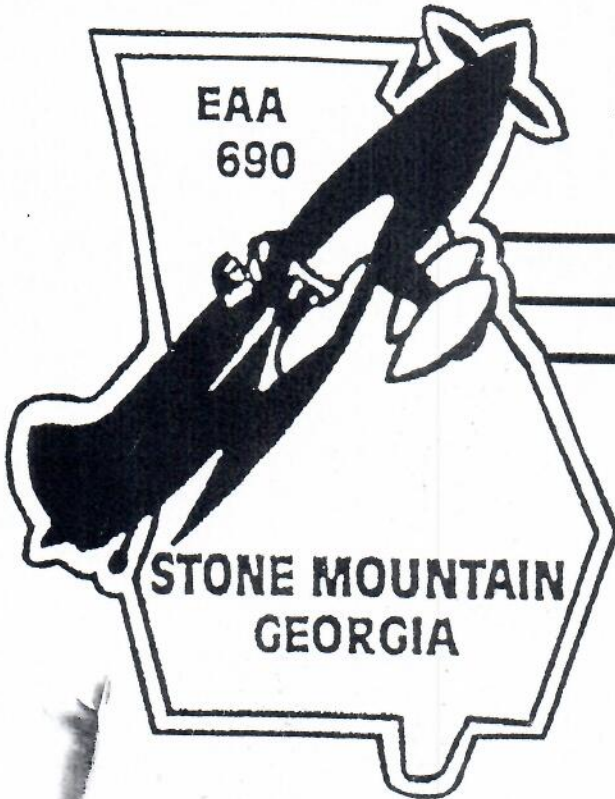


MAY 1991

# EAA CHAPTER-690 NAV-COM



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

EDITOR: Jeff Boatright  
168 Garden Lane

(404) 378-6992  
Decatur, GA 30030

## OFFICERS

PRESIDENT  
Frank Wilcox  
978-2403

VICE-PRESIDENT  
Duane Huff  
921-4423

SECRETARY  
John Goodman  
972-2405

TREASURER  
Mike North  
925-9552

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

CHAPTER TOOLS AND MATERIAL  
John Henderson  
449-1946

CHAPTER VIDEOS & BOOKS  
Barnie Barnes  
923-7896

CHAPTER HISTORIAN  
LeRoy Stoutenburg  
981-6041

# EAA CHAPTER-690 NAV-COM

EDITOR: Jeff Boatright  
168 Garden Lane

(404) 378-6992  
Decatur, GA 30030



"ONE OF THE MOST IMPORTANT MEETINGS IN THE  
HISTORY OF CHAPTER 690 IS THE MAY MEETING"

DUANE HUFF

2400 Bell Church Road  
Lawrenceville, GA 30044



## President's Message

One of the most important meetings in the history of Chapter 690 is the May monthly meeting (May 10). Following the program, an update of the recovery effort of WWII aircraft from the Greenland icecap, the Building Committee will make a detailed report. This is the only business planned for the meeting. Included in the report is a recommended plan for the construction of the building. Depending upon the reception of this report and committee recommendations, authorization may be given by the members present to proceed with the plan. Please be present, listen to the committee report, and participate in the discussion that is certain to follow.

Reports from those members attending the '91 EAA Sun'n'Fun Fly-In are all positive. That is, until the ceiling went to almost zero in Atlanta for those returning (flying) at the end of the week. All in all, the event was bigger and better than ever. The effect of SNF on the attendance at the April meeting was very noticeable. That's OK, all of us would have liked to miss the meeting if it was for that reason.

Those of us still in town for the April meeting heard some very interesting and sometimes breath-taking flying experiences of members. The statement that concluded the program was, "Better stop now or my wife will never fly with me again" - meeting adjourned (it was 10 pm anyway).

Our chapter fly-out to Warner-Robins AFB Museum on March 30 was very successful. Five aircraft and one van "ferried" 15 members and guests. Stopping at the EAA Chapter 38 pancake breakfast followed by the museum

tour amounted to a full day. Thanks to Dick Strand and his luxurious transportation. Thanks also to the Chapter 38 members who also provided transport. Don't look for this service at our Jekyll Island Fly-Out May 4!

