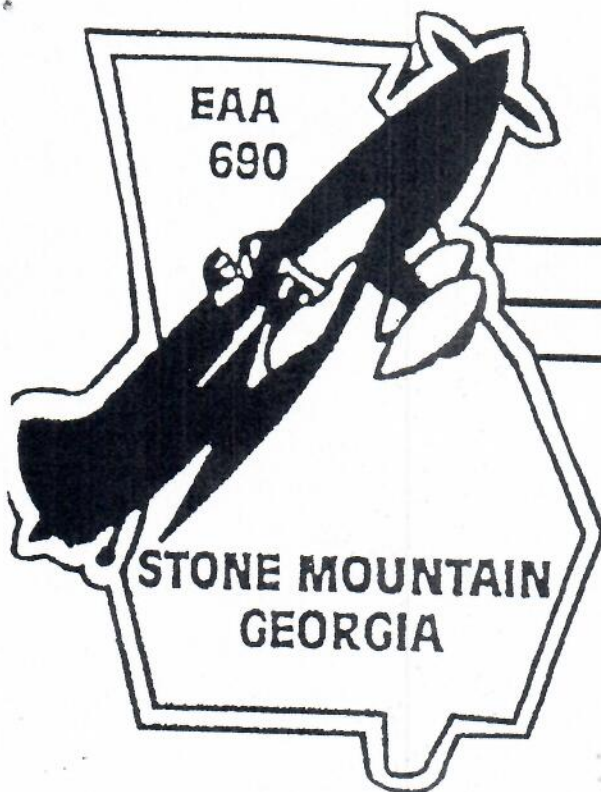


JUNE 1991

EAA CHAPTER-690 NAV-COM



MEETINGS 2ND FRIDAY EACH MONTH AT STONE MOUNTAIN AIRPORT - 8:00PM

EDITOR: Jeff Boatright
168 Garden Lane

(404) 378-6992
Decatur, GA 30030

OFFICERS

PRESIDENT
Frank Wilcox
978-2403

VICE-PRESIDENT
Duane Huff
921-4423

SECRETARY
John Goodman
972-2405

TREASURER
Mike North
925-9552

TECHNICAL COUNSELORS
Ed Booth 921-2907
John Popps 939-6610
Frank Wilcox 978-2403

CHAPTER TOOLS AND MATERIALS
John Henderson
449-1946

CHAPTER VIDEOS & BOOKS
Barnie Barnes
923-7896

CHAPTER HISTORIAN
LeRoy Stoutenburg
981-6041

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EDITOR: Jeff Boatright
168 Garden Lane

(404) 378-6992
Decatur, GA 30030



SPECIAL CHAPTER 690 MEETING
MAY 31st, 8 PM, STN MT AIRPORT!

Duane K. Huff
383 Bethesda Church Road
Lawrenceville GA 30244

President's Message

The prediction by many of our members that the May 10th business meeting could be a major milestone in the history of Chapter 690 came true. The affirmative vote by the members present to accept the building committee's recommended program for acquiring a new facility for chapter activities will certainly be historic. I want to thank the committee for their efforts in bringing the chapter to this decision. Much is yet to be done, and we must all share in this effort. I also want to thank John Popp for the concise yet comprehensive presentation of the committee's recommended program and all those who asked questions or offered suggestions and comments during the discussion period. I can assure the members that there will be many opportunities in the next few months to present individual thoughts and ideas as the committee begins to finalize the details of the project. Become aware of these opportunities and participate as you can. It is my hope that in the years to come, the "EAA Hanger at Stone Mountain Airport" will become one of the Sport Aviation centers in the Atlanta area.

Congratulations to Bob Barton for being published in the May 1991 issue of Sport Aviation. The recognition is well-deserved. Bob has provided a personalized "tome" of his project for all EAA members worldwide to enjoy. He now adds to his title as Chapter Aerodynamicist, that of Aviation Writer. Thanks for the preview of the story in your recent NAV-COM articles, Bob.

The rainy weekends have been really playing "hob" with our chapter activities. So far as I know, no one managed to make the May fly-out to Jekyll Island. Spring thunderstorms, stalled fronts, etc. Fog and rain minimized the attendance at our third straight pancake breakfast May 11th. Let us hope for better weather for our last pancake breakfast of the Spring on June 8th. Remember, the Air Fair has been moved to early Fall, so the 8th will only be a breakfast. Please talk it up among your friends and let's make this one really great. As Ludlow Porch says, "You have to eat somewhere, and we can use the money."

