



# The NAV-COM

*Newsletter of EAA Chapter 690*

*December 1992*



*Happy Holidays!*

## Chapter 690 Christmas Party

The Chapter 690 Annual Christmas Gala will be held at the Decatur Elks Club at 5809 Memorial Drive on Friday night, December 11<sup>th</sup> at 6:30 PM. This, our only dress occasion, is a special time when we treat ourselves to a pleasant evening of fellowship and entertainment. It is a good time to invite your aviation friends to come; get acquainted, and share a holiday celebration.

The festivities will start with a social almost-hour from 6:30 to 7:15 (cash bar). A scrumptious banquet will be served by the enthusiastic new Elks Club Chef. The entree selection is prime rib of beef or broiled breast of chicken Hawaiian. A fish entree will be available if requested. Following dinner, there will be a short business meeting, mainly a recognition of those who have guided the chapter in the past year. The program committee has secured a speaker who will bring to life a chapter of Aviation History that is little known and seldom recognized. Charles J. Giallanza was a World War II glider pilot, and he plans to regale us with stories of his and his cohorts exploits during the Big One. Anyone who visited the WWII combat glider display at Oshkosh '92 knows the courage these men possessed. The evening will conclude with dancing under the leadership of Ray Taylor. Ed Tamas, a regular at the Elks Club dances, promises we can request music for all ages and styles of dancing. So, be sure to wear your dancing slippers and be prepared for a lively conclusion to a fun-filled evening. The cost is \$16<sup>00</sup> per person.

## The Building Column

by Frank Wilcox

A draft of the written agreement with Stone Mountain Airport for the use of the barn as a 690 Chapter House was reviewed at the Executive Committee Meeting November 17<sup>th</sup>. Several points of clarification were recommended. The wording follows the agreement we used for the hangar-type building. It is expected that approval of the agreement by the airport management will be obtained early in December.

As soon as the agreement is approved, arrangements will be made to provide electrical service to or near the building. This will permit the use of power tools, lighting, and portable heaters. Material for repair of the roof and for strengthening the floor will be ordered and the building renovation will be started. Because of this preparation and the coming holidays, the major effort on this long-awaited project will start January 9<sup>th</sup>. Mark your calendars to meet on that day at the barn about 9:30 A.M., weather permitting. The January NAV-COM will have more details on where we will start to work, the tools needed, and other information. Most of all, we need the participation of all Chapter 690 members to make this project a success. The work will usually be scheduled for Saturdays, so please plan to spend some time with your fellow 690 members on scheduled work days in '93. With everyone sharing the work, it won't be long before we can say that Chapter 690 does have "a home of its own."

## New Technical Counselor for Chapter 690

by Frank Wilcox

Congratulations to Jim Clarkson for his recent appointment as an EAA Technical Counselor. Jim is an A & P Mechanic, an IA (authorized inspector), aircraft owner, and is experienced in award winning aircraft restoration. He has always been willing to help Chapter 690 members with their projects. Now his assistance to members will be recognized as official. He and Frank Wilcox are the two designated TCs for the chapter.

There are other members of Chapter 690 who can qualify as EAA Technical Counselors. The minimum requirements are:

- a) Must be an A & P mechanic or just an A or P mechanic. -or-
- b) Must have completely built an amateur built aircraft. -or-
- c) Must have completely restored an Antique/Classic aircraft -or-
- d.) Consideration is given to any lesser combinations of the above.

If you are interested in becoming an EAA Technical Counselor, Frank Wilcox has application forms. Counselors have the opportunity to pass on to other amateur builders their knowledge of aircraft building and safety practices usually through visits to projects for review of progress and discussion of problems. Another set of eyes can often detect the need for improvement or correction in the work completed. The counselor also reviews plans and instructions for future work. The program is completely voluntary on both the part of the counselor and the builder/restorer. Its importance, however, should not be minimized since the FAA recommends that builders use it. Because of this program the FAA now usually will conduct only one, the final, inspection of a project.



## Chapter 690 Young Eagles Orientation Flights

by Frank & Margaret Wilcox

On Saturday November 7, 1992 twenty eight Webelos Cub Scouts of Pack 549 sponsored by Mountain Park United Methodist Church participated in the EAA Young Eagle Program. This activity was held at the Lenora Airstrip near Snellville on a beautiful fall day.

