



NavCom

January, 1999

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



The Chapter hangar decked out for the annual Christmas party.



Nancy Loveland, local TV news personality and private pilot, entertained one and all at the EAA Chapter 690 Annual Christmas Party. If you were not there you missed a great party.

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
1098 Hillcrest Ct. NW
Norcross, GA 30093

Deadline for submissions is the Last Sunday of the Month

THE NAVCOM is created on a Pentium 133 computer using Microsoft Publisher 98, and is produced on a **Minolta DI-620 Copier**. Thanks to Alan Langford and Minolta Corporation for printing the NAVCOM each month.

Also thanks to Larry Bishop and his merry band who fold, staple and mutilate the NAVCOM for mailing

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.

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President's NOTAM

by Frank Wilcox

As I sat down to write the first NOTAM for the New Year - 1999, some thoughts came to my mind about the significance of this the last year before the turn of the century and what it means to aviation. You'll find these in a separate article in this NavCom.

The Holiday Dinner meeting was again a chapter event not to be missed. The decorations, food and program were all exceptional thanks to the hard work of many of the members. There was plenty of time for socializing. The honey-baked ham and turkey plus all the delicious food provided by each family made a delicious meal. Nancy Loveland, Fox TV meteorologist, who was the speaker, was the hit of the evening. Not only is she a talented and funny speaker, but she is also an experienced pilot. Her talk centered on some very interesting flying experiences which was, of course, appropriate and entertaining for our group. Many thanks to Jeanne and Chuck Miller, social chairpersons, and to all those who helped with the success of the evening. Who was that masked man with the white beard?? And what about Duane Huff disrupting traffic on SR 316??

Congratulations to Joel Levine, Dennis Kaas, Ted Mathews and Sue Adams. All received awards at the December meeting. Joel was recognized with the 1998 chapter Outstanding Achievement Award. Joel has done an outstanding job as chairperson of the Promotion and Publicity Committee and as a Chapter Trustee. The membership recognized this when they voted him this award. Dennis received the coveted (?) Frank Flessel Award for masterfully controlling his Wheeler Express during a runway incident at 1998 Sun-N-Fun. Ted was recognized for completing and flying his Avid Flyer home-built this year - a long time project. Sue was recognized by the national EAA for her tireless work in organizing and promoting the Flying Start program. All of these awards were well deserved. "Hats off" to all of you!

January 1st is the time we all have to renew our chapter membership. To facilitate the processing of membership information the Membership Committee has developed a 3 part profile form. Every

member, new or renewal, will need to complete this new form. It is important that we all provide current information once a year in order that the records can be up to date. The 1999 dues are due January 1st, so please give the completed form and your dues to a membership person at the January meeting.

Committees for 1999 will be organizing in January. You are encouraged to become a member of one or more of our 12 committees. A listing of the committees is located near the chapter bulletin board. All committees need members, especially, Membership, Program, Food Service, Social and Hospitality. All of the committees are important to our continuing program and activities. Please volunteer some of your time this year. Thanks.

Finally for Builders and Restorers, the national EAA has scheduled the EAA Wright School of Building and Restoration. There are two sessions, each one week long, held at Oshkosh in late January and early February. More information can be found in an accompanying NavCom article.

I hope you had a happy holiday season and are looking forward to a rewarding new year - the last for this century. Hope to see you at the next meeting on Friday January 8th - 7:30 for social time. Meeting at 8 P.M.

Starting Jan., 1999 the membership application will be a three part NCR carbon form. Please complete the form and then either:

1. Mail the completed form along with a check for your dues to **Dale A. Schommeyer 2095 Holland Park Dr. Buford, GA 30519. OR.....**
2. Mail the form and check to Joe Reed-NavCom Editor **OR.....**
3. Give the form and check to one of the chapter officers at the January meeting.

The white copy will go to the NavCom editor—the yellow copy, along with the check, will go to the Treasurer—the pink copy will go to the membership chairman.

