



NavCom

February 2016

News and information for the Gwinnett County Chapter of the Experimental Aircraft Association
Chapter 690 Meets in Hangar #1 of the Sport Aviation Complex at Briscoe Field, 690 Airport Rd., Lawrenceville, GA

The Presidents Pitch

By Randy Epstein



It's All About You

There is nothing more enjoyable than being able to get things accomplished in the chapter. The best part about it are the wonderful members that make all of the programs we have continuing to happen. None of this is because of me, it all happens because of you.

Last year I had an idea to get a youth program going. We decided to start first with a ground school. Mike Burns came forward and offered to teach the ground school and we've been going strong for a year now. Thanks Mike! Next we wanted to get our youth group to have the opportunity to work on an airplane. Again, members came forward by finding us a project. Of course you can't go off and have our young adult group build an airplane without some guidance. We put out a call for mentors and very quickly got a group together. Jerry Fischer stepped forward to lead the effort in the beginning and was assisted by Rick Mathisen, Hugh Colton, Joel Levine, Duane Huff, Art Farmer and Ron Childress.

Last year John Morgan developed the idea of a flying club with the hope that it could offer subsidized flight training for the young adults. The idea languished for a few months, but was not forgotten. A meeting was held with some potential members for the club, but still no progress. After kicking this around a bit, in November we came up with the idea to build an RV-12. An anonymous member of the chapter offered to match donations up to \$2,000 and the Board voted to do the same. In short order we had donations totaling over \$8,400. Again it was members of the chapter that made this all happen and now, with Jerry Fischer in the lead, we have a group 20+ strong beginning work on the empennage of the RV-12.

As we head further into 2016, we have our summer camp coming up in June and again it will be a large group of volunteers that will make it happen. We plan on a couple of special dinners this year and we know that we can count on Jill and her kitchen crew to make them happen and be wonderful events for all of us. We are also working to bring an aircraft or two in during the year as fundraisers for the chapter. Again it will be volunteers from the chapter that will make it a success. Our Young Eagle program continues to be a stalwart of the chapter under the guidance of Duane Huff. On a monthly basis we have twenty or more volunteers working with us so we can fly 20-50 Young Eagles regularly.

If you haven't found your home in the chapter yet, we have plenty of opportunities for you. The dinner and airplane visits will offer opportunities for you. Want to learn about building an airplane, join the RV-12 project and dig in. Maybe you have something in mind that we are not doing currently, feel free to let us know about your idea and we'll see how we can move it forward. I would love to see someone come forward and take over our social media site, like FaceBook, Twitter and Instagram. Whatever it is we can find a spot for you.

As we head into March, spring will be just around the corner and winter will become a memory. I foresee activity picking up in the chapter as we move further into the year. I also hope to have some exciting news for the chapter in the near future. Just remember, in the end, it's all about you.

Young Eagles

January, 16 2016

The weather was iffy at first but the clouds lifted VFR flying and turned out to be a very nice day.

Five pilots flew Twenty Three (23) Young Eagles. Steve Ashby 6YE, 3 flights, Spencer Clark 3 YE, 1 flight, Fred Huppertz 5 YE, 2 flights, Brian Michael 7 YE. 3 flights and Les Williford 2 YE, 1 flight. Spencer Clark is a new Young Eagle pilot, and we are very grateful to have him. Thanks Spencer! Fifteen (15) had flown before as Young Eagles.

A goal for this year is to have each pilot fly ten or more Young Eagles so that we can have their credits to send students to the Air Academy next summer.



Our Young Eagles Gals were; Jeanne Ferguson, Gay Roberts, Mary Hilborn, and Lynn Zahner. These ladies complete all the paper work; registration, boarding passes, log books, and certificates. They also have to keep the ground crew under control, which is a pretty big job.

Art Farmer and Bob Crone conducted the safety briefings and Wes Reddick instructed the Young Eagles on the simulators.

Safety officers and loaders were Bill Ferguson, Herb Rusk, Jason Hilborn, Tom Hilborn, Rich Hopkins, Chris Serra, Louis Pucci, Michael Cartin and Charles "Coty" Pinkney.

We are off to a good start for 2016, so lets keep it going for another year for Young Eagles.

Many thanks to all our Young Eagle volunteers.

