



JANUARY 2018

News and information for Chapter 690 of the EAA
Experimental Aircraft Association, Lawrenceville, GA - LZU

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Presidents Pitch

By: Billy Stewart



People are what make any organization successful, even more so with a volunteer organization. EAA 690 has a dedicated group of volunteers that makes the chapter what it is. I am grateful for the time that they give and the hard work they put in to make the chapter a success. We may be drawn to the chapter because of our love for aviation, but the people are what make it worthwhile.

EAA Chapter 690 has many programs you can be involved in. From Young Eagles, ground school, the youth mentor program, and summer camp for the young people to Eagle flights and the RV-12 build for adults, to pancake breakfasts and hosting aircraft for everyone, the chapter literally has something for everyone.

I would encourage all members to get involved in some part of the chapter that interests them.

Aside from the ongoing programs at the chapter, leadership has two primary goals for the immediate future.

The first priority is to complete the renewal our lease with the Airport Authority. Our current lease expires on Jan. 2, 2020.

Currently the chapter owns hangar 1 and hangar 6. Hangar 1 was built by the chapter when it moved to Lawrenceville, and Hangar 6, known as the Bishop Education Hangar, was donated to the chapter by Larry and Laura Bishop. Hangar 6 is where our Youth Mentor program activities take place.

We are currently preparing a proposal to submit to the Airport Authority and plan to submit it sometime in February. We will keep you informed as we know more.

The second priority is fund raising. One of the things the chapter leadership is investigating is setting up a dedicated fundraising committee. Currently, funds for the chapter activities come from a combination of membership dues, pancake breakfasts, and special events. Special events are when we host something like the B-17 or the Tri-motor and the chapter receives a portion of the proceeds from the flights. It can also be a meal like the spaghetti supper that we charge for. We also have donations that are sold if we determine they won't be used in the youth program or if it is a duplicate of something we already have. These are the current sources of funding.

We are going to approach organizations for grant money and philanthropists for donations. If you would be interested in serving on a fundraising committee please contact either myself or the chapter treasurer, Randy Epstein. Even if you don't want to serve on the committee, if you have any experience writing grant applications or raising money, I would appreciate you sharing your experience with us.

Pancake Breakfast Fly-In

Next event Feb. 3rd 2018
Breakfast begins @ 8:00AM

Chapter Business Meeting

Next Event Feb. 9th 2018
7:30 PM-10:00 PM

Young Eagles

Next event Feb. 17th 2018



UPCOMING AVIATION EVENTS



Chapter Events

Bring a friend and join us, activities are open for all to attend.



Pancake Breakfast & Program

The first Saturday of every Month
Next event Feb. 3rd 2018
Serving 8:00-10:00 AM

Chapter Business Meeting & Program

The second Friday of every Month
Next Event Saturday Feb. 9th 2018
7:30 PM—10:00 PM



GARS Meeting (Gwinnett Amateur Radio Society)

The second & third Tuesday each Month
Next events Feb. 6th & 13th 2018
7:00 PM—9:30 PM (*see the GARS Story, pg. 9*)

Young Eagles

The third Saturday of every Month
Next event Feb. 17th 2018
8:30 PM—12:00 Noon



Monthly Youth Ground School

Watch for EAA 690 Notams
announcing future Youth Ground
School Schedules

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



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

<https://twitter.com/ea690>



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

Air Force Pilot, 2nd Lieutenant James Brandon Curlee

Aviation Roots Began with EAA 690 Young Eagles

Brandon Curlee took his first Young Eagles flight with EAA 690, in Lawrenceville, GA as a Cub Scout when he was just 10 year's old. It was his multiple Young Eagle's flights, his earning of the Boy Scout Aviation Merit Badge, and his orientation flights with Civil Air Patrol that sustained his aviation interest and propelled him to earn his Private Pilot License by his senior year in high school.

The 23-year-old graduated from Specialized Undergraduate Pilot Training Class 18-02 after 52 weeks of training, at Laughlin Air Force Base, Texas, Nov. 17, 2017. Laughlin is the home of the 47th Flying Training Wing, a pilot training base that produces more than 300 U.S. and international military aviators annually. Brandon was awarded his first aviator choice the KC-135 a Stratotanker which provides the core aerial refueling capability for the United States Air Force. It also provides aerial refueling support to the Air Force, Navy and Marine Corps and allied nation aircraft. The KC-135 takes off at a gross weights of up to 322,500 pounds and can carry 202,800 pounds of fuel.

