



# NavCom

FEBRUARY 2009

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

Chapter 690 Meets in Hangar #1 of the Sport Aviation Complex at Briscoe Field, 690 Airport Road, Lawrenceville, GA

## Can You Keep a Secret?

**WHAT:** You are invited to a **surprise** celebration of EAA 690 member Robert Bruce's 16th Birthday!

**WHEN:** Thursday February 26, 2009. The party starts at the chapter hangar around 6:15 with dinner and birthday cake starting at 7:00PM.

**WHY:** Hopefully, for a dual celebration. Robert is planning to solo on his birthday (weather permitting) — a dream he has had since he was 11 years old. Thanks to Dr. Stephen Leonard, he has had his medical and is ready to go!



Please **RSVP** by Monday February 23 at [laura1bruce@msn.com](mailto:laura1bruce@msn.com) or call 678-462-9143 (Laura's cell—you can leave a message and Robert won't accidentally hear it!). *Hope to see you there!*

Laura and Scott Bruce

## And the Winner Is . . .

On Friday, February 13th, at the conclusion of the Chapter meeting and program, the Chapter held a drawing for a trip for two on Wings Air, based at Lawrenceville's Briscoe Field. Our guest speaker for the evening, Bernie Dvorscak, drew the winning raffle ticket — and the winner was Mike Huffman. The other winners were the Chapter's Scholarship recipients, since the raffle proceeds benefited Chapter 690's Scholarship Funds.

From the Gwinnett Business Journal dated 12-01-2008: "Wings Air Celebrates New T-Gate" and an affiliation with American Airlines. Wings Air's shuttle service offers regular service from Athens, Macon and Lawrenceville to Hartsfield-Jackson Airport. With its own T-gate, passengers do not have to pass through TSA security checks before proceeding to the gate for connecting flights. Wings Air offers UGA game day shuttles, charters, and on-demand flights to key destinations in the Southeast.

## "The Untold Story of the Battle of Britain"

EAA Chapter 690 hosted special guest Lockheed test pilot Bernie Dvorscak on Friday evening February 13th in the EAA 690 building at Gwinnett Airport. The title of Dvorscak's presentation was "The Untold Story of the Battle of Britain."

Bernie has been with us in the past, presenting programs on the Lockheed C-5, the XV-4A – Hummingbird and the Battle of Midway. Bernie joined the US Navy in 1946 and earned his Navy wings at Pensacola, Florida in 1950. He joined the Navy Reserves in 1953 as a US Navy Fighter pilot. He received a degree in aeronautical engineering from Georgia Tech in 1956. In 1955 he joined Lockheed as a production pilot and later transferred to the engineering flight test organization. A qualified pilot of 16 types of fighter, cargo, and experimental aircraft, his flight testing included the C-130, C-5A and C-5B, and the XV-4A and XV-4B hummingbirds. In 1990 he retired from Lockheed,



and after 30 years of service in the military reserve, Bernie retired as a US Navy Reserves Captain with 11,000+ flight hours.

The February meeting and program were

well attended, and the audience enjoyed the very informative program.

A group of Chapter members and our guest speaker gathered at the Flying Machine for dinner before the meeting. Good food and good fellowship were a great way to start the evening!

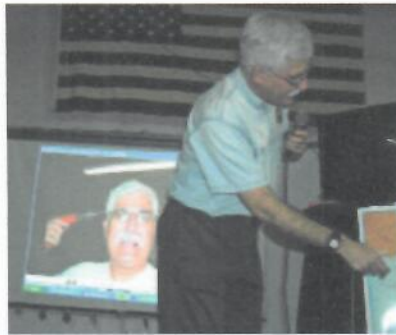
## Check This Out – For This Thurs. & Sat.

Astronaut Eric Boe, Mission STS-126 Shuttle Pilot, will visit Fernbank Science Center this Thursday, February 19th at 6:00 PM and Saturday, February 21st at 2:00 PM. More info is on page 7 and at [www.fernbank.edu/ericboe.htm](http://www.fernbank.edu/ericboe.htm)



## Chapter 690 Scenes

Photos by Joel Levine



? (Far Left) After the January Pancake Breakfast, Steve Ashby gave an update on his progress with his RV-7 project to an attentive audience.

? Steve showed the planned route for his around the world trip that he hopes to make in his RV-7.



? Steve Ashby and Lee Olson talk to Carlton Joyce after his presentation on Normandy Battle Sites at the January Chapter meeting. Carlton will return in March for an in depth view of the last great thrust by Germany in its attempt to force an armistice, at "The Battle of the Bulge."



? At the conclusion of Carlton's most fascinating presentation, members took turns examining the map showing the Normandy Battle Sites.



Mike Huff received the traditional engraved Chapter Mug from Dennis Crosgrove after his interesting presentation on Light Sport Aircraft after the February Pancake Breakfast. ?

