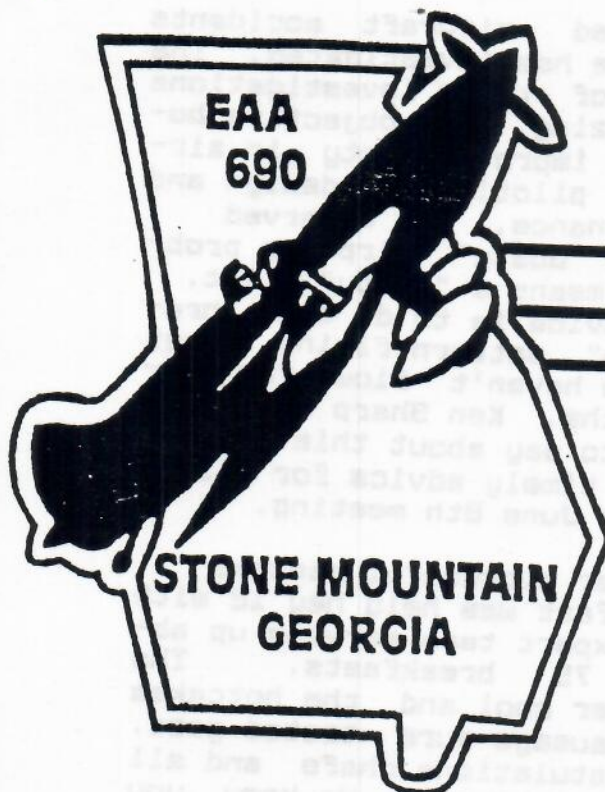


June 1990



EAA CHAPTER-690 NAV-COM

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

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JUNE

PRESIDENT'S MESSAGE

Recently I have received from the EAA Chapter in Oshkosh lists of EAA members in Georgia who have expressed an interest in joining a local EAA Chapter. These have been given to the Membership Committee chairman for follow up. I have also discussed at length our chapter programs with others who have called asking about Chapter 690. It is exciting to know that there are so many aviation "buffs" who want to become part of a active EAA Chapter. This should be encouraged by all chapter members. Some would say, however, that the chapter is big enough memberwise and we lose something as our numbers grow. It may be true that we cannot name all our members or recognize their faces on sight. As important as this is it is more important to provide an opportunity for people with like interests to gather together, share information and expertise and enjoy the camaraderie and friendship of fellow aviation enthusiasts. So remember that as we invite our friends to join our chapter or greet a visitor at a meeting the opportunity we provide each individual to enjoy aviation as we know it in EAA overshadows any loss we may perceive in a larger membership.

Another super program at the May monthly meeting. Jim Tonelli of the National Transportation Safety Boards (NTSB), Atlanta Regional Office presented an extremely interesting review of some

selected aircraft accidents that he has investigated. The depth of these investigations is amazing. The objective being to improve safety in aircraft piloting, design and maintenance. Jim observed that a "dusty" airplane probably means a "dusty" pilot. His advice is to do some "precision" pattern flying first if you haven't flown for 2 or 3 months. Ken Sharp will have more to say about this and other timely advice for pilots at the June 8th meeting.

Another successful pancake breakfast was held May 12 with the expert team serving up about 75 breakfasts. The weather cool and the hotcakes and sausage sure tasted good. Congratulations chefs and all team members. We know you will even better at the Air Fair June 16th.

We are all sorry that the Air Adventure Day scheduled for April 28 had to be cancelled. The reason: too few registrations. Bernie and Kim Jager worked very hard in the planning and advertising for this activity, but for reasons known and unknown we just did not get the interest this year. We will try again. We sincerely thank the Jagers for their efforts and share in their disappointment.

A direct result of the FAA safety efficiency review, in which EAA was active is a shift away from fines and suspensions with progress toward a policy of compliance, remedial training and pilot education. This should substantially reduce the "adversarial" relationship between the FAA and the aviation com-

munity, according to the EAA representatives. More important is the fact that it will help increase aviation safety, which is the charter of the FAA. Let's hope this does come true.

