

EAA Chapter 690

NAV-COM



Happy Valentine's Day!

February 1992

President's Message

Plans are being formulated for Chapter events during the year. Vice Pres. and Program Head, John Goodman, has promised to present interesting, exciting, don't miss type of programs "Even if I have to put them on myself", to quote John.

Frank Flessel is trying to keep the fly-aways within a reasonable distance (100 -200) miles into areas that don't require sophisticated radio gear. Looks like the end of March is the first one of the year.

Lockheed or Warner Robins is a tour Ken Sharp is trying to setup for the last weekend in April. Ken said he would know more after looking into each one in greater depth. The workshops, tours, and project visits Ken is planning will be interesting and I plan to participate in as many of these events as possible.

Weather conditions were the consideration in scheduling pancake breakfasts and Mike North is planning early May for breakfast number one.

Steve Ashby has taken on the Air Fair again this year and set an ambitious goal to increase the size, participation and advertising. This has become a big money maker for the Chapter and one of the times that we can really show off to others just what EAA and Chapter 690 is and does. October 10th is the tentative date set, but Steve is investigating other events in our area that might conflict. Planning has begun so don't be surprised if Steve approaches you to help with some part of the Fair.

Duane Huff is trying to get the youth participation program off the ground this year but it looks like the first event might not occur until the first week in November. This would be an Air Adventure Day like the one Frank Wilcox hosted at his hanger.

Speaking of hangars I am sure you want to know the status of our "Hanger 690". As you can see by the article in this Nav-Com progress has been slow. We will have a progress report at the meeting on Friday with updated info.

See you Friday night the 14th.

Charlie

Calendar of Events

February 14 - Chapter 690 monthly meeting. 8 pm, Stone Mountain operations hut. **Speaker:** Forrest Wilson. **Topic:** Know the limitations set by your currency level, or "How to wreck a C-172 and live to tell about it."

March 28 - Chapter 690 Fly-Out! Pancake breakfast, hangar flying, and **FREE** RAFB Museum of Aviation tour. Warner Robins Air Park, 9mi 190° Rad MCN VOR - Not on chart, N32-33.6; W0834-40.5/3000' turf (was pretty solid last year). Unicom 122.8. 100LL and MOGAS. **COST:** 3 samoalians per native. More info: Carl Tischer, (912) 922-3735; Bill Roberts (912) 987-7405.

April 3-4 - RV forum, hosted by EAA Chapter 524, Frederick MD. All types of RV A/C stuff - even Van attends! I have lots of information on this, including a registration form and maps, so if you're interested, call me (Jeff B.) at 378-6992, or call the organizers: David Liston (301) 831-3008 or Jerry Blake (301) 416-0491.

April 5-11 - Sun'N'Fun; Lakeland, Fla. (813) 644-2431.

May 23-24 - EAA Chapter 941, Decatur, AL; Decatur/Athens Aero Service 4th Annual Reunion/Fly-In.

July 31-August 2 - Brodhead Expo '92, 17th Annual Pietenpol Fly-In; Brodhead, WI.

July 31-August 6 - 40th Annual EAA Fly-In Convention; Oshkosh, WI.

September 5-7 - Aerodrome 92, Guntersville, AL. This looks to be a BIG event. Planned activities center around World War I aircraft and memorabilia. Let's hope the 140 is done by then...

October 10 - Chapter 690 Air Fair!! - Our first Autumn shindig went so well that we are trying a repeat. Begin thinking **RIGHT NOW** about fun things you'd like for this year's event. Last year, in the final analysis, a relative few

did the thinking and sweating. There's a LOT of talent/knowledge in this group, but it's like manure - no good unless it's spread around! So, if you have any manure, call Steve Ashby.

November 7 - (tentative) Chapter 690 Air Adventure Day.

December 11 - Annual Chapter 690 Holiday Banquet IN THE NEW HANGAR!! WOW!

