

EAA CHAPTER - 690

gwinnett county, georgia

NEWS - COMM

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

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923-5259

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OCTOBER 1982

MEET'n

Friday October 8, 1982, at 8:00p.m. at the Stone Mountain Airport will be the October Chapter meeting. This month's program will be about the HAPI ENGINE on converting VW engines to reliable VW aircraft engines.

COME BY

Marilyn Balsam has extended an open invitation to any of the wives, girlfriends of Chapter members who do not want to go to the Chapter meeting but would like to get together to meet at her house the night of the Chapter meeting. Marilyn's address is 1505 Basswood Court, Lilburn, Georgia. If you will be going to Marilyn's the night of the Chapter meeting, please call her at 923-5259.

Jim will help you

Jim Grant of AIRBUSINESS, located at the Gwinnett County Airport, has offered his services to any of our members needing assistance in obtaining parts, ordering parts, looking up part numbers, and etc.. If Jim can be of assistance to you, see him at the airport or call him at 963-5895.

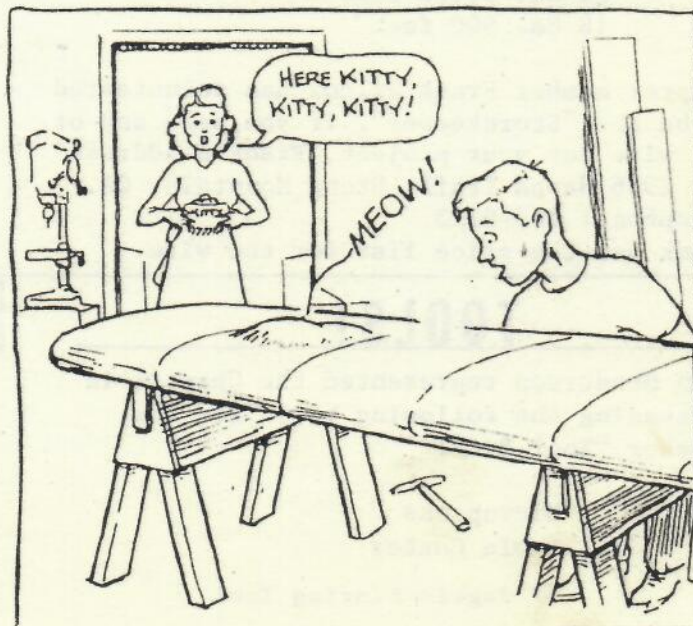
New form in Dec.

In December a new Chapter Membership information form will be sent to each Chapter member along with a notice of dues being payable in January. This information sheet

will be used to make up a new Chapter Membership Directory as well as to gather information about what programs you want for meetings, what activities you would like to have, member projects, and etc.. The new Directory will contain much of this information and definitely will have the members wives names listed.

CHRISTMAS ALREADY?

Sandy and Rex Davis have accepted the responsibility for this year's Chapter Christmas Party. The only thing definite at the time of this issue of the newsletter is that the party will be Friday December 3, 1982. As more and more of the details of the party are confirmed the information will be passed on to the membership. So, please mark your calendars and make arrangements for your babysitters now for FRIDAY, DECEMBER 3, 1982.



Member Profile

WAYNE HOOD

I am very pleased to be a member of Chapter 690 and to get to know everyone through the "Member Profile" articles. These articles have shown me that we have plenty of diversified and talented people in our Chapter.

I cannot remember when airplanes and aviation did not interest me. To me, flight and the technology and hard work required to achieve it is fascinating. Even now I can't resist looking up every time an airplane flies over.

I am employed as a Mechanical Designer for an engineering company here in Atlanta; we design HVAC systems.

My wife, Peggy, and I have been married for 13 years and we have two neat children, David (2 years) and Kelly (6 months). I guess I would have to say that Peggy is an aviation buff out of sheer self-defense.

Unfortunately, I am not a pilot, but I am a certified aircraft tire kicker and wing walker. From 1969 to 1973 I served a hitch with the U.S. Marine Corps and worked as an aviation ordnance man, loading bombs and rockets on F-4 Phantoms, A-6 Intruders and A-4 Skyhawks. That was quite an experience.

