

The NAV-COM

Newsletter of EAA Chapter 690

June 1992

EAA Chapter 690 Building Program Important Update

To: Chapter 690 Members
From: Building Committee

A request was made at the May monthly chapter meeting that the "pros and cons" of the four (4) building sites that were discussed be made available to the membership for review. This has been completed. Copies of three of these analyses are attached. The analysis for the Lenora Airstrip site has been omitted. The committee feels that because it is privately owned (by one individual), the long term use of the site is questionable. However this site, while offering no particular advantage over the others could still be a "fallback option".

It should be pointed out that the "pro/con analyses" although revised and discussed by the building committee members is to a degree subjective. What is stated as a "pro" may also in another context be considered a "con" and vice versa. This is also a "first cut" and certainly there are other factors that could be listed. The intent is to provide, in writing, most of the important facts relating to each option. The committee suggests that each member review this information carefully so as future discussion develops we will all be thinking and speaking from the same baseline.

The committee has reviewed, in depth, the information pertinent to each site and has made comparative judgements on all three options. Based on this, the building committee recommends that the option for the renovation of the "Barn" into an "EAA Chapter 690 Club House" be selected by the membership. This recommendation will be presented formally at the June monthly meeting of Chapter 690. Time will be made available for discussion of this recommendation as well as the other options. Approval of the building program that Chapter 690 will implement is scheduled for membership vote at the July monthly chapter meeting July 10, 1992.

You are encouraged as a member of Chapter 690 to thoughtfully review the attached site option information, discuss your thoughts with other members, develop your questions (and opinions), attend the June chapter meeting June 12 and actively participate in the discussion of the building program options. All members of the building committee are ready to answer your questions and or discuss the building program options with you.

Sincerely,
Charles Sego, Pres. EAA Chapter 690
Frank Wilcox, Chmn. Building Committee

CHAPTER HOUSE

Proposal: Renovate the "Barn Building" located off the entrance road to Stone Mountain Airport. The upper level is available; however, lower level is presently being rented; may be available in the future. Use agreement the same as at the previous location.

Structure: Older wooden building 48' long by 24' wide. Basically one large room - now partitioned with two smaller rooms at one end. Lower level excavated. Large "porch" roof on front at upper level and smaller "shelter" roof on rear at lower level.

Location: Off entrance road to Stone Mountain Airport about 1/2 the distance from Bermuda Road and airport parking area.

Condition (building): Roof - good; siding - good; flooring - unsuitable; floor support - poor; interior wall covering - poor; windows - fair; door - poor; lighting/electrical service - unacceptable; "porch" - fair; "shelter" roof (rear) - acceptable.

CONSIDERATIONS

1. Location:

Pro:

- a. Stone Mt. Airport is the present "home" of EAA Chapter 690.
- b. Easy access by car
- c. Private auto parking

Con:

- a. Remote from activity areas of airport.
- b. Vulnerable to vandals
- c. Very difficult to move aircraft to this site, but not impossible.

2. Site Preparation:

Pro:

- a. No site preparation required.
- b. Improvements can be made as needed and funding is available.

Con:

- a. Small effort for clean up and landscaping.

3. Structure:

Pro:

- a. Meets original space requirements for meeting and storage facility.
- b. Existing structure suitable for upgrading to very acceptable meeting/storage facility.

Con:

- a. Major renovation needed to: floor, floor support, wall covering, electrical/lighting system, door(s).
- b. Minor renovation needed to: windows, siding, "porch" area, "shelter" roof, main roof.
- c. To be added: ceiling, additional windows/doors, interior room partitions (storage/video/tools/ etc.)
- d. Would be very costly to move to a new site

4. Facilities:

Pro:

- a. Electricity to a meter pole adjacent to building.
- b. Water well near-by.
- c. Sewage septic system nearby.
- d. Telephone connection point nearby.

Con:

- a. Unknown condition of water well ie pump/ quality of water
- b. Septic system sized and located for mobile home.

