



November, 1999

NavCom

NEWS AND
INFORMATION
FOR THE
GWINNETT
COUNTY
CHAPTER OF
THE
EXPERIMENTAL
AIRCRAFT
ASSOCIATION



Airplanes, Airplanes, Airplanes at AirFair 99

1999 Fall AirFair *by Bill Curtis*

With a sunny day and cool temperatures, the 1999 Fall AirFair turned out to be one of the most successful to date. With over 1,000 excited visitors coming through the gates, the lines for breakfast reached epic proportions, while the food services volunteers worked valiantly to keep everyone fed. We had two grills this year for pancakes and sausage cooking, so the waiting times were kept to a minimum. The corn roast was once again a great success and the lines for lunch kept the food volunteers busy for most of the afternoon.

Speaking of volunteers; we want to personally thank all of you who showed up and volunteered at this year's event. We appreciate those of you who were flexible enough to cover areas and events other than those for which you volunteered. The Civil Air Patrol and Aviation Explorers were a great asset in keeping the ground traffic under control. If you happen to run into any of them please let them know how much we appreciated their help.

There were a number of static displays and activities to keep everyone occupied. The Ham

Radio Club set up a table and demonstrated their ability to communicate with folks around the world. Model Aircraft, and members' aircraft projects were on display for the enjoyment of the multitudes along with classic cars. Duane's hanger was a great place to learn aircraft construction techniques from Ed Stembridge while you ate some of Duane's expertly popped popcorn. Steve Ashby did a great job making the announcements and keeping the crowd aware of the different aircraft that visited us that day.

The younger crowd was kept busy making and flying paper airplanes, and the Chapter Flight Simulator gave future pilots a chance to experience the thrill of working the controls of a home built trainer.

We also had a very good turn out of Vendors. Two Aviation artists (thanks to the Zahners for letting us use their hanger), along with everything from Tupperware to Avionics were represented. Bill Allison and Steve Collins brought along their biplanes and we also had helicopter rides.

We hope that all of you enjoyed this year's festivities as much as we did, and plan to volunteer and attend next year's event (which, by the way, is on October 7th so mark your calendars now).

The NavCom

The NAVCOM is the official monthly newsletter of EAA Chapter 690 serving its members and other persons interested in the advancement of Aviation.

Original articles, art, and photos are invited and encouraged. Submit articles in ASCII or Word format and pictures in any format via email to: jdreed@mindspring.com or mail to:

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Loganville, GA 30052
770-466-5359

Deadline for submissions is the Last Sunday of the Month

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Also thanks to Barney Barnes and his merry band who fold, staple, mutilate and mail the NAVCOM each month.

In keeping with the spirit of all aviators, permission is hereby granted for the reproduction of the NAVCOM articles by other EAA Chapters provided proper credit is given to the author and to the NAVCOM.

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President's NOTAM

by Frank Wilcox

Enclosed with your NavCom is a ballot for electing officers and trustees at the November meeting. Presenting it at this time serves two purposes - it allows members to know the slate of candidates for these offices and the ballot can be used as an "absentee ballot" for those unable to attend the November meeting. If voting absentee, mail your ballot to the secretary before November 12. This is a new procedure for Chapter 690. It gives all members the opportunity to participate in this important chapter business. Included also is a space for Member-Of-The-Year nominations. This is a significant Chapter 690 award and thoughtful consideration should be given to your selection.

On the same subject I want to thank Jeff Boatright and the Nominating Committee for the excellent slate of nominees. And even more, thank you to those members who have accepted nomination. We all appreciate your dedication to the future success of our chapter and willingness to serve as one of the leaders.

Looking ahead to next year the Program Committee developed a tentative schedule of Y2K major chapter programs at a meeting October 21. In attendance also were next year's candidates for president and vice president. Most of the major activities from past years were retained, i. e. monthly pancake breakfasts, Flying Start, Air Fair, etc. Program topics for most breakfasts and monthly meetings were penciled in. These decisions were needed before the new administration takes office in order to support advance publicity.

Thanks to all who volunteered and supported the 1999 Annual Fall Air Fair. The weather cooperated very well, probably too well. Attendance which was about the same as last year, when it rained, was probably affected by too many other "fair weather" fall activities in the area. We did well, however, and our guests all enjoyed the breakfast, lunch and airplane viewing, by-plane and helicopter rides and other planned activities and exhibits. Thanks to Bill Curtis and his committee for their hard work.

