

April 1985



EAA CHAPTER-690 NAV-COM

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

EDITOR: John B. Owens

Telephone 404-469-1444

4947 Mystere Circle, Lilburn, GA 30247

OFFICERS

Tom Ferraro, President
5183 Arbor Lane
Lilburn, GA 30247
923-1849

Henry Warner, Secretary
6349 Danbury Lane
Norcross, GA 30093
449-9775

Boyce Miller, Vice President
1098 Sharonton Drive
Stone Mountain, GA 30083
294-7670

Richard Strand, Treasurer
4433 Lake Ivanhoe Drive
Tucker, GA 30084
938-9154

Chapter Designees

Robert M. Chafer
2275 Dunhaven Court
Atlanta, GA 30338
457-6081

Gerald Collins
1598 S. Indian Creek Drive
Stone Mountain, GA 30083
288-7090

Chapter Tools & Materials

Frank E. Wilcox
2996 Nappa Trail
Stone Mountain, GA 30087
469-9323

EAA CHAPTER-690 NAV-COM

EDITOR: John B. Owens

Telephone 404-469-1444

4947 Mystere Circle, Lilburn, GA 30247



TO:

TOM FERRARO
5183 Arbor Lane
Lilburn, Ga. 30247

Murphy's Laws Applied To Flying

It has long been known in the engineering field that Edsel Murphy's Law is the foundation of all design. Most people recognize the basic form of Murphy's law, "If anything can go wrong, it will."

Murphy's laws have been found to apply equally well to aviation; and a small sample are given below:

A. Flight

1. Bumpy days and passengers with weak stomachs will always coincide.

2. Aircraft availability is inversely proportional to the importance of a particular flight.

3. All warranty and guarantee clauses become void upon payment or just prior to failure, whichever come first.

4. On a long cross-country, home base will always be five minutes beyond the maximum range of the aircraft at the last planned fuel stop.

5. Wind direction reports will only be accurate in the cases of direct headwinds.

6. Operating manuals will express important performance figures in the least useable form.

7. Answers on the FAA written examinations will all be equidistant from your computed answer. Decimal points will always be misplaced.

8. Factory manuals will be wrong by factor of 0.5 to 2.0, whichever gives the most optimistic results. For salesmen's claims, these factors are 0.1 or 10.0.

9. On overwater flights or over rough terrain, the engine will go into autorough at the mid-point + or -10.

10. Control tower trainees will not be allowed to exercise command except on weekends and other high traffic volume times.