Just one year before, this Young Eagle graduated from United States Air Force Academy (USAFA), in Colorado Springs, CO. While attending USAFA 2nd Lieutenant Curlee was selected for USAFA Competition Flying Team. He secured 1 out of 9 slots in 2012. The Flying Team competes annually against 75 colleges and universities nationwide and has won its regional competition since 1987. Additionally, Brandon served as a mentor for youth and enrolled in the parachute program, completing five freefall jumps and earned his parachute wings. His most memorable moments at USAFA was being a member of the competition flying team, being saluted by President Barrack Obama at 2016 USAFA graduation, and watching the F-16 Thunderbirds jet's flyover as he tossed his graduation hat.

His journey has truly been one of triumph, of grit and determination. His Life Motto: "Giving Back Is Not An Option; it's a Responsibility!" As an Eagle Scout and a CAP Cadet Lieutenant Colonel, he has dedicated much of his life to paying it forward by serving others. His mom, Jacquene Curlee is very proud of him.

Editors Note: A very big Thank You to Ms. Jacquene Curlee for proving this wonderful article about her son Brandon and for her continued support of EAA 690's Young Eagle program. We wish Brandon well in his aviation carrier.



Upcoming Events cont. from pg. 2



SUN 'N FUN INT'L FLY-IN & EXPO

EDUCATION

EVENTS

VENUE RENTALS

VOLUNTEER

SUN 'n FUN
INTERNATIONAL FLY-IN & EXPO

BUY YOUR TICKETS TODAY

SUN 'n FUN is April 10-15, 2018

AOPA Sponsored Safety Seminar

Description: Collision Course: Avoiding Airborne Traffic

Date & Time Wednesday 21 February 2018 7:00 pm EST

The "big sky" can get awfully small when multiple aircraft are in the vicinity. Even with ATC support and traffic displays, near misses happen too frequently and midair collisions still happen. Advanced technologies which ensure more precise course and altitude tracking and more aircraft converging on fewer airports all work to shrink the "big sky".

ASI's new seminar looks at the problem from a risk management perspective. We identify high-risk scenarios and locations, then lay out strategies for avoiding them. From congested corridors to frenetic fly-ins, we talk about:

Venue/Location: EMBASSY SUITES NASHVILLE AIRPORT

Address: 10 Century Blvd, Nashville, TN 37214-364

Event Website/Registration Link: https://www.aopa.org/forms/event-registration/SSCOLL_TN_180221

Wings of Dreams Aviation Museum

7100 Airport Rd, Starke, Florida 32091

Wings of Dreams, located at Keystone Heights Airport in North Central Florida, is 501(c)(3) charitable organization founded in 2005 by Susan King and Bob Oehl. The airport, formerly the Keystone Army Airfield, has a rich military history as a World War II Army Air Corps air base, tasked with reconnaissance pilot training, as well as preparing a squadron of fighter pilots for the Normandy Invasion. Part of the Wings of Dreams mission is to preserve the airports wartime history, much of which is unknown or forgotten.



Contact - Wings Of Dreams, Phone - (352) 332-5297 Website - <http://www.wingsofdreams.org/>

Email - susan@wingsofdreams.org

Chapter Activity

Pancake Breakfast Saturday Jan. 6th

Our first pancake breakfast of the new year had a very nice turnout with overflow going upstairs. Thanks again to our wonderful kitchen staff for another flawless, delicious and well organized event.



Here our new President, Billy Stewart, making his public debut in front of the chapter members. As is customary, Billy went over current chapter business, made some special announcements and then introduced our guest speaker.



Our guest speaker for this event was Captain Brian Settles, seen here being presented the coveted "Speakers Mug" by Billy. Brian shared his fascinating story from his earliest days as an adopted child, through flight training, combat in Viet Nam, his time with Eastern Airlines, the struggles that followed after Eastern's collapse and his retirement from ATA Airlines in 2004. Thanks for sharing your story of struggle and perseverance, it is truly an inspiration.