Right now I am building a small two-place wood and foam airplane called a KR-2. I am approximately 25% complete and hope to finish it up in about a year.

I enjoy being around aircraft, fellow EAA members and just "chewing the fat" about aviation. I feel that our Chapter officers and members are displaying a positive and dynamic image as evidenced by our outstanding membership growth.

Well, I've talked enough and hope to see y'all at the next meeting.

Wire in stock

The Chapter Store now has aircraft wire in stock. Dennis Balsam represented the Chapter and purchased the following wire for the "Store":

RG58 250 feet
22 GA. 1,000 feet
18 GA. 900 feet

Chapter member Frank Wilcox has volunteered to be the "Storekeeper". If you need any of the wire for your project, Frank's address is: 2996 Nappa Trail, Stone Mountain, GA. Telephone: 469-9323. Frank has the price list for the wire.

TOOLS!

John Henderson represented the Chapter in purchasing the following tools for the Chapter "Tool Bin":

Nicropress
Cable Cutter
37 degree Flaring Tool

8 MORE

The Chapter membership now totals 52 thanks to the effort of member John Henderson. Over Labor Day week-end John signed 5 new members and at the last Chapter meeting, September 10, signed 3 more members. An insert for your Chapter Member Directory is enclosed with this newsletter listing the 8 new members. The Chapter is very pleased to welcome the 8 of you.

THANK YOU

A very sincere thank you to Linda and Reinhart Kuntz for hosting a very enjoyable Chapter meeting in September at their beautiful home.

If you have need for any of these tools for your project, John's address is 2617 Bailey Drive, Norcross, GA. Telephone: 449-1946

TECHNICAL TOPICS

"DRY ROT" AND WOOD PRESERVATION

From Don Simons, Designee 622 as published in EAA Chapter 117's Newsletter

Since wood is a versatile material, and well adapted to aircraft structures, it would be wise to look into the reasons wood rots and how we might prevent it from doing so.

We have all heard the term "dry rot" used many times. We should say that the expression "dry rot" is all wet (ugh!). Anyhow, dry wood does not rot. Water-logged wood also does not rot but, if wood is damp and some closed area remain damp, rot will occur. For wood to rot it needs dampness and warmth, and unless it is protected with a good coating of varnish to seal out the moisture, the spores take over.

Spores are microscopic seeds, or small reproductive bodies which are on everything. These spores can lay dormant for an indefinite period of time and if given moisture and warmth begin to grow. During their growing process they need food and what they like is the cellulose fibers in wood. Tentacle-like eaters grow out into the wood, devouring the cellulose fibers as they go, and what is left is a punky, brashy wood with no real strength.

What can be done?

1. Good design practices should be followed in providing proper drain holes in any and all areas of the structure where rain and water can enter, or where condensation can form and get trapped. Drain holes should be big enough to stay open and not get plugged with dirt. They should periodically be reamed out and kept open. Cross ventilation is the best means of keeping boxed in areas dry.
2. In addition to #1, we should also prevent the spores from growing with a good dose of penta wood preservative. Sherwin-Williams stores carry

penta wood preservative in gallon cans at about \$4.30 per gallon. It controls rot, decay, swelling, fungi, molds, powder-post beetles, carpenter ants, etc. One gallon will treat 250 to 400 square feet of wood and contains 4.48% pentachlorophenol and .52% other chlorophenols. It carries federal spec. #TT-W-572. It is pantable and actually sinks into the wood and dries in a short time. Two good soaking coats will do well but in order to prevent leaching the wood must then be varnished.

3. Modern space age materials are cropping up all the time and the old fashioned stuff should be allowed to die a natural death. It doesn't make sense to put varnish on a structure and then white dope proof paint over that to keep the dope or super cream cement from lifting it, when varathane or any of the new plastic coatings are dope proof themselves.
4. In gluing wood, the glue should be put onto one or both surfaces in a liberal enough quantity to squeeze out all around. If the glue doesn't squeeze out all around it it could mean too little was used, or the mating surfaces don't match, or both but the point is this: Be sure to wipe the excess glue off to prevent it from flaking off several years later and taking the moisture barrier with it, thus leaving a place for moisture to get to the wood.
5. Last point: Do all the drilling and gluing before applying the preservative and varnish to be sure all surfaces are covered.