Those of you who missed the October chapter meeting missed another great program. One of our own chapter members,

Dr. Steve Leonard, AME and member of the EAA National Aeromedical Council discussed the council and its activities in conjunction with the FAA to assure as many applicants as possible can be medically certified for flying. For further information see article elsewhere. Thanks, Steve, we will be looking forward to reading articles by you and your fellow council members in Sport Aviation.

The steel is all up for our interior mezzanine project. Member Tim Blake loaned a fork lift to "handle" the large heavy steel stair pieces. Tim Fulmer, the project manager, expertly welded them in place. The floor joists and floor "pan" are also welded in place. It is planned that by the November meeting the concrete will be poured for the stairs, mezzanine floor and the outdoor stairway pad. Work continues each Saturday starting at 9 A.M. and ending at mid-afternoon. Come and help, there is much to be done.

We hope all chapter members will support the Fall Flying Start Seminar following the pancake breakfast on Saturday November 6th. The article in last month's NavCom described the purpose and encouraged us to invite everyone we know who is interested in learning to fly. The program is one hour long and starts at 11:00.

Our annual Holiday Dinner Party will be on our regular chapter meeting night on December 10. Be sure to mark your calendar and plan to attend this special meeting when we will install our new officers, pass out awards and be entertained by a special program.

Bits and Pieces

By Ye Olde Editor

We have 210 chapter members.

144 have email addresses.

79 have airplanes flying.

48 have projects they are working on.

CHRISTMAS PARTY!

During the holiday season we traditionally share greetings with our friends. Often this is done with parties and there is always food, festive decorations, sometimes entertainment and even gifts. The Social Committee of Chapter 690 gives us the opportunity to celebrate the season with our EAA friends. The date is Friday December 10th at the chapter building for a sit down dinner and program. The committee will furnish the meat, drinks, table service. Members and guests are asked to bring a vegetable, salad or desert to serve 12. There will be a \$5 charge per adult to cover the costs. Spouses and families are especially invited.

Dr. Steve Leonard Talks About Pilot Medical Certification

Dr. Steve Leonard, M.D., retired Flight Surgeon in the Air Corp Reserves, member of the EAA Aeromedical Advisory Council and EAA690 member, was the featured speaker at the October chapter meeting. The 14 member volunteer Council, all M.D.s, all pilots except one, advise the EAA leadership on matters pertaining to health, medical certification and flight.

Their advice assists EAA to establish positions in working with the FAA to improve the regulations governing pilot medical certification. They also give general advice in regard to member certification issues and publish articles in Sport Aviation every other month.

The group meets annually at Oshkosh Air Venture week with both the EAA leadership and the FAA leadership. Their goal is to preserve to the maximum extent the ability of all sport aviators to keep their medical certificates and privileges of flight.

The Council analyses problems in certification and recommends changes. Over the years since the group was founded in 1988 they have made a significant contribution toward the adoption of proposed changes by the FAA regulators, especially in 1995 when they advised that some of the new regulations that were proposed were not feasible. As a result of their work many pilots diagnosed with diabetes are still flying as are pilots with cardiac problems.

They continue to work towards acceptance of persons taking anti-depressants, but have not succeeded. Steve who is also an Aviation Medical Examiner spoke about how to select and work with an AME in maintaining a current medical certificate. AMEs are not always approved by the FAA because of their interest in aviation. 60% are pilots and 40% are not. Some are of the "good old boy's" network. Both EAA and

AOPA can provide lists of those AMEs who work toward the best interest of pilots. EAA has identified 140 AMEs around the country who will act as pilot advocates.

Steve advised all the pilots to start the approval process early if they anticipate a problem in retaining their medical certificate and choose an AME that is working for their interests. Find out what tests are needed, collect documentation, come to the examination prepared. Sometimes a letter is needed that states that the applicant is not at risk for sudden incapacitation. A good AME will call the FAA in Oklahoma City to discuss a medical problem with the authorities. Keep in mind however, that even the AMEs who have pilot's best interests in mind are still working for the Federal government and not the pilot.

During the question and answer period, Steve suggested pilots should try to obtain approval, even with unusual or debatable medical problems as the FAA medical staff is always changing, as are the policies. Pilots who need glasses to meet visual requirements can be approved, but may be required to carry an extra pair of glasses.