Some pretty planes were at the February Pancake Breakfast - to be seen with their proud owners. Here are a few of the pilots with their aircraft:



Keith Ward



John Morgan



Dave Henderson

### The Chapter 690 Scholarship Application Deadline Approaches –

This is a reminder that Chapter 690 is again offering tuition scholarships to the EAA Air Academy in Oshkosh.

The application requirements and forms are in the November issue of the NavCom (Pages 5-7). The completed application is due by Feb. 28th. For more info on the Academy, go to: [www.airacademy.org](http://www.airacademy.org)



## The NavCom

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

Original articles, art and photos are invited and welcome. Please submit articles in Word format and pictures in jpeg, or gif format via e-mail to: [lnor\\_l@bellsouth.net](mailto:lnor_l@bellsouth.net).

Deadline for submissions is the 20th of each month, unless otherwise announced. **The deadline for the March 2009 NavCom is Friday, February 20<sup>th</sup>.**

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.

The NavCom is distributed to members via e-mail, and is available for download from the media gallery of the Chapter 690 web-site: [www.eaa690.org](http://www.eaa690.org).

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## Hangar Talk

By Debi Huffman, Chapter 690 President



Greetings Fellow EAAers!

It seems there is never a shortage of blessings, and we have many for which to be thankful! One blessing comes from our dedicated Young Eagle pilots and support crew who inspire our next generation of pilots! One of those Young Eagles is our own Robert Bruce! Robert was bitten by the "Flying Bug" almost at birth! He celebrated his 7<sup>th</sup> birthday at a Delta Airlines party, has been a pilot for Halloween, celebrated his 11<sup>th</sup> birthday at the Flying Machine restaurant and took his first Young Eagle flight with Larry Bishop in 2004. (See photo below.)



Soon after his flight, he logged 1.7 hours of flight time! EAA 690 sent Robert to the Air Academy in Oshkosh in 2005 and 2007. He has been nominated for flight scholarships, and on February 26<sup>th</sup>, his 16<sup>th</sup> birthday, he is poised to solo at LZU! Congratulations, Happy Birthday, and Blue Skies to you, Robert! If you would like to meet and encourage Robert, he can be found at the EAA 690 hangar at most of our events!

Mark your calendars for February 14<sup>th</sup>! Yes, it is Valentine's Day, but it is also the day that Original Tuskegee Airmen, Roy Eealy and Val Archer are scheduled to be at Fernbank Science Center as we celebrate the Tuskegee Airmen for Black History Month. The program is free and open to the public. Please check the Fernbank web-site for details.

Next important date: Thursday, February 19<sup>th</sup> at Fernbank Science Center Planetarium. Astronaut Eric

Boe will give a public presentation on his recent STS-126 mission to the International Space Station. This is also free, and open to the public. If you can't make Thursday, he will also talk in the Planetarium on Saturday, February 21<sup>st</sup> at 2:00. The Fernbank Science Center web-site will have details. If you can get a current copy of Up, Close and Personal in Tucker or the Lilburn issue, you can read all about Eric.

Reminder: The deadline for Air Academy scholarship applications is February 28<sup>th</sup>. A few applications have already been received. Be sure

to spread the word to any interested young people you know, who are between the ages of 12 and 18. The application is in the November issue of the NavCom. Last year, due to the generosity of our members and friends, we sent five students to Air Academy! If you would like to donate any amount to help support our scholarship funds, please send your gift, earmarked

for Air Academy Scholarships to:

**Air Academy Scholarships**  
Attn: Debi Huffman  
156 Heaton Park Drive, N.E.  
Atlanta, GA 30307

We also have the Margaret Wilcox Memorial scholarship for ladies who would like to pursue flight training, and the Elgin Wells Memorial Scholarship, which will be available to any chapter member pursuing advanced flight training of any kind. Donations are accepted, and very much appreciated, for any of these scholarship funds throughout the year.

When you support our chapter events, you are supporting our future. Thank you for helping our Young Eagles reach for the stars. We appreciate your continued support as 2009 unfolds!

Blue Skies!  
Debi ☺



February 7th, 2009  
 EAA 690 Chapter Hangar  
 0900 - 1100  
 Chapter Members Only!



Jovita Moore  
 Executive Talent Anchor



Ann Cramer  
 Business Executive



Eugene Redmond  
 Artist

## 2009 Chapter Directory

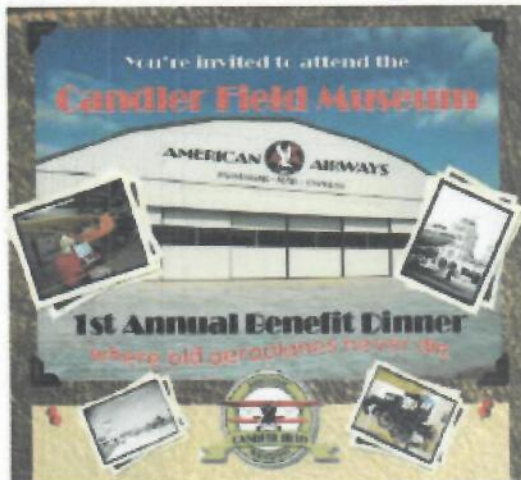
# Come get Shot!

