

NavCom



JUNE 2016

News and information for the Gwinnett County Chapter of the Experimental Aircraft Association

The Presidents Pitch

By Randy Epstein



Another Summer Camp is in the Books.

The weather was scorching, but that did not deter the volunteers that came together to make EAA 690 Summer Camp 2016 a success. It was not without its tests, but we persevered and had a great week with our 15 young campers.

This year we had seven campers in the Alpha group, six in the Bravo group and two in the Charlie group. These young folks got the opportunity to build wing ribs, carve propellers, cover a wing section with fabric, fly drones, make fiberglass Frisbees and fly airplanes among other things.



None of this would be possible without the volunteers that turn out every year to be a part of this week. First and foremost is Jeanne Ferguson, who takes care of the administrative paperwork enrolling our young campers in the program and then comes out every day to get things ready for the day and greet each camper and parent. Gay Roberts takes over for Jeanne in the afternoon helping to keep things going and checking campers out at the end of the day.

The following are the other volunteers that give so much of their time in preparation and with the campers during the week. In no particular order, they are: Joel Levine, Ralph Knight, Chuck Roberts, Hugh Colton, Art Farmer, George Royal, Dakota Neilson, Rick Mathisen, Duane Huff, Louis Pucci, Brian Michael, Zak Clement, Rich Hopkins, Wes Riddick and John Morgan. If I missed someone, please forgive me. This could also not be done without the assistance of Bruce Buell and Advanced Aviation.

We learned some valuable lessons for camps going forward and look forward to discussing those and implementing them for 2017. Please stay tuned for an announcement of our debrief meeting and wrap-up meeting.

About EAA 690

EAA 690 is a Chapter of the Experimental Aircraft Association, located at [Briscoe Field \(LZU\)](#) in Lawrenceville, Georgia. We are a diverse and active chapter with over 225 members offering a wide range of aviation-related activities on a regular basis. While our Pancake Breakfast and monthly meetings are the norm, we are also heavily involved in youth education through EAA's Young Eagles program (third Saturday of each month) and our Aviation Explorer group. We regularly conduct fly-ins and host historical aircraft such as EAA's B-17 "Aluminum Overcast", "Ford Tri-Motor" & Ron Alexander's historic. DC-3.

Our technical counselors are some of the best in the business and willingly donate their time to home-builders as they progress through the various phases of constructing an aircraft. We currently have a youth project in hanger 6 building a Pietenpol fabric covered all wood airplane from plans as well as a Vans RV-12 light sport all metal kit being assembled by the chapter adults. See the latest report on these project elsewhere in the NavCom.

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



EAA 690 Membership Report

June 2016

By Jeanne Ferguson

During the month of June we had the following new members: **Nia Allen, Sana Daley, Pat Epps, Aaron Guo, Nick Smith, William Stobierski and Graham Watkins.** We are very happy to have you in Chapter 690.

Reactivated Member: **Neil Estes**

Here are the numbers:

Family members counted:	131
From 55 Family Membership	
Individual members	107
Student Membership	21
Total Membership	259



Hope to see everyone often!!!

EAA Chapter 690 is on a solid growth path we still have folks that have not renewed their membership, if you are one please contact Jeanne Ferguson and re-up today. Your continued support is needed and appreciated, thanks.

EAA 690 Young Eagles Report

June 2016

By Duane Huff

Flying was delayed about an hour because of low cloud cover. It was quite windy and gusty but we were able to fly fifty six (56) Young Eagles.

Pilots were David Balthaser 3 YE, 3 flights, Bill Bell 8 YE. 4 flights, Randy Epstein 12 YE. 4 flights, Fred Huppertz 4 YE. 4 flights, Brian Michael 11 YE. 4 flights, John Morgan 5 YE. 5 flights, Chris Serra 11 YE. 4 flights, and Katie Gross 2 YE. 1 flight. Nine Young eagles had flown previously.

The Young Eagles Gals for the day were; Barbara Epstein, Jeanne Ferguson, Gay Roberts, and Lynn Zahner.

Bob Krone and Art farmer conducted the Safety briefings and Wes Riddick instructed the simulators. Other ground crew for the day were; Jon Bongart, Coty Pinckney, John Reitz and Herb Rusk.



