



EAA Chapter 690

NAV-COM

October 1991

President's Message

Along with football, the World Series, and colorful leaves, the Fall activities of Chapter 690 are well under way. Thanks to Kristi and Charlie Sego and their "cool" lake-front estate, the first of these activities, our traditional rib Bar-B-Que, was a resounding success. John Henderson, our rib-cookin' specialist, out-did himself in spite of the heat both natural (95°F) and due to the BBQ pit. Nice job, John, and again, thanks Segos. Thirty-five members enjoyed the feast. If you were not there, you missed a good one.

At our regular September meeting, John Goodman astonished us with tales of his Moni motor-glider experiences. We all hope to **never** have an inflight engine failure. John has had three and has never damaged his aircraft. His was obviously not the most reliable engine (you might say he has a motor-glider - Ed.), so he changed and is doing quite well now. Talk to John about the details. Thanks John for an informative and entertaining program.

Our Air Fair is only a few weeks away. Chairman Steve Ashby reported that the planning is complete and chairmen for the activities and events have been named. He encouraged each member to **publicize the event in any way possible**. Very bright and attractive flyers (yellow) are available from Steve for you to distribute. Remember that

although we encourage fly-in aircraft, most of our attenders come from our local neighborhoods. This is an ideal way for you as a member of Chapter 690 to introduce your friends and neighbors to aviation. By the way, Stone Mountain Airport will offer airplane rides to the public that day. **Please, if you haven't been asked, volunteer to help with one or more of the many jobs.** Our regularly-scheduled October meeting (Oct. 11) will be used to set up the Air Fair for the next day. **THIS MEETING WILL START AT 6:30 PM IN ORDER TO CATCH THE LAST BIT OF SUNLIGHT!!**

Roy Stoutenburg and the building committee are narrowing the list of building suppliers and should soon choose the "winner". In the mean time, some preparation of the building sites will proceed. Roy will schedule working dates as the details of this project develop. Please participate whenever you can. This is a big project, and every "hand" will be needed.

I hope many members responded to the request in the Sept. Sport Aviation (p. 10) to support the Notice of Proposed Rule Making by the FAA for the Primary Category Aircraft. It sounds as if the FAA is beginning to seriously listen to the EAA and AOPA recommendations in developing "rules". We as members should support our national offices if we agree with their policies so the FAA can see the total

strength of these organizations. It doesn't take a long, time-consuming letter. Just give your credentials (pilot, a/c owner, EAA member, etc.) and your opinion (I am in favor of NPRM xx...). Much less than one page hand-written is enough.

In closing, I want to report that a copy of our September NAV-COM was forwarded to EAA President Tom Poberezny by the Chapter Office at Oshkosh. This was done so that Tom could read the "Oshkosh Observations" as shared by our chapter members. This is the type of input that is helpful to EAA HQ in the planning and conducting of the annual convention. All members who attended Oshkosh are encouraged to provide feedback. Thanks to Jeff Boatright, our NAV-COM editor, for initiating this very meaningful column and to those members who generously contributed.

It is good to be back home after two months on the road. It does take some adjustment, believe me, but with the September meeting, the BBQ, building committee meeting, and calls to/from members, all in the two weeks since our return, we are getting back into the routine fast.

Calendar of Events

October 4-6 - EAA Antique/Classic Chapter 3 Annual Fall Fly-In, Camden SC. Major speaker, vintage films. R. Bottom, 103 Powhata Pwy, Hampton, VA 23661.

October 5 - EAA Chapter 822 Fly-In, Wetumpka, Ala. (205) 288-1577.

October 5-6 - Smilin' Jack Fly-In (EAA Chapter 866), Arthur Dunn Airpark, Titusville, Fla. Antiques, classics, homebuilts, ultralights. (407) 267-4262.

October 6 - Fort Meyers, Fla., EAA Chapter 66 Fly-In Breakfast. Page Field. (813) 574-7061.

October 10-14 - Tullahoma, Tenn. Staggerwing, Travel Air, Howard Club, Spartan Owners, Twin Beech Assn., and Twin Bonanza Assn. Nat'l Convention. (615) 455-1974.

October 11 - Chapter Meeting. 6:30 pm!! Pre-Air Fair preparations. We will need help in assembling the various information and vending booths. This is very easy work because lots of folks help out. It is a fun way to meet Chapter 690 members, too. Arrive at about 6:30 p.m. so that we still have sunlight. It usually only takes about an hour to get set up.

