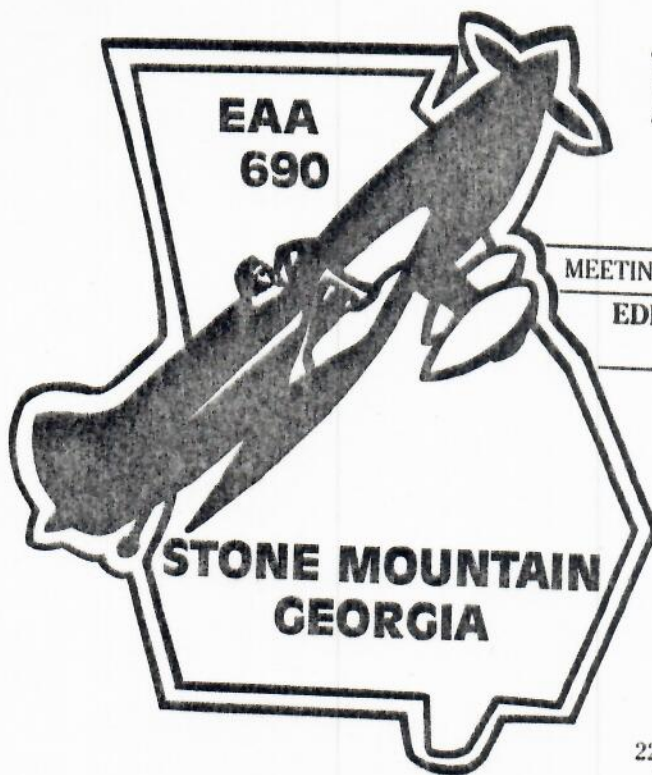


July 1984



EAA CHAPTER-690 NAV-COM

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

