



# NavCom

OCTOBER

NEWS AND

INFORMATION

FOR THE

GWINNETT

COUNTY

CHAPTER OF

THE

EXPERIMENTAL

AIRCRAFT

ASSOCIATION

## Minutes of EAA Chapter 690

September 2000 Meeting  
Tom Dubrouillet, Secretary

President Miller called the meeting to order and led the chapter in the Pledge of Allegiance. Introductions followed with 48 members in attendance. Of the 48 present, there were 15 projects including; 2-Sonex, a Nieuport 11, a Thorp 18, a Stits, 2-RV-8's, 2-Lancairs, a Vulmer Amphib(?), a GlaStar, and a Model IV Kitfox. A motion was made and seconded to accept the minutes as published in the Nav/Com. The motion passed.

Treasurer Charlie Sego reports that the Chapter is solvent.

Building Project Report - Acting "Foreman" - Duane Huff asked the

Chapter to acknowledge the efforts in the last couple of weeks of; Barney Barnes, Gregg Jannakos, Don Roberts, Dale Schonmeyer, Bill Andrews, Frank Wilcox, Jeanne & Chuck Miller, Jim Sinke, Ted Matthews, Joel Levine, Walter Dere, and anyone he forgot to mention. These folks have completed the exterior dry wall work on the Hanger Improvement Project. The next step is priming these walls. Also, Duane asked for Tim Fulmer to give him a call. We all appreciate Tim's leadership to this point. And we need to call on his expertise again. The interior entry door has to be modified to allow it to open a full 90 degrees.

## AIRCRAFT RECORDS

By Barney Barnes

If you are interested in getting a more complete history of your airplane, then you might want to consider getting the data package from:

Federal Aviation Administration  
Flight Standards Service, AFS-700  
Aircraft Records Section  
P.O. Box 25504  
Oklahoma City OK 73125-0504  
Ph: 405-954-3116

Actually, a phone call request to the above listed phone number will get the data started to you along with a letter requesting the payment per the following schedule. Just give them your N number (might have your Serial Number handy, too).

Search	\$2.00
Search of Records in Federal Storage	\$2.00
(May not be necessary. Not needed in our case for a 1947 Cessna 140)	
Microfiche 1 <sup>st</sup> Page	\$0.25
Each additional page	\$0.05
Certification	\$3.00

(Not necessary for normally certificated airplanes.)

We got the certification to have

on hand when we finish rebuilding our aircraft and submit it to final FAA inspection. This package

is known as the Blue Ribbon Package because one set of the Microfiche records are fastened to the Certification Report with an eyelet and a blue ribbon

through it and fastened with a special seal.)

Our total cost for our Cessna 140 Blue Ribbon Package (Search - basic, records and Certification was \$5.60.

The records include copies of the original Airworthiness Certificate, Bills of Sale, Annual Inspection Reports, 337s, mortgage notes and any legal document pertaining to your airplane. Our package even included a court record for the name change of one of the previous owners. Microfiche records are copies of the original documents photographically reduced by 24X, so you get about 36 sheets of data to a Microfiche page. This requires the use of a Microfiche Reader, but those are available at many Public Library branches. The readers can also printout a permanent copy of the record, but they are of pretty poor quality since a lot of the original records used very thin paper with a lot of bleed through from records on the backside.

Want to find the FAA type certification specs on the internet? Here's how:

1. <http://www.faa.gov/AVR/AIRHOME.HTM>
2. Click on block: Type Certification Data Sheets by Category
3. Click on Single Engine Aircraft (or Multi if appropriate)
4. Click on appropriate alphabet group for manufacturer or current certificate owner. (i.e., A-C for Cessna). NOTE: Not all aircraft certificates are owned by the original manufacturer, i.e., Univair now has the Ercoupe sheet.
5. Scan down the displayed list for your model and click onto the specification number in the far RH column (i.e., Cessna 140 sheet is Specification No. A-768. The specification sheet will then be downloaded and displayed as an Adobe file. You will need an Adobe 3.0 Reader program, or later, in your computer to access this data.