Chapter Business Meeting Friday Jan. 12t

Billy Stewart, in his 2nd meeting as Chapter President, presents our own Bob Bible with the sought after "Speakers Mug" for his program on the Sonex airplane. Thanks Bob for sharing your experiences with the chapter



A special Note of Thanks

By: Billy Stewart

Pancake Breakfast:

We have one of the best pancake breakfasts anywhere and it is due to the hard work put in by the volunteers. It is an effort that consists of purchasing and delivering the groceries, opening up the gates and hangar the morning of the breakfast, cooking food for up to 175 people, running the cash box and making change, lining up a speaker for the program, and cleaning up when done. The food is always great (my wife says they are the best pancakes she's ever had) and every one that comes to the breakfast has a great time. I'd like to thank the Kitchen Crew Chairs Jill East and David Balthauser and the crew that make the pancake breakfasts such a success.

For the January pancake breakfast: David Balthauser purchased and delivered the groceries prior to the breakfast. John Reitz came in early, opened up the public gate, opened the hangar and put on a pot of coffee for the rest of the crew. Jill East, Lauren Brown, Terry Hurst, Kimberly Murray, Walter Deere, and Lee Olson prepared the food. Bob Krone manned the cash box and made change, and Kathi Parks lined up the speaker.

NavCom newsletter:

Our NavCom is one of the primary ways we communicate with our members. I'd like to thank Tom Hilborn, our editor for the tremendous amount of work he puts into the NavCom every month. I'd also like to thank Joel Levine for helping Tom with content.

I'd also like to make an appeal to our membership to help provide some content for the NavCom. A story about your trip to Oshkosh or Sun N Fun, an airshow, a trip to a museum, a fly in, a project your building, or even something that is not directly aviation related. It's your newsletter, and Tom will be glad to help you edit the article.

Reminder:

The chapter gives out the annual volunteer appreciation certificates at the Christmas party. For those of you who were unable to attend the Christmas party, you can pick up your certificate the next time you're at the hangar. Please see any of the chapter officers.

Editors note: New addition to the NavCom

SILVER WINGS FRATERNITY

By: Herb Rusk

There are a lot of organizations active in the Atlanta area that are involved with aviation. One of the lesser known ones is the Silver Wings Fraternity. Silver Wings is a national organization with seven chapters in the United States. Originally, one could be an active member if they had soloed an aircraft 25 years previously. Recently, that restriction was relaxed so that now, anyone interested in aviation may become a member.

The Atlanta chapter is probably the largest in terms of members and is definitely the most active. Each chapter may set its own policies regarding meeting frequency and programs. Here in Atlanta, we meet every Wednesday for lunch and a presentation. We recently moved to Petite Violette Restaurant on Clairmont Road in Chamblee, about 2 miles from PDK airport. Other chapters meet monthly or quarterly.

Nationally, Silver Wings has a convention each year in October. There have been two recent ones in Atlanta and others at Pensacola Naval Air Station, Kennedy Space Station and Enterprise, Alabama. In 2018, plans are in the works for a convention at the US Air Force Museum in Dayton, Ohio. The Florida Gulf Coast Chapter maintains a Silver Wings cabin at the Lakeland, Florida Airport. During the annual Sun 'n Fun International Fly-In & Expo, the cabin is a welcome place for weary Silver Wingers to rest, meet old friends, get a bite to eat and talk about the Airshow.

12 of the Atlanta chapter members are also members of EAA690. You'll see most of us at the Pancake Breakfasts and several of us show up for the Young Eagle Rallies. Each year, the chapter provides a scholarship donation to 690 to help out with the Youth Summer Camp or the Air Academy at EAA's AirVenture Convention in Oshkosh.

If you'd like to attend one of our meetings, we start gathering at Petite Violette around 11 AM and, after the meal, enjoy a one hour presentation, usually ending up around 1:30. If you have any questions, please speak to Bill Bell, Herb Rusk, John Reitz or Bob Krone at the Pancake Breakfast or Young Eagle Rally. We hope you can make it.

A Great WWII story...

