



# NavCom

**FEBRUARY 2019**

**News and Information about Chapter 690**  
**Experimental Aircraft Association**  
**Lawrenceville, GA - KLZU**



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## **Presidents Pitch**

*By: Greg Huseth*



It's great to be part of the ongoing EAA 690 chapter activities, programs, and fellowship in 2019! My term as president may have just taken off, but I have already enjoyed sharing in the many activities I have been invited to and have participated in with my fellow flyers.

December's Christmas gathering set the stage for the holiday season with fellowship, food, song and entertainment, but also brought together folks from all parts of the aviation community represented in our Chapter. Jeri and I enjoyed meeting each and every one of you and thank you for sharing your love of aviation with us. As always, the food and drink shared was outstanding and a great team of folks from the kitchen staff and the trustees made it all happen.

January was a strong and busy month as Young Eagles flew, Saturdays were spent with buildings, chapter meetings and flight training activities, and our monthly breakfast featured Women in Aviation participation and presentation. Your Vice President Brian Michael and I had the opportunity to travel together during the ice age like weather of January to a meeting of about 40 Chapter leaders from across North America to attend a two day EAA Chapter Leadership Academy event in Oshkosh, Wisconsin. It actually got above 0 degrees F on one day! Despite the cold, the hospitality of EAA was warm and gracious., the training material was outstanding and the EAA leadership support and interaction was tremendous. It was great to hear multiple other EAA chapter leaders say EAA 690 is well regarded by peer chapters and that our chapter is often used as a model for chapter activities, innovation, and initiatives. This reflection on all members of EAA 690 is a great complement and an encouragement/challenge going forward. As part of this program, EAA Chapters Office is providing a Boot Camp version of this program for current and aspiring leaders from our area and the boot camp will come to our very own EAA 690 hanger in March. If you are interested and fit the criteria of current or aspiring leadership, please contact me or Vice President Brian Michael and we can give you more information.

Continued on pg. 4

## **Pancake Breakfast Fly-In**

Saturday Mar. 2nd, 2019  
Breakfast begins @ 8:00AM

## **Chapter Business Meeting**

Thursday Mar. 21st, 2019  
6:00 PM-8:00 PM

## **Young Eagles**

Saturday Mar. 16th, 2019  
9 PM—12:00 Noon



# UPCOMING AVIATION EVENTS

## Chapter Calendar

Rich Programs, Rewarding Experiences, come join the fun.



### March 2019

Sun	Mon	Tue	Wed	Thu	Fri	Sat
24	25	26	27	28	1-Mar	2
				5:30pm Thursday Dinner 7pm Trustees Meeting		8am Pancake Breakfast
3	4	5	6	7	8	9
				5:30pm Thursday Dinner		
10	11	12	13	14	15	16
		6pm GARS		4:30pm Thursday Dinner 6pm BOD Meeting		8am Young Eagles Rally 6 PM Spaghetti Dinner
17	18	19	20	21	22	23
		6pm GARS Workshop		4:30pm Thursday Dinner 6pm Chapter Meeting		7am EAA Boot Camp 7:30am Young Eagles Rally Makeup Day
24	25	26	27	28	29	30
				4:30pm Thursday Dinner		
31	1-Apr	2	3	4	5	6
				4:30pm Thursday Dinner		7am Pancake Breakfast

Visit the chapters Social Media Sites for the latest updates and information.



<https://www.facebook.com/groups/ea690/>



<https://www.instagram.com/ea690/>



<https://twitter.com/ea690>

## Upcoming Events cont. from pg. 2

### Guest Speaker

**Pancake Breakfast March 2nd**

**Mr. Cliff Whitney**

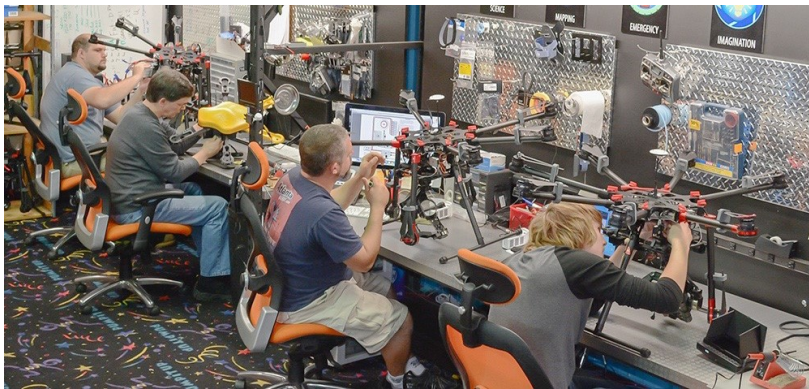
### **Excitement, and real truths of the UAV/Drone industry**

Cliff Whitney has more than 35 years of senior management experience in wholesale, retail, on-line and manufacturing with a proven record of leadership and success. Cliff started his aviation business as Whitney's Glider supply in 1978. His family of companies are now some of the nations fastest growing specializing in remotely piloted vehicles and aerospace related products.



