

CHAPTER 690

NAVCOM

December!
November 1996

Clyde Schnars' RV-6A

Bringing new meaning to the phrase "Custom Built"

by Wayne Whitaker

A new aircraft took to the skies this past July, a flawless RV-6A, N41CS. Its existence is a tribute to the determination of two men: Richard VanGrunsven and Clyde Schnars. VanGrunsven is a designer of outstanding aircraft. Clyde is an outstanding aircraft builder, and a Chapter 690 member.

I remember seeing Clyde's previous project, a Sonerai, at Gwinnett County airport awhile back. Several of us EAA types were admiring it, as it was indeed a work of art. When I approached Clyde's new RV-6A recently, I expected it would be just as nicely turned out. Even so, I just wasn't prepared for the level of fit and finish that Clyde has achieved on his homebuilt. The term "home-made" often carries the connotation that something is a little crude or amateurish. Perhaps the term "hand-crafted" better applies to airplane projects like the one Clyde has built.

I stood looking at this slick little speedster and realizing there was not a single thing about this airplane that would lead me to believe it was built in some guy's garage. If I wasn't already familiar with RV aircraft I could easily assume it was a factory job. Then it hit me: Even brand new, most mass-produced planes aren't this nice! Just look at the panel: not only the incredible tidiness of the installation, but the logic behind the layout. Panel design in most store-bought aircraft seems to be based on production convenience instead of pilot convenience. How often I have searched for a gauge, or groped for a switch, and wondered (sometimes aloud, to the amusement of passengers), "Why in the #X@&! did they put it (switch or gauge)

over there? Why isn't it someplace semi-convenient, where it obviously belongs?"

Clyde is quick to point out that one of the many benefits of homebuilding is you get to do things your way. Clyde told me he spent perhaps 50 hours planning that full-IFR panel before he started cutting or drilling. Time well spent, because he's quite pleased with the results, and rightly so.

Rolling your own involves constant decision-making. Even on a complete and well-engineered kit like the RV series, there are still plenty of details left to the builder. Like many others, Clyde got ideas and inspiration from homebuilts he inspected at Oshkosh and Sun 'n' Fun. And he has shared the knowledge he gained with future builders. For example, he told me he mounted and removed his engine probably four times before he got everything routed the way he wanted it. But before he bolted it in for the last time, he measured everything: wiring lengths, sensor placement, oil and fuel line lengths, etc. This type of attention to detail is typical of the way Clyde works. He wrote all this data down and recently let another builder use it on his own engine installation. Because of Clyde's experience, the new builder only had to mount his engine once.

Despite all the effort he put into the engine installation (an O-360 AIA with Hartzell constant-speed prop), he called it the most fun of the whole building process.

Something that soon becomes obvious when talking to Clyde, and which undoubtedly contributed to the outstanding quality of his work, is how thoroughly he enjoys building airplanes. In fact he uses terms like "relaxing" and even "therapeutic"

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Presidential Pitch

President Duane Huff

In my first column of the year I used the analogy of the 'GPS 690'. Let me press the memory button and see where our journey has taken us in 1996. The programmed list goes something like this: Occupancy of the Sports Aviation Complex and 690 Hangar meeting place; The return of the Aluminum Overcast; By-laws revised with a Board of Directors and Board of Trustees elected; Poker Run and 690 Hangar Sale; Andy Anderson Memorial; Biplane Fall Classic; and Young Eagles Rallies. Three members completed their airplanes. There was an interesting program at each monthly meeting. Our '690 GPS' has brought us on a great trip this year. A highlight for me is reaching a total membership of 124.

Opportunities to fly Young Eagles come to us in different ways - friends, relatives, Scouts, schools, and others. On Oct 20th I had a unique opportunity. Larry and I were putting up lights in the hangar; I was up on the scaffold. Mr. Strickland from Astron came in with relatives, including three children, to see the airplanes. While they were looking at the planes we started talking about the Young Eagles program. We learned that the children were from out of town and couldn't come back to become Young Eagles. So we decided to quit work [an easy decision for me] and give Bryon, Carmen, and Genette their first flying experience. This was a Sunday afternoon and I learned some things about flying at a busy controlled airport, but that is another story.

During the Biplane fall Classic we had three inquiries about the Young Eagles program. One father wanted his young sons to experience their first flight in a small plane. I was privileged to give the boys their Young Eagle flight and Dad his Old Buzzard ride last weekend. The other two inquiries were from Scouts. Troop 158 said they would get back in touch after the first of the year. Brian Keller from Troop 575 took about 90 Young Eagles forms and will get back in touch when he has the forms completed.

