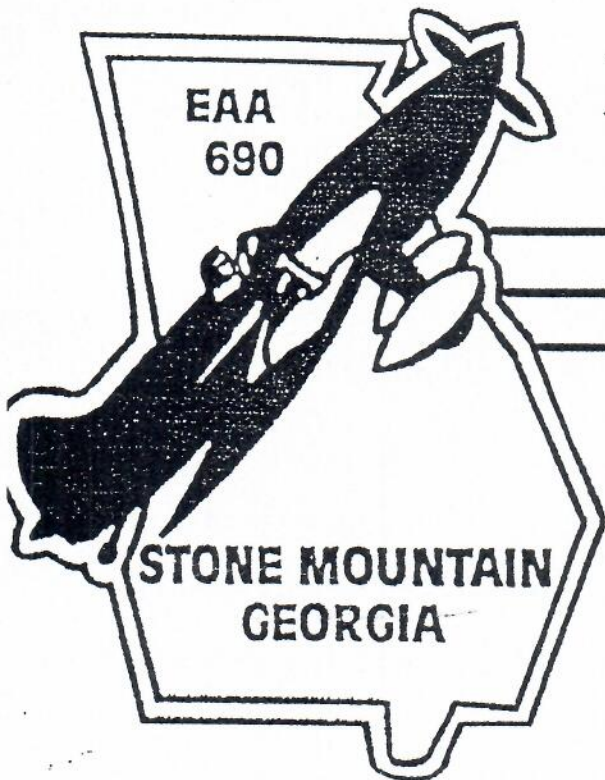


MARCH 1991

EAA CHAPTER-690 NAV-COM



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

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168 Garden Lane

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Decatur, GA 30030

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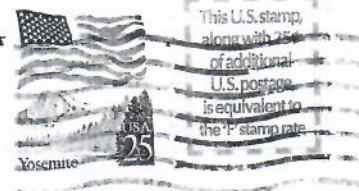
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May 4-5 - Winchester Regional EAA Spring Fly-In, Winchester Regional Airport. Info: Geo. Lutz (703) 256-7838.

May 4 - Chapter 690 Fly-Out to Jekyll Island

May 11 - Chapter pancake breakfast

May 24-26 - Memorial Day Fly-In, Columbia-Owens Downtown Airport (CUB), Columbia, S.C. See chapter bulletin board.

May 25-26 - 3rd annual EAA Chapter 941 & Decatur-Athens Aero Fly-in & Southern Aviation Reunion, see chapter bulletin board.

June 8 - BIG TIME - Chapter 690 Air Fair, Fly-In, and Fly Mart.

June 10 - July 5 - 12th Annual Composite Construction workshop at Indian Hills Community College, Ottumwa, IA. See chapter bulletin board.

Sonerai N46RB Update

We all have been enthralled by Bob Barton's story of building and flying his Sonerai IIL, and we thank him again for the chronicles. Bob's adventures continue with his VW-powered go-machine. Bob recently experimented with weight & balance and communicated his interesting results to "The Sonerai Newsletter" (Editor Ed Sterba). He sent a copy to us for chapter enjoyment:

Dec. 6, 1990

Dear Ed:

When Mel Lamb wrote about his experiences with his Sonerai II, he said that at max. gross weight, the airplane was a little "quicker". When I read that, I wondered exactly what he meant.

Obviously, the indicated airspeeds for lift-off, stall, and approach would go up by the square-root of the ratio of the weights. But unless he got a big movement of the CG, then the stability of the little bugger would be the same.

Well, I found out what he meant.

I decided, during N46RB's test period, ballast it up toward its max. weight to see how it would handle it. Rather than endangering the life and limbs of some innocent, gullible passer-by, I strapped an old tent, which was packed in a duffle bag, into the front seat. I figured that this would raise the T.O. weight to about 800 pounds.

On the ensuing take-off, I found out exactly what Mel meant by "quicker". Just as I lifted the tail, at about 40 knots, my little steed hit a left turn. Before I got to the edge of the runway, I tromped right rudder and immediately veered to the right.

I must have been doing 50 knots by this time and decided that we and the runway were getting along too well, so I hauled back on the stick and staggered off the ground.

At this point, the engine protested with a hiccup and I sank back to an altitude of eight inches ARL (above runway level). After things improved. The engine resumed normal operation and I proceeded around the pattern to an uneventful (though slightly squirrely) landing.