All members will be asked to complete the new form so that we may update the chapter records. **REMEMBER—**Membership must be renewed in January to insure receipt of future NavCom's.

Weight or Balance *by Ken Sharp*

You read it correctly. Weight OR Balance is the subject of today's missive. No doubt, you are like everyone else. When you took ground school, or whenever you read anything about the proper loading of an aircraft, the subject is always "Weight and Balance". But, while aircraft weight and aircraft balance are interrelated, if you think of them with an "and" instead of an "or", you may lead yourself astray.

To illustrate: a private pilot applicant, that is a student pilot preparing for his check ride, was doing all the right things ahead of time. He received the cross-country preplanning assignment and was working with the loading charts in the Pilot Operating Handbook to ensure that there would be sufficient fuel and so forth. He got hung up, though, on the balance part of the subject.

It seems that our future pilot hero couldn't make the Cessna 152 accept both he and the Examiner. To further define the difficulty, the pilot applicant isn't a small person, and the Examiner was, to put it bluntly, very, very tall. Along with the Examiner's height came a certain amount of weight.

Doing all the right things, the applicant determined that, in order to be legal in the 152, he would have to plan to fly the check ride with a partial fuel load. I believe he determined that 8 gallons of air would have to be in the tanks for the mission, and should the cross-country part of the check ride be conducted in its entirety, a fuel stop was included in the plan.

Most people understand that a Cessna 150/152 is load limited. That is, you can't legally put two adults, and full fuel, into the bird and legally fly it. You either leave out people, or you leave out fuel. (As an aside, the Love of My Life was shocked when I showed her that the two of us, and her purse, was all the 150 could handle.) Since the purpose of the check-ride would be negated by leaving the Examiner behind, 8 gallons of fuel was to be missing during the check ride.

Our pilot applicant then ran through the loading graphs with the reduced fuel load, and lo and behold, the bird would be out of the Center of Gravity (CG) graph in a forward location. Weight AND Balance was in his mind, so he ran the numbers again, this time with 12 gallons removed. Well, you guessed it. It was still out of balance forward. He even tried to remove 16 gallons, and got the same result. At this point he was contemplating conversion to a Cessna 172, with the knowledge that he wouldn't be as comfortable in a 172 as he was in the 152. He could fly a 172, but his comfort level wasn't nearly as high, especially for something as important as a check ride.

The muttering and furious activity generated by all this effort finally caused him to ask for an explanation from the senior pilot (and instructor) in the group.

Looking at the loading graphs for the 152, we noticed that the presentation of the graph was in a weight and "moment" format. Moment, as you know, is the weight being carried multiplied by the "arm", or the location of the weight. I won't get into the old teeter-totter description here, but you should know that the fuel tanks in a 150/152 are on, or very close to the normal CG. Taking that fact, and knowing that there is

really two subjects to Weight and Balance, I pointed out to him that taking weight out of the tanks wouldn't do the trick. The out of balance condition wasn't caused by the weight to be carried. It was being caused by the locations of the weight being carried.

Looking carefully at the notes associated with the loading graphs, it was determined that the pilot/passenger graph on the chart assumed the seat to be in an "average" position. What's average is open to debate, but the bottom line was that the Examiner's seat would certainly be at the aft position. And our pilot candidate would certainly be weighted down with "stuff" that would be stowed in the cargo compartment.

So, the candidate was encouraged to use mathematics to determine his loaded CG. That is, multiply his weight by his actual seat location, and do the same for the Examiner, instead of taking the plain-vanilla procedure implied by the graphs. And also, document the fact that his "stuff" would be at the very rear of the cargo compartment. And further than that, use the aircraft's actual Weight and Balance information, not the sample given in the Handbook.

When he did that, his numbers fell within the loading graph limits, and he flew off to his check-ride with a real-life education concerning the subject of Weight OR Balance.