Duane Huff

Young Eagle Coordinator

EAA 690

Young Eagles

February, 20, 2016

An overcast day and we were dragging our rudders through the bottoms of the clouds at about 1200 ft. AGL. Visibility was good and ten pilots were able to fly sixty six (66) Young Eagles in thirty one (31) flights with nine airplanes. After the rally the Sea Cadets furnished lunch for all and did a great job of cleaning the hangar. They love to come for the Young Eagles event and we love having them, they are wonderful young people.

Nineteen (19) had flown before as Young Eagles Pilots flying on this day were; David Balthaser 6YE, 3 flights, Bill Bell 6YE, 3 flights, Randy Epstein 10 YE, 4 flights, Duane Huff 4YE, 4 flights, Fred Huppertz 2 YE, 2 flights, Brian Michael 3YE, 1 flight, Brad Newall 12 YE, 4 flights, John Post 3YE, 3 flights, Chuck Roberts 11 YE, 4 flights and Chris Serra 9 YE, 3 flights.



Young Eagle Galls were Barbra Epstein, Jeanne Ferguson, Mary Hilborn, Gay Roberts and Lynn Zahner. These ladies do a fantastic job doing all the paper work and getting the Young Eagles ready to go to the Pre-flight briefing and to their flights.

Bob Krone conducted the safety briefings and Wess Riddick instructed on the simulators.

The other very important Ground Crew included; John Bongart, Bill Ferguson, Jason Hilborn, Tom Hilborn, Charles "Coty" Pinkney, Louis Pucci, John Reitz and Alex Straka.

Again, I cannot thank all of you who participate in the Young Eagle program enough, Thank You!

A reminder! EAA is requiring all who work with youth take the Youth Protection Program. Before May 1, 2016.

Duane Huff

Young Eagle Coordinator

EAA 690

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 welcome. Submit articles in Word 97 or ASCII format and pictures in .jpg, .tft or .bmp format via e-mail to: tj1227@bellsouth.net.

Deadline for submission of articles and pictures is the 20th of the month, unless otherwise announced.

Permission is hereby granted for the reproduction of NavCom articles by other EAA Chapters, provided that a proper credit is given to the author and to the NavCom.

The NavCom is published electronically on a monthly bases and distributed to Chapter members and other interested parties. Printed copies may be available upon request.

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EAA690 Membership Report

February 2016
By Jeanne Ferguson

During the month of February, the Chapter added the following new members:

[Ty Connell](#) [Charles Harker](#) [Caleb Massenberg](#) [Andy Walker](#)

Welcome to our new members and thank you for joining EAA Chapter 690. We know you will enjoy the comradery, activities and experiences that your chapter provides.

Also reactivating their membership was:

[Ray Layson](#) [Mike North](#) [Steve Rausch](#)

Thank you, your continued support helps our Chapter remain vibrant and strong.

February provided time for me to go through all the different lists that we have; i.e., database, spreadsheet, QuickBooks to verify the numbers so the following numbers are actually accurate, as of February 21st

Family Memberships:	40 (additional note below)
Individual Memberships:	68
Student Memberships:	1 6

Last year we started asking those that join as a Family Membership to add any additional family members' names that they like; so as of now the 40 memberships are 94 individuals names; which makes the total 178.

We also have over 70 members from 2015 that have not renewed their memberships for this year. Barbara Epstein and I will be at the Pancake Breakfast, March 5, or you can pay with credit card at mkt.com/eaa690

2016 Scholarship Program



Investing in the future of Georgia's Business Aviation Industry through Scholarships available to Georgia High School Seniors/ Graduates Enrolled/Planning to enroll in accredited U.S. Colleges & Technical Schools in aviation fields of study and Continuing Education Scholarships available to GBAA Members More than \$40,000 in Scholarship Awards Were granted in May 2015

The 2016 application deadline is March 1, 2016

<http://gbaa.org/scholarships/>



UPCOMING AVIATION EVENTS



EAA's JACK PELTON TO VISIT CANDLER FIELD

On February 27, 2016, EAA Chairman of the Board Jack Pelton will visit with us. Jack will host a "Town Hall" meeting that day. In addition, the Vintage Aircraft Association will be hosting a mid-winter Board of Director's meeting that morning. This will be an open meeting where Vintage members and others will be able to discuss issues with the board. The board meeting will begin at 9 AM. The "Town Hall" meeting will be held from 1 PM - 3 PM with a reception after the program.

Please plan to attend this important event. Mr. Pelton will be giving us updates on the medical reform, upcoming AirVenture, and several other subjects. Come out and support EAA and VAA.

SAVE THE DATE



February 27, 2016
Vintage Aircraft Association
Town Hall Meeting
 Where VAA members and board members share ideas and get to know each other.