UAVExperts.com, UAVexpertnews.com and sister consumer company, atlantahobby.com, are his current endeavors. His facility is in Cumming GA, just north of Atlanta where they have a 12,000 sq. ft shop, maintenance facility, showroom and classroom. They are one of the original DJI Tier 1 enterprise distributors and are a service center for all of the equipment they offer. Cliffs companies are considered a sole source full circle supplier meaning we supply factory direct equipment, fleet management, flight training and FAA test preparation all in one place.

Previously, Cliff was the digital evangelist at Wolf Camera. A 30-year veteran of Wolf, serving in a number of sales, management and senior management positions as the company grew from 5 to over 700 stores. Cliff served as Sr. VP of Internet commerce & new technology development and finished up as the companies President.



Cliffs Aviation based businesses 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 or drones. These new aircraft have many uses including Emergency, Agriculture, Science, Mapping and more.

An avid motorcyclist, Cliff lives on Stoney Point airport (6GA0) and enjoys flying his Citabria, 1-26 Sailplane, Ultralight and Hang Glider.

Cliff says "The Aviation industry as well as Photography and the now rapidly growing UAV/Drone industry are such emotional spaces; they touch lives and can change the world at all stages. I feel very rewarded to know that have been building products and enabling technology that can actually move society forward in a positive way using science, technology, engineering and mathematics. I am excited to be a part of this new frontier."

**EAA 690 Pancake Breakfast & Program**

**Pancakes, Biscuits & Gravy, Sausage, Orange Juice and Coffee**

**Only \$7.00**

**Join us for great food, good company and entertaining programs**

**Next Event Saturday Jan. 5th at 8 AM 2019**

Events cont. on pg. 5



## Presidents Pitch cont. from pg. 1

Our chapter is drawing so much interest and participation that we have particular needs in the areas of finance and accounting, mentoring students in aircraft building and flying skills, flying Young Eagles, publicity and communications and physical plant support, just to name a few. Don't hesitate to share your knowledge, skills, and time in the upcoming days.

February brought more rain to Georgia, but also a great breakfast meeting presentation with an historian and expert on landing gear, member Mr. Norman Currey. Activities in planning for the Summer Camp led by Gay Roberts and that team, Ground School, Thursday dinners, and a Chili Dinner and competition were enjoyed by many members in February. Judging the best chili was a taste sensation that proved aviators are good in the cockpit and with a crock pot.

March skies welcomed a more active flying season for many, including myself, and already shows so much promise. It started with a well-attended (nearly 120) folks from all around the ATL metro area to hear Cliff Whitney's talk about the skyrocketing developments in the UAV/Drone/imaging world. Cliff held the audience rapt for his presentation and answered questions into the afternoon. Upcoming activities in March include more flight and training opportunities, a Spaghetti Dinner event, and a number of other events that you can review and participate in. Please go to [eaa690.org](http://eaa690.org) for details on these great opportunities to learn, teach, serve...and have a FUN time doing so!

Finally, I see the joy of aviation most powerfully in images that touched me emotionally and remind me of all that aviation has brought to me, Jeri and our family over the years. Examples are: The grandpa that bought his young grandson to the flight training event and the pride he had as the young man ran back to the car to get a compass so he could explain how it worked to me... The mother that described in an emotional and stirring sharing of thanks at the January breakfast meeting presentation how blessed they had been by the participation of her child in the EAA 690 youth program ... The grandpa that brought his granddaughter to a Young Eagle event and the "ear to ear" smile she shared with the ground handlers as she returned to the open arms of grandpa... The young pilots who have achieved that rating through hard work and initiative, and support of EAA 690 members who want to see them succeed... The future USAF academy appointees that can share their experiences at EAA 690 in the process of building a love for aviation and service to our great nation... The camaraderie of young, and not so young, built on the shared experience of flying to a destination that they have never before seen... And personally, the experience of a "seasoned" pilot but rookie EAA chapter President (me) flying in a sleek RV with an accomplished experimental pilot over the lake on a beautiful fall day... These moments have triggered my continued investment in aviation and I thank you for renewing my passion.

I would like to thank all our members, chapter leaders, visitors, donors, and advocates that have helped in the many ways necessary to make the start of this year, 2019, successful. I look forward to working with each of you as EAA 690 members move to celebrate the 40th anniversary of the chapter in 2020!

Without you, our Chapter members we would not be able to provide these wonderful events to further aviation education within our ranks and to the public.

## Saturday, Mar 9, 2019 BBQ FlyIn, Adel, GA Cook County (15J), Adel, GA



After Spyder Corvair Engine Workshop, we will run the engine we assembled during the workshop. Fly in and enjoy some fellowship and good food. Hope to see you here. Fly Safe.. Coffee and Donuts-10:30 Am.