A brief "ground school" was conducted by EAA member Steve Dunn for the Cubs, their parents and leaders. This included the description and function of the various parts of an airplane, why an airplane flies, weather considerations while flying, aerial communication and airport features. "Walk arounds" were made of an L-19 Bird dog, Cessna 150 and Cessna 172. They inspected a Cessna 150 with the engine cowl removed which permitted more detailed inspection of the engine/propeller installation. The Cubs in pairs sat in the C150 seats and talked to each other through the voice activated mike/headphone system. Movement of the control wheels and rudder pedals by the Cubs helped them understand how the pilot controls the airplane in flight. Brief explanations of the primary flight and engine instruments were also made.

Following the ground orientation each Cub was given an orientation flight of approximately 15 minutes. After the young passengers were adjusted to their seats and seatbelts, the aircraft took off from Lenora Airstrip to the east, circled back to the west, flew around Stone Mountain and returned for a pattern approach and landing. The aircraft were equipped with intercom systems so the pilots were able to discuss all aspects of the flight with their passengers.

While the "Young Eagles" were airborne, the ground crew prepared their First Flight Certificates. As each Eagle de-planed they were congratulated by the pilot and presented their own personal certificate. Many of the parents and leaders were later given rides.

Thanks to the following for making Chapter 690's first Young Eagles Rally such an outstanding success:

### Pilots/Aircraft

Steve Dunn -L-19 Bird dog

\*John Goodman-Varga Kachina

John Kytke -Cessna-170 B

\*John Tumblin -Cessna-170 B

\*Frank Wilcox- C-150 grd demo aircraft

### Ground Crew

\*Andy Anderson

\*Duane Huff

\*Frank Wilcox

\* Members of Chapter 690



Another Young Eagle Boards the Magic Bus

## Fly Buys

For Rent: One-bedroom apartment on private airstrip. Separate entrance, kitchen, den, furnished/unfurnished. Reasonable. 978-2403 or 921-4423.

Wanted: Garage space . RANS S-12 kit in the mail, but lost my work space. Can you help out a fellow 690er? Jim Estes 938-3515 (H); 885-8625(O).

Shared hangar space available for small A/C at Winder/Barrow Co. Airport. Reinhart Kuntz: (404) 932-5964.

1/2 share in '66 Beech Musketeer, N5997S. 2464 TT; 325 SMOH. King LC8001 Loran, Valcom 760 digital com (flip/flop freq.), Narco MK 12B Nav/Com, Narco 12A Nav/Com, trspdr. New tires, brakes and windsheild,. Ann. 10/91. Very airworthy!! Based St. Mt. on grass. \$7500 or trade ?? Selling due to relocation. Call Jim 979-7242.

## The Philosophy of Nieuports

by Wayne Whitaker

Once when I was ten years old, a few weeks' worth of allowance was weighing me down, and I wanted to swap that pocketful of change for yet another plastic antique car model at my local hobby store. I had been unsuccessful in finding a kit I wanted to buy, and was about to leave the store when I noticed the Revell 1/48 scale Sopwith Camel.

The exploits of Snoopy aboard his doghouse-Camel, bravely battling the Red Baron, were all the rage at the time. There was even a top-40 song about that famous beagle ace. I thought it was all a product of the creative genius of Charles Shultz; an airplane with a crazy name like "Sopwith Camel" had to be a joke. It's hard to describe how shocked I was to see a model of something I thought was imaginary. It was like running across an actual photograph of a unicorn or a troll. Perhaps, I thought, someone had made up a funny-looking airplane to go along with the comic strip. But I read the box and there was no mention of Snoopy. The flying Camel was for real!

I bought the model and was enthralled by the brief history of the fighter that came with the kit. After I built that Sopwith, I would scrunch my face down close to the cockpit and imagine what it must have been like to fly a small open biplane, peering past the twin Vickers guns, through those struts and wires, questing for the Hun and glory in the contested skies of northern France.

Thanks to that chance encounter with a plastic Sopwith Camel, I became an aviation fanatic, constantly on the search for new reading material on my favorite subject, especially any scrap of information on old airplanes.