You may wonder how I remember these details so accurately and vividly. The reason for this is that Greg Jannakos was there, video-taped some of my take-offs and landings and he put it all on tape. I must give Greg credit for the courage he exhibited during this episode. Though he made some embarrassing noises, he never once did he dive to the earth or turn and run away.

Looking at the plane later, it was obvious that the extra weight had caused my 1/2 inch landing gear to splay outward, increasing the negative camber of the wheels. Before I flew again, I made and installed some tapered shims to straighten the wheels up about 5 or 6 degrees per side. Since then, I have had no landing problems that I can fairly blame on the airplane. I recently took a 205 pound passenger up and it handled beautifully. Nevertheless, I can't get that old tent to near that airplane again.

Keep-em-flying,

Bob Barton

Bob continues to upgrade N46Rb, too:

February 20, 1991

Dear Jeff...

The latest news on N46RB is that I just finished installing an Interphase Pilot Loran in it. The first tests indicate that it should go a long way toward eliminating the airman's second greatest cause of terror; i.e.: Wondering "Where-on-the-earth-am-I-now?" (The first cause being: Wondering "What will I tell my wife if I get killed in a crash?").

The unit is 7x4x2.5", weighs 1.5 lbs, and costs \$249.99.

Preliminary tests confirm that if you give it erroneous lat/lon data, it will send you to an extraneous spot on the earth ... but, it will also tell you how to get back home, too.

See you at the next meeting,
Bob

Plane Facts "All The News That Fits"

March's Meeting - Ken Sharp, Chapter 690 pancake flipper, SMARTI member, CFIAIG (that's "Certified Flight Instructor - Airplane, Instrument, and Glider), and all around good guy, will present a one hour ground school course that can apply towards an annual or biannual review. If there are specific topics you would like reviewed, call Ken at 750-6025 during the day.

Pancake Breakfast!! - This year, Chapter 690 is planning on more PCB's (PanCake Breakfasts) than ever. Our first one will be **March 23, 8:00-11:00 am**. Attendance just keeps soaring at these great get-togethers. We all have lots of fun and fill our bellies more than we should. Tell a friend, too.

Fly-Out!!! - March 30, Chapter 690 is journeying to Perry/Fort Valley Airport. Once we've gathered at the airport, we'll bus over to Warner-Robbins AFB and tour their most excellent museum. They continually improve on this facility - it's becoming quite a show-piece, I'm told. There's talk of a picnic after the tour. Dick Strand and Andy Anderson plan to drive down and provide transport between the airport and museum.

Other rides/flights can be worked out at the Mar. 8 meeting, or call Mac Forbes (993-3411) or Bob Barton (938-7271) by March 20.

April's Meeting - This meeting follows closely on the heels of Sun 'n' Fun '91, so our program this year will be an open hanger flying session. All members are invited to tell us their favorite/interesting/instructional/funny experiences from this year's Lakeland Fly-In. If you miraculously get slides made before the meeting, please inform Duane Huff so equipment can be arranged. Ditto for videos.

May's Meeting - We've tentatively scheduled Pat Epps to give a presentation on the Greenland expedition aimed at recovering a B-17 Flying Fortress and a gaggle of P-38 Lightnings. Should be interesting.

June's Meeting - Reinhart Kuntz will tell us about building "Der Kricket", a VW-powered single-seat biplane. He also will regale us with his exciting tales of aero journeys he's made with the Kricket, including trips to Oshkosh and Lakeland.

Guide to FAA Publications - Have you ever wondered how many "parts" there are to the FARs or what an Advisory Circular, Airworthiness Directive (AD) or Type Certificate is? The 12th edition of the Guide to FAA Publications can help you identify and obtain FAA publications, as well as aviation-related publications issued by other federal agencies. For FREE copies of this guide, order FAA-APA-PG-12 from:

US. Dept. of Transportation
M-443.2

Washington, D.C. 20590
OR

Gov't Printing Office Bookstore
Room 100, Federal Bldg.
275 Peachtree St., NE
Atlanta, GA 30343
(404) 331-6947

You Can Set A Speed Record - The National Aeronautic Association (NAA) is the nation's record keeper for all aviation and space records. In an effort to get more pilots involved in setting records, they suggest that members of EAA chapters set records from their hometowns to Sun'n'Fun or Oshkosh. This is a fun way to get publicity for both the pilots and general aviation. It also provides a

challenge to the pilots to plan and execute flights for maximum speed. Do you have a chance? You sure do. As of December 31, 1989, no records from Atlanta to SNF or OSH are recorded. For more information, call Frank Wilcox, 978-2403.