- Mary Ellis was in a select gang of female pilots who flew during World War II
 - She has now celebrated her 100th birthday by flying a plane over West Sussex
 - Mrs. Ellis flew next to one of the Spitfires she was in more than 70 years ago
- Mary Ellis (pictured during her time as an Air Transport Auxiliary pilot in WW2) celebrated her 100th birthday last Feb., 2017.

Tearing through the skies above the South Coast, two Spitfires evoke powerful memories of Britain's wartime resilience. But this stirring image holds a further poignancy— for in the cockpit of the lead aircraft sits Mary Ellis, celebrating her 100th birthday by recreating her time as one of the 'Ata-girls', the select gang of female pilots who flew Britain's fighters during the war. And, over her shoulder is one of the actual Spitfires she flew during her 1,000 flights as a First Officer with the Air Transport Auxiliary.

'Wizard, this is wizard!' yelled the delighted centenarian through her intercom. Mary was handed the controls of the 275 mph twin-seater as it swooped over West Sussex. After about 15 minutes, she turned for home, and told her co-pilot Matt Jones: 'Goodwood on the nose, you have control ...' Then she settled back to enjoy the ride back to base. Earlier, Mary watched in delight as Spitfire MV154 took its place beside her in an extraordinary airborne tribute. It was a plane she had delivered to RAF Brize Norton from Southampton on September 15, 1944, and it hides a sentimental secret. For at the end of the 25-minute wartime flight, she signed the cockpit, scrawling her maiden name Wilkins and the initials ATA. She hoped her tag might be spotted by a handsome pilot and lead to a wartime romance – although the impulsive act, a career one-off, didn't bag her a boyfriend. Mary, originally from Oxfordshire, had her first flying lesson in 1938, and flew for pleasure until 1941 when she heard a BBC radio appeal for women pilots to join the auxiliary service and so release male pilots for combat duty.



Speaking at a surprise birthday party on Thursday, Mary said: 'The war was a challenge and one had to do something about it. I went on and on until I flew everything. I love the Spitfire – it's my favourite aircraft, it's everyone's favourite, it's the symbol of freedom.' For four years she ferried warplanes from factories to frontline squadrons. The 166 women of the ATA – about one in eight of the total – have been

dubbed 'The Female Few,' echoing Winston Churchill's description of the RAF airmen who fought in the Battle of Britain.

Mrs. Ellis looked back over her left shoulder and glanced at the aircraft she once flew. Mary was usually found at the joystick of a Spitfire or a Hurricane but ultimately flew more than 50 types of aircraft, logging 1,100 hours of flight, much to the astonishment of some colleagues. As she sat on the airfield ready to deliver her first Spitfire, the mechanic standing on the wing asked how many of them she'd flown. When she said it was her first, he was so startled he fell right off. The largest aircraft she flew solo was the Wellington bomber.

A Great WWII story... cont. from pg. 7

After landing at an East Anglian airfield, Mary was greeted by the ground crew who asked where the pilot was. 'I'm the pilot,' she said. They insisted on searching the aircraft before they believed her. It was dangerous work. Mary was sometimes ordered to move combat-damaged planes that were not officially fit to fly, but had to be taken for repairs. She crash-landed twice and was shot at once.

Mrs. Ellis toasted a glass of champagne with co-pilot Matt Jones, managing director of Boulton Flight Academy. Fourteen of her fellow ATA female flyers lost their lives, including aviation pioneer Amy Johnson. Mary – who to this day needs no spectacles, nor a walking stick – was one of the last six women serving in the ATA when it disbanded after the war. She remained a private pilot



and then became managing director of Sandown Airport on the Isle of Wight. She married Don Ellis, a fellow pilot, in 1961, but was widowed in 2009. Matt Jones, who flies Spitfires for Goodwood-based Boulton Flight Academy, reunited Mary with MV154 after first meeting her in 2015. He conspired with the plane's current owner, pilot Maxi Gainza, to bring it to the UK from its base in Bremgarten, Germany. He said: 'I gave Mary control of our Spitfire. I wasn't sure where we were but Mary was very clear. She pointed us towards Thorney Island, up through the Witterings, flew on to Selsey Bill and then Bognor Regis, never losing a foot of altitude. 'She showed me precisely how she was able to deliver all those aircraft with just a map, a compass and a stopwatch. I was utterly humbled by a superior aviator who also happens to be 60 years my senior!'