Our pancake breakfasts on March 23 and April 20 were both marred by bad weather. The attendance, about 80 each time, would have been much better on sunny, warm days. Thanks to all of our members, guests, and friends who did support these fund-raisers. Thanks especially to the dedicated cooking crew who arrive at 7:00 am to prepare and serve the best pancake and sausage breakfast in all EAA land. How about some of our newer members helping out at our May 11 and June 8 breakfasts? You would be most welcome and pleasantly surprised at how fast you get to know your fellow members. (*That's how I got involved with the chapter originally - Ed.*).

Some don't forgets:

1. Order your Chapter 690 polo shirt on or before the May meeting.
2. The Fly-Out to Jekyll Island May 4. An early start should get most of us there by 10-10:30.
3. The May 10 monthly meeting where a super program is planned followed by the Building Committee report.

In closing, I personally want to commend the spirit of our chapter for the overwhelming vote to add the name of our recently departed member, Frank B. Johnson, to the EAA Memorial Wall. This is certainly a most fitting tribute not only to a fellow EAAer, but to a pioneer aircraft designer. "Experimental Aircraft" to Frank was a way of life, and he thoroughly enjoyed it.

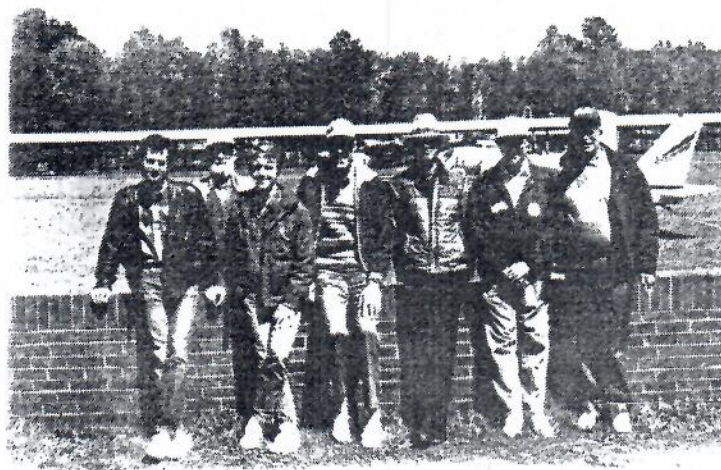


Photo: Dick Strand



Photo: Dick Strand



## Calendar of Events

**April 27 - HOT!HOT!HOT! Annual Chapter 690 Chili Cook-Off, Wilcox Aerodrome (Lenora Airstrip), 3-6pm, eat @ 4:30-5.**

**May 4 - EAA Chapter 468 Fly-In Breakfast, 9-11 a.m., Berry Hill Airport, Ennis Barlow's hanger.**

**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 10 - Monthly meeting. Important to attend!! Greenland Expedition and Building vote (?)**

**May 10-12 - Skyfest 91, Spartanburg Downtown Airport. This sounds like a BIG air festival - Balloon races, airshows on Sat. and Sun., warbirds, experimentals, antiques, ultralights, hang gliding, military displays and fly-bys, helicopter/balloon/airplane rides, skydiving, model airplanes, antique cars, sundry displays, concessions, kiddie rides, fireworks, music, arts and crafts, and possibly a major recording industry act. NOTE: They will provide free exhibit (hands-off) space for experimentals and antiques and access to the sponsor hospitality tent. See Chapter bulletin board.**

**May 11 - Chapter 690 pancake breakfast!**

**May 11 - Chapter 468 Breakfast, Ennis Barlow's hanger, 9-11 a.m., Berry Hill Airport.**

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

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

**June 8 - Chapter 690 Pancake Breakfast. Note: The Annual Airfair has been postponed to October 12!!!!!!!**

**June 10 - July 5 - 12<sup>th</sup> Annual Composite Construction workshop at Indian Hills Community College, Ottumwa, IA. See**

**chapter bulletin board.**

**June 15 - PDK good neighbor day. Airshow and static displays.**

**July 5-7 - EAA Chapter 611 Annual Cracker Fly-In, Gainesville, GA. 889-1486; 536-4523.**

**July 26-August 1 - OSHKOSH.**

**September 14 - Family BBQ at the Sego's.**

**September 28-29 - 1991 21<sup>st</sup> Annual EAA East Coast Fly-In. New Castle County Airport, Wilmington, DE. Major Fly-In. Display aircraft, flybys, sailplanes, skydiving, U/L demonstrations, forums, exhibits, fly market, pancake breakfast, concessions, banquet. Mode C waiver No. PHL 316, plus no-radio procedure. Info packet: EAA East Coast Fly-In, 2002 Elnora St., Wheaton, MD 20902-2706. (301) 942-3309.**