In my opinion it is great to see the hangar being used for a variety of things. Steve Ashby invited the Scouts to our last meeting after which they spent the night in the hangar and the next morning they were given their Young Eagle flight - all a part of their aviation merit badge. This was a good use of the hangar; plus they cleaned the hangar before they left. Thanks, guys. Steve also used the hangar to do the annual on his airplane. The Mid-Georgia Soaring Assoc. used the hangar for their meeting Sat. Nov 9th. George Nuse, their president and member of Chapter 690, expressed their appreciation for use of the facility. As I write, Greg Jannakos has his Ercoupe in the hangar for final assembly.

The Individual Achievement Award was voted at our last meeting. I was concerned because of the small numbers voting, but it turned out to be a clear winner. The outstanding Member for 1996 will be recognized at the awards banquet in December. This is our annual Christmas celebration held on our regular meeting night Friday December 13th. The banquet, the first in our new hangar, will be a carry-in dinner with meat, drinks and table service furnished. [More information elsewhere in this issue.] Also come prepared to buy your 1997 World of Aviation EAA calendar. They cost \$8⁰⁰.

I was talking with Bob Mackey at EAA Headquarters in Oshkosh about an article Steve Ashby and Wayne Whitaker are writing for Sport Aviation about the Biplane Fall Classic. Bob was very complimentary of the NavCom. Thanks to Jeff Boatright and all the contributors we have a very good newsletter.

It is Thanksgiving, and as I look back over 1996, I know that our EAA Chapter has plenty for which to be thankful. We have a wonderful group to work and play with plus the new hangar for our use. Thanks for making this year for me, as your president, so easy and enjoyable.

Board of Trustees Report

Frank Wilcox

Those of us that attended the monthly Chapter meeting in November were greeted by Steve Ashby's Cessna 172 when we opened the door. The annual inspection "which will only take a few days" (quote Steve) extended to a few weeks. This, of course, is not uncommon and as a matter-of-fact is the result of a thorough inspection. It is rare that no repair or replacement is found to be needed. It is also the time when known R&R is the easiest to do as well as FAA AD compliance. Steve's is the first of many member's aircraft that will be annualized, repaired, assembled and otherwise maintained in our new building. It is appropriate that Steve is the first (as far as I know) to use the building in this way. At the May 10, 1991 Chapter meeting the Building Committee presented a

recommendation for the financing and construction of a new chapter meeting building at the Stone Mountain Airport. After a lengthy discussion Steve made the motion to accept the recommendation. It passed 26 to 12 with several abstentions. Much has happened since then; the chapter moved from Stone Mountain Airport to Brisco Field, the original building for meetings has grown to a Sport Aviation Center consisting of 8 full size hangar buildings and our membership has increased from 64 to 124. Steve not only got the "ball rolling" but has continued endlessly to support our building program in many ways.

Following Steve's Cessna 172 annual inspection has been Joel Levine with his Beechcraft Muskateer annual inspection and Greg Jannakos assembling his

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Joe's Chapter Calendar

•••Chapter 690 Holiday Party••• Friday, 13 December, 7:30 PM in the Chapter 690 Hangar (hangar will open at 7:00). Bring a side dish or dessert. Guest speaker will be new 690 member CHERYL BALSTER covering "Women in Aviation." Cheryl is IFR, SEL and is going for her CFI. She and her family (including a Cessna 172) just moved down from Wisconsin.

Saturday, Dec. 7 - Winchester, Tenn.--EAA Chapter 699 monthly fly-in breakfast at Winchester Municipal Airport (BGF). Call Scott Scarborough evenings or weekends at (615) 967-1991 for more information.

Saturday-Sunday, Dec. 7-8 - Lakeland, Fla. Fifth annual Christmas Fly-In at Sun 'n Fun site on Lakeland-Linder Airport (LAL) hosted by FSAACA A/C Chapter 1. Florida Short Wing Piper, Ercoupe owner and C-170 clubs invited. Lunch, judging. Dinner with special program Saturday, breakfast Sunday. Call Don Russell at (941) 676-0659 or Iris Morris at (813) 737-3463 for dinner reservations or more information.