When asked about the possibility of self certification becoming acceptable for sport aviation as it is for glider pilots, Steve said it could be in the future. The FAA General Counsel (lawyers) and the Department of Transportation would have to give approval. He suggested that all pilots should exercise self regulation. One example is to ground themselves for a few days after starting a new medication to be sure there are no demonstrated side effects. Steve stressed that the FAA certification team are not the enemy. They want all pilots to be able to fly if they are qualified. He has found them to be reasonable in their deliberation. They have stubbornly resisted adding new tests that would make the medical certification process more complicated and expensive. 400,000 private medical applications are processed each year at Oklahoma City and there may be a backlog of as many as 30,000 with problems.

Chapter 690 is fortunate that one of our own members has the knowledge, experience and concern for all pilots in their medical problems and we can be proud that Steve is willing to accept the challenging responsibility of serving on the EAA Aeromedical Advisory Council.

THANK YOU...THANK YOU... THANK YOU

I would like to thank everyone who participated in the Airfare by putting their airplane or project on display, and opening their hangers to the public. The static displays are a very important part of the event and help make the event successful. Special thanks go to the non-chapter members who participated by flying in with their airplane or putting the Radio Controlled airplanes on display. The visitors enjoyed viewing the different aircraft and several projects on display. Also thanks to Duane Huff for assisting with the Static Displays. Duane also makes a mean batch of popcorn... *Greg Jannakos*

Minutes of EAA Chapter 690

October 1999 meeting

Wayne Whitaker, Secretary

Forty-two members in attendance.

Member Dale Swenson announced that he has passed his Private Pilot check ride.

Membership Chair Dale Schonmeyer said the chapter has signed up 10 new members since the Air Fair for a total of 212 members.

Presidential announcements:

Next scheduled Young Eagle events will be October 23 and December 4.

The chapter will vote on officers for the next two years, as well as Outstanding Member for 1999, at the next (November) meeting.

A Flying Start seminar will be held on Saturday Nov. 6 in conjunction with the monthly pancake breakfast. This will be the sixth Flying Start program the chapter has hosted.

Due to circumstances beyond the control of EAA, youngsters given orientation flights by the Civil Air Patrol will no longer be counted as Young Eagles.

Headquarters urges all EAA members to help fill the void by giving more Young Eagle rides.

September meeting minutes approved as published in the NavCom.

Chapter Treasurer L'Nor Levine reported that due to expenditures for the construction of the mezzanine level, the chapter now has \$948.56 remaining in the "Square Foot" fund. Also, Year 2000 EAA calendars are available now for \$10.

Board of Trustees Chair Charlie Sego and Mezzanine Work Boss Tim Fulmer gave a detailed report on the progress of interior construction. Next work session scheduled for the following day, Saturday October 9.

Promotion and Publicity Chair Joel Levine announced that he has Flying Start posters for members to post. Also, upcoming pancake breakfast programs include a report on new avionics in December and a "Y2K" breakfast January 1 (all chapter breakfasts are Y2K compliant, in that we don't need any outside power for cooking). Joel has keys for the hangar door, as well as combinations for the pushbutton lock. The National Business Aviation Association meeting will be held at PDK next week. Joel also reported that member Scott Kalish died after a battle with liver cancer.

Technical Counselor and Flight Advisor Clyde Schnars gave a report on his experience at the Flight Testing Techniques seminar held recently in Oshkosh. Clyde thanked the chapter for the opportunity to attend. He was very impressed with the qualifications of the instructor, Ed Kolano, and the experience level of his fellow classmates.

Air Fair Ringmaster Bill Curtis gave a report on last week's Fair. Fourteen aircraft flew in, the aircraft static displays were quite popular, with many "ground pounders" getting an education in the workings of an aircraft. The chapter will probably

make around \$1900 from the Fair. The helicopter boys gave 63 rides, while the biplane pilots permitted 47 fortunate individuals to experience what real flying is all about. One problem was that we ran short of volunteers in the afternoon.

Chapter Secretary Wayne Whitaker gave a report on behalf of the Nominating Committee on candidates for upcoming elections. Nominations are still being accepted, and will be accepted from the floor at the November meeting, when elections will be held. The candidates so far are:

President: Duane Huff and Chuck Miller

Vice-President: Joe Friend and Jim Lyons

Secretary: Walter Deere and Tom Dubrouillet

Treasurer: Glenn Clark and Charlie Sego

Board of Trustees (two positions): Jim Duncan, Joel Levine and Frank Wilcox

Ballots for the election will be published in the NavCom, so members can vote by mail if they aren't able to attend the November meeting.