No Cost to Members  
 Casual attire  
 Call John Slemp  
 for more info at  
 (770) 493-9727

Chapter 690 Member John Slemp, who as most of you are now well aware is a most talented professional photographer, has agreed to take photos of Chapter members for an on-line Chapter Directory.

As our Chapter has grown in size, it is harder to remember all the new faces we see at events. To help us get to know each other, the new Directory will list members with a photo. John has

graciously volunteered to assemble this directory, and to take photos of our members at no charge. If you can't make a meeting or activity, send a picture to John to include.



**DONATION: \$50 Per person**  
 Reservations are required.  
**MENU: TBA**  
 Directions are available on-line.

*It is with great excitement that we extend an invitation to you for our*  
**1st Annual Benefit Dinner.**

**The date is Saturday, March 7, 2009  
 at the Candler Field Museum in Williamson, Georgia**

**Our doors will open at 6:00 PM.**

We will begin the festivities with tours of the museum, a look inside our DC-3 now on display, and dinner at 7:00 PM. After dinner, Ron Alexander will give a slide presentation on the history and future of Candler Field and the museum.

Proceeds from this event will go towards the Museum's operating expenses and help fund future displays, restorations and expansion.

To purchase tickets go to [www.peachstateaero.com](http://www.peachstateaero.com), or call 770-467-9490. Tickets may also be purchased at The **Barnstormer's Grill**.

Or send your request to Candler Field Museum, 349 Jonathans Roost Road, Williamson, GA 30292.

We must receive your request by March 1, 2009. Tickets will be mailed directly to you at the address you provide. Or, if you wish to purchase your ticket at the door, the charge will be \$60 per plate. Tickets are nonrefundable.

## FAA NOTICE OF PROPOSED RULEMAKING (NPRM)

Thanks to Ron DeWees for submitting this:

**1000.1A** No pilot or pilots, or person or persons acting on the direction or suggestion or supervision of the pilot or pilots may try, or attempt to try or make or make attempt to try to comprehend or understand any or all, in whole or in part of the herein mentioned Federal Aviation Regulations, except as authorized by the Administrator or an agent appointed by, or inspected by the Administrator.

**1000.1B** If the pilot, or group of associated pilots becomes aware of, or realizes, or detects, or discovers or finds that he, or she, or they, are or have been beginning

to understand the Federal Aviation Regulations, they must immediately, within three (3) days notify, in writing, the Administrator.

**1000.1C** Upon receipt of the above mentioned notice of impending comprehension, the Administrator will immediately rewrite the Federal Aviation Regulations in such manner as to eliminate any further comprehension hazards.

**1000.1D** The Administrator may, at his or her option, require the offending pilot, or pilots, to attend remedial instruction in Federal Aviation Regulations until such time that the pilot is too confused to be capable of understanding anything.



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Connecting the Aviation Industry

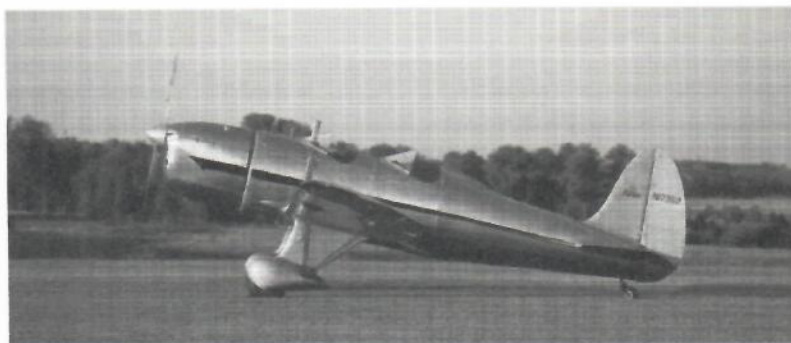
GlobalAir.com would like to announce the addition of Winds Aloft to our National Weather section in the Airport Resource Center (ARC). Winds Aloft is a forecast in terms of wind and temperature at specific altitudes. This is another great tool that we are proud to offer our pilots and we would like to invite you to take a look.

<http://www.globalair.com/airport/weather.aspx#tabview=tab12>

Since 1995 we have strived to make our site a helpful resource for the aviation industry, we know this addition will come in handy for our users and we hope you will come back to GlobalAir.com for all your aviation needs in the future.

With best regards,

[GlobalAir.com](http://www.globalair.com)  
[www.globalair.com](http://www.globalair.com)



## LET'S TALK PHOTOGRAPHY... Saturday, March 7, 2009

**EAA 690 Hangar  
1 p.m. to 4:30 p.m.  
\$30 each**

Join us as EAA 690 member John Slemp presents a general discussion on photography. We'll examine such topics as light, composition, color, and gesture as we explore what makes a "good picture."

We'll have several live demonstrations to illustrate

the point, have some fun, and hopefully, generate some new thoughts on what seems mysterious to many. Feel free to bring your camera, and tripod.

