



NavCom

July 1999

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



For want of a better picture here is the final approach to Ye Olde Editor's new digs at Spring Valley Farm Airpark..

International Aviation Olympics—An Exciting Story.

Margaret Wilcox

At the June meeting our speaker, Dr. Sam Shelton, Professor of Mechanical Engineering at Georgia Tech, described what has been called by some ³the Aviation Olympics². In 1997 he guided his students as they prepared for a 9 day International race from Iceland to Turkey. Flying in a Piper Malibu, the pilots were Larry and Kathy Lee, both Tech graduates. The 30 hours of flying time was divided into 9 ³hops² from Iceland to Strasburg, France, to Rome, to Tel Aviv to Amman, Jordan and three stops in Turkey. A handicapping system based on each aircraft's design specifications was used to ³level the playing field².

The Tech students were divided into 4 teams - Aerodynamics, Logistics, Aircraft Performance and Flight Control. They had 4 short months to prepare. They were aided by some

equipment loaned by Burt Rutan which allowed two way communication between the flight control center and the aircraft by satellite. Theirs was the only plane in the race that had this capability. Dr. Shelton said the race was won by having a well prepared plane, good preplanning, expert execution and luck. The Ga. Tech team won by just 16 seconds.

According to Dr. Shelton and his wife who accompanied him to our meeting, we should invite the pilots, Larry and Kathy Lee, to speak to us for they have many exciting stories to tell about the event. Kathy was not a pilot when she agreed to help her husband with this flight, so went to Embry Riddle school in Florida for a crash course to obtain her private pilot license. Larry, president of a plastics company in Atlanta, is already a friend of Chapter 690. It was he who filled the B-17 two times in May giving his employees an opportunity to fly in the Aluminum Overcast. David Haskell, who is responsible for our chapter meeting programs, will be inviting the Lees to speak at a future meeting. Watch for the announcement.

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:

Joe Reed
3585 Spring Valley Dr.
Loganville, GA 30052

Deadline for submissions is the Last Sunday of the Month

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Also thanks to Larry Bishop 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.

President:

Frank Wilcox 770-978-2403
frankwil@mindspring.com

Vice President:

Dave Haskell 770-717-1499
Curley26@aol.com

Treasurer:

Lnor Levine 770-394-5466
lnor@akorn.net

Secretary:

Wayne Whitaker 404-296-6883
fwwhitaker@worldnet.att.net

EAA690 Hangar:

770-339-0804

President's NOTAM

by Frank Wilcox

As was reported in the June NavCom, the visit of the EAA Foundation's B-17, Aluminum Overcast, in early May was an outstanding success for our chapter. We recently learned that it was a great financial success too. After the revenues from the rides, ground tours and merchandise sales were calculated by Oshkosh, we received our share, a check for \$4689.!! This amount far exceeds our share for any of the three previous visits. Again a special thanks to all who participated in this event. We now look forward to future visits of this rare old bird which not only helps us financially, but brings memories and thrills to our Gwinnett County community.

We also mentioned in the last issue that dust (dirt) would soon be flying as the interior construction of the chapter building was started. It did on June 12th when two large holes for the footings of the columns supporting the front of the mezzanine were dug. After county inspection, concrete with embedded anchor bolts will fill those holes. Progress is underway on modifying the existing interior. To accommodate the measurements of the new construction the storage balcony has been shortened and the height of the restroom walls has been reduced. Before the real construction can get underway, the location of the existing electrical service must also be modified. The steel, metal studding and wallboard should all be on site by early July. All members especially those with building trade skills and experience, who can find time to help with the labor are encouraged to contact the committee (Charlie Sego, Chmn.) All members should take time to visit the project and keep abreast of the progress. A few cheers from the sidelines are great encouragement to the players on the field.

Maybe long distance air racing is not one of your great loves, but when Dr. Sam Shelton, of Georgia Tech. described a race from Iceland to Turkey in 1997 at our June chapter meeting, he held the audience spellbound. See the accompanying article in this issue. It is somewhat discouraging when there is a small audience for an outstanding speaker such as this one. Our chapter membership is growing, but attendance at our monthly meetings is not. We apologize for not always being able to

announce the programs well in advance, but a great effort is made to provide a variety of programs about the many facets of aviation. If you are one of the frequently absent members, come and see what you are missing.