It would be hard to beat our May program. Duane Huff, our Program Chairman, through

endless persistence, brought us Richard Taylor and his colorful story of the Greenland Expedition, a.k.a. "Warbirds on (in) ice". Richard's humorous anecdotes somewhat masked the very difficult and risky aspects of this project. We are looking forward to the next installment of this exciting saga (take note, 1993 chapter program chairperson!) We counted at least 70 members and guests at this meeting. Thanks again, Duane.

In closing, I want to commend Chapter 690 for the action taken toward acquiring a new facility. The vote was not unanimous, and it should not have been. Our membership consists of very diverse interests even within aviation. The hope is that this facility will provide opportunities for all interests that are embodied in the spirit of EAA. I only ask each member to thoughtfully consider the long-term potential that this facility can offer to chapter programs and activities and to support the chapter leadership with your thoughts, time, material resources, and yes, your financial resources. Let's work together, get the job done, and enjoy seeing the Experimental Aircraft Association movement prosper and grow.

Frank

Special Chapter 690 Meeting

THIS FRIDAY, MAY 31st, 8 p.m., Stone Mountain Airport, Chapter 690 will hold a SPECIAL MEETING to further discuss the new CHAPTER BUILDING PROJECT. The building itself was voted in at the regular May Meeting, however, many items have yet to be discussed - nothing is etched in stone, nor will it be. If you missed the May meeting, or if you didn't say or hear all that you wanted at that meeting, please bring your ideas to THIS meeting.

Pancake Breakfast

On Saturday, June 8th, the sausages will be sizzling and the pancakes will be flopping under the expert supervision of our Master Chefs, John Henderson and Ken Sharp. Don't miss the last chance for a "Classic Pancake Breakfast" at Stone Mountain Airport from 8 to 10 A.M. We've consulted the weather guru and he's promised sunny skies for fly-ins (in

contrast to the three miserable cloudy Saturdays we've had for previous performances). Jennifer North and Margaret Wilcox and other sundry assistants and gofers will be there to provide service. Mike North will preside beside the "donation jar" to remind us to remind us that our old fee of \$3 per plate (\$1.50 for children) still is appropriate, but we have an opportunity to make an additional donation. These extra funds will go to our building fund - a pleasant way to help the project "get off the ground - and into the air". We hope you'll all come, bring your friends and neighbors, and make this the most successful breakfast of the season. Remember, the big Air Fair will be later this year.

Calendar of Events

May 31 - Special Chapter 690 meeting. Further discussion of building. An open discussion on the particulars: funding, internal options, etc.

June 8 - Chapter 690 Pancake Breakfast. Note: The Annual Airfair has been postponed to October 19.

June 14 - Chapter 690 June monthly meeting. John Goodman on RV-6, etc.

June 15 - PDK good neighbor day. Airshow and static displays.

July 5-7 - EAA Chapter 611 Annual Cracker Fly-In, Gainesville, GA. 889-1486; 536-4523.

July 26-August 1 - OSHKOSH.

August 10 - Post OSHKOSH BBQ at the Sego's.

October 19 - The Annual EAA Chapter 690 Airfair!

October 12 - Rome, GA Chapter Fly-In.

December 13 - Christmas Party at the Decatur Elks.

Chapter 690 Chili Cook-Off

If you were not at the Wilcox Aerodrome on Saturday the 27th, you missed some great chili!

Five "chili chefs" entered the cook-off with the following results:

Best Home-Built Chili - Brad Baker
Best Classic Chili - Mike and Jennifer North
Best Antique Chili - Tess and Duane Huff
Best Old-Style Chili - Janet and Henry Warner
Hottest Chili - Harold Stalcup

Thanks to the chefs and thanks to those who brought rice, salads, desserts, cheese, etc. It must have been a good time because all the chili was gone by 5:30!

Harold Stalcup

Plane Facts "All The News That Fits"

June's Meeting - John Goodman will tell us about building the RV-6, moni, and other projects.

Member in the Press! - Congratulations to Chapter 690 member Bob Barton. Bob and his slick little Sonerai IIL were highlighted in June's Sport Aviation. Bob also wrote the article, excerpts of which appeared in past NAVCOMs. The color pix were great, too!

