



# The NAV-COM

Newsletter of EAA Chapter 690  
February 1993



Happy  
Valentine's Day!

## Homeless Again

After months of negotiations with the Stone Mountain Airport Owners Association, it appeared that EAA Chapter 690 would have a permanent home in the Barn at the airport entrance. Unfortunately, last week the Association requested that Chapter 690 return the completed lease.

Currently, we have no building program at Stone Mountain Airport. We are still invited to conduct our meetings in the operations building. The return of the lease does not necessarily signal an increase in friction between the owners and our chapter - their best interests simply and apparently do not coincide with ours.

What should we do? Where shall we go? These are the topics of our February monthly meeting. It is the fervent hope of the chapter officers and the building committee that a complete decision can be made at this meeting. Thus, this is one of the more important meetings in the Chapter's history (where have I read that before?). There will be no guest speaker, just a business meeting.

If a vote is called, only paid-up members can vote. Sheryl Black, our treasurer, will arrive at the airport at 7:30 to take dues of those needing to pay. Alternatively, dues can be mailed to her. See elsewhere in this NavCom.

If you cannot attend the February meeting, please call someone on the building committee or one of the chapter officers to present your views on the building program. As with previous discussions on the building, every chapter member that has an opinion must be heard. Building committee members and their phone numbers are listed in "The Building Column".

## Payin' Your Dues

Sheryl Black

As of January 1, 1993, EAA Chapter 690 dues are due for each member. The dues are \$48.00 per year. For those who contributed \$100.00 to the building fund, your dues are only \$18.00.

It is a pre-requisite to be a current member of EAA National to belong to a local chapter. To protect the EAA 690 and it's insurance, please provide me with your EAA National #, and it's expiration date.

An EAA Chapter 690 Membership Profile. It would be most helpful and informative if you would update any information, particularly on the aircraft, project, skills and hobbies section. Hopefully, we will use this information to help us all get to know more about each other this year. (You can also use this form to provide EAA National # and expiration date.)

Should any business for EAA Chapter 690 be called for a VOTE by the membership, only those who have paid their 1993 dues are allowed to vote per chapter by-laws. (With each dues payment, one vote is allowed. Those in the same family desiring more than one vote, additional dues are collected for each voting member.)

Should you have any questions, please call me at 979-4233, or mail dues to: Sheryl Black / 3762 Holland Dr. / Lithonia, Ga. 30058.

If you are unable to mail your dues early enough for me to receive them by the next meeting, I will be available to collect dues at 7:30 PM, before the meeting.

*Please complete the dues / information form on page 7 and send to Sheryl even if you've already paid dues!*

## The Building Column

Frank Wilcox

Where there is a will there is a way - so the saying goes. It seems that there is plenty of WILL in the members of Chapter 690 to some day have a home of our own, however, the WAY continues to be very elusive. As you have been informed elsewhere in this issue of the NavCom, our plans to renovate the Barn are on hold. Hopefully, action by the members at the February meeting will provide direction to the Building Committee for the continuance of our building program at Stone Mountain Airport or elsewhere. Until this direction and the subsequent planning can be initiated, all work on this project has been suspended. While this is an unforeseen and certainly unwanted turn of events, the Building Committee is dedicated to the completion of this project if so directed by the membership. We ask that each member make every effort to attend the February monthly meeting and actively participate in developing the planning needed to move ahead with this program.

The Building Committee is:

Andy Anderson	449-1896
Steve Ashby	469-0786
John Connelly	294-4050
Duane Huff	921-4423
Bernie Jager	564-8538
Ben Jeffrey	925-2852
Mike North	925-9552
John Ritchie	476-4952
Charlie Sego	923-9549
Harold Stalcup	921-9468
L. Stoutenburg	981-6041
Frank Wilcox	978-2403



# YOUNG EAGLES AT STONE MOUNTAIN

by Charlie Sego

Theresa Coleman did it again! January 23rd was a clear calm cool Saturday, the perfect day for the first time aviator. I was lucky enough to join in the gathering of EAA members and participating young people. The day started when each person received a brief lesson in safety and a quick orientation about airplanes from 690's Steve Ashby. Each child was then treated to a ride in an aircraft and upon their return to terra firma received a certificate. Bill Coleman was there to take as many pictures as he could get. They will be great for the Chapter Photo album.