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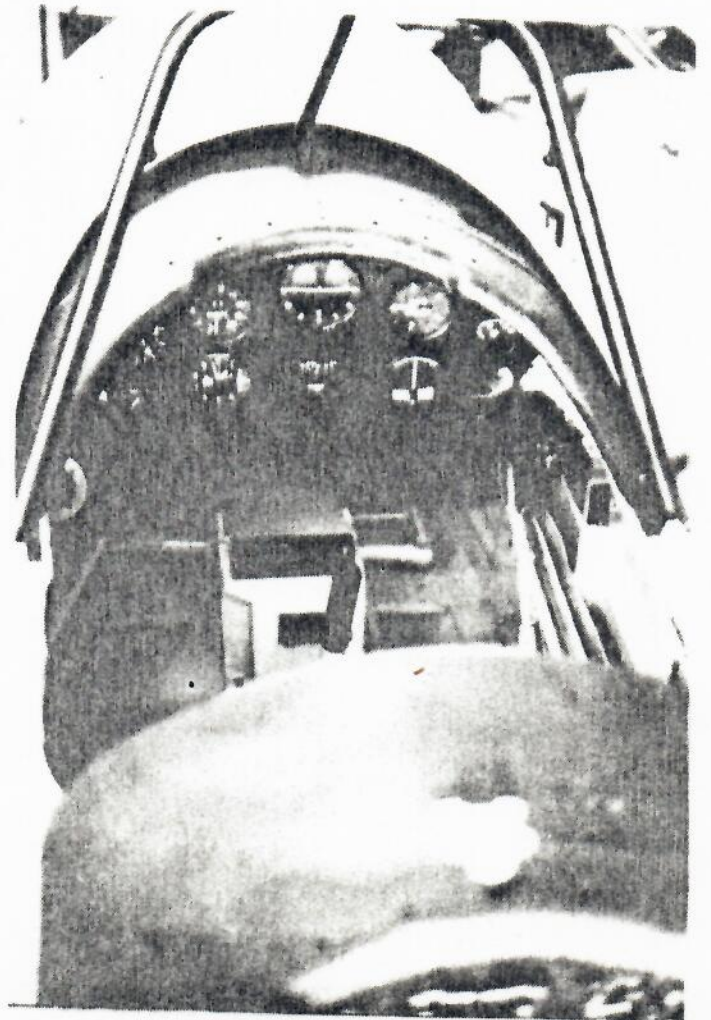
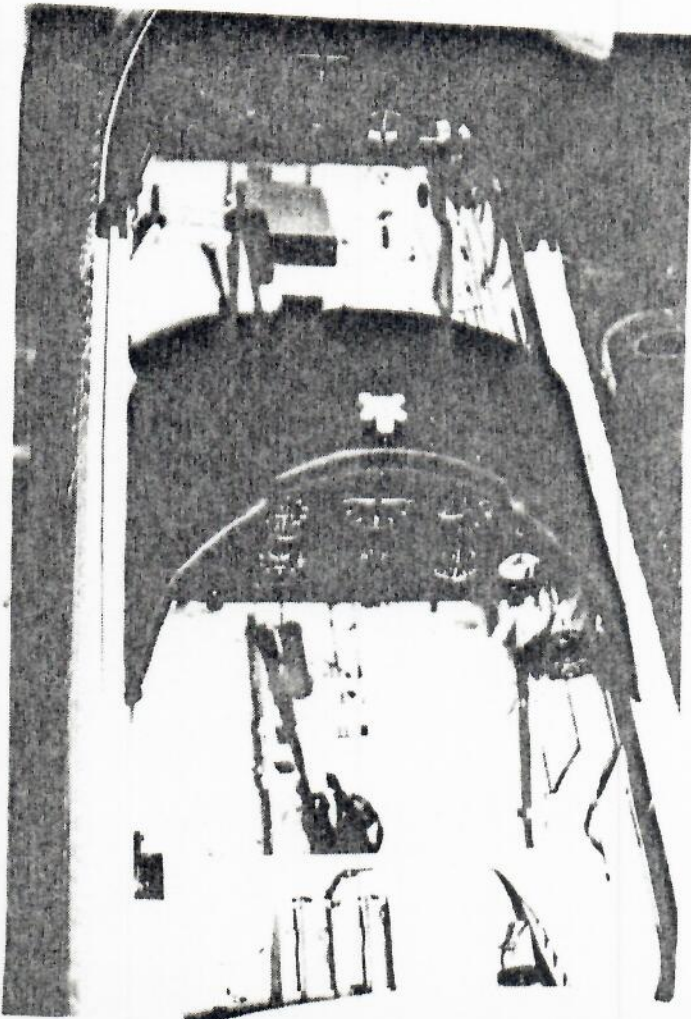