Lawrenceville-Gwinnett Co.-Briscoe (LZU) Weather Station - LZU now has an operational Automated Weather Observing / Reporting System (AWOS) available by phoning 339-7753 or tuning 132.275 Mhz. The information given is time (every minute), sky cover and ceiling, visibility, temp. and dew point, wind direction, speed, and gusting, and altimeter setting. It also indicates density altitudes at times. - Barney Barnes.

Even MORE new videos! -

56. Murphy Aviation (Canada) "Renegade" (not Lake) aerobatic biplane². 57-61. ABC Wide World of Flying V2 #5,7,8¹, V? #? ^{1,3}. 62. Stits Fabric Covering (Same as 11)². 63. The Petrel Amphibian (France)².

¹Donated by Harry Goetting.

²Donated, but Barney forgot to record by whom. please let him know.

³Someone borrowed these before they got to Barney for logging and ID.

Aviation Safety Bulletin Board - FAA has started a computer aviation safety bulletin board for experimentals and ultralights in

which information concerning incidents or just things to be wary of, is stored. Barney Barnes recently logged on to it and passes on the following information: the phone number is 800-426-3814 (8 a.m. to 3 p.m. CST weekdays; 816-426-3580 otherwise. Parameters: 8/N/1. There is NO enforcement action involved in submitting a report. No identifying information is requested. The program is menu driven, and is easy to understand. There are at least 150 makes and models listed (this is growing daily), usually with numerous bits of information associated with each. Barney sent me a sample (too long to show here) that demonstrated to me the sensible approach that is used. Very easy to contribute to and read. I can provide copies of Barney's sample session, but the log-on message is fairly self-explanatory.

Plane Sense

"It never rains; it pours"

Harry Goetting recently sent this letter to FAA, EAA and us.

Federal Aviation Administration
Attn: Rules Docket(AGC-10),Pet.Doc.26076

I am writing once again to plead for my basic right to fly. This time to ask for some airspace back, formally gobbled up by TCA. Since I have already spent the thousands of dollars necessary to comply with the mode C rule, my plea is not totally selfish. I am also pleading for the small businessmen airport operators whose business has been adversely affected by the Mode C veil.

Since my thousands of dollars of Mode C is useless and unreadable below 2500 ft. of Atlanta TCA with current TCA radar, I respectfully request this zone, up to the primary control ring usually up to 8 to 10 miles of a TCA airport, be modified to accept aircraft without Mode C equipment.

Sincerely, Harry Goetting

And now Ken Sharp's views on...

MEMBER COMMENTARY

This was originally going to be titled a guest editorial. But, the author is neither guest nor

editor. But the words here are all the author's doing; no help from anyone else.

Our chapter, at the last meeting, passed a major milestone in it's life. The membership voted to buy and build a (nearly) permanent home. It could be argued, hence the (nearly) in the previous sentence, that a bolted-down arch span building, located on a concrete slab, which itself is located on an airport of doubtful future, hardly constitutes a permanent home. On the other hand, meeting in the lobby of the local Fixed Base Operator, or in other rented, begged, borrowed, or stolen property, certainly doesn't give one the feeling of permanence, either.

Let there be no mistake about this, this is a major step. While the chapter has been successful up to now, it/we never really stepped up to the idea that a permanent home is a requirement for long life. It will be expensive, in terms of dollars, and it will be expensive in terms of physical effort.

At the meeting, there was mention of ways to finance such an effort. The model of churches and museums was mentioned. While there are those who think of aviation as a form of religion, there is one fact that separates an EAA chapter from a legitimate church; we have no synod, no hierarchy of support and guidance. EAA Headquarters does give some general guidance, both directly to the chapter through various mailings, and indirectly through the magazine, "Sport Aviation", sent to all EAA members.

But, can we apply to Headquarters for low interest loans to build a permanent home? Obviously, no. Can we apply for grants? Again, no. Do we even want to? You give the answer to that one.

SECOND GUESSING

The process started when the chapter received an offer of the use of another meeting place. The committee investigated, evaluated, and decided that that offer, handsome as it was, was not the proper thing for the chapter to do. An alternative was uncovered, and presented to the membership. The membership had their opportunity to hear, discuss, and vote on the findings of the committee. And the answer

of the membership was to proceed with the plan presented by the committee.