Monthly Fly-Ins (with thanks to Tom Crowder):

Winchester, TN Breakfast	1 st Sat. (615) 967-0143
Rome, GA Breakfast	2 nd Sat. (404) 234-7419
McMinville, TN Breakfast	2 nd Sat. (615) 668-4806
Peach St. Airt. Lunch	3 rd Sat. (404) 227-8282
Collegedale, TN Breakfast	3 rd Sat. (615) 236-4340
Guntersville, AL Fly-In	4 th Sun. (205) 586-1580

THE BUILDING COLUMN

Contributed by Frank Wilcox

A meeting with the DeKalb County Fire Marshall's office to resolve concerns has yet to be arranged (as of 2/3/92). Contact has been very difficult, but a concerted effort is being made to resolve problems and expedite approval of the building permit, possibly by the February meeting. The weather in January was not conducive to concrete-pouring, hence little was accomplished. In any case, since the "pour" includes footers outlined in the plans, it must await county approval of the plans and release of a building permit. We anticipate that the building program will resume at full-speed in the next few weeks. A complete update will be given at the February monthly meeting.

Dues are due!

In our never-ending quest to bring you better and better services...We want your money! Yes, it's that time of year, time to open a vein and pay your Chapter 690 annual dues. If you paid \$100 to the building fund, your dues for 1992 are \$18. If not, or if you are a new member, your dues are \$48. Checks are made to "EAA Chapter 690". All members of Chapter 690 must be in good standing with EAA National. If you have any questions about dues or membership information, please call Sheryl Black at 979-4233.

ALSO, we need to update our membership data for the new directory. Even if you have been in Chapter 690 since before the Democrats held the White House, and even if you already paid dues, please complete the membership form enclosed in this month's NAV-COM. Send it and any due dues to: Sheryl Black, 3762 Holland Dr., Lithonia, GA 30058.

Exhaust System Pressure Check

(Contributed by Frank Wilcox - Technical Counselor)

Aircraft engine exhaust systems are not required to sustain pressure such as the brake system, but air pressure can be used together with soapy water to detect leaks and it is easy to do.

On most annuals, the exhaust/heater system is checked only visually. This will show major leaks, but often will miss smaller cracks. It is important to detect cracks as early as possible for two reasons. First is the safety concern. I.e., cracks in heaters will allow carbon monoxide into the cabin. Second, when cracks are detected early, they are relatively easy and inexpensive to repair. If they progress very far, the repairs can get expensive and may even require replacement of major components of the exhaust/heater system.

To check the system for cracks, simply attach the hose from the discharge (exhaust, ha! ha!) side of a vacuum cleaner, making sure that the hose is clean. Run the hose into the exhaust pipe of the aircraft, sealing it with foam rubber or tape. If the aircraft has two exhaust pipes attached to a common exhaust system, put the hose in one and seal the other with tape. Turn on the vacuum cleaner to pressurize the exhaust system. Brush or spray soapy water (a mix with dishwashing detergent is good) on all pipes, welds, and joints. Pay close attention to the area underneath the heater shroud, cylinder exhaust ports, and bends. Problems with exhaust system leaks have been so serious on some aircraft that AD's have been issued requiring a pressure test every 50 hours.

A Switch is a Switch...or is It?

by Art Bianconi

Some years ago, I was fortunate enough to be able to work along side engineers from Underwriters Laboratories (UL) during destructive testing of electrical devices. This was part of my apprenticeship as a designer for a major electrical manufacturer. It was during this period that I acquired an appreciation for the real-world differences between AC and DC current and the impact those differences have on switch design and applications. I share this with you because I am growing increasingly concerned with the wide-spread lack of appropriateness most homebuilders demonstrate when selecting switches for the cockpit environment. Each time a homebuilder asks me to perform a pre-FAA inspection of an aircraft, I carefully examine the switches, and to date, over three-fourths of the projects inspected have turned up AC-rated or non-rated switches on DC circuits.

Current is current; What difference does it make, DC or AC?