You can also find Specification sheets on engines and propellers at this site.

## EAA Museum

By Margaret Wilcox

Another Reason to go to Oshkosh

The EAA Air Adventure Museum is one of the



premier aviation museums in the world and is "a don't miss" attraction of the Air Venture experience. It is open year round, but during the air show there are special exhibits including an art exhibit and many special presentations by important people in aviation. Dedicated in 1983 (Frank and I were in attendance for the ribbon cutting), it includes planes from the Golden Age, ground breaking homebuilts and kit planes, famous aerobats and racers and World War II-era war birds. It has been exciting to watch the expansion and improvement of the museum during the intervening 17 years.

The main building includes exhibits on some of aviations most famous planes - the 1903 Wright flyer, the Spirit of St. Louis, the Voyager and many more. It also includes the Boeing Aviation Library, meeting rooms and gift shops. Attached is an aircraft restoration workshop where builders where builders (throughout the year) and Air Cadets (in the summer) learn skills in building aircraft. Some new additions to the collection this year were a 1930 Pitcairn Mailwing, Stoddard-Hamilton GlasStar prototype, a 1937 Fairchild 24H, and Williams V-jet proof-of-concept aircraft.

The Eagle Hangar is devoted to World War II aircraft and includes along with many famous planes a 1/72 scale model of the aircraft carrier USS Enterprise as it appeared on June 19, 1944 at the Battle of the Philippine Sea. The story of WWII and the place of air power in the winning of this war will never be lost as long as this museum is in existence for you can learn it all here. Among the new aircraft on display this year is Kermit Week's DeHavilland Mosquito, built in 1946 for the Royal Air Force, one of only two still in flying condition. The Pioneer Airport built on the other side of a grass airstrip just behind the museum is a recreation of the Golden Age of sport aviation. Among the new additions is a hangar devoted to Steve

Whitman and his career in racing. The most recent addition to the museum is Hangar X devoted to the new world of space craft and hi-speed modern aircraft. In this area are the classrooms where young people learn about science, math and engineering both during the summer Air Cadet program and during the remainder of the year in local school programs - part of the Vision of Eagles. On display this year was the actual pod racer used in the making of the movie, Star Wars and a model of the famous Luke Skywalker. A continuous running of a video of scenes from the movie added to the exhibit.

During Air Adventure just outside the museum is the big tent which housed the newest program for kids, called (as you might expect) KidVenture. This was the 2nd year for this wonderful place for children which offered 18 activities daily. In addition to the many hands-on activities, aviation heroes such as Patty Wagstaff, Chuck Yeager and Dick Rutan came and spoke to the kids. This was a magical place to introduce children to the world of aviation and a valuable addition to the AirVenture experience. Congratulations to all the members for maintaining such a great chapter.

## SAM LYONS A BLUE RIBBON WINNER AT OSHKOSH

by Margaret Wilcox

Aviation artist Sam Lyons and long time friend of Chapter 690 who barely survived an aircraft accident last year was back at his booth in one of the exhibit buildings at AirAdventure this summer. Sam has recovered from the severe burns that covered most of his body and though visibly scarred was seen actively promoting his art work and greeting old friends. His most recent painting (name escapes us) was a blue ribbon winner at the aviation art competition on display at the AirVenture Museum. It also graced the cover of one of Sporty's catalogs. Seeing him there

surrounded by his famous art work was a testimony to Sam's courageous spirit and will. We can be grateful that there will be more wonderful Sam Lyon's creations in the future.

## Acro Seminar a big hit

By Michael Stewart

I'm told the acro seminar held at the Henry County Airport was a tremendous success. 11 chapter 690 members attended. Here is Elgin Wells, with the remains of his last toilet paper roll still clinging to the strut (look closely) for dear life. Someone got one hell of a flight.



## OVER-THE-HILL GANG-STRIKES

By Duanne Huff

(Note from editor: Due to the incompetency of the NavCom editor, this article did not make the August NavCom and is being published a month late. My sincere apologies to the old timers!)