John is a working commercial photographer in Atlanta, with over twenty years of experience to share. Call (770) 493-9727 for more information. A portion of the proceeds go to the Chapter Scholarship Fund.

### 2009 Chapter Dues are Due

Chapter dues are due on January 1st. They can be paid at meetings or mailed to Membership Chairman Cliff Aiken at: 4132 Atlanta Hwy., Suite 110-107, Loganville, GA 30052. Please, if you did not complete a membership profile form with your 2007 or 2008 dues payment, include one with your 2009 dues and update e-mail, address, phone number and any current project or flight certification info. (See page 9.)

Annual Chapter dues are \$30 for a single member, \$40 for a family membership, and \$10 for a student membership. Checks should be made to EAA Chapter 690.

To encourage prompt payment of Chapter 690 dues, we are holding a prize drawing at the March meeting. All chapter members who have paid their 2009 dues by the March 13th meeting are eligible. *You must be present to win!*

### Worth a Look

Home-made B-29 bomber.....Wow!

This aircraft runs on four Chainsaw motors. You can just imagine how much time, effort, skill and money these guys have put into this thing. [www.users.skynet.be/fa926657/files/B29.wmv](http://www.users.skynet.be/fa926657/files/B29.wmv)

Fwd: Douglas (Wrong Way) Corrigan - Forgotten Hero  
[www.youtube.com/watch?v=ttIEtj7k0](http://www.youtube.com/watch?v=ttIEtj7k0)

As a fascinating follow-up to the US Airways ditching in the Hudson, take a scroll through 3 alternate reruns of the flight on Microsoft Simulator X: [www.tailspinstales.blogspot.com/2009/01/second-guessing-scully.html](http://www.tailspinstales.blogspot.com/2009/01/second-guessing-scully.html)



# HELP STOP LASP!

Large Aircraft Security Program

**FOR IMMEDIATE RELEASE**  
Contact: Alan Armstrong - (770) 451-0313  
www.stoplasp.com

## The Transportation Security Administration (TSA) embarks on an assault against the general aviation community...

ATLANTA, GA: A group of pilots and aviation leaders have come together from all over the country to challenge the Transportation Security Administration's latest "Large Aircraft Security Program (LASP)". The TSA has issued a Notice of Proposed Rulemaking (NPRM) that seeks to amend the Twelve Five Standard Security Program (TFSSP) and Private Charter Standard Security Program (PCSSP) and apply new security requirements to all aircraft weighing more than 12,500 pounds. In addition, TSA proposes airports serving large aircraft to adopt mandatory security requirements.

**There is no demonstrable evidence that shows general aviation aircraft are a threat to national security any more than trains, boats, public transit, trucks or cars.** The general aviation industry has been very aggressive promoting security initiatives since the terrorist attacks of 9-11. It is a fact that the general aviation community has led security efforts - not followed. The proposals put forth in the LASP Notice of proposed rulemaking will do little to improve general aviation security and will have **DISASTEROUS CONSEQUENCES** on the industry.

**FACTS:** Among many of the requirements contained within the proposal, the major provisions for aircraft operators include criminal history record checks (CHRC) and security threat assessments (STA) for flight crew, checking passenger names against the TSA's "No-Fly" and "Selectee" lists, development of a security program, and biennial auditing of the security program. Additionally, the proposal would require approximately 320 airports designated by the Department of Transportation (DOT) as "reliever" airports and airports that regularly serve scheduled or public charter operations in large aircraft to adopt a "partial" airport security program that would include specific training, record retention, personnel and notification requirements.

**• • • The TSA admits they don't know what this will cost - in addition, private aircraft are just that "private" and the free use thereof. The message here is that government is taking private property - the TSA is embarking on an assault against the general aviation community - they have no real understanding of general aviation. Allowing this TSA rule to become final may signal the death for many segments of the general aviation community and corporations using these aircraft as a whole.**

Acting on a joint request from the NBAA (National Business Aviation Association), the AOPA (Aircraft Owners and Pilots Association), GAMA (General Aviation Manufacturers Association) and EAA, Experimental Aircraft Association - the TSA has extended the time period for public comment on the agency's LASP proposal by an additional 60 days. As a result of the extension, **the new deadline for public comment is February 27, 2009.** Unfortunately, the TSA and the media ignore the benefits of general aviation and appear fixated on making this a class warfare issue. After all, the airline passenger has to be hassled, why not the general aviation traveler? This is the message the media seems to be focused upon. Private citizens and pilots do not need to be screened by TSA to get in a private aircraft any more than they need to be screened to get in a car or bus. If this proposal goes through, eventually ALL airplanes (King Airs, Cheyennes, and even small Cessnas) will be next. Many of these smaller aircraft are utilized to protect communities through law enforcement agencies, fight wildfires, transport the sick and injured among many other positive aspects. It would be tragic if the same aircraft that fought to preserve our freedoms were victorious over foreign tyrants only to be defeated by a tyrannical proposal from within our own government.