The program for the evening was a presentation by chapter member Dr. Steve Leonard, a member of EAA's Aeromedical Advisory Council, on a variety of topics pertaining to getting and keeping a medical certificate, as well as working with the FAA.

Welcome New Members

Dan Blake— Dan is a network engineer and is planning to build an RV-8

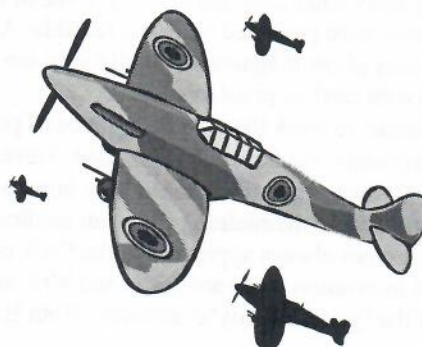
Ron Mulvaney— Ron is a consultant and has his Fokker D-8 80% completed.

Robert Jones— Robert is retired and building a SeaRey.

Michael Kiah— Michael is a software Technician and his hobbies are flying, reading, and music.

There were five additional new members but someone forgot to send me their forms (LNOR!!)

We all welcome our new members and encourage them to get involved in our many chapter activities.



Aviation Explorer Post 533

By Steve Halsup

On September 13 we had our "First-Nighter" meeting for our 1999-2000 year. Attending this meeting were 25 high school students who had received letters from the Boy Scout NE Georgia Council inviting them to this meeting to learn about the Post. Each of these students had completed a questionnaire at their school that indicated they were interested in aviation. Also attending were 20 of our returning Post members who gave the prospective members a good overview of the activities from last year.

The prospective members and their parents also learned about the EAA and Chapter 690. A representative of the Council then discussed the goals of the Exploring program, and obtained the sign-up cards for 23 students who joined our Post.

On the following Saturday, six of our new members attended the Young Eagle rally sponsored by the Chapter, and experienced their first airplane flight. In addition, four of our current members were able to complete their first cross country flights - two to Baldwin County Airport and two to Daniel Field in Augusta, Georgia.

Monday, September 20 was our second meeting, and the topic was Aviation/Boy Scout Scholarships, and Aviation Schools and Colleges. This included watching a recruiting video from Embry Riddle University which the Explorers found very interesting. Post 533 members have been selected for three Young American scholarships and one Eagle Scout scholarship over the past two years. We obtained volunteers to assist with parking at the EAA 690 AirFair. In addition, the Explorers were able to view several ongoing activities we will be working on over the year, including radio-controlled airplanes, building an airplane wing and setting up our computers.

The Post has received some donated computers and we are going to set them up to run flight simulation programs. Finally, the Post officers decided that our fundraiser would be selling popcorn (which is offered by the Boy Scouts), and this fundraiser will be held in October. Please be sure to consider purchasing some popcorn from an Explorer if one asks you.

At our October 4 meeting the speaker was Greg Swanson, an instructor at Advanced Aviation located at LZU. Greg gave a revealing look at the life of a professional flight instructor, including his own background leading to this profession (Greg started out as a professional firefighter), his experiences with students and some of the key things his students have done to be successful at learning to fly. We also selected a new T-shirt design that we will wear this year, and we also selected the type of rocket to be built for the Rocket Launch activity.

The October 18th meeting was consumed by building the model rockets for our Rocket Launch activity on Saturday, Oct. 23. After the rockets were built, one person on each team took their team's rocket home to decorate it, as one of the competitions during the rocket launches is for "Best Rocket Design." Unfortunately, Saturday Oct. 23 was too windy to launch the

rockets with any hope of recovering the second stage assemblies. Since we launch each rocket at least 4 times, we must be able to recover the second stages. The launch will be rescheduled in November.

On Oct. 30 we will have a radio-controlled (RC) airplane flying day at the field used by the Chattahoochee River Flyers. Each Explorer will have the opportunity to fly an RC airplane with an instructor. The Post has just purchased two RC Trainer Airplane kits, and we will begin construction of these airplanes next month.

Again, we thank the Chapter for sponsoring the Post, and we look forward to participating in activities with the Chapter, such as the Flying Start on Nov. 6, this year. If you have any questions or know of a prospective member, please contact Steve Halsup at (770) 931-1631.



Model Rocketeers hard at work

Results of the "Junior Home-builder's Workshop" from the AirFair: by Ed Stembridge

I'm pleased to report that we had 52 flight operations from the Junior Homebuilder's area, with pilots ranging from age 2 1/2 to age 13. The kids really seemed to enjoy making the 'EAA Special.' I elected to not use the paper airplane books this time, as they take too much time, especially when you have eight kids all making airplanes at the same time. Standardization, Man!

