

EAA CHAPTER-690 NAV-COM

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

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OFFICERS

Tom Ferraro, President 5183 Arbor Lane Lilburn, GA 30247 923-1849	Henry Warner, Secretary 6349 Danbury Lane Norcross, GA 30093 449-9775
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Chapter Designees

Robert M. Chafer 2275 Dunhaven Court Atlanta, GA 30338 457-6081	Gerald Collins 1598 S. Indian Creek Drive Stone Mountain, GA 30083 288-7090
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Chapter Tools & Materials

Frank E. Wilcox
2996 Nappa Trail
Stone Mountain, GA 30087
469-9323

MARCH/APRIL 1984

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Because of work commitments I was unable to publish the newsletter in March as usual. Therefore, this newsletter is a combination of March and April.

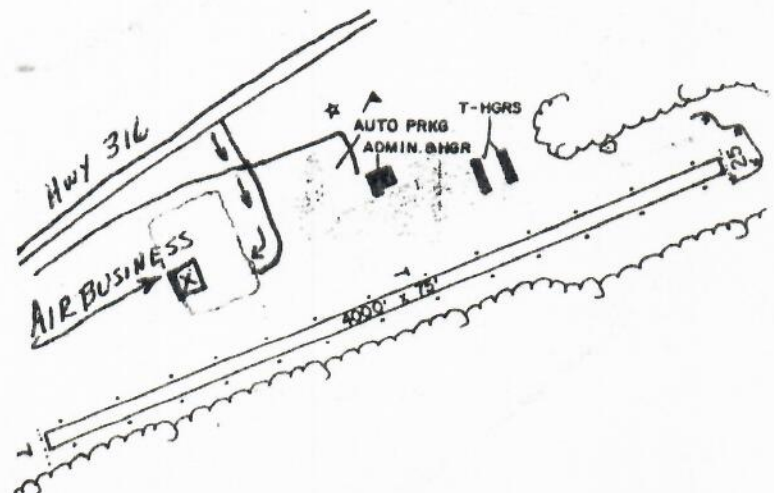
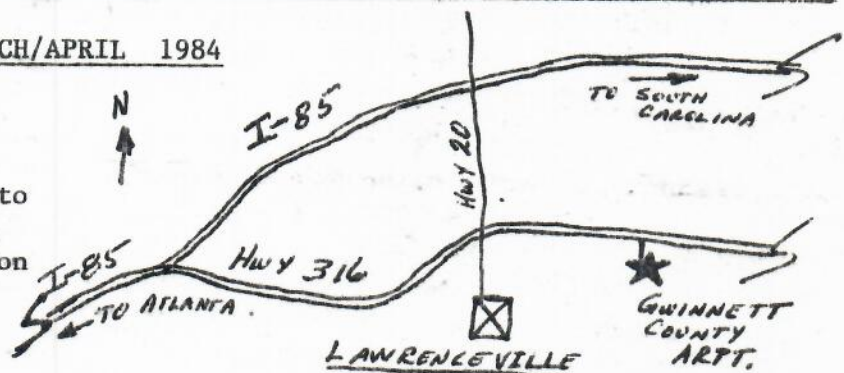
SATURDAY MARCH 24, 1984

This is the day of the "CHILI COOK-OFF". The event will be held at "AIRBUSINESS" the Cessna Dealer at the Gwinnett County Airport. (see map)

This will be an informal Chapter event. The starting time for the event will be 1:00 p.m. and will end at 5:00 p.m.. All members with flying aircraft are encouraged to fly there planes in for other members to view and if you are so inclined you may offer buddy rides to other members.

The Chili Taste Test and Voting on who has the best chili will take place from 3:00 till 5:00 p.m.

Mr. Jim Grant of Airbusiness will be glad to show anyone interested the flight courses and aircraft for flight training that are available at Airbusiness. Also, there is a simulator for instrument training for anyone interested in earning their Instrument ticket.



APRIL CHAPTER MEETING

The April Chapter Meeting will be Friday April 13, 1984, at the Stone Mountain Airport. The meeting will start at 8:00p.m.. The program has not been definitely set for the meeting at the time of this writing, but the program that is trying to be set-up is on the Loran C.

Be sure and mark this meeting time and date on your calendar as this will be the only notice sent out for April.

CHAPTER FLY-IN MAY 12, 1984

The Chapter Fly-In for Saturday May 12, 1984 has much work underway by many Chapter members. At the last few Chapter Meetings volunteers have been asked for to serve on various committees. If you have not signed on to a committee yet then please pick from the following list one of the groups that you would like to work with and contact these group leaders:

FOOD: Brian Sprehn 396-6559, John Popps 939-6610, Dick Strand 938-9154.

STATIC DISPLAY: Ed Booth 921-2907, Matt Willprecht 921-2332.