A great big THANK YOU to these volunteers who make our Young Eagles program work

Creating Heidi: The Helicopter Trainer

Part 5: Making Rotor Blades

By Chuck Roberts

Understanding the fundamental design goal for Heidi is part of understanding the rotor blades (main and tail). We set out to make a device to show how the main systems function in a helicopter to facilitate teaching a class on rotorcraft fundamentals. It was important everything look like and operate like "the real thing" while meeting the budget and size parameters discussed in previous parts of this article series.

Both the main and tail rotor blades of a helicopter change pitch to accomplish control. In a real helicopter the tail rotor blades may rotate about their spar whereas the main rotor blades rotate in pitch at the point where they attach to the hub. Such attachment was judged to be too complex for Heidi and would not contribute to the original goal. Therefore her main rotor blades rotate in pitch about fixed spars.

$\frac{3}{4}$ " EMT (approximately $\frac{15}{16}$ " OD) was chosen for the main rotor spars and a symmetrical airfoil was sketched on paper to accommodate the spar diameter and yield an approximately 8" cord as would be typical for a single-place helicopter the size of Heidi. As best seen in photo 2, a $\frac{1}{2}$ " plywood pattern was made from the paper sketch. As the design required 10 identical ribs of $\frac{3}{4}$ " poplar (5 per main rotor blade) the pattern has a small pilot hole to locate the final spar hole and two holes through which two screws held the pattern to each rib blank, in turn, to allow drilling the spar pilot hole and to allow a pattern following router bit to shape the outside of each rib. Once the ribs were shaped each received a $\frac{15}{16}$ " spare hole drilled on a drill press. As I didn't have a $\frac{15}{16}$ " bit I took an inexpensive 1" Forstner bit and spun it in the drill press while grinding it's diameter with an angle grinder. It should be noted in both photo 1 and 2 all 10 ribs were placed on one blade spar to verify correct hole alignment before final assembly. Each blade is covered with a skin of 24" wide flashing aluminum. Hence the blades are 24" long.



Cont. on pg. 13

Pancake Breakfast & "Glacier Girl" Presentation

Saturday June 4th, 2016



We had a standing room only attendance for Breakfast. Kudos to the Kitchen crew for the phenomenal job they did getting everyone feed. We are getting spoiled by this group and their dedication to making our chapter events so successful, many thanks.

As is the custom, our President Randy gave us an update on all things Chapter related.



The featured speaker, Mr. Pat Epps, gave us a wonderful presentation on the expeditions that went into finding and recovering the WWII P-38F fighter named "Glacier Girl". She was buried deep in the ice in Greenland for 65 years.



Left to Right the presenters of the "Glacier Girl" saga with their Chapter Mugs of appreciation.

Neal Estes, Pat Epps, Randy & Richard Taylor



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 or ASCII format and pictures in .jpg, .tft or .bmp format via e-mail to editor@eaa690.org. Deadline for submission of articles and pictures is the 20th of the month,

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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Your comments and suggestions regarding the NavCom are always welcome.. Our goal is to provide a publication that meets the needs of the entire Chapter so please, gives up your feed-back.

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Donations Are Needed, Please Help!

A good friend to EAA 690, Tom & Deb Schmid need our help. On April 7th, around 4:00 AM their house of 22 years was destroyed by fire and is a total loss. You may know that Deb is the Commander of the CAP Squadron at LZU and has attended many of our events. We all know the Schmid's and their tireless work giving themselves to others, and volunteering in the Civil Air Patrol, working with the Masons, and in general being a leading light in the community.

If you would like to contribute to the Schmid Family you may do so by sending a check to the chapter clearly marked for "The Schmid Family or go to our marketplace and making a general donation making sure to use the note feature to let us know it is for "The Schmid Family"

I know we can count on the EAA 690 community to help, thanks!

Volunteer as a Young Eagles Pilot

Reprinted from the EAA Volunteer newsletter, May 2016

Sharing your passion for flight by flying Young Eagles® is one of the most rewarding activities you can do as a pilot. Since 1992, more than 50,000 EAA individual members and chapter volunteers have provided nearly 2 million flights to youths age 8 to 17.