You see, he was stuck on the "and" of the traditional presentation of the subject. His level of understanding of the subject reflected that fact. So, when merely removing weight from the calculation failed to correct the problem, he was stuck.

There is a happy ending to this story. When the Examiner heard the applicant describe how he was able to legally put the two of them into a 152, that part of the Practical Test Standards was fully satisfied. And the rest of the check-ride was also satisfactory, since he came back with a new white piece of paper with the Examiner's signature on it.

Remember that just because two subjects are presented under one title, they are still two subjects. Weight and Balance are typically considered together because balance has no meaning without the weight component. You prepare a weight calculation before ever considering "balance". And to get the "balance" right, you may have to juggle the "weight", to provide an appropriately mixed metaphor to finish the article.

Weight or Balance, Part II-A

Well, thanks for asking! Yes, Sheryl and I do have a "new" airplane, a 1967 Cessna Skylane. And it is a good one. Decent paint and upholstery, and just about all the instruments and radios you could want. With medium time on the engine, it's a real Sunday-go-to-meeting airplane.

But it came with a problem. In the last article, I described the need to think about the Weight and Balance subject as two subjects: Weight OR Balance. Our new 182 has a true Weight AND Balance problem.

After flying the bird for several months, and with an annual inspection looming in our future, I began trying to bring the paperwork up to a good presentation order. Instead of a bale of paperwork stuffed into envelopes, a loose-leaf binder was

Continued on page 4

Weight and Balance II-A *continued*

obtained, and all the inspection records, receipts, FAA Form 337's, and such, were duly 3-hole punched and placed in order in the binder. Note that all this paperwork is IN ADDITION TO the aircraft logbooks!

FAA Form 337 is the form your mechanic uses to document significant changes to an aircraft. Anything changed that affects the airworthiness of an aircraft is required to be reported on a Form 337. Naturally, structural damage repairs would be documented, but also, things that change Weight and (OR) Balance are required to be reported. This form is also a notice to you, the aircraft owner, that something has changed in your aircraft. And you do want to know the empty weight and location of the Center of Gravity (CG) of your aircraft.

As I was putting the 337's in order, I couldn't find where the transponder installation was described. Thinking that I was merely missing a 337, I called the FAA and got them to send me a microfiche of the complete record set in their files. Note to other aircraft owners – this is a real good deal. It cost me \$2.45 for the set. \$2.00 for the "records search", and 15 cents per fiche. This is a very good way to ensure that your set of records is up to date.

When I took the fiche to the library, and printed off everything that the FAA had, I found that the 337 that described the installation of the transponder wasn't in the FAA records. I did find a "Conditional Sales Agreement" dated in 1978 (11 years after the airplane was first certified) which listed the transponder as being part of the equipment in the airplane. Correlating the Sales Agreement with the chain of ownership (also part of the FAA records provided on the fiche), I was able to determine that the transponder was installed by the first owner of the airplane. But, there was no 337 covering the installation.

Then, as the commercials say, "wait, there's more!" By inventorying the installed equipment, and comparing the inventory with the aircraft documentation, I found 10 separate items installed in the Skylane weren't documented. Little stuff, like the Exhaust Gas Temperature gauge, the Carburetor Air Temperature gauge, the engine pre-heater, the intercom, and on and on. A total of 12.7 pounds of stuff had been added to the airplane without documentation that could be found. The CG shift due to these 12.7 pounds was less than a tenth of an inch. So, it would be easy to just ignore the discrepancies, and keep flying. But there is something in me that says "fix the problem". It might be the fact that the FAA can sometimes get very sticky about dotted I's and crossed T's, and it might be that I'm obsessive/compulsive (AKA "anal retentive"). You choose.

Several 337's in the file referred to previous 337's, indicating that at one time there was documentation. But, since those documents were not on the FAA files, either they weren't submitted to the FAA, or the FAA record doesn't have the image for some reason. I did find a 337 in the Skylane's file that actually belongs to another bird, so the problem could be on either end. But my bet is the mechanic who did the work didn't forward the required copy to the FAA. Then, too, it's possible that the previous owners installed some of this stuff and kept

quiet about it.