5. Cost:

Pro:

- a. No site preparation cost.
- b. Will not require any of the underwriter funds.
- c. Annual payment to airport of \$10.00

Con:

- a. Major renovation cost estimate:
 - floor - \$600.00
 - floor support -
 - wall covering - \$300.00
 - electrical supplies -
 - lights/outlets/ switches -
 - ceiling (drop) - \$500.00

- b. Lose down payment on hanger building (\$1423)

STONE MOUNTAIN AIRPORT (Gwinnett County Area)

Proposal: Construct a 40' by 40' "hangar type" building in the Gwinnett County area of Stone Mountain Airport. Use agreement would be the same as at the previous location.

Structure: the same metal "hangar type" building that was contracted for the previous building site.

Location: Approximately 1/4 mile (1300') north of the previous building site on the west(Stone Mountain) side of the taxiway. This area, approximately 200' by 550', is located in Gwinnett County.

Condition (site): The site slopes to the west(away from the taxiway) and is generally rocky at surface but has areas of large trees indicating a significant soil depth in the wooded area.

CONSIDERATIONS:

1. Location:

Pro:

- a. Stone Mountain Airport is the present "home" of EAA Chapter 690.
- b. Easy access for aircraft from taxiway.
- c. Easy access by car.
- d. Private auto parking.
- e. Large aircraft parking area (if developed).

Con:

- a. Remote from activity areas of airport.
- b. Vulnerable to vandals.
- c. Potential sale of property; now on market

2. Site Preparation:

Pro:

- a. Fairly level.
- b. Solid rock on which to construct building foundations.

Con:

- a. Need to clear land.
- b. Need to construct auto road.

3. Structure:

Pro:

- a. Originally approved "hangar type" building.
- b. Can be disassembled and erected at another site.

Con:

- a. Foundation construction on uneven rocky surface.
- b. Construction of "hangar type" door.
- c. Construction of floor (gravel/concrete).

4. Facilities:

Pro:

- a. Electricity only . (Need meter and possible transformer)

Con:

- a. No water, sewage or telephone near-by.

5. Cost:

Pro:

- a. "Hangar type building same as previous (\$7100).
- b. Down payment on previous building applied to this building - no loss.

Con:

- a. Foundation wall - \$200
- b. Floor (concrete) - \$700
- c. Door - \$600
- d. Road - \$500
- e. Repay underwriters.

GWINNETT COUNTY/BRISCO FIELD

Proposal: Construct a 40' by 40' "hanger type" building at Gwinnett County/Briscoe Field. Lease site from county or sublease from a FBO for twenty years.

Structure: The same metal "hanger type" building that was contracted for the previous building site.

Location: In the General Aviation area on the north side of field near the airport administration building.

Condition (site): Graded level ready for building footer/foundation/floor construction.

CONSIDERATIONS:

1. Location:

Pro:

- a. Easy access for aircraft off ramp.
- b. Ramp parking of aircraft.
- c. Easy access by auto.
- d. Public auto parking.
- e. Secure (from vandals).

Con:

- a. Not the "home" location of Chapter 690.
- b. Larger more active airport (than Stone Mt.)
 - (i) Planned runway expansion.
 - (ii) Control tower planned.
 - (iii) ILS planned.

2. Site preparation:

Pro:

- a. Little or none.

Con:

3. Structure:

Pro:

- a. Originally approved 'hanger type' building.
- b. Foundation construction on graded soil.

Con:

- a. Construction of "hanger type" door.
- b. Construction of floor (gravel/concrete).

4. Facilities:

Pro:

- a. All facilities are nearby.

Con:

- a. Hook-up costs
- b. Monthly charges.

5. Cost

Pro:

- a. "Hanger type building same as previous (\$7100.)
- b. Down payment on previous building applied to this building applied to this - no loss.