October 12 - Annual Chapter 690 Air Fair! We have a great opportunity this year to have a BIG FUN time. Cooler weather, clearer skies, and better mental outlooks. (You can tell I like Fall!).

October 13 - Rome, Ga. EAA Chapter 709 Aviation Exposition and Airshow, Airfest '91, (404) 234-7419.

October 19-20 - Southeast Regional Fly-In, Evergreen Ala. Sponsored by several Ala., Ga., and Fla. EAA Chapters. Contact Bubba, (205) 730-3916.

October 26-27 - Warner Robins AFB Open House / Airshow.

October 19-20 - Venice, Fla. Venice Sun Fiesta Airshow. (813) 485-7711, ext. 1107.

October 26-27 - Leesburg, Fla. Air Show. (904) 787-2131.

October 26-27 - Hickory, NC. 6th Annual EAA Chapter 731 Fly-In. Doug Teague, (704) 751-3598.

November 8 - EAA Chapter 690 meeting, 8 pm, St. Mt. Airport. Speaker: Mell Hull of Falcon Aviation, Inc. of Gwinnett Co. Topic: Buying and selling used A/C.

November 9-10 - Fort Pierce, Fla. EAA Chapter 908 "Delight of Flight" Fly-In. (407) 464-5411.

December 13 - Christmas Party at the Decatur Elks.

THE BUILDING COLUMN

The working agreement between the Stone Mountain Airport and EAA Chapter 690 with regard to the chapter building has been finalized and signed by both parties. It is essentially the same as the draft included in the August NAV-COM. The wording was "legalized". A copy of the agreement is available for member review at the airport office (see Ray Rocque).

The building committee met September 25 at the airport. An extensive examination of the proposed building site on the concrete apron near the airport maintenance building was made. It was agreed that this is a suitable site and will be the location of the chapter building. Some clearing of dirt and debris will be required and retaining walls on two sides will need to be built. A lengthy discussion of the building proposals received to date resulted in directing the chairman (Roy Stoutenburg) to solicit the best price from the four lowest proposals and to place an order. All four meet our needs. It is hoped that this will be accomplished by October 2. A limiting factor in the construction program is obtaining certified drawings from the supplier to receive a building permit from Dekalb Co. No

problem is foreseen, but this takes time. Meanwhile, we will clear the building site and erect retaining walls. **The first work day is scheduled for October 4, 9 a.m. to 3 p.m.** Make it if you can. Roy will develop a complete work-day calendar for later distribution.

Building Project Material Needs

Among the first tasks of the building project is to replace the present "steps" on the slope between the airplane ramp and the maintenance hanger level. Anyone who knows of a serviceable set of steps such as those used for fire escapes, industrial platform steps, or even wooden "deck" steps, please contact Roy Stoutenburg (981-6041).

A retaining wall of some type will be needed on the ramp side of the building where the above-mentioned steps are now. Material such as cross ties, cement blocks, or treated lumber may be used. If you know of sources that would donate or provide these material at a "good price", let Roy know.

Building Project Treasurer's Report

We have \$3900.00 in member assessments. **September 15 was the final day to pay your \$100.00.** However, you can still remit your assessment to John Connelly if you have a change of heart. If you have questions, the building committee would like to hear from you. The committee includes Roy Stoutenburg (981-6041), John Connelly (294-4050), Ben Jeffrey (923-4197), Frank Wilcox (978-2403), John Ritchie (476-4952), John Popp (939-6610), Bernie Jager (564-8538), Ed Pancake (469-3338), Duane Huff (921-4423), and Harold Stalcup (921-9468).

NOTE: John Connelly, the Building Project Treasurer, is collecting assessments and donations. His address: 4279 Wheaton Lane, Clarkston, GA 30021; Ph.# 294-4050. Make checks payable to "EAA Chapter 690".

Smokin' Good Time!

The Chapter 690 Family BBQ was a smashing success. Lots of new faces and old hands attended. John Henderson was as usual the master chef, producing great clouds of smoke and huge mounds of Carolina-style pork ribs (Mmmmm good - thanks John!) Several members brought various complementing dishes that also were devoured by the ravenous crew. The day was gorgeous and many tarried after the last cake crumb was scavenged. I had to leave early, but several canoe expeditions were casting off as I went. I don't know if any caught fish like last year, but they sure were having fun. Thanks to all those who brought food, etc. As always, thank you Charlie and Kristi for the gracious hospitality you extend to us every year. Opening your home to us is greatly appreciated.