The difference between AC or DC load-carrying capability are dramatically non-linear and are best appreciated by carefully inspecting a high-quality switch carrying both AC and DC ratings. Typical of this is the roller and bar micro switch made by MICRO Corp. Rated at 10 amps at 125 or 250 volts AC, the same switch can carry only 0.15 amps at 250 volts DC! In real terms, we have lost more than 98% of the original load-carrying ability and all we did was go from AC to DC! The voltage stayed the same!

Why the loss in rated carrying ability?

AC current changes directions 120 times in a 60 cycle circuit. Thus 120 times each second, there is no current flow at all. The current helps turn itself off the moment it sees a gap. Switch designers use this phenomenon to help reduce the cost of manufacturing AC switches. In DC circuits, however, the "push" is constant even when points begin to open, and the resulting flash is DC current's way of demonstrating its resistance to termination.

But I'm using 120 Volt AC switches with only 14 volts DC.

Those of you who can still remember the old Kettering coil ignition systems will recall that when the condenser in the distributor went bad, the points generally turned blue and melted down in just a few minutes. Cockpit switches don't have the benefit of condensers to absorb the electrical inertia present in a DC circuit. As a result, the gap temperatures get hot enough to weld contacts, even those made with exotic high-temperature alloys sometimes used in AC-rated switches.

But won't my circuit breakers protect me?

No, they won't. Fuses and circuit breakers provide overload protection, and a welded set of contacts will not, by themselves, cause an increase in circuit load. What often happened during UL testing was that the points welded shut, making it impossible to open the circuit. Cycling the switch to open position was often misleading; yes, the lever moved inside the switch, but only because the cam had separated from the welded points. While it appeared to have broken the circuit, the circuit, in fact, was still hot. If the consumer involved was your fuel boost pump and you thought it turned off when it actually was still running, what would the consequences be? If it were a flap or elevator trim device or landing gear motor, how would a tripped circuit breaker save you if the activating switch was welded closed and in a mode other than that required for a safe landing?

A DC-rated switch will cost you about three times more than an AC-rated switch of identical current capacity. If your panel sports ten switches (unlikely), the difference will be less than \$35. You've gotten this far. Is it worth jeopardizing your investment or your safety by cutting corners with even one cheap or improperly rated switch?

Plane News

Another A & P - No, not another FutureStore. Rather, Chapter 690 member Joe Cox received his A & P license November, 1991. Airplanes will continue as his hobby, as he continues to make his living as Director of Engineering for Gold Kist. Joe is interested in combining his engineering (registered P.E.) with his A & P. Call him at work at 393-530 if interested.

Chapter 690 Member in the News! - Jim Crunkleton, a former 690 member, was one of the winners of the prestigious Wright Brothers Award for 1991. Jim's Skybolt was selected by the designer as an outstanding example to represent this popular homebuilt aircraft type. The winning aircraft types are determined by EAA members voting for their favorites. Chapter 690 members voted at the April 1991 monthly meeting. Of the ten types finally selected, our members cast at least four votes for seven of these (RV-6:11, Lancair:6, Long EZ:6, Pietenpol:6, Skybolt:5, Glasair:4, and Tailwind:4). Jim is continuing a 690 tradition of exemplary craftsmanship. A few years ago, 690 member Clyde Schnars also was honored with a Wright Brothers Award for his exceptional example of a Sonerai II. Who will be next? Congratulations again to Jim and Karen on receiving well-deserved, national recognition for their skillful and tireless efforts in creating an award-winning Skybolt. EAA Chapter 690 is proud of you. (Contributed by Frank Wilcox).

Tallahassee FBO offers specials - Flightline, the new FBO at TLH Regional, is offering to EAA pilots and crew enroute to Sun'N'Fun discounts on fuel, free coffee and refreshments, and free tie-down April 1-12. TLH Flight Service and weather station is also on the ramp. Transponder requirement is waived during this period.

