

# CHAPTER 690

## NAVCOM

January 1995

### The Building is Here!

Ground-Breaking Ceremony Jan. 21st

The Chapter 690 Building Project is rapidly approaching its first manifestation. If all paperwork goes as planned, site preparation will start this month! In recognition of this great day and all of the hard work put in by the building committee and others, Chapter 690 will hold a ground-breaking ceremony at 10 AM on Saturday, January 21. Bring your shovels and a smile. We will photograph whoever shows up and send the photo up to Oshkosh for inclusion in *Sport Aviation*. Bob Mackey has been waiting for this photo for a long time! A reception will follow in the airport administration building. Many of the county and airport officials that have helped us are also invited.

As with many similar projects, crossing t's and dotting i's take on added importance as planning ends and digging begins. As expected there was no difficulty in obtaining the final approval of the land lease by the Gwinnett County Commission. This lease is for 25 years and went into effect January 1. The chapter is now obligated to make monthly payments to Gwinnett County for use of this property. With the signing of this "master" property lease the subleases for the land occupied by the seven individual member's hangers could be finalized. Signing of these leases was completed on January 4th. At that time payment was made to the chapter by each sub-leasee to cover their share of the monthly land lease cost and the county construction impact fees. These latter fees, a one time payment, are required to obtain water and sewer service.

To assist the building contractor in physically identifying the location of the eight hanger buildings, corner stakes have been placed on the leased land. This is by no

means a survey but is a close approximation of the location of each building, the space between the buildings and the fire lane. Interested chapter members may wish to stop by the building site to better visualize the scope of our project. Steel survey pins and markings on the ramp identify the land lease boundaries.

The remaining major task prior to construction is finalizing the documentation required to obtain the building permit. Andy Anderson has nearly finished the Site Plan drawings. These are based on the site survey provided by the county and show the location of each hanger building within the leased property. The Building Plan drawings are being finalized by Roy Stoutenburg. These include the building and building foundation drawings provided by the contractor as well as additional drawings showing the building utilities. These latter drawings locate the water, sewer and electric service both within the building and the main lines serving each building from the outside. Extensive coordination with the various offices of the Gwinnett County Building Department is necessary to assure compliance with all building codes. It is no easy task. Both the site plan and building plan must be approved before issuance of the building permit. The review process by the county requires a week to ten days from submittal of the application. The goal now is to secure the permit no later than February 1, hopefully much before.

The contractor is as anxious to begin work as we are, but until the building permit is in hand no work on the site can begin. With the permit granted and the building contract signed, construction will soon follow.

—Frank Wilcox

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# Chapter 690 Holiday Party Another Success

Chapter 690 closed out 1994 with another fun meeting. We're getting pretty good at this! The evening began with carousing about the Administration Building with lots of hangar flying and holiday good cheer. When we couldn't take it any more, we sat down to a great dinner. As in the past, the chapter supplied the main course (ham and turkey) and members brought sides and desserts. This year's fare was outstanding. In the years that I've been a member, I've seen the side dishes get better and better, but this year the desserts were especially good.

The evening continued with Chapter President Jim Estes and Chapter Magician Steve Ashby presenting Chapter Awards. All of our Officers received Chapter Officer Service Award certificates "in recognition of ...service and assistance to foster the growth of sport aviation through Chapter activities." These certificates are sent down from EAA HQ and are well done.

The grand chapter service award is of course the Chapter 690 Member of the Year Award. This year we had co-winners—Jennifer and Mike North. The J & M (and the boys) Team has run our breakfasts and lunches for the past several years. This is a lot of work, but it's only a small part of what the Norths do for the chapter. Not only do they organize *Café 690*, but at almost every event, they supply the equipment transportation (the Big Yellow Truck), the muscle (the North Men), and the know-how (mainly Jennifer, right, Mike?) Additionally, Mike started an Explorers Aviation Troop that is chapter affiliated. Members like the Norths always make an organization successful and fun. Congratulations Mike and Jennifer!

Building or restoring airplanes is the cornerstone of the existence of the Experimental Aircraft Association. Chapter 690 has its share of flyers, talkers, and yes, even builders. This year, two members were honored for project completions. Dale Schonmeyer, a recently-joined member, completed a two-place Pulsar. Dale and his plane will be

the subject of a NavCom article soon. Duane Huff completed the restoration of his Aeronca Chief. This project was the subject of a NavCom article about a year and a half ago. As of the time of the award, all systems were go, but no flying had been done. We'll cover the shake-down flights.