Con:

- a. Lease from county at .12 - .22 cents per sq. ft. per month - 60' by 60' (building 40'x 40' plus 10' ft. border) = \$432 - \$792 per month. At end of lease period the building belongs to Gwinnett Co., but could be leased back.
- b. Sublease from FBO could be less; it is negotiable.
- c. Foundation wall - \$200.
- d. Floor - \$700.
- e. Door - \$600.
- f. Repay underwriters.

THE BUILDING COLUMN

by Frank Wilcox

Editor's note: The following column was prepared before the most recent Building Committee meeting, and as such, may repeat some items from the open letter starting on page one of this issue of the NAV-COM.

The Building Committee met on April 30, 1992 [previously scheduled for April 28, 1992]. Reports by the subcommittees assigned to investigate feasible sites for our chapter building were presented as follows:

Peachtree-DeKalb County Airport - There are no suitable buildings available. The cost of land leasing, although no firm figure was secured, was indicated to be beyond our budget.

Gwinnett Co./Briscoe Field {Lawrenceville} - They are anxious to lease land at a very reasonable monthly rate on an aircraft ramp with road access. We have a copy of the lease agreement. An FBO indicated an even more favorable sublease could probably be worked out.

Lenora Airstrip - Owner very willing to discuss providing a site. Indicated this site could be a fallback option if Stone Mountain Airport location cannot be secured.

Stone Mountain Airport (Gwinnett County property) - There is a

suitable site located north of the maintenance facility on west side of taxiway. It would require clearing and development of road for access. Same leasing arrangement as at previous building site.

Stone Mountain Airport "Barn" - Inspected and found to be very feasible. Will require extensive renovation. This building is approximately the size of the meeting room proposed for construction inside the "hanger" building (24' x 48').

The committee agreed to not pursue the Peachtree-DeKalb County Airport option further. With the exception of the "Barn", the other options would require a Gwinnett County building permit. Based upon our experience with DeKalb County only advanced planning would be conducted until a permit is in hand. Charlie Sego is working with the Gwinnett County building department officials to secure a permit for the Stone Mountain Airport site. With some major effort by Charlie, the Gwinnett County Fire Marshall signed the permit application.

Some additional information must be added to the foundation drawings, then signed by a Georgia Registered Professional Engineer and

hopefully the permit will be issued. The building committee did visit the Stone Mountain Airport Gwinnett County Site on May 2, 1992 to better evaluate this option. They were favorably impressed.

Southern Building System, the local company through which we contracted for our building, notified us that the building has been sold. We are now under no pressure to accept delivery even if we do get a building permit. Arrangements have been made so that we can reorder the same building at the same price in the future.

The building committee will present a detailed report covering the four building site options at the chapter monthly meeting on June 12, 1992. All chapter members are encouraged to attend this meeting and actively join in the discussion.

Work is continuing on construction of the retaining wall at the previous building site. The footer has been poured and "block laying" was started May 16. Work sessions are scheduled for each Saturday starting at 9:00 A.M. until this project is completed. Come and lay some blocks, mix mortar, clean some old blocks (we can save some money) or just encourage those who are there.

Mode S Looms on the Horizon!

Unless the situation has changed drastically in the last few months, come July 15th, only Mode S transponders can legally be installed in new airplanes, including homebuilts, or in the replacement of Mode A or C transponders. Let me repeat that: On 15 July 1992 (about one month from now), Mode S transponders become the only legal transponders that can be newly installed or used in replacement of current equipment...Just a reminder.

What does this mean for most people? Well, since Mode S equipment either costs so much as to

make the airlines wince, or is simply unavailable, this means that if you are in the middle of a project, whether restoration of a certified airplane or building a custom job, you may want to drop everything and get a Mode C transponder installed, or at least get the 337 paperwork into the pipeline SOON...