Vintage Town Hall Gathering at 1 p.m.
 followed by a Reception at 3 p.m.
Special guest: Jack Pelton, EAA Chairman and CEO

Hosted by Candler Field Museum
 Where history comes alive and education lights the future.
 Peach State Aerodrome
 (GA2) near Atlanta
 349 Jonathan's Roost Road
 Williamson, GA 30292
 Museum Information: 770-467-8318





Where history comes alive and education lights the future!

UPCOMING AVIATION EVENTS cont.



Candler Field Museum ANNUAL BENEFIT DINNER AND DANCE

MARCH 5, 2016

You are cordially invited to the *GREAT GATSBY* benefit dance on Saturday, March 5, 2016. The music will be presented by the *Night Train* orchestra featuring vocalist Karin Williams. This 17 piece orchestra will entertain us throughout the evening. Whether you enjoy dancing or simply like to listen to music, please plan to attend. All proceeds will benefit the museum.



Call to purchase tickets 770-412-831

Turner County: Fire Ant Festival Fly-In

Breakfast and Lunch will be provided for pilots who fly in. In addition to the fly-in: The dates of the Festival are the evening of March 25th, and all day on March 26th, 2015. The evening of Friday, March 25th, 2016 at 6:30 P.M. will be the Lip Sync Contest, a theme to be announced, 8:00 P.M., will be a concert, 9:30 P.M. will be the Fireworks at the 21st Annual Fire Ant Festival in Heritage Park, sponsored by the City of Ashburn. Our theme for the year of 2016 is to be announced! There is no charge for the concert in the park. Bring your lawn chairs and enjoy the fun in the park! Transportation will be provided from the airport to the downtown events.

Airport Information: Turner County (75J)
Ashburn, GA
Contact - Greg Walls

8th Annual SHAMROCK FLY IN

Saturday, Mar 19, 2016 (11:30 AM. -- 2:00 PM.)
8th Annual Shamrock Fly In March 19th, 2016 11:30 – 2PM Rain or shine Cannon Creek Airpark (15FL) Lake City, FL CTAF: 123.0 Featuring our famous Pulled Pork, Hot Dogs, Vegetarian Plate, sides, drinks, and Huge Dessert Table. All for \$8 We will again feature an AACA Car Show!

Lake City, Florida: Cannon Creek Airpark (15fl)
Contact - Mark
Phone - 386-466-0997
Website - www.eaa977.org
Lake City, Florida 32025

Berg Park Aerodrome: "Fly In/Cruise In"

Saturday, March 26th (9:00 AM - 4:00 PM)

Midway, Georgia: Berg Park Aerodrome (9GA2) 7th Annual Fly in supporting Grass Strip Foundation
Contact - Steve Berg
Phone - 9128848666
Berg Park Aerodrome (9GA2)
580 Old Gress Island Rd.

Wauchula - Bensen Days

Wednesday, March 30th– Saturday, April 2nd

The largest Gyro and Helicopter gathering in the world. Commemorating Dr. Bensen's legacy and achievements in modern gyro sport flying era.
Contact - George Jacob
Website - <http://www.bensendays.us.com>
Wauchula - Bensen Days
Wauchula Municipal Airport (KCHN)
Wauchula, Florida 33873

Continued on pg. 14

Big Turn Out for Pancake Breakfast and Drone Presentation

Feb. 6th, 2016

The Pancake Breakfast kitchen staff were kept extra busy with over 120 meals served. Hats of to the crew for a great job and, they didn't even run out of food, great planning. Standing room only necessitated the opening of the upstairs meeting room so everyone would be able to sit to eat so it worked out well.

To everyone's delight the large breakfast turn out carried over to a standing room only event for the presentation by Cliff Whitney on Drones. The pictures do not do justice to the size of the crowd.



Our guest speakers for the 1st Saturday in February Aviation Program and Pancake Breakfast was Mr. Cliff Whitney. Cliffs Aviation based businesses, AtlantaHobby.com, UAVexperts.aero and UAVexpertnews.com are bringing together his photography expertise and his talents as a pilot and marketing expert to change the world using new exciting remotely piloted aircraft. Cliff is one of the largest resellers of hobby and professional drones in the country.

Cliff spoke to a standing room only crowd and kept everyone's attention with an in depth look at the commercial drone market. The question and answer period that followed ranged from how drones are used to regulations and safety.