Getting involved is easy. EAA has all the necessary resources and complete pilot guidelines on the Young Eagles webpage. Below is brief overview of the pilot requirements. I hope you will consider becoming a Young Eagles pilot and keep the Spirit of Aviation alive for the next generation.

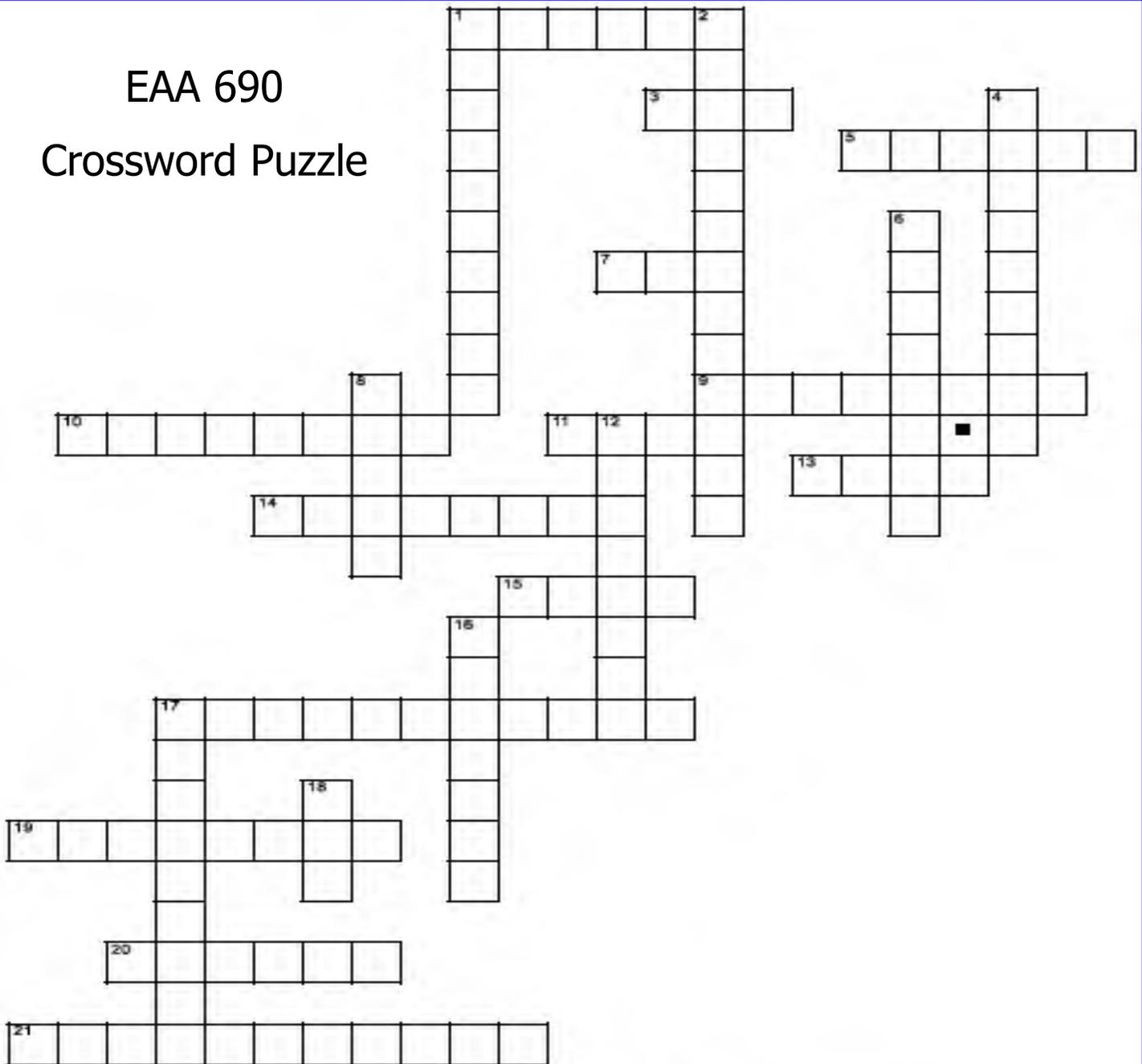
The Young Eagles pilot requirements are basic, but must be followed. To fly passengers in the EAA Young Eagles program, you must:

- Be an EAA member.
- Hold an appropriate Airman's Certificate (sport pilot or greater).
- Possess a current Medical Certificate (if applicable).
- Be current to carry passengers in the aircraft you plan to use.
- Have a current biennial flight review.
- Complete the EAA Youth Protection Policy, which includes a short training session and background check.
- Complete the appropriate Young Eagles registration form before the flight, signed by you and each of your passengers. A parent or legal guardian signature is required for all Young Eagles flights.
- Conduct flights in an aircraft that is in airworthy condition.
- Have Aircraft Passenger Liability Insurance for the aircraft used (owned, rented, or borrowed).
- Adhere to all applicable Federal Aviation Regulations

**For more information on EAA Chapter 690 Young Eagles program
contact John Morgan via phone at (770) 270-1157.**

EAA 690

Crossword Puzzle



Across:

- | | |
|---|---|
| 1. Horizontal surface forward of the wing | 13. Carburetor setting |
| 3. Airman rules | 14. Folds up into the airplane |
| 5. Used to land on water | 15. Universal Time |
| 7. The boss | 17. Beacon on an ILS |
| 9. Find your Way | 19. upward angle of wings |
| 10. Expressed as latitude and longitude | 20. Part of a certificate for special conditions and privileges |
| 11. Movement of an airplane on an airport | 21. Pilot in early aviation |

Down:

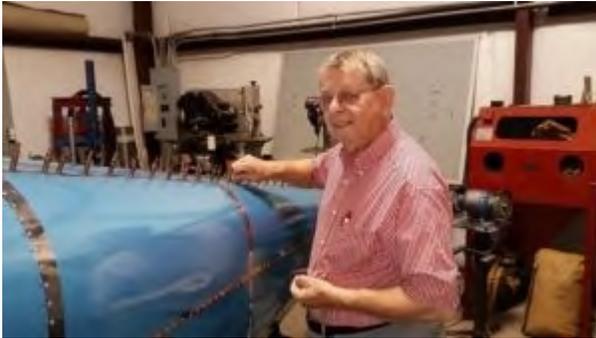
- | | |
|---|--|
| 1. Type of Thrust | 12. Fixed Reference |
| 2. Type of Navigation | 16. where the airplane is pointed |
| 4. Device used to retard the fall of an object in air | 17. Maneuver used to reverse direction in combat |
| 6. Equipment under the nose of an airplane | 18. Controlled by the rudder |
| 8. Device on leading edge | |

Answers pg. 19

Progress Report

EAA Chapter 690 RV-12 Project

Wonderful progress being made by our great group of volunteer builders. Come by hanger 6 and take a look.

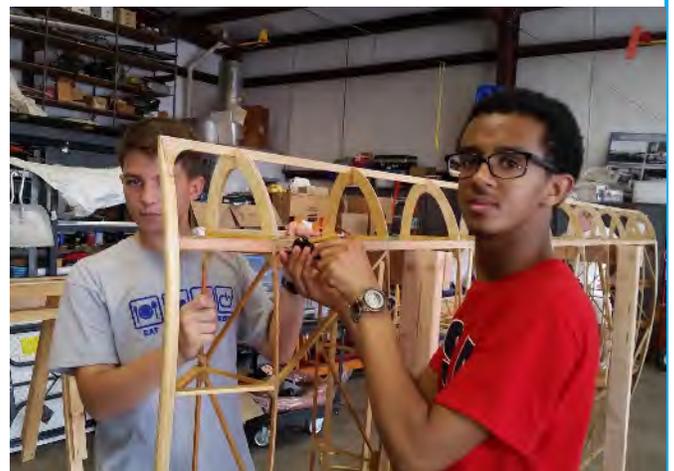


Donations are needed to keep the RV-12 Project moving forward. You can help, go to the [Square Marketplace](#) today to donate. Please be sure to note that your donation is for the RV-12 project. For more details visit rv12.eaa690.net

Progress Report

Chapter 690 Youth Pietenpol Build

Thanks to Joel Levin for the pictures showing the effort of the youth and progress they are making with the Piet build. Looks like they are having a good time as well. Please take some time to visit hanger 6 to see these dedicated builders and their mentors at work.