All builders should have at least a minimum library of technical books for reference. I would suggest: "EAA Aircraft File Number 1, Wood". Best two bucks you could spend. (Maybe more now, but cheap at twice the price.)

LETTERS 'N SHOP TALK

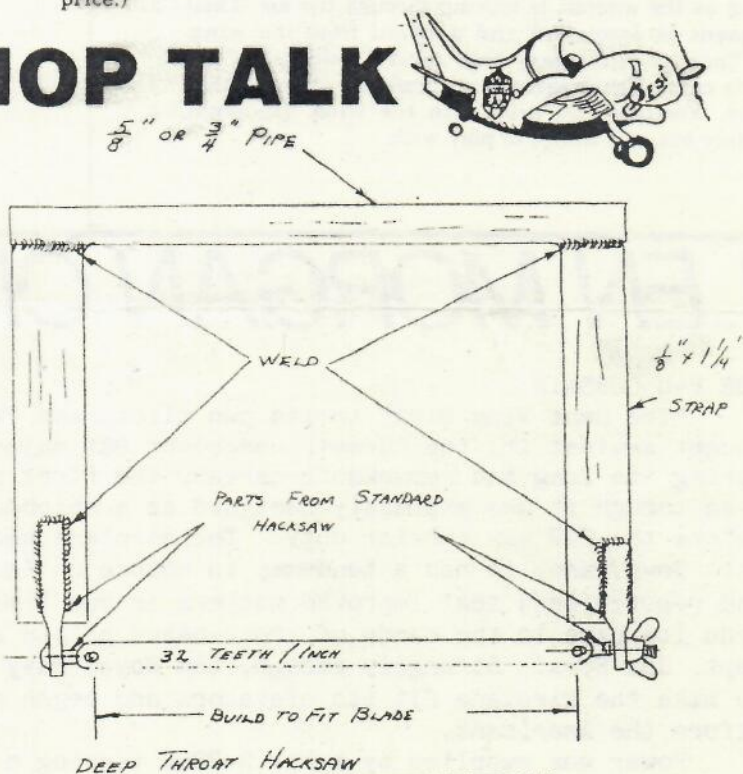
Dear Chuck,

I guess nobody ever built an airplane without coming face-to-face with some problem that needed a NEW solution. And every time that happens, and you FIND a solution, you reap some of the benefits in satisfaction that come so abundantly in the homebuilt airplane hobby.

I am building a Sonerai IIL and came to the place where I needed to slice off a large piece of 4130 sheet for the spar box. My hacksaw didn't have the reach to go half way and the part was too wide to allow me to turn the blade cross wise and saw it out. I didn't have access to a metal cutting bandsaw. I could have drilled a zillion holes (1/4 inch apart) next to the line, hacked it through with a cold chisel, and dressed it on the grinder, but my mind boggled and my body balked at the prospect.

So I made up a hacksaw with a deep throat that COULD saw halfway through the sheet. I bought a cheap hacksaw (\$3.50) at the hardware store and sawed off the fittings that hold the blade. Then I rounded up some scrap pipe and steel strap and welded up a new frame as shown in the accompanying figure. The saw works best when you put one hand on each end and "pull" the blade through the work . . . kind of like two lumber jacks sawing a log.

Bob Barton, EAA 134156
3333 Hidden Acres Drive
Doraville, GA 30340



Bob Barton

John Poppo
3508 Bowling Green Way
Doraville, GA 30340

FAA Chapter 690
3416-B Water Vistas Pkwy
Lawrenceville, GA 30245



What To Do?

1. On landing keep your approach above the descent path of the preceding aircraft and touch down beyond his landing point.
2. On landing behind a departing aircraft, plan to land and stop before his point of rotation.
3. On take-off, WAIT 5 (five) minutes after their take-off or landing and go to the UPWIND side of the runway before taking off.

Just common sense guys, use it and you'll be flying a long time.

RV-3 GENOT

There was a general notice (GENOT) issued on the RV-3 prohibiting aerobatics in this type of aircraft.

