



OCTOBER 2005

NavCom

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

October 14th Program on Returning to The Moon

By John Reitz, Chapter 690 V.P.

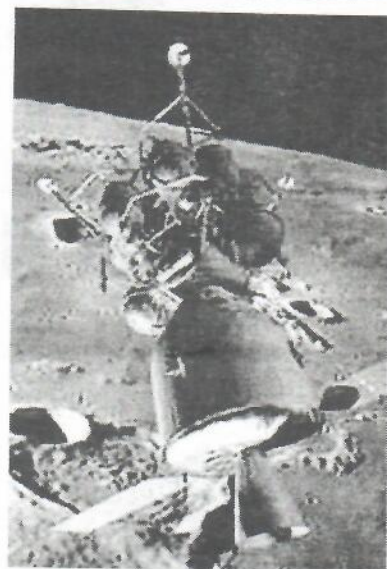
After the Chapter meeting on Friday, October 14th, EAA 690 will present a program by James Gerard, NASA Aerospace Education Specialist, about returning to the moon.

Before the end of the next decade, NASA astronauts will again explore the surface of the moon. And this time, we're going to stay - building outposts and paving the way for eventual journeys to Mars and beyond. This journey begins soon, with development of a new spaceship. Building on the best of Apollo and shuttle technology, NASA's creating a 21st century exploration system that will be affordable, reliable, versatile, and safe. The new crew vehicle will be shaped like an Apollo capsule, but it will be three times larger, allowing

four astronauts to travel to the moon at a time. Learn more about the moon program with Jim's exciting presentation.

Jim, born and raised in Chicago, taught middle school in Cleveland, TN and in 1989 joined NASA at the Kennedy Space Center. He is currently serving the educational community in Georgia by presenting the NASA story to schools, and presenting school programs, teacher workshops and informal education across the state.

Come join us for this exciting program on space travel. Meet your fellow members at Valentino's for dinner at 6 P.M.



Hangar talk starts around 7:30 the business meeting at 8 P.M., with Jim's presentation at about 8:45.

B-17 Tour Dates Changed to October 7th through 9th Join Chapter 690 as We Welcome Fuddy Duddy to LZU

Fuddy Duddy, the B-17 scheduled to be in Lawrenceville in September, "swallowed a valve" (always bad and expensive) in Greenville, SC and had to return to Oshkosh for maintenance. As always, safety first - "it's better to be on the ground wishing you where in the air than in the air wishing you where on the ground."

It's Atlanta visit has been rescheduled for Friday, October 7th through Sunday, October 9th. Please check our chapter web-site - www.eaa690.org - for updates.

The aircraft will be on display at Aircraft Specialists Jet Center (south side), on Briscoe Blvd. from 7:00 AM to 7:00 PM. Pre-scheduled flights will take place in the mornings with tours in the afternoon.

Tickets for B-17 flights must be scheduled in advance by calling toll free to (800) 359-6217 or by visiting www.b17.org on the Internet. Ground Tours are open to

all immediately after the daily flight schedule. Tour admission is free to all WWII veterans.

A continental breakfast, light lunch and refreshments will be available Saturday and Sunday. All activities are open to the public.

On Saturday, October 8th, a WW-II Aviation Round Table Program and Low-Country Boil will be held in the EAA Chapter building. Seating is limited. Early reservations are strongly suggested. Tickets are \$15.00 per person if paid in advance, \$20.00 at the door with rsvp's.



Chapter 690 Scenes

Photos by Joel Levine & David Knowles



Our 2005 Air Academy Scholarship Recipients presented the program at the September Chapter meeting.

⇐ Joey Bennett's Dad assisted with the slide presentation.

The Bruce Family provided a special dessert as a "Thank You" to the Chapter. ⇒



⇐ Stefan Seville enjoyed his second experience at the Air Academy even more than his first.



↑ L to R - John Reitz, Joey Bennett, Robert Bruce, Debi Huffman, Stefan Seville and Larry Bishop smile for the camera after the program.



⇐ Founding Chapter member Ed Booth flew his beautiful RV-8 to the September Pancake Breakfast for a visit.



⇐ Angel Flight Southeast staffers attended the presentation by Larry Bishop at the September Pancake Breakfast.



⇐ Photographer Joel Levine just couldn't resist this shot he titled "Who said Mike Stewart disappeared?"

R to L - Jon, Mitch and Mike Hansen of the Hansen Air Group in Kennesaw. ⇒
Mitch presented a very interesting program on the new Sport Planes after the October 1st Pancake Breakfast.



The NavCom

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

Original articles, art and photos are invited and welcome. Submit articles in Word 97 or ASCII format and pictures in jpeg, tif or bitmap format via e-mail to: lnor@akorn.net

Deadline for submissions is the 20th of each month, unless otherwise announced. The deadline for the November 2005 NavCom is Monday, October 24th.

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.

Thanks to 690's interim "Postmaster" Greg Janakos and his merry band who fold, staple & mutilate the NavCom for distribution and mailing.

President:

Larry Bishop 770-263-7139
LDBishop@mindspring.com

Vice President:

John Reitz 770-476-2920
jreitz@bigfoot.com

Secretary:

Jeff Gwathney 404-790-1555
j_gwathneyone@bellsouth.net

Treasurer:

Mike Stewart 678-571-9319
mstewartga@yahoo.com

Chmn. of BOD:

Jamie Painter 678-546-8274
jdpainter@earthlink.net

Chmn. of Trustees:

Duane Huff 770-962-3117
duanehuff@yahoo.com

Editor:

Lnor Levine
770-394-5466
LNOR_L@BELLSOUTH.NET

Publisher:

Mike and Bruce Dance
DPI Printing 770-326-6040

EAA Hangar: 770-339-0804

The President's Pitch

By Larry Bishop



I congratulate the B-17 committee and especially our tour leaders Duane Huff, Debi Huffman and Jim Sweat for all the planning and hard work in preparation for the B-17 visit. With the recent B-17 engine problems and the resulting delay in its visit to EAA 690 and LZU, we have two more weeks to fine tune everything and sign up a few more volunteers. By the way, what is it about this chapter and "two more weeks?" All the way back to our hangar construction, everything was always going to be done in "two more weeks!" You old-timers, remember that?

As the Fuddy Duddy gets its new engine and inspection in Oshkosh, we have learned that a few of our EAA 690 volunteers cannot be with us due to the schedule change and we need to fill those positions. If you are available and have not signed up to help Friday, Saturday or Sunday (October 7, 8, or 9) please contact one of our tour leaders or give me a call or e-mail. We would appreciate any amount of time you can help, from a couple of hours to all three days.

Thanks to Joel Levine who has handled all the publicity for the B-17 visit. In addition to all the posters, NOTAMS, and press releases, Joel has been recruiting and scheduling the Thursday afternoon press flight for local radio, TV, and newspaper media personnel. His full time EAA job went into overtime when he suddenly had to notify everyone in the media about the schedule change.

Don't forget our upcoming election during our November monthly meeting for chapter officers (President, Vice President, Secretary and Treasurer) as well as two positions on the Board of Trustees. All of these positions have a two year term. The terms of all of the remaining members of the Board of Trustees and all of the members at large on the Board of Directors continue through 2006. The report from the nominating committee will be made at the October 14th monthly meeting.

Please contact me if you would like to discuss chapter issues or to volunteer to help with our upcoming events.

Larry Bishop
LDBishop@mindspring.com
770-263-7139

Chapter 690 Young Eagle Update

By Duane Huff



This month there were two Young Eagle events. On Saturday the 10th, the Scouts that did not get to fly last month, were given their YE flights. Each one was given special treatment. There were eight scouts and each one got to fly the airplane. Chuck Huber and Lee Craymer did a round Robin flight to two airports and had the kids swap seats so that each one flew the airplane from the right seat. I am sure they did not take off or land the plane. David Rowe and I each took one and gave them the opportunity to fly the plane. The eight Scouts were given their YE certificates and the experience contributed to their aviation merit badges.

Ground crew on this day included Jeanne Ferguson, Bill Ferguson and Greg Jannakos. Fred Huppertz came by but we did not have any others to fly. Thanks to each one that helped.

Thirty-three Young Eagles were given their YE experience on Saturday the 17th. We were just expecting 18 German exchange students, but others were there to fly that morning. The ground crew did a super job getting all of them registered, giving the pre-flight briefing and printing certificates. Ground crew consisted of Greg Jannakos, Bill Ferguson, Lee Hockman, Lnor Levine, Joel Levine, Larry Bishop, Linda I Due (sp.) and Marshall M. Banks. (Cont. on page 5)

CLOSE ENCOUNTERS - By Preston Bennett

A recent pancake breakfast at the Experimental Aircraft Association led to another flying adventure for me. This flight, unlike my previous one, turned out to be anything but tame.

Bob, a pilot I had never met before that moment, invited me to accompany him as he practiced some "formation flying." That sounded interesting. What could I have to lose?

"One question," he said. "Do you get airsick?"

I thought about the breakfast I had just finished, and I hesitated. But, I recalled having been nervous, long ago, on boarding the USNS Darby for a voyage across the Atlantic, and I hadn't gotten seasick then. I hadn't on the return trip, either, or since.



"No, never," I said, with more confidence than I felt.

He grinned and said: "Climb in."

The aircraft was sleek and beautiful and appeared to be in motion, even when sitting still. Her look suggested speed and maneuverability. She was a tail-dragger, not much longer than a full-size sedan, but big enough to seat two people in tandem. Her wings were short and thick, her colors orange and white. My school colors; how could I go wrong?

I wedged myself into the back seat, buckled up, and donned the headset. Bob showed me how to use the GPS to follow our track over the ground. I saw that I had a control stick but no rudder pedals or instrumentation. Then I noticed a sign on the panel which read, in effect, "Please be aware that this aircraft was constructed by amateurs and does not meet federal safety requirements." I wasn't sure whether that sign was intended as a lame joke or not.

Amateurs?

Bob buckled in, contacted the tower, closed the canopy part way, and began his taxi. "Did you build this plane?" I asked into my mike.

"Yes, from a kit. It took me eight years, completed in 1999," he said.

A kit?

As we made a turn, I saw a similar plane trailing close behind. "That's Mike," said Bob. "We practice whenever we can because formation flying is a perishable skill."

Perishable?

Bob held short of the runway, ran up the engine, and answered my questions. He was an Air Force veteran who had flown F-15s and other fighters in Vietnam. He had done air-to-air and air-to-ground operations. Yes, he had been shot at, and he

mentioned Churchill's comment: "There is nothing more exhilarating than to be shot at without result." I realized I was at the mercy of a hotshot fighter pilot. Was that good or bad?

Before I could decide, Bob closed the canopy, slammed the throttle home, and stormed down the runway. Mike kept pace at our "four o'clock" position.

I soon learned that "formation flying" means planes flying in proximity to each another. "Close proximity" may be a redundancy, but close is what we were. Mike took up position a (short) wing's length to our right with his prop about even with me. And he stayed there throughout several maneuvers. He kept his eyes locked on Bob, and I realized that

Bob was the only one looking forward. He agreed when I remarked that a lead pilot could fly a whole formation into the ground.

Bob wagged the rudder, and Mike moved around to our "eight o'clock" for a repeat of all the maneuvers. From there he moved to our "six o'clock low" for more of the same. The two pilots utilized control move-ments and hand signals to communicate, but no radio.

After a while, Bob signaled Mike to assume the lead. Then we repeated all the maneuvers. And just when I decided we had completed our fun, I learned that we hadn't.

"He's going for a loop!" said Bob.

Better him than us.

"Here we go with him," said Bob --- probably grinning again --- as he added throttle, jerked the stick back, and pointed the nose up.

I already knew about G-forces, in theory. One G equals the pull of gravity on a body at rest. Two (is equal twice that. We had already pulled two a couple of times. But the loop we then flew produced, I'm estimating, at least three. Centrifugal force slammed me into my seat so hard that I couldn't have moved had I tried. And just when I started to breathe again, we reached the top, bottom side up, and became weightless. Bob eased off the throttle and the engine slowed. But before I had time to enjoy looking straight "up" at the ground, he pushed the nose down and headed for the deck. And in recovering from that dive, we pulled some more Gs.

"You all right" he asked.

"Hanging in there," I replied, noncommittally.

Mike got creative and led us through more maneuvers, and then we headed back to the field. A smooth landing and more taxiing brought us back to the hangar. I climbed out, told Bob I had enjoyed the flight --- actually, I had --- and asked him and Mike to pose for a photo. Then I strolled back into the hangar --- a veteran of formation flying --- and found breakfast still being served.

I didn't order any more.

WELCOME NEW MEMBERS

Edward Canipelli, Jr.	Brian Olson
Virginia Carlisle	Sara Olson
Ralph Knight	Bernie Schaknowski
Sandy Luster	Betsy Schaknowski
Maggie Minton	Paul Schattauer
	Sue Schattauer

Now That's a Smile!



Photographer Joel Levine was only one of many who came to congratulate Chapter 690 President Larry Bishop on the delivery of his new Beech Bonanza.

It's Time to Think "Scholarships"

It's not too early to start thinking about scholarships for next summer's Air Academy. Application forms are on pages 6, 7 and 8 of this issue of the NavCom. If you know of someone who would enjoy the opportunity to attend one of next summer's sessions – a neighbor, a co-worker's child, or perhaps your own child or grandchild, look at the forms so that you'll know what is involved in the process and remember the February 28th deadline for submission of completed applications.

We are also offering a Scholarship for up to \$1000 to a young woman who is interested in an aviation career. The Margaret Wilcox Scholarship can be used for any accredited aviation program. Check with Duane Huff (770-962-3117) or Debi Huffman (678-874-7136) for more information.

Young Eagle Update

(Cont. from page 3)



Pilots that morning were Chuck Huber, Duane Huff, John Reitz, Jim Sweat, John Kimmons, and Fred Huppertz.

The Young Eagles program needs a couple more people who are willing to learn the registration and certificate procedures, to be substitutes when Jeanne Ferguson or Bonnie McCormick can not be there. Contact Jeanne Ferguson or Duane Huff if you would like to help us with the Young Eagles.

Again, MANY THANKS! to each one who helps to keep the Young Eagles an on-going vital program of EAA Chapter 690.

Duane Huff
Young Eagles Coordinator

More Scholarship News

By Debi Huffman

Christy Garvin, a NASA NEAT (Network of Educator Astronaut Teachers) and 5th grade teacher at Vaughn Elementary School in Powder Springs has accepted a Coffy Gregory Scholarship from EAA Headquarters to attend a weekend aviation ground school at Oshkosh. Christy flew in the CAP Fly-a-Teacher Program and is excited about taking this experience to the next level. The scholarship includes both Aeroscholars and on-line courses. Christy hopes this will jump start her hopes of earning her private pilot's license! Thank you EAA for making this possible!

EAA demonstrates its commitment for future aviators through a variety of scholarships. Scholarship info can be found at www.eaa.org/education/scholarships

Coffy Gregory Aviation Career Internship

EAA is offering up to 4 paid, fifteen-week intern-ships in honor of Florence "Coffy" Gregory, one of Illinois' first licensed women pilots. The goal of the "Coffy" Gregory Endowment is to advance the future role of women in aviation. Interns will have a meaningful experience in their area of interest within the EAA organization.

The deadlines for the Coffy Gregory Scholarships - March 1 - May 1 - July 1 and Sept. 1, 2006

One intern will work at the EAA Aviation Center located in Oshkosh, WI. Interns will be paid an hourly wage with food and lodging available for those not living in the Oshkosh area. Each intern selected will receive a scholarship of \$2,000.

Applicants must demonstrate an interest in aviation and should aspire to be future professionals in the aviation industry. Applicants must be at least 18 years of age. The selected interns will work directly with an EAA department.

Interns will be selected on the basis of their interest in aviation, career goals and the match of skills and experience with EAA.



EAA Air Academy SCHOLARSHIP APPLICATION

PLEASE COMPLETE AND RETURN TO:

DR. DEBORAH J. HUFFMAN
FERNBANK SCIENCE CENTER
156 HEATON PARK DRIVE, N.E.
ATLANTA, GEORGIA 30307
DEBI.HUFFMAN@FERNBANK.EDU

**DUE BY
February 28, 2006**

Date: _____

Last Name _____ First _____ MI _____

Street Address _____

City _____ State _____ Zip _____ E-mail address _____

Date of Birth _____ Grade in School _____ Home Phone Number _____

I am applying for :

- ☐ EAA Primary Aviation Fun Camp (ages 12 & 13 years)
- ☐ EAA Intermediate Aviation Experience Camp (ages 14 & 15 years)
- ☐ EAA Advanced Leadership Camp (ages 16, 17 and 18 years)

School Attending: _____ Grade _____

School Principal's Name _____ School Phone Number _____

Parent's Name _____ Parent's Name _____

Parent's signature _____ Parent's signature _____

EAA Sponsor's Name _____ Sponsor's signature _____

Sponsor's Phone Number _____ Sponsor's EAA Number _____

Applicant's signature _____

Scholastic Information: Please list classes and grades for the last school period completed.

	Class	Letter Grade	Extracurricular Activities/Volunteer Work
1.			
2.			
3.			
4.			
5.			
6.			

- Please attach a letter of application stating aviation and career goals and how this experience will help you meet those goals.
- Please attach at least two letters of recommendation from teachers, clergy, Flight Instructors, etc. **No family members, please.**
- **Incomplete applications will be rejected.** Complete application must be received by February 28, 2006.



EAA Air Academy 2006 Participant Application

Tentative schedule - please go to www.airacademy.org for current information!

EAA Young Eagles Camp - For Youth ages 12 and 13

Registration fee: \$600 for Non-EAA Member OR \$550 for EAA Member. Deposit = \$100

- ☐ Session #1 June 15 - 19, 2006
☐ Session #2 June 21 - 25, 2006

EAA Basic Air Academy - For Youth ages 14 and 15

Registration fee: \$800 for Non-EAA Member OR \$750 for EAA Member. Deposit = \$150

- ☐ Session #1 June 27 - July 3, 2006
☐ Session #2 July 8 - 14, 2006

EAA Advanced Air Academy - For Youth ages 16, 17 and 18

(2006 AirVenture dates are July 24-30)

Deposit = \$200

- ☐ Session #1 July 17 - 26, 2006 \$1000 for Non-EAA Member OR \$950 for EAA Member
☐ Session #2 July 28 - August 6, 2006 \$900 for Non-EAA Member OR \$850 for EAA Member

Participants must be the minimum age for the selected camp by the first day of that camp.

PARENT/GUARDIAN INFORMATION (Please Print Legibly)

First _____ Last _____
EAA Membership # (Family or Individual) _____ Parent E-Mail address _____
Address _____
City _____ State _____ Zip _____
Home Phone: (____) _____ Work Phone: (____) _____ Cell: (____) _____

APPLICANT INFORMATION (Please Print Legibly)

First _____ Last _____
Date of Birth: ____/____/____ Age: _____ Male _____ Female
Address _____
City _____ State _____ Zip _____
Phone (____) _____ Adult Shirt Size: ____S ____M ____L ____XL ____XXL
*Sponsored by (EAA Chapter # or other entity) _____

*If an EAA Chapter or other entity is sponsoring a participant, it is the participant's responsibility to communicate, coordinate and submit all paperwork and payment to the EAA Resident Education department. The participant is ultimately responsible for all fees associated with the EAA Air Academy Youth Camp and the communication to and coordination of sponsorship from the EAA Chapter or other sponsor to the EAA Museum & Resident Education Department.

THIS APPLICATION MUST BE COMPLETE OR IT WILL BE RETURNED

This completed camp application form, letter of application, 2 references, and the application deposit must be received at EAA a minimum of 60 days prior to the opening date of the camp session chosen.

Please send to:

EAA AIR ACADEMY - Museum & Resident Education Department
PO Box 3086
Oshkosh, WI 54903-3086

920-426-6820, 920-426-6815, or (toll-free) 888-322-3229

Fax: 920-426-6865

E-mail: airacademy@eaa.org



APPLICANT'S SCHOLASTIC INFORMATION

Please list classes and grades for the last school period completed.

1. _____	2. _____
3. _____	4. _____
5. _____	6. _____
7. _____	8. _____

APPLICANT RATING

Please rate yourself in each area using 1 being the lowest and 10 being the highest rating.

Conduct	1	2	3	4	5	6	7	8	9	10
Maturity	1	2	3	4	5	6	7	8	9	10
Responsibility	1	2	3	4	5	6	7	8	9	10
Emotional Stability	1	2	3	4	5	6	7	8	9	10
Academic Ability	1	2	3	4	5	6	7	8	9	10
Academic Achievement	1	2	3	4	5	6	7	8	9	10
Perseverance	1	2	3	4	5	6	7	8	9	10
Manual Dexterity	1	2	3	4	5	6	7	8	9	10
Aviation Interest	1	2	3	4	5	6	7	8	9	10
Aviation Experience	1	2	3	4	5	6	7	8	9	10
Aviation Knowledge	1	2	3	4	5	6	7	8	9	10

APPLICATION CHECKLIST

All applicants must send in the following:

- ☐ **Completed application**, including required signatures. Scholarship applications must accompany application forms.
- ☐ **Participant's letter of application**—include a letter of application stating aviation experiences, interests, and career goals.
- ☐ **An application deposit** (applied to the registration fee); dollar amount as listed for selected camp. See cancellation policy.
- ☐ A minimum of **two letters of recommendation** from teachers, clergy, Flight Instructors, EAA members, etc.
No family members please!

SIGNATURES

Participant _____ Date _____

Parent/Guardian _____ Date _____

Parent/Guardian _____ Date _____

Signatures by participant/applicant and parents and/or guardians are required.

ALL applications are subject to the selection process and maximum capacities of the program.

Upon acceptance, a packet of information including *Permission To Participate, Liability Waiver, Release & Indemnification, Health Form, Travel Form* and other pertinent information will be sent

A physical exam within the 24 months prior to the camp start date is required. .

How did you learn about the EAA Air Academy?

Visit www.eaa.org/education/airacademy.html for Air Academy program additions and changes!

Minutes of the September 2005 Monthly Chapter Meeting

- The meeting was called to order by Larry Bishop, president
- Pledge of Allegiance
- Introductions of Guests and Members
- Approval of the July 8, monthly meeting minutes as published in the April NavCom.
- Board of Directors meeting was held September 6, minutes to be published in the NavCom. Next meeting is Tuesday, October 11, at 7:30 pm
- Board of Trustees meeting was held August 30. Minutes will be published in the NavCom. Next meeting is Tuesday, September 27, at 7:30 pm
- The next Pancake Breakfast is on October 1; the program is about Light Sport Aircraft.
- The next monthly meeting is Friday, October 14. Program to be presented by Bob "Punchy" Powell, a WW II P51 pilot.
- Upcoming events were announced:
 - Young Eagle Rally – Tomorrow, September 10
 - Young Eagle Rally – Next Saturday, September 17
 - Young Eagle Rally – B-17 Saturday, September 24
- B-17 Visit, September 22 to 25
 - Thursday, September 22
 - B-17 Arrival
 - Press Flights at 1:00 pm and 1:30 pm
 - Veterans Reception 4:00 pm to 6:00 pm
 - Friday, September 23
 - B-17 Flights - am
 - B-17 Tours – pm
 - Saturday, September 24
 - B-17 Flights - am
 - B-17 Tours – pm
 - Breakfast, Lunch and Soft Drinks
 - Young Eagle Rally
 - Low Country Boil Dinner and WW II pilots Roundtable Discussion
- Sunday, September 24
 - B-17 Flights – am
 - B-17 Tours – pm
 - Breakfast, Lunch and Soft Drinks
- Election for chapter officers and two members of the Board of Trustees will held at the November meeting with installation of new officers and BoT members at the December Holiday Dinner. We will be electing:
 - Chapter Officers
 - President
 - Vice President
 - Secretary
 - Treasurer
 - Board of Trustees
 - Two members to serve three year terms
 - Nominating Committee
 - Larry Dickinson
 - Duane Huff
 - Greg Jannakos
 - Lnor Levine
 - Lee Olson
- Committee Reports –
 - Publicity - Joel
 - Food Services - Jill
 - Finance – Mike Stewart
 - Board of Directors – Jamie
 - NavCom - Lnor
 - Project Visit - Greg
 - Board of Trustees - Duane
 - Young Eagles - Duane
 - Youth Activities – Debi & Duane
- After a brief break for coffee and snacks we had outstanding presentations by Joey Bennett, Robert Bruce and Stefan Seville, recipients of EAA 690 scholarships to the EAA Air Academy in Oshkosh.
- The meeting was adjourned.

Minutes of the September 2005 Board of Directors Meeting

Attending Members:

Larry Bishop	Jamie Painter
Jeff Gwathney	John Reitz
Duane Huff	Jim Sweat
Lnor Levine	

Absent Members:

Mike North	Mike Stewart
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Visitors:

Cliff Aiken	Joel Levine
Bill Ferguson	Lee Olson
Jeannie Ferguson	Dave Rowe
Debi Huffman	

The following reports were made:

- Financial – No Report, Mike Stewart not present
- Board of Trustees
 - Meeting was held August 30
 - Work day August 25 completed
 - Install new hangar lights
 - Repair heat/air systems
 - Pest control
 - Wiring change on the water heater
 - Minutes will be published in the NavCom
- Food Services
 - Jill Balthaser has taken over Food Services

- Programs
 - Monthly meeting programs scheduled through December
 - Pancake breakfast meetings scheduled through December
- Membership
 - Currently approximately 170 members
- Library
 - Cataloging has started
- Young Eagles
 - Flights scheduled September 10 (rescheduled from last month)
 - Next YE flights scheduled for September 17.
- Fly-outs
 - None scheduled at this time, Mike Stewart not present.
- New Business
- Project SchoolFlight
- EAA 690 working with Fernbank Science Center
- Build Static Display Monera S
- Planning for Wednesday and Saturday activities
- Start date to be determined

There was no further business. The meeting was adjourned.

Classifieds

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.

FOR SALE 1/3 SHARE OF A CLASSIC C-150 - \$8500

Airplane totally rebuilt, including 4 New Millennium (high Compression) cyls., with approx. 180 hrs. since rebuilt.

New door panels
New headliner
New Nose Bowl
Plane stripped & repainted
Front Strut rebuilt
New Steering Rods & Boots
New Tach
Rebuilt starter and generator
New air box
New vacuum pump
Oil filter added
New baffling
Other (+s)

For a look-see...
Contact Frank 770 923-6149

8/05

HANGAR FOR SALE - Port-A-Port, Executive I, approx 40' X 33'. excellent condition. Folds for travel by road using a 2+ inch ball. Have wheels. Located at Pickens Co., off of I575 (I515). \$17K.

Will Warren, 770-926-6007.

8/05

Happy Halloween!



WANTED: Members and spouses to participate in chapter events. It's a lot more fun when you join the activities and help make 690 the great chapter it is. Lend a hand. You'll be welcomed and appreciated.



PLAN AHEAD NOW -

You won't want to miss 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.

Experimental Type Aircraft Shop Space with Tools

Prefer somewhat experienced builder.

At P.D.K.
\$150 per month

404-290-1714

10/05



770-326-6040

Publisher of the EAA Chapter 690 NavCom

Hangar Space Wanted

EAA Member moving to Atlanta area from Florida needs hangar space for Glassair.

Please contact Bob Woolley at:
561-762-9547 or woolleys@bellsouth.net

10/05

Flying club membership available for a New Diamond Star DA40 with Autopilot, G1000 and Weather download based at LZU.

Only 2 memberships left. Call Charlie at 404-983-1813 for more information or a demo flight.

8/05

For Sale - 1962 Mooney M20C 3100 hours ttaf, 880 SMOH engine, 25 SPOH. 300 hours on new Hartzel 3 blade prop. IFR certified, tanks just resealed. Full King stack with KLN90A moving map gps. Located at Covington airport. \$44 K OBO

Contact Ron DeWees,
404 876 3481 or 404 936 3481 Cell

8/05



Start making your plans now to attend the world's greatest aviation celebration next summer.

**AirVenture
in Oshkosh, WI**

July 24 - 30, 2006

*Coming to the
AeroShope this
month -*

*New 2006 EAA
Calendars -*

*A very limited
number available