The Frank Flessel Memorial Award, to be given to the Chapter member who has screwed up the most in the year, was awarded to Barney Barnes (see side bar). Barney was honored for having finally earned his Private Pilot's License!! June is already planning all the nifty destinations to which she's going to allow Barney to fly them. Congrats, Barney, we were all pulling for you. As an aside, isn't it pleasing that the FFMA is now given for successes rather than blunders? I guess 690ers are just too good...

Speaking of too good, Steve Ashby was awarded a Chapter 690 mug and ball cap embroidered with "Biplane Fall Classic—Director" for all of his work for the last three years in organizing our Fly-In. The Fall Biplane Classic is destined to alter the face of Sport Aviation, and we have Steve to thank for it.

The guest of honor and speaker was Hal Weekley, a WW II B-17 Bomber pilot. Mr. Weekley is probably the only pilot who flew in that war still flying B-17s. He is one of the pilots of the B-17 owned by the EAA Foundation and recently helped take it on tour around the country for the national organization. Hal's presentation was very interesting. He was shot down coming back from a bombing raid and spent months in occupied France avoiding the SS and Wehrmacht! Often he had dinner whilst sitting across from enemy soldiers sent to look for him! His stories kept everyone on the edges of their seats. He made it back safely, the first to do so, and was debriefed in DC by the President and the JCS!

Finally, congratulations and thanks to the organizers: Sherry and Alan Langford, Tess and Duane Huff, and Frank and Margaret Wilcox. They did a marvelous job with the food, presentation, and physical plant. —Jeff Boatright



## WHITE ELEPHANT TURNS INTO DARK HORSE

At the December meeting/party, EAA 690 bestowed upon Barney Barnes the illustrious "Frank Flessel Memorial Award" for his safe keeping for the next year.

Mr. Barnes received the award on Friday night and by Tuesday, Mr. Barnes tried frantically to contact Frank Flessel regarding a major problem with the award. It seems the award had already gone through FOUR, count them, 4 quarts of oil in the 3 1/2 days Mr. Barnes had the award. Mr. Barnes stated his sense of urgency, concerned he would have to re-mortgage his home if he was unable to resolve this mechanical monstrosity.

Contact was made and Mr. Flessel went that Thursday to inspect the award and make the proper adjustments. Mr. Flessel said the bailing wire and duct tape Joel Levine had given him saved the day.

Mr. Barnes is hoping this maintenance adjustment will hold and will not require a major overhaul before next December and this prestigious honor can be passed on to the next sucker. —Sheryl Black and Ken Sharp

# From My Point of View...Resolutions

Jim Estes, President Chapter 690

It's that time again when we all at least hear about maudlin resolutions for the new year. We may not make any new resolutions, but rather just renew some old ones. I'm sure some people don't resolve to do anything differently in the upcoming year, and I suppose if you have had a good year then there is no reason the try and make any changes.

While most resolutions probably center around personal or business activities, I'd like to offer a suggestions concerning our common interest .... Aviation. Or to be a little more specific -General Aviation. Or even more specific than that the EAA portion of Aviation. We play an important role in the whole scheme of things there both as a chapter and individually. Our activity in the community plays an important part in keeping flying privileges available and in trying to make aviation grow. Aviation has not had a good year in that respect.

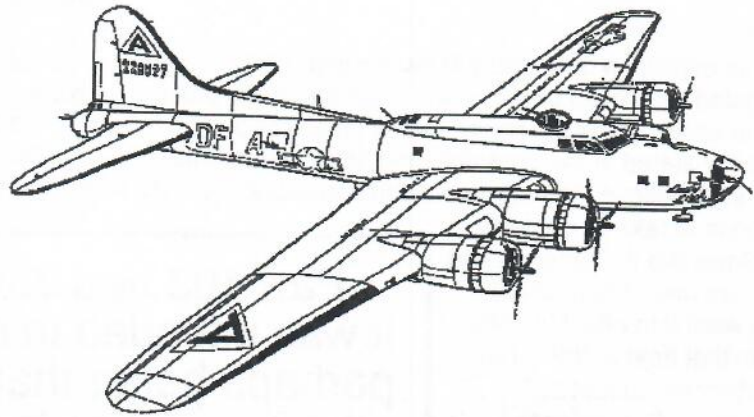
Ultralight manufactures report sales of units up to 2,238 for 1994 which is up from 1,889 last year. However, I'm not sure that is real growth or if it isn't just the reporting of sales statistics is more accurate at this time. The dollar billing for general aviation aircraft was up in 1994 to a whopping \$1.45 billion.

The sad news there is - this staggering amount of money represented only 616 airplanes. I've computed this several times to be sure I have the decimal in the right place, but this is over \$2,300,000. per airplane. Wow !Are we, as individuals getting priced out of the market or what?