Thanks to Fred Meyer, our resident expert on TIG welding, for presenting an excellent seminar for our June pancake breakfast program. Fred discussed all methods of 'electric' welding, but centered on TIG - his favorite. Included was the theory, techniques and "hands on" demonstrations. Attendees were offered the opportunity to practice. The attendance was good and all had favorable comments.

The International Young Eagles Rally on June 12 was very disappointing. Nearly 100 youth had signed up but the weather did not cooperate - low ceiling. Many families showed up, however, and enjoyed the introduction to the airplane - the ground portion of the program. The flights will be rescheduled for a later date.

The Georgia Aviation Academy is conducting a one week camp experience for children entering grades 4 thru 9 on July 26 to 30 and August 2 to 6. Complete details were published in the June NavCom. You can also contact Director Pilar Kornegey at 404-522-5500 ext. 135 or Sue Adams at 770-613-9501 for additional information. This is an outstanding opportunity for youth to learn about aviation. Do you have children or know of children who would be interested? Tell them about it.

Looking toward the future - the Post Oshkosh Bash will be held on August 14th - the 2nd Saturday of August, and will replace the Friday night monthly meeting. This event is a longstanding chapter tradition where those fortunate enough to attend the convention at Oshkosh "show and tell" of their experiences. It is also an opportunity to share a meal (pot luck dishes to add to hamburgers cooked on the grill) and fellowship with other members. It will be held in the chapter building. More details in the August NavCom, but mark your calendars now. Remember - no chapter meeting on August 13th.

Continued on page 3

Presidents Notam *Continued from page 2*

Our friends at Chapter 1025 are trying to build their own tradition of pancake breakfasts on the third Saturday morning of the month at Covington Airport. Many of them come to our breakfasts and in turn it would be nice if we supported them. Margaret and I flew down on June 19th and found the food to be good but the crowd slim. It is just a short flight or drive to Covington and the reward is good food eaten under blue skies - until they get their indoor facilities built.

Minutes of EAA Chapter 690 June 1999 meeting

Wayne Whitaker, Secretary

President Wilcox asked if any members are having problems with the new combination lock on the door. Some discussion of locking procedure. President reminded members that when the building is occupied, the both pedestrian doors must be unbolted to facilitate rapid exit in case of fire.

Members reminded that the Saturday following the meeting is International Young Eagles day. Ground support people will be needed.

Sister chapter 1025 will have its monthly pancake breakfast next weekend, Saturday June 18, at 8 a.m.

Sci-Trek science museum in downtown Atlanta has requested EAA assistance in teaching young people about aeronautics at a summer camp. Students grades Four through Nine will be taught at two sessions, July 26 - 30 and August 2 - 6. Hands-on experience and Young Eagle flights are part of the program. Though not an official chapter 690 activity, chapter members can volunteer to help, see notice on chapter bulletin board.

Program for the evening was a talk by Dr. Sam Shelton, professor in the Mechanical Engineering department at Georgia Tech. Dr. Shelton worked with a group of Tech students and alumni who competed in a long-distance aircraft race, and won.

After the program, the business meeting was held. Minutes of last meeting accepted as published in the NavCom.

Treasurer unable to attend the meeting, so no Treasurer's report.

Program Chairman Bill Curtis has scheduled a planning session for the chapter's annual Air Fair. Meeting will be held Wednesday June 16; the Air Fair will be October 2. Volunteers needed for the chapter's biggest event of the year.

Charlie Sego gave a Board of Directors report on interior construction in the chapter meeting hall. Volunteers needed for work session the next morning.

Young Eagles Chair Bill Coleman said 100 kids are scheduled to be flown on International Young Eagles Day, starting at 9 a.m., weather permitting. Pilots and ground crew needed.

Membership Chair Dale Schonmeyer said as of meeting night, the chapter has 185 paid members.

Publicity Chair Joel Levine noted the collage of photos taken at the recent Hangar Dance; collage created by Sue Adams. Joel said the previous pancake breakfast program, a TIG welding workshop, went well. Participants came from as far as South Carolina to attend. Next pancake program will be an airplane wash on July 3. Joel will soon be distributing a schedule for the programs for the rest of the year. He has also started work on next year's programs; input from members on program content is invited. Joel urged members to give him their email addresses, so he can keep them informed of chapter activities.