UAVEXPERTS.AERO

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Cumming, GA 30040, USA

- EMERGENCY
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Creating Heidi: The Helicopter Trainer

Part 1: The Decisions That Must Be Made First

By Chuck Roberts

Last month we introduced Heidi, the helicopter trainer and discussed how and why she came about. That article is, in effect, an introduction to this seven-part article series dealing with the path we took to get from committing to provide a helicopter trainer to actually having Heidi. So, the previous article, published in the January 2016 issue of the EAA 690 NavCom is “part 0” of this series and, to make sense out of this series, one really needs to read all the parts in order including part 0.

Once it became apparent this was to be a “from scratch” project rather than the originally presumed plan of modifying of an existing single-place Experimental-Amateur Built (E-AB) helicopter it was clear a carefully considered list of “specifications” must be the beginning.

From the outset this project has been envisioned as a teaching tool. The original teaching application was for the youth aviation summer camp class on rotorcraft fundamentals. However, because most EAAers are a curious lot it was also expected Heidi would pique the interest of the adults in our chapter as well. This drove the need

for Heidi to accommodate “pilots” from the average 8-year old to full adult size which meant either the seat would need to move fore-to-aft or the controls would need to move. As moving the seat was the least complex we settled on using a seat from a junk car.

Another very important consideration was the safety of the “pilots” and the instructor. As the design became a solid reality there were a number of choices and modifications to address these concerns such as the height of the main rotor to clear the head of most adults while it is turning. Another was a design change to the frame to get rid of hard corners on which a child might hit their head if they stumbled and fell against Heidi. Also, a clear Plexiglas guard was added to cover the moving parts of the rotor drive system while still allowing all to see the operation.

Heidi belongs to our chapter and is stored in one of the hangers at the Lawrenceville airport (LZU). However, she was designed and built in my shop which is the back half of our hanger at Whispering Pines Airpark (WPA). These two facts meant she needed to be “locally portable” (that is: easily moved around at her final home) and “pickup-truck portable” so we could move her from WPA to LZU. The local portability feature was provided by giving her a low-profile castered transport platform. As it turns out she has become a little “locally famous” and we’ve already seen a need to transport her to other venues for shows. These factors generated specs for overall height, width, and length.



cont. pg. 8

Heidi cont. from pg. 5

Heidi represents a significant investment in time and money so it was important to make her durable to stand up to many, many “pilots” getting on and off the seat, moving the seat back and forth, and operating the controls. She has already had hundreds of “pilots” (children and adults) sit at and operate her controls. Furthermore, the rotor blades (main and tail) are turning while the “pilot” operates those controls so bearing wear was also part of the design.

Because Heidi is an open-frame design to show all moving systems, construction materials were selected to accommodate these needs while addressing issues of cost, availability and fabrication techniques. I have experience in bending Electrical Metallic Tubing (EMT) and the benders for 1/2” and 3/4” trade sizes and because such EMT is readily available and relatively inexpensive virtually all of Heidi’s frame is EMT. For those who aren’t familiar with EMT it should be pointed out the “trade sizes” do not reflect any actual dimension on the tube (example: 1/2” EMT is about 5/8” inside diameter) and the tubes are, in fact, significantly larger than the trade sizes imply. Nearly every end of each piece of tubing was either welded to another piece of tubing or crushed flat to receive a bolt hole so it was important to have each end cut squarely – hence a tubing cutter was always used (no hack sawing). I have both TIG and MIG welding systems and started the project using TIG as it is the more commonly used (of the two systems) for aircraft projects. However, TIG is much slower than MIG and, as this isn’t a flying project, I soon switched to MIG to speed up the work. As the fabrication of specific systems are discussed in the remaining parts of this series the use of metal and wood lathes will become clear.

Parts 2 through 7 are: “Building the frame”, “Foot and hand controls”, “Rotor head design and fabrication”, “Making rotor blades”, “Tail rotor drive and control system”, and “Electrical work” will appear in future EAA 690 NavCom issues.



Chapter 690 Reminders

1st Saturday

Pancake Breakfast

8:00 to 10:00 AM
Program follows
@ 10:00



2nd Friday

Business Meeting and Program
Gathering begins @7:30, Meeting @ 8:00
Program to follow

3rd Tuesday

Youth Ground School

Meet 7:00 PM—8:30 PM

Ages 14 and above

For all youth activities visit “youth.eaa690.net”

3rd Saturday

YOUNG EAGLES

Free flights for youth
ages 8 - 17
Sign-in begins @
8:30 AM



Your chapter is vibrant, engaged and growing. Become a part of the activities by volunteering or just come out to enjoy the comradery and atmosphere with the folks that share you interest and passion for airplanes. See you soon.