Aviation Computer Bulletin Board - It's called "Aviation On-Line", is devoted exclusively to aviation, and can be accessed with any communications program. It looks for 8 data bits, one stop bit, no parity. Has a national info board, various av. forms, safety seminars that can be down-loaded, etc. 740-9336.

FAA Aircraft Records - If you have just purchased an airplane or are considering such a purchase, FAA will provide you with a list of all previous owners and copies of every FAA FORM 377 that has been completed on the individual aircraft. The information is on microfiche film. Most local libraries have microfiche readers. The FAA charges ~\$4.00. If interested, write or call:

FAA Aircraft Records Section
P.O. Box 25505
Oklahoma City, OK 73125
(405) 680-3116

Meeting Minutes - Just a reminder - The chapter meeting minutes prepared by the Secretary will be posted on the EAA Bulletin Board in the airport office. This posting will be made prior to the next meeting for review by members (and others). Approval of these minutes "as posted" will be requested during the meeting without taking meeting time to read them. Corrections will be requested at this time. Revisions will be made by the Secretary as needed. This procedure was approved at the January meeting to conserve meeting time. It is the responsibility of the members to make their review prior to the meeting.

Mode C - Another reminder - "Effective Dec. 30, 1990, Mode C transponders will be required for operation within and above the airspace of an ARSA..." See Sport Aviation Dec. issue for more.

Fly Buys

Focke-Wolfe FW 190. 1/2 Scale. Foam and glass, single seat homebuilt. 75% complete, all cowlings, canopy, and C-95 engine. Wood frame on gear. No logs. War replica plans. \$2000 OBO. Contact: Paul Atkins 973-7928 or 977-4663.

Vari-Viggen project for sale. 30-35% complete. Almost all parts needed to finish except engine, canopy, and outboard wing. Over 6000 invested. Make offer. Don Alspaugh, 981-1281.

RV-3 kit (less engine) wings 50% complete, \$3000 Jonesboro, GA. Contact: 478-3321.

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.

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: Used Kolb Firestar or gyro-copter with free-spinning rotor. Roger Beyer, 6627-0579.

Plane Sense

I haven't had much time to think this month...

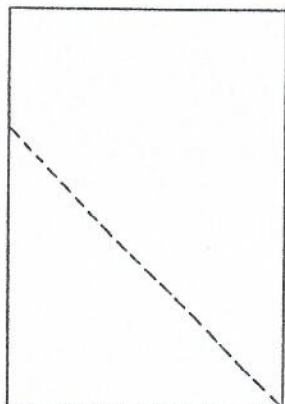
Luckily, Barney Barnes has updated the list of Chapter VHS tapes. Their use is free, just sign-out with Barney. Thanks for a job well done, Barney.



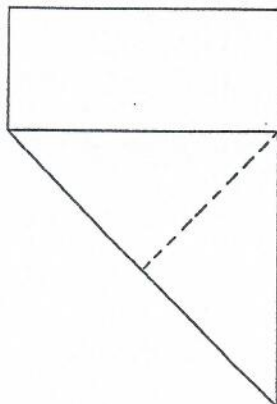
EAA CHAPTER 690 BOOKS AND VIDEOS
CUSTODIAN: BARNEY BARNES
(404)-923-7896 (H/B)