Plane Sense

Being married to the most wonderful woman in the world includes having the best in-laws in the world. My father-in-law is working in the U.K. for a while, and offered to pay half the airfare for any of his progeny who wanted to visit. So, we took him up on it (thanks Wally and Pauline) and jumped the pond. While there, I visited a few areas of aeronautica. Let's start with the big one - The Imperial War Museum at Duxford Airfield.

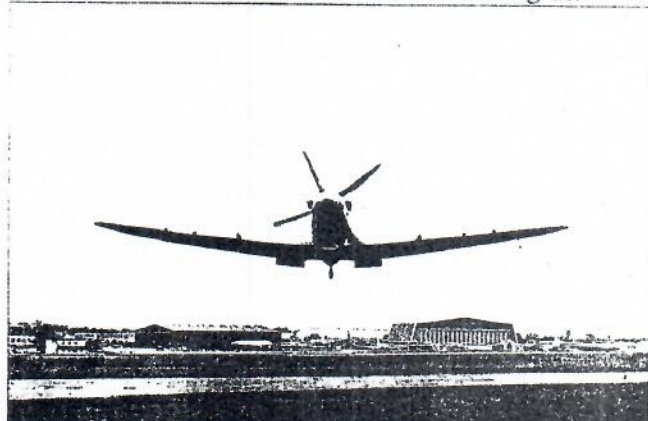
Duxford claims to be the largest aero museum in Europe, and I tend to believe it. They certainly have the best collection of WWI and WWII aeroplanes *in flying condition* that I have seen. Duxford lies in the rolling plains of the "middle country", about two hours north of London and a half hour south of Cambridge. It was built in World War I and was one

of the first RAF stations. Later in the war, it was used by U.S. forces. Three of the four original enormous timber-trussed hangars still remain, and are in fact about half of the museum. If you saw the movie *The Battle of Britain* the other night on TBS, recall the scene where the Luftwaffe bombs the airfield and one of the hangars goes up in a very realistic explosion. Well, it was realistic because it happened! They actually exploded one of the enormous wooden wonders for the movie. Most of the rest of the movie was filmed at Duxford, too. Which brings us to WWII.



In the second war to end all wars, Duxford was home to some of the first RAF Hurricane and later Spitfire squadrons. These units participated heavily in the Battle of Britain. On September 15, 1940, "Battle of Britain Day", Duxford units accounted for 42 enemy kills. One of the more famous pilots stationed at Duxford was Douglas Bader, the double amputee and "Big Wing" proponent, who was later shot down and interred. The story goes that the British air-dropped extra legs into his prison, but these were taken from him due to his many attempts to escape!

Later in the war, Duxford was turned over to the Mighty Eighth, and became essentially a U.S. Army Air Force Base. P-47 Thunderbolts and P-51 Mustangs stationed at Duxford participated in D-Day raids and escorted bombers deep into Fortress Europe and Germany. The English still have strong, warm feelings for Americans due to the sacrifices made by our fly-boys during this time. Much of the museum is devoted to thanking us!



Last view seen from many an Me-109: Spitfire!

Duxford was almost closed in the 60's until the Imperial War Museum in London figured out that they could not house a B-52 and a Concorde in downtown London. Seems it was considered bad form to throw the high-brows out of Albert Hall, so they created Duxford War Museum. It consists of five BIG hangars and many auxiliary buildings that house aircraft, ground vehicles (tanks, etc.) and ships.

Just to hit the high points, the main hangar has a Shorts-Sunderland seaplane (the "flying porcupine"), the only B-29 Super Fortress in Europe, a Vulcan bomber, a Shackleton (post-WWII design based on the Lancaster), and several other smaller craft. This is a BIG hangar. In the other hangars, they had at least two B-17's, a Lancaster, a Mosquito, two B-25 Mitchells, and (I think) a Sterling. For fighters, we found several Spitfires (so many I was almost yawning!), P-40 Tomahawks, Mustangs, Jugs, four or five Bearcats (where'd they get those!), a Hellcat, a few Corsairs, a brace of Seafuries, and a flying Hurricane! They also had a few Me-109's and are on the verge of getting a Focke-Wulf 190 in the air! They have a *flying* Zero, and are negotiating for a Betty bomber. From WWI, they had a SPAD, a Camel, a Be-2, an RE8, and a few other types unfamiliar to me. And scads more of interesting prop and jet planes and helicopters from WWI right up to the Falklands spat. Even a gyroplane.