Pirep *by Joel Levine*

Several weeks ago Sue Adams sent out an announcement that the pilot shop at McCollum (RYY) was under new management. Under normal circumstances that would not warrant more than, "So what?" In Atlanta pilot shops are little compared to those I've visited in California. What caught my attention was that this was also going to be a "Bistro." Well, those who know me also know that food and coffee are two of my weaknesses, and

not necessarily in that order. Now, mix in an airport, and who can pass up the opportunity to at least, "Check it Out."

Since McCollum is only 8 miles away from my office, I thought that I could at least put up some posters for an upcoming chapter activity. As I arrived an attractive young lady was just leaving. Maybe it was my eyes or maybe it was the EAA signs in my hand, but she stopped. Well, it's been a long time since a young lady stopped because of my looks so I assumed she wanted to know about the signs. She introduced herself as Pascale Raynier, the manager of the Bistro. Pascale (what a pretty name) is not your average southerner from Cobb County - she know about airplanes and coffee. After the small talk, who could resist trying her wares. The Bistro has only been open since the middle of June and the menu has not been fully implemented. They do have an assortment of freshly made sandwiches made on submarine rolls and of course boules or croissants as well as an assortment of Lattes, Espresso and Cafe Americano. The prices are well in line with comparable establishments. (Now if only they had a bagel for breakfast!)

I got the impression from Carren, who waited on me, that the menu would be expanded as the business grew. It looks like we have another \$50 lunch destination in the making, and you can always browse the goodies in the Pilot Shop as well. Check out the French accent . . . never once did she say, "Ya'll Come Back."



Making Every Drop Count.

It's best to have a fuel strategy so you won't run low in the first place. But if the worst happens, here's how to get the most out of what you've got left. This originally appeared in IFR magazine. by J. Ross Russo

If aviation has one unforgivable sin, it's running out of gas. But every year, a surprising number of pilots do just that. What's truly amazing is the number of flights that make it to within two miles of the end of the runway before the engine quits. Just two miles. In the bright light of hindsight, we all agree that cutting the fuel that close is dumb. But it happens with depressing frequency. Why? Probably because many of us really don't think much about a fuel management strategy. To save the hassle of studying performance charts, we simply carry two or three hours of extra fuel and let it go at that. This approach works but it's not always efficient and if you fly IFR enough, you may find yourself cutting the fuel more closely.

I like to think of fuel in the same way I think about money. As an aircraft owner, I'll take the time to shop around for the lowest interest rate on an airplane loan and the best buy on avionics. I want my money to go as far as possible. Fuel's the same way. Rather than simply pumping an extra 40 gallons aboard, I'll try devise an overall fuel strategy that gets me where I'm going as cheaply and as safely as possible.

How could you run out of gas?

Although it really shouldn't happen, instrument pilots get into fuel trouble for the same, predictable reasons. Among them are amended clearances that add miles to the route, altitude restrictions that put the airplane into strong headwinds and just mistaken calculations. Throw in arrival delays caused by unforecast weather and a diversion to your alternate, and a 45-minute reserve begins to look pretty slim.

Consider too the notorious inaccuracy of general aviation fuel gauges. Some read high. Some read low. Some can't make up their minds. If the tanks aren't topped, you'll be tempted to rely on the gauges as the true measure of how much fuel you really have. Resist the temptation.

Here are a few things the prudent pilot can do to skew the odds in his or her favor. First of all, never assume that you have as much usable fuel as the aircraft manufacturer says you should have. Tank sizes have been known to vary from the book specs. Unless your aircraft is perfectly level during refueling and the line attendants completely fill every tank, you'll have less than full fuel. It could be a little less or a lot less. To get an accurate sense of what the tanks hold, top them carefully with the aircraft on level ground and record the totals over several flights. My Cherokee Six has four fuel tanks, with a supposed usable capacity of 84 gallons. I figure there's one less usable gallon per tank so I plan on 80 gallons.

If you can't top the tanks and don't know how much is aboard, don't rely on the gauges. Instead, use a sight-gauge to dip the tanks. Sporty's (Clermont Airport, Batavia Ohio, 45103, 800-543-8633) sells them for \$9.95. They can calibrated for any aircraft.

You can learn about fuel consumption (and, indirectly, engine health) by keeping an accurate fuel log. Try to figure the exact amount you've burned on every flight, then predict how much each tank will take at the pumps. For my Cherokee Six, I know that I can count on two gallons for start, taxi, and takeoff and that each thousand feet of climb will cost an additional gallon. At 65% power, I know from experience (not the book) that I'll burn 12.7 gallons per hour in cruise, with 7 gallons per hour on the way down at cruise airspeed and a 500 feet-per-minute rate of descent. My estimate is usually within a few tenths of a gallon for each tank.