1. EAA BASIC WOODWORKING
2. EAA BASIC AIRCRAFT WELDING
3. EAA COMPOSITE CONSTRUCTION
4. DUANE COLE VFR TIPS
5. SAFE PILOT WATER FLYING, WAKE TURB., WINTER FLYING, T.O./LNDG, BASIC RADIO, START UP.
- 6-7. PRESCOTT PUSHER DEMOs
8. TO FLY
9. F4 MISHAPS, AERO.ODDITIES, HISTORY OF RIGID AIRSHIPS
10. VOYAGER
11. FABRIC COVERING WITH RAY STITS
12. BLUE RIVER BLUE RIVER COVERING
13. KING WEATHERWISE
14. KING AEROSPACE REVIEW
15. KING RULES TO FLY BY
16. KING COMMUNICATIONS
17. KING PRACTICAL PILOTING
18. KING FLYING THE CITATION
19. KING VFR WITH CONFIDENCE
20. KING IFR WITH CONFIDENCE
21. COMPLETE JEPP CHART REVIEW
22. T.O. AND LNDGS MADE EASY
23. KING HANGAR FLYING
24. ABC WIDE WORLD OF FLYING, VOL 1, No. 1, MALIBU, TAKEOFF TECHNIQUE, LORAN C, B17, LANCAIR
25. ABC WIDE WORLD OF FLYING, 1(2)
26. ABC WIDE WORLD OF FLYING, 1(3) LEARJET, STEREO INTERCOM, SKYLANE, NDB, LASERTRAK, TSUNAMI.
27. ABC WIDE WORLD OF FLYING, 1(4)
- 28-31. EAA OSHKOSH 87, 88, 89
32. EAA EAGLE HANGAR DEDICATION CEREMONY "A CALL TO WINGS"
33. BOOK GUIDE TO SPORT AVIATION, VINTAGE AIRPLANES, SPORT AEROBATICS, EXPERIMENTER, & WARBIRDS, 1953-1989
34. BOOK SERVICE MANUAL FOR STINSON 108
35. BOOK MISC. ESSCO CATALOGS.
36. BOOK RED EAGLE AVIATION SPIN SEMINAR REPRINTS
37. BOOK AN, NAS, & MS HARDWARE HANDBOOK
38. EAA A SALUTE TO SPORT AVIATION-SUN-N-FUN 90
39. EAA BASIC AIRCRAFT PAINTING
40. SPORTY'S WHAT YOU SHOULD KNOW VOLUME 2 (2 TAPES) PRACTICING LANDINGS (LOAN of B.C.BARNES)
41. SPORTY'S WHAT YOU SHOULD KNOW VOLUME 3 (2 TAPES) YOUR FIRST SOLO (ON LOAN FROM B.C.BARNES)
42. SPORTY'S WHAT YOU SHOULD KNOW VOLUME 5 (2 TAPES) YOUR DUAL X-COUNTRY (LOAN of B.C.BARNES)
43. C'MON GEESE (LOAN of B.C.BARNES)
44. NEW WORLD OF AMATEUR RADIO
- 45-47. TACTICAL TECHNOLOGY - AN OVERVIEW OF "SMART" WEAPONS & LNDG CRAFT (DONATED BY ROCKWELL INTERNATIONAL CORP.) 3 TAPES

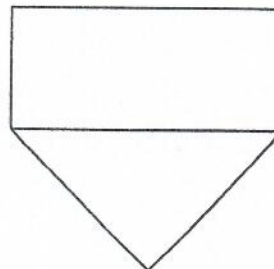
Finally, there's a new type of airplane designed especially for St. Paddy's Day. They claim it's the only one you can fly when you're toasting the blarney stone for the tenth time in one hour! Just follow the handy-dandy directions and use the pattern on the next page. Courtesy Henry Warner, taken from "The Great Int'l Airplane Book" by Mander, Dippel, & Gossage, Simon & Schuster.



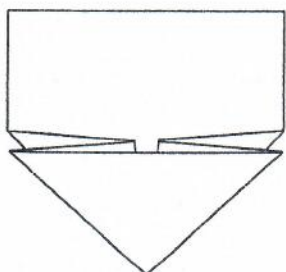
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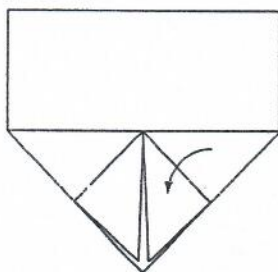
2. Fold again



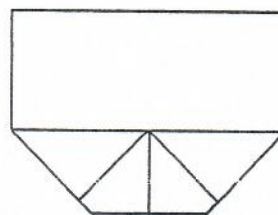
3. To get this



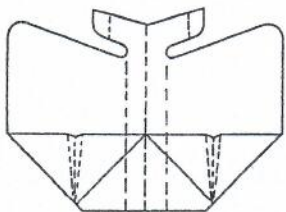
4. See plane 5 for detail of this fold



5. Fold corners forward and down



6. Fold point back under body



Bottom view

7. Cut out. Fold body together on center line and spot glue at nose and tail. Bend wings and tail down at dotted lines and apply crimp on bottom section of wings to create curve



8. Hold nose together with Scotch tape