The Nieuport Project Exhibit also went well. We had quite a number of savvy and not-so-savvy folks asking questions, snapping photos, etc. I even had some of the older kids pulling rivets for me! Decent progress was made on my sub-wing, which should be finished soon.

Despite several requests on the VW newsgroup, we only had two Vintage VWs show up (mine and Duane's), but they drew attention as well. I heard via the internet from one VW driver in the area that came out just to see the VWs - they had a great time seeing everything else, too.



Events Calendar



Saturday, Nov. 6, 1999

Garfield, GA

Monthly fly-in at Hacienda de Gay Airstrip (Pvt). Food served 11 a.m.-3 p.m. Fly market. Call Don Gay at 912-982-3421 for more information.



Saturday, Nov. 6, 1999

Lawrenceville, GA

EAA Chapter 690 pancake breakfast fly-in and aviation program at Gwinnett County Airport (LZU). Breakfast 8-10:30 a.m. Contact Joel Levine at 770-394-5466 or jlevine@akorn.net for more information.



Friday, Nov 12, 1999

Lawrenceville, GA

Chapter 690 meeting at the chapter hangar. Don't miss this meeting! Election of new officers-Make your vote count. Contact Joel Levine at 770-394-5466 or jlevine@akorn.net for more information.



Saturday, Nov. 13, 1999

McMinnville, TN

Fly-in country ham breakfast at Warren County Memorial Airport (RNC). Call the airport at 931-668-7050 for more information.



Saturday, Nov. 20, 1999

Collegedale, TN

Collegedale Pilots Club/EAA monthly fly-in breakfast at Collegedale Airport (3M3). Call the airport at 423-236-5008 for more information.



Saturday, Nov. 20, 1999

Dawson, GA

EAA Chapter 354 monthly pancake breakfast fly-in at Dawson Municipal Airport (16J). Call Ron Acker at 912-888-2828 for more information.



Saturday, Dec. 4, 1999

Garfield, GA

Monthly fly-in at Hacienda de Gay Airstrip (Pvt). Food served 11 a.m.-3 p.m. Fly market. Call Don Gay at 912-982-3421 for more information.



Saturday, Dec. 4, 1999

Lawrenceville, GA

EAA Chapter 690 pancake breakfast fly-in and aviation program at Gwinnett County Airport (LZU). Breakfast 8-10:30 a.m. Contact Joel Levine at 770-394-5466 or jlevine@akorn.net for more information.



March 4, 2000

Lawrenceville, GA

EAA 690 Vintage Airplane Flyin featuring Aeronca, Ercoupe, Cessna, Pietenpol, Piper, and any air plane that is vintage. Breakfast & Lunch available Short program Lots of hanger flying For more information contact: Coordinator: Greg Jannakos, 1921 McConnell Rd. Grayson, Ga. 30017 770.277.1637 gpjann@mindspring.com

Visit the EAA 690 Website at: <http://eaa690.home.mindspring.com>

Leaning on the Ground

Most engines have their idle mixture adjusted too rich, and most pilots don't understand the importance of proper leaning on the ground. A correctly leaned idle mixture will give you a longer-lasting engine, cleaner spark plugs, less crankcase sludge, and less wasted fuel. by John Schwaner (jschwaner@avweb.com)

Proper leaning during idle and taxi operations is much more important than most pilots understand. It can solve spark plug fouling problems, reduce valve guide wear and valve sticking problems, and prolong engine life. Here's why.

Mixture distribution is poor at idle. At a rich idle mixture, some fuel doesn't vaporize and enters the cylinder as a liquid where it partially burns and forms carbon deposits.

In addition, a rich idle mixture causes lead fouling. Since gasoline, tetraethyl lead (the octane enhancer in avgas), and ethylene dibromide (the lead scavenging agent in avgas) all have different boiling points, fractionalization occurs in the induction pipes. Some cylinders get a high dose of lead with no lead scavenger while other cylinders get the scavenger but with little lead.

The less of this stuff (carbon and lead) entering your engine at idle the better. At higher power settings and temperatures, fuel distribution improves, lead vaporizes and goes out the exhaust, and the spark plugs are hot enough to burn off the deposits that form at idle.

The idle mixture setting is a simple screwdriver adjustment on your engine's carburetor or fuel injection system. The optimum idle setting is one that is rich enough to provide a satisfactory acceleration under all conditions and lean enough to prevent spark plug fouling or rough operation.

