcting two errors in the plans.

There are always some problems encountered by every homebuilder, and my project was no exception, but I overcame them without too much difficulty. First thing I had to do was buy a wood stove for my garage. Starting to build in the winter is not recommended because when you apply epoxy it needs to be 70 degrees. Bending some parts was tricky because of mistakes in the plans, but we overcame them. In spite of a few minor problems, it is fun to build the KR-2. It has gone together well, but you need to take your time on the wood fabrication.

John asked me to give advice to future KR-2 builders, well I only have a few tips I have learned from this experience.

1. Buy a Chevron map, and always top off your tanks. (Ha-Ha)
2. Buy at least 24 months back issues of the KR-2 newsletter.
3. Talk with at least two other KR-2 (completed) builders in your area.
4. Find out from the KR-2 newsletter and local builders before you start the few minor errors in the plans.
5. Some materials are less costly if purchased locally (the freight will eat up your budget).
6. Be rich before you start.
7. Make sure you have your wife's permission to use the garage for a couple of years at least.

It looks like, at this point, that we'll have our first flight around September 1, 1985.



SECRETARY's NOTES

The meeting was opened by the Club President, Tom Ferraro, and Tom asked everyone to introduce themselves and discuss their Aircraft Project. John Popp and Henry Warner each flew a mission for the American Medical Support Flight Team.

ANNOUNCEMENTS: Tom announced that there is a membership committee chairmanship vacancy and asked for volunteers.....(as it turned out....John Owens nominated Harry Goetting and would you believe Harry accepted).

The Chapter received a letter from Stone Mountain Aviation indicating we would be billed a fee of \$25.00 for each meeting night for use of the facilities at the airport beginning February. It was moved and seconded and the club voted to establish a search committee for meeting at another location. In the meantime it was decided by the membership to continue to meet at Stone Mountain Aviation on a month to month basis.

OLD BUSINESS: It was decided to continue the planning for the "Air Fare" to be held at Stone Mountain Airport on May 11th. We are to secure liability insurance for this event. Tom Ferraro indicated the Civil Air Patrol was interested in helping out with ground and air traffic direction.

NEW BUSINESS: Joel Levine gave an update on a damaged C-170B for sale. It appears the aircraft has greater damage than originally thought.

"Chili Cook Off" to be scheduled for April at Stone Mountain Airport.

PROGRAM PRESENTATION: Mr. Darrell Hyde, Independent Insurance Agent presented a discussion on aircraft insurance issues.

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SPECIAL "AIR FARE 85" ANNOUNCEMENT

THESE ARE THE "JOB OPENINGS" FOR OUR 1985 AIR FARE. I (HAROLD STALCUP) PLAN TO RECRUIT VOLUNTEERS AT THE MARCH MEETING OR YOU CAN CALL ME AT 921-9468. Thanks - Harold.

7:00 AM	SAUSAGE "CHEF"	_____	,	_____
		_____	,	_____
	PANCAKE "CHEF"	_____	,	_____
		_____	,	_____
	COFFEE AND ORANGE JUICE MAKER	_____	,	_____
	SERVERS & HELPERS	_____	,	_____
		_____	,	_____
	"ICE MAN"	JOHN OWENS	,	_____
11:00 AM	CASHIER	_____	,	_____

HOT DOGS & DRINKS

10:00	to	12:00	_____	,	_____	,	_____
12:00	to	2:00	_____	,	_____	,	_____
2:00	to	4:00	_____	,	_____	,	_____