Since our August 690 chapter meeting, strange things have been happening each week in the hangar. On Saturday the 19th. when the work crew arrived to put the sheet rock on the ceiling of the tool/work room, it was noted that the two piles of new sheet rock had diminished. It was also noted that there were cut pieces of sheet rock of various sizes and shapes strewn all over the place and the back of the hangar a general mess. Strangely enough, some larger pieces of sheet rock all different shapes, had been screwed to the inside of the stair well and interior wall of the mezzanine ( up stairs ). It's ugly with cracks between the pieces and holes in some weird places. Please be on the look-out for the gang who did this dastardly deed. It may be that they are striking on Tuesdays.

Suspect's initials are ( so they won't know) B Barnes, G.Jannakos, D.Shonmeyer, D.Roberts (not so O.T.H.) and D. Huff.

The Saturday work crew of Bill Andrews, Chuck Miller, Ted Mathews, Greg Jannakos, Joel Levine, Barney Barnes and Duane Huff did get the ceiling hung in the work room.



Jeanne Miller did a great job of cleaning up and sweeping the floor of the mezzanine that day. But, the Over-the-Hill gang struck again this week and it is not as clean as she left it.

Maybe we need a fourth (4th.) lock on the door to keep this gang out!

## UPDATE!!

### OVER-THE-HILL-GANG STRIKES AGAIN AND AGAIN

Since the first O.T.H.G. article didn't make last month's NavCom, no one was watching the hangar and so this gang has struck again, not once but twice. Tricky as they are, this time it happened on Wednesdays. On the 20th. (tapes in the bathroom, kitchen and tool room had been covered over smoothly with sheet rock cement, very mysteriously). The Gang took left over paint and smeared it all over those walls. They also left a chalk like dust all over everything. Then this week they came back and put a gloss white paint over the walls and ceiling of all three rooms. They must not have liked the smear job the week before! They left behind six one gallon paint pails in the garbage cans.

Please keep looking for these gang members who are doing this to us. Suspect are the retired bunch. So they won't know we are looking for them, their initials are B.Barnes, E.Tamas, W.Deere, G.Jannakos, J.Glaeser, B.Andrews,(not so O.T.H.) and D.Shonmeyer.

## Young Eagles Rally



September 23, 2000

By Duane Huff

Nine o'clock and many of the young people had already arrived and anxious to become Young

Eagles. It really looked like it would have to be postponed until another date because of the low ceiling and visibility typical of a chapter 690 flying event. Patience was a virtue and after a longer than usual pre-flight briefing, the clouds finally lifted. Twenty five Young Eagles were flown, seventeen from a scout troupe and eight from a home school group. Thanks to Larry Bishop, Jim Lyons, Joel Levine, and Chuck Huber our pilots for the day and to Fred Huppertz for providing his airplane.

Greg Jannakos and Bill Andrews handled the paper and ground work. They also helped Tim Fulmer move the upstairs door. Thanks again to everyone for a very successful event.

## Publisher Needed

After 8 years, yes that's right, 8 years!!, Alan Langford is no longer able to print the NavCom for us. Alan has given his time and effort over the years to this noble cause. He has been printing the NavCom and delivering it to the monthly pancake breakfasts for the ceremonial labeling and folding. We need a new volunteer for this very important task. Basically the publisher is given a copy electronically of the NavCom and must print and deliver to the Pancake breakfast. Please contact Mike Stewart 770.330.3644

## Building Notes

By Duane Huff

Tim Fulmer has relocated the door at the top of the inside steps. This was necessary to allow the door to open 90 degrees. It was hitting the roof beam. Greg Jannakos and Barney Barnes have helped put up the sheet rock on the interior wall up stairs. The finishing of the sheet rock will probably be completed when you receive this NavCom. Please thank these men for their hard work.

## Recycle Aluminum Cans

By Duane Huff

Please bring your aluminum cans to the EAA 690 hangar. This obviously does two things; (1) it keeps them out of the land fills and (2) it brings in a little money for Ch. 690. Last trip to the recycling place netted \$25.00. Crushed cans are preferred (take up less space in the hangar) but all are accepted and appreciated.