Plan on the ground.

The 45-minute IFR fuel reserve is the absolute minimum the law allows. Treat it accordingly and think it through before takeoff. The cockpit is no place to make decisions; there's just too much going on. Make your decisions on the ground, then all you have to do in the air is follow through. Besides, it's a lot easier to think at 1g, zero knots and zero feet. My minimum landing fuel is an hour and a half worth of normal cruising time, beyond the alternate.

If anything occurs to suggest that I'll arrive at my destination or my alternate with less than 90 minutes of fuel (20 gallons in the Six), I land somewhere closer and refuel. This rule is chiseled in granite. If I use any of those 20 gallons, there had better be a good reason and it better be something beyond my control.

And what does this plan cost me? Actually, very little. If I subtract my 20-gallon landing reserve from my 80 gallons of usable fuel, I'm left with 60 gallons. Allowing for climb and descent, that works out to about 4.5 hours from takeoff to touchdown. Even if my alternate is an hour from my destination, that still gives me 3.5 hours enroute. And even in the spacious comfort of the Six, 3.5 is about as long as I want to stay in an airplane.

What if

It's a cruel fact of life that even when you've done everything right, the gods may still deal you a bad hand. During these trying times, you may have to fall back on some fuel-survival skills. I'm always surprised at the number of pilots who aren't aware of the speeds to fly for best range and best endurance. But then again, these are easy things to forget. After all, you hope never to have to use them.

I was reminded of how important fuel efficiency is while flying on the wing in an F-16 a couple of years ago. We were at 12,000 feet over Germany in some particularly nasty winter weather. Fighters and transports were stacked up all over the place. ATC was maxed out.

Our flight had been given a delaying vector away from the base. I was struggling to maintain position and knowing that my fuel state wasn't too sterling didn't help. You can imagine my surprise when I glanced at the airspeed indicator and saw that we were at 450 knots! We were flying farther from where we wanted to be and at breakneck speed.

Continued on page 5

Make every drop count.

My flight lead and I had a long talk afterwards. We decided that there were only two appropriate speeds to fly while en-route to or from the practice area: Maximum range or maximum endurance. Obviously, when we were given the delaying vector away from home, we should have been flying at the maximum endurance airspeed since we were only marking time. No sense hurrying when you're just gonna have to reverse course and fly right back through the same chunk of sky. Then, once we were cleared inbound and actually going somewhere, we could accelerate to the maximum range airspeed. The F-16 is a marvelous machine in this regard. The computer will tell you exactly what airspeed to fly for either of these options at whatever the aircraft's weight happens to be.

That's all well and good for some jock on a broomstick with a few million in avionics onboard. But what about the average Joe-bag-o'-doughnuts in his Piper or Cessna? Sure would be nice if all he had to do was punch some numbers into a computer and get the speeds he should fly for max range or max endurance.

In lieu of that, one good rule-of-thumb is that best range occurs at the best rate of climb speed (V_y) plus 15% and that best endurance is right at V_y .

If you're so inclined, you can figure a real-world best range airspeed from the airplane's performance manuals by calculating fuel economy in miles per gallon. To do this, simply divide the true airspeed by the fuel flow for various airspeeds, then pick the airspeed that gives the best economy. Since manuals are sometimes optimistic about both speeds and fuel burns, you should check your results against the speeds and fuel consumption you're actually getting.

Best endurance in level flight corresponds to the lowest fuel flow required to maintain level flight, without regard to distance flown. You can use the rule-of-thumb or simply determine the best endurance speed empirically. Just incrementally reduce power to the minimum required for level flight with flaps and gear up. Give the airspeed a chance to stabilize between power changes. If you slow to the point of having to add power to maintain altitude, you're on the back side of the power curve and you need to speed up a little. In practice, for the sake of controllability, you may want to fly a few knots faster than your empirically derived max endurance speed.

You'll probably find that the empirically derived max endurance is slower than V_y and if that suits you, go ahead and use it. Whatever speeds you decide upon, mark them on the airspeed indicator. I did this with blue pinstripe tape, which I bought from a hobby supply store.