Chapter Members

Do you shop on Amazon?



Amazon Smile Program

Amazon supports charitable organization through their Smile program. As a member of EAA 690 you can help the chapter every time you order from Amazon by using the URL smile.amazon.com and selecting Gwinnett Experimental Aviation Assoc. as your organization of choice. Each time you make a purchase the chapter will get 0.5% of the order. For more information on the program you can go to https://smile.amazon.com/gp/chpf/about/ref=smi_se_rspo_laas_aas

Please support your chapter!

WORDS

"If you love what you do and are willing to do what it takes, it's within your reach. And it'll be worth every minute you spend alone at night, thinking and thinking about what it is you want to design or build."

Steve Wozniak, engineer and entrepreneur

"GARS" Gwinnett Amateur Radio Society

Editors note: You may recall seeing the listing on the 2nd page of the NavCom for the two GARS meetings that are held each month in EAA 690's hangar. We thought you might like to know a little more about this organization and what they do.

For the past several years, the Gwinnett Amateur Radio Society (GARS) has enjoyed the monthly use of the EAA hangar for its meetings and special events. The location is great and our almost 300 members certainly appreciate EAA 690 being such gracious hosts.

Some of your members who aren't hams might wonder about us and what we do.

GARS is a Georgia Corporation that is recognized as tax exempt by the Feds as a 501(c) (3) charity, our exemption comes because of our scientific and educational purpose. At our monthly meetings, we have a speaker who hopefully furthers the knowledge of our membership in a particular area. Last night our speaker talked about different types of microphones and speakers and how to use mixers and equalizers to enhance the clarity of the sound we hear coming from the radio.

GARS also serves the community with volunteer help. Each year we participate in the Scout Jamboree on the Air by setting up a station and teaching the Communications Merit Badge. It is always our hope that the ham bug will bite some of the Scouts or their family and we can bring them into the hobby. GARS also marshals the Dacula Memorial Day Parade, one of the largest in the country. We mentor a ham club at McConnell Middle School. Our members have also been seen operating K4LZU, the EAA club station at various fly-in

Our funding comes from dues, donations, and a non-ham related source. We provide support for a dog show. We collect parking fees and keep traffic moving. We use the radio's mainly to chat amongst ourselves. We use these funds to maintain our repeater equipment and to feed the troops at operating exercises. Speaking of operating exercises, we have one coming up this month. Winter Field Day. It is a chance to set up our antennas and stations in an environment that is away from the comfort of home. We then try to make contacts with others who are doing the same. Without the fancy directional antennas and powerful amplifiers that we have at home, we have to hone our operational skills.

One of justifications for the existence of the hobby is to provide a pool of trained operators in the event of a disaster or National need. Much of GARS membership also belongs to Gwinnett Amateur Radio Emergency Service. Whose members are focused on emergency communications and interaction with FEMA, GEMA, and other governmental agencies.

Ham radio has changed! You might remember hearing a ham talking about going to the FCC office and taking a code test and a written exam. No more, the Morse Code requirement was eliminated (although many still enjoy using it). And the tests are now administered by volunteer ham examiners. The basic license from the FCC grants one limited privileges in the HF spectrum and full privileges in the VHF and UHF spectrum. The test is to make sure that you know enough that you won't interfere with others or hurt yourself! GARS periodically offers a ham cram (review session) and test session right afterward. Details about the date and time of the next ham cram are on our website www.gars.org

We hear new hams often say okay, got a license, now what. To help answer that we've started a hands-on workshop once a month to help new (and seasoned) hams answer questions about things that just don't make sense when you read it.

You don't need to be a member to join us at a meeting, so please join us and tell us more about EAA 690.



Young Eagles Report January 2018

By Duane Huff, Young Eagle Coordinator

A great day for flying .Seven pilots flew twenty four Young Eagles. Pilots were Brian Michael 3 YE, 1 flight, Chris Serra 2 YE, 1 flight, Bill Thomasson 2 YE, 1 flight, Chuck Roberts 6 YE, 3 flights, Francois de Fromont 6 YE, 2 flights, Bill Bell 2 YE, 1 flight and Fred Huppertz 3 YE, 1 flight. Fred also flew a parent on an Eagle Flight.