John Goodman gave rides in his Varga. Harold Stalcup acted as ground operations for him and ushered the Young Eagles from the plane, took care of the paperwork and then helped the next "group" to the plane. Steve Dunn gave rides in his Cherokee 140 while Duane Huff acted as ground

operations for him. John Tumblin gave rides in his Cessna 170 and Frank Wilcox was ground operations for him. Joel Levine brought out the Muskateer and gave rides. Ron Ehrenburg gave rides in his L-19, Jim Clarkson acting as ground operations for him and keeping parents away from the plane. The pilots gave a total of 46 Young Eagle rides from 10:00 A.M. until 2:00 P.M. Theresa had no time to leave the sign up desk and by the end of the event she had worn out her writing hand filling out forms and Certificates.

It was a perfect day, the wind was almost nothing, the kids showed up in small groups which kept everything moving along. Around 11:00 A.M. Nick Crowder broke out the grill and had hot-dogs and hamburgers available right by the flight line. The kids were completely taken up by the event. I was on the flight line trying to direct the

riders to the different ground operations persons. This gave me an opportunity to talk with people waiting with their kids. At least four times parents told me they had to tell me how wonderful the event was. They wanted us all to know what a great thing they thought this was.

This wasn't the first attempt at this event. A week earlier Theresa had cancelled because of the weather and still had 20 people show up hoping to get a ride. John Popps, Sylvia Catinella, and John Tumblin were there and gave rides while Jim Clarkson and Bill Coleman helped out on the ground. Theresa organized and did the necessary paperwork.

Theresa has done a great job heading up the program and deserves a BIG "Thanks". She is working on making this a bi-monthly or maybe a monthly event if we can get the support of pilots with planes.



## FROM THE MAILBAG AND THE PHONE

by Charles Sego



Listed below is an outline of the communications we receive every month. They are not reviewed at the monthly meeting. If you are interested in one of these let me know.

1. From the mail; lots for sale on a runway, located in Traverse City, Michigan. (get'em while there hot!)
2. From the mail; Peach State Airport Newsletter (EAA Chapter 6).
3. From the mail; Pittsburgh Institute of Aeronautics, Enrollment application for "Fundamentals of Aviation Electricity and Electronics". Send them \$25.00 and they will decide if you can enroll in their home study course for \$380.00. SHOULD I BELIEVE THIS ONE?
4. A phone call from Ed Cousins, Chapter 906 Dublin, Va. inquiring about methods of raising funds for a building. Ed stated that Bob Mackey at national gave him our number.
5. A phone call from Mike Hein, an EAA Chapter requesting help with their Young Eagles Program. We invited him to come to the January 16th event and talk to Theresa Coleman.
6. From the mail; a catalog from Burroughs (#92A) Advertising Service tools and Equipment for Teledyne Continental and Avco Lycoming Aircraft Engines. I will turn this over to John Henderson to keep with the tools.
7. From the mail; a Trade-Sell list from Chapter EAA-59. Jerry Holman has started a list, free of charge, which includes engines, props, parts, and airplanes.



# Jim and Bobbie Estes RANS S-12 Airaile

by Jim Estes

## In the Beginning...

Making a decision about which kit plane to buy is almost as difficult as the original decision to build an airplane in the first place. My wife Bobbie, who by the way loves to fly (she usually goes to sleep, and anyone who can sleep with me piloting either loves to fly or just doesn't understand the situation), and I talked a lot about what would suit us. We arrived at the following list:

1. **KISS** - Being a first-time builder, we looked for a low-time assembly kit rather than a long-term construction project. I'd like to meet the 51% rule, but I'm not a fanatic. In fact, I made a "C" in my old high school shop class.
2. **Safety** - The track record of the particular model would be important as well as the manufacturer's record of support and reliability.
3. **Short Cross Country Capability** - 100 miles.
4. **Affordable** - Everybody has a budget - right?
5. **General** - Fun and easy to fly, good visibility, good looks, as comfortable as a light plane can be... This could go on and on.