When I grew up I got my license, hoping for the day I would fly something with two wings and no doors. Since real, store-bought biplanes are fantastically expensive, I gradually came up with the idea of building one. I discovered the EAA, a whole world of people just as crazy about airplanes as I was, and who really built their own



aircraft. I realized it just might be possible.

I became attracted to Graham Lee's realistic little Nieuport design several years ago. One of my favorite magazines, "World War I Aero," featured an article about the prototype. Leo Opdyke, "Aero" publisher, editor and old-plane guru, is usually stingy with his praise of reproduction aircraft; he's something of a purist. But even learned Leo was excited by Graham's work. And so was I.

But, I have a nasty practical streak, no doubt inherited from my momma, who grew up on a farm during the Great Depression. Her childhood made her incredibly practical, some of which rubbed off on me. And though seductive, the Nieuport wasn't very practical. Cruise barely 65 mph, one person only. And baggage? No way; in fact the pilot had better not be carrying any extra weight himself. A Nieuport builder I spoke with at Oshkosh said he lost 30 lbs to improve his CG (see, flying is a healthy sport).

What could you do with a Nieuport? No cross country, can't give rides... The practical side objected, so I looked at other aircraft.

The Kitfox, for example, is a wonderful airplane, and can carry enough and go fast enough to be practical in my opinion. But the kit is rather expensive.

The Challenger II appealed to me very much. Ian Coristine wrote an excellent series in "Kitplanes" magazine about flying formation from Illinois to Sun 'n Fun and back. It was the type of article that made me want to run, not walk, to my phone and order myself a Challenger. Plus my practical side was impressed with the cross country capability. Of course, no wonder Ian writes so glowingly of the plane: he owns a dealership. Even knowing that, I couldn't resist the appeal of the Challenger. I sent off for information, including the videotape. The info packet was professional and glossy, and the video is a blast. Just let me know if you want to look at it. If you like light planes and low 'n slow flying, even a little bit, prepare to be tempted. I was sorely tempted, practically salivating in fact, until the price sheet brought me

back to reality. Kind of like getting slapped in the face with a cold smelly fish: \$11,000 for a Challenger kit equipped the way I want it. Not practical to spend that much!

Plus it just wasn't open cockpit, no wires, not enough struts.

The final temptation before Revelation was the Pietenpol. Jeff Boatright talked me into joining him and his dad Bob for a trip to Brodhead, WI for the annual Pietenpol fly-in. And I'm eternally glad he did. I had a great time, and I fell in love with that old homebuilt design. Just think, for a very reasonable sum, say half of a Challenger, I could build a brand new antique, powered by an ancient motor, bearing strong resemblance in flight and sound to those WWI crates I'm so crazy about, even if it isn't a biplane.

After Brodhead, Jeff, Bob and I drove to Oshkosh. And there, while touring the light plane area with Jeff, I had a revelation about which airplane I wanted to build. Practicality wasn't the issue, I realized; that was the wrong consideration to base a decision on. Not logic, but emotion, was the right consideration. I want to fly for fun, and I want to fly cheap. And most of all I what I really want is that wind-in-the-wires, I'm-on-patrol-now feeling of WWI flight. A very non-logical approach to aviation.

Actually, I told my practical side, any plane that could achieve a WWI sensation for me, at a minimum cost and in minimum time, would be practical for my purpose. And when it comes to finishing a project, beyond practicality is emotion, or longing. The longing fires the drive to finish the project. The Nieuport inspired a gut reaction in me like no other plane.

Suddenly my decision was easy. Even though I had no room to build, few tools, no place to park it, and an income not suited to aviation pursuits. But none of that mattered. Building an airplane, like the realization of any dream, is simply a matter of overcoming one problem at a time. The important thing is to start. "All greatness comes from daring to begin."

I bought the plans.

When I got home and cooled off a bit from the airplane-induced fervor that Oshkosh inspires, I began to wonder

how in the world I was going to make my Nieuport. That's when miracle number one occurred: Jeff called and said Steve Ashby was building a Nieuport too. In fact Steve had just bought plans at Oshkosh, after having a kind of revelation about what to build. And despite having a very well-constructed Volksplane half-built in his garage, he succumbed to the lure of the pretty Nieuport.

And he thought that the best way to build was with a partner building alongside him. Would I be interested in building a brace of Nieuports with Steve in his garage? Was Richthofen's triplane red?