UPCOMING AVIATION EVENTS



Chapter Events

Join us, bring a friend and have some fun with your fellow EAA 690 Chapter members.

Pancake Breakfast & Program

The first Saturday of every Month
Next event
July 2nd at 8:00 AM-11:00 AM



Chapter Business Meeting & Program

The second Friday of every Month
Next Event
July 8th at 7:30 PM-10:00 PM

Monthly Youth Ground School

The third Tuesday of every Month
Next event
July 19th at 7:00 PM—8:30 PM



GARS Meeting

The second Tuesday of every Month
Next event
July 12th at 7:00 PM—9:30 PM

Upcoming Events cont.



50 YEARS OF FLIGHT

The **Southern Museum of Flight** is dedicated to investigating, preserving, and promoting the rich stories of Southern Aviation and to providing exciting, interactive educational programming for people of all ages. Through collaborative partnerships with the community, the Southern Museum of Flight provides a continuum of exhibitions, displays, and educational services with a sincere devotion to cultural and historical literacy.

The Southern Museum of Flight, 4343 73rd Street North, Birmingham, AL 35206, (205) 833-8226

Saint Simons Island, GA KSSI

Georgia Resort Island. Golden Isles Aviation friendly staff will lend you an old crew car to drive the one mile to the quaint beach village for seafood or burgers. Stroll on the white sand beach, fish off the community pier, visit the art center, bike along the live oak shrouded paths, golf on one of the seven golf courses, climb the ancient lighthouse, stay the weekend at a local resort or guest house, or just hang out for the day. Ya'll come!

Email: goldenislesaviation@yahoo.com Phone: 912-638-8617 **Malcolm Mc Kinnon (SSI)**



Callaway Gardens

From the expansive Callaway Discovery Center to the humble Pioneer Log Cabin, visitors to Callaway Gardens will find a world of fascinating exhibits to explore and programs to delight in.

17800 US Highway 27
Pine Mountain GA 31822
1-800-852-3810



Upcoming Events cont.

47th Annual Cracker Fly-In

EAA chapter 611 announces the 47th Annual Cracker Fly-In July 9th 2016 at Gainesville, Georgia at the Lee Gilmer Memorial Airport (KGVL) Runway 29 from 7am till 3pm. Over 150 aircraft expected from all over the Southeast including warbirds, historic, homebuilt, helicopters and more. Aircraft judging in several categories. Pancakes hit the grill at 07:30 and lunch at 11:00. Runway 5/23 Open all Day (No airshows). Warbird Rides, DC-3 Rides, Huey & Cobra Helicopter Rides. AT-11 Bomber, Lockheed Electra, J3 Cubs, Stearmans, Austin Healey cars and Military Trucks on static display. New Kids area with FREE Jump Castles, snow cones, and more. Fun for the whole family. See our website: www.crackerflyin.com for more info. Free parking on Palmour drive next to I-985. Cost: \$5 donation per walk-ins. Kids 12 and under are free, Fly-Ins are free. Email: ea611staff@gmail.com or call/text Shane Crider: 770-540-9614



DC-3



\$85/Per Person

North American LT-6



20 minute flight time: **\$295.00**
30 minute flight time: **\$395.00**
1 hour flight time: **\$595.00**

Fairchild PT-26



20 minute flight time: **\$99.00**
40 minute flight time: **\$175.00**
1 hour flight time: **\$225.00**

Bell UH-1 Huey



\$75 per Person

Bell AH-1 Cobra



\$325 per Person

Planning:

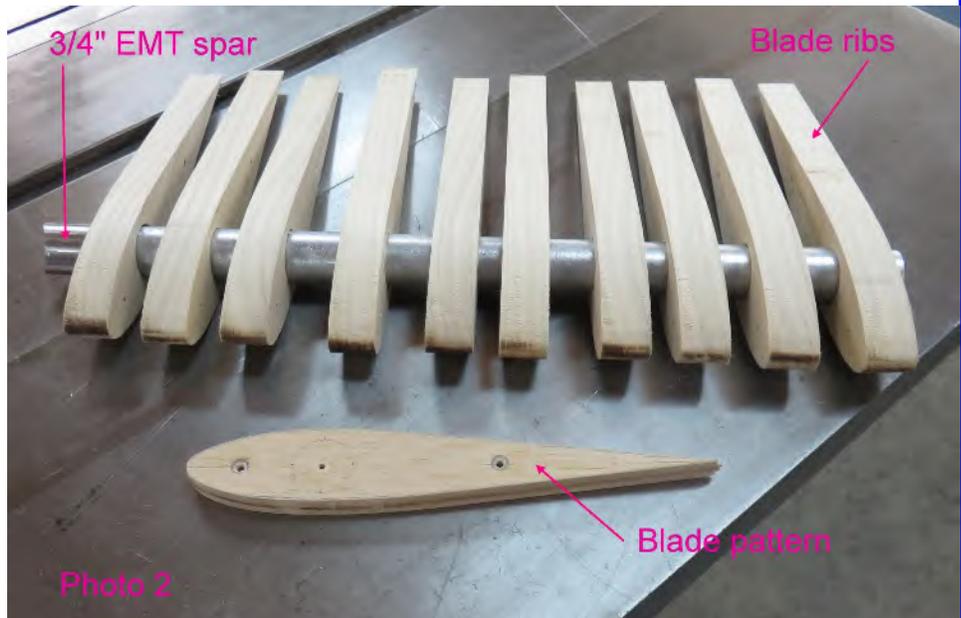
If you are arriving by aircraft, we have some general guidelines to make your trip more pleasant and enjoyable. Some attendees fly in early and park at the FBO. You can find their information here: Champion Aviation <http://www.flychampion.com/pages/main.html> The FBO can help you get rental cars and hotels. The FBO offers 100LL and Jet-A. There are 2 self-serve fuel stations on the field with 100LL: Champion (Phillips 66) and Lanier Flight Center (Shell Champion will have a fuel truck on the line at the event for any aircraft wanting full service refueling before departure.

Creating Heidi: cont. from pg. 3

To assemble the blades the 5 ribs were placed on the spar and the skin was laid on the bottom side of the blade and locked to each rib with two 1/2" long #19 wire nails. Then the skin was wrapped around the ribs and joined at the trailing edge with AN470A-3-3 (3/32" x 3/16") rivets on 3" centers (remember: it's not supposed to fly; just look and operate correctly).

The tail rotor blade construction is similar however there are some significant differences. To start with, they have a 3 1/2" cord and 7 1/8" span. Instead of several internal ribs, a single slab of poplar was shaped with hand planes and then cut on the table saw into 4, 3" wide, pieces (2 for each blade) and drilled to accept the 7/16" diameter spar. Unlike the main rotor blades, the ribs in the tail rotor blades are glued with polyurethane glue (Gorilla Glue) and riveted like the main rotor blades. All the spring clamps in photo 3 are to ensure the skin is in contact with the ribs while the glue sets.

The tail rotor spar is a single piece of 7/16" diameter copper-plated steel ground rod which runs through both blades and is soldered to the tail rotor shaft where it passes through it.



While helicopters don't normally utilize both wood working and metal working techniques in their construction it made the fabrication of Heidi quite a bit simpler. As she has become somewhat locally famous she has already been in numerous shows and has many hours of operation on the rotors without showing any wear. There is no telling how many people have sat on her seat and operated her controls. Not to mention the number of pictures taken!

The next (and last) article will discuss the tail rotor drive and control systems and the electrical components.

From Randy Epstein

We gave Jay a \$500 scholarship for his winning the Skills USA competition. Below is an email from Jay describing his current activities.