Outside sit several commercial planes, including two Comets, the first in-service jetliner, and one of the four proof-of-concept Concorde. There are a few military transports and bombers, the most impressive being a B-52 Stratofortress donated by the USAF.

Another fun thing about Duxford is that, since all of the hangars are chock-full of *aeronautica exotica*, maintenance is conducted right in front of the visitors. The svelte lines of a Spit completely hide the bridge-like qualities of its structure. Its innards looked tough! And although I've seen pictures of the P&W R2800 in the Sandberg Seafury, that baby up close and personal is more than impressive.

The only problem with the museum is that it is really just five big hangars stuffed with airplanes. Great for me, less than rewarding for non-aeronuts. But hey, whaddya want - egg in your beer? The really amazing thing about this place, though, is that so many of these planes *every and all summer!* Hats off to the air and ground crews, and congratulations to the Imperial War Museum. (Below: Mustangs at Duxford, 1945)



After we had been in England for a few days, I was beginning to believe all those horror stories about European repression of general aviation. I must not have made allowance for the weather, though, because as soon as the sun peeked out, we had a steady stream of small craft overhead. Obviously my in-laws were living under an airport pattern. I determined to find the "aerodrome", so the next day we went out exploring and came across a sign, "Panshanger Aerodrome ----->," pointing down a narrow lane. At the end of the lane, the scene opened up to a fair-sized establishment. There were a few normal-looking hangars, two gigantic hangars, and about two dozen concrete, miniature quonset-style buildings and a miniature brick control tower. Very strange.

We got to looking around and found the headquarters of the combination FBO/flight school - a mobile home trailer. Inside, the head instructor filled us in on the history of the place. Panshanger Aerodrome was built in the mid 30's as an RAF training field. It now houses several GA planes and, except for the quonset buildings, is fairly well kept. When asked about the quonsets, Instructor Bob said that in WWII, the RAF set out wooden mock-ups of Hurricanes, Spits, and various bombers, and arranged the little quonsets and tower so as to make Panshanger look like Hatfield, a nearby and much larger RAF station of some importance (British Aerospace is still based there). I asked him if the normal and giant hangars didn't give away the con. He shrugged and said, "Well, one day during the "phony war", the jerries came over and dropped *wooden* bombs on our wooden Spits!"

He went on to relate that he had no idea why anyone would pay hangar rental to store their planes in the giant hangars (they were filled with neat-o planes) as the weather inside the hangars was often worse than outside! Be that as it may, in addition to the regular assortment of Cessnas, Pipers, and Beeches, the hangars contained a couple of motor gliders, a Taylorcraft-like plane called an Auster Mk-5, a Chipmunk, and what appeared to be a Grasshopper undergoing restoration. There were even a few light twins, which I thought looked too business-like to be based at a grass strip. There was one homebuilt, a design called the Condor, very reminiscent of a CAP-10. It had recently attended a big EAA Fly-In in Switzerland!

Just before we left, a Citabria came in for touch-and-goes (bumps-and-circuits). With the setting suns at our backs, the relative calm of the evening, and the beautifully-kept grass strip, the whistling woosh of the Citabria as it delicately touched down completed a near-perfect day of exploration.



Nifty Sweat-shirts!

By carefully avoiding getting me involved, Joel Levine has put together a very nice sweat-shirt/Chapter 690 logo package. He modelled one at the January monthly meeting, and many women swooned. I understand that Chippendale's has made him an offer, but I told him to keep his day job...

But seriously, the shirts look great. They are white and of medium weight "sweat-shirt" material, with the chapter logo on the top left chest area. They can be ordered by filling out the order form in this copy of the NAV-COM. They are only \$15.00 (cheap!). I don't think you can buy a blank sweat-shirt for that small of an amount!