During the discussion before the vote, there were many, many suggestions, and some heart-felt comments. Before the discussion got too far afield, the question was "called". That means, according to Robert's Rules, the vote must proceed. (*Not necessarily - Ed.*) This is the way organizations keep the emotion down at a tolerable level. Recognize there was a motion on the floor, and the proper way to handle it is to vote. Vote "aye" or vote "nay", but vote. Calling the question seems like a harsh way to handle the situation, but one very valuable result comes out of it: The vote on the motion happens, and it happens right then.

At the meeting, the various offered comments were called "micro managing". Second guessing is more blunt, less indirect. We are a membership of equals. Each of us has a vote, and a say in what goes on in the chapter. We elected several of our peers to serve as officers in the chapter. And they are charged with providing the leadership the chapter requires if it is to stay active, and grow. These elected officers designated a committee of experts to investigate the possibility of a permanent home for the chapter, one that would allow each of us to sit in a chair during the meetings, that would allow room to move, breathe, and keep our knees and elbows out of our neighbor's back and/or ribs.

CLIQUE

There is, in the life of any organization, the possibility newcomers will see a relatively small percentage of the membership performing almost all of the various functions of the organization. They won't see that those individuals "grew" into the job, either through volunteering for the work, or by being elected (the ultimate volunteer). Those members of the organization who allow those few to perform often begin to think the club is being run by a clique. The dictionary says a clique is "an exclusive group of friends or associates tending to remain aloof from others!"

I do not think we have that type of group. Are there a relative few who do most of the work? Yes, there seems to be. Would some of

them like some help? What do you think? Are you helping? Are you waiting for someone to ask you? Were you trained in the military to never volunteer?

HISTORICAL PRECEDENT

Jeff Boatright, at the conclusion of the last meeting, mentioned the building project of the chapter that his father is a member of in Oklahoma, and the success such a building produced.

EAA Chapter 127, Inc., in the Cleveland, Ohio area, is also such a story. In the middle to late 1960's, Chapter 127 was looking for a permanent home, and was offered a Quonset building, in disassembled condition. The actual condition, or completeness of the building, was unknown. As part of the offer, a plot of ground on a small grass strip was offered.

No one in the chapter had ever built a Quonset building. Many had never even seen one. As construction progressed, individuals invented fixes for all of the difficulties that were uncovered. How do you prepare the site? What do you use for material when some part of the structure can't be found? Where do you get the materials to finish the meeting room to be constructed inside the building? How to heat? illuminate? decorate? What do you use for access doors?

And what did it all cost? The chapter voted for an assessment on the members. Are you ready for this? The assessment was thirty dollars. Each. Perhaps we could verify the value of that sum in terms of today's dollar value. Could it be as much as one hundred dollars in today's highly inflated money?

Thirty dollars, of course, didn't provide for the completed building. It only provided the start. But, as a result of the start, strange things began to happen. For instance, one fellow found out about a five-and-dime-type store that was going to recondition and refurbish the interior of the store. From just one store, the chapter bought large number of four lamp florescent fixtures. We didn't need very many for the building, so, those in excess of the need were offered to the membership at a small profit. The display cases were also

purchased and disassembled to provide interior "paneling" for the meeting room. The price was nominal, and the profit from selling the excess fixtures paid the entire bill, as I recall.

To make a long story short, as a result of daring to begin the project, things happened to allow it to be completed. Some of it was never even guessed at when the project started. The basic building and meeting room was planned in a general sense. Size, shape, placement, etc., but all of the details you might want to have answered before beginning were done on the fly.

How does one (or many) erect structural bows that span 40 feet, and are about as rigid as spaghetti? Most were erected through the use of ropes, poles, and lots of man-power, but one was pulled into place with the assistance of a helicopter! Was that planned? The effort involved in building that Quonset hut brought new ideas, new enthusiasm, and, most importantly, new members to the chapter. Was it all planned?

SIDE BENEFITS

This was mentioned at the meeting, but it bears repeating, and especially for the benefit of those who weren't at the meeting. Do you have any idea of the magnitude of the chapter property? Start with the pancake griddle, an item near to me every time I drive the truck. Then there is the sausage cooker, the pop-stand structure, chairs, tables, and literally dozens of other items, all the property of the chapter.

Where is all that stuff? Who is taking care of it? Gee, it must be the "aloof" ones, eh? Tell me, can you take the responsibility for bringing the pancake breakfast equipment to the airport in June? Do you know how many pick-up trucks it takes?