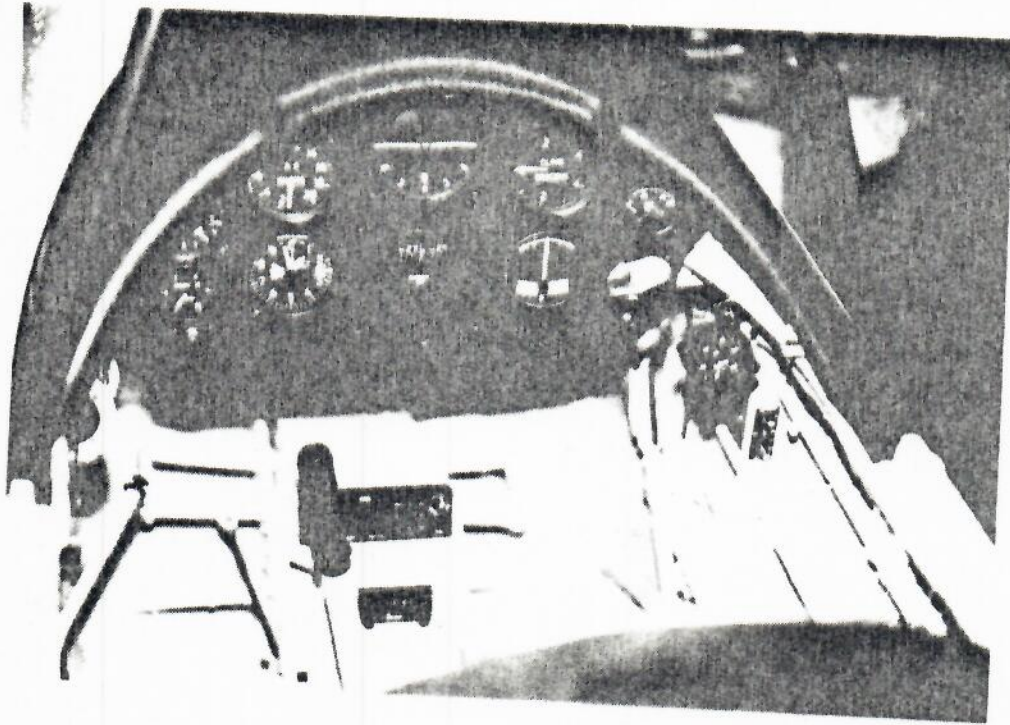
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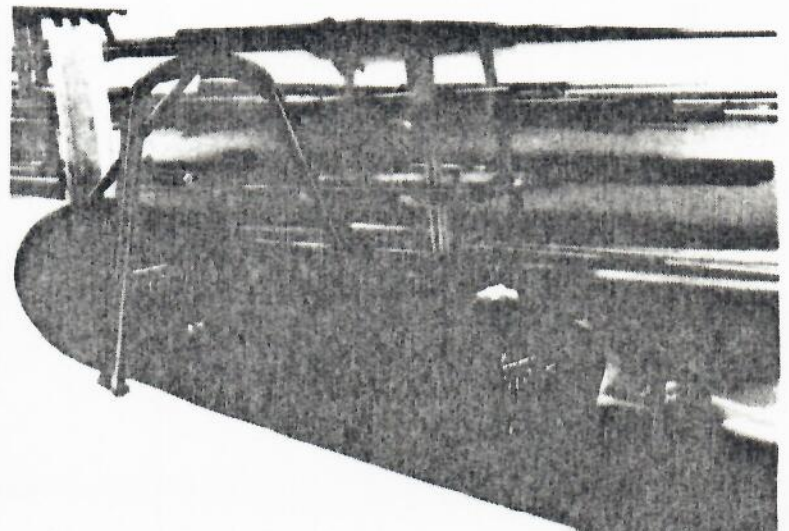