NASA's Super Guppy Transports Orion Spacecraft to Florida

Tue, 02/02/2016 - 12:25pm
Greg Watry, Digital Reporter



Image Credit: NASA

NASA's Super Guppy is a hulking aircraft. Its cargo compartment measures 25 ft. tall, 25 ft. wide, and 111 ft. long. It's capable of carrying over 26 tons, and towards the front, the plane hinges open more than 200 degrees, allowing the loading and unloading of cargo from the front.

The Orion spacecraft pressure vessel arrived yesterday at NASA's Kennedy Space Center from Michoud Assembly Facility in Louisiana, where it was undergoing welding work. From the Kennedy Space Center, it was transported to the Neil Armstrong Operations and Checkout Building high bay, where NASA and Lockheed Martin (Orion's manufacturer) will add systems and subsystems necessary for flight, including the heat-shielding thermal protection system.

[Use the link below to view the entire article.](#)

http://www.rdmag.com/news/2016/02/nasas-super-guppy-transport-orion-spacecraft-florida?et_cid=5090925&et rid=544686711&location=top&et_cid=5090925&et rid=544686711&linkid=http%3a%2f%2fwww.rdmag.com%2fnews%2f2016%2f02%2fnasas-super-guppy-transport-orion-spacecraft-florida%3fet_cid%3d5090925%26et rid%3d%26subscriberid%26location%3dtop

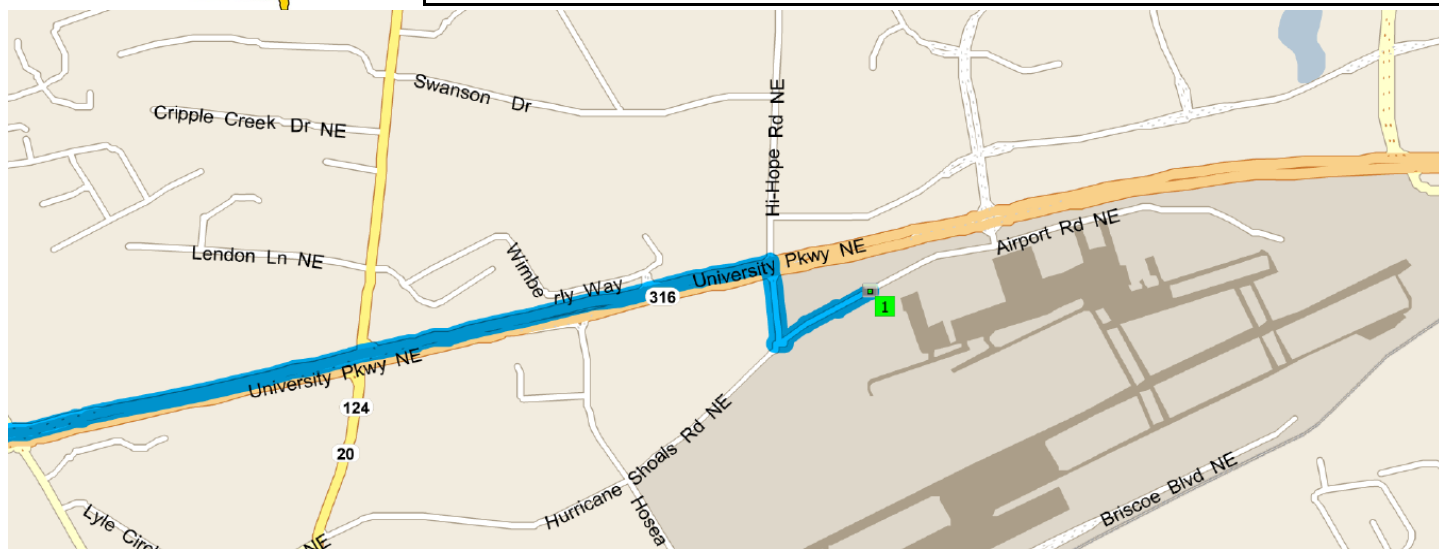


Directions to EAA 690

I85 North to GA-316

Take GA-316 to Hurricane Shoals Rd NE and turn right

Go to Airport Rd NE and turn left, Go to 690 Entrance on the right.



Visit the EAA 690 Chapter Website at www.eaa690.org

Annual Chapter Dues

Chapter 690's Fiscal and Membership Year begins on January 1st.