When the wind blows

In still air, you could simply pick the appropriate regime--best range or best endurance--to suit the circumstances. Unfortunately, the air is never still. You have to compensate for winds. Max range is achieved at a higher airspeed when experiencing headwinds and at a lower airspeed in tailwinds.

Just remember that you want to minimize your time in a headwind and maximize your time in a tailwind.

Here's another rule-of-thumb: For maximum range, increase your airspeed above the still-air max range speed by 50% of the headwind component. For a tailwind, decrease your speed by 25% of the tailwind velocity. Although winds have a profound effect on max range, it's interesting to note that in piston airplanes, altitude has only a minimal effect. The ratio between speed and power required remains fairly constant as altitude increases. So if you're able to choose your altitude, go for the one with the most favorable winds.

Altitude does have some effect on endurance. Flight at lower altitudes requires less power and therefore uses less fuel for a given amount of time. The implication is clear. For max endurance, choose the lowest safe altitude available, consistent with obstacle clearance. Also, take into account that you might want to glide to flat ground if you run completely out of fuel.

The last two miles

There will be times when, even though we've kept that hour and a half in our hip pockets, we'll be overcome by events and fuel will become a priority. The only smart thing to do is to begin fuel conservation as soon as anything out of the ordinary happens. And consider issuing a minimum fuel advisory to ATC or, if the situation warrants, declare an emergency.

If you're worried about fuel and you're given delaying vectors or holding instructions, don't race around at the speed of light. Slow down to whatever best endurance speed you've decided works best. If you've had to divert to your alternate only to discover that the aircraft ahead of you on the approach just landed gear-up, and they're sending all traffic to Moose Lips Muni, reduce the power and fly at the best range airspeed.





Events Calendar



Friday-Sunday, July 9-10, 1999

Gainesville, GA

31th annual Cracker Fly-In at Lee Gilmer Memorial Airport (GVL). Aircraft judging. Fly-out on Friday night. Call Mick Hudson at 770-531-0291 or Gary Ames at 770-534-2994 for more information.



Saturday, July 10, 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, July 17, 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, July 17, 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.



Sunday, July 19, 1999

Florence, SC

South Carolina Breakfast Club meeting at Florence Regional Airport (FLO). Call Anne Hawkins at 803-432-9595 for more information.



Saturday, July 24, 1999

Memphis, TN

EAA Chapter 182 monthly fly-in breakfast at General Dewitt Spain Airport (M01). 8:30-10 a.m. Contact Gilbert Pierce at 901-755-3060 or gpierce1@midsouth.rr.com for more information.



Saturday, Aug. 7, 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, Aug. 7, 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.



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July 28 — August 3

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

EAA Chapter 690 sends its condolences to the families of Sam and Vicki Lyons on the loss of Vicki in an airplane accident in their J-3 Cub while returning home from Lockhaven, Pennsylvania.

A flight of three took off Saturday, June 26 from Lockhaven, Pennsylvania. Tom & Anita Lee in their L-4 took off first. Lost power, couldn't climb, realizing he was stalling crashed landed the plane in the tree tops. Both are hospitalized with cuts and broken bones.

Sam & Vicki took off 2nd. Saw the trouble with Tom went to check on him. Sam's plane stalled, terrain rising and crashed. Sam is burned over 50% of his body but in stable condition in Bethesda Burn Center, Maryland.

Ed Schuler was the third aircraft. He was not involved in an accident.

At this time there is no further information. Vicki's body will be returning home in about a week or so. Feel free to call me for information regarding services as it will be forthcoming shortly.

Sue Adams
Accident Safety Councilor
FSDO-11

During the "rush hour" at Houston's Hobby Airport, a flight was delayed due to a mechanical problem.

Since they needed the gate for another flight, the aircraft was backed away from the gate while the maintenance crew worked on it. The passengers were then told the new gate number, which was some distance away. Everyone moved to the new gate, only to find a third gate had been designated for them.

After some further shuffling, everyone got on board, and as they were settling in, the flight attendant made the standard announcement, "We apologize for the inconvenience of this last-minute gate change. This flight is going to Washington, D.C. If your destination is not Washington, D.C., then you should 'deplane' at this time."

A very confused-looking and red-faced pilot emerged from the cockpit, carrying his bags. "Sorry," he said, wrong plane."

Kids, ya gotta love 'em! From our "out of the mouths of babes" file...