B. Maintenance, Mechanical

1. A dropped tool will hit a spot where it will do maximum damage (Murphy's Law of Selective Gravitation).

2. After an inspection plate with 16 screws has been removed, it will be discovered that it was the wrong plate.

3. After 16 screws have been replaced in an inspection plate, the gasket will be found on the bench.

4. Any cable cut to length will be too short.

5. Tolerances will accumulate towards maximum difficulty of assembly.

6. Interchangeable parts won't.

7. The component most likely to fail will be the least accessible.

C. Maintenance, Electrical

1. A fail-safe circuit will not only fail, it will destroy others as it does so.

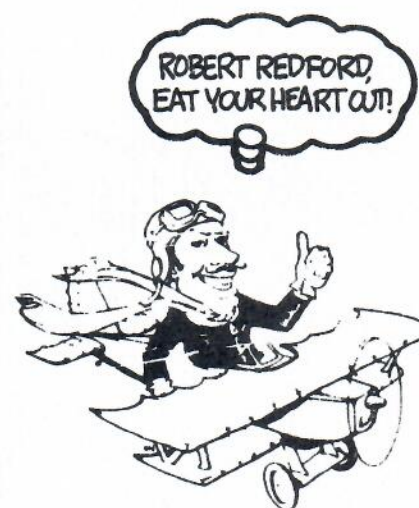
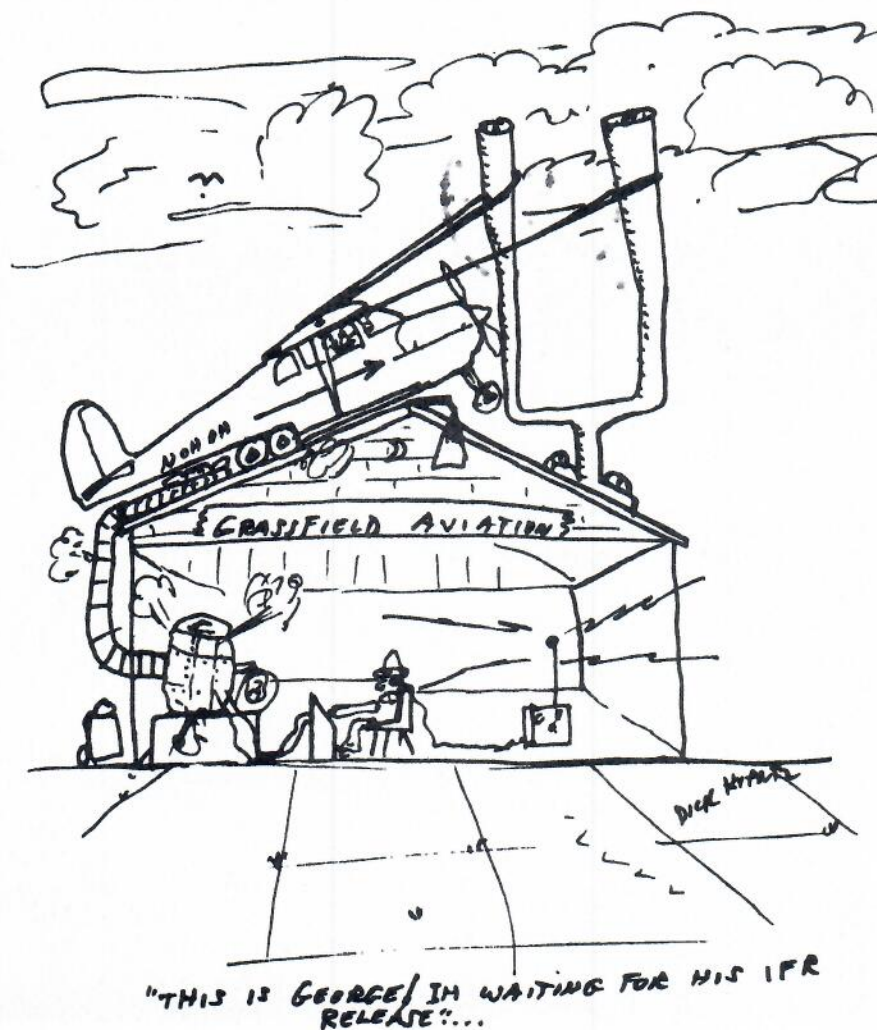
2. Self-starting oscillators won't.

3. A transistor protected by a fuse will protect the fuse by blowing first.

4. Intermittent faults will remain so for the service life of the equipment.

5. If a particular component is needed, it will be out of stock. Further, it cannot be made from available supplies.—**Nebraska PIREPS.**

BY DICK KRENTZ



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

**3rd Annual
FLY IN**

AIR FAIR

SATURDAY MAY 18

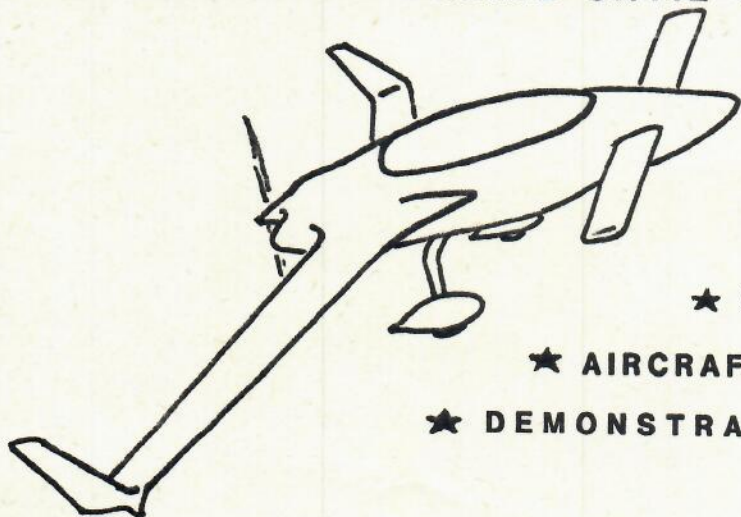
STONE MOUNTAIN AIRPORT

- ★ **HOMEBUILT AIRCRAFT**
- ★ **ANTIQUE/CLASSIC AIRCRAFT**
- ★ **AVIATION MOVIES**
- ★ **HOT AIR BALLOONS**
- ★ **AVIATION DISPLAYS**