***Skipper Hyle, an active warbird pilot and airline captain; Mike Collier a businessman-pilot and Alan Armstrong an aviation lawyer and warbird pilot will be meeting in Washington on Friday, February 20th with staff personnel in the offices of Congressmen Graves and Mica to discuss the consequences of the TSA's program if implemented.***

**The Large Aircraft Security Program (LASP)** is the Notice of Proposed Rule Making (NPRM) that the Department of Homeland Security (DHS) has posted in the Federal Register currently. This rule will significantly affect ALL business and corporate aviation operators operating airplanes that weigh more than 12,500 lbs. Cutting and pasting specific requirements from the commercial service airports is not practical and shows a complete lack of understanding of the difference between general aviation and commercial service airports.

This rule will:

**1) Restrict items that you will be allowed to take on board your OWN airplane**

• No firearms (Hunting trips?), No liquids over 3 ounces (Do you carry toothpaste or shampoo or wine on board?), No knives (Do you carry a survival kit? Do you ever enjoy meal catering that needs forks and knives? Carry a pocket knife?), Many tools will be restricted (Do employees take tools to any of your construction or work sites?).

**2) You and your passengers will need to be screened prior to each and every flight to make sure that none of you are terrorists.**

• You will not be able to vet any of these people yourself, and this includes you, your wife, your children, your parents, any guests you invite, your employees, your customers, etc.

Continued on Page 9



## A Special Event Reminder



20th Annual WAI Conference  
Feb. 26-28, 2009

Atlanta Hyatt Regency Hotel

This year's theme is – "A New  
Approach for Your Tomorrow"

For more info on the conference:  
[www.wai.org/09conference](http://www.wai.org/09conference)

## An Invitation

Please join us at our next  
meeting as we welcome:

Special Guest Speaker - Rhett  
Ross, President, Teledyne  
Continental Motors, Inc.



When: Thursday, March 12, 2009  
Noon (11:30 Check in)

Where: Capital City Club  
7 Harris St.

Grand Ballroom - 3rd Floor  
Atlanta, GA 30303

Cost: \$40.00 members-  
\$45.00 Non members

RSVP: 770-451-2095  
[cc@atlantaaeroclub.org](mailto:cc@atlantaaeroclub.org)  
[airboss@wingspdk.com](mailto:airboss@wingspdk.com)

## Handmade Gifts



\$8-\$10 a pair  
for handmade slippers.  
Special orders available!

Contact Sue Adams at  
770-344-9345

## Astronaut Eric A. Boe

DeKalb County School System's  
**Fernbank Science Center**  
Jim Cherry Planetarium

Thursday, February 19, 2009, 6:00 p.m.  
**A Presentation to Celebrate  
National Engineering Week**

Saturday, February 21, 2009, 2:00 p.m.  
**A Presentation on the Flight of STS-126**

**NASA Astronaut Eric A. Boe to  
Visit Fernbank Science Center!**

DeKalb County School System's own  
Astronaut, Eric Boe, will visit Fernbank Science  
Center during February 19-21, 2009 to help  
celebrate National Engineering Week and the  
Year of Astronomy.

A native of Atlanta, Eric Boe attended  
Evansdale Elementary and Henderson High  
Schools, and participated in the Advanced  
Study Aerospace Program at Fernbank Science  
Center before continuing his education at the  
United States Air Force Academy and the  
Georgia Institute of Technology.

Eric was selected as a pilot by NASA in 2000  
and most recently flew Shuttle Mission STS-  
126 in a 16-day visit to the International Space  
Station. After completing 250 orbits and  
traveling more than 6 million miles, he returned  
to land at Edwards Air Force Base in California.

To see a video of Eric Boe shortly after the  
Shuttle landing, go to:

<http://www.ofrc.nasa.gov/Gallery/Move/STS/640xEM-0084-30.mov>

Fernbank Science Center  
156 Heaton Park Drive Atlanta, GA 30307  
678-874-7102



## News&Views from EAA

Volume 9, Number 5

### HEAR "MIRACLE ON THE HUDSON" UNFOLD IN TOWER RECORDINGS



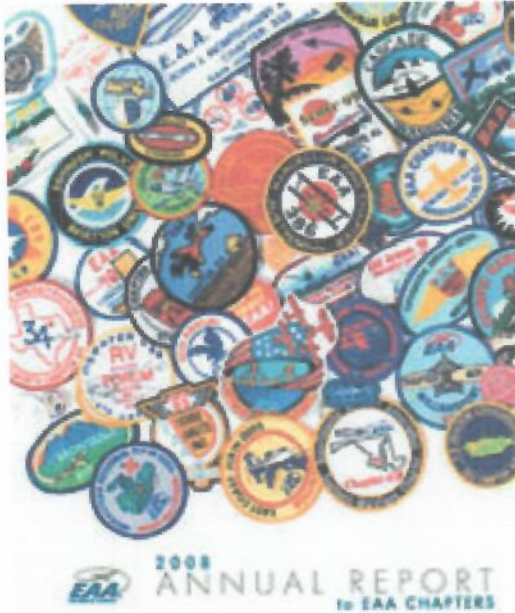
"We're going to be in the Hudson." Those words uttered by Captain Chesley B. "Sully" Sullenberger are heard on audio tapes from tower, ground and TRACON communications during US Airways flight 1549's ditching in the Hudson River on January 15 that was survived by all 155 people on board. The National Transportation Safety Board released a series of digital recordings on Thursday. For a list of links to all the recordings, and transcripts, go to:

[www.faa.gov/data\\_statistics/accident\\_incident/1549/](http://www.faa.gov/data_statistics/accident_incident/1549/)

**CHAPTER 690 MINUTES POSTED ON WEB-SITE --** Minutes from the Chapter's meetings will now be available on the Chapter's web-site. Chapter members are asked to please visit [www.eaa690.org](http://www.eaa690.org) to review meeting minutes.



## Annual Report to Chapters



The new Annual Report to Chapters outlines some of the accomplishments we (EAA) made last year and plans for the coming year. Take a look at this year's report at:

[www.eaa.org/chapters/newsletter/08annual\\_report.pdf](http://www.eaa.org/chapters/newsletter/08annual_report.pdf)

## An Invitation to Breakfast and More

Our first free breakfast fly-in is Saturday the 28th of February at the Lake Guntersville, AL Airport (Airport 8A1). FREE breakfast starts at 8:00 am to 10:00 am. FREE sheet metal workshop starts at 11:00 am, provided by Charlie Haynes; RV4 Builder.

Lake Guntersville Airport is adjacent to beautiful Lake Guntersville on the southern-most point of the Tennessee River!

For more information, visit our web-site at [www.eaa683.org](http://www.eaa683.org) or call me at 256-559-1200.

Thanks, and hope to see you there!

Mark Cherry, President  
EAA 683

## YOU MIGHT BE A REDNECK PILOT IF:

Your cross country flight plan uses flea markets as check points.

You think sectional charts should show trailer parks.

Your toothpick keeps poking your mike.

You've thought about just taxiing around the airport drinking beer.

## About Michael Huffman

A Member Profile by Barbara Huffman

As 2009 just opens its possibilities to us, I find myself wanting to share a few things with you about the guy I hang around with, G. Michael Huffman, pilot and airplane builder extraordinaire!

When I first met Michael back in 1996 he offered me a ride in his airplane. I was amazed! It was the first time I had been up in a small plane – and he actually let me fly the plane! All my life I had wanted to have the experience of flying, reading everything I could get my hands on about aviation. In fact, when I was in the fifth grade I checked Amelia Earhart's biography out of our grammar school library so many times the librarian joked that she wished she could just give me the book. I wished she could have, too!

At my request and his pleasure (well, on non-PMS days), Michael taught me the rudiments of flying. I always said that if anything happened to him I'd at least need to know how to fly the plane and get it safely to the ground so, despite awful fear, I began flying. I passed ground school classes, got a medical and student ticket, then took my FAA exam and passed that. Then seminary called and time and money were being spent in other ways so I never got my ticket, but the dream still calls sometimes.

I was flying with an experienced pilot whom I trusted. My flying has never been easy or pretty. The airplane always feels ahead of me instead of the other way around – but I managed to shakily fly and ungracefully land my 150, plan flights, do some navigation, etc., but for some reason I'm still scared of taking on the radio. Guess that'll just take more practice.

Michael's aviation history started right after graduate school when he got his first engineering job and finally had the money for lessons. He earned his basic ground instructor certificate in 1967, a private license in 1968, A&P mechanic certificate in 1971, commercial in 1974, instrument in 1978, and became a DAR (Designated Airworthiness Representative) in 2005. Since 2004 he has been an EAA Technical Counselor and Flight Advisor. Michael has been a continual EAA member since 1968.

Michael has built an original design ultralight, a Steen Skybolt (sold to John Denver), a Bede BD-8, and a Quickie Q200. He restored a Stinson 108-2 and won the EAA Classic Custom Aircraft Award, Class B at Oshkosh that year. He restored a Boeing N2S-3 and won the Best Military Classic award at Oshkosh. Add to the list a Fairchild 24W-40, a Piper PA-22/20, a Piper J3, and a Piper PA-22-108. He did engineering design, partial building, repair work, covering jobs, and flight-testing on dozens of other airplanes.

(Cont. on Page 9)



**About Michael Huffman** (Cont. from Page 8)  
A Member Profile by Barbara Huffman

Michael's corporate work experience involves years in the aviation industry, engineering for companies such as Windecker Research, Brittain Industries, Rockwell International, FlightSafety, and IVEX Corporation.

(If you want to know more about Michael's professional experiences, visit his cool website at SportAviationSpecialties.com.)