## The NavCom

The NAVCOM is the official monthly newsletter of EAA Chapter 690 serving its members and other persons interested in the advancement of Aviation.

Original articles, art, and photos are invited and encouraged. Submit articles in ASCII or Word format and pictures in any format via email to: [mstewartga@yahoo.com](mailto:mstewartga@yahoo.com) or mail to:

Michael Stewart  
270 Leigh Kay Drive  
Lawrenceville, GA 30045  
770-277-9686

**Deadline for submissions is the Last Sunday of the Month**

THE NAVCOM is produced complements of Butler Technology Solutions, until a new publisher is found. Also thanks to Barney Barnes and his merry band who fold, staple, mutilate and mail the NAVCOM each month.

In keeping with the spirit of all aviators, permission is hereby granted for the reproduction of the NAVCOM articles by other EAA Chapters provided proper credit is given to the author and to the NAVCOM.

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## *Events Calendar*



Visit the EAA 690 Website at: <http://eaa690.home.mindspring.com>

### **Attention members**

As your NavCom editor needs help calendaring. If you have a place you go to for events information, I'd like to know about it. Please contact me and let me know your events source so I can share it with the other members in the newsletter. Thanks. Mike Stewart 770.330.3644 or [mstewartga@yahoo.com](mailto:mstewartga@yahoo.com)

### **EAA 690 Project Visits.**

Greg Jannakos needs to schedule some of these. If you would like to volunteer to host a project visit, please contact Greg at 770-277-1637



## Classifieds

**For Sale:** 2 - David Clark H10-60 Headsets - \$225.00 each 1 - Sigtronics Transcom II 4 way Portable Intercom - \$140.00 Alan Langford 770-339-3674 [alang@mindspring.com](mailto:alang@mindspring.com)

**For Sale:** New Maule Tailwheel 8" Solid Rubber, New wind driven generator, whiskey compass, Old style AH and DG, Cessna 328 T 720 Channel, Misc instruments. Contact Dave Ostergaard, 678-482-0491.

**For Sale:** Complete (new) hydraulic disc brake and wheel kit for A/C up to 1100 lb. gross. Includes tires, tubes & mounting hdwr; \$200. Tail wheel, axle, glass rod spring and mounting bracket (new); \$100. Frank Wilcox 770-978-2403 or [frankwil@mindspring.com](mailto:frankwil@mindspring.com)

**For Sale:** Wheels/brakes for sale: McCauly 6.00-6, for Cessna 182 through 210, or homebuilt from 2,500-3,500 lbs. Forrest Wilson, 404-292-5613, [forrestw@mindspring.com](mailto:forrestw@mindspring.com)

**Projects for Sale** - Cecil Whaley of Lafayette, GA is trying to clean out a hangar of experimental projects he has - cheap, he says. Available are: \* 2 Pitts Special airframes/misc. parts such as control surfaces, pushrods, bell cranks, and a good wobble pump. \* Cherokee II vintage sailplane from the 30's \* Dragonfly project \* Hummelbird project He is trying to focus on the completion of a Hyperbiplane project, and would like to clear this other out. [He is looking for Hyperbiplane parts, too.] Cecil can be reached at the Lafayette Airport at 706-638-7071.

**For Sale:** Cessna VOR indicators IN-514R, IN-514B \$90 each, Cessna 3-in-1 engine gauge (mech. oil pressure, elec. cyl and oil temp) \$100, Cessna 4 inch attitude indicator yellow tagged in 97 \$120, Turn and Bank, missing data plate \$45, VSI in m/s \$60. email for pics. [prothe@wewill.com](mailto:prothe@wewill.com) 12/2/99

**For Sale:** Zero time Jabiru 2200 cc 4 cylinder motor.. 80 Hp @ 3300 rpm and complete weight is 123# with alternator, starter, and exhaust. Certificated in Europe. \$7000 HAPI VW 1834 cc aero converted motor. Never run. Has one Mag and one CDI ignition plus dual plugs. 60 HP. \$2500 Help me clear out the basement.. Consider trades. email for digital pictures Ron DeWees 404 876 3481 [rdewees@avana.net](mailto:rdewees@avana.net) 10/19/99