Dues may be paid at meetings, mailed to our membership chairman, Ms. Jeanne Ferguson or paid on-line. To pay online visit the Chapter web site, www.eaa690.org and click on "Membership" then follow the prompts for the type of membership you wish to apply for.

Chapter Badges Available

New members badges can be found pinned to the tie on the Chapter bulletin board next to the main entrance to the Chapter hanger. For anyone that needs a replacement name badge or would like to get one of the new full color badges please see Duane Huff during any Chapter function.

E-mail Update and Request

Chapter members and other interested friends of Chapter 690 are alerted and reminded of chapter planned activity, timely aviation news and other items of interest via NO-TAMS sent by our President Randy Epstein. To be sure you continue to receive these informative announcements please be sure to notify Jeanne Ferguson, jma-rief@bellsouth.net if you have a change in your preferred email address.

Are you a Volunteer?

Your chapter will remain a great organization with the help of the folks that volunteer to make things happen. Please take a moment to reflect on the many projects and activities 690 is involved in and see if there is an area where your experience and knowledge could help. Everyone has something to contribute and it's fun to boot

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NEED A SHORT-TERM HANGAR RENTAL???

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EAA 690 Chapter Store

Books,
puzzles, cups,
mugs, toys,
games, desk art,
Oil test kits



Patches, pens,
cozies, Flags,
models, shirts,
Bottles and
much more

Large Coffee Mugs	\$15	Gift Cards (set of 8)	\$10
Water Bottles	\$12	Ceramic Coasters (set of 4)	\$10
Oil Analysis Kits		\$12	

Personalized Large Coffee Mugs are available upon special request by contacting Ronald Hlozansky skee5@bellsouth.net or by phone @ 770-435-2104

Watch this space in the future for new offerings from the Chapter Store. Coming Soon!

690's Pietenpol & RV12 Building Projects

By Joel Levin

It's an exciting time here at the EAA hangar with two projects now underway. As you no doubt know the Pietenpol being built by seventeen (not all at once) young members of the Chapter is well underway. These young adults, and I find it hard to refer to them as kids are the future of aviation and to a greater extent, our country. Watching them learn new techniques and to handle the tools used is one of the most exciting things I've seen in our avocation. If you haven't stopped during a work session you owe it to yourself! The more you observe, the more excited you will get.



Build Project cont. pg. 13

690's Pietenpol & RV12 Building Projects cont.

Earlier this month the first RV-12 kit arrived and over 14 folks turned out to open the box, sort out the parts, take inventory and get organized. Although the youth or is it "youts" are not directly involved, some of them are doing dual duty. Shown here are Alex and Gordon assembling the first of many yet to come sub-assemblies. In this case the bracket holding the pivot bearing that will support the rudder assembly. Not to focus on the kids totally, but realize that they have never used a drill, a chop saw, a drill press or primed a piece of aluminum let alone squeezed a rivet, Have you?



Alex and Gordon finishing the first part and then Alex gets to rivet the parts to complete the first sub-assembly. That's the first time Alex ever squeezed a rivet. Only 100,000,001 more to go.



Both projects have a long way to go to first flight so take some time and get involved and take a look at the additional progress pictures in the Pietenpol and RV-12 albums on your Chapter website!

UPCOMING AVIATION EVENTS cont.



Commemorative Air Force-Dixie Wing World War II Heritage Days April 30th to May 1st 2016 Falcon Field, Peachtree City, GA

The Dixie Wing is the proud owner of a PT-26 Cornell, which was used during the period of WWII as a primary trainer with both the USAAF and the RCAF. The silver paint scheme of the U.S. Army Training Command is the correct color for the American usage of the PT-26. The Canadian Cornells were painted yellow. Blue and yellow colors were discontinued before all but a very few PT-26s were put into service

The L-16 was a US civilian aircraft in military colors. During WWII, the Aero-nca 65TC Defender had been pressed into service as the O-58, performing light observation, utility and liaison duties. It was later redesigned, designated the L-3, and served in many theaters and in many diverse roles.

P-51D North American Mustang “Red Nose” – the plane that started the Commemorative Air Force and has been assigned to the Dixie Wing since 2002. The North American P-51 Mustang is a long range fighter plane that is a veteran of WWII, Korea and other conflicts. In late 1943, P-51's started to escort the long range bombers over Nazi Germany to fend off the feared Luftwaffe and helped paved the way to Allied Air Superiority over the European Theatre. Known as the “Little Friends” to the bomber crews, the P-51's along with P-47's and P-38's greatly reduced the bomber losses.