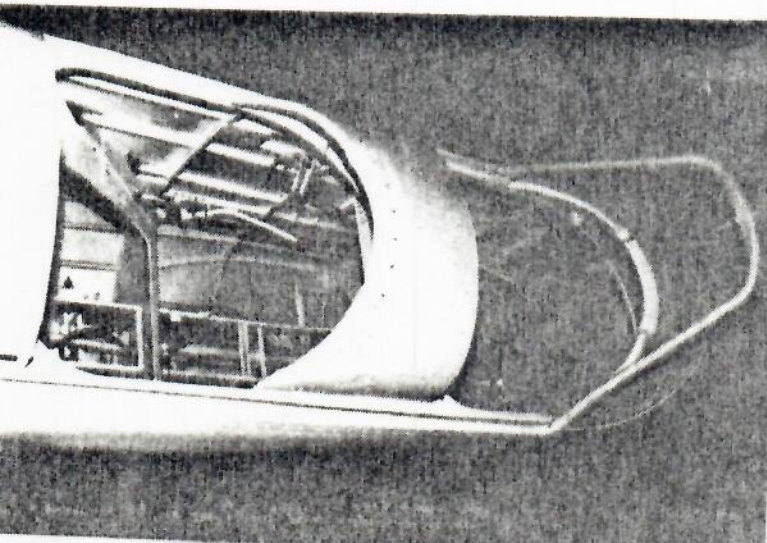
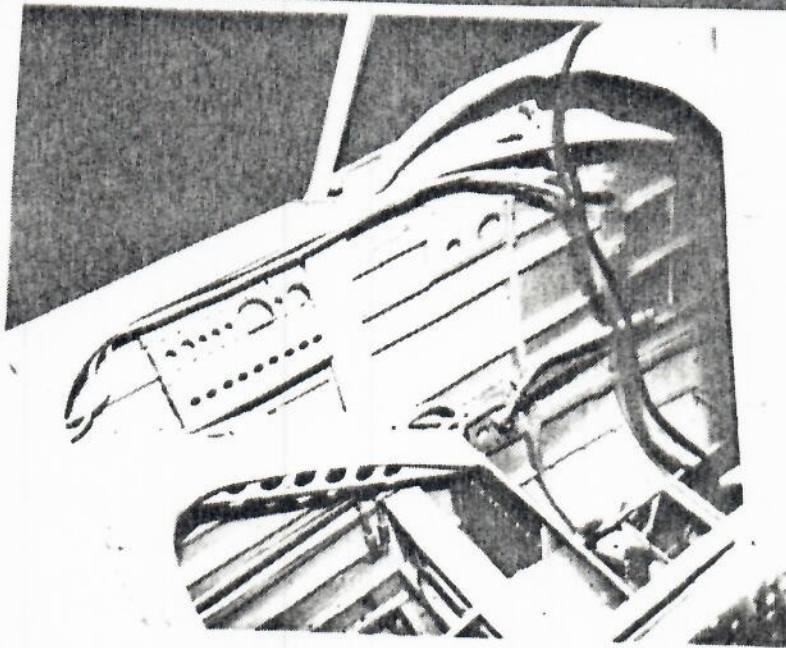
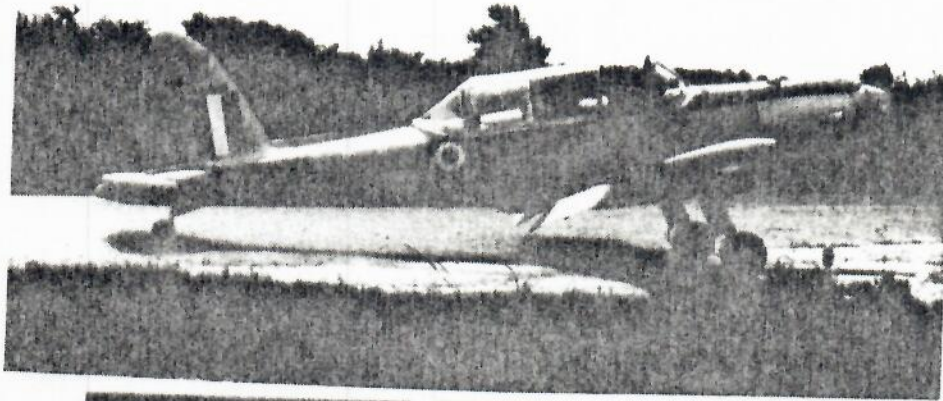
What Our Members Are Doing