Saturday, Dec. 7 - Merritt Island, Fla. --Toys for Tots pancake breakfast at Merritt Island Airport (COI) 8 -11 a.m. to cost a new toy for the Toys for Tots annual Christmas toy collection. Breakfast sponsored by Brevard Aviation Association and Merritt Island Air Service. Call Bobbi Lasher at (407) 729-3485 day or (407) 636-5346 evening for more information.

Sunday, Dec. 8 - North Myrtle Beach, S.C. The South Carolina Breakfast Club to meet at Grand Strand Airport (CRE) 9-10 a.m for morning meal and mixing. If weather is questionable or for further information call Anne Hawkins at (803) 432-9595 or Gerald Ballard at (804) 724-2651.

FRIDAY, DECEMBER 13TH, Chapter 690 Holiday Party: see above.

Saturday, Dec. 14 - McMinnville, Tenn.--Fly-in country ham breakfast at Warren County Memorial Airport (RNC). Call Joe Howard at (615) 668-4806 for more information.

Saturday, Dec. 21 - Chattanooga, Tenn.--Collegedale Pilots Club monthly fly-in breakfast at Collegedale Airport (3M3). Call the airport at (615) 236-5008 for more information.

Saturday, Dec. 21 - Lewisburg, Tenn.--Fly-in country breakfast at Ellington Airport (LUG). Call Clay Derryberry at (615) 359-5001 for more information.

Sunday, Dec. 22 - Darlington, S.C.--The South Carolina Breakfast Club at Rudy Branhams Field (6J7) 9-10 a.m to meet for morning meal and mixing. If weather is questionable or for further information call Anne Hawkins at (803) 432-9595 or Gerald Ballard at (804) 724-2651.

Saturday, Dec. 28 - Toccoa, Ga--EAA Chapter 1011 Fly-In/Drive-In/Walk-In Pancake Breakfast at Letourneau Airport (TOC). Call (706) 779-3446.

Saturday, Dec. 28 - Dayton, Tenn.--Rhea County Civil Air Patrol monthly fly-in breakfast at Mark Anton Airport (2A0), 7:30-11 a.m. Call Wanda Fulmer at (615) 775-8407 for more information.

Saturday, Jan. 4 - Winchester, Tenn.--EAA Chapter 699 monthly fly-in breakfast at Winchester Municipal Airport (BGF). Call Scott Scarborough evenings or weekends at (615) 967-1991 for more information.

Board of Trustees Report Continued

beautifully restored Ercoupe. This is good use of the building and should be continued. Members are requested to coordinate scheduling for use of the building with Frank Wilcox (770 978 2403). This will help prevent conflicts and disappointments.

Work is continuing toward completion of the 2nd level storage area. The particle board flooring has been installed. This donated material was placed over the steel grating floor and makes a solid surface for walking and storage. The guard railing has been bolted in place and "sided" with plywood to prevent

items and people from falling to the floor below. This railing also adds to the finished appearance of the storage area.

We are still awaiting the costing information for the additional interior room configurations. Little future planning or construction is anticipated until this information is available and reviewed.

Members are reminded that a key to the building may be requested from Frank Wilcox. The cost is \$1.50 payable to the chapter Treasurer, Sherry Langford.

to describe the process. He likes the idea of creating something, and he really likes doing it just right. Surprisingly, he said there were very few parts he made more than once. So many builders who achieve a quality level like Clyde's end up making various pieces two or three times. It seems to me that Clyde likes to think about building as much as the actual building itself. While all that thought and planning adds to the build time, the finished product reveals the value of the effort, and fewer parts have to be rebuilt.

Creating N41CS took 3500 hours spread over seven years. Needless to say, Clyde did not have the quick-build kit! Clyde estimates that with the quick-build option and the knowledge he has gained, he could build another RV in about a year.

Practically everything on the aircraft was fabricated by Clyde himself, except the engine and instruments. He did get some professional help on the interior, and on the massive wing spar assembly, which is best done by those who have access to heavy-duty professional equipment. The paint (Imron) Clyde sprayed himself, in his garage. The flawless fairings around the back of the canopy and around the vertical stabilizer are his own creations, in fiberglass, which he found easier to work with than aluminum at those particular junctures. His Sonerai experience came in handy here. In fact he noted that the

Sonerai provides practice in a variety of areas, including fabric covering, fiberglass, welding, sheet aluminum work, and even some wood.

But not riveting. The Sonerai uses pull rivets, unlike the air-hammered variety in the RV. However, once into the RV project, Clyde quickly got the hang of riveting. He's proud of the fact that he didn't use pull rivets in any part of his wing, even though the plans called for them in certain tight areas to ease assembly. Clyde said he found "a long lanky guy" who could reach virtually inaccessible areas with a bucking bar.