After much thought, we decided on the S-12 Airaile, produced by the RANS company of Hays, Kansas. The S-12 is a two-place, high-wing, tricycle-gear, pusher starting at \$10,000. We chose the optional full enclosure and Rotax 582 with true dual ignition. RANS started kitting in 1973 and has had a steady stream of successful designs since then. Randy Schlitter, the founder and president, won the 1992 aircraft designer award given by GAMA. For us, the S-12 is the right plane made by the right people.

So...I placed an order on 20 July 1992 and was given a delivery time of 20 weeks. Now I had a kit ordered, where would I build it? To make a long

story short, I decided to handle the beginning stages at home. Not having any type of shop at home, I was faced with enclosing half of my two-car carport. I must say that the very first ingredient for an airplane project at home is an understanding spouse. Beyond that, everything gets easier (although it's my car that sits out in the weather).

This "shop" is a very basic walled-in area. By catching Home Depot with a sale on their cheap 3/8" plywood and bottom-of-the-line-2x4's, I was able to complete my large box with even a big front door for a little over \$200. This is a temporary shop. I plan to dismantle it and move into a hangar as the project grows. Considering the cost of hangar rental, the box makes monetary sense in the early going. With extension cords I can handle the temporary wiring for power tools, lights, and one electric heater. The plywood walls offer protection from the wind, hold in some heat, and give me the security I need to leave tools and parts out. It is a little unsightly, looking like UPS left a large package under my carport, but considering its temporary nature and the convenience of being at home to work when I only have a small amount of time, it has worked out well.

That is the point of my article. Some of my original work-site plans fell through after I'd ordered the kit, so I had to work with the resources at hand. The solution probably has helped the project rather than being an inconvenient Hob's choice. In short, if you want to start on a project - **JUST DO IT.**

*Jim has his fuselage on its gear and has temporarily fitted his tail-boom. He plans to continue updating us on his project. If you have any questions or want to drop by his shop (1737 Lovely Lane, Tucker), call him at 938-3515. I've seen it, and it's pretty inspiring! The Rans Company is represented in Atlanta by Jeff Hasle, Sundown Aviation (1-404-451-2080).*



## Other Chapter 690 Projects

**Steve Ashby's and Wayne Whitaker's** twin Nieuports: All tail members are complete. Steve's fuselage sides are done, and Wayne's are about half done. This construction is aluminum tube abutted and held together by aluminum gusseting. A consistent problem is that the pull-riveting process invariably causes abutted tubes to separate from one another. Doesn't appear to decrease structural integrity as several Nieuports have hundreds of flight hours on them.

**Frick and Frack Aeroplane Factory's** Skylites. Harold and Charlie are very near covering. Just one more wing leading edge and Kristi's iron disappears!

**John Goodman's Moni:** From 4 to 14 gal, 400 nm range. Torsional vibration dampener. 2 cyl. 2 cycle. Both cyl. fire at same time, thus BIG pulse once every crank spin. Keeps snapping props off, as mentioned in his talk. Developed a dampener on CAD/CAM, has several internal loose fitting splines - heart of system.

**Harry Goetting's KR-2:** Awaiting engine installation, including construction of motor mount. Engine is 90 HP McCollough. Harry plans to test fly before painting.

**Duane Huff's Aeronca Chief:** Duane has started covering his wings. It's a shame to hide all that great work, but necessary, so if you want to see what really old spars look like, you'd better high-tail it out to Lenora airfield before he zips them up.

**Charles Patterson's RV6A:** All metal work is done. Charles plans to hang the engine in the spring. Overall, he feels he's about half done.