And what about the preparation those items require before each use? There is one of those funny posters in the break room where I work that says, "Your mother doesn't work here, clean it up after you use it!" My mother doesn't belong to the chapter, so I'm the one that cleans, loads, hauls, unloads, sets up, cooks, loads, hauls and stores the pancake griddle between uses. Do I have to do it? No,

I don't, but I do have the truck to haul it, and just happen to have enough space to store it.

As long as the chapter is in borrowed quarters, and as long as no one comes up during the pancake breakfast and says "leave the griddle sit and I will take care of it until the next breakfast", I believe I'm the one to take care of it. If it were in our own "home", then it would be very easy for the breakfast committee to offer the duty to other people, and would start to break up the clique some may feel is running the club.

WHO DOES IT HURT?

That is, by taking this step, who is going to be hurt?

The chapter is getting up in years, now. Ten or more years since Bob Garner posted notes at the various airports, wanting to start a local EAA chapter. We have had a large number of educational sessions, what with welding, dope and fabric, visits to various projects, and so forth. We have also had a number of purely social gatherings, too. Chili cook-offs, the annual Christmas banquet, bar-b-que ribs and chicken events, and others. And the events such as Dahlonaga, Warner-Robbins, Chilhowie, and I can't remember all of them.

These are all the result of airplane people getting together through the existence of the Chapter. Would they have happened without the chapter? Who knows?

I'm sure there are members who feel that the chapter has no business obligating the membership to the extent just voted. And they may well feel so strongly about it that they will go their own ways. That is regrettable. But, the membership elected the officers, the officers appointed a committee, the committee performed their function, and the majority of the members present approved of those efforts. I hope anyone who doubts the wisdom of this activity will not act in haste, and will stick around to see how it happens, and see the ultimate results.

It will cost them thirty dollars (valued in 1968) to be a part of the effort. One hundred of today's dollars is the cost of the ticket. (Let's see, one lunch a week for 15 to 20 weeks

would cover it nicely, I think.) Every time I've seen a chapter with their own building, envy strikes me. They have their tools all in one location. They can have a meeting without interfering with the local ground school session. They have all their reference materials in one place.

And yes, they have expenses. Lights, heat, perhaps water, taxes, insurance, maintenance, the list must be lengthy. And it all follows the expense of acquiring the place to begin with.

Sorry, that was a large digression, wasn't it? Who will get hurt? Only the ones who don't participate, and give up the benefits the chapter offers. The chapter will continue to offer each member these benefits, with or without a permanent home. But the benefits will be increased when the chapter has a suitable place to run workshops, seminars, meetings, and the like.

CAUTIONS, OF COURSE

All is not well with EAA Chapter 127. The cherished building? Not theirs anymore. It seems it was built on leased ground, a 10 year lease, by the way, and during the terms of the lease, several events occurred. The lease was a sub-lease. That is, the FBO offered the lease to the chapter as a sub-lease to his operation.

Soon after the chapter was comfortably encased in the partly completed building, the FBO was killed in an aviation accident. The owner of the property honored the lease, and even offered to sell the property to the chapter. Actually, it was a win-win proposition. He would get a fair price for the property, the chapter would get full possession of the building and 6 prime acres in Brunswick, Ohio, a suburb of Cleveland about 10 miles south of the Cleveland airport. It was like being offered property in, say, North Fulton County. You may or may not want to live there, but if you owned property there, could you lose money, over the long term?

The chapter membership couldn't see their way clear to pay the asking price, and after the 10 year lease expired, the chapter went dormant for a time. The last I heard, they are again active, but they are meeting in borrowed quarters, again. The building is sitting idle,

storing the property owner's airplane.

So, of course, the terms of any agreement with the airport owners must be in writing, and must be carefully structured. It is even suggested here that it should be considered a temporary arrangement, and that the chapter leadership keep in mind the need for a truly permanent location. If such a location were to pop into view, appoint another committee, and make arrangements for a permanent home, and give the chapter a real shot at being a permanent institution.

IN CONCLUSION (FINALLY!)

There is no way to predict exactly how all this will turn out. It may be ultimate folly, or it may start us out on the road to bigger and better things. How does "EAA Chapter 690 Aviation Museum" sound? Or, "EAA Chapter 690 Homebuilders Workshops, Inc." At this point, it is really anybody's guess. We could go bust, it's true. But, any time people pool their talents, their elbow grease, and yes, their money, there is usually success.