Clyde believes the art of riveting is best performed by two people, one to buck and the other to wield the rivet gun. He had some help in this regard from various family members, including his wife, son, and son-in-law.

Clyde had been dreaming of an RV for a long time before he started on N41CS. He decided the Sonerai would be a better beginner's project. After he completed and flew the Sonerai awhile he began to get "builder's withdrawal," as he put it. Plus he wanted an aircraft that was more practical for cross-country flying. He added up what he was looking for, like aluminum construction, short field capability, good climb,

economical to operate, and plenty of speed and range. What he came up with was the RV series. He liked the idea of a side-by-side airplane, so he chose the RV-6. And he appreciates the much better landing behavior of the nosewheel version, so he chose the -6A.

Many pilots seem to think the taildragger configuration imparts a kind of a macho image, Clyde believes, but with 500 hours of taildragger time he doesn't feel the need to prove anything. The nosewheel option adds only 18 pounds, reduces the skyrocket-like climb rate only about 50 feet per minute, and has negligible impact on the cruise speed. So why not treat yourself to easier, safer landings?

And speaking of safety, Clyde feels that a good climb rate is a definite safety plus. After years of laboring out of Stone Mountain Airport on hot days in tired 152's, I heartily agree. Maximum climb rate in N41CS is 1600 FPM at gross weight and 1900 FPM solo!

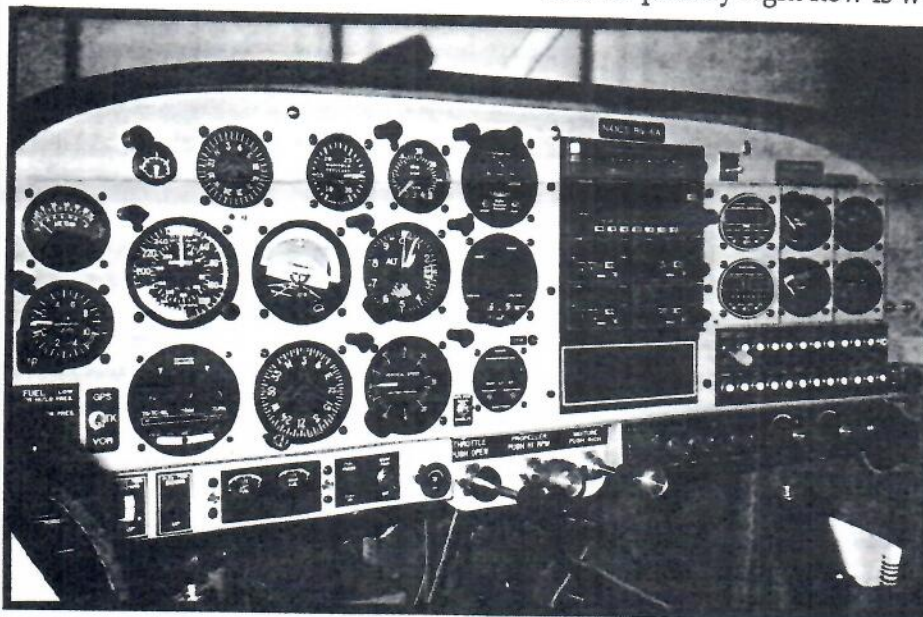
I asked Clyde, now that this project is complete, is he considering another? He admits that he's tempted to build another RV someday, but he said his priority right now is wearing out the one he's

got. He's already made some serious cross-countries: Tennessee (where he won an award at a gathering of RV's), Florida, and Pennsylvania, the latter state to visit his 97-year-old mother, who asked all about her son's airplane project, and wanted to go for a ride!

Clyde is really into the cross-country journey, and now he has the perfect flying

machine to fulfill his ambitions. His dream now is to form a flock of RV fliers and make the trek to Alaska. He envisions a kind of loose group, with some pilots making side trips, but with definite meeting places and times every few days, so everyone can swap stories, get group rates on hotels, and help out in case anyone a mechanical difficulty crops up, though I can't imagine Clyde's immaculate N41CS having a problem.

That's the payoff for seven years of determined effort: an aircraft with the speed, range and reliability to carry its pilot safely across a continent. Enjoy the trip, Clyde, and let us know all about it when you get back -- sounds like fodder for a future Nav-Com article.