# Aero Film Reviews



J. A. Ritchie, Jr.

## "Biggles"

(1985, color, 100 minutes, rated PG)

This fictional action-adventure movie has an interesting time-warp plot that bounces back and forth between 1985 London and 1917 (World War I) France. The main character, Jim Ferguson, holds a rather boring job at a 1985 food marketing firm when he spontaneously begins to jump back in time to World War I somewhere along the Western Front. He befriends Captain James Biggleston, a Royal Air Force pilot, after helping Captain "Biggles" climb out of his crashed Sopwith on the front lines. Baffled by his time-travel experience, Ferguson begins to uncontrollably pop back and forth between 1917 France and 1985 London approximately every few hours, sometimes accidentally taking people or objects with him. Captain Biggles, a true 1917 "aero-nut" fascinated with the world of 1985, is determined to teach himself to fly a helicopter after absconding with a Bell Jet Ranger belonging to the 1985 London Police! Of course, Ferguson's 1985 family does not understand his problems and is quite unforgiving about his sudden disappearances.

This movie, while somewhat "cartoonish" at times, is entertaining and fun in the style of action-adventure movies, especially because of its juxtaposition of modern aviation technology and WWI France (not to be confused with WWI, the three-letter identifier for Wayne Whitaker International, a famous Nieuport fighter aerodrome). The videotape is available for rental at Blockbuster Video on Georgia 120 in Lawrenceville, and it is probably available at other locations as well.

## "Memphis Belle"

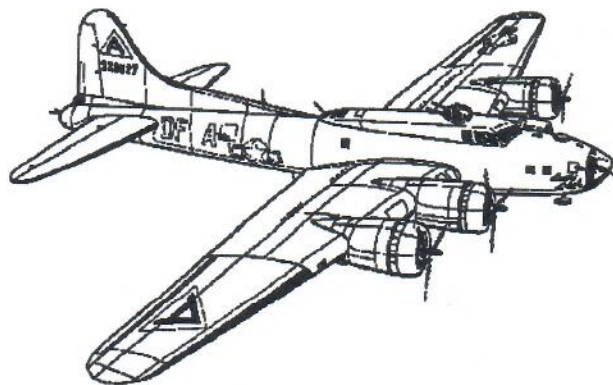
(1943, color, United States War Department, 53 minutes, not rated)

Re-released: Goodtimes Video # 9194, copyright 1991

This movie is NOT THE HOLLYWOOD VERSION, but it is the original film made by the War Department to publicize the first B-17 Flying Fortress to complete a 25-mission tour of duty in daylight bombing raids over Europe. This film is extremely realistic and is highly recommended for WWII flying buffs. The entire mission is presented in remarkable detail (strategy, planning and all) from pre-flight briefing, inflight flak and fighters, through bombing the submarine pens at Wilhelmshaven, to post-flight operations. This movie was intended to motivate the homefront and is not as technical as some of the warbird-preflight films (none of that checking-the-hydraulic-fluid stuff). What is amazing is that any close-up operational pictures at all would make it into the public domain during the biggest war (to date) in history. As most of you know, this film was "re-made" as a hollywood version a couple of years

ago by adding gratuitous sex-and-violence and diminishing the patriotic aviation theme (they even went so far as to dedicate the hollywood movie to Allied AND Nazi flight crews, an ironic disgrace to the memory of those B-17 crews that died over there because of Nazi belligerence).

I first saw the original "Memphis Belle" film several years ago as a special PBS documentary, but I did not own a VCR at the time and was not able to record it. I was fascinated by the gripping realism of the film and was later overjoyed to find it offered for sale from several aviation video houses. My joy turned to anguish when I saw the asking price of \$40 to \$60 per copy. However, you can imagine my surprise when I noticed that the Winn-Dixie in Buford, GA (corner of Buford Hwy & GA 20; could be at others) was selling VHS copies of the film for only \$6.99 apiece! What a deal! As a bonus, the video also has a short "Win the War" cartoon tacked on to the end of the tape just as it would have been shown in the movie houses of the period. Although the video is recorded at LP speed, picture degradation is minimal since the original film was of mediocre resolution anyway.





# Calendar of Events

Feb 12 - Chapter 690 January Meeting, 8:00 pm, Operations Hut, Stone Mountain Airport. Very important meeting! Membership may decide what to do about building now that lease is lost. See Page 1.

Feb. 17 - Chamblee, GA - 1993 FAA Safety Seminar "On Landings". Chamblee Civic Center, 3540 Broad St., across from Chamblee Post Office.