FRANK

CHAPTER MEMBER ROSTER

We are looking for a member with a word processor (or typewriter) and the time, to prepare the 1990 Chapter Membership Roster. All of the information needed is available in a tabulated format and will need only to be rearranged in the in the format of our current Chapter roster. We know the value of this roster each of us. Please contact NAV / COM Editor, Henry Warner (449-9775) if you can help with this project.

PAINT BAKING OF SCREWS

On most airplanes there are numerous screws and bolts that are used on frequently removed inspection covers. To stop the paint chipping off these screws, or other small parts subject to wear, bake them in an oven. Drill holes in a scrap of wood for the screws and bolts. Insert them, etch, paint and place in an oven for one and a half hours at 250 degrees. Let them cool before using. This process can also be used to make inexpensive black instrument panel screws. Just start with plain brass screws.

EAA Technical Counselor

CHILI COOK-OFF A SUCCESS

The chili was HOT, ANTIQU, and CLASSIC. These were the three categories of taste on which the entries were judged (only appropriate for an EAA event). All 23 members, friends, and relatives who attended our annual 690 Chili Cook-Off held Saturday May 26 at the Wilcox Aerodrome participated in the judging. John and Marjorie Ritchie won the Classic award, Mac and Donna Forbes the Hottest, and Harold and Kay Stalcup (in absentia) the Antique. Many fine (and fattening) deserts as well as delicious salads added to the feast. Two members arrived by air- the Forbes in their Cessna C-140 and Frank Flessel in his Piper Tri-Pacer. The SMARTI group's Cessna 140 project and Duane Huff's Aeronca Chief restoration were the center of "aviation" talk and this together with yard games and visiting provided a relaxing afternoon for all. Duane was treated to a ride by Mac in the Cessna since it was Duane's Happy Birthday.

"Pilot's Glossary"

Airfoil: Sword used for dueling in flight.

Bank: Owns most of your airplane.

Stall: Place where airplane is kept.

Slow Flight: Flight that lasts beyond bladder limit.

FLY BUYS

Lark for Sale. Aero Commander 100-180, 4 place, 180 hp, IFR Certified, 1545 ITAFE, \$12,500. Trade (?) toward C-182 or Piper 235. Contact: Henry C. Warner at (404) 449-9775.

Varl 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 981-1291.

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. Fuseleage on gear, speed brake, center spar and roncze conard complete. Materials and hardware to finish, including canopy. Contact: Jim Sower, 564-0412

Tri-Q Project for Sale. All major structure completed, carbon fiber spar / LS airfoil concord, all parts / plans to complete project including instruments, prop, Revmaster 2100-D engine. Frank Wilcox at (404) 978-2403.

Wanted. I-A's willing to review and sign-off pilot conducted annuals. Contact: Editor, 449-9775.

Air Fair. For arrangements to bring your aircraft project for display at the Air Fair, Stone Mountain Airport, contact Jeff Boatrigh.

Program for June

Meet your requirement for on hour of ground school training. Pilots with less than 400 hours in command must have continued training to meet licensing requirements.

Ken Sharp, CFII, will provide EAA Chapter 690 members an hour of ground school training to assist you in maintaining and up-dating your piloting skills.

A High Tale of Flight

A man and his wife went to the county fair where a pilot was taking people for airplane rides at \$5 each. The couple wanted to go, but said that the price was too high.

"Tell you what," said the pilot, "you give me the full \$10 and I'll take you both up. If neither of you says a word, I'll give your money back. It won't cost you a cent!"

The couple agreed and got into the plane. The pilot tried every barnstorming flip and loop he knew, but he didn't hear a sound from the couple behind him. When he landed, he yelled over his shoulder, "That's amazing ... you didn't say a word!"