Flying the RV-6A

by Wayne Whitaker

If ever there was an aircraft series that came with a dazzling reputation, the RV line is it. I had high expectations of the flying qualities of Clyde's RV-6A, and not just because of Richard VanGrunsvan's fame. An airplane built to the standards of N41CS is just bound to fly right.

I was glad Clyde had built a 6A, as opposed to a 4, when I got my chance for a ride. Side-by-side seating makes communication so much easier. The cockpit is as wide as a 172, so I didn't feel cramped. Clyde helped me strap in, then climbed aboard himself and shut the sliding canopy. There's plenty of headroom, even with headphones on. And the visibility is amazing, especially to someone who has spent the last ten years or so peering out from under the top wing of Brand C aircraft. I could see out so well I felt like something must be missing.

I admired the very complete and well-appointed instrument panel as we taxied out to runway 07 for takeoff. Among the goodies is an Electronics International fuel flow computer. Clyde explained that he uses the fuel flow reading for proper leaning, instead of monitoring the EGT temps on his EI Ultimate Scanner. Exhaust gas temps take a little time to catch up after the engine is leaned. He knows that at his usual altitude and power setting (he likes to cruise at 21 inches and 2300 rpm), fuel flow will be exactly eight gallons per hour. Changes in fuel flow register quickly, so he simply leans until an "8" shows on the display. In a short while the EGT and CHT stabilize right where they should be. Besides the usual exhaust and cylinder head temperatures, the Ultimate Scanner also monitors carburetor, oil, and even radio stack temps.

On the takeoff roll Clyde eased the power on gently. Even so we seemed to be airborne not long after the runway numbers slid by! He kept the climb angle fairly shallow for a good view ahead (a Bonanza called a five-mile final on 25 as we were taking off on 07). Even so the rate-of-climb needle was hovering around 1200 FPM. We were at 1000 feet AGL before the end of the runway. Clyde turned north to escape the kamikaze Beechcraft, leveled out and throttled back to his usual cruise power settings. The GPS showed 156 knots, about 180 mph. At that speed I got lost in a hurry, as the landmarks I usually navigate by were gone by the time I remembered to look for them.

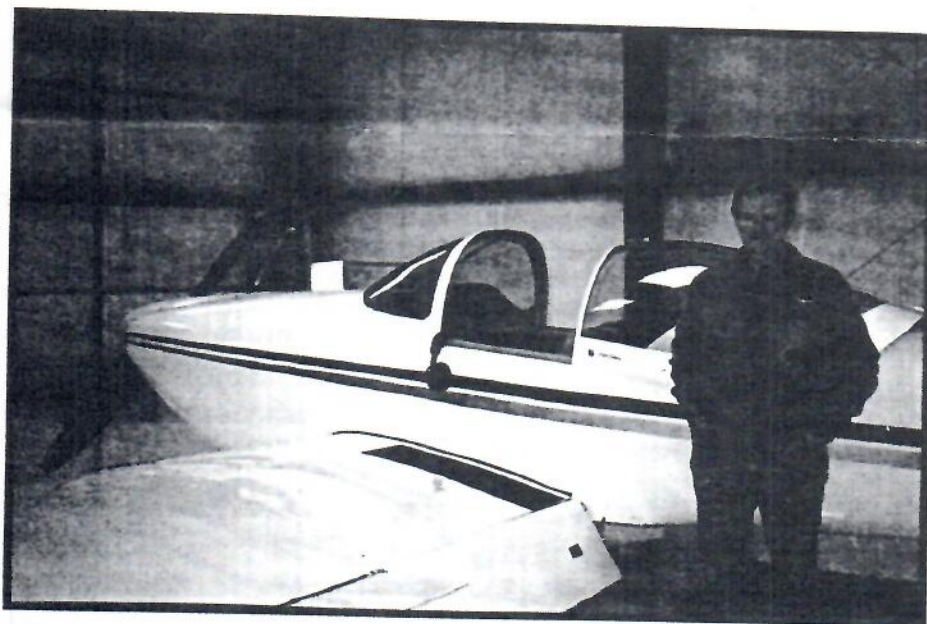
AWOS said the ceiling was 1500 feet, and the little robot was right on the money. The clouds looked even lower over Lanier, so we kept our maneuvering well south of the lake, and away from all those tall towers on either side of I-985. Clyde graciously let me get some stick time. I had heard that most homebuilts have much more sensitive control response than factory iron, so I attempted to appropriately compensate my usual ham-fisted style. Even so, the first turn I tried gave me 40 degrees of bank when I only wanted 10. But what a delightful sensation! All the positive articles I've read of the RV series didn't prepare me for the amazing reality. I soon felt comfortable wracking NC41CS around in tight, steep turns that were pretty well done, if I do say so myself. That says more for the airplane than my flying ability. It tracks well and flies fast if you want to go cross-country, yet it's light and responsive if you want to swoop and turn (rated at +/-6 G's, which Clyde can check with a G-meter mounted in that fabulous panel). All those glowing reviews aren't just hype -- this is a great airplane!