PANCAKE BREAKFAST 8:00 TO 11:00

HOT DOGS AND DRINKS UNTIL 4:00



- ★ **SHOW PLANE AWARDS**
- ★ **AIRCRAFT BUILDING WORKSHOPS**
- ★ **DEMONSTRATIONS ALL DAY LONG**

SPONSORED BY EAA CHAPTER 690

FOR INFORMATION CALL 923-1849

What Our Members Are Doing

GLASAIR PROJECT - By: Gerald Collins, and
Craig Gottschang

The Glasair is a two place, side by side, second generation composite homebuilt, low wing aircraft which has become very popular due to it's clean appearance and high performance. Factory kits are available in either a tail-dragger version or a more expensive retractable gear model. The major aircraft components (wing, fuselage, control surfaces, etc.) are molded at the factory and shipped with a very complete package of hardware and accessories. Construction procedures involve builder fabrication of the internal wing ribs, aft spar, fuel tanks and flight control system, and then mating the upper and lower wing halves. The control system halves are similarly mated as well as the fuselage halves. Cutouts are made in the fuselage for installation of the windshield and gullwing doors. Once the structure is completed, the engine, instrument panel, brakes and flight control system are installed as they would be in any typical homebuilt.

Gerald and I had been flying our Ezes for over a year when we had the itch to start building again. We had learned from experience that the best deals in homebuilding are the purchase of second hand kits (if you are careful and know what to look for). We found our taildragger Glasair through an adv. in Trade-A-Plane and for the price of a kit we got not only an airplane but an engine, prop, instruments, and many other extras. Even though the Glasair is pre-molded and some of the work already done on our kit, we have found the project very time consuming (as in fact all homebuilts are!). On our airplane this is partly due to the fact that we are installing a full IFR package as well as lights and strobes. We have saved some money on the avionics by building our own RST Nav/Com, marker beacon, audio panel, and the voice actuated intercom. These are excellent kits with very satisfactory performance. Our second Nav/Com system is the Terra with glide/slope and we are very impressed with the look and features of it's electronic OBS display. We have also installed the II Morrow Apollo Loran unit and are not only impressed but amazed at its ability to locate our position inside the garage (with the door closed), and give us headings and distances to any part within 10,000 miles.