So, a new Form 337 is being prepared to document all the equipment installed in the Skylane. Perhaps I'm making a mountain out of a molehill, but when I face the FAA inspector (if I ever do) I want to have a clear conscience.

The message to you, though, is this. If you have an airplane, and you're records aren't up to date, get busy. Follow these easy (!) steps:

1. Get your aircraft records in good order, including getting the FAA versions.
2. Inventory your aircraft's installed equipment.
3. Compare the records with the reality, and identify all undocumented items.
4. Make good friends with your mechanic, especially if he or she has an Inspection Authorization. (If you have an airplane, and haven't already done this, perhaps you should skip the rest of this article, and go fishing, or something)
5. Prepare three copies of FAA Form 337, documenting the undocumented. Include the equipment name, manufacturer, model, weight, and the CG location of the equipment.
6. Have the mechanic verify all your work, sign the three copies, and forward one copy to the FAA.
7. Make a logbook entry describing the "changes", and giving the new aircraft empty weight and CG location.

Step 5, above, needs more discussion. We'll continue this next month.

Pre-School Flying Start

By Emily Fancher

Duane Huff had the privilege of sharing his knowledge of airplanes with a group of pre-schoolers from the Buford Church of Christ, Sunflower Pre-school. Mr. Huff shared many of his abilities with the pre-school children. We started out in the hangar looking at an Aeronca Chief that he is helping to rebuild. It was made in 1938. He showed the children several items used in the process. The wood used in the wings and frame and how it is put together, and the fabric used to cover the airplane. He explained how the material is ironed to make it tight and sound like a drum.

Mr. Huff let each child sit in his plane as they listened and talked to each other on the headsets. Many of the students felt like real pilots as they pulled on the yoke and turned the control wheel. The students sat on the little wood plane as Mr. Huff taught them different parts of the plane and their proper names. The students listened with open ears and wide eyes as they repeated the names like aileron, elevator, wing and fuselage with Mr. Huff.

We went out where we could see the runway and watched the airplanes take off. A SPECIAL BIG THANKS to Mr. Huff. You opened a large door for these children and it was a field trip they will never forget.

Aviation Explorer Post 533

Our first December meeting included several important administrative matters: distributing to each Explorer the Christmas wreaths that our Post sold for its fundraiser for them to deliver to their customers, and collecting deposits for the late January Explorer Winterfest in Gatlinburg, Tennessee. Those who attend will be joining 1800 other Explorers from throughout the Southeast for skill improvement, Post competitions and skiing. We began work on the rib jigs which we will use to make wooden wing ribs, and eventually construct, cover and paint an airplane wing. Duane Huff and Larry Bishop are assisting the Post with this effort - Thanks! The wing will be a 2/3 scale Aeronca wing (Duane says there is no better airplane wing than an Aeronca's!). In addition, we started our Ground School Lite course with a discussion of the four forces that act on an airplane in flight, and the function of aircraft control surfaces.

On Sunday afternoon, December 20th, 16 Explorers from our Post had the unique opportunity to see and actually use some of the training equipment available for flight crews at Delta Airlines, and to experience the nerve center of its operations. In groups of four, the Explorers were able to spend an hour in a full-motion simulator for the MD-11 with a Delta instructor. While the motion had to be turned off for safety reasons, most of the Explorers thought the motion was on because of the realistic exterior video and sounds presented by the simulator. Each Explorer had an opportunity to fly the aircraft, including at least one landing. After the simulator, they toured the high-tech Operations Control Center (OCC), where Delta manages on a real-time basis their flights, crews, aircraft and flight planning to make sure the airline operates as smoothly as possible each day. Finally, they were able to see the aircraft mock-ups that are used to train crews on how to open doors and evacuate the aircraft - including a trip down an evacuation slide. Many thanks to Dave Shafer of Delta for setting this up - Dave owns the Glasair (currently for sale) in the hanger at the other end from the EAA hanger.