Frank B. Johnson Memorial

The following was received from EAA HQ:

Mr. Jeff Boatright
Editor/Chapter 690

Dear Jeff:

Bob Mackey circulated your recent newsletter regarding the EAA OSHKOSH '91 Convention experiences of your members.

I thought I would take a moment and express my pleasure at the experiences of John Popps and Steve Ashby, both of whom were moved by the ceremony at our EAA Memorial Wall July 31. These emotions were shared by many of us and many others as well who have participated in our Memorial Wall ceremonies. The memory of people like Frank Johnson will live on in activities made possible by your support of the EAA Aviation Foundation.

I have enclosed a videotape of the ceremony in order that you might show other chapter members what took place on that special Wednesday morning. Please give my regards to both John and Steve and my thanks to the Chapter for your support.

I also noted Ken Sharp's very favorable comments regarding our museum, especially compared to a "famous" facility in Chicago, the Museum of Science and Industry. Please tell Ken our best efforts will always be directed at museum exhibits that distinguish what makes EAA and aviation special. Thanks again and best wishes.

Warmest regards,

EAA AVIATION FOUNDATION
(signed) Gregory J. Anderson
Executive Vice President

The 15 min. tape is in our library. See Barney if you'd like to view it. Another tape was purchased by the chapter and presented to Leah Johnson, Frank's widow. Henry Warner arranged for this meaningful and thoughtful gift. Thanks to all the folks who contributed their OSH experiences. Don't hesitate to flood me with similar contributions!

Banner Facility Completed

In cooperation with Stone Mountain Airport, a facility for displaying 34'-long banners was completed on Saturday, September 21. This facility, located on airport property off Bermuda Road, consists of two tall pine trees and a cable system for hoisting and displaying banners. The banners can easily be seen by motorists on both West Park Place and Bermuda Road. Chapter 690 will advertize events such as pancake breakfasts and the annual Air Fair and the airport will advertize their glider rides and other services. Steve Ashby has already arranged for a banner for the Chapter 690 Air Fair. Thanks to the crew of chapter members Steve Ashby, John Connelly, Ben Jeffrey, Duane Huff, and Frank Wilcox, the clearing of brush, cutting and trimming of trees, and the installation of the cable system went smoothly and quickly.

Nominating Committee

A nominating committee has been appointed to prepare and present a slate of candidates for Chapter Offices for the years 1992 and 1993. I am the chairman (Jeff Boatright). If you have someone in mind for an office, please call me at 378-6992. You can nominate yourself. Nominated candidates will be listed in the November NAV-COM for your review. Additional nominations will be accepted at the November 8th chapter meeting, followed by formal presentation of all nominees and then elections. The offices are: President, Vice-President, Secretary, and Treasurer. New officers will be installed at the Christmas dinner.

Ernest K. Gann once wrote a description of ferrying a newly overhauled DC-3/C-47 to some country in the South Pacific. He titled it "On The Beak Of An Ancient Pelican". The adventure described here didn't last nearly as long, but it seemed as exciting for as long as it lasted. I will call it -

"UNDER THE BELLY OF AN ANCIENT WHALE!"

by Ken Sharp

You know how the radio is - it's on, and filling the background of whatever you're doing. But you often don't hear everything that is aired. You sort of let it drift in and out of your consciousness. What you hear is interspersed with your internal thoughts.

Sort of like - "The Braves won today" I'll have to change the oil soon, it must have been "Commercial break" and that grass is getting pretty tall, man, I hate to do yard

work "Goodyear Blimp" wonder what I'll have to do tomorrow when "a set of tires" the boss comes back "ride in the Goodyear Blimp" from vacation - wait a minute, what did they say?

Fortunately, they got my attention just as they began to repeat the spiel - "Buy a set of Goodyear tires, get a ride in the Goodyear Blimp!" Well, heck, I don't need tires, and cheapskate that I am, I wouldn't spring for the prices that Goodyear asks for tires. But, Sheryl needs tires, has been pricing them, in fact. So I mentioned it to her, and, since her car uses expensive tires, she investigated Goodyear's prices.