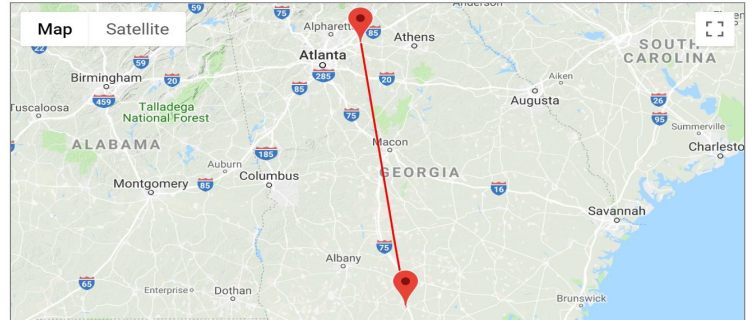
**BBQ starts at 11:30 AM.**

Contact: Bill Kyoung Clapp

Phone:229-834-8996

Website: <http://azaleaaviation.com>

Gwinnett County - Briscoe Field (LZU), Lawrenceville, GA is 199 statute miles from  
Cook County (15J), Adel, GA.



## Saturday, Mar 23, 2019 Gator Fly IN and Armed Services Appreciation Day, Gainesville, FL (KGNV), Gainesville, FL



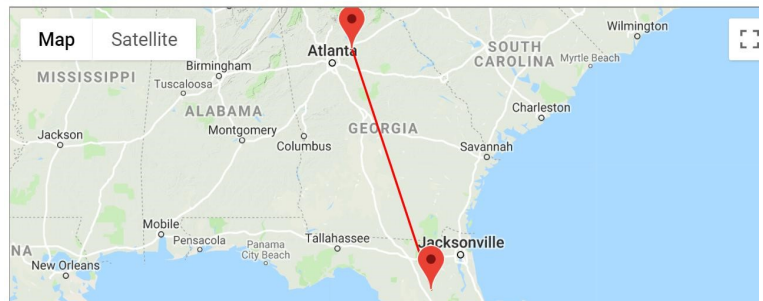
Aviation Day to appreciate our Armed Service members, static display with military and civilian aircraft, music, food trucks, vendors, rides.

Contact: Pam Landis

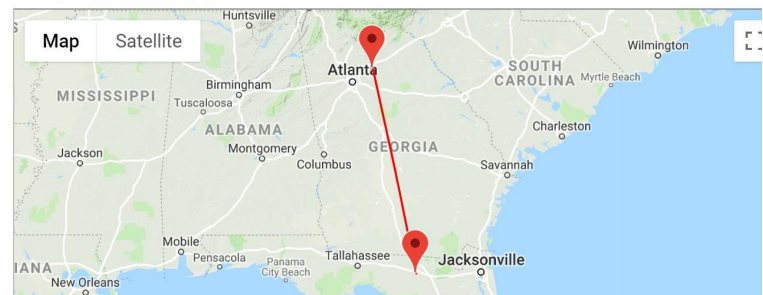
Phone:352-416-0787

Website: <https://www.facebook.com/2019-Gator-Fly-in-and-Armed-Services-Appreciation-Day-146514552756783/>

Gwinnett County - Briscoe Field (LZU), Lawrenceville, GA is 312 statute miles from  
Gainesville Rgnl (GNV), Gainesville, FL.



Gwinnett County - Briscoe Field (LZU), Lawrenceville, GA is 260 statute miles from  
Suwannee County (24J), Live Oak, FL.



## Saturday, Mar 30, 2019 Wings Over Suwannee, Live Oak, FL (24J), Suwannee County Airport

On your way to Sun N Fun in Lakeland? Stop by for a day of Young Eagles, Airplanes, Helicopters, Car Show, RC Airplanes, Free Camping, Free Admission, Corn Roast and Bonfire Friday night. Food and Craft Vendors. Also, we are going to have a Rusty Pilots Seminar at our event! What else can you ask for. Website: <https://www.facebook.com/WingsOverSuwannee/>

**Saturday March 30-31, 2019  
Melbourne Air & Space Show at  
MLB on Florida's Space Coast**



The 2019 Melbourne Air and Space Show on Florida's

Space Coast will feature the North American Debut of the F-35 Lightning II Demo Team

Performers: F-35 Lightning II Demo, Kent Pietsch, B-25 Panchito, Mike Wiskus in Lucas Oil Pitts Black Daggers, John Black in Super Decathlon, Vietnam Era Tactical Helicopter Demo

**Chapter Spaghetti Dinner  
March 16th 6 PM**

We're having a Spaghetti dinner, not just any spaghetti, but Steve Ashby spaghetti!! The date is Saturday March 16th. We hope you will join us for a great night of spaghetti and fellowship. There will not be a sales of tickets for this dinner. We will have a basket at the door for donations. The suggested donation is \$12 per person, but we'll leave the ultimate decision up to you. Please go to <https://www.signupgenius.com/go/70A0F48AAAA22A3FF2-chapter> to RSVP for this event today!