At our second December meeting, we viewed tapes of the Delta tours and discussed some of the things the Explorers learned while at Delta the previous day. Most of the rest of the meeting time was spent working on the first four ribs for our wing project. Many of the Explorers are translating their experience in building plastic model and wood radio-control airplanes into quickly getting the hang of sizing, cutting and gluing the sections for each wing rib.

Our meetings in January are on the 4th and the 18th. We will hand out the awards for rocket launching on the 4th, as well as continuing with Ground School Lite and wing rib building. Our speaker for the second January meeting will be Mr. John Morrow, a U.S. Naval Academy Liaison Officer and former submariner. We are still in need of a tall metal storage cabinet with doors so that we can store our supplies and training materials in the EAA hanger. Please contact Steve Haslup at Work: (404) 471-0048 or Home: (770) 931-1631 if you can help the Post.

KUDOS KUDOS KUDOS

We never know when or where a little friendliness is recognized. Thanks to a visitor we do know that he was impressed at the December pancake breakfast. Thanks to all members who are always friendly and if you feel you could do better - do it.

This was distributed by email by Joe Reed but some are not connected - now you also know. Yes Chapter 690 is a friendly chapter - one reason we keep growing. Keep it up.

To: Chapter 690,

I'm a member of Chapter 663 in Livermore, CA, and recently had the pleasure of visiting Atlanta and attending your pancake breakfast on the 5th. I can't say enough about the friendly and outgoing members I met. Too often, as the FAA makes us lock up our airports like prison camps, we make things worse by not taking the extra effort to make an outsider feel welcome.

Your group obviously has that situation well in hand. Thank you on behalf of myself and the aviation community. Congratulations are also in order in light of the obvious rewards of your energy and dedication. Your hangar row is amazing and the clubhouse in #1 an inspiration. From your terrific website to your impressive Young Eagles program record, your chapter represents the best EAA has to offer.

Hat's off to y'all,

Larry Miller

*Chapter 663
N22XS*

More Classified Advertisements....

For Sale: RV-4: Day/Night VFR (may be certified for IFR), Full aerobatic, 415 TTAE, Cruise 175, full dual controls, 982 lbs. empty weight, manual flaps, roll trim, pitch trim, custom metallic cover, ALWAYS hangared. Eng.: Lyc- 0320E2A, high comp pistons, solid flange crank, Sensinch prop, Ellison fuel injected, Christen inverted oil system, inverted fuel pickup. Panel:

Dual Tera com radios (760/720), Tera Nav VOR, Tera transponder, Magellan GPS, 4-EGT, 4-CHT, D.G., art horizon, barometric altimeter, DPS fuel flow watch, G meter, true airspeed, manifold press gauge, vacuum gauge, dual fuel gages, timer/clock, elect heated pitot, Nav lights, Strobes, Landing lights, Panel lights, ELT. Paint: Polyurethane, white metallic blue, red&yellow pin strips. Same owner 3 years, excellent condition, GREAT airplane. \$49,900

Send email to: sinedangel@aol.com

View at: <http://members.aol.com/n11dns/rv4max.jpg>



Events Calendar



Saturday, Jan. 9, 1999

McMinnville, TN

Fly-in country ham breakfast at Warren County Memorial Airport (RNC). Call the airport at 931-668- 7050 for more information.



Friday-Sunday, Jan.15-17, 1999

Griffin, GA

Alexander SportAir Center Lancair Assembly Workshop at Griffin-Spalding Airport (6A2). Contact Alexander SportAir Center at 800-967-5746 or workshops@sportair.com for more information.



Saturday, Jan. 16, 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.



Sunday, Jan. 17, 1999

Greenwood, SC

South Carolina Breakfast Club meeting at Greenwood County Airport (GRD). Call Anne Hawkins at 803-432-9595 for more information.