To make a long, boring story shorter, Sheryl got her tires, and not one ticket for the blimp, but two! (Don't ask me how she does these things, just accept that she can and does!) So it came to pass that on Saturday, September 7th, 1991, at 10:50 AM, we were called to the van to carry us from Hanger One at PDK out to the end of runway 9/27 where the blimp was making take-off and landings. With each landing, 6 huge smiles, attached to various sized bodies, got out of the blimp, and 6 more got in.

The blimp is about 192 feet long, 52 feet in diameter, and is mostly just an envelope surrounding a collection of helium. Hanging beneath the envelope is a cabin, car, passenger compartment or whatever it is called. Attached to the car are two O-360 Continental engines, arranged with pusher props. And inside, room for 7 in a 2-2-3 configuration. The pilot sits in the front left seat, and has a surprising number of gauges and dials in front of him.

But the controls, oh, the controls! At first glance, there are only two sets of flight controls, the rudders, and the elevators. The rudders are just as you know them from

conventional airplanes, large foot pedals, mounted surprisingly high off the floor of the cabin. The elevator is controlled via a large wood-rimmed wheel, mounted next to the pilot's right side, with the top of the wheel approximately level with her/his hip. It sort of looks like a trolley. (Are you old enough to know what that is?) Anyway, there are also the usual engine and prop controls, and in addition, prop pitch, or reverse pitch controls, mounted on a ledge on the pilot's left side.

Takeoff is made after the ground crew begins bouncing the beast on its single landing wheel. I kid you not, they begin bouncing it just as you juvenile delinquents did the principal's car, way back when you were in high school. When the bounce was deemed high enough by the ground handlers a signal was given, and the pilot shoved the throttles to full power. He then rotated the elevator control way back, and pulled the nose up into a 20 or more degree pitch up attitude. You were pushed back into the seat, but the cause was not acceleration, but from being tilted that far back during the climb. The rate of climb was an amazing 1200 feet per minute!

Once into the air, the throttles were pulled back to about 1600 RPM, and, while the noise level decreased a whole bunch, the climb continued. We climbed to about 1200 feet AGL, and started drifting down towards town. I say drifted, because at that power setting, we were indicating only 28 knots. To most power pilots, 28 indicated is only seen just before the aircraft begins imitating a falling safe. ~

Each passenger got a chance to sit in the pilot's seat, and try out the controls . . . well, at least the rudders and elevators. Rudder control response is about 2 degrees per calendar quarter. But very positive. It starts the nose swinging in the same calendar

quarter that you applied the pressure.

The elevators are a little more sensitive, but it takes a lot of control movement to raise or lower the nose. A real neat effect is that whether you point the nose up 20 degrees, or down 20 degrees, the speed doesn't change. In our case 28 knots cruising, climbing, or descending.

The other controls included those that allows the pilot to adjust the pressure in the envelope. What is hidden from the outside observer is that inside the big, aluminum colored envelope are two more gas bags. These are located near the front and rear of the main envelope, and are used to control the pressure in the main envelope. The pressure maintains the shape of the envelope. Another function of the two internal bags is to provide a means of adjusting the trim of the blimp. By pumping air (from scoops that are in the propeller blast) into the two bags, the pilot can adjust for fore-and-aft trim. He can also take care of the differences in loading due to passenger load, and fuel burn off.

The control system used to control the pressures in the trim bags is almost beyond belief. Here we have a vehicle, capable of flying day or night, VFR or IFR, equipped with two modern VHF radios, with dual ILS instrumentation, and the valves used to control the air pressure in the envelope are operated with what look like . . . strings. Over the windshield is a panel with various other controls and gauges, and mixed in with them are a set of knobs about the size of the heater and fresh air controls in a number of light aircraft. When air is to be pumped into the trim bags, or allowed to vent from those bags, the knobs are pulled out, and as God is my witness, knots in the cords are slipped into slots in the panel to hold the control in the desired position. Unbelievable!

The ride is a little like the ride in a train. Smooth, and except for the engine noise, gentle and quiet. The cabin windows are mounted with a tilt so that you can look straight down. After all, there is no banking this aircraft to get a better look at what is below you.

For most of the flight, the pilot is very relaxed. Aside from holding the heading, he has lots of time to give details about the instruments and controls. But the landing. Oh, the landing! There are several analogies that come to mind . . . Busier than a one armed paper hanger . . . or . . . Busier than a one legged man at a butt-kicking contest. Now there is a new one. Busier than a blimp pilot making a landing. At one (or more) points in a blimp landing on runway 9 at PDK, coming in over Clairmont Road, it seemed as though we were pointed straight down, and using full power (yes, full power) to lose altitude. When an airplane pilot reads that, it makes no sense, but in a blimp, it works fine.