Feb. 27 - Smyrna, TN - TN Aircraft Builders Conference by Aircraft Spruce. Smyrna Airport, \$15 (714-870-7551).

March 9 - Atlanta, GA - Results Aviation Seminars. 602/443-0424.

April 18-24 - Lakeland, FL - "The Gift of Flight" - 19<sup>th</sup> Annual Sun'N'Fun EAA Fly-In and International Convention. 813/644-2431.

April 30-May 2 - Burlington, NC - EAA Chapter 3 Antique/Classic Fly-In. Burlington Airport (804) 722-5056.

## Monthly Fly-Ins

(With thanks to Tom Crowder of EAA 268 - Marietta)

Winchester, Tn Breakfast	1 <sup>st</sup> Saturday	(615) 967-0143
Rome, Ga Breakfast	2 <sup>nd</sup> Saturday	(404) 234-7419
McMinnville Tn Breakfast	2 <sup>nd</sup> Saturday	(615) 668-4806
Collegedale, Tn Breakfast	3 <sup>rd</sup> Saturday	(615) 236-4340
Peach St. Arpt. Hangar Huddle	3 <sup>rd</sup> Saturday	(404) 227-8282
Guntersville, Al EAA Fly-In	4 <sup>th</sup> Sunday	(205) 586-1580
South Carolina Breakfast Club every other week.		
Gerald Bullard (404) 724-2651 or (803) 663-9900		

## January Minutes



The January 8, 1993 meeting of EAA Chapter 690 was called to order by President Charles Sego at 8:10 PM, followed by the customary introductions. Thirty-two members and guests were in attendance. The minutes of the December meeting were published in the NAV-COM.

Joel Levine reminded everyone, on behalf of Theresa Coleman, that the Chapter would participate in a Young Eagle activity on Saturday, January 16th. Help was solicited from the membership.

Treasurer's Report: Sheryl announced that dues were due and that the new Chapter Directory would be gotten out earlier this year. Sheryl requested that all members fill out a new membership application since the information was needed to update the database.

Tools: John Henderson announced that a new angle drill had been procured and that a new tools list would be published in the next NAV-COM.

Activities: No fly-outs have

been planned as of this date. The FAA will present the next in its series of seminars on January 20th and February 17 in Chamblee, Ga.

New Business: Andy Anderson moved that the Chapter contribute \$100.00 to the EAA Fund for Excellence. John Henderson seconded the motion which was passed by the membership.

Building: Frank Wilcox announced that the agreement between the airport and the chapter had been signed. Work can officially begin with a work party scheduled for Saturday the 14th. The membership was requested to bring hand tools.

Program: Mr. Jeff Espenship excited those in attendance with some video footage and a talk on the Sky Warriors program being conducted at Charley Brown Airport. At the end of the program there were 32 envious faces in the audience.

Respectfully submitted,  
Joel M. Levine,  
Secretary

## Fly-Buys



For Rent: One-bedroom apartment on private airstrip. Separate entrance, kitchen, den, furnished/unfurnished. Reasonable. 978-2403 or 921-4423.

Shared hangar space available for small A/C at Winder/Barrow Co. Airport. Reinhart Kuntz: (404) 932-5964.

1/2 share in '66 Beech Musketeer, N5997S. 2464 TT; 325 SMOH. King LC8001 Loran, Valcom 760 digital com (flip/flop freq.), Narco MK 12B Nav/Com, Narco 12A Nav/Com, trspdr. New tires, brakes and windsheild,. Ann. 10/91. Very airworthy!! Based St. Mt. on grass. \$7500 or trade ?? Selling due to relocation. Call Jim 979-7242.