Eighteen of the twenty four had flown as Young Eagles before.

Young Eagle Gals this day were; Barbara Epstein, Mary Hilborn, Gay Roberts and Jeanne Ferguson.

Art Farmer and Bob Krone conducted the safety briefings and Alan Sam instructed the students on the simulators.

The remaining ground crew were; Jonathan Mesfr, Jimmy Rickerson, Tom Hilborn, Jason Hilborn, and Duane Huff.

Thanks again to these volunteers who make our Young Eagles GREAT!

For More information on our Young Eagles Program please contact Duane Huff via email: duanehuff@yahoo.com



Bill Bell with a couple excited Young Eagles



Fred Huppertz with a happy Young Eagle

Progress Report

Chapter 690 Youth BD-6 Build

January Report by: Randy Epstein

Good progress was made on the BD-6 project this month. The group nearly completed the left hand side of the cabin and work has begun on the right hand side of the cabin. The right hand side will be carefully matched to the left hand side to make them symmetrical. The group has learned about drilling, using clecos to temporarily hold piece together, match drilling for the final fasteners, installing nut plates where there is not access to use nuts. They have learned about determining the torque specification for the fasteners and adjusting the torque specification to accommodate the use of the stop nuts used in this project. Once we complete the two cabin sides they can be mated together and work can begin on the aft fuselage.

Youth members that have worked on the BD-6 recently include Ben Quick, Sanjida "Moe" Pervin, Alex Straka, Jeremy Welch, Kyle McKnight, Adon Jerald. Mentors for the BD-6 are Randy Epstein, Andrew Robinson and Jack McKnight.

If you would like to be involved in this or other youth projects please let one of the mentors know or come on out on a Saturday morning and join us.



Left to Right - Moe Pervin, Jeremy Welch & Ben Quick



Left to Right - Moe Pervin, Jeremy Welch, Ben Quick, Jack McKnight, Kyle McKnight posing with the left side of the cabin



Left to Right - Moe Pervin, Ben Quick, Jeremy Welch, Jack McKnight, Kyle McKnight

EAA 690 Membership Report

January 2018

By Randy Epstein, Treasure

We started the year off with 34 renewals at the pancake breakfast, 7 families and 27 individuals. We have had renewals trickle in as well as some new additions and reactivations. Our new members for January include Allen Maynard, Craig Moss and family, Dominic Ottaviano, Alexander Dawson and Jason Russell. We currently (as of 1/24) have 30 family, 68 individual, 2 paid student and 34 free student memberships totaling 175 persons.

Payment can be made at mkt.com/ea690. Membership applications are available on ea690.org for new and reactivating members, and applications are available in the box inside the hangar door.

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.

The board of trustees got off to a great start this year.

By: Louis Pucci

Laura Bishop donated a very large amount of equipment and hand tools to our chapter.

Some of the larger equipment included an English Wheel, mini lathe, milling machine, table saw, 4-ton corner shear, planishing hammer and a break/shear.

The hand tools included wrenches, various types of pliers and screw **drives**, socket sets, etc., etc., etc.; along with a Sears 2 unit rolling tool chest.

We scheduled the pick-up at Laura's for Thursday, Jan. 11th and fortunately had a great group of volunteers to help with the loading, which started around 10am and was finished around 3pm at the storage hangar, E-17.

I want to thank and more importantly recognize the individuals that made this happen.

The volunteers were; Ron Childress, R. Michael Carter, John Kimmons, Hugh Colton, John Bongart, Chuck Roberts, Joel Levine, John Post, John Morrow, Billy Stewart.

Additional volunteers at the storage hangar were Peter Murphy and Randy Hoyle to help the aforementioned individuals with the unloading of the equipment.

Special thanks to Keith Oliver that had the initiative to rent a truck with a power lift. This was a great help with loading the heavier machinery and also the inclement weather we contended with during the loading process.

It is now all in hangar E-17 and Joel, Keith and John Kimmons have started to inventory the items to determine everything we received.

Thanks again to everyone that made this a successful activity for the chapter!

It took the whole crew to move the equipment from Laura Bishop's basement and fill the truck, 3 pick-ups and 3 cars, in the rain.