The FAA Great Lakes Office, headed by Mr. Walter Horn, has published another GENOT, regarding the RV-3. It stated that the new RV-3s and modified RV-3s will be evaluated on their merit.

This will have the effect of permitting the local FAA maintenance inspectors to approve or deny the RV-3s aerobatic operating limitations.

TAKE NOTE

BIG AIRPLANES AND ULTRALIGHTS — BIG AIRPLANES ALWAYS WIN!

From the EAA Ultralight Assn. Chapter 34 Newsletter

Wingtip vortices off a Cub can flip an ultralight and do great damage to your body. Once again common sense can keep you alive if you use it.

Wingtip vortices are created as soon as an aircraft rotates for take-off. These invisible tornadoes continue as long as the aircraft is moving through the air. Their movement is downward and outward from the wingtips. These vortices may last several minutes if the wind is calm. The larger the aircraft the stronger they become. Vortices also drift with the wind. Hmmmm, definitely not nice things to play with.

LEN MORGAN ON WARBIRDS

THE F4U CORSAIR

"The Bent Wing Bird" to its own pilots and "Whistling Death" to those who fought against it, the Corsair underwent 981 major and 20,000 minor modifications during its long and remarkable career. The first prototype flew in May, 1940, but even though it was expressly designed as a shipboard fighter, it was four years before the F4U saw carrier duty. The airplane had limited forward view with the tail down, and, it had a tendency to bounce on landing. A "softer" landing gear and repositioned seat improved matters in due time. Meanwhile, the big fighter made its name in the hands of shore-based pilots as Maj. "Pappy" Boyington and Capt. Joe Foss. Strangely enough, the Royal Navy removed 16 inches from each wing to make the airplane fit its elevators and began carrier operations nine months before the Americans.

Power was supplied by a P&W R-2800 turning a three-bladed Hamilton Standard propeller. In prewar days an inter-service rivalry centered around the relative merits of air-cooled and water-cooled engines, the Army demanding air-cooled, and the Navy, water. Considering the success of the Army's P-38 Lightning, P-40 Warhawk and P-51 Mustang and the Navy's enviable record with its F4F Wildcat, F6F Hellcat and F4U Corsair, the argument was clearly won by both sides.

HEADQUARTERS UPDATE

EAA CHAPTER BULLETIN — SEPTEMBER, 1982

HEADQUARTERS UPDATE is provided for reproduction in your Chapter Newsletter or dissemination at your next Chapter meeting.

OSHKOSH '82 A SUCCESS

With some 750,000 people passing through the gates and 14,000 aircraft in attendance, OSHKOSH '82 was a resounding success despite two tragic accidents. 1818 show planes registered vs. 1600 last year. The foreign visitors tent registered 1163 visitors from 56 countries and a record 40,000 campers filled the campgrounds.

OSHKOSH ROADWAYS

On Wednesday, August 18, a meeting was held at the Wittman Airport Conference room in Oshkosh relative to traffic flow at OSHKOSH '82. Art Kilps, Peter Chapman and Tom Poberezny represented EAA in a meeting with city, county and state officials including Wisconsin DOT Secretary Owen Ayers. With information coming from several avenues, evaluations were made which should bring improvement in both the short term and the long term situation.

NEW MUSEUM DONATIONS

During OSHKOSH '82, donations included a beautiful Starduster Too from Hank Henderson in California, a replica of the original Clancy Skybaby built by EAA Chapter 211, Grand Haven, Michigan and donated by Dick Lighthizer, a KB-2 Gyrocopter from Ken Brock of California, the George Mennen Spartan Executive from George Mennen, Morristown, New Jersey and the Parker Racer "American Special" from John Parker, Torrance, California. We are also most appreciative of the miscellaneous supportive historical materials that were donated during the Convention.

During OSHKOSH '82, the National Aeronautics and Space Administration (NASA) donated a 1946 Axial-Flow Jet Engine to the EAA Aviation Museum. Manufactured by Aeromarine Company of Vandalia, Ohio, the D5-1 Pulse Jet Engine is now on display in Franklin, Wisconsin. This is the same type of jet engine used on the V-1 "Buzz Bomb" of World War II.