Or, you can take the FAA at its word. It has been telling the EAA and AOPA for some months that the July 15 date will be pushed back. After all, installation of their own Mode S interpreting equipment is years

behind schedule. As Jack Cox pointed out in a recent *Sportsman Pilot*, this same situation occurred with ELT requirements. Essentially the same thing happened when FSS's were automated. FAA promised a great system, then instead of proper development and timely and logical installation, they jumped the gun and began FSS shut-downs before all covering automated systems were in place. It is worthwhile noting this proclivity towards capriciously destructive behavior. Unfortunately, it is not self-destructive behavior...

Members' Projects

The following is a brief run-down of how some of the projects in Chapter 690 are going. If your's isn't listed, don't feel slighted - I couldn't reach many folks by phone, and as usual, I waited until the 11th hour to call...

Duane Huff's Aeronca Chief: Duane is completely restoring his little Airknocker, and the workmanship is great! He is beginning final interior restoration, and is on the verge of covering. The engine is good shape and hopefully will require little in the way of true overhaul items.

Ben Jeffrey's Fly-Baby: This project has gone rather quickly (to us outside it, Ben!). The tail group and fuselage are completed, and Ben is currently trying to get the gear under them. He is also playing around with ways to make paper templates for his wing ribs. The next major decision is which vein to open to pay for spruce spars...

Steve Ashby's Volksplane II: After a long hiatus, which included the purchase and enjoyment of a big Cherokee, Steve is making noises about finishing the VP. The fuselage, tail members, landing gear, and wings ribs are completed. In the main, all it lacks is wing assembly, covering, and final assembly.

John Goodman's Moni Motorglider: No, not yet another prop/engine change. This time, John has installed big fuel tanks in the wing roots. This mod upped capacity from 4 to 14 gallons. Fully fueled, the plane flies about like a C-172, says John. At 3 gph and 110 mph, John can make it to Sun'n'Fun non-stop!

Tom Wilson's VariEze: Tom has been steadily working on his little glass bullet for many years, as work and family allow. I haven't spoken with him about in the last few months, but most major components are finished.

Charlie Sego's and Harold Stalcup's Skylites: These guys are really bookin'. Both fuselages are welded up and sitting in Charlie's basement.

Frank Flessel's Piper TriPacer: Though many have not seen this craft in flight, possibly due to Frank's super-cool spy smoke screen that he uses to keep the fed's off his back, I'm told that it has flown as far as Wisconsin. Currently, Frank has tailed off his use of the smoke screen, mainly by fixing a chronic oil-consumption problem.

The SMARTI Cessna 140: Work is sssllloooowww but steady. All wing ribs are repaired (at least one patch per), modified landing light installed, and flaps and ailerons repaired and fitted. Following gas tank washing and final control assembly, covering can be done. Vertical tail planes are finished, but horizontal ones await final assembly. The cockpit will be a major effort, but is well in hand. Let's not talk about the engine...

Reinhart Kuntz's Der Cricket: This is a jewel of a plane. Very fine metal work. Last I saw Reinhart, we were trying to entice him into the skies, but he'd have nothing of it. Said something about an oil leak... Didn't sound that critical to me, but oh well. It's flying again, of course. How about OSH '92, Reinhart?

Ken and Sheryl Sharp's Cessna 150: This plane is like an oyster - a little rough on the outside, but quite a find on the inside. Solid engine and full IFR instrumentation. Until Ken's recent illness (see elsewhere in this issue), the couple flew the wings off. In fact, it was their love chariot for their Wright Brothers Honeymoon. After the dust settles, they plan to repaint and possibly do a little work on the interior.

\$\$ Fly Buys \$\$

For sale or trade: have an O-290-G, 125 hp, a good engine unconverted; one Genave Alpha 200 Nav-Com complete and in excellent condition; one Narco transponder - excellent. I need a small engine, 65-70 hp VW-based, Rotax, etc. or Cont. 65 hp., or cash to buy more tubing! Call Dick Miles (404) 267-7536 (Bus.) or 267-8236 (H). Come see my "factory" at 127 N. Broad St., in downtown Monroe...Open to the public...!

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.