One other point is that Michael is an excellent, friendly, clear, and down-to-earth teacher. He has taught aviation ground schools, various training courses throughout his aerospace employment years, taught through his publishing of The Oklahoma Aviator, the only state aviation newspaper in Oklahoma, and now teaches FAA accepted experimental light-sport repairman courses at locations all across the U.S. And if he can teach me to fly, he can teach anyone anything!



We have traveled to numerous aviation venues such as Sun 'n Fun and Oshkosh, attended board meetings of the Oklahoma Aeronautics Board, gone to powered parachute fly-ins, participated in EAA builder forums (well, I have... Michael already knows it all), gone to an AOPA fly-in, built airplanes, been active volunteers in several EAA chapters, toured Kennedy Space Station at Cape Canaveral, published an aviation newspaper, and so much more.

One of the high points of our aviation experience together was when, for the centennial of powered flight in 2003,

Michael was chosen as the pilot from the State of Oklahoma to fly the state flag to Kitty Hawk during the EAA's Fifty Flags to Kitty Hawk celebration. Representing our state, we wanted to fly a plane that was manufactured in Oklahoma, so we flew a brand new 4-place Luscombe Spartan 11-E, manufactured in Altus, Oklahoma. We were so comfortable, and made it to Kitty Hawk in fine style.

Another high point was this past July when I finally got to Oshkosh for the first time. Michael had been scores of times, but in our past 11 plus years of marriage, I had not been able to go for a variety of reasons. The highlight of my experience was a visit to the EAA Museum there. I learned so much that one afternoon – so much more than one could learn through any amount of reading or film viewing. I'd been to many aviation museums over the years, but that one was stellar. I especially liked the kid's science room and learning more about Burt Rutan's Space Ship One and the White Knight. Can't wait to see what White Knight 2 is going to do! Maybe, just maybe before the end of my lifetime we'll all have the privilege of going into space!

Michael still loves to design, build, re-build, and restore airplanes. When there is time I help out, but being an aviation mechanic's assistant only gets me the unglamorous jobs such as helping with engine compression tests, painting anti-seize compound on spark plugs, and cleaning rusty bearing in pans of gasoline with wire brushes. But it's all fun and light-hearted and I learn something new every time we work together.

Living with a pilot/builder is more fun than I could have imagined. We stay young doing all of this – besides all the other interests we share. I love doing my life with him because he knows so much yet is never conceited and always keeps learning. Just wanted to share a few things about us you might not have known. Now we'd like to know more about YOUR aviation experiences.

See ya at the airport!

**HELP STOP LASPI!**  
Large Aircraft Security Program

(Continued from Page 6)

**3) You will need to ask for permission from the Federal Government (DHS) prior to each and every flight.**

- They have no time limit on when (after you request permission) you might receive such permission.
- You will quite possibly face significant delays while the government gets around to granting you permission to fly.

**4) You will sometimes need to make room for a DHS Air Marshal if they decide that, for this flight, they might want to send one along.**

- No room? Too bad, you will need to bump one of your passengers.
- All costs associated with the DHS Air Marshal will be to sole responsibility of the aircraft owner / operator

**5) Pilots will need to submit to criminal background checks including fingerprinting.**

- If you are a pilot, you will need to submit to this. Significant fines will be implemented if this is not done

**6) Flight Departments will have to appoint a Director of Security who will be required will to create a security manual to be approved by the DHS. All costs associated with this is the sole responsibility of the aircraft owner / operators.**

**7) GA aircraft owner / operators could be forced to submit to a third party, DHS-approved audit of their**

**airplane operation on a biennial-annual basis - All costs associated with this is the sole responsibility of the aircraft owner / operators.**

This is only a highlight of the severe consequences of the LASP program. This needs to be terminated permanently.

For more information, please follow the following links:

[www.stoplasp.com](http://www.stoplasp.com)

[www.alanarmstronglaw.com/1.html](http://www.alanarmstronglaw.com/1.html)

[www.youtube.com/watch?v=Emd8stTl3dU](http://www.youtube.com/watch?v=Emd8stTl3dU)

<http://planehook.com/wsn/page4.html>

[www.xiosoftpresenter.com/default.asp?eventid=5502009](http://www.xiosoftpresenter.com/default.asp?eventid=5502009)

[www.eaa.org/news/2009/2009-01-15\\_opposition.asp](http://www.eaa.org/news/2009/2009-01-15_opposition.asp)

[www.aopa.org/whatsnew/region/2009/090112ga.html?WT.mc\\_id=090116epilot&WT.mc\\_sect=tts](http://www.aopa.org/whatsnew/region/2009/090112ga.html?WT.mc_id=090116epilot&WT.mc_sect=tts)

[www.flightlineinternetradio.com/](http://www.flightlineinternetradio.com/)

[www.lzuairport.com/](http://www.lzuairport.com/)

[www.alabamaaviator.com/index.asp?record\\_no=15627](http://www.alabamaaviator.com/index.asp?record_no=15627)

[www.goldsealive.com/](http://www.goldsealive.com/)