RENO AIR RACES

Paul has received notification from Clifton von Kann of the National Aeronautic Association (NAA) that he will be the NAA representative at the forthcoming Reno Air Races. Gen. Edsall has also asked him to serve on a three-man Air Race Committee.

WORLD AEROBATICS

Preliminary reports from Spitzerberg, Austria indicate the following final team positions for World Aerobatics '82: 1st - U.S.S.R.; 2nd - U.S.A.; 3rd - Czechoslovakia.

NEW CHAPTER INTEREST

There has been a sudden surge in new Chapter interest. The last few weeks (including OSHKOSH '82) have generated 79 requests for Chapter starter kits among EAA, IAC, A/C and Ultralight membership.

BRAND NEW GENERATION

Lesley Ann Poberezny was born at 5:45 a.m. on Tuesday, August 10 to Tom and Sharon Poberezny. Although she weighed seven pounds, ½ ounce at birth, Tom says, "She is so small!" (Tom had asked Sharon to wait until after the Convention to have the baby.)

CAPITAL CAMPAIGN UPDATE

The Oshkosh Capital Campaign Pavilion with its very capable staff of hard working people came through with flying colors - total pledges and gifts for the Convention was \$535,127.48!! Additional funds were realized from the aircraft auction and the Cessna 150 Sweepstakes. Among the "type" clubs, pledges were received from the Cessna 120/140 Club and the Beech Staggerwing Club. Many Chapters also pledged their support illustrating they are 100% for Aviation.

WEDDING BELLS

The EAA Chapel at Oshkosh was the scene of a lovely wedding on Sunday morning, August 8 when Miss Indiana Saad of Tucuman, Argentina and Peter Strombom, EAA Executive Vice President, were united in marriage. The newlyweds will be making their home in Franklin, Wisconsin, pending a move to Oshkosh in 1983.

AVIATION FUEL COLORS

The FAA has proposed a new Advisory Circular that would approve the use of color decals on aircraft fuel filler openings to insure that the proper grades of fuel are used at all times. These proposed decals were prepared by the General Aviation Manufacturers Association. The Standard color markings are as follows:

80 Octane - Red; 100 Octane Low Lead, Blue; 100 Octane - Green; Jet Fuel - Black.

Since there are at least two different grades of jet fuel there should be a distinction between them. Also no mention has been made of autogas and this should be covered in the AC, along with applying the decals to the aircraft matching colors for the proper fuel.

AVIATION TAXES

The big news in Washington is passage of the new tax legislation by both houses of Congress. For aviation this means an 8% tax on airline passenger tickets, a 5% tax on airfreight waybills, a tax of \$3.00 a head on international passenger departures, a tax of 12c a gallon on aviation gasoline and 14c a gallon jet fuel, a tax of 4.875c per pound on airplane tires and 10c a pound on airplane tubes. This legislation will be effective through 1987.

Lynn Helms, FAA Administrator, was prominent in reducing the Administration's original plan for a 36c a gallon tax on aviation gasoline and a tax of 60c a gallon on jet fuel. The Administration now accepts a tax of 12c a gallon on aviation gasoline and 14c a gallon on jet fuel. It is estimated that these taxes will contribute about 6% of the total collected for the Aviation Trust Fund with the remaining 94% to come from the airline passenger ticket tax.

Many of you have noticed AOPA's opposition to this tax bill through paid advertisements in the aviation press and through their editorials. If AOPA were successful in defeating the tax bill and ADAP legislation all monies collected from the aviation industry including the 5% tax on airline passenger tickets and the 4c a gallon on aviation fuel would go into the Highway Trust Fund and the General Fund with none of it being earmarked for aviation. Also there would be no program for general aviation reliever airports of general aviation public and privately owned airports.

FLIGHTLINE TIMES SUSPENDS PUBLICATION

FLIGHTLINE TIMES has advised its readers it suspended publication with the August 25, 1982 issue, "due to the continuing low level of activity in the industry."

All subscriptions will be fulfilled by their newsmagazine, AVIATION, until expiration, or until such time that the economy allows them to resume publication of FLIGHTLINE TIMES.

CONSTRUCTION UPDATE

Good progress is being made in the construction of the new EAA Aviation Center in Oshkosh which was started on June 15. Foundations and concrete slabs are being poured. The first coat of asphalt has been put on the drives, the two lakes are completed with landscaping and grass seeding scheduled for this month.