What Our Members Are Doing

The fuselage is basically finished and the wings will be wired and covered next. We acquired a larger rudder than the one the plane came with. Major components will be reassembled, most likely, at Lenora.

With luck and more parts, I'll bring it to next spring's show.



What Our Members Are Doing

BY: AURELIO "RILL" DONATO

I was surprised when asked by John Owens to write an article about the aircraft my father and I are working on. Since then I have recovered enough to write a few lines about this project. The plane is a de Havilland DHC-1 Chipmunk. It is production number 236 out of 1014 and served as a primary trainer for the British Royal Air Force in the 1950's and 60's.

We got restless with our Cessna 150 and decided a warbird type plane would be a pretty neat change. One of the few planes available of this type in Trade-A-Plane in early 1983 was the DHC-1. Besides being a warbird, it's fully aerobatic, something to tinker with, and it burns regular automotive fuel. My father went to Houston, Texas and flew it back via the Interstate Highways. We discovered the engine threw out three quarts of oil an hour; it only holds eight quarts. In spite of this, we began to fly it and work on it. It soon got to the point that after 30 minutes of running, the magnetos would overheat and caused the engine to run rough resulting in loss of power. I had only limited time in it when we made the decision to take it to Lenora near Snellville and take it apart. All work and no play. The first thing to go was the inverted 145 hp Gipsy Major engine built by Rolls Royce. It will be completely overhauled down to the last nut. This will include installing oil wiper rings in the cylinders to cut down on oil leakage, replacing valve springs, new valves, new carburetor, and two new magnetos. The propeller, which spins counterclockwise, went to Toronto, Canada for an overhaul because of corrosion at the hub. Now it's as good as new.

Taking a plane apart is not as easy as one would think. The landing gear struts are supposed to come off with the removal of a single nut. Well, they were rusted into the wing, and it took a quart of liquid wrench and 2,000 lbs. of force to get them out. One strut was so rusted a new one was flown in from Seattle. The fuselage was gutted of all wiring, tubes, cables, and all the garbage came out. I removed 40 lbs. of steel from the homemade brake system in the cockpit. Stripping three layers of paint off the plane involved many hours and many cans of aircraft stripper, not to mention a good sunburn. To clean the fuselage of oil and dirt we brought it into Snellville to a high pressure car wash. It stopped traffic along the route. People thought it was either a British Spitfire or a Japanese Kamakazi Submarine.

Now the fuselage is in Tucker at Fabcar Engineering. All aluminum parts to the plane have been acid etched, dipped in aladine and sprayed with an epoxy primer. A new battery box was installed. The other one corroded into nothingness. The new electrical system is now in and finished. Shiny new cables run from the firewall to the rudder. The original hand operated brake system is in place and weighs 35 lbs. less than the old one. The cockpit has been painted with a glossy grey epoxy paint. This will eventually cover the entire plane. A new panel now sports re-calibrated instruments. WWII Spitfire fighters were the donors of the two artificial horizons. The panels hang from new shock mounts. Our navigational aid will be an Apollo Loran C. (see photo's) Communications will come from a 720 channel Terra Comm. Radio. The cockpit will be enclosed by eight new plexiglass windscreens. The canopy frame was literally falling apart and had to be welded back together. The upper surface of the horizontal stabilizer has new aluminum over it. The old looked as though it had been hit by flak and covered with bondo. All the control surfaces have been stripped, epoxy primed and covered with new fabric. The DHC-1's wings, from the main spar and back were originally covered with fabric. We have not decided whether to recover with fabric or use aluminum as some modified Chipmunks have.

continued on next page

Letters To The Editor

Letter received from Gerald Collins:

"AIRCRAFT ALUMINUM NOW AVAILABLE LOCALLY"

Brooks Sheet Metal Products, which Frank Brooks and I started in April, would be happy to supply homebuilders in the Atlanta area with aircraft grade sheet aluminum. It will be priced competitive with Aircraft Spruce, but without the shipping cost and time delay. We can shear it to any size and do some forming also. Frank is a flying buff and would enjoy talking with you about your projects. Call him at 934-4433 for more information.

Letter received from Johnny Taylor:

As some of you may already know, Johnny moved to Alexandria, Virginia. He tells me he has joined EAA Chapter 186 up there. He sends his regards to Rex and everyone else here in Georgia. Johnny is getting ready to start a Dragonfly, and has found four such builders up there. He invites any EAA 690 people who are in his area to "stop in to see me". He has put together "Flight Lines" In Verse and Reverse which is an Illustrated Book of Aviation Poems. It sells for \$5.25 plus 75¢ for postage and handling. You may write to Johnny at 6926 Deer Run Drive, Alexandria, Va. 22306 or Flight Lines, P.O. Box 10312, Alexandria, Va. 22310-0312.