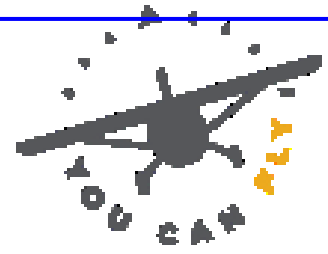


**AOPA Rusty Pilot Seminars**

Saturday, March 16

9:00am - 12:00pm

PDK Airport, Chamblee, GA



POWERED BY AOPA

Life may have gotten in the way, but the dream of flight can be yours again. Returning to the skies is not as difficult as most rusty pilots think. We're inviting you back in the cockpit and will help you get there. Come and participate in this Rusty Pilots program with fellow lapsed pilots. We will help you understand what's changed in aviation since you last took the controls and brush up on your aviation knowledge. The Rusty Pilots program is developed by AOPA in partnership with local flight training providers in order to create the best environment for getting you back in the air and a part of the general aviation community.

It is easier than most people think – no FAA check ride or test

Might not even need a medical

Plus, by attending, you'll be getting two to three hours of ground instruction towards your flight review!

Pre-registration is encouraged since seats fill up fast!

To pre-register go to:

<https://ww2.eventrebels.com/er/Registration/StepRegInfo.jsp?ActivityID=28881&StepNumber=1>

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## Marvel of Flight

Friday-Saturday, Mar 29, 2019 - Mar 30, 2019 (8:00 AM. - 4:00 PM.)

DeFuniak Springs, Florida: DeFuniak Springs Municipal Airport (54J)

Aircraft Rides Pilot Campout Car Show Arts and Crafts Live Entertainment Great Food Pilot Seminars Flight Demonstrations Guest Speakers Kids Activities Vendors Pilot Lounge Youth Field Trip Flight Simulator Rockets Helicopters Military Exhibits Skydiving STEM Exhibits Warbirds Biplanes Experimental Aircraft Opening Ceremony Movie Night.

Contact - Ryan Adams

Phone - (850) 892-2000

Website - [www.marvelofflight.com](http://www.marvelofflight.com)



# EAA 690 RANKED 10 OUT OF 10 BY EAA NATIONAL



Dear Randy,

EAA chapters are one of the most vital components in making general aviation fun, affordable and accessible at the local level. To recognize chapters that have demonstrated outstanding commitment to general aviation, EAA is introducing a Chapter Recognition Program in 2019.

This recognition, developed in partnership with your fellow chapter leaders on EAA's Chapter Advisory Council, is based on 10 criteria that are consistent in active and engaged chapters. In addition, EAA will provide continued guidance to help chapters reach each recognition threshold.

Your chapter receives one point for meeting each of the following criteria:

Attended a chapter leadership training session

Growing or steady membership

Offers IMC or VMC Club programs

Participates in Young Eagles or Flying Start programs

Has an EAA-approved Flight Advisor or Technical Counselor

Participates in EAA's Annual Chapter Member survey

Reads EAA ChapterGram regularly

Requested EAA promotional materials or ChapterBlast email

Hosts at least two public events each year

Owns/leases a facility

## SCORING

Each of these criteria that your chapter has met will be worth one point, and every chapter will have the ability to earn up to 10 points. In December of 2019, chapters scoring at least seven out of 10 will be publicly recognized by EAA. There will be three levels of recognition. Bronze (7 out of 10), Silver (8 out of 10), and Gold (at least 9 out of 10).

It's important to note that chapters are rated against the established criteria – NOT against one another. We also realize some EAA chapters are limited by resources, geography, and other factors. But we encourage all EAA chapters to do what they can the best that they can, and seek ways to aim even higher.

## RECOGNITION

Chapters scoring within one of these high recognition levels will be recognized via the EAA Find a Chapter webpage, news stories, a personalized icon for your chapter's webpage/newsletter, and a banner and/or plaque for your chapter to proudly display in your meeting location.

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## EAA 690 Ranking cont. from pg. 8

The current score for your EAA Chapter is 10 out of 10.

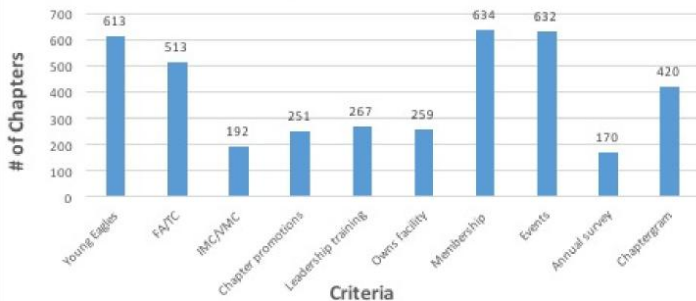
Below is your chapter's score breakdown.