Here John, Peter and Chuck are moving one section of the English Wheel into storage. It was the largest piece of equipment but not the heaviest!



And the crew that loaded all of the equipment. Next, it will be inventoried before moving what we will use into hangar 6, The Bishop Educational Center.

Progress Report

Chapter 690 Youth Pietenpol Build



January Report - **The Full Size Pietenpol** by: Hugh Colton

If you're one of the many people who, on a Saturday morning, have taken a look in hangar 6, the Bishop Education Hangar, you'll have seen the young folks busily working away first on the Pietenpol single seater project and about ten months ago starting work on the full size Pietenpol.

Today these great kids have completed all the wing ribs. If you've ever made wooden wing ribs you'll know that it is a long process with each rib taking many hours to complete. This process taught them the skills to work in wood. Right now they're putting the fuselage together and learning how to deal with longerons **that that former** a structure that both bends and tapers.

Today, January 20, Anisa, Gustaf, Max and Josh worked hard remediating. Last week we had glued a number of parts of the fuselage only to find that each of the joints had failed. We're uncertain of the exact reason for glue failure, but it may well have to do with the very low temperatures. Today we made a test joint that next week we will test to destruction. This will become standard practice in future to ensure that we have joints that are stronger than the wood.

Next time you're at EAA 690 stop by the Bishop Education Hangar and see what our young chapter members are achieving.

Editors Note: Our thanks to mentors Hugh Colton and Frank Lipinski for their help with the full size Piet.



Getting a particularly difficult cross piece into the correct position, glued and clamped. Anisa, Max, Gustav and Josh.

UltraPiet Report by: Joel Levine

Progress on the UltraPiet has taken a major step forward since the wings and struts have been attached. The struts took some modification and remake to the attachment pieces. The flying wires that attach and strengthen the tail assembly have been completed and the fuselage, wings and tail members are true. Since the beginning of the year the aileron drag cable has been fabricated by the youth builders, the pulley mounts modified and everything is working smoothly. When you visit the Bishop Educational **Center** take a look and let the **kid** know what a fine job they are doing with the help of mentors Keith Oliver and Joel Levine. The photo UltraPiet (1) show Trish and Anthony working on the struts, (2) is Derrick and Johnathan, (3-4-5) are Anthony, Paul and Trey and (6) is Trish and Paul setting the thimbles.



Special Note:

Youth participants in the youth mentor program earn credits towards flight training. We would like to thank John Post and Fred Huppertz for volunteering their time as flight instructors for this program.

Progress Report EAA Chapter 690 RV-12 Project

January report - **RV-12 Update:** by: Joel Levine

Progress on the Chapters RV-12 project has moved at a pretty steady pace over the winter months. At the last count 43 Chapter members have participated in the build since the beginning. It's truly exciting to see the participation in what is the largest Chapter 690 project since the initial construction of the 8 hangars on the EAA Ramp.



1

The photos tell the story of our progress. Photo 1 shows John and Jim working on the control linkage for the flaperon's. This turns out to be a rather simple mixing mechanism once viewed. Next time you visit the project take a look for that ah-ha moment. Photo 2 shows John securing the wing cover plate (please don't tell him we will have to remove it in a later step) and 3 has Peter and Fred working on the wiring. They took on the job of pulling and connecting all of the wire bundles that go into the electronics and servos.



2



3

The next photos 4 & 5 show progress being made on the wing tips by Hugh and Keith and Randy, John, Keith and Hugh working on the flaperon control. Actually I included these select photos because of the flack the photographer gets. It seems a lot of "reflection and abuse" comes from taking pictures from above. I guess instead of safety glasses we need to provide hats! Only kidding guys. I'll get a dome filter for the lens.



4



5

The next big step is mounting the canopy or the main gear. Vic Syracuse has agreed to do the DAR inspection for us and that will probably take place early spring. A guess is we are 75% done with 75% to go. It will be interesting to see an RV-12 built in one week at Oshkosh!



Sometimes the inspection of the work done requires that unique position.



What do you mean Jim, John, Keith, Hugh and Joel get 10 minutes overtime.



Jerry caught in the act of doing something special. He has a lot of information under that hat but I bet he doesn't know what a "beard second" is!