MINI WORKSHOP: John Henderson 449-1946
Tim McNeil 925-0068

VIDEO & MOVIES: Dennis Balsam 923-5259
Joel Levine 394-5466

SECURITY & GROUND CONTROL:
Reinhart Kuntz 979-1179
John Howe 925-0394

PUBLICITY: Tom Ferraro 923-1849
Rex Davis 921-6897

For additional information or suggestions contact Fly-In Chairman Harold Stalcup at 921-9468.

RENEWING MEMBERS AND A NEW MEMBER

Prior to the March meeting the following members had renewed their membership for 1984: Boyce Miller; Frank Brittan; Brian Sprehn; Duane Huff; Ken Sharp; Earl Evans; Jack Calk; Gerald Collins; Carl Sharpe; Jim Crunkleton; Harold Stalcup; Aurelio Joseph Donato.

Welcome new member Ed Montgomery.

GUEST LIST

Guests at the March Chapter Meeting that signed the Guest Register were:

Forest Wilson, Sylvia Catinella, Larry Jackson, John McLeroy, Bob Minton, and Don Alspaugh.

FREE ENGINE BOOKLETS: Engine Components, Inc. of San Antonio offers two free booklets that should be of interest to EAAers.

"Overhaul/Top Overhaul Break-In Procedures: is a guide for break-in of a rebuilt or overhauled engine, or the break-in of a new cylinder on an engine, whether chromium-plated or steel.

"Rebarreling, An Alternative For Reclaiming Cylinders" outlines the highly specialized process rebarreling cylinders that have been damaged or worn beyond serviceable limits.

Request your copies by writing Engine Components, Inc., P. O. Box 17099, San Antonio, TX 78286.

ZENAIR NEWSLETTER: Chris Heintz has announced a revised newsletter for his designs - including the Cricket and the new Zipper. The Newsletter will be published 6 times per year and will feature builder tips, construction aids, "wanted" and "for sale" section, subscriber news and bulletins from Zenair. The Newsletter keeps the builder informed on the design he is completing and keeps him/her in touch with the designer, the company and other builders and those who fly the same design. Subscriptions are \$10 (U.S.) for Canada and the U.S. and \$15 (U.S.) foreign. Write Zenair News, 615 W. May, Mt. Pleasant, MI 48858.

MONNETT SERVICE BULLETIN: Monnett Experimental Aircraft has temporarily restricted the flight envelope of all Sonerai II aircraft. The restrictions include amended air speed, gross weight and aerobatic maneuvers. A modification will be necessary and the flight envelope can be amended. For further information, all builders of Sonerai II aircraft should immediately contact Monnett Experimental Aircraft, 895 W. 20th Ave., P. O. Box 2984, Oshkosh, WI 54903. Phone 414/426-1212.

NEW METAL RIBS FOR OLDER PIPERS: Univair has announced that it is now producing FAA approved stamped aluminum ribs for all the metal spar, fabric covered Piper aircraft, including the J-3, PA-11, PA-12, PA-14, PA-15, PA-16, PA-17, PA-18, PA-20, PA-22 and some PA-25 Pawnee models. The ribs have been approved (STC) as direct replacement parts, and no major installation modification to either existing wing parts or to the ribs is needed. The ribs are also approved for use of blind rivets to attach fabric. For further information, contact: V.P. "Bob" White, Univair Aircraft Corp., Rt. 3, Box 59, Aurora, CO 80011. Phone 303/364-7661.

EAA AIRCRAFT BUILDING TECHNIQUES - WOOD, the first of a new series of technical manuals condensed from materials previously published by EAA and the EAA Aviation Foundation is now available. This 120 page publication provides a wealth of information for builders and restorers of wooden aircraft.

Available for \$8.70 ppd. from the EAA Aviation Foundation, Wittman Field, Oshkosh, WI 54903-3065.

DESIGNEE WORKSHOP TIPS

Bob Haley, Designee 64 - From the Chapter 166 Sport Aviation Newsletter

Dent Removal in Sheet Metal. Small dents in aircraft sheet aluminum can be rolled out using a ball bearing in a socket similar to the ones used in packing conveyors. A sheet of rubber 1/8 thick is contact cemented to a 3/4" board 4" x 6", used as a back up on the outside of the dent. The dented side is rolled by hand with the cone or ball bearing until the dent is gone. The rubber sheet on the wood block supports the sheet metal during the rolling operation and allows for springback. Of course the metal should be free of dirt to prevent pitting and scratching.