We have the talents, the elbow grease, and we have ways of making money we don't even know about yet. We only need a start, and after the start, continuing progress. It has to be successful!

The old Chapter 690 died on May 10, 1991. The new Chapter 690 replaced it. I say, welcome to the new Chapter. In that respect, we are all new members. And, we're going to have fun!

Ken Sharp, EAA #27639, Charter Member EAA Chapter 690.

And now, a word from our editor...

What is quite likely the final version of the new Airman's Medical Certificate (AMC) has been commented on in May's edition of Sport Aviation (pp. 35-36). I still see major problems with it.

Point 1: Applicants must authorize the National Driver Register to give FAA a copy of applicant's driving record. There is something pathetic and "1984"-ish about a

government that forces its citizens to sign away their rights of privacy concerning information that the government already has.

Not only does the gov't not have data to support the premise that "safe driving" = "safe flying", it has no data to support the idea that the whole AMC process improves safety! Also, the AMC policies, both old and new, have been opposed for years by EAA and AOPA; knowledgeable and representative user groups. So what stinks about the whole mess is the apparent randomness of the policy and the lack of regard for the opinion of the citizenry. Of course what REALLY burns my frog is that the AMC is not about personal fitness as a factor in air safety. It is now, instead, simply another "weapon in the war on drugs" ("Drunk driving" = "Drunk flying" - who thinks up this crud?). I'd say it's about as deadly a weapon as a left-handed swab...

Point 2: Applicants must report all illnesses except those of a "minor" nature. What is a "minor" illness? How can we, as lay people, determine what is "minor"? "Minor" in terms of what? Life in general or flying in particular? If FAA says conditions like diabetes, narcolepsy, etc. disallow one from piloting, then by the fed's definition, in relation to flying, these specific conditions are not "minor". Then reasonably, all other conditions that are not automatically disqualifying, ARE "minor". So, by federal definition and my reasoning (a strange combo), divulgence of health information, to a level determined by the applicant, is superfluous except for confession of conditions that are well-defined by FAA as being disqualifying. These are not minor, by definition, and must be reported. All others are minor and need not be reported.

In other words, if the federal government wants to keep me out of the skies because I have health problems that truly pose a threat to others when I fly, then so be it. Otherwise, **GET OFF MY BACK!**

Now, if I follow this reasoning, FAA will fine me \$250,000.00. That's a lot of money for an honest error in judgement concerning a government-induced (i.e., artificial) dilemma. Who's in charge here?

Jeff B.

Fly Buys

For Sale: Zenair Tri-Z project: airframe 90% complete, no engine, no canopy. \$4,000 or trade for camper. Jerry Cummings 422-9458, 1629 Agnes St. Marietta, Ga, 30060.

Help! Will someone please buy this beautiful Piper PA-20 Pacer before I tear it up or kill myself or both. I bought this plane, but can't learn to fly it. 1950, 125 h.p., 1445 TT, 243 SMOH, 3/2/91 annual, always hangered. Very, very original. \$15,500. Jim Estes, (404)938-3515(H); 885-8625(W).

For Sale: Escort 110 NAV-COM (12V) \$375. Includes wired mounting tray and installation/service manual. Good condition. Tom Reddeck 925-6229(W), 972-6047(after 6pm).

For Sale: OHC Lycoming starter, fits up to O-320, \$150. OHC 20 amp generator, make offer. Dave DeWinter, 471-4598.

Wanted: Helicopter airspeed indicator, 0-170 mph; rate of climb indicator, 2000 fpm; hand-held transceiver; portable loran. Call Greg Jannakos, 296-0937.

Tri-Q project for sale. All major structures completed. Carbon spar/LS airfoil canard, all parts/plans to complete project including instruments, prop, Revmaster 2100-D engine. Frank Wilcox, 978-2403.

Evans VP-II project for sale. Fuselage and tail group 80%. Lndg gear, instr. panel., 1500cc engine, more. \$1500 OBO. Steve Ashby, 469-0786.

Wanted: Good used transponder with or without mode C. Also, 720 channel nav/com with glide scope. Call Jim Estes, 855-8625 (W); 938-3515 (H).

Long Eze project. Fuselage on gear, speed brake, center spar, and Roncze canard complete. Materials and hardware to finish, including canopy. Contact: Jim Sower, 564-0412.