Hank Peacock phoned this info to me:

FOR SALE: Piper Colt, 1650 TTAE, \$2,000., Tail to be replaced, right wing needs some repair, left wing needs minor repairs, cowling has a minor dent, metal prop needs repaired, 80 oct. engine, O-235-C1B engine. Had new covering three years ago at Lawrenceville. ELT 10 Narco. Telephone Don Lynn at his home in South Carolina....803-479-4006.

If you have anything you'd like to get to the membership, please write to your Editor, and I will surely see it gets space in this column in the next newsletter. (No tall hanger stories or gripes....please).



YOUR MEDICAL DUE?

"DIFFICULTY
IS
EASIER
TO
GET
INTO
THAN
OUT OF."

MY SPACE SHIP IS
"HAND WIRED"



WHAT DO YOU MEAN
THERE'S NO WEATHER
BECAUSE THE COMPUTER
IS DOWN? DON'T YOU
KNOW WHO I AM?
I'M A MEMBER OF
EAA CHAPTER 690!



President's Message

JULY 1984

As summer rapidly approaches, the really big Oshkosh event is just around the corner. For those of you who have never experienced this event, there is little I can say to describe it. The best advice would be to try to fit into your vacation plans this event one of these summers real soon. You won't be sorry, and you may even find it to be addictive. (Julie and I haven't missed one in the last 13 years).

On a more local basis, we need your input and ideas for upcoming events. Please give it some thought and come to the meeting with any suggestions you may have to plan a Chapter Fly-In/Drive-In, Family Picnic-In, Buddy Ride Day or whatever. I'm looking forward to seeing everyone at the next meeting on Friday, July 13th.

We have a great program planned for the 13th highlighted by a presentation by Doug Vance. Doug is a member of our Chapter, and he is also a licensed practicing A & P mechanic. I asked Doug to put together a Chapter presentation on aircraft maintenance, how to save on the cost of annuals, what we can and can not do legally. I'm sure you will enjoy this program so make an effort to come.

In the July issue of Flying magazine there appeared an excellent feature article on the EAA Aviation Center.

The EAA endorsed insurance company, Aviation Insurance Underwriters, has recently re-evaluated their pricing structure. My insurance came due in May and they saved me over 30% for comparable coverage with the other companies that quoted rates. This has not always been the case. If any members are looking for insurance, you may want to check this company out.

Since we won't see each other until the 13th, have a happy and safe 4th.

Tom

RECRUIT A FRIEND



Rex told me there would be days like this, but then where does it say you are all supposed to stay home on Saturday just so I can telephone you all for something to put in this month's newsletter.

Several Chapter members have indicated to Tom an interest in pooling a ride to Oshkosh to the annual event via air or car. If anyone is looking for a way to get to the event or if anyone is looking for someone to share expenses for the trip, contact Tom Ferraro and he will be glad to put you in touch with each other.

A non-pilot type asked me recently who "that crazy man" was in that "funny looking airplane" with the "wings on the back" doing 360 degree rolls over the area now and then. Well, you guys know I'm not one to rock the boat among my neighbors, so I instinctively answered, "beats me". It sure is a beautiful sight to see that Long-EZ fly over....what a joy to experience the view from down here! I started to tell this person, "It's very difficult to soar like an Eagle when you have to be around a bunch of Turkey", but then you guys know I wouldn't say something like that to someone who hasn't experienced the joy of flight, nor the excitement of seeing a home-built gem like the Long-EZ we all know. (Now you can laugh.....it's time).

I'm working with someone at the U.S. Postal Service to cut down on the monthly postage cost; about \$20.00 per month now. He tells me we might cut it by two-thirds. We have some small red-type to get over first before we'll enjoy this reduction in postage cost, but we'll keep at it until it's done.

John

Have You A Story