

SEPTEMBER

1990

EAA CHAPTER-690 NAV-COM

EAA
690

STONE MOUNTAIN
GEORGIA

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

EDITOR: Henry Warner (404) 449-9775

OFFICERS

President, Frank Wilcox
978-2403

Vice President, Duane Huff
921-4423

Secretary, John Goodman
972-2405

Treasurer, Mike North
952-9552

TECHNICAL COUNSELORS

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

CHAPTER TOOLS AND MATERIALS

John Popps 939-6610
3508 Bowling Green Way
Doraville, GA 30340



EAA CHAPTER-690 NAV-COM

EDITOR: Henry Warner
6349 Danbury Lane

Phone: (404) 449-9775
Norcross, GA 30093



Duane K. Huff
383 Bethesda Church Road
Lawrenceville, GA 30044

President's Message

When ever there are discussions among EAA members of the Chapter's programs and activities or lack there of I can always be proud of our Chapter 690. Many of you have had this same experience. I was especially proud of 690 during the Chapter Officers Forum at Oshkosh this year. Following opening remarks by EAA National President Tom Poberezny, a panel representing the EAA Staff, the FAA and other individuals selected from local EAA chapters spoke on various subjects and fielded questions. Many of these subjects dealt with membership recruitment, fund raising, chapter aircraft construction / restoration projects, educational programs for members and youth, social activities, member project visits, meeting program topics and flying activities, yes, an even pancake breakfasts. As I listened to these presentations and the question and answer period following each, it was evident that 690 is far ahead of most chapters in both scope and depth of our programs and activities. This, of course, isn't to say that we cannot improve and we will but due to the continuing efforts of our chapter officers and more particularly the interest and active participation of the 690 members over the years we have developed an outstanding, active chapter that each of us can be proud. We are recognized by the EAA national staff as an outstanding and exemplary EAA Chapter. So give yourselves a big pat on the back.

Thanks again to Harold and the crew of the "Stalcup Aero Factory" for hosting the annual post-Oshkosh chapter picnic. Reports are that over 40 members, family, and guests attended and enjoyed talking airplanes, checking up on the progress of the Zenith CH 200 project, looking at pictures of Oshkosh and just eating and visiting. The Chapter members look forward each year to this event following Oshkosh. Thanks again Harold.

Our program for the September meeting will be of great interest to those who are building or restoring an aircraft. A representative of the FAA Georgia Flight Standards District Office (FSDO) will talk about the FAA's part in licensing amateur built aircraft and restored aircraft. Hope to see you there.

SEPTEMBER PROGRAM

Bill Duncan of the FAA Flight Standards District Office will speak of the part the FAA plays in the licencing of amateur built and restored aircraft. Reference will be made to the recently revised (6/22/90) FAA Advisory Circular Titled: Certification and Operation of Amateur-Built Aircraft- AC No. 20-27D. You may wish to get a copy of this document for review prior to the meeting. It should be available form the FDSO or the US Printing Office Bookstore in Atlanta.

994-5282

JD Estep

This issue of Nav / Com 690 contains the beginning chapter of a series on Bob Barton's Sonerai IIL. We all appreciate Bob's work and experiences in the building of N46RB and appreciate even more his willingness to share his thoughts, experiences, and challenges faced with persistence and humor.

" The Story of Sonerai IIL, N46RB"

Decisions, decisions.

It's a beautiful summer morning. The sky is light blue. There is a hint of a cool breeze and just the beginning of what will be puffy cotton balls later, and maybe rain showers in the afternoon.

I need to do some maintenance on N46RB. My little red and gray Sonerai IIL has almost 100 hours on it now and the sun has done a "number" on my propellers finish. I also need new tires. These have become rather smooth with 260 or so landings as noted in my log book opposite N46RB. And my tach is acting up too ... but it's just too pretty a day. "To heck with it! Let's go flying!"

Starting the 1700 cc VW engine is easy when it's cold. (I'm still learning how to keep from flooding it when it's hot.)

"Brakes set; gas on 'till it drips out of the Posa Super Carb, then off again; throttle wide open; switch off (make sure!); pull the prop through eight blades; throttle just

cracked; switch on; prop it! ... ALL RIGHT!! ... starts on the first pull ... Quick! gas on ... ta-puckita, ta-puckita. Climb into the back seat, fasten all the straps, don the hearing protectors, release the brake and rumble out to Runway 22 " (Winder - Barrow Airport).