A resolution to stay active in EAA and help it grow and prosper in our area is vitally important and is very much needed. I hope you will consider something along this line in making your resolutions for 1995.

HAPPY NEW YEAR ! See you Friday night. We will be taking about the new hanger and a new subject ...

THE B-17 IS COMING! THE B-17 IS COMING !



## Frank Ryder, WW I Aviation Aficionado, Dies

Frank Ryder, organizer of Aeordrome '92 and '94 and owner of the associated flying museum, died December 29. Frank his wife and son crashed while departing a Minnesota airport in a Piper Malibu. Memorial services were held at the Aerodrome in Guntersville, Ala.

In the First World War, bold and visionary men charted new paths in science and warfare, creating and flying hastily-designed machines that were quirky yet surprisingly successful.

Three-quarters of a century later, a bold and visionary man led a group of like-minded souls in an effort to preserve and recreate that part of aviation's history, a chapter that tends to be overshadowed by the spectacular performance of later warbirds. Frank Ryder was one of

those rare individuals whose energy, commitment and vision could make things happen. In Frank Ryder, we true believers in WW I aircraft had another champion, someone to join the legendary Cole Palen, promoting the first fighters in the same way that groups like the EAA Warbirds help preserve WW II aviation heritage.

Those of us who care about aviation have had our lives very much enriched by the dreams and efforts of remarkable aviators/organizers such as Paul Poberezny, Kermit Weeks, Bob Brubick, and Frank Ryder. Our enjoyment of the history and privilege of flight can never have too many such men and the loss of one such as Frank is a sad blow indeed. —Wayne Whitaker

## BD-10 Peregrine Crashes, Possible Flutter

A prototype of the BD-10 homebuilt jet crashed 30 December 1994 in the Nevada desert. As reported by Jim Campbell (*US Aviator*) on the internet, sources at Bede and Fox 10 say that there was no engine failure or explosion. The Peregrine was being tested for high-speed flutter. Ground radar tracked it at 500 mph just before witnesses saw it pitch up sharply. The left wing and all tail surfaces then departed the fuselage. Though there was a chase plane and onboard data loggers,

no substantive press release has been made. The pilot was Michael D. Van Wagenen, president of Peregrine Flight International, the builder of the plane. Van Wagenen flew two tours of duty in F4 Phantoms in Viet Nam and also instructed in F-15s and F-16s at Nellis AFB. He has built several Pitts Specials and performed in airshows in the 80s. Van Wagenen was one of the founders of the Aviation Education Foundation. —Jeff Boatright

# Ultralight Regulation Changes May Alter General Aviation!

Efforts of user groups and FAA could change sport aviation as we know it!

In an email post exclusive to the NavCom, Bill Cook, FAA Project Manager of Part 103, stated that the FAA Internal Part 103 Team agrees with the concept proposal set forth by the Aviation Regulatory Advisory Committee (ARAC) studying ultralight regulation changes. Cook's letter outlined the state of Part 103 and the thinking that went behind the impending changes in this and other FARs:

"Hi Jeff!

Let me explain in detail what is happening. Part 103 was promulgated to 'protect persons and property on the ground and other user's of the airspace.' It was clearly and redundantly stated in the preamble and other documents that the FAA believed the operators could evaluate the risks and choose to take or not take them. (Sorta like the difference in driving cars and motorcycles) The reg went into effect in 1982 and from that time to this it has been extremely successful. According to all the records I have researched not one case of injury (fatal or otherwise) has been recorded to anyone not directly connected to the operation of the ultralight vehicle (with the one minor exception of an illegal flight of a powered-parachute into the heavyweight championship fight in Las Vegas when one spectator received a cut on his head). So, Part 103 had done what it was intended to do perhaps better than any other regulation the FAA has written.

Unfortunately, the sport has grown [to include] 'cowboys' flying what they call 'fat' ultralights (not meeting the weight, or speed, or fuel definition of Part 103 for single place) and the American manufacturers have made and sold considerably more two-place ultralights (which only exist for training purposes only by virtue of an exemption from the FAA) than there are authorized instructors to teach in them. More reports are coming into the FAA headquarters from our district offices that some folks who are authorized to teach abuse the privilege by advertising 'sight seeing rides' and calling them 'introductory flight lessons'. This becomes a pain to both the legitimate industry and the FAA because it is only a matter of time until THE accident will happen.