Leadership Training	1
Membership	1
IMC/VMC	1
Young Eagles	1
Flight Advisor/Tech Counselor	1
Annual Survey	1
ChapterGram	1
Chapter Promotions	1
Events	1
Facility	1

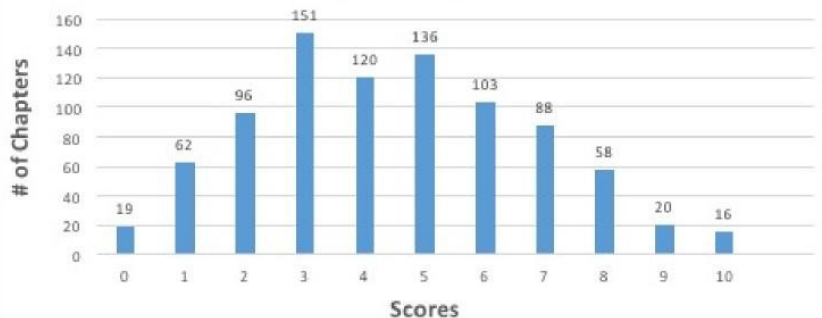
### 2018 CHAPTER NETWORK OVERVIEW

You can review a breakdown of the chapter network scores and a breakdown of the scoring of each category below. To learn more about this program and improve your chapter's score, please visit [EAA.org/ChapterRecognition](http://EAA.org/ChapterRecognition).

2018 Chapter Criteria Distribution



2018 Chapter Scoring Distribution



Tailwinds,

John Egan, Sr. Manager, EAA Chapters



[IMC Club](#) | [VMC Club](#) | [Member Benefits](#) | [AirVenture](#) | [EAA Blog](#)

To make sure you continue receiving our emails to your inbox (not bulk or junk folders), please [add connect@eaa.org](mailto:add.connect@eaa.org) to your address book or safe sender list.

This is a chapter information email.

To unsubscribe, click "manage your preferences" below.

This email was sent to [randy.epstein@windstream.net](mailto:randy.epstein@windstream.net). You can [manage your email preferences here](#).

Experimental Aircraft Association: EAA Aviation Center 3000 Poberezny Road Oshkosh, WI 54902

[membership@eaa.org](mailto:membership@eaa.org) :: 800-236-4800 :: 920-426-4800

[Disclaimer/Privacy Policy](#)

### EAA 690 Membership Report

February 2019

*By Randy Epstein, Treasure*

#### 2019 Membership Update

We're off to a good start for 2019. As of this writing we have 188 folks in the chapter comprised of sixty-five individual, forty-six family and 13 free student memberships. People sometimes ask how membership works. For new members, dues are prorated through October of each year. Once we reach October a new member pays the full yearly amount and will be paid up through the next fifteen months. All member renewals are due the first of the year. Family dues are forty dollars, individuals are thirty dollars and student dues are ten dollars.

If you have not yet renewed, I will be at the March breakfast to take renewals or you can renew online at <http://www.mkt.com/ea690> and scroll down to the renewals. I have been working on our mailing lists deleting those folks that are no longer subscribed or are not opening any of the mailings we send to them. Once we reach April, I will move any unpaid members to the non-members list and you will become subject to being deleted from our lists.

Chapter membership is \$30 a year for individual, \$40 for family and \$10 for students over the age of 18. Students under 19 are free. New member's membership fee is prorated by month, which is listed on the back side of membership application. We encourage membership in EAA National Organization, dues are \$40 a year for individual memberships and \$50 a year for family memberships.

If you have any questions or comments please send via e-mail to [info@ea690.org](mailto:info@ea690.org).

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### Chapter Pancake Breakfast

#### Guest Speaker award for February 2019

Here we have Greg Huseth presenting the coveted EAA 690 guest speakers mug to our guest speaker for February Mr. Norman Currey. Norman is from Yorkshire, England and attended aeronautical college near London and graduated as an aeronautical engineer. He was a co-op student and his training involved working at least 3 months in each department of DE Havilland Aircraft. He worked on the Mosquito, Hornet, Vampire and the small Dove airliner. He then joined De Havilland where he worked on the structural analysis of the Comet. .

There was a wonderful turnout to listen to Mr. Currey with over 150 people in attendance, we had standing room only.



# Silver Wings Report

By: Herb Rusk

## *Robert Lee Jones; A Pilot's Pilot*

The Silver Wings Fraternity, and particularly the Atlanta Chapter, is very proud to have Robert Lee Jones as one of their active members. Bob recently celebrated his 95<sup>th</sup> birthday and still remains very involved in the fraternity and the community where he lives with his wife Becky.

Bob's long aviation career began when he dropped out of Oklahoma State University in September 1942 to join the US Army Air Corp, reporting to active duty in early 1943 in Texas. After basic, academic, and physical training, he soloed a Fairchild PT-19 in September 1943. Aerobatics, formation training, instrument flight, multi-engine training in the Cessna AT-17/UC-78 and finally, graduation with Class 44D on April 14, 1944.

In July, Bob was stationed at Bergstrom AAF, Austin TX for C-47 Troop Carrier training. After an intensive 90 day period, Bob qualified in day and night VFR and IFR long cross-country flights, supply drops, parachute infantry drops and glider towing. He even got four hours of flying at the controls of a CG-4A glider on a night tow. Now fully qualified, Bob arrived at his first duty assignment in Kunming, China after flying eastward for couple weeks in cargo planes.

He flew over 500 combat hours in in all kinds of weather over inhospitable terrain in the Salween River Campaign to open up the eastern terminus of the Burma Road. For these activities, Bob earned the Distinguished Flying Cross and two air medals.