From: Jay Thomas [mailto:jaymt97@gmail.com]

Sent: Sunday, June 19, 2016 7:53 AM

To: Randy Epstein

Subject: Re: Skills USA

Ok. So I just finished my first year of college. I am a cadet at the University of North Georgia. I live the military life at all times. I go to class in uniform and wake up early every morning for physical training and inspections. I was awarded a three-year ROTC scholarship and that kicks in this coming year. The military will pay you for the last three years of my college and guarantee me a spot as a commissioned officer in the army. What I want to do after I graduate is go to flight school with the army for year and commission into the Army National Guard as an aviation pilot. I've always wanted to fly helicopters. But with the National Guard I will still live at home and attend drill one weekend a month and two weeks out of the summer. Since I will not be full time active-duty Army, I am going to try to get a helicopter pilot job at a hospital. If I can't get a job as a life flight pilot at a hospital I will try the police, weather stations, traffic stations, or any other civilian helicopter job. It's always been my dream to fly and I'm going to do anything in my power to make that happen. The first weekend of my cadet life, the school paid for Blackhawk rides through the mountains for every new freshman cadet. I got to find a Black Hawk for about 20 minutes and it was the most thrilling ride of my life going into zero gravity push overs, something that's not possible in a Robinson, and steep turns, and a whole lot of fun! I enjoy every day of my college – cadet life, I love what I do and what I am going to do, and One day I hope to come back to help with the eaa.

Jay Thomas.

GONE WEST

Robert H. "Punchy" Powell, Jr., a WWII Veteran Fighter Pilot, loving husband, respected father, Atlanta businessman, and noted WWII historian and author, passed away June 22nd 2016, at the age of 95.

R.I.P.



We make a concerted effort to verify the content of the NavCom is accurate and up-to-date however, readers are advised to verify with a third party before making plans or taking acting based on the information provided here. Programs and planned activities can and often are changed, modified or cancelled without notice.

EAA AirVenture Oshkosh 2016 NOTAM Now Available for Pilots Flying to Oshkosh

May 25, 2016 - The Federal Aviation Administration has released the EAA AirVenture Oshkosh 2016 Notice to Airmen (NOTAM), featuring arrival and departure procedures for EAA's 64th annual fly-in convention July 25-31 at Wittman Regional Airport in Oshkosh.

The NOTAM, which is in effect 6 a.m. CDT on Friday, July 22, until noon CDT on August 1, outlines procedures for the many types of aircraft that fly to Oshkosh for the event, as well as aircraft that land at nearby airports.

The NOTAM was designed by the FAA to assist pilots in their EAA AirVenture flight planning. This year's NOTAM cover features a photo of Wittman Regional Airport's air traffic control tower, and also this year's Young Eagles logo. The Young Eagles program is celebrating its 2 millionth young person flown during this year's fly-in.

While the overall procedure is similar to past years, there are some changes compared to the 2015 version. Some of those changes include:

- Frequencies for Departure ATIS and Runway 9/27 departures
- Taxiways north of OSH Runway 9/27
- Markings on OSH Runway 36R
- Notification requirement for aircraft over 12,500 pounds
- Internet URLs
- Advisory about separate arrival and departure frequencies

Pilots can acquire a digital version NOTAM by downloading it through the EAA AirVenture website. For a free printed copy, pilots can order online or call EAA Membership Services at 800-564-6322.

To further assist pilots flying to Oshkosh this year, EAA's volunteer NOTAM chairman Fred Stadler is hosting a June 8 webinar that will highlight special tips and other aspects of the NOTAM fly-in procedures. Register for the webinar on the EAA website. In addition, the National Transportation Safety Board has published an informative safety bulletin about arriving to a major fly-in event.

Additional hints and tips for pilots arriving at and departing from EAA AirVenture Oshkosh 2016 are available on the EAA website.





NATIONAL MUSEUM OF THE UNITED STATES AIR FORCE™

FOURTH BUILDING GRAND OPENING

JUNE 2016

DAYTON, Ohio -

The National Museum of the U.S. Air Force extends an invitation to everyone to see a part of our history and visit the new \$40.8 million, 224,000 square foot fourth building, which was privately financed by the Air Force Museum Foundation. This new facility will house four galleries – Presidential, Research and Development, Space and Global Reach, along with three science, technology, engineering and mathematics (STEM) Learning Nodes.

Among the stories found in the fourth building will be the VC-137C Air Force One (SAM 26000), which was used by eight presidents - Kennedy, Johnson, Nixon, Ford, Carter, Reagan, George H.W. Bush and Clinton; the only remaining XB-70 Valkyrie; the C-141C Hanoi Taxi, which airlifted the first American prisoners of war out of North Vietnam in February 1973; and the massive 96-ton Titan IVB space launch vehicle.