There is a full time crew of 15 ground people that are required to make landings in a blimp. These folks have two job descriptions. They may be the chief mechanic, or the avionics tech, or have some other duty assigned, but when the blimp is flying passenger hops, they all become ground handlers, and every one of them is needed.

Goodyear sends these 15 people, plus pilots, of course, on every trip the blimp makes. There are three active Goodyear blimps, the Spirit of Akron, the Columbia, and the America. More than \$2,000,000 (that's Million) per blimp is spent to provide for these goodwill ambassadors to travel the United States each year.

I can tell you, it is a neat experience to get to ride in one!

Gwinnett County Airshow '91

Richard Robison, Andrea Doneff, and I attended the (by now) annual airshow at L'ville airport. This year was an "11 Alive For Kid's Sake" sponsored event, and hosted numerous acts. My favorite was the North American Aerobatic Team which featured four AT-6 (SNJ for those of us with wings of gold) North American advanced trainers of World War II. Some of their formation maneuvers rivalled those of the Blue Angels! The Frankfort Skydiving Team re-enacted a midair rescue of an "unconscious" jumper. Got to bring binoculars next year for that one. Ron Cox and the "Wild Green Machine" did a good routine with lots of vertical penetration (I think he has 300 h.p. powering that Pitts-sized plane). It's amazing to think that he plowed it right into the ground just a few years ago, yet is going so strong now. A Stearman (I think) painted with Coca-Cola logos gave a great display of old-style "big-biplane" aerobatics - big movements, smooth and slow. The final act was the Dorsey-Montgomery Wingwalk. This was an amazing act because the wing-walker (Dorsey or Montgomery - I didn't catch the name) was not harnessed in any way! And the Stearman participated in many motions "not necessary for normal flight!" The act went all over the sky with lots of tight turns, high speed passes, and other gyrations, with the wing-walker now sitting on the outboard lower wing, now **standing** on the upper wing mid-section! At one point, the barker announced that Dorsey and Montgomery had determined that a particular stunt only worked at speeds above 170 mph. As a chute or harness are not used, we were all wondering how many wing-walkers were expended at speeds below 169 mph before the team got it right!

There were few ground displays. USAir had an immaculate DC-3 from the Piedmont years. The CAF showed a C-45 (Beech 18) and were selling CAF trinkets. Big Red from Epps was there as the centerpiece for the Greenland Expedition. Bruce Arian (sorry for the name spelling) had the 11 Alive chopper there and did his usual great job of entertaining a young crowd. EAA Chapter 690 was represented by Reinhart Kuntz and his Der Cricket. While I was there, lots of folks stopped by Der Cricket. It's a shame that the show planners didn't invite us back this year, as last year we had lots of interest and I think we contributed to the event. It was also fun for us to see how intrigued "the person on the street" is with small aircraft construction. Maybe next year we'll put ourselves forward. All in all, the event was fun but not as well-rounded as the premier show of '90.

Plane News

FAA grants exemption to two-place ultralights - Approving a petition set forth by EAA and USUA, the FAA has changed FAR Part 103 by increasing the maximum speed, from 55 to 75 kts.; gross weight, from 350 to 496 lbs.; and fuel on board, from 5 to 10 gal. for two-place training ultralights. These changes are meant to increase the overall safety of operating these craft, both for participants and groundlings. Currently, the two-seat ultralights are for training purposes only, and one of those in the craft must be an FAA-approved (through EAA or USUA) instructor. EAA hopes to convince the FAA to allow supervised solos to ease the student's transition into single-place craft. Changes to the single-place FARs are under review. (Taken from "EAA Experimenter" Sept. '91).

Avemco Gives Nod to Emergency-Equipped Planes - Avemco Insurance Co. has agreed to offer more favorable insurance rates to owners of homebuilt aircraft that are equipped with ballistically deployed emergency recovery parachute systems. "Avemco has indicated that in the future, general aviation aircraft which [sic] are certified by the FAA will similarly qualify," said Joseph R. Little, president of Ballistic Recovery Systems, Inc. More than 8,000 recreational flying craft have BRS equipment. BRS also services military and specialty aerospace programs. (Taken from "The Journal of Commerce", 9/10/91. - Contributed by Wayne Whitaker).