In February 1946, Bob was released from active duty and returned to Oklahoma to finish his college education. He joined the Air Force Reserves at Tinker AAF and flew the AT-6, C-45, C-46 and, eventually, the single pilot Douglas B-26, flying bombing and gunnery training missions.

Bob left school to take a job with Porter & Huelett cattle company as a flying cowboy, with not only a horse, but a Stinson Voyager and Beechcraft Bonanza. He traveled throughout the west and Midwest on both company and personal business. A tornado eventually destroyed both aircraft and when the company suffered some business downturns, Bob returned to Oklahoma City and joined his father and brothers on the family livestock business. He continued to fly with the Reserves and did some contract flying.

At the start of the Korean War, Bob was called back to active duty and assigned to the Strategic Air Command. He transitioned to the B-29, became an aircraft commander and he and his ten man crew flew extensive missions over both the Pacific and Atlantic areas of operation. After gaining 40 hours observer flight time in the B-36, he was offered an opportunity to extend his active duty to fly the B-36 and apply for a Regular Air Force Commission. Unsure that he wanted a full-time career in the military, Bob separated from active service and joined the inactive reserves. He retired in 1972 as a Lieutenant Colonel.

Bob's next job was with Mud Control Laboratories where he spent the next year and a half flying a Beechcraft D-50 Twin Bonanza. In 1955, the cattle business beckoned and he returned to Oklahoma City. He soon found that two businesses needed a part-time pilot, so he flew their Piper Apache and Twin Bonanza on a regular basis. Hearing that the airlines were hiring, he applied for a job with American Airlines. Three months later, he received a call that he been hired and would have to report to LaGuardia Airport in New York in three days to begin training. The airline wouldn't give him another date so he could honor a previous commitment, so Bob turned down the offer. Hired and fired in one phone call.

Continued on pg. 12



# Silver Wings Report cont. from pg. 11

## Robert Lee Jones; A Pilot's Pilot

In 1957, he joined the flight department of The Standard Oil Company of Ohio (Sohio). It had a larger operation and perhaps, better chances for advancement. His first assignment was to go to Spartan Aeronautics in Tulsa to assist in the installation and testing of a Collins flight director and autopilot in a Lockheed L-18 Lodestar. After completing all the flights and the award of the Supplemental Type Certificate. Bob went to Billings, Montana to operate Sohio's D-18 Twin Beech, and later, a new D-50 Twin Bonanza, which he flew all over the western United States, Canada, and Alaska.

In April 1960, he was permanently transferred to company headquarters in Cleveland, Ohio. Bob worked with the other flight crews flying a wide and constantly up-graded, variety of aircraft. These included Lockheed Lodestars, Twin Bonanzas, Beechcraft King Air 90, DH-125-1A, Handley Page Jetstream, Hawker HS-125-400, Lear LR-35. Eventually, the home office fleet included four aircraft; two Lear 35s and two Hawker 700s.

In 1974, Bob was promoted to Aviation Department Manager and Chief Pilot. With the company's operations reaching more global destinations, a Dassault Falcon 50 was added in 1980. The company required their pilots to retire at age 60, so on November 1, 1983, Bob was, once again, without a flying job. He took advantage of his many aviation contacts and flew as a contract pilot for Hanna Mining, Sherwin Williams, Eddie DeBartalo and others.

Bob's wife decided that the Cleveland weather was too much and wanted to move to Atlanta. Bob started making the rounds of the local airports and soon was flying for Aviation South based at Epps Aviation at PDK. They used both the Piper Navajo Chieftain and Cheyenne III on private and charter flights. The erratic on-demand hours and single pilot operation got very tiring, so Bob went over to Fulton County Airport with his resumes. Soon, he was flying trips with Home Depot and Fuqua Flight on their Hawker 600, 700, and later, 800s. In 1992, Fuqua bought a new Bombardier Challenger 601-3A. They used one of their pilot training slots to send Bob to school. At 69, Bob acquired his last jet type rating with glowing reviews in his training records. So much for being washed up and retired at age 60.

For another six years, Bob flew the Challenger around the world with Fuqua Flight, Whitecloud Charter and a few other operators. He retired a second time at age 75 in 1998 with 55 years and 14865 hours of safe flying.

The FAA recognized this incredible accomplishment by awarding Bob the Wright Brothers Master Pilot Award. This is only awarded to pilots that have over 50 years of accident free flying. All of Silver Wings Fraternity and all of the aviation community that have known Bob over the years are proud to know him and the fine example he has set for all of us.

**Editors Note:** From time to time Herb Rusk will be providing the NavCom with profiles of Silver Wings members. I hope you find them interesting and enjoyable. For more information about Silver Wings please attend one of their luncheons beginning at 11 AM, held weekly at the 57th Fighter Group Restaurant located at DeKalb Peachtree Airport (PDK)

# Progress Report

## EAA Chapter 690 RV-12 Project

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In December of 2015 an idea was proposed to have a chapter build of an RV-12 for members of the chapter. It was to be funded through member donations and certain matching donations. By the end of January of 2016, we had donations totaling more than eight thousand dollars. We ordered the empennage kit and were off and running. By April of 2016 we placed the order for the fuselage kit as many members became involved and the airplane continued to take shape.