"Nope," said the man behind him, "but I almost yelled when Ma fell out."

submitted by John Henderson

From the Instructor's Desk...

Have you ever been flying on a nice sunny day enjoying the wonderful cloud formations, the freshly plowed fields, the horrible 5 PM Friday traffic only to have it ruined by radio failure 5 miles from PDK?

There are dozens of reasons for radio failure you can hear at your local watering hole but you probably haven't heard of ANTENNA FAILURE ! ! Many of today's airplanes come with assorted types of communication and navigation antennas ranging from a simple "coat hanger" to complex blade antennas to common fiberglass antenna.

These common fiberglass antennas are very prone to internal damage usually caused by moisture which enters through small hairline cracks in the exterior paint of the antenna. Through these cracks moisture finds its way into the center of the antenna where the actual copper antenna is located. Heat and drying from the sun causes the moisture to expand cracking the fiberglass rosin casing and in doing so causes the copper in the center to expand and break. As the antenna cools, the fiberglass contracts as well as the copper center and makes contact again. Presto! your radio is now working. Then the entire process starts over again.

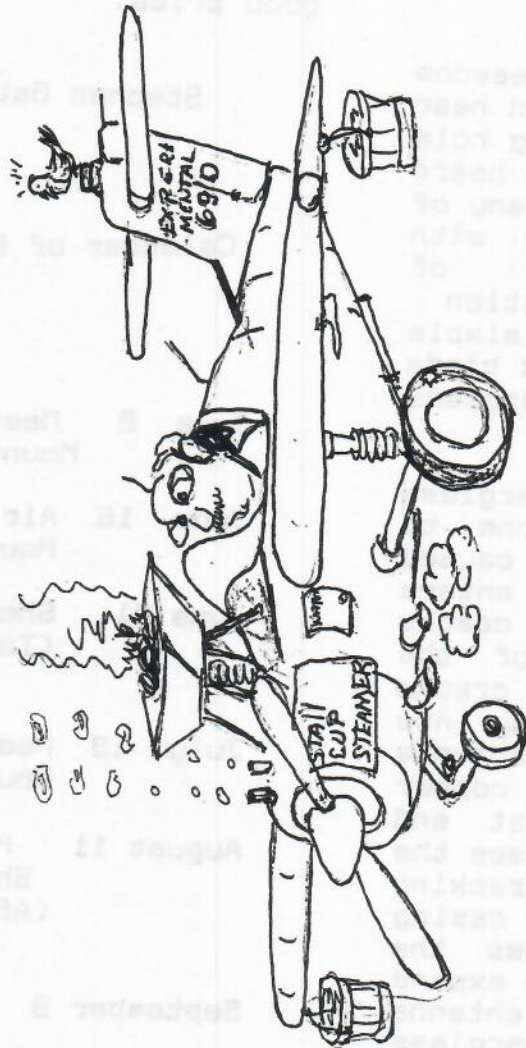
My personal experience has taught me to check each antenna especially those fiberglass antennas. Check

for the tell-tale signs such as vertical cracks in the paint, exposed bits of fiberglass and moisture forming at the base of the antenna. Your avionics technician can check your antennas to ensure they are performing 100% and if not, can recommend replacement at a good price.

Stephen Gatlin, CFII/ME

Calendar of Events

- | | |
|--------------|--|
| June 8 | Meeting, Stone Mountain Airport |
| June 16 | Air Fair, Stone Mountain Airport |
| June 21 | Sheetmetal Workshop (Tentative) |
| July 13 | Meeting, Stone Mountain Airport |
| August 11 | Plastics Repair Shop, Picnic (Afternoon) |
| September 8 | Fly-Out, Winchester, Tenn. |
| September 14 | Meeting, Stone Mountain Airport |
| September 15 | BBQ |
| December 14 | Christmas Party |



Hand's Chili
Really Improved
LIFT-OFF !!