**October 12 - Annual EAA Chapter 690 Air Fair, Pancake Breakfast, Fly-In, and Fly-Mart!!**

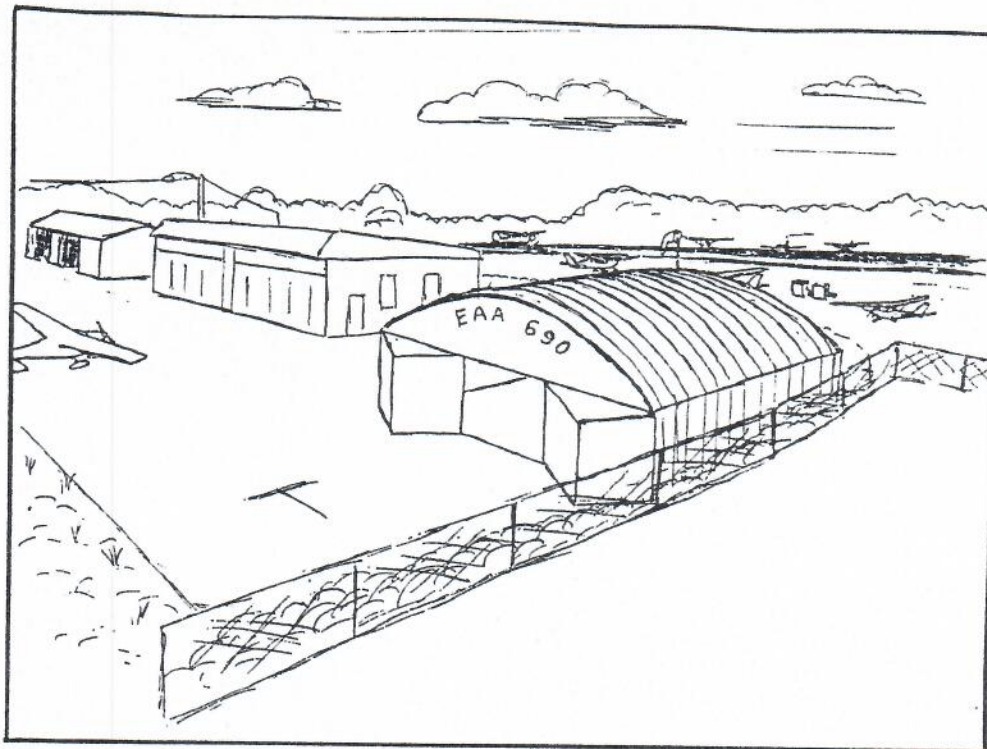
**December 13 - Christmas Party at the Decatur Elks.**

---

### Chapter 690 Tribute to Frank B. Johnson

The name of Frank B. Johnson will be enshrined on the EAA Memorial Wall in Oshkosh. Action to proceed with the application was overwhelmingly approved at the April meeting. In addition to his name being inscribed on the wall, a one page biography and photo will be placed in the Memorial Wall album. The album is located in the Boeing Aeronautical Library at EAA Headquarters. Henry Warner is gathering the required information. He will submit the application to the EAA Foundation Development Office by the 30 April deadline for the installation during the 1991 Convention. Members of Chapter 690 attending the convention are encouraged to attend this memorable ceremony.





### **Building Committee Report** (Formerly Meeting Facility Committee)

The direction of the committee's thinking and subsequent effort is toward a multi-use hanger-type building, hence the name change. Roy Stoutenburg has accepted the chairmanship of the committee. Roy will establish subcommittees as the program develops.

The meeting of 14 March 1991 was reported in the April NAV-COM. This meeting was primarily a discussion of the need for a larger facility and the direction the chapter should move to fill this need. The then-availability of a hanger-type building focussed attention in this direction. Preliminary inquiries indicated that Stone Mountain Airport would be receptive to a proposal from the chapter for locating such a structure near the aircraft maintenance facilities. Assignments were made to prepare a formal presentation for the airport representatives as well as develop initial cost estimates for the construction of such a building.

The committee met again on 3 April 1991. Cost estimates developed by Ben Jeffrey, Bernie Jager, and Roy Stoutenburg were presented. Several types of structures, including arch, prefab steel truss, and wood truss were discussed. Interior configuration, i.e., meeting room(s), hanger space, storage, etc., were considered. It was agreed that additional time would be required to refine

these estimates of the several types of construction and interior ideas. Roy will continue with this project.

A review of the visual portion of the presentation to the airport representatives was made by John Ritchie. John has prepared isometric views of the preliminary building concept as well as elevation views and interior room locations. These were completely acceptable. John Popps is to arrange a meeting with the airport representatives ASAP. A finalized agreement with the airport is necessary before proceeding much further.

Financing methods were briefly discussed with no action being taken. The members were asked to continue developing ideas.

Assuming that an agreement can be reached with the airport quickly, time for a presentation with committee recommendations was requested for the May 10<sup>th</sup> Chapter 690 meeting.

The next meeting of this committee will be scheduled following the meeting with the airport representatives. The committee continues to request the thoughts or comments on any aspect of this project from any Chapter 690 member. Please contact any of the committee members to express your views.

The above is a sketch of one of the Building Committee's ideas for a Chapter 690 activities facility. It would be approximately 40'x40',



providing a large (>20'x40') meeting room; smaller library, tool/material rooms; and hanger space for aircraft in size up to a Cessna 182. It would be located adjacent to the maintenance buildings, auto parking, and the administration building at Stone Mountain Airport.

The Building Committee will make a comprehensive presentation of the proposed building, its design for multiple uses, and estimated costs at the May monthly meeting scheduled for May 10, 1991. A recommendation will also be made to the membership at that time for a construction and financing program for the project.

This presentation will follow immediately the scheduled speaker (Taylor - Greenland Exp.) and will replace the normal business meeting. No other business is planned for this meeting.

This is one of the most important chapter meetings in the history of EAA 690. All members are urged to make a special effort to attend and participate.

#### Wright Brother's Award Voting Results

Which homebuilt aircraft are the favorites of Chapter 690 members? Voting at the April meeting and the pancake breakfast on 20 April for the Wright Brothers Awards was as follows:

RV-6.....	11
Sonera I or II.....	7
Flybaby.....	6
Lancair 200 or 235.....	6
Varieze or Long EZ.....	6
Pietenpol Air Camper.....	6
RV-3 or -4.....	5
Skybolt.....	5
Glasair.....	4
KR I or I.....	4
Tailwind.....	4
Baby Ace.....	3
Cozy.....	3
Der Krocket.....	3
28 Others.....	1 or 2

A total of 113 votes were cast. Each member could vote for up to three aircraft.

#### Plane Facts "All The News That Fits"

**Air Fair Postponed** - Due to several members having lots of irons in the EAA and Chapter fires (new building, SNF, etc.), the Annual Chapter 690 Air Fair will be held on October 12 instead of June 8. This deferment, in addition to easing some schedules, may allow for better weather (i.e., less haze, heat, and humidity) and thus increased participation from non-member pilots. Note: there still will be a pancake breakfast on 8 June. Please post the breakfast flyer included in this NAV-COM anywhere you deem appropriate. Thanks!

**May's Meeting** - Richard Taylor (pal of Pat Epps) is scheduled 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** - John Goodman will tell us about building the RV-6 and other projects. Reinhart Kuntz was originally scheduled to talk about his "Der Krocket", but his boss is sending him overseas. We'll take a rain check.

**Major Achievement Award** - The EAA Major Achievement Award is presented each year to individuals whose contributions are felt to have produced outstanding benefits to sport aviation and to EAA. The nominations for this award are submitted by the nominee's peers. Over the years, the participation in this recognition program by various chapters throughout the world has steadily increased. Submittal of nominations must be made by 4 June, the award recipients notified by 15 July, and the awards presented on stage at the convention at Oshkosh on Friday, 26 July. A copy of the EAA Major Achievement Award nomination form is available from Frank Wilcox.

**New chapter videos** - #52-"AOPA weather flight planning and the pilot" with pamphlet; #53-"AOPA go/no go weather decision"; #54-"AOPA evaluating in-flight weather"; #55-"POSA carburetor by Rex Taylor" (donated by Reinhart Kuntz); #56-"EAA Oshkosh 1990". NOTE: Barney Barnes will be away intermittently during April and May. Ed Pancake (469-3338) will take over while he's gone. Thanks, Ed.



**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.

### Plane Sense

*"Only with Passion is Greatness Achieved"*

*You've read often of Bob Barton's adventures and experiences with his Sonerai IIL, and now we have an opportunity for independent corroboration of his story-telling. A couple of weeks ago I got to ride front seat in his splendid flying machine.*

Richard Robison, Wayne Whitaker, Bob, and I were hanging out in a small airport when Bob offered one of us a ride. We flipped coins, odd man out to win. As usual, I was oddest. I think I was running for the door before the last coin stopped spinning...

Practically setting a tarmac-fire in my wake on the way to the plane, I had circled the Sonerai twice before Bob got out there. Bob then preflighted, an operation that included wedging me into the front cockpit. Man! You don't get into a Sonerai, you pull it on! Just staying out of Bob's way was a major operation.

The mighty VW started on the second or third pull. The roar was surprisingly like that of a small radial, but smoother. Bob hopped in and shut the canopy. This was like having a plexiglass helmet slipped over my head. No place for a claustrophobic. Visibility was great. I could clearly see Richard and Wayne drooling as their skin tone turned green. My only regret was that I had left my two-headed coin on the carpet of the FBO.

We smartly taxied out, cleared skies, and took off down the runway. The plane's ground handling seemed crisp but smooth. I don't know how much of this is attributable to the qualities of the Sonerai, but I do know there was a good crosswind, and Bob handled it with aplomb (how's that for a word).

We climbed gently, cruising off over the trees,

just far enough to be out of sight of people at the airport, then circled and dove for a high-speed pass down the runway. I found out later that we completely surprised the guys on the ground. They both turned green with envy again. I waved as they flashed by, a smug leer on my face. This was literally wiped off when Bob pulled up into a chandelle (sort-of), firmly plastering my kisser to the side of the canopy. Sorry about the grease smear, Bob.

Heading out over the flatness of south Georgia, I quickly figured out why Bob's face is red during most of the year. Plexiglass does not block sunlight! But, cabin ventilation was good, and other than wishing for my Ray-Bans, I was comfortable.

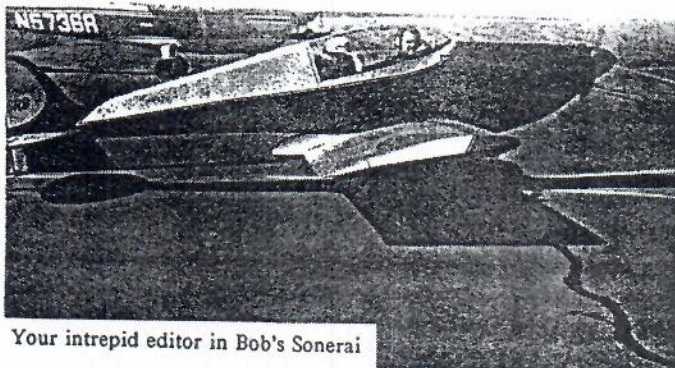
Bob passed his sectional forward (he has LORAN), and I busied myself with ticking off landmarks. Every once and a while, Bob tapped my shoulder and pointed out a prominence. One time, he tapped me and pointed to the stacks of a power plant. As these are by far the largest items in that 50 mile radius of flatness, I figured Bob must think I'm an idiot if I couldn't pick them up on my own. To add insult to injury, he was also yelling something. Not wanting to appear even dumber than what he apparently already thought I was, I just nodded vigorously and stuck my nose in the map.

Pretty soon, we started wandering all over the sky. I pulled my head up to see what transport we were avoiding, but there was just blue sky. The oscillations got worse and worse - we were just careening through the blue. Now to those of you who have never flown front seat in a tandem plane, it's not too easy to see the guy in the back. In the Sonerai, it's darn near impossible! So here I am thinking - Is Bob O.K.? Why is this plane acting like it's flying itself? Will my insurance cover this?

Knock-knock...Helloooo...knock-knock...Helloooo...

Because it is flying itself, stupid! Bob's last tap and shouting was his signal for me to pilot. I figured that out when I finally turned my head all the way around (yeah, just like Linda Blair in the Exorcist), and was nose-to-nose with Bob, who had this really disgusted look on his face.





Your intrepid editor in Bob's Sonerai

Photo: Dick Strand

So I got to fly Bob's Sonerai. It's quite nimble, and as I'm three years from being current, we of course wandered worse than when the plane was pilotless. Let's just say the ball was centered some of the time, like when it passed through on its way to the other stop. Actually, it's a stable steed that goes where you point it. After I settled down, we went fairly straight. Response is immediate, but not scary.

Bob took the reins again and showed how stable the little ship is all the way through stall (~48 mph). Very gentle, fully controllable (Bob says it's due to the full-span ailerons), better than a 150! By now, we were nearing Winder. Bob kept it high to the end, then put the little sportster over and tight-spiralled down to pattern altitude. Neat!

We had another stiff crosswind, but with a jaunty little "kerplunk", Bob set us right on the numbers and tracked straight and true. Relax...have a homebrew.

So, does the Sonerai live up to Bob's stories? I'd say in spades! It's honest, fast, economical, moderately stressed, sprightly - just a lot of fun. To me, it's what sport aircraft are all about. Thanks again, Bob!

Jeff B.

### Fly Buys

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 hangered. 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. Good condition. Tom Reddeck 925-6229(W), 972-6047(H).

For Sale: OHC Lycoming starter, fits up to O-320, \$150. OHC 20 amp generator, make offer. Dave DeWinter, 471-4598.

Wanted: Helicopter airspeed indicator, 0-170 mph; rate of climb indicator, 2000 fpm; hand-held transceiver; portable loran. Call Greg Jannakos, 296-0937.

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.

Wanted: Good used transponder with or without mode C. Also, 720 channel nav/com with glide scope. Call Jim Estes, 855-8625 (W); 938-3515 (H).

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.

## SHIRTS SHIRTS SHIRTS

The membership has elected to order open collar, short sleeve shirts with the chapter logo screen printed on them. They will be a light color to go with our four color logo. The cost will be \$15.00 each and must be received prior to the May meeting. Please fill out the attached order blank and send it with your check to Mike North, Treasurer. Mike will take checks at the April and May meetings as well.

Mike North  
5252 Audubon Place  
Norcross, Ga 30093

NAME \_\_\_\_\_

PHONE NO. \_\_\_\_\_

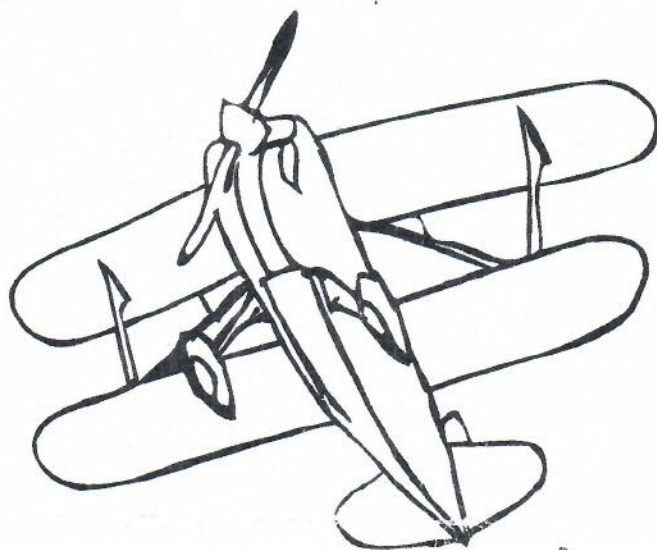
I WOULD LIKE \_\_\_\_\_ SHIRT(S) AT \$15.00 EACH IN THE FOLLOWING SIZES:

☐ SMALL ☐ MEDIUM ☐ LARGE ☐ EXTRA LARGE  
MY CHECK FOR \$ \_\_\_\_\_ IS ENCLOSED.



Sponsored by EAA 690  
Stone Mountain Georgia

# Fly-In Pancake Breakfast



Stone Mountain/Britt Memorial Airport

Saturday May 11, 1991

8-11AM

&

Saturday June 8, 1991

8-11AM



The Annual Stone Mountain Airport/EAA 690 Air Fair has been postponed until October 12