** One 10-year-old girl in a crowd of Young Eagles wanted to look at the aircraft's instrument panel. While standing in awe, she turned to her classmates and said, "If we want to be pilots, we are going to have to stay in school a long time. Do you see all these clocks up here?"

** We had just completed a flight in a commercial airliner from Chicago to Cedar Rapids, Iowa. The aircraft had taxied to the gate and the engines shut down. Everyone in the now-quiet aircraft was waiting for the seatbelt light to extinguish when my 4-year-old brother's voice called out, "But, Dad! We didn't drop any bombs!"



Young Eagles Report

By Bill Coleman

International Young Eagles day did not quite work out as planned this year. Low visibilities and ceilings prevent us from taking flights on June 12. But with about 60 kids on the ramp, we didn't send them home empty handed.

After a standard pre-flight briefing using Chuck Bannerman's Grumman AA5B, we took the group up to hangar six to visit Duane Huff and Larry Bishop's projects. While Duane educated half the group on the finer points of aircraft construction and restoration, I kept the other half entertained flying the plywood "simulator". While the simulation is only as good as your imagination, the kids thought it was great fun pretending to do aerobatics with "real" controls.

Despite the poor weather, chapter 690 pilots were out in force. Duane Huff, Chuck Miller, Walt Bannerman, Peter Wenk and Joe Friend all arrived, ready for anything. Joe taxied the Searey over, causing great excitement among the young eagles. With the construction work planned in the hangar, we had many ground volunteers pitch in an help out, Frank Wilcox, Bob Zahner and Greg Jannakos, to name a few. I'm sure I've missed a volunteer or two, but I thank everyone for helping us out.

Due to the weather, we'll try to do it all again July 17, 1999 at 9 am. As always, if you know of kids wishing to fly, or want to fly kids or help out on the ground, you may contact me at 770 978-0196, or send email to aa4lr@radio.org.

WINGS SAFETY PROGRAM

AUGUST 5, 1999

7:00 PM - 9:00 PM

'OPERATIONS AT TOWERED AIRPORT'

GWINNETT ADMINISTRATION BUILDING

75 LANGLEY DRIVE

LAWRENCEVILLE, GA 30045

SUE ADAMS, SAFETY COUNCILOR

770-613-9501



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: MINI-MAX Materials kit complete. \$4000.+ invested. \$2800. obo. Includes; all necessary wood, hardware (AN), metal, wheels, brakes, wheel pants, cowling, wing tips, 2, 5gal wing tanks. seat belt, plans serial #712, T-88, fabric. No welding required. All you need except engine, paint and instruments. Can use VW or two stroke for power. David Posey, 770-442-0988 after 7pm.

For Sale: Zenair Super Zodiac HDS (speed wings) Taildrager, Airframe 90% complete, leading edge wing tanks option, strobe and light kit, wheel pants, many extras, Jabiru 3300 (120 HP) engine with mount. Gregg Howell 770-995-6527 ghowell56@aol.com

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 Sale: Two KR2 projects complete through boat stage and on gear. Most controls installed, cowls, header tank and canopy. Zero time HAPI 1834 cc aero converted engine with mount, prop and exhaust. Have plans, 10 years of newsletters and uninstalled Dan Diel fixed landing gear. \$5000 OBO, Consider trades - looking for metal project suitable for Jabiru 80hp engine. Ron Dewees 404-876-3481, e-mail Rdewees@juno.com

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: I have some virtually new metal tools available for sale including a Pneumatic squeezer with three different heads, hand squeezers with two heads, rivet gun with many sets 2X, and much more. Also for sale is a beautifully build RV 8 empennage with electric trim and Variprimes interior. Call Carl Bell 770 263 7998 for information or inspection

For Sale: 1964 Cessna 150D. 9350 Total time, 195 since major overhaul. Equipped with Narco NCS-812 (760 channel digital Comm, VOR, ILS, GS, DME) Transponder/Encoder, spin-on oil filter. February 1999 annual. New seat upholstery. Flies well, needs paint. \$12,999. Contact Bill Coleman 770 978-0196 or aa4lr@radio.org.



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July Meeting
Friday, July 9
8:00pm at the Chapter Hangar

Newsletter of EAA Chapter 690
Editor: Joe Reed
3585 Spring Valley Dr.
Loganville, GA 30052
jdreed@mindspring.com

NavCom

Larry Bishop
6527 Rosecommon Drive
Norcross, GA 30092