Saturday, Jan. 23, 1999

Dayton, TN

Rhea County Civil Air Patrol monthly fly-in breakfast at Mark Anton Airport (2A0), 7:30-11 a.m. Call Wanda Fulmer at 423-775-8407 for more information.



Sunday, Jan. 31, 1999

Moncks Corner, SC

South Carolina Breakfast Club meeting at Berkely County Airport (50J). Call Anne Hawkins at 803-432-9595 for more information.



Sunday, Jan. 31, 1999

Salisbury, NC

EAA Chapter 1083 Monthly Pancake Breakfast Fun Fly-In at Rowan County Airport (RUQ). Begins at 7:30 a.m. Contact Jack Neubacher at 704-636-1864 or fly4fun@salisbury.net for more information.



Friday-Sunday, Feb. 5-7, 1999

Griffin, GA

Alexander SportAir Center RV Assembly Workshop at Griffin-Spalding Airport (6A2). Contact Alexander SportAir Center at 800-967-5746 or workshops@sportair.com for more information.



Saturday, Feb. 6, 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.

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



Technical Corner

Saturday, March 13 1999 - Visit to one of the newest Private Airstrips in Dekalb county - LT Airstrip. Also review a Velocity Quickbuild project. This is a canard, 4 seat aircraft, being built by one of our new members Lacy Thompson. Also get a look at Lacy's 80x100 hanger under construction. You won't believe this until you see it. Directions in the February NavCom.

Help Needed

I am in the process of organizing an Ercoupe Owners Club Fly-In for March 6, 1999. Would appreciate any help the Chapter members could offer in hosting this event. I need help in the following areas:

- LZU interfacing
- food
- hanger Facilities
- technical program
- airplane parking
- auto parking
- on-site camping
- off-site camping
- Visiting Stone Mountain Park
- Local Motel accommodations

If interested call or e-mail me at:

Greg Jannakos 770.277.1637 gjann@mindspring.com

BUILDING AND RESTORATION PROGRAM FOR ADULTS

The EAA Wright School of Building and Restoration Program will be offered for the first time at the EAA Air Academy Lodge in Oshkosh, Wisconsin. There are two sessions available.

The first is an overview of basic aircraft construction and restoration skills. This includes forming and welding of metals, woodworking, sheet metal, aircraft engines, general airframes, fabric covering, upholstery and composites.

The second session provides a more in-depth approach to fabric covering involving a Wag-Aero Sportsman. Lynn Zaro, the Alexander Workshops covering instructor at our chapter workshop last July, is the instructor for this session. Dates for the basic skills session are Jan. 25 through Jan. 29 and for the covering session are Feb 1 through Feb 5. Cost for each session is \$800. For more information contact the EAA Education Office toll-free 1-888-322-3229 or e-mail at education@eaa.org.

690 VOLUNTEERS ARE PEOPLE LIKE YOU!

Chuck Roberts *As told to Sue Adams*

"My dad, as a brand new army air corps fighter pilot and his new wife (to become my mother 2 ½ years later) were at Pearl Harbor on the 7th of December 1941 when the Japanese attacked. He was off duty that Sunday morning and, by the time he got to the field (Wheeler), he was pressed into trying to bring some order to the chaos on the ground. His mother, who was already a civilian flight instructor, became a contract civilian flight instructor training Army and Navy cadets to fly in Lexington, Kentucky. After the war she bought a Stinson 108-1 and that's the first airplane I flew in (at the age of 3 ½). That's why we now own a Stinson 108-1."

Gay and Chuck have been married 34 years. And have two daughters, Sandra 28 years old, Kimberly 26 years old.

In 1977 at Turner Field just outside Philadelphia, he learned to fly a Grumman Tiger.