1950 Piper Pacer PA-20, 125 HP - 1460 TT, 262 SMOH Annual 3/91. Very, original,

STC for autogas, always hangared. 8" Scott tailwheel, complete and original paperwork. \$16,000. (404)938-3515(Eve); 885-8625(Day).

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

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

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.

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.

Stearman PT-17, 1941. 4 yr. old complete restoration. Army colors. 220 Cont. 200 SMOH by Mid-Continent. Hangared at PDK. 25% share for \$15,000. Gordy Germany 233-9797(W); 233-8115(H).

From the ChapterGram

Newsletter of the EAA National Chapter Office

EAA Oshkosh '92 Forum Tent Hosts

Do you want to get involved in the day-to-day operation at EAA Oshkosh '92? How about a special task that will give you the opportunity to meet a lot of great people and have fun besides!

One of the most important aspects of the annual conventions are the forums held on various subjects each day in the forum tents. Something new will be tried this year. We hope to have a volunteer host for each of the forum tents and we'd like that host to be a Chapter or a Chapter member.

The host's responsibilities will include making a short introduction of the forum speaker, observing forum activities, tallying the number of attendees, monitoring the equipment, and at the end of each talk, completing a brief summary sheet.

The success, or lack thereof, of each forum will help us plan towards next year.

The forums start at 8:30 am and run through to the beginning of the airshow. The work periods may be a day or a half day. Any Chapter or Chapter member interested in helping with this project should write the EAA Chapter Office, Attn: '92 Volunteer Forum Host, P.O. Box 3086, Oshkosh, WI 54903-3086. Thanks.

EAA to Launch One Million "Young Eagles"

The EAA Aviation Foundation just announced an ambitious youth program, termed "Young Eagles," that will take more than one million young people for an airplane ride over the next 11 years. The program will culminate in the year 2003 - the 100th anniversary of powered flight and the 50th anniversary of the founding of EAA. Foundation President Tom Poberezny and Honorary Young Eagles Chairman Cliff Robertson made the announcement at a news conference in Washington, DC. Tom said that the nationwide program will be officially launched at the 1992 EAA Fly-In Convention in Oshkosh.

Young people who participate in the flight portion of the Young Eagles Program will become members of "Eagle Flight." Flights are intended to provide a motivational aviation experience to the young person involved. At the conclusion of the flight, the youth will receive commemorative certificates signed by the pilots. Pilots for individual flights will be drawn from EAA's 130,000 members.

"Each Eagle Flight participant will experience the unique freedom made possible by flight," Tom said. "This experience will be shared by an EAA member who, as the pilot, will be called

an Eagle Flight Leader. Our success depends a great deal on the commitment and dedication of these pilots, many of whom also had their first aviation experience at an early age."

The EAA Aviation Foundation will maintain "the world's largest Logbook" at the EAA Air Adventure Museum in Oshkosh. The logbook will include the names of each Eagle Flight Member. The Young Eagles Program will also feature a newsletter that includes information on EAA and other youth-oriented aviation groups.

For more information on the program, contact the EAA Aviation Foundation, P.O. Box 3065, Oshkosh, WI, 54903-3065; (414) 426-4800.

What our members are saying...

Early in 1991, a survey gathered input from over 2,000 long-time EAA members regarding aviation's impact upon our way of life. Throughout the survey, the overriding concern was clear: we need to get more young people into aviation. Of those that responded, 92% said they first became interested in airplanes by age fifteen. 86% expressed concern that young people are not as involved in aviation today. We are challenged to get young people involved in aviation. - Pres. EAA Aviation Foundation

Minutes of the May Meeting

by Joel Levine

President Charlie Sego opened the May 8, 1992 meeting of Chapter 690 following an excellent program by Mr. Jim Buckley, Senior Meteorologist at Fernbank Science Center. There were in excess of forty members and guests present.

Treasures Report: Omitted for the NAV-COM.