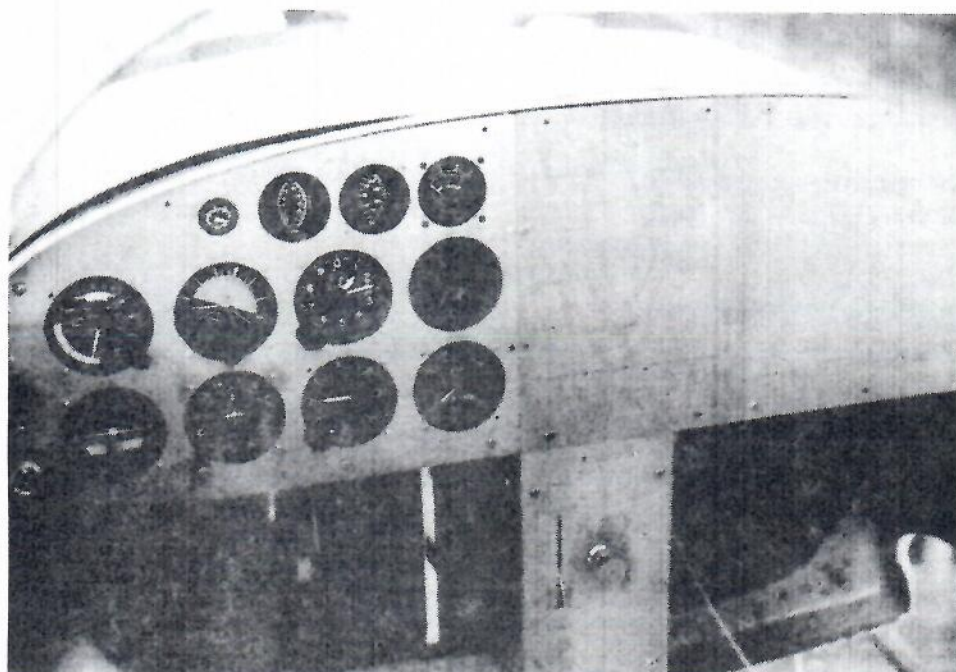
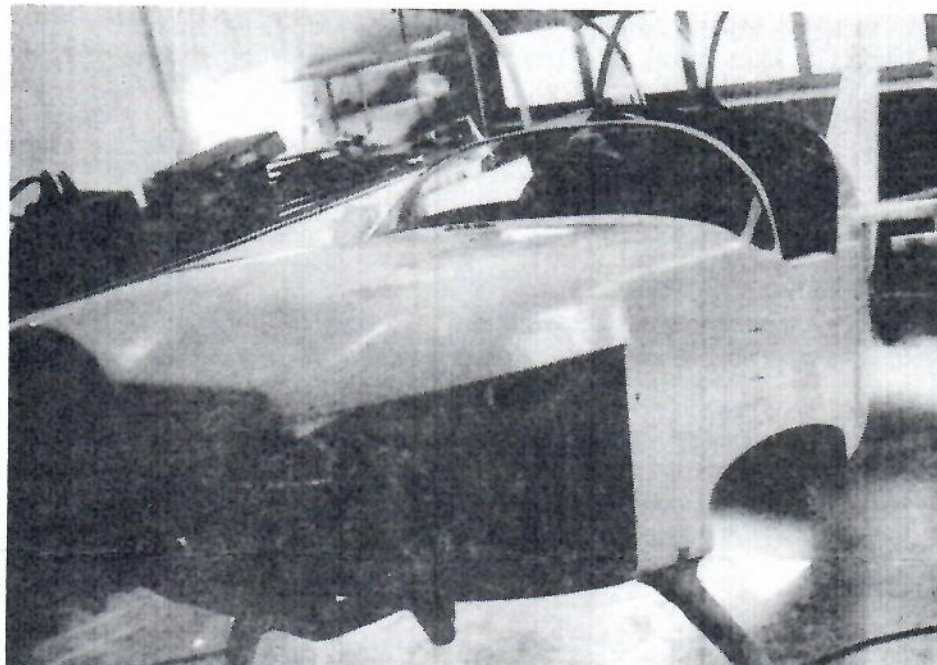
We have installed the Lycoming O-320 - 150 hp engine. In addition to the usual accessories we have fitted ours with a primer system, vaccum pump, cylinder head temp, exhaust gas temp, manifold pressure and muff for cabin heat. We are using a 68 inch fixed pitch Ted Hendrickson wood propeller. With a pitch of 76 it is optimized for cruise performace well in excess of 200 mph. Other features of our airplane include a complete dual control system, extra fuselage fuel tank, adjustable air vents for pilot and passenger, transponder, a baggage area, glove compartment, heated pitot static system, flaps, a lockable tailwheel and a parking brake.

Our overall impression of the kit is favorable, however, potential builders should not be misled by the apparent amount of time saved with a pre-molded kit. Much, if not all of the time saved is spent with fabricating the internal components of the wing, control surfaces and fuselage, and then making all the halves match! It has also been our experience that by far the greatest amount of time and work in a homebuilt comes after the structure is completed! We have also found that the Glasair requires a considerable amount of fill and finish work at the seams and along the wing spars. The gell coat finish on the pre-molded components is not particularly easy to work with and almost impossible to match in color. For these reasons we have decided to repaint our Glasair with a laquer finish. (continued on other side)

What Our Members Are Doing

GLASAIR PROJECT - continued

We have been working on our project for over a year and plan to be flying in the early summer. We anticipate good performance from the Glasair, both as a fast cross country machine and as an excellent positive G sport aerobatic airplane. Hopefully our next article in the newsletter will be titled, "Flying Qualities of the Glasair".



SECRETARY'S NOTES

MINUTES - March 8, 1985

President, Tom Ferraro, opened the meeting at 8:00 PM at Stone Mountain Airport and asked that everyone introduce themselves and identify their project.

OLD BUSINESS: Tom Ferraro indicated that Dobbins AFB was having a "Air Show" the same date as the planned Chapter 690 "Air Fair" on May 11, 1985. The Chapter membership was asked to indicate their willingness to change the date of the "Air Fair". If the Dobbins AFB "Air Show" is confirmed on the date of May 11, 1985, EAA Chapter 690 will change the date of the "Air Fair" to May 18, 1985.

Flyers (handbills) will be printed up for distribution with the new date of May 18, 1985.

Harold Stalcup and Gordon Washburn discussed the stage of planning that was achieved for the "Air Fair" and asked for volunteers. The membership responded well to this need, but a few openings still remain.

The Secretary was asked to arrange for insurance for the "Air Fair" date and to notify EAA Hqs of the change of plans.

The search committee continues to seek out an alternate chapter meeting site.