The National Museum of the U.S. Air Force, located at Wright-Patterson Air Force Base near Dayton, Ohio, is the world's largest military aviation museum. With free admission and parking, the museum features more than 360 aerospace vehicles and missiles and thousands of artifacts amid more than 19 acres of indoor exhibit space. Each year about one million visitors from around the world come to the museum. For more information, visit www.nationalmuseum.af.mil.

The Air Force Museum Foundation, Inc. was established in 1960 as a philanthropic, non-profit organization to assist the Air Force in the development and expansion of the facilities of the National Museum of the United States Air Force, and to undertake and advance programs and activities supporting the museum. The Foundation raises funds through its membership program, the Air Force Museum Theatre, Museum Store, flight simulators and Valkyrie and Refueling Cafés, as well as from direct donations. For more information about the foundation, visit www.afmuseum.com.

NOTE TO PUBLIC: For more information, please contact the National Museum of the U.S. Air Force at (937) 255-3286.

EAA 690 Chapter Store

Everything Must Go!

Discounts

Bargains

Buy Now

Save \$\$

Specials

Deals



We need to move out our current inventory to make room for new items. Please place your orders with Randy, early and often.

Toys

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Kits**

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Models

Shirts

Personalized Large Coffee Mugs are also available by special request

contact Ronald Hlozansky

skee5@bellsouth.net or by phone 770-435-2104

Got something airplane related (or not) for Sale or need something? Why not list it or make a request for it in the NavCom for all the Chapter Members to see.

Hanger Space Needed at or Near LZU

Dwight Sullivan needs a home for his Avid Flyer N921DS

Dimensions are as follows: Wingspan: Flight: 24' 3"; Folded: 7'8" Length: 17'11" without tow dolly; 19'10" with tow dolly. NOTE: once in storage the dolly can be rotated almost 90° to the long axis of the plane reducing the needed storage length to the basic length of the plane.

Height with the tail elevated on the tow dolly: Forgot to measure but it's less than 8' because that's the height of the door of the storage building I'm now using.

Sharing hanger space would be good as well.

Contact Dwight, email: iluvatar111-690@yahoo.com Cell: 678-457-5920



House for sale

Owner is Brian Schoonmaker and the next-door neighbors are Ken & Sheryl Sharp. 3 beds 3 baths 1,648 sqft Located at 186 Deerfield Lane, Eatonton, GA 31024

Truly CUSTOM 3/2 home with vaulted ceilings, open floor plan and split bedrooms located in secluded airport community. House is finished in cedar and rock as is the 2700ft2 hangar (read that as super garage if you are not a pilot)/heated shop with high volume compressor and half bath/garage. PRICE INCLUDES 2-PLACE AIRCRAFT

See the complete listing on the web site below:

http://www.zillow.com/homedetails/186-Deerfield-Lane-Eatonton-GA-31024/2099896982_zpid/



Send your listing to: editor@eaa690.net.

Be sure to include pictures, a detailed description and your contact information.

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.

Attention Pilots, Volunteers and Chapter Members

Please send us your comments, notes or full blown articles regarding your experiences both past and present. Include pictures if you got'em. Your input adds flavor, color and interest to our publication. Don't worry if you are not a writer, our large professional staff of copy writers, editors, typesetters and letterpress operators are at your disposal and eager to assist. (don't expect miracles, we will do our best). Your input is welcome and appreciated.

Email to "Editor@eaa690.net"



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

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.

Your Assistance is Requested

As always, our great chapter runs best when we have volunteers that will step up, pitch in and get involved. Announcements are made at most chapter functions for those projects and activities where we need additional volunteer help. Please lend a hand, your help is needed and greatly appreciated.

Annual Chapter Dues

Chapter 690's Fiscal and Membership Year begins on January 1st. Dues are due and payable on the 1st of January. 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.

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 NOTAMS sent by our President Randy Epstein. To be sure you continue to receive these informative announcements please be sure to notify Jeanne Ferguson, jmarief@bellsouth.net if you have a change in your preferred email address.

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You are receiving this EAA 690 NavCom because of your interest in aviation and specifically EAA 690 activities.

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