EXPERIMENTAL AIRCRAFT ASSOCIATION

WITTMAN AIRFIELD, OSHKOSH, WI 54903-2591
PHONE: 414/426-4800

January 31, 1984

Dear Chapter Members:

I want to take this opportunity to wish you health, happiness and prosperity during this new year. In a recent letter to your Chapter Presidents I indicated some of the many challenges which we will be facing in 1984. 1984 does however, signal a new beginning for EAA and a new dimension of service from EAA Headquarters to its members in the aviation community as a whole. As I write this note at our new Headquarters in the EAA Aviation Center I am confident that this new facility, which focuses our activities and consolidates our staff will better serve you and your fellow members. From this Aviation Center new materials, activities and programs will reach out to improve the future of aviation. This facility would not have been possible without your support. The entire aviation community owes you a debt of gratitude.

On another note, I want to mention how much I enjoy reading the various Chapter Newsletters. They are an important conduit for sharing information, ideas and our love of aviation. We, here at Headquarters, learn a great deal from these newsletters. They are one aspect of the great educational opportunities and camaraderie which our Chapter network provides.

I have already thanked your Chapter Presidents for assuming the difficult leadership role. I have, over many years, learned that the Chapter President is a leader, an educator and an entertainer. The President is also, more often than not, the one who cleans up after the meeting.

To the Presidents, Chapter officials, Designees and Chapter members we send our best wishes from EAA's new Headquarters.

Yours sincerely,

Paul H. Poberezny
President

WIRES, TIERODS AND TERMINALS

By Dewey Ballard, Designee 1064 EAA 44706. From the EAA Chapter 200 Newsletter.

Recently, while I was visiting a Starduster Too project, the builder stated that he had created a bit of a problem. After the flying wire fittings were in place and the wings covered, he decided to use heavier wires than those specified in the plans. When the wires arrived he discovered the fact that the heavier terminals had larger clevis pin holes. If you do not have a set of AN specifications available, most of the catalogs have sufficient information you need to order wires and terminals, but you may have to piece it together from various pages. The chart has it grouped together. Although we refer to "flying wires", the proper name is "tie rods" and they are either streamline or round. The rods have AN numbers according to their thread specifications. You will note in the chart that a streamline wire has a greater rated strength than a round wire with the same thread size. I am not certain as to the reason but it is probably due to the reduction of the round rod diameter at the machined shoulder. Tie rods (wires) normally are manufactured with right-hand threading on one end and left-hand threads on the other. The right-hand thread is $\frac{1}{2}$ inch longer than the left-hand thread. That allows you to get one end started before the other. All tie rod terminals are coded AN665 and have a dash number to indicate the thread size, plus an R or L to indicate thread direction. Usually, when you order terminals you ask for "terminal assembly" and the supplier will provide the proper clevis pin, cotter pin and locknut. Speaking of locknuts, on some antique airplanes with the original "bracing wires" (as they were once called, you might see terminals with both male and female threads on the

shank portion. The locknut will be threaded on the terminal rather than on the wire.

To compute the length of a rod, measure the distance between pin center positions and subtract the amount shown in column D below. The result will be the proper length with one half of the thread length on each end screwed into the terminal. In service the rod must always be screwed into the terminal past the small hole in the shank.

AN number	A	B	C	D	E	F	G
strin/round		strin/round	LH RH				
671 701	8-40	1,200 1,000	1 $\frac{1}{4}$ 1 $\frac{3}{4}$	1 $\frac{1}{4}$	-10R/L	.109	$\frac{3}{16}$
673 703	10-32	2,400 2,100	1 $\frac{1}{2}$ 1 $\frac{1}{2}$	1 $\frac{1}{2}$	-21R/L	.150	$\frac{3}{16}$
674 704	$\frac{1}{4}$ -28	4,200 3,400	1 $\frac{5}{8}$ 2 $\frac{1}{8}$	1 $\frac{1}{2}$	-34R/L	.203	$\frac{1}{4}$
675 705	$\frac{5}{16}$ -24	6,900 6,100	1 $\frac{3}{4}$ 2 $\frac{1}{4}$	2 $\frac{1}{2}$	-61R/L	.203	$\frac{3}{8}$
676 706	$\frac{3}{8}$ -24	10,000 8,000	1 $\frac{7}{8}$ 2 $\frac{3}{4}$	2 $\frac{1}{4}$	-80R/L	.266	$\frac{3}{8}$

A, thread size; B, rated strength in pounds; C, thread lengths, D, difference between pin center length and rod length; E, AN665 terminal dash numbers; F, width of the terminal fork gap; G, pin hole diameter. The sizes listed in the above chart are the ones carried by most suppliers although AN665 terminals go up in size to a -760 which has 1-14 thread and a rated strength of 76,000 pounds.

In case someone should notice the absence of the AN665-46R/L terminal from the chart, it is an alternate for the -61. It has the same thread and fork gap but it has a $\frac{5}{16}$ " pin hole and a rated strength of 4,600 pounds.

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