*Get a friend to  
join Chapter 690!*



# EAA CHAPTER 690 BOOKS AND VIDEOS

CUSTODIAN:BARNEY BANES (404)-923-7896

1. EAA BASIC WOODWORKING
2. EAA BASIC AIRCRAFT WELDING
3. EAA COMPOSITE CONSTRUCTION
4. DUANE CODE VFR TIPS
5. SAFE PILOT OVERWATER FLYING, WAKE TURBULENCE, WINTER FLYING, TAKE OFF/LANDING, BASIC RADIO, START
6. PRESCOTT PUSHER ELEVATOR TRIM TAB KIT # 102
7. PRESCOTT PUSHER
8. TO FLY
9. F4 MISHAPS, AERONAUTICAL MISHAPS, HISTORY OF RIGID AIRSHIPS
10. VOYAGER
11. STITS FABRIC COVERING
12. BLUE RIVER COVERING
- King Series
13. WEATHERWISE
14. COMPLETE AEROSPACE REVIEW
15. RULES TO FLY BY
16. COMMUNICATIONS
17. PRACTICAL PILOTING
18. FLYING THE CITATION
19. VFR WITH CONFIDENCE
20. IFR WITH CONFIDENCE
21. COMPLETE JEPPESONCHART REV.
- 22.TAKEOFFS & LANDINGS
- 23.HANGAR FLYING W/ A PT
24. ABC WIDE WORLD OF FLYING V1 #: MALIBU, TAKEOFF TECHNIQUE, LORAN C, B17, LANCAIR
25. ABC WWF V1 # 2
26. ABC WWF V1 # 4
27. EAA OSHKOSH 87
28. EAA OSHKOSH 88 'CLOSE UP
29. EAA OSHKOSH '89
30. EAA EAGLE HANGAR DEDICATION "A CALL TO WINGS"
31. EAA WELDING & WOODWORKING (BACK UP - SAME AS No. 1 AND 2 )
32. RUTAN COMPOSITES & SAFE FLYING (BACK UP - SAME AS 3 & 5)
33. ABC WWF V1 No.1 & 2 (BACKUP)
34. BOOK-INDEX OF SPORT AVIATION, VINTAGE AIRPLANES, SPORT AEROBATICS, EXPERIMENTER, & WARBIRDS, 1953-1990.
35. BOOK-SERVICE MANUAL FOR STINSON 108
36. BOOK-MISCELLANEOUS ESSCO CATALOGS. COPIES AVAILABLE
37. BOOK- RED EAGLE AVIATION SPIN SEMINAR REPRINTS
38. BOOK-AN, NAS, & MS HARDWARE HANDBOOK
39. EAA-SALUTE TO SPORT AVIATION- SUN-N-FUN 90
40. EAA BASIC AIRCRAFT PAINTING
41. BLUE RIVER COVERING (BACK UP COPY - SAME AS No. 12)
42. ABC WWF V1 #3
- LEARJET,STEREO INTERCOM, SKYLANE, NDB, LASERTRAK, TSUNAMI
43. SPORTY'S What You Should Know 2 (2 TAPES) PRACTICING LANDINGS\* \*(ON LOAN FROM B.C.BARNES)
44. SPORTY'S WYSK VOL 3 (2 TAPES) YOUR FIRST SOLO\*
45. SPORTY'S WYSK VOL 5 (2 TAPES) -YOUR DUAL X-COUNTRY\*
46. C'MON GEESE\*
47. ARRL NEW WORLD OF AMATEUR RADIO
48. TACTICAL TECHNOLOGY -A OVERVIEW OF TACTICAL SYSTEMS DIVISION\*\* (\*\*ROCKWELL INT.)
49. AGM-130 SMART BOMB.\*\*
50. HELLFIRE MISSILE.\*\*
51. PLANS-AEROLINE HANGAR DOOR
52. AOPA WX FLIGHT PLANNING & THE PILOT- INCLUDES SAFETY PAMPHLET WITH SAME NAME (#52a).
53. AOPA GO/NO GO WX DECISIONS
54. AOPA EVALUATING IN-FLT WX
55. POSA CARBURETORS BY REX TAYLOR ( Reinhart Kuntz)
56. MURPHY AVIATION "RENEGADE" AEROBATIC BI-PLANE (+ BOB BARTON)
57. ABC WWF V2 #5 (@ Harry Goetting)
58. ABC WWF V2 #7 @
59. ABC WWF V2 #8 @
60. ABC WWF V2 #6 @