FIRST AUTOGAS STC'S ISSUED

Mr. Leon Rediske, EAA 163412 of Rainbow Airport, Franklin, WI purchased the first three Autogas STC's on August 18. These will be used for student instruction in Leon's Cessna 150's under FAR Part 91. (Leon is also president of the Wisconsin Aviation Trades Association.) Available for \$65 per aircraft (\$50 to EAA members) the STC is approved under FAR Part 91 - Flight Training and Part 141 - Flight Schools. The STC is NOT approved for FAR Part 135 - Air Taxi or Part 121 - Scheduled Flights. (We have also received numerous inquiries about aircraft other than the Cessna 150.)

DULLES '82 FUEL EFFICIENCY RACE

October 9 and/or 10 is the planned date for the National Aeronautic Association Fuel Efficiency Race — DULLES '82. The winners of this 400 mile contest with experimental and production categories will be determined by a formula considering course length, fuel used, time on course and payload. Entry fee is \$100 which includes an FAI license. Write Jim Redway, NAA, Suite 430, 821 15th St. N.W., Washington, D.C. 20005 — or phone (202) 347-2808.

OSHKOSH '82 EAA NEWS

"WORLD'S GREATEST AVIATION EVENT"

EAA President, Paul H. Poberezny, has announced that the 30th Annual EAA International Fly-In Convention and Sport Aviation Exhibition was an "unprecedented success." "EAA OSHKOSH '82 broke all previous Convention records by attracting 750,000 participants and spectators. Approximately 14,000 aircraft of all types and descriptions flew in the eight-day convention." The number of registered show planes also broke all previous records with a total of 1,818 compared with 1,600 in 1981. Additional records included 1,163 foreign visitors representing 56 countries; and 40,000 in the EAA campground during the Convention.

This year's EAA Convention theme was "A Salute to NASA Aeronautics", and NASA's participation proved to be a hit with EAA members and the general public alike. Tom Poberezny said, "We are proud of our relationship with NASA and the great contributions they have made to aviation. Those contributions were well demonstrated during the course of the Convention in forums, workshops and fly-by activities."

The Convention is a showplace for unusual and exotic aircraft. Among this year's crowd pleasers were Burt Rutan's Grizly, NASA's scissor-wing AD-1, and several new ultralight designs. The STS-4 astronauts, Senator Barry Goldwater, NAA President General Clifton von Kann, NASA Administrator James M. Beggs, NASA Associate Administrator Dr. Jack L. Kerrebrock, news commentator Paul Harvey, singer John Denver, and many other dignitaries and celebrities were among this year's honored guests.

Two highlights at OSHKOSH '82 were provided by the Federal Aviation Administration. On August 2, 1982, working in cooperation with the FAA, EAA announced that new rules had been issued governing the operation of powered ultralights. In this announcement, EAA Executive Vice President, Peter B. Stromborn, said that the new federal rules will limit ultralights to single-place machines weighing less than 254 pounds. Ultralights will also be limited to carrying five gallons (U.S.) of fuel and to a top speed of 55 knots in straight and level flight with the engine at full power.

In an evening program on August 5th, FAA Administrator, J. Lynn Helms had high praise for EAA and its President, Paul H. Poberezny. He referred to EAA as a family event imbued with the pioneer spirit. "I see (here) the basic, fundamental values of this country and those people who accept their responsibility... what a whale of a place to be. This organization is dedicated to the promotion of aviation for the fundamental purpose of aviation as a sport. And, in going about that business (EAA) has made genuine contributions to the advancement of aeronautics and safety."

During the same program, Administrator Helms presented EAA President Paul H. Poberezny with two STC's (Supplemental Type Certificates) which make the use of unleaded automobile fuel legal in Cessna 150 aircraft equipped with Continental 0-200 engines. The next morning, Administrator Helms was the first American to legally pilot a "standard category" aircraft powered by unleaded auto fuel. After circling the field in EAA's Cessna 150, Helms pronounced it "a great day for aviation." EAA has been researching the use of auto fuel in recreational and sport aircraft for over six years. In its latest series of tests, EAA has flown its Cessna 150 (donated by Dick Wagner of Wag-Aero) for more than 700 hours on unleaded auto fuel (primarily supplied by AMOCO). EAA plans to make its STC's available to the general aviation community at a modest cost.