**For Sale:** CHALLENGER II "STANDARD", always hangared, 503 W/Dual Carbs. Excellent workmanship. 25 Hrs. total time. Fiberglass nose & center section. Raised cockpit mode kit -- tinted w/shield, shldr. harnesses, 6" Alum wheels/tires, upholstered seats & interior, 2-tone blue/white. Extras: elect fuel gauge, remote radio antenna, brakes, 5" Hagge Alum wheels/tires, 50' cable housing, carb. splitter kit, plugs, 4 X 8 tinted lexan & parts for doors, extra paint/fabric. Optional: ICA 21 Icom t'ceiver, Garmin GPS89. Price in \$13,500 range, negotiable -- plz. call: "C.F." or Carol @ (706) 235-0644 (Rome, GA) 8/29/99

**For Sale:** 1982 Steen Skybolt- 200 HP AEIO360..Christian Inverted fuel and oil 600 TT AF 100 SMOH 100 Fact.New Prop- New Mx11 Comm. Collins encoding transponder. Magellen GPS -New Red Leather interior -A&P built always hangared never rained on. Open cockpit or bubble on back and closed front. No competition aerobatics....GREAT LOOP AND ROLL AIRPLANE....Excellent flyer extremely well built. Builder in Atlanta area and to answer any questions.This is a one builder airplane, not one of these three or four builders along the way and no real records of who was good or not good etc. Call 770 232 9303 or 404 257 1610. 8/17/99

**For Sale:** Perfectly built RV8 empennage with electric trim and Variprime interior (600\$). Also for sale 28 years of Sport Aviation (300\$) less than a 1\$ each. Call Carl Bell 770 263 7998. 8/16/99

**For Sale:** Lycoming O-235-C1 Engine with 1190 Hours since new. Includes Bendix Mags, Harness, Plugs, Starter, Alternator, Fuel pump, Exhaust stacks, and baffling. Also included is an engine stand. Engine is located in Chattanooga TN and belongs to a customer. Price is \$5,500.00. Contact Earl Evans after 6:00 pm or E-Mail to [AvmtEarl@aol.com](mailto:AvmtEarl@aol.com). 770-229-8670. 8/12/99

**For Sale:** 1994 Pulsar. \$25,000 Firm.

**For Sale:** I would like to trade my shares in the Cessna 140 that the EAA690 --Stone Mountain Aircraft Restoration Team (S.M.A.R.T.I.) is restoring for a homebuilt project. The Cessna 140 is on the gear with the wings ready to recover and the engine ready to assemble. Contact me for details. I will consider anytype of project. Earl Evans, phone 770-229-8670 or e-mail at [Katgone@AOL.com](mailto:Katgone@AOL.com)

**For Sale** Grumman Tiger, 1977 #470, 1300TT, Imron white with teal/rose trim in AG design 1997, professionally installed lt. gray naugahyde/cloth-inset interior with new belts 1997, KX175B, Narco #2 com & nav (dual ILS), King ADF & DME, Century IIB, Northstar GPS60, Insight StrikeFinder, Precise Flight SVSIII, PS Engineering 4pl. intercom, Sensinich prop, hangared Atlanta since at least '93, 4 yrs. good oil analysis records, complete logs, no damage history. It was my TLC'd keeper; lost medical. \$65,000. Call Walt Bannerman, Atlanta GA 770.393.8248. 8/1/00

**For Sale:** A set of four cylinders and pistons from an O-320-E2G. They have 1974 hours on them since new, look great and had compression in the mid-seventies when the engine was overhauled and upgraded via an STC for more hp.. A starter from the same engine. It worked fine when it was removed. A camshaft from the original engine (same number of hours as the cylinders). Not bad looking -- needs to be re-ground to specs. Tappets -- two out of eight look slightly beat up. The others look pretty good. A Lycoming fuel pump which worked fine for 1974 hours. Joel Elman [squarf@mindspring.com](mailto:squarf@mindspring.com).



# *NavCom*

August 2000

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