NEW BUSINESS: None.

Announcements - Tom Ferraro asked that anyone interested in going to "Fun-in-Sun" contact him.

PROGRAM: A film on video tape, "Wings of Industry" featuring a Piper Tri-Pacer was brought to the meeting and shown by Tom Ferraro.

The Pilot

Someday we will know, where the pilots go,
When their work on earth is through,
Where the air is clean, and the engines gleam,
And the skies are always blue.
They have flown alone, with the engine's moan,
As they sweat the great beyond,
And they take delight, at the awe-some sight
of the world spread far and 'yond.
Yet not alone, for above the moan,
when the earth is out of sight,
As they make their stand, He takes their hand,
and guides them through the night.
How near to God are these men of sod,
Who step near death's last door?
Oh, these men are real, Not made of steel,
Bet He knows, Who goes before.
And how they live, and love and are beloved.
But their love is most for air.
And with death about, They will still fly out,
And leave their troubles there.
He knows these things, of men with wings,
And He knows they are surely true
And He will give a hand, To such a man
'Cause He's a Pilot too.—Courtesy of Sam Inman, EAA Chapter #463,
Quapaw, OK.

Henry



HELLO, BOB, THIS IS
TOM IN ATLANTA, YES
YES, YES; WHAT DO YOU
MEAN ROCKWELL WON'T
GO FOR THE IDEA OF YOU
PARTICIPATING IN OUR
1985 "AIR FAIR" MAN!
WE HAVE ARRIVED! MAN!
LIKE 690 IS WHERE
THE ACTION IS!; HELLO,
HELLO, HELLO, HELLO.

President's Message

APRIL 1985

This years Air Fair plans have had a slight course adjustment in the past several weeks. As discussed at the last meeting, the possibility of Dobbins AFB having it's open house and air show on the same weekend did in fact turn out to be true. I contacted the base and they informed me that the Thunderbirds will be there on May 11th and 12th.

As for the Stone Mountain Air Fair, we had two options. Leave it on the same weekend as the Thunderbirds or change it to the following weekend. The answer seemed obvious. Lets plan on going to Dobbins on May 11th and come back and show the public a REAL Air Fair on May 18th at Stone Mountain! Who are those Thunderbird guys anyway? As it stands, the only advertising we have done is in Sport Aviation and we are trying to get the date changed for the next issue. The local handbills are being made up (see your attached copy), and the press letters, etc. are all being drawn up now so we can distribute them in early April. If anyone has a directory or knows where we can locate one that contains mailing addresses for all FBO's or Airports in the surrounding areas, please let me know as soon as possible! Thanks.

Another topic relating to the Air Fair occurred last week. Gene Soucy of the Eagles Aerobatic Team called me. It seems they still have open weekends, and thought we could use them for ours. I explained the type of Fly-In we are having and our budget, and we decided another time we could talk about it again.

The next meeting will not be on our normally scheduled Friday night, instead we will be getting together for a good ole fashioned pitch-in Chili dinner at the Stone Mountain Airport. Lets all plan to bring a dish and come out to the Airport on Saturday, April 13th. Start around 1:00 PM and eat at 3:00 PM. See you there on Saturday!

Tom

RECRUIT A FRIEND



When you type 5 to 15 wpm on a portable manual typewriter, you have had since the dark ages (vintage-1962), it becomes a trojan task to get anything like production out of my office at home. Don't misunderstand me, she still flies like a F4U in action; can cruise at mach 3 on 4 gph usually in the stratosphere, but not with me at the controls, (the typewriter that is).

I know the word "volunteer" stirs up all kinds of negative and emotional feelings, but the aesthetic value to you will be of great magnitude. If there are typists out there in EAA land (members, wives, member's secretary, member's kids, etc.) that will give me a hand at the ole typing task, we'd get out a better newsletter on a more timely basis. We are only talking about an hour or two each month. Telephone 469-1444.

We have'nt done this before, but time constrains being what they are these days, it will be most helpful if we could all comply with a 15th of the month deadline on all materials that need to go into the next month's newsletter. Thanks.

Inclosed with this newsletter is a handbill announcing the Air Fair. After you mark your calendar try to pin the handbill up out there where a lot of people can see it on a bulletin board somewhere.

FAA has free 60 second transponder test at:

P'tree-Dekalb Airport. . . April 1-7
McCollum Airport April 8-14

Contact test personnel on 123.45 MHz

John

Have You A Story
To Tell — Tell It