EAA's first Aviation Auction was also a success. Over \$100,000 was raised for the new EAA Aviation Center now under construction. The auction is expected to become a regular event at the annual Convention.

EAA's Headquarters staff and legion of dedicated volunteers have already begun planning for EAA OSHKOSH '83. The next spectacular event on EAA's agenda is the EAA International Ultralight Convention during the Labor Day weekend, September 3-6, 1982.

TOTAL AIRCRAFT REGISTRATIONS - 1982

CUSTOM	537
ANTIQUE	176
CLASSIC	585
ROTORCRAFT	27
WARBIRD	186
REPLICA	5
SPECIAL	18
ULTRALIGHT	283
STATIC	1

1,818

AWARDS AND STATISTICS

CUSTOM BUILT -- GRAND CHAMPION

Jim Smith, Santa Rosa, CA - Marquart Charger, N26JS

ANTIQUE - GRAND CHAMPION

Roy Redman, Wilkenny, MN - 1936 Sinson SR-8C NC17116

CLASSIC - GRAND CHAMPION

Tom Stein, Manning, SC - Luscombe 8A, NC71454

WARBIRD - GRAND CHAMPION

Stutsman Aircraft, Elkhart, IN - P-47, N47DG

ULTRALIGHT - GRAND CHAMPION

Denis Woodward, Van Burne, OH - Mitchell Wing B-10

ROTORCRAFT AWARDS

Grand Champion - Homer Bell, Scorpion N217HB

Reserve Grand Champion - Bob Kieffer, Benson Gyrocopter, N80364

Outstanding New Design - Ed Alderfer, Gyroglider

Outstanding Workmanship - Gary Deitering, Scorpion N13420

DESIGNERS AWARDS

Wittman Tailwind - Jerome Thiessen, Baraboo, WI N3749T

Presented by Steve Wittman

Best Midget Mustang - Ken Tooker, Lakeside, CA N301KT

Presented by Bob Bushby

Best Mustang II - Norm Devereux, N44DX - Presented by Bob Bushby

Long Distance Biplane (Also Pilot/Navigator Award) - Janice and Larry Stangil, Ferndale, PA - Presented by Nick D'Apuzzo

Best Pober Pixie - M. John Leitis, Roaring Springs, PA N81JL

Presented by Jean Kinnaman, Aero Sport, Inc.

Design Recognition/Co-Designer - Paul Poberezny, Bill Chomo

International Award for Outstanding Aero Sport - John Kimber,

Essex, England - Presented by Jean Kinnaman, Aero Sport, Inc.