The Northrop Corporation first developed the SBD before World War II. It was first flown in July 1935, but considered obsolete by December 1941 when the Japanese attacked Pearl Harbor. Douglas Aircraft purchased the SBD contract and the SBD-1 was first delivered in late 1940. Over 5,000 aircraft were built and production of the carrier-based scout, dive and torpedo bomber ceased in July 1944. Though considered obsolete on that “Day of Infamy” in the skies over Pearl Harbor, December 7, 1941, the SBD was the first American combat aircraft to shoot down a Japanese Zero fighter. It may have been slow, but it was deadly, as that Japanese pilot found out that day.

This aircraft was generously donated by two of the Dixie Wing Members, Cols Morris Ray and David Peeler. Originally an SNJ-4, a 6-year restoration has been completed as an LT-6D which was used in Korea as a forward air controller and called a Mosquito. Thanks to our dedicated restoration crew, this aircraft is again in excellent flying condition.

An historic Douglas C-47 Skytrain troop transport aircraft will highlight this year's World War II Heritage Days, hosted by the Commemorative Air Force (CAF) Dixie Wing April 30-May 1, 2016. This restored plane, “Placid Lassie,” participated in the D-Day invasion of Europe and was utilized in the Market Garden operation in Holland. Ground tours will allow the public a close-up look at this historic aircraft. The CAF Dixie Wing also plans a reunion with the C-47 and a veteran paratrooper, Jim “Pee Wee” Martin. A member of the 101st Airborne “Screaming Eagles”,



Continued on pg. 15

UPCOMING AVIATION EVENTS cont.

Commemorative Air Force-Dixie Wing World War II Heritage Days Continued

Martin will be among several veterans honored throughout the WWII Heritage Days weekend. "Placid Lassie" was delivered to the United States Army Air Corps in early 1943, assigned to the 74th squadron of the 434th Troop Carrying Group in England to prepare for D-Day. The C-47s, also known as Dakotas, towed massive cargo gliders and dropped more than 24,000 paratroopers on the morning of June 6, 1944. Lassie and her crew flew several missions on that fateful morning, first towing gliders and later carrying paratroopers. The war continued for the plane and her crew, participating in all of the major engagements up to and including Operation Market Garden, the attempted liberation of Holland, and the crossing of the Rhine.

Jim "Pee Wee" Martin joined the now famous 506th Parachute Infantry Regiment at Camp Toccoa in July 1942 as one of Col. Robert F. Sink's "Toccoa Originals" made famous by the HBO mini-series, "Band of Brothers". Martin was given the nickname "Pee Wee" because he was the lightest man in the regiment. Martin parachuted into Normandy and later jumped into Holland in the leading wave of "Operation Market Garden". He also participated in The Battle of the Bulge and operations in Germany in 1945. Martin is one of the last remaining "Toccoa Originals" who is still traveling. "We are so honored to have such a notable aircraft appear for World War II Heritage Days this year," said Dixie Wing event co-chairman Chris Madrid. "We seldom get to see an authentic aircraft from such a momentous event in history, and 'Placid Lassie' will be right here with us for our 13th annual event. Jim Martin's appearance will make it an unprecedented occasion, and we will be delighted to see him here."



The WWII Heritage Days program provides a living history experience unique to the state of Georgia. The event brings together historic aircraft, vintage military vehicles, antique cars, panel discussions, educational displays and demonstrations, including battles staged by war reenactors portraying Allied and Axis troops. Another highlight of the weekend is "Keep 'em Flying" a 1940's-theme hangar dance featuring a 21-piece swing band where World War II veterans will be hosted as guests of honor.

Suggested donations for WWII Heritage Days are Adults \$10, Children 5-12 \$5. World War II veterans, active duty military in uniform and children 5 and under are admitted free. WWII Heritage Days will take place rain or shine. Please no pets. Tickets for "Keep 'em Flying" are \$55 before April 25th. \$65 at the door. Reserved tables and group discounts are available. All ticket sales are final. For more information, please visit www.wwiadays.org or call 678-364-1110.

EAA 690 Aviation Summer Camp

Aviation adventures are coming your way! EAA Chapter 690 is offering an immersive aviation program at the chapter hangar located at the Gwinnett County Airport in Lawrenceville, Georgia. The 2016 camp runs from June 13-17, with a free Young Eagles flight on Saturday, June 18th. Students in seventh through twelfth grades may apply.