A careful scan of the sky reveals not traffic so I latch and lock the canopy, hang a left and advance the throttle. Stick back as I accelerate. The VW asks me if I really to do this by dropping twenty rpm or so for a couple of seconds. This used to make my eyeballs bug out and my pulse hit 3000 rpm, but now I'm used to it so I just say "Yes! Let's go!", and hold it steady down the centerline. Tail up at 40 Knots ...wake up, feet ... "pull the nose with the toes." Then ease back at 60 knots and leap nimbly into the air. What's all that rumbling? A quick pull on the brake handle stops the wheels and we climb on out. Four hundred feet up, hang a left.

The little cotton puffs have grown a little bigger and I thread my way up between and above them where the air is smooth and cool. Here we are at 3500 feet ... lean the engine and throttle back at 95 Knots ... or as the salesman like to say: "115 mph TAS."

Heading north toward big Lake Lanier, northeast of Atlanta, I think back: "How did all this begin? How did I get to this fabulous situation?" ...

The year is 1978. In my mind's eye I see my wife, Rita, and I driving along I-85 out bound on a vacation trip. She says dreamily, "I think, if a person really wants to do something, they should go ahead and do it. If they keep putting it off, they may wake up someday to find it's too late." If I had been a little more sensitive to her feelings I might have seen, in her eyes, a trip to Europe, Paris nights, tours of Vienna. But no. I responded, "Right! I'M GOING TO BUILD AN AIRPLANE!"

I've been in love with aviation since I was a kid ... sitting on our front steps with Daddy's binoculars, waiting for an airplane to fly over. There were Wacos, Cubs, DC-3s ... they didn't fly so high in those days and I so could name the plane by the sound of its engine.

I built model airplanes. Gosh! How long did I build models before I ever got one to fly? ... to actually gain and sustain enough altitude to stay out of my reach? Years! I guess that's one reason I enrolled in Aeronautical Engineering at Georgia Tech ... to find why my models wouldn't fly.

Well, I found out why. I also developed an additional interest. Rita and I were married just two weeks after graduation. I started my career in the aerospace industry by joining the Aerodynamics group at Lockheed-Georgia Company.

"Hang your clothes on a hickory limb, but don't go the near water." As we drove

along the interstate I thought, "I have been sitting on the bank for 22 years, watching and helping others take to the air. Now its time for me to take the plunge myself. Right! I'm going to build an airplane!"

I'm back to the present, cruising along as the cotton balls are beginning to become cotton bales! They are growing higher and faster then I can climb. So I peel off down through a hole ... throttle back as the airspeed passes 140 knots ... pull out at 2500 feet right at the southern shore of Lake Lanier. I cruise up the lake to the series of coves southeast of Brown's Bridge. I don't know which boat house down there belongs to our friends ... so I'll just make a strafing run down the inlet and wake them all up. Zoom!! Wheeling back up in a sweeping left turn, the airspeed bleeds off ... 120 ... 100 ... 90 ... 80 knots, level wings and hold 80 as I climb south and head back toward Winder-Barrow Airport.

Meanwhile back to my memories. Bump! Was that a young thermal? ... or is it the pot-hole I always hit as I drive into the campground at Sun-N-Fun in Lakeland?

It's January 1979 ... my son, Matt, is almost 15 and we have driven the old blue Chevy station wagon down to see if we actually see a Sonera I "for real" and re-read the articles in back issues of Sport Aviation written by Mel Lamb, John Monnett, and Greg Erikson describing John's Sonera I (John says he made up "Sonera I")

from "Sonic" and "Cosmic Ray").

I have almost decided it is small enough to be built in my basement workshop and also economical enough to fit into my limited budget.

Here at the fly-in, I am a little disappointed. There is only one Sonerai II in attendance. It is for sale. The owner trucked it in because he is afraid to fly it ... and he is a helicopter pilot! Maybe this isn't the plane for me. But others say it flies like a dream. The wing loading and power loading aren't far from those of a Cessna 150. And what about my own flying record? I've never had an airplane accident. Right!! I haven't flown at all ... I'm your basic low time (zero hours) pilot.

"Hang your clothes on a hickory limb, but don't go near the water." What the heck!! I order the plans anyway.