Construction continued through the end of 2016 and donations continued to come in and in January of 2017 we were able to order the wing kit. Work continued on and as the wings were nearing completion, we were able to order the finishing kit in August. Work continued on the finishing kit until recently. Unfortunately, the donations have stopped and we have not been in a position to order the remaining kits to complete the airplane.

A couple of months ago the BOD voted on a motion to do one of two things with the RV-12. We set the overall price of the plane at seventy-three thousand and four hundred dollars. One option was to have a club form that would provide the money to the chapter to order the remaining two kits, an amount of approximately fifty thousand dollars. Once the airplane was complete, its ownership would be transferred to the flying club and they would begin to pay the remaining twenty-three thousand and four hundred dollars back to the chapter over a three-year period at zero interest. John Post decided to take the lead on putting the flying club together and began to speak to folks that had indicated an interest in being part of the club. Although interest was expressed, money was not put forward.

The second option was to sell the airframe as is to a third party for the amount of twenty-three thousand and four hundred dollars. This would bring money back to the chapter and we could decide whether to pursue a different project or to do something else with the money from the sale. To that end, we have been advertising in Barnstormers and are hopeful of getting an ad in Trade-A-Plane soon.

Work on the plane has ended at this time. There is still an opportunity to fund the flying club and complete the airplane. That would be dependent on four to eight folks coming forward with capital necessary to order the remaining kits and complete the airplane. I would love to see this happen, if possible, but we will continue the effort to sell to a third party. The last alternative would be for donations to begin coming in again. Currently we would need donations totaling \$15,000 to order the avionics kit and move forward.

**Editors Note: A very special thanks to Mr. Steve Champness for providing Chapter 690 ad space in the latest "Trade A Plane" issue to advertising our RV-12 project for sale.**



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### Aero Term for the Day

#### Nonapproach Control Tower

*Reprinted with permission from: AeorNews Network "Propwash" 2-27-19*

Authorizes aircraft to land or takeoff at the airport controlled by the tower or to transit the Class D airspace. The primary function of a nonapproach control tower is the sequencing of aircraft in the traffic pattern and on the landing area. Nonapproach control towers also separate aircraft operating under instrument flight rules clearances from approach controls and centers. They provide ground control services to aircraft, vehicles, personnel, and equipment on the airport movement area.

# Progress Report Youth Build Program

**By: Randy Epstein**

The chapter youth program has made great strides since its inception. It is one the largest and most recognized program in the U.S. The program started with one project and has since grown to three major projects plus some sub-projects under construction. In 2018 there were forty-five sessions held with an average of 9 youth in attendance at each session. For the year the youth totaled 1647.9 hours of participation for an average of 36.6 hours per session. We continue to have a long waiting list of youth that would like to get in the program.

Last year we also held ground school sessions three times a month taught by Chuck Roberts. We appreciate Chuck's giving of his time in leading these sessions. This year Brian Michael will be leading the ground school effort. We have a roster of mentors that help out when they can. These folks are **Hugh Colton, Joel Levine, Andrew Robinson, Art Farmer (recently stepped down), Keith Oliver, Frank Lipinski, Alex Kaduck, Nicolas Hammond, Karenga Smith, Ken Lightener and Jack McKnight**. As always, we can use additional mentors for the program. You do not need to be an expert to join us, you just need a desire to help our youth stay safe as they work each week and provide them with the wisdom and knowledge you have gained over the years. Please contact one of the people above if you are interested in assisting.

Also, in 2018 we saw our first Private Pilots come out of the program. Out first was Jeremy Welch, who passed his check ride on March 30th, his 17th birthday. Our second pilot was Steven Aqudello in June. Steven is now at Corpus Christi NAS training in the Texan T6B for the U.S. Navy. The third was Alex Kirkland. Alex is currently awaiting word on an appointment to the Air Force Academy. Maddie Hale, another of our youth, soloed in 2018 and is now a student at Middle Georgia University in the Aviation program and will be continuing her training there. Josh Wood is another of our youth attending Middle Georgia University pursuing an A&P certification.

None of this would have been possible without the help of Aero Ventures. We are able to rent their Cessna 150 and John Post and Fred Huppertz have donated instruction time to bring these young folks along. Make sure you let them know how much they are appreciated.

**In closing, I have notified the Board of Directors that I will be leaving as the Youth Program Coordinator at the end of March.** I stepped in after Rick Mathisen left the position and have held it for approximately two years now. In that time, we added the Full Size Pietenpol, BD-6, RC Modeling and the Continental A-65 to our list of projects. The chapter is in need of one or more adults to lead the program from here. The position would require sending out notices to the mentors at the beginning of the week to determine who is available for what projects. Sending out the notice to the youth later in the week. Tracking the time for each youth on a weekly basis. Working with the mentors to administer the rules and regulations of the program. Maintaining the wait list for youth that would like to join the program. Coordinating between the youth and Aero Venture as youth want to begin their flight training and with the chapter Treasurer once a youth begins flight training. This can be done by one person or by a committee of people. If you are interested you can speak with a BOD member or send an email to Greg (president@eaa690.net) or Brian (vp@eaa690.net). Please consider this and the part you can play in moving this program forward.