I not only got accustomed to the light controls, I found myself rapidly getting comfy with everything about the RV -- the visibility, the speed, and the big-band tunes playing on the CD. That's right, Clyde has plumbed a compact disc player through the intercom. Any transmission received, from the tower or center, instantly mutes the music, so communications ability is never compromised. A pilot could get spoiled by this airplane.

Returning to LZU, I relinquished command so Clyde could show me how a

landing is done, RV style. Not only was the rollout short-field material, but Clyde's touchdown was buttery smooth, which is praise for the pilot as well as the airplane. Clyde is no fledgling -- he has MEL, SES, helicopter, glider, and airline transport ratings. He's also a CFII as well as an EAA flight advisor and technical counselor.

So if you're thinking of building an RV and wondering about the good reports you hear about them, it's all true. Clyde recommends the quick-build option, which VanGrunsvan says will cut 1000 (one thousand) hours off the construction time. Clyde thinks this is another example of Van being conservative; you may actually save around 1400 hours, he believes. For the RV builder it's time well spent, **however long it takes.**



The table continues last month's look at aviation on the Internet. These Web Sites have proven interesting enough to warrant a return visit. One of my biggest complaints is a site that remains static. The Internet is at its best when it dynamic. The sites are in no specific order. Some were interesting enough to justify additional comments. All of the sites are devoted to aviation. Next month, if Jeff can put up with me, a report on aviationweekly.com, a site worth listening to. - Joel

URL (Internet Address)	Web Site
www.aopa.org	Aircraft Owners and Pilots Association - (Good information)
www.aircraft-spruce.com/	Aircraft Spruce - (Lots of potential)
www.eng.auburn.edu/~millsdo/links.html	Auburn University Aviation Links - (Great links to other sites)
www.avlab.com/	AVIATION LABORATORIES - (Interesting technical material)
www.landings.com/aviation.html	Aviation@Landings: - (Links to every worthwhile aviation related site on the Internet: FARs & CARs, AIM, Pilot Controller Glossary, Service Difficulty Reports, Airworthiness Alerts, NTSB Briefs, Airmen Database, Airmen knowledge tests, more.)
www.avweb.com	AVweb, the Web site for aviators - (The best sources of information. Publishes a weekly eMail news bulletin)
www.L5.com/cloudstreet	CLOUDSTREET ARTS SOARING AVIATION T-SHIRTS
www.cyberhighway.net/~cessna/	Collings Foundation Home Page
www.he.net/~etracer/	E-Racer Hangar Flying
www.avionix.com/	Eastern Avionics International - (Some valuable information. Mostly commercial)
www.electricti.com/baron/	Exotic Aircraft Company Home Page
www.eaa.org	EXPERIMENTAL AIRCRAFT ASSOCIATION - (EAA Home Page)
www.acro.harvard.edu/IAC/ceaa_homepg.html	Experimental Aircraft Association Home Page - (More IAC information)
www.labiker.org/xb70.html	Flight of the Valkyrie - (Great photo's)
www.gtravis.us.indiana.edu/Aviation/Manuf.html	GA: Airframe and Engines: Manufacturer's Information
www.glefsd.com/aviation/GTEAviation.html	GTE AVIATION HOME PAGE
www.mindspring.com/~jphillip/index.html	Joe Phillips Home Page - (Pretty good calendar of events)
www.traveller.com/~griffon/kr2s.html	KR2S Construction Page - (Very interesting - great pictures)
www.cmory.edu/molvis	Molecular Vision - (An eye for aviation?)
www.airrace.org/	Official Site of the Reno Air Racing Association
www.mainstream.net/rhinebeck.html	Old Rhinebeck Aerodrome
www.gte.net/airvideo/profg.htm	Prof. Barney Goggles' Compendium of Events - (Very good)
www.1st-engr.com/	RST Engineering Home Page - (Good information but opinionated)
www.portal.com/~scaled	Scaled Composites Home Page - (Rutan information - but static)
www.speedvision.com/	Speedvision Online - (TV schedule of aviation coverage)
www.sportys-catalogs.com/	Sporty's - (Commercial. Could get better with time)
www.isoly.com/sunfun/home.html	Sun 'n Fun Online - (Fly'n information - needs work)
www.napanet.net/~arbeau/swift/	Swift Museum Foundation Home Page
www.airtourist.com/table.htm	The Airtourist -- Articles And Photography
www.cco.net/~gwillkerson/aviation.html	The Aviation Home Page
www.airparts.com/lo.html	The Aviation On-Line Network - (Airparts catalog)
www.eclipse.net/~img100/index.html	The Aviator's Hangar
www.web-span.com/berkut.com	The BERKUT Page
www.netlink.co.uk/users/hercules/BAF.html	The British Aviation Forum - (Mostly WWII information)
www.canard.com/	The Canard Aviator's Page
www.southern-aviator.com/index.html	The Southern Aviator Online - (Good information, but a little static. Good calendar)
www.rto.atlantic.net/~travis/	The Velocity Homepage
www.aviationweekly.com/	WELCOME SCREEN -- Aviation Weekly - (Great potential - The subject of a follow-up article)
www.aircruise.com/acal/wia/	Women in Aviation: Resource Center - Not as good as the binary files but approved by Lnor for my consumption)
www.scaled.com/	WWW.SCALED.COM