[www.stoplasp.com/more\\_from\\_director\\_of\\_kapa\\_airport](http://www.stoplasp.com/more_from_director_of_kapa_airport)

[www.avweb.com/avwebbiz/news/LASPUConstitutionalSaysLawyer\\_199569-1.html](http://www.avweb.com/avwebbiz/news/LASPUConstitutionalSaysLawyer_199569-1.html)

[www.aaae.org/news\\_publications/aaae\\_press\\_releases/view\\_Release.cfm?p=22FFEE9B-F83A-0A79-FA786781264BA94](http://www.aaae.org/news_publications/aaae_press_releases/view_Release.cfm?p=22FFEE9B-F83A-0A79-FA786781264BA94)

**YOU CAN HELP** by writing your elected officials.  
**TIME is running short! The time to act is NOW!**



## Classifieds

Members ads run for 3 months. If you would like to continue the ad for an additional 3 months you must request it through the editor by e-mail, snail mail or phone call. This limit is set to keep the ads current and effective. Ads will be dated with month and year at the time of submission or renewal.



Mark your calendar - You won't want to miss out on any of Chapter 690's meetings and activities.

Our regular 1st Saturday Pancake Breakfasts feature aviation programs or activities. Our meetings, on the 2nd Friday of each month, include programs on a variety of topics.

## FOR SALE

Standard Cessna Jumper Cables with bag. They have a 3 pin plug on one end and alligator clips on the other end. List \$169.95 Used once. \$125

Pilot Portable Four Place Intercom. List \$189.00 New in box \$125

Turf Tie Down Set: 3-15" steel screw-in anchors with 2 sets of tie down ropes, Never Used. \$25

Contact Chuck Throckmorton  
404-875-4273 or 678-427-0109

## Visit the EAA 690 AeroShopper

**Chapter Logo Items** - Shirts, Hats, Vests  
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Etched Tempered Glass Mugs.  
Oil Analysis Kits - *Only \$12*

## For Sale: 1 1/2 KR-2 Projects

Complete KR-2 in boat stage on Tri Gear. Plus 1/2 KR-2tail gear parts, main gear, tail wheel & spring, 6 wing spars, wing mount hardware, etc. Plus Rev-Master Engine 0 SMO & New Heads, HAPI 1834 NEW, and Mosler 1915 cc Longblock.

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  - COLLINS TXPDR

\* AIRCRAFT HAD SOME HAIL DAMAGE SEVERAL MONTHS AGO  
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- TAXES ~ \$350 /YEAR
- BASIC ANNUAL ~ \$400.00 YEAR

(I AM AN A&P AND WOULD EXPECT PARTNER TO HELP WITH  
THE 100 HR - BUT WE WOULD HAVE TO PAY AN I.A. FOR THE  
ANNUAL)

- I AM A CFII AND WOULD GIVE PARTNER FLIGHT REVIEWS  
"AS A PART OF" THE PARTNERSHIP
- IN PAST PARTNERSHIPS, WE PAID A SMALL HOURLY RATE (~  
\$20.00) TO A "VARIABLE COST REPAIR" FUND

SUMMARY ESTIMATES ARE:

2 PARTNERS: ~ \$80/MONTH FIXED COSTS & \$20/HR DRY TO FLY  
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COSTS & \$20/HR DRY TO FLY (\$11,667 INVESTMENT)

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02/09



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10/08

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5 AC LS-47 spark plugs, 3 Bosch Z45T4 plugs, a  
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Champion 244 plugs in their original boxes, two  
Bendix 597 04114 plugs, a Champion HO14 plug  
and a USN AN BG 4B2-US plug.

The plugs are all new, some are in unopened  
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10/08



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**Another great gift idea from John Slemp – High quality 4.25" sq. ceramic coasters with some of John's great photos – \$28 / set of 4. See more coaster sets at aerographs.com**

**The Chapter 90 AeroShopper** is a great place to find some unique & high quality gifts.

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Signed, hand colored (suitable for framing) prints of the B-17 by local artist Bill Eyke, III.

See Lnor Levine to order high quality shirts, vests and jackets with our chapter logo.

**Monthly Pancake Breakfast**  
**EAA Chapter 690**  
**Lawrenceville Airport**  
**8:00 to 10:30 AM**

*first Saturday* **Free Programs Start at 10:30 A.M.**

**Tentative Schedule –**

**Mar 7th - Michael Birmingham of Tecnam Aircraft**

**Apr 4th - Presentation on US Coastal Patrol (Precursor to CAP)**

See the NavCom and check the Chapter 690 web-site ([www.EAA690.org](http://www.EAA690.org)) for updated info on programs and events scheduled for our upcoming First Saturday of the Month Pancake Breakfasts – and for activities like our Chili Cook-Off and Poker Run.

**NavComs are Bouncing Back** – From temporarily full mailboxes – or from old addresses. If you did not receive your NavCom – please contact Lnor Levine with updated info: [LNOR\\_L@BELLSOUTH.NET](mailto:LNOR_L@BELLSOUTH.NET) or 678-770-1877.

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