The FAA has appointed an Aviation Regulatory Advisory Committee (ARAC) comprised of the leaders of the ultralight and general aviation industry and the FAA. After one full year of thrashing about on what the solution might be, ARAC has now recommended to the FAA the

version) (1) Leave Part 103 as it is; (2) All single place ultralight vehicles not meeting the definition of Part 103 and all two-place ultralight vehicles must be certificated and all operators of them must be certificated by the FAA; (3) Amend the pilot certification rules (Part 61) to provide simpler and more economical certification in line with the small sport type aircraft the 'fat ultralights' and the small two-place represent."

Cook goes on to describe why an industry and a user group would ask for increased certification requirements: following: (short

"The industry realized, in addition, that for their sport to grow to the next level they would require 3 things: (1)

Financing; (2) Insurance; and, (3) Public acceptance. The industry realized that to accomplish this it was necessary to seek FAA certification."

It may seem as though much effort has gone into the FAA's agreeing not to change one of its own regulations. However, it is important to note that the

FAA agrees with and supports the *entire* concept proposal submitted by the ARAC. As Cook notes in a subsequent interview with Mary Jones, condensed in the January issue of *The Experimenter*, the FAA Part 103 Teams agrees with the ARAC that the FAA should not apply NPRM processing to pilot certification programs. It should instead use a streamlined administrative program that matches the skills required of the pilot to those required by the machine. *This would include medical self-certification!*

The upshot is that although FAA and ARAC are calling for certification of all two-place flying vehicles (possibly expanding the domain of the Primary Category Aircraft regulations), a new type of pilot certification procedure will go along with this change. The new pilot certification will allow for medical self-certification and will not require skills and knowledge that is superfluous to the operation of daylight VFR sport flying.

The future, as proposed by Cook and the ARAC, will see uncertificated single-seat ultralights flown by uncertificated operators. Swarms of sport planes certificated under looser interpretations of the current Primary Category will darken the skies and will be piloted by reasonable people who are as healthy as the thousands who currently pilot sailplanes. —Jeff Boatright

...Part 103 had done what it was intended to do perhaps better than any other regulation the FAA has written...

# Tools, Books, and Video Tapes

The following are Chapter-owned items. The use of tools, videos, or books is free to chapter members. The materials are not free, but are inexpensive. Frank Wilcox (978-2403) is keeper of the tools. Barney Barnes is film and book custodian (923 7896) (Note: Films out of sequence denote either repeats or members of series)

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)

## New tools:

Tube flaring set  
 Rivet removal tool kit  
 Cleco kit (pliers, clamps, clips)  
 Right-angle drill kit - screw-type bits  
 360o rivet puller  
 Starter wire  
 Rivnut puller kit

## EAA CHAPTER 690 BOOKS AND VIDEOS

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
42. 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 690 NavCom is published by, for, and about the local (Gwinnett County and vicinity) chapter of the Experimental Aviation Association. EAA is made up of over 300,000 aviation freaks from around the world. There are about 1000 local chapters. The association's annual convention in Oshkosh, WI hosts nearly 1,000,000 (that's one million) guests every year. Chapter 690 is rather more modest, though we have our moments. Most members are active pilots and over half are building or restoring their own aircraft. Several of our members have been recognized at the national and international level for contributions to aviation. We recently hosted the world's largest Young Eagle Rally, where more than 600 young people were given airplane rides for free. In the Fall, we host one of the largest Biplane Fly-Ins in the South. If you would like to join an exciting, involved, and fun-loving organization, think about Chapter 690. Our membership chairman, Duane Huff, will treat you right if you call him at 921-4423. We meet the second Friday of every month, 8 pm in the Administration Building of the Gwinnett Co. Briscoe Field Airport.

## Chapter Calendar

January 13 - Gwinnett Co. Airport Administration Building, 8 pm.  
Program: Leonard Pace discusses aerobatics. Highlighted by in-cockpit videos!

January 21 - Chapter 690 House Ground-Breaking Ceremony! 10 am on site. Reception to follow in the Administration Building of the Gwinnett County Airport. **BRING YOUR SHOVELS!!**

January 24 - AOPA townhall meeting!! 7:30 pm. Locale unknown, FMI: 1-800-USA-AOPA. Topics will include new medical regulations.

## For Sale, Etc.

- Partner needed in the Zahner Warrior. 822-0776
- 1990 Sonerai II. 75 TTSN. Greg Jannakos 296-0937
- Placard Labels made to order. Greg Jannakos, 296-0937
- Charlie Sego is now a dealer for BRS parachutes. He is selling 'chutes to chapter members at cost. 923-9549

## Quick Calendar

Jan 13. - Chapter Meeting

Jan. 21 - Chapter House Ground Breaking Ceremony!

Larry Bishop  
6527 Rosecommon Drive  
Norcross, Ga 30092



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