61. ABC WWF V3 #9 @
62. STITS COVERING (SAME AS 11)
63. THE PETREL AMPHIBIAN (FR) +
64. WARBIRDS -THE FEEL OF COMBAT (SHELL) DONATED BY FRANK FLESSEL
65. VFR APPROACHES TO OSHKOSH
66. J-3 Piper Cub Service Man. (R. Beyer)
67. EAA Memorial Wall (7-31-91)
68. EAA Oshkosh 90
69. Building the Rutan Composites
70. EAA Oshkosh 91
71. SPORTY'S WYSK VOL 6 (2 TAPES) -YOUR SOLO X-COUNTRY\*
72. Sun 'N Fun 92 VFR Arrival Procedures
73. Morton Buildings. Donated by Steve Ashby.

## Chapter Tools

The following are Chapter-owned items. The use of tools is free to chapter members. The materials are not free, but are inexpensive. John Henderson (449-1946) is keeper of the tools.

Rivet squeezer  
Nicopress tool  
Spark plug cleaner and capping tool  
Piston ring compressor pliers and bands  
Set cylinder base wrenches  
Timing indicator  
Torque wrench  
Instrument hole cutter, (2-1/2" & 3-1/8")  
Tube bending tool, set plier type  
Cable tension tester  
Tachometer checker  
Compression tester  
Spark plug lead tester  
Magneto timing light & lock, Bendix  
Coaxial cable (antenna)  
Wire--20 & 22 g. (light and radio)

New tools:  
Tube flaring set  
Rivet removal tool kit  
Cleco kit (pliers, clamps, clips)  
Right-angle drill kit - screw-type bits  
360° rivet puller  
Starter wire  
Coming soon - Rivet puller kit

## The Lighter Side

Seems that Tom was working local with a nervous FPL watching over his shoulder. He had one air carrier jet just touching down and another on a mile final, with a commuter holding short for departure release.

"I'm going to get that commuter out between those two jets," said Tom aloud. The FPL could see that there might just *barely* enough time to make it work if nobody screwed up. But like any good instructor, the FPL wanted to let Tom make his own mistakes since that's the only way for a guy to learn. Still, the FPL couldn't help but mumble in Tom's ear "if this works, Tom, it'll be a miracle!"

Tom keys his transmitter. He intends to say "Commuter 123, taxi into position and hold, be ready for immediate." What actually comes out of his mouth (in one of the great Freudian slips of all time IMHO) is:

"Commuter 123, taxi into position and hold, be ready for a miracle."

There's a pregnant pause on frequency, and then the commuter pilot says, "Tower, I think under the circumstances we better just hold short. I don't feel quite that lucky today."

### EAA CHAPTER 690 MEMBERSHIP PROFILE

NAME: _____	DATE: _____
ADDRESS: _____	
CITY: _____ STATE: _____ ZIP: _____	
HOME PHONE: _____ BUSINESS PHONE: _____	
SPOUSE'S NAME: _____	
CHILDREN'S NAME(S) & AGES: _____	
OCCUPATION: _____	
NATIONAL EAA #: _____ EXPIRATION DATE: _____	
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

Revised 01-21-93



## 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. Annual dues are \$35.00 per twelve month period of which \$20.00 is for a subscription to Sport Aviation. 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. 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, 2293 Sanford Road, Decatur, GA 30033.

## About Chapter 690...

The EAA is made up of hundreds of chapters world-wide. The local chapter for Dekalb and Gwinnett counties 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, though we especially want newsletter contributors. 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 aviation world, the Chapter holds many functions, including 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 Banes - 923-7896

Tools and Materials: John Henderson - 449-1946

Chapter Historian: LeRoy Stoutenburg - 981-6041

Technical Counselors:

Frank Wilcox - 978-2403

Jim Clarkson - 934-8971

Building Committee:

Chairman: Frank Wilcox - 978-2403

## The NAV-COM

Newsletter of EAA Chapter 690  
Editor: Jeff Boatright  
2293 Sanford Road  
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### Chapter Calendar:

**12 February - Very Important Monthly Meeting!**

**EAA Chapter 690 decides its future!**

**Miss it at your peril! Details inside**