LOST VIDEOS

Barney Barnes

The following chapter videos are still missing after contacting the last borrowers as listed on the charge-out cards. Most people contacted indicated that they have return the videos and apparently they have been re-borrowed with signing them out on the charge cards. All members are requested to review their archives for these titles.

VIDEO

NUMBER

TITLE

- | VIDEO NUMBER | TITLE |
|--------------|---|
| 3 | Composite Construction |
| 7 | Prescott Pusher |
| 8 | To Fly |
| 15 | King Rules To Fly By |
| 17 | King practical Piloting |
| 18 | King Flying The Citation |
| 26 | Wide World of Flying Vol 1 No. 4 |
| 31 | Welding & Woodworking(back-up) |
| 33 | Wide World of Flying Vol 1 No.1 & No.2(back-up) |
| 43 | Sporty's What You Should Know About - Practicing Landings |

Note: This is a two tape set in a special binder and we have

Tape No 1. The binder and tape No. 2 is missing and the binder probably contains another of the missing videos.

- | | |
|----|-----------------------------------|
| 64 | Warbirds- The Feel of Combat |
| 69 | Building the Rutan Composites |
| 77 | Kit Planes (2 Tapes) |
| 78 | Ghosts of the Sky- Flight of B-25 |

Also, does anyone know of the whereabouts of Stephen Galtin? He has apparently moved and I cannot track him down. He has two videos charged out since 1990. If you find any of the listed videos, please return them to Barney Barnes at the next meeting or at (770)-923-7896 or advise me if you still need to keep them.

Nominating Committee Report

by Larry Bishop

The nominating committee met to select nominees for EAA Chapter 690 Board of Directors and Board of Trustees. According to Chapter 690 By-Laws, we will be electing two members to the Board of Directors and two members to the Board of Trustees who will serve starting January 1997. We will vote at the December meeting.

The at-large members of the Board of Directors are elected to a two year term of office on the alternate year from officer elections. The six elected members of the Board of Trustees serve a three year term staggered such that we elect two members annually replacing outgoing members.

The following are being nominated by the nominating committee:

Board of Directors
Sue Adams
Al Higgins

Board of Trustees
Tim Fulmer
Charlie Sego

Additional nominations may be made from the floor during the meeting with prior permission of the nominee.

In a related matter, the Board of Directors has appointed Frank Wilcox to fill Andy Anderson's unexpired term on the Board of Trustees.

Roundabout

by Bob Zahner & Jeff Boatright

The new tower is scheduled for completion around the New Year.

Greg Jannakos has his Ercoupe in 690 Hangar for final assembly. You have GOT to see this restoration.

David Rowe has acquired a Cozy (about 30% completed) to keep his Long-EZ company.

Larry Bishop and Duane Huff have opened up the wing on Larry's Aeronca Chief. They've also sand-blasted all metal parts.

Terry Adams suffered a severe cut while working on his hangar. Best wishes for a quick recovery, Terry.