Announcements: Charlie Sego announced fly-ins for May 16 at Williamson, Ga. and Alexander Aeroplane; June 6 at Williamson and July 3-5 at Habersham County. Charlie formally thanked the Wilcox's for hosting the Chili-Cook-off. The 1993 EAA Calendar was shown to the group.

Frank Wilcox made a motion to purchase 100 calendars for the chapter. The motion was seconded by Steve Ashby and approved by the general membership.

Old Business: Harold Stalcup announced that he needed help after the Pancake Breakfast in moving his soon-to-change-hands project. I guess we can no longer accuse Harold of having the oldest project in the chapter.

Hangar Committee: The hangar committee has met three times with a copy of their minutes attached. Frank Wilcox showed the membership a map showing the portion of the Stone Mountain Airport in

Gwinnett County. This was followed by a discussion of

three possibilities: 1) improving the barn on airport property, 2) construction on the Gwinnett area of the airport property adjacent to Runway 17, and 3) a location at Gwinnett County Airport. Frank announced that a permit for the Gwinnett end of the runway has been applied for.

Pancake Breakfast: The first breakfast of the year will be held this Saturday, May 9th with the Shark/Black nuptials at 8:30 AM.

The meeting was adjourned at 10:10 PM. -Respectfully submitted, Joel M. Levine

Calendar of Events

June

12 - Chapter 690 monthly meeting, 8 pm, Operations Hut of Stone Mountain Airport. Speaker: Tom Wilson; Topic: Avionics repair.

13 - Chapter 690 Pancake Breakfast. 8-11 am, Stone Mountain Airport!!

27 - Wedding Reception for Sheryl Black Sharp and Ken Sharp, 7:30 pm at the Wilcox's home. RSVP by June 24, please (978-2403).

July

3-5 Gainesville, GA. 24th Annual Cracker Fly-In; Antiques, Homebuilts, Warbirds. 404/532-7119, 967-2144.

5 - Knoxville, TN: McGhee Tyson ANGB Open House; 615-985-3331.

10 - Chapter 690 monthly meeting, 8 pm, Operations Hut of Stone Mountain Airport.

18 - Pensacola Beach Fla: Pensacola Beach Air Show; Ed Hinkle, 904-435-1604.

19 - Havelock NC: MCAS Cherry Point Open House; 919-466-2343.

25-26 - Marietta, GA: NAS Atlanta Air Show; 404-421-5358/5498.

July 31-August 2 - Brodhead Expo '92, 17th Annual Pietsenpol Fly-In; Brodhead, WI.

August

July 31-August 6 - 40th Annual EAA Fly-In Convention; Oshkosh, WI.

8 - Chapter 690 post Oshkosh picnic and monthly meeting.

21-22 - 50th Anniversary of Dare County Regional Airport (5 mi. SW of Kitty Hawk) Airshow - Fly In - Antiques - Classics - Warbirds - Homebuilts - Biplanes - Judging on the 21st - Information and registration (919) 473-5011.

Wedding Reception Rescheduled for June 27

The Black/Sharp wedding reception has been rescheduled for **Saturday, June 27th at 7:30 P.M.** at the home of Frank and Margaret Wilcox (2995 Centerville-Rosebud Rd., Snellville).

The groom promises to be in good health by then and the festivities can go forward. We hope this new date will have few conflicts so that many of us can gather to congratulate Ken and Sheryl.

Please be sure to call the Wilcoxs (978-2403) by Wed. June 24th if you plan to attend.

The NAV-COM

Newsletter of EAA Chapter 690
Editor: Jeff Boatright
168 Garden Lane
Decatur, GA 30030

Chapter Meeting - Tom Wilson, Chapter 690 member, will discuss primary flight instrument repair. ALSO, the Building Committee will present their findings on building options. This will be followed by a membership discussion of these options. Friday, June 12th, 8 pm at the Stone Mountain Airport Operations Building.

Pancake Breakfast - 8 am, Sat., 13 June.

Wedding Reception - For Ken and Sheryl, at the Wilcox home, 7:30 pm, 27 June.