Piper Malibu Maladies - According to Aviation Week and Space Technology (9/2/91), the FAA is conducting tests to determine whether the inflight breakups of seven Piper Malibus were caused by high-intensity radiated fields (HIRFs) that induce autopilot excursions leading to sudden, uncommanded elevator trim operations. Malibus are equipped with Bendix/King KAP-150 automatic flight control systems that were certified before the FAA required radiated field testing. NTSB has received ~300 reports from KAP-150 users (KAP-150s were installed in many A/C types) relating "sudden and unusual excursions" apparently while on autopilot. HIRFs may originate from ground-based or airborne sources such as military search and track radars and transport A/C radars. Radar towers were in the vicinity of all seven Malibu crash sites.

Aircraft exempt from Clean Air Act - The EPA recently ruled that A/C piston engines are exempt from the amendment of the 1990 Clean Air Act that bans manufacture and sale past November 1992 of

all piston engines used in "non-road" vehicles that burn leaded fuels. Several groups pushed for this exemption, including GAMA, AOPA, NATA, and of course, EAA. James D. Gormely, president of GAMA, says that general aviation will eventually have to develop a lead-free gasoline (AW&ST, 9/9/91).

Water in the tanks? - In a related story, the September issue of Sport Aviation (p.12) reports that Rich Schneider, developer of the Alaskan Bushmaster A/C, is working with an Ohio concern that hopes to produce an engine that runs on water! Through electrolysis, water is converted to oxygen and hydrogen. The hydrogen is produced rapidly enough to fuel an internal combustion engine. The system is currently being tested in a small car. Prediction: the Big Three, in cahoots with Big Oil, will force a sale of the technology to a holding company that will quietly disappear. Any takers?

EAA Sport Aviation field reporters - EAA HQ needs field reporters/writers to cover regional events. Assignments will be made by EAA HQ, and contributors will receive a fee plus expenses. If you are interested, submit a resume and two samples of your work, including photos, to:

Experimental Aircraft Association
Attn: Jack Cox
P.O. Box 3086
Oshkosh, WI 54903-3086

The deadline is 11/1/91, with final selections by 12/1/91.

Aerial Photography - Steve Ashby and his partners have started an aerial photo business - "Southern Aviation, Inc." They specialize in air-to-air photography and video taping

from a Cherokee Six. 469-0786 after 6 pm.

Plane Sense

Many people have asked me why I'm in an aircraft restoration group. Why put in so much work and deal with all the group dynamics for what may be an investment of very little return? I've answered in many ways without ever really answering at all. I came across the following, though, and...

"I may not ever have the aeroplane of which I dream, my own 'plane which will be stowed away in a lonely barn between a hay-tedder and a horse-rake. When I do own it, I shall neglect it for weeks at a time, but then one morning when there are big white clouds and the spring air is soft, I shall walk across the fields and unlock the barn door and there the 'plane will be, waiting for me. As I edge round it, a brown hen will fly up cackling from her clutch of eggs in the cockpit and I shall chase her away angrily. There will be a thick layer of hay dust over everything, sparrows will have dropped straws from their nests and have made messes on the wings.

I shall prop open the double doors and lifting the machine by the tail push her out into the sunlight to look her over carefully. Then I shall swing out the wings and lock them, unhook and fold away the jury-struts and kick the chocks into place under the wheels. Then, after flooding the carburettor, turn the prop. over once or twice to suck in, switch on, and seizing the propeller blade, give her one good swing.

As I jolt along, taxiing out into the sixteen acre field, I shall be all alone. There will be no one in sight, not one living thing to watch me and nothing in the sky except a lark or two. And then, when I've strapped myself in and turned into the wind, I shall take-off alone and unobserved into the empty sky.

That is all a dream, and unless it comes true I shall go on, all my life hanging about an aerodrome, flying school machines when I can afford to, gossiping with the ground engineer, and finding pleasure merely in looking at aeroplanes and in watching other people land. I think even if I were to go blind I should still go to the aerodrome for the sound of a machine landing thrills me. That bucketing hollow noise that dies into a rumble: as though an empty barrel were bouncing down three stairs and tittupping to rest: Gosh, it is the most exciting sound I know.

There she turns on the ground; she is coming in. Pull on your helmet. You're next."

From: A Rabbit in the Air, by David Garnett. Chatto & Windus (London) 1932.

Fly Buys

For Sale: Zenair Tri-2 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 hangared. 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.