Topics covered include Aircraft Construction Methods, Air Traffic Control, Principles of Aeronautics, R/C Modeling, Helicopter Flight, Ground and Flight Instruction and visits to select facilities located at Briscoe Field.

The cost is \$300 for Levels 1 & 2 for the week. The cost of Level 3 (for serious students seeking to begin preparations for a private pilot rating) is \$375. To reserve a spot in the Camp of your choice a \$50 non-refundable deposit is required at the time of application. You may attach a check with your application or pay by credit card. Camp begins at 9:00 a.m. and ends at 4:00 p.m. each day.

Please feel free to share the Summer Camp Flyer with your friends!



Photo by John Slemp

LZU has a potential Buzzard Blizzard

From EAA 690 NOTAM 2-18-16

Rhodes Jordan Park is located approximately 3,000 feet to the south-west of the airport's runway centerline. The park is owned by Gwinnett County and operated by Gwinnett County Parks and Recreation. Parks and Recreation personnel identified a significant population of vultures that are roosting/residing in and around the park. The United States Department of Agriculture – Animal and Plant Health Inspection Service (USDA – APHIS) was contacted to study and catalogue the vultures and to provide expertise in techniques to remove the vultures from the park.

USDA APHIS personnel have catalogued a population of approximately 250 vultures residing in the park. Several different methods of removal have been attempted by the park, but none have proven effective. Therefore, under the authorization of USFWS through a Special Depredation Permit issued to Gwinnett County, Gwinnett County Parks and Recreation will be reducing the roosting population of vultures in the park a NOTAM will be issued closing the airport for the first hour the activity is planned. The intent is for airport staff to monitor the activities as they begin. If 250 vultures do take flight almost simultaneously (there is a cloud of vultures), then the NOTAM closing the airport will be extended until the vultures disperse or until nightfall when the removal will cease and the vultures will cease flying. However, if the reduction activity begins and there is not significant vulture activity in the air around the airport, the NOTAM will be cancelled and normal activities will resume.



The reduction activities are currently planned for three consecutive days. Tuesday, February 23rd, Wednesday, February 24th, and Thursday, February 25th. If there is significant vulture activity in the air around the airport during the reduction activities on the first day an additional NOTAM will be issued closing the airport for the next day (Wednesday). If significant activity is seen on Wednesday, a NOTAM will be issued for Thursday. Again, these additional NOTAMs would be for one hour and will be cancelled as soon as it is safe, or extended if there are unsafe conditions that do not look like they will abate prior to the NOTAM ending.

Contact Matthew L. Smith, C.M. if you have any questions or if you need any additional information. Airport Director, Gwinnett County Airport – Briscoe Field (LZU) 770-822-5196 ph.

Editors Note: Membership

Our goal is to reach and exceed last years membership. Please take a few minuets to join Chapter 690 or reactivate you expired membership. Spread the word and invite anyone you know that shares an interest in airplanes, supporting youth activities or are looking for a fun place to enjoy the activities your Chapter 690 provides

Fly-Out to Fulton County Airport to see the John Slemp Photo Exhibit

By Brian Michael

As for the Comanche's portion of the fly-out, I had Jeanne and "Wild Bill from Sugar Hill" Fergusson as well as a co-worker from Cox, Manoj Kumar, with me. Being as though Manoj had never been in a small plane before we all met at the Flying Machine for lunch to get acquainted and discuss the trip, we were joined by Duane Huff. After lunch, Duane and Joel took the Aeronca and I had Manoj in the right seat and Jeanne & Bill in the back seats. As you can see from the links below, we did a little sightseeing on our way over to Fulton County Airport (FTY). Manoj took the controls for a little bit, and took a "few" pictures (see below)

We started out going north to Lake Lanier and did a few turns, then headed south to Stone Mountain to practice a "turn around a point". Something I typically have the kids attempt to do during my Young Eagle flights. After circling St. Mountain we headed over to FTY at about 3,000 ft just south of the PDK airspace. Manoj managed to get a few pictures of downtown Atlanta as well as some other parts of town.

When we got to FTY, we re-joined up with Duane and Joel, who weren't too far behind us. (I did mention I took the scenic route...). Chuck and Gay Roberts were already there with their Stinson, as well as Bill Bell (or is it Bell Bill? :)) and John Morgan. We all congratulated John Slemp on his exhibit at the museum there at FTY and socialized a bit. Afterwards, we all got back in our respective planes and I headed north towards Kennesaw Mountain to do a little more sightseeing. I believe a good time was had by all!