Maragaret Wilcox broke her arm in Rome (Italy, not Georgia) while fending off street thugs. She still was able to enjoy the rest of her trip. Ask her about Italian hospitals!

Bill Coleman has been putting in lots more time towards getting his ticket. It's nice to see the ol' 150 getting light under its tires.

Steve Ashby's new leather seats are one way to wrap up an annual! Very plush, they smooth out a lot of questionable landings...

The Zahners have hangar mates. Cheryl and Mark Balster just moved down from Wisconsin with their two children and a Cessna 172. Cheryl, who will be our speaker at the Holiday Party, is a nutritionist at UGA Vet School and Mark works for a convention signage company (I think!). Their 172 is rooming with the Zahner/Miller Piper.

Wayne Whitaker, Jeff Boatright, and Steve Ashby report *excellent* service from Atlanta Jet (formerly Georgia Jet). The fuel truck is there before the windshield cover is buttoned up! Prices are the best on the field, too.

December NavCom Honor Roll

Clyde Schnars, Barney Barnes, Wayne Whitaker, Joel Levine, Frank Wilcox, Duane Huff, Larry Bishop, Joe Reed, Bob & Lynn Zahner

SAVE SAVE SAVE
Please save your ALUMINUM CANS and bring them to the collection barrels in the chapter building. They will be recycled and the money will go toward our building operating expenses. We earned nearly \$5.00 from the collections at the Biplane Fall Classic. This will go a long way toward paying the monthly water bill. Bring a bagfull to each meeting (or any other time) and we can cover the costs of all our utility bills.

FOR SALE

FS: Half interest in a Beech Musketeer. Full VFR with lots of TLC for the last 3 yrs. Bill Bailey 770/934-7756; 770/934-1414 (FAX).

For Sale: Two folding bikes. Great for X-ctry travel. Selling as a pair for \$300⁰⁰. \$100⁰⁰ of sale goes to Cahpter 690 Hangar Fund. Jim Estes 770-938-3515.

For Sale: Bill Bowers award-winning plans-built Fly-Baby. Approx. 45%. Have all plans and invoices. All ribs complete-brakes, wheels, and tires-also, converted Javelin 1.0 liter, alter., starter, with all engine instruments. \$4500. Frank Settle 770-923-6149.

For Sale: 1968 Cessna 150, 230 hrsSMOH Approx. 5700TT, AT-50A XPDR + ACK Mode C; Intercom, ADF, MK-12B (360) King KX-145 (720), Audio panel/MKR BCN REC, Wheel pants - red & white, has lots of TLC; 7/95 annual - \$15,500 Firm, N50132 - based at Lenora, Reason: Need full 4 place; Ken Sharp (500) 677-4169 .

VAREZE, 90% complete rebuild, O-200 300 SMOH. Warnke prop, IFR instrumentation and radios. In law school, no time to finish. \$7950 firm. Terry @ 404-257-8794.

COZY 3-seat project, 45% completed. Wings, canopy, wheels, canard done. First layer of micro part sanded. Builder died; widow will sell for \$14,000 OBO. Also, RV-6A wing kit still in crates. Paid \$3245 new. Will sell for \$2500 OBO. Both located in Atlanta-Alpharetta. Call 770-740-0606.

For Sale: Tri-Q Project (160 MPH on 65 HP) All major construction completed - wing, canard, fuselage and control surfaces. To be finished - assembly, systems and engine installation and finishing. All materials, fittings and hardware to complete including instruments, prop and new Revmaster 2100-D engine (65HP). This is an original factory kit. All factory newsletters and Quickie Builders Association newsletters, drawings and instructions. \$13,000 invested. Make offer. Frank Wilcox, 770-978-2403.

FS: 1957 C-172. 750 smoh, 3760 TT. KX125, 1 pc windshield, fresh annual. Asking 19,500. Baby came early, plane's gotta go! Guy Clarkson 770-339-7281 after 6 pm.

For Sale: Garmin 55 AVD GPS Receiver: Yoke mount with est. power plug, remote antenna cable: \$400. Alan Langford, 770-339-3674

If you have an email account, please send me (Jeff Boatright) your email address for ease of communication. My email address is jboatr@emory.edu

December 13- Chapter 690 Holiday Party!
7:30 pm at the LZU 690 Hangar.
Gag prizes! Real Prizes! Food! Drink! Speaker! Action!

Newsletter of EAA Chapter 690
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