Joel says that if we get him the money by the February meeting, we will get them while it is still cold! If you cannot get him a check before the meeting (i.e., by order form), as a last resort, bring your money to the meeting. Joel has put this operation together in less than a quarter of the time that the polo shirts took, but as you know, cold weather doesn't last very long in this neck of the woods.

Sweat-shirt Order Form

Name: _____

Address: _____

Phone No. _____

Please denote how many you want in what sizes.

___S___M___L___XL___XXL

Total ordered ___ x \$15 ea. = total enclosed \$_____

Please send your remittance (checks made to "EAA Chapter 690") to:

Joel Levine
 1340 Nerine Circle
 Dunwoody, GA 30338

Fly Buys

For sale or trade: have an O-290-G, 125 hp, a good engine unconverted; one Genave Alpha 200 Nav-Com complete and in excellent condition; one Narco transponder - excellent. I need a small engine, 65-70 hp VW-based, Rotax, etc. or Cont. 65 hp., or cash to buy more tubing! Call Dick Miles (404) 267-7536 (Bus.) or 267-8236 (H). Come see my "factory" at 127 N. Broad St., in downtown Monroe...Open to the public...!

For Rent: One bedroom apartment on airstrip. Furnished/unfurnished. 978-2403 or 921-4423.

For Sale: Zenair Tri-Z project: airframe 90% complete, no engine, no canopy. \$4,000 or trade for camper. Jerry Cummings 422-9458, 1629 Agnes St. Marietta, Ga, 30060.

1950 Piper Pacer PA-20, 125 HP - 1460 TT, 262 SMOH Annual 3/91. Very, original, STC for autogas, always hangared. 8" Scott tailwheel, complete and original paperwork. \$16,000. (404)938-3515(Eve); 885-8625(Day).

For Sale: Escort 110 NAV-COM (12V) \$375. Includes wired mounting tray and installation/service manual. 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.

Tii 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.

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.

Stearman PT-17, 1941. 4 yr. old complete restoration. Army colors. 220 Cont. 200 SMOH by Mid-Continent. Hangared at PDK. 25% share for \$15,000. Greater share negotiable. Gordy Germany 233-9797(W); 233-8115(H).

☺ The Flighty Side

(Contributed by Joel Levine)

Wrong Approach:

Trump Airlines, on its first trip into DCA (National), came in low over the tower and landed "across" runway 18/36... The young

first officer scratched his head and said, "Dang short runway, huh Cap'n?" The seasoned old captain looked first left, then right, and then replied, "Yep!! But wide, ain't it!"

☺ ☺ ☺

Lawyers:

1. A tour group of attorneys was enroute to their vacation when hijacked by fanatics. The demand made to the airlines was \$10 million or they would begin releasing one lawyer every hour.

2. Q: What's brown and black and looks good on an attorney?
A: A pit bull.

3. Q: What do you call it when a cruise ship full of lawyers sinks? A: A start.

4. A lawyer trying to get tickets to the rage of the day, *Phantom of the Opera*, finally settled for a couple of seats a year in advance. When the exciting night finally arrived, the woman sitting behind the lawyer noticed that the seat next to him was empty and asked him why such a valuable commodity was unused. The lawyer replied that his wife couldn't make it. The woman asked if he didn't have relatives or friends who could have used the seat. He replied, "Oh, they're all at the funeral."

(With apologies to Andrea, Claudia, and Steve...)

☺ ☺ ☺

Them Tower Folk:

1. Heard last summer on the Nantucket tower frequency:

Pilot: "Nantucket tower, Mooney 1191B is 60 miles West, inbound for landing."

Tower: (At a particularly busy time) "Mooney 19B, give me a call when you're in my time zone..."

2. At El Paso International recently, I heard a novice controller query what sounded like a tough old instructor. Here's how it went:

Tower: "Cessna 123D, say altitude."

C-23D: "Oh, about 900 feet."