You can easily check your idle mixture to see if it is adjusted properly. With the engine warm and running at a fast idle (1200 RPM), pull the mixture control knob out slowly while carefully observing the tachometer. You should observe a small increase in RPM as you lean. If you lean further, the RPM will drop again, the engine will run rough, and eventually it will quit.

An RPM rise of 25-50 indicates that your idle mixture is adjusted properly. If the RPM rise is greater than 50 RPM, your idle mixture is adjusted too rich. If you get no RPM rise at all, your idle mixture is too lean. In our experience, most engines are adjusted too rich.

Don't worry about getting the idle mixture too lean. If the idle mixture is too lean, the engine won't accelerate. Just richen the mixture until the engine properly accelerates. You needn't worry about screwing up the takeoff or cruise mixture; adjusting the idle mixture doesn't affect the takeoff or cruise mixture ratio.

If you fly from a high altitude airport, you might want the idle mixture richer to compensate for flying to airports at lower elevations. Temperature changes may require the idle mixture set slightly rich, colder temperatures require a richer mixture.

At idle or near idle rpm, you can't harm the engine by leaning on the ground; over-lean the engine and it just quits. The mixture control knob can be pulled out until the engine starts to quit and then moved slightly in. Return the mixture control to full rich before starting your takeoff checklist. Follow the Pilot's Operating Handbook for proper mixture settings at takeoff.

Now the bad news: you can do serious damage to the engine by taking-off with the mixture manually leaned. Possible engine damage includes pre-ignition, detonation, and high engine temperature. You cannot, however, damage the engine by adjusting the idle mixture setting too lean.

Rather than manually leaning your engine for ground operations, it's better to have your mechanic adjust the idle mixture to a properly lean setting. If you lean manually on the ground, you need to understand the risks.

If you lean close to idle cutoff, the engine won't accelerate when you advance the throttle for takeoff; no takeoff and no engine damage occurs. If you lean just a little, then the mixture isn't lean enough to do any damage if you forget to push the mixture back in at takeoff. However, if you lean in a middle-of-the-road sort of way and forget to push the mixture in during takeoff, then you may damage the engine. For this reason, I'm hesitant to recommend leaning the engine at idle, unless specified in the POH.

Classifieds

Wanted: One or two partners for my Ercoupe. If interested call Greg Jannakos 770.277.1637 after 5:00PM or gpjann@mindspring.com **ALSO Wanted:** 12V Transponder and encoder.

For Sale: RV6A 0-320 C/S prop 100 hrs. total time engine and airframe. Can be seen in EAA hanger #4.; Charlie Patterson 770 9384131 or charliepatterson@mindspring.com, price negotiable. Possible trade for J-3 etc.

For sale, perfectly built RV8 empennage with electric trim and Variprime interior (600\$). Also for sale 28 years of Sport Aviation (300\$) less then a 1\$ each. Call Carl Bell 770 263 7998 for information or inspection

For Sale: Zero time Jabiru 2200 cc 4 cylinder motor.. 80 Hp @ 3300 rpm and complete weight is 123# with alternator, starter, and exhaust. Certificated in Europe. \$7000 HAPI VW 1834 cc aero converted motor. Never run. Has one Mag and one CDI ignition plus dual plugs. 60 HP. \$2500 Help me clear out the basement.. Consider trades. email for digital pictures. Ron DeWees 404 876 3481 rdewees@avana.net

For Sale: Lycoming O-235-C1 Engine with 1190 Hours since new. Includes Bendix Mags, Harness, Plugs, Starter, Alternator, Fuel pump, Exhaust stacks, and baffeling. Also included is an engine stand. \$5,500.00. Contact Earl Evans after 6:00 pm or E-Mail to AvmtEarl@aol.com. 770-229-8670.

Wanted: Project Cub, Chief, or Champ. Flying (But Needing Work) or Non-flying ok. Leave a message at 678-376-0482 or email SaundersJS@aol.com

For Rent: One bedroom apartment on airstrip near Snellville. Tie down available Utilities and cable TV included with rent No smokers No pets No children \$450 / mo. unfurnished ; \$475 / mo. furnished. Frank Wilcox 770-978-2403

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Monthly Meeting
Friday, November 12
7:30pm at the Chapter Han-

Newsletter of EAA Chapter 690
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NavCom

Ballot Enclosed
Immediate Action
Needed

Duane Huff

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