FLY-IN, Oct. 6
Pickens County Marble
Festival

Sponsored by the Chamber of Commerce to raise funds for the Civil Air Patrol. Camping area available. Contact: Patrick J. Murphy, Jasper, Georgia (404) 692-6243

August Meeting

Forty members and their families came to the Chapter 690 picnic held at the Stalcup Aero Factory. As usual there was a wide variety of good food and plenty of it.

We viewed slides of Oshkosh 90, a warbird video, and Frank Flessel's video showing Canadian Geese Flying in formation with an ultralight. All had a good time!

Our next family event will be the Chapter BBQ at Sego's on Sept. 22nd. Mark your calendars.

There was no August Issue of Nav/Com 690 due to the Editor being on vacation.

Calendar of Events

Sept. 8 Fly-Out, Winchester, Tenn.

Sept. 14 Meeting, Stone Mtn. Airport

Sept. 22 BBQ - Charlie Sego's

Oct. 12 Meeting, Stone Mtn. Airport

Oct. 20 DUAT workshop

Nov. 9 Meeting, Stone Mtn. Airport

Dec. 14 Christmas Party

FLY BUYS

1 Bedroom Apt for rent,
furnished or unfurnished on
airstrip. Call 987-4302.

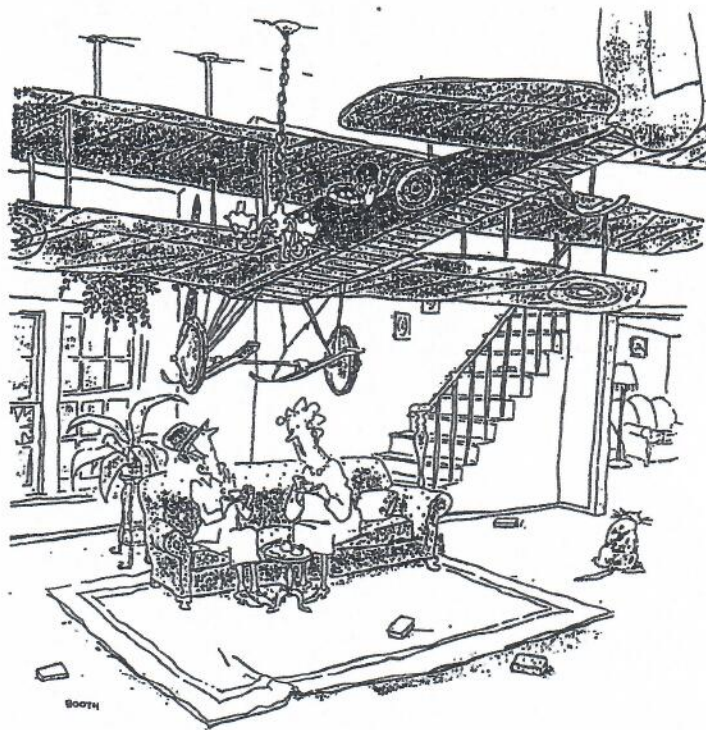
Vari Viggen project for sale.
30-35% complete. Almost all
parts needed to complete
except engine, canopy, and
outboard wing. Over \$6000
invested, make offer. Don
Alspaugh. 981-1281

New RST-572, 720 Nav / Com
built in OBS / CDI with tray
(solid state). \$799 Contact
Forrest Wilson at 292-5613.

RV-3 Kit (less engine) wings
50% complete, \$3000 Jonesboro,
Georgia 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 fiber spar / LS airfoil
canard, all parts / plans to
complete project including
instruments, prop, Revmaster
2100-D engine, Frank Wilcox at
(404) 978-2403.



"Occasionally he lobs a brick at the cat."

CHAPTER TOOLS AND SUPPLIES

All tools and VHS tapes listed below are
for use (FREE) by chapter members and
are available from Frank Wilcox / John Popp

Nicopress/cable cutter
Tensiometer 1/8" & 3/32" cable
Magneto timing light
Cylinder base wrenches
Tubing flaring tool
+Tubing bending tool
Spring type tube bender
Compression tester
Ring compression set
Spark plug cleaner set
High tension cable tester

=====

EAA Educational Tapes (VHS):

Welding
Woodworking
Composite Construction
Prescott Pusher Demo
Prescott Pusher Elevator & Trim
construction
Flying Over Water, Wake Turbulence,
Winter Flying, T.O. and Landing, Basic
Radio procedures, and Start-up
Sport Aviation Index of Articles
NEW TAPES:
King "take-off" library (11 tapes)
Fabric covering process (Ray Stitts)