Steve has a band saw, drill press, belt sander, shop vacuum, and most importantly, a patient wife with a sense of humor (thanks Vicki!). He also possesses a very generous nature. Everything we need to build our own 1916 French fighters. I have also discovered that Steve works fast. He constructed an excellent workbench with such speed that it seemed to materialize one afternoon while I built a rudder. And his optimism and unflagging energy are a necessary contrast to my own overcautiousness and generally sleepy nature.

So work progresses. The tail feathers on both our bipes are ready for cover. Steve is currently making serious strides on his fuselage. The dream begins to become reality.

Frank, Jeff, Richard, and all the rest of you SMARTIs, take heart (and put away those heavy blunt objects): I haven't given up on our Cessna 140. Besides, I'll need it to get some taildragger time in preparation for the Nieuport.

Here I am, after years of just dreaming about planes, now a two-project guy! I must be nuts.

And after these two are complete (let's think positively), who knows? I wonder if a biplane Pietenpol is possible?





## About the EAA...

The Experimental Aircraft Association was founded in 1953, with early meetings of a few stalwarts in the home of the founder, past President, and present Chairman, Paul Poberezny. From modest beginnings the movement has expanded to hundreds of thousands of members. The annual EAA convention in Oshkosh, WI hosts more than 800,000 people per year and is the premier aviation event in the world. Today, the EAA is headed by Tom Poberezny and exists to promote the world of amateur-built aircraft and sport aviation in general. EAA provides many services to its membership, from technical know-how to representation of membership concerns to federal entities. Membership is open to anyone who shares the interests of the association. Annual dues are \$35.00 per twelve month period of which \$20.00 is for a subscription to Sport Aviation. To join, see our Treasurer, Sheryl Black (979-4233) or write EAA Aviation Center, POB 3086, Oshkosh, WI 54903.

## About the NAV-COM...

The NAV-COM is the monthly newsletter of EAA Chapter 690. It comes free with the dues, and you get what you pay for. (Like sentences ending in prepositions). NAV-COM is for EAA members only. It is a compilation of ideas, opinions, and data from several sources. In presenting it, the Chapter and EAA HQ by no means recommend or sanction the stuff. In other words and for example, we are not responsible if you bust your keester at an event we list in the calendar. **Contributions are always welcomed**, whether they are facts, opinions, or exaggerations. I will gently edit for grammar and curse words, but what you send in is generally what I send out. Magnetic media is appreciated. Send your pearls of wisdom to: Jeff Boatright, 2293 Sanford Road, Decatur, GA 30033.

## The NAV-COM

Newsletter of EAA Chapter 690  
Editor: Jeff Boatright  
2293 Sanford Road  
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### Chapter Calendar:

11 December - Christmas Gala

9 January 1993 - First Work Day on the Barn!

16 January, 1993 - Rescheduled Young Eagles Rally

## About Chapter 690...

The EAA is made up of hundreds of chapters world-wide. The local chapter for Dekalb and Gwinnett counties and vicinity (i.e., anyone else who wants IN) is **Chapter 690**. We're a raucous group with several projects, both restoration and amateur-built, in progress. Annual dues are \$48.00. See Sheryl Black, the Treasurer (979-4233) to sign up. You'll also need to join EAA National (see above). Membership is open to anyone, though we especially want Santa's elves to help with Barn conversions. **Our meetings are every second Friday of the month, 8:00 pm, at Stone Mountain Airport operations building.** In addition to the meetings, which often consist of excellent guest speakers from across the aviation world, the Chapter holds many functions, including workshops, fly-ins and -outs, and social gatherings.

Our officers and other luckless people are:

President: Charlie Sego - 923-9549

Vice-President: John Goodman - 972-2405

Secretary: Joel Levine - 394-5466

Treasurer: Sheryl Black - 979-4233

Videos and Books: Barney Barnes - 923-7896

Tools and Materials: John Henderson - 449-1946

Chapter Historian: LeRoy Stoutenburg - 981-6041

Technical Counselors:

Frank Wilcox - 978-2403

Jim Clarkson - 934-8971

Building Committee:

Chairman: Frank Wilcox - 978-2403

Treasurer: John Connelly - 294-4050



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