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 1,000 people every month.

Chapter 690 has some items for sale!



15 - Round Tables

These tables are 6 ft. in diameter and made of wood. We are asking \$60 each. These tables are over \$95 new. Make an offer...



2- Stage platforms

These platforms are 6' W x 8' L x 16" H. New stage platforms run over \$1,000, make an offer...

Interested?

Contact Randy Epstein, email: treasurer@eaa690.net

Listing 716101

Aviation Art for sale

Rick & Michele Gullett, former chapter members, are downsizing. They have quite a collection of aviation art, many of which are Sam's artist proofs, and framed with fancy mats by Sam. They are offering them at a great price. If anyone in the chapter is interested, please have them contact Rick at: Rick@club-id.net

They are in pristine condition!

Listing 717111

MAKE ME AN OFFER on anything

Books

Cessna 100 - 1963 through 1966, Service manual

Cessna 100 - 1963 through 1968, Service manual

Cessna 150 - 1959 through 1964, Parts catalog

Continental parts and overhaul kits c-75 - c-85

Service parts catalog, Continental c-75, c-85, c-90 and 200

Misc. Items

2 Bose headphone cases (hard)

Butcher block table on wheels - \$80

Garden tiller (needs carburetor cleaned out) - \$50

32" flat panel TV with stand - free - come and get it

EAA Aircraft Building Techniques - wood

Tony Bingelis Firewall Forward

Tony Bingelis Sport Plane Builder

Exercise trampoline - \$25

Vehicle Dolly (has new brakes) \$850

Wood planer (floor model) - \$50

Contact: Frank Settle [770-923-6149](tel:770-923-6149)

Listing 719001

Classifieds cont. on pg. 16

AeroVentures

Flying Club

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. Come Fly with us

For more information visit our web site www.flylzu.com



Listing 710250

For Sale:

Bose ANR X headset - Model 10X - bought originally for \$1,095.95 in 2010. Pristine condition - looks brand new. Has the 6-pin LEMO male plug which uses aircraft 12v instead of batteries. SALE price - only **\$425** If you don't already have the LEMO female adapter in your aircraft....Bose sells them for \$55.00

Appareo Stratus TSO'd, FAA certified charging port. Can charge up to two full-sized iPad's while in use. It is brand new, never used and in the original unopened factory box. I paid \$377.89 including tax and shipping...will sell for only **\$275**.

Call Rich Gorkes - 678-777-2669 or regjr@gmail.com

Listing 715080

For Sale Sonex N486BS

303 tt af and eng Jabiru 3300 six cyl. 120hp. Always hangered, no damage ever. Plans built by previous Oshkosh Lindy winner. All analog panel, portable VHF and GPS, dual controls. No transponder. No issues, great performer. Fly's straight and fast. Health issue forces sale. Needs annual, as is where is. Located at Walton County Monroe airport D73. asking \$25,000

Contact: Bernie at [404-623-9256](tel:404-623-9256)



Listing 719001



- CERAMIC HI TEMP HEADERS
- CUSTOM POWDER COATINGS
- SAND & MEDIA BLASTING

MILLER'S POWDER COATING
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Listing 712221

AIR HARBOR, INC.
 Gwinnett County/Briscoe Field



60' x 60' Hangar for Lease
 55' x 20' Hydroswing Door
 Call Now for Tiedown and T-Hangar Reservations

AirHarbor-LZU.com • 770-609-8997

Listing 710270

Send your listing requests to: editor@eaa690.net. Be sure to include high resolution pictures in .tiff, bmp or .jpg format, a detailed description of your offering and your contact information: name, phone and email address.

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 300 members, we offer a wide range of aviation-related activities on a regular basis. While the Pancake Breakfast and our monthly meetings are the norm, we also are heavily involved in youth education through EAA's Young Eagles program and our Aviation Explorer group, regularly conduct fly-ins, and host historical aircraft such as EAA's B-17 "Aluminum Overcast" and the Ford Tri-Motor.

Our technical counselors are some of the best in the business, and willingly donate their time to 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 a private certificate. "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 \$6 Pancake Breakfast and, to learn more about EAA 690. **Visit our web site for more information: 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

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