## Young Eagles Report February 2019

*By Duane Huff & Wes Riddick, Young Eagle Coordinators*

The weather has done it's worst in February. Our Young Eagle's Rally was cancelled Feb. 16th and again on Feb. 23rd. Lets hope for fair weather and light winds the rest of the year.



For More information on our Young Eagles Program please contact Duane Huff: [duanehuff@yahoo.com](mailto:duanehuff@yahoo.com) or Wes Riddick: [wes.riddick@delta.com](mailto:wes.riddick@delta.com)

## Pictures from the November 2018 YE Rally



# AeroVentures

## Flying Club

Established in 2012 at Gwinnett County airport (LZU) with a 1977 Cessna 172 Skyhawk. Three of the founding members are flight instructors and voted to open the club to associate members that were wanting to learn to fly or add a rating or just fly the club aircraft. In 2015 a beautiful C-150 and a pristine Piper J3 Cub were added. The Cessna Skyhawk, being the single most popular training aircraft, makes for the ideal trainer for primary



students or advanced students seeking a commercial license or an instrument rating. It is economical, safe and fun to fly.

AeroVentures has members of all ages and backgrounds. The club members range from airline/corporate pilots, commercial multi-engine pilots, private and instrument rated pilots, flight instructors, and student pilots. Our five members who are independent Certified Flight Instructors (CFIs) are available for all of your training questions and needs. Our instructor members may be available to help you with your Private, Instrument, Commercial and Multi-engine rating.

Only club members are able to rent aircraft from the club and all instructors must be members and approved by our chief flight instructor

Located at Gwinnett County Airport KLZU since 2012.

Our fleet consists of a C-150, C-172N a J3 Cub and an Aztec PA28-23.

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For more information visit our web site [www.flylzu.com](http://www.flylzu.com)

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*Editors Note: Special thanks to **Aero Ventures** and **Miller's Powder Coating** for their support of the NavCom*



Have something airplane related (or not) for Sale or a service to offer? Why not list it in the NavCom for all the Chapter Members to see. The NavCom is distributed to over 600 aviation minded people every month.

### Steen Skybolt for Sale

For Sale: Recently completed Skybolt by award winning builder/owner @ Whispering Pines Airpark. 180HP totally rebuilt Lycoming O-360-A1A with 30 min runtime to date., Hartzell constant speed prop., fuel injection, clam canopy and windshields for open cockpit flying, polyfiber covering rear fuselage and Steen Skybolt wing kit wings. FAA inspected/airworthiness cert.



issued February 2019. Must see to appreciate quality workmanship and looks. Moving, will sell way below cost @ **\$65K** OBO. Contact Eric Ashman: [eashman893@yahoo.com](mailto:eashman893@yahoo.com)




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Send your info to: Tom Hilborn [editor@eaa690.net](mailto:editor@eaa690.net)

Please Include:

High Res Pictures in tiff, bmp, or jpg

Description of item(s)

Your Name, Phone Number and Email address

**A Donation to 690 would be appreciated**



# About EAA 690



EAA 690 is a chapter of the Experimental Aircraft Association, located at Briscoe Field (LZU) in Lawrenceville, Georgia. A diverse chapter with over 250 members we offer a wide range of aviation-related activities. While the Pancake Breakfast and our monthly meetings are the norm we regularly conduct fly-ins and are heavily involved in youth education through EAA's Young Eagles program, youth aircraft build projects, summer camps, ground schools and simulator instruction. We frequently host historical aircraft such as EAA's B-17 "Aluminum Overcast", the Ford Tri-Motor and DC-3 to benefit, educate and entertain the local community.

Our technical counselors are some of the best in the industry, and willingly donate their time to our youth builder programs and homebuilders as they progress through the various phases of constructing an aircraft. We have pilots with a wide variety of experience from former airline and military pilots to general aviation pilots with private pilot certificates. "Hangar flying" is a fun part of the mix and our facility is often used for aircraft annual inspections, meetings, special events, and training. We also have an extensive array of aviation tools for loan to members and, a library full of aviation information.

Come join us on the first Saturday of every month at the hangar to enjoy a \$7 Pancake Breakfast and, to learn more about EAA 690 please visit our web site: [www.eaa690.org](http://www.eaa690.org)

## Directions to EAA 690

I-85 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



## NavCom

The NavCom is the official monthly newsletter of EAA chapter 690. The NavCom editor is Tom Hilborn, please send original articles, art and photos for inclusion in future issues to: [editor@eaa690.org](mailto:editor@eaa690.org) attn. Tom Hilborn, or call Ph. 404-406-6638. Permission is hereby granted for the reproduction of NavCom articles by other EAA Chapters, provided that proper credit is given to the author and to the NavCom. Comments and suggestions are always

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