OSHKOSH 500 - LOWERS-BAKER-FALCK COMPETITION RESULTS

Lowers Competition -

A. J. Smith - AJ-2

John Saum - Saum Cassutt

Jerry Coughlin - Cassutt

Baker Competition -

A. J. Smith - AJ-2

Tim Gehres - VariEze

Chuck Andrews - Monex

Falck Competition -

A. J. Smith - AJ-2

Dick Rutan - LongEZ-B

John Saum - Saum Cassutt

EAA APPRECIATION AWARDS

Don Stewart

Don Conrad

EAA PRESIDENT AWARDS

Frank Christensen

Nick Jones

Aaron King

Brian Seeley

Norm Crabtree

Dean Martin

Bruce Hutton

EAA MAJOR ACHIEVEMENT AWARDS

Ernest McOdum

Reginald Braddock

Clair Meyer

Jack and Sally Huffman

Harold Bullock

Elmer Marting

Mary Woodruff

Charles Klessig

Gerald Blake

Maxine Pfeifer

John R. Roe

Tony Sabatino

David Blanton

John Benson

Bruce Vivian

MISS AND MRS. EAA CONTEST WINNERS

Mrs. EAA - Kay Baker, Piggott, AR

1st Runner-Up - Marty Searcy, Milner, NE

2nd Runner-Up - Krista Williams, Lexington, MO

3rd Runner-Up - Gloria Rodman, Richton Park, IL

Mrs. Congeniatly - Krista Williams, Lexington, MO

Mrs. Photogenic - Mary Bourque, Honolulu, HI

Miss EAA - Jill Killilea, Omro, WI

1st Runner-Up - Mary Schmidt, Lafayette, IN

2nd Runner-Up - Ricki Ludwick, Sierra Vista, IN

3rd Runner-Up - Karen Peterson, Boise, ID

Miss Congeniatly - Janice Ford, Stanley, KS

Miss Photogenic - JoAnne Roy, Laurel, Quebec, Canada

INTERNATIONAL VISITORS

1363 Visitors, 56 Countries

MEMBERSHIPS

New Members 7200

Membership Renewals 2700

CHAMPION LINE PURCHASED; PRODUCTION TO RESUME

Attention Champion/Citabria/Decathlon aircraft owners. Officials of a Texas FBO announced yesterday at the show that they had completed negotiations to buy the former Bellanca Aircraft plant in Ocoila, Wisconsin, where the Champion had been manufactured. Jack Burden, president of B&B Aviation, Tomball, Texas, said he hopes eight to ten employees would be working there shortly, and begin selling parts for the line by early September. There are 11 unfinished airplanes on the assembly line, he said, and work is scheduled to begin on those within 90 days. The new Champion Aircraft will be a division of B&B, and will manufacture the same line of fabric-covered taildraggers that Bellanca had before the company went bankrupt. B&B is purchasing the facility from the U.S. government. Burden and Champion's new manufacturing vice president, Cleo Bickford, both have extensive aircraft design and flight test experience. Burden says there are currently 12,000 Champion line aircraft in the field.

AIRCRAFT CENSUS

We have just received the latest aircraft census figures from the FAA on civil aircraft. This is as of July 1, 1982.

Amateur Built	7/1/82
Exhibition	7255
Racing	1255
	406

In the amateur built category are 330 sailplanes and 5 seaplanes.

For all civil aircraft the registration figures are as follows:

	7/1/82
Standard	228,928
Limited	133
Restricted	13,431
Experimental	11,286
Provisional	23
Special Flight	157
Uncertificated	22,795
Other	52
Total	276,805

"HOTLINE"

THE 70 KNOTTERS TOUR PLANNER AND FRIENDLY TOUR COORDINATOR'S COMPANION by Joe Dickey, EAA 62186, is a masterful (and humorous) review of organizing an aircraft tour. The wit in Joe's writing and illustrations make for delightful reading while providing the necessary hard facts and little tips learned in several years as the F.T.C. (Flight Tour Coordinator). It also includes many suggestions for aircraft camping. Well worth the paltry \$6.50 he asks to have it delivered to your door.

PEA PATCH AIRLINES
511 Terrace Lake Road
Columbus, Indiana 47201

LEN MORGAN ON Warbirds

THE AT-6 HARVARD

"If you can fly this airplane well, you can fly any fighter built," said many a World War II instructor of North American's advanced trainer. The AT-6 was demanding enough to separate the coulds from the could-nots in short order. Its 600 hp P&W R-1340 moved it at DC-3 speed. It was rugged enough to endure almost any abuse in the hands of the neophyte. And with its tendency to wander after touchdown, the AT-6 was tricky enough to keep any trainee on his toes until shut down. It was ideal for cross country, instrument and aerobatic practice. In fact, it had few, if any real faults.

The design emerged in the late 1930s as the BC-1 (basic combat). The following Army AT-6, Navy SNJ and RAF Harvard were almost identical. Most Allied air forces used the trainer in large numbers, and it became the standard in Japan and Germany after the war. Noorduyn built 1,500 in Montreal, the Army calling this version the AT-16. Navy SNJs were used to teach carrier landings. Every wartime base had two or three AT-6/SNJ/Harvards on the flight line for administrative flights, instrument checks and currency flights so that desk-bound pilots could log the four hours a month required for flight pay. Happily, a good number of the thousands built survive and fly today. And the old saying remains true: if you can fly this 45-year-old airplane and fly it well, my friend, you are ready to move along to something with more zip.

CUT HERE AND INSERT INTO MEMBERSHIP DIRECTORY

John M. Cone
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