Chuck has been a member of 690 for about 2 years and has gotten involved with a number of activities: hanger dance, a few other "activities that I don't remember, exactly", Serious professional fly-in pancake eater, and Young Eagles pilot (although, I'm disappointed with only flying 14 this year). Chuck is also skilled as a ham radio operator, a serious precision woodworker (an error of .010" means you throw that piece away and start over), a published author, a patent holding inventor, and an electrical engineer. Thank you, Chuck for all you do.

Classified Section Continued from back page.....

For sale: Reinhardt Kuntz is selling off aircraft-related items he has left over from his homebuilding days. Long-time members will recall what a craftsman Reinhardt is; everything he has for sale is high quality. Buy all the stuff below for \$4,000, or make a bid on individual items. Here's a list of the major things he wants to sell, call Reinhardt for full details (770-945-3650):

- Two Volkswagen engines converted for aircraft use, one with 400 hours and the other with 100 hours HAPI engine mount with built-in alternator
- Engine stand —Ellison throttle-body fuel injection
- LightSpeed electronic ignition system
- Vertical card compass —40-160 mph airspeed indicator
- EGT gauge— CHT gauge —Turn & bank indicator
- Electric fuel pump—Telex headset, unused
- Dave Clark H10-40 headset with leather flying helmet
- ICOM IC-A20 handheld transceiver
- Narco 150 transponder with separate encoder
- Ray Jefferson handheld Loran-E6B electronic flight calculator
- "Joint Jigger" tubing notcher

Classifieds

For Sale: Magellan Skyblazer GPS . 1996 version includes all accessories as follows: dc power cable 9 to 32 vdc, yoke mount, 2 antennas-(detachable quadrafilar helix antenna, and active antenna with six ft. coax cable and heavy duty suction mount, carrying case, 3 AA batteries, users quick reference guide. Unit has all features including PC updateable Jepperson database. Like new operating unit. Suction mount antenna sometimes intermittent performance and likely needs attention. \$599 new, it's yours for \$200. Dick Seiders 770-972-3727

For Sale: Bendix-King KX-99 handheld radio (aircraft) NAV-COM / Purchased new 1994 excellent condition. Price today is \$595.00 Will sell for \$425.00. Sony DAT TCD-D7 recorder. Purchased new in 1995. Very little use. Excellent condition. \$425.00 Marantz portable Cassette PMD 430 stereo/ will run on batteries/ ac adapter / dolby b / dbx / speed adjustment / super buy at \$325.00 Call Bill Bailey 770-934-7756 or 770-330-1839 or e-mail billbailey@mindspring.com

Free: Natural Gas Furnace-In good condition-would be great for hangar or garage. Will deliver. Duane Huff 770-921-4423 or duanehuff@yahoo.com

Wanted: One or two partners for my Ercoupe. If interested call Greg Jannakos 770.277.1637 after 5:00PM or gpjann@mindspring.com

For Sale: I have purchased a new GPS and would like to sell my Lowrance Airmap. This is the model with the obstruction database and the LiMh battery. Complete with all accessories. (This is the 5 channel version.) Like new, less than 1 year old. Works GREAT!. \$500. - For \$625 I will include one of our ATMs (<http://www.cmm-atm.com>). Thanks Chuck Miller 770-662-5633 (office) email: cmm@america.net

For Sale: I would like to trade my shares in the Cessna 140 that the EAA690 -Stone Mountain Aircraft Restoration Team (S.M.A.R.T.I.) is restoring for a homebuilt project. The Cessna 140 is on the gear with the wings ready to recover and the engine ready to assemble. Contact me for details. I will consider any type of project. Earl Evans, phone 770-229-8670 or e-mail at Katgone@AOL.com

For Sale: David Clark headset/microphone model H10-13.4 (the lightweight model) new in the box and comes with an extra set of Flo-Fit Gel Ear seals. New price was \$310.00. Asking price \$250.00. Call 770-614-6898 or email mbolson2@mindspring.com for more info

(More Classifieds on pages 5 & 7)

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January Meeting
Friday, January 8
7:00pm at the Chapter Han-

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NavCom

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