Tower: "Cessna 23D, is that AGL?"

C-23D: "Affirmative sir, we are above the ground...so far."

☺ ☺ ☺

EAA CHAPTER 690 MEMBERSHIP APPLICATION

DATE: _____

NAME: _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

HOME PHONE: _____ BUSINESS PHONE: _____

SPOUSE'S NAME: _____

CHILDREN'S NAME(S) & AGES: _____

OCCUPATION: _____

NATIONAL EAA #: _____ PROJECT: _____

PILOT RATINGS: _____

YEAR & TYPE A/C _____ BASED AT: _____

REGISTRATION NUMBER: _____

SKILLS: _____

HOBBIES: _____

REMARKS: _____

(FOR CHAPTER USE)

DUES DATE DUES DATE DUES DATE DUES DATE DUES DATE

About the EAA...

The Experimental Aircraft Association was founded in 1953, with early meetings of a few stalwarts in the home of the founder, past President, and present Chairman, Paul Poberezny. From modest beginnings the movement has expanded to hundreds of thousands of members. The annual EAA convention in Oshkosh, WI hosts more than 800,000 people per year and is the premier aviation event in the world. Today, the EAA is headed by Tom Poberezny and exists to promote the world of amateur-built aircraft and sport aviation in general. EAA provides many services to its membership, from technical know-how to representation of membership concerns to federal entities. Membership is open to anyone who shares the interests of the association (\$35/yr). To join, see our Treasurer, Sheryl Black (979-4233) or write EAA Aviation Center, POB 3086, Oshkosh, WI 54903.

About the NAV-COM...

The NAV-COM is the monthly newsletter of EAA Chapter 690. It comes free with the dues, and you get what you pay for. (Like sentences ending in prepositions). NAV-COM is for EAA members only. It is a compilation of ideas, opinions, and data from several sources. In presenting it, the Chapter and EAA HQ by no means recommend or sanction the stuff. In other words and for example, we are not responsible if you bust your keester at an event we list in the calendar. Contributions are always welcomed, whether they are facts, opinions, or exaggerations. PLEASE get me your stuff by the 22nd of the month or you will get a nasty phone call. I will gently edit for grammar and curse words, but what you send in is generally what I send out. Magnetic media is appreciated. Send your pearls of wisdom to: Jeff Boatright, 168 Garden Lane, Decatur, GA 30030. Production Consultants: Richard Robison & Andrea Doneff.

About Chapter 690...

The EAA is made up of hundreds of chapters world-wide. The local chapter for Gwinnett county and vicinity (i.e., anyone else who wants IN) is Chapter 690. We're a raucous group with several projects, both restoration and amateur-built, in progress. Annual dues are \$48.00. See Sheryl Black, the Treasurer (979-4233) to sign up. You'll also need to join EAA National (see above). Membership is open to anyone, and we'll even give you a discount in the NAV-COM if you take the editor along on your next Bahamian holiday. Our meetings are every second Friday of the month, 8:00 pm, at Stone Mountain Airport operations building. In addition to the meetings, which often consist of excellent guest speakers from across the nation and aviation world, the Chapter holds many functions, including hands-on workshops, fly-ins and -outs, and social gatherings.

Our officers and other luckless people are:

President: Charlie Sego - 923-9549

Vice-President: John Goodman - 972-2405

Secretary: Joel Levine - 394-5466

Treasurer: Sheryl Black - 979-4233

Videos and Books: Barney Barnes - 923-7896

Tools and Materials: John Henderson - 449-1946

Chapter Historian: LeRoy Stoutenburg - 981-6041

Technical Counselors:

John Popps - 939-6610

Frank Wilcox - 978-2403

Building Committee:

Chairman: LeRoy Stoutenburg - 981-6041

Treasurer: John Connelly - 294-4050

The NAV-COM

Newsletter of EAA Chapter 690
Editor: Jeff Boatright
168 Garden Lane
Decatur, GA 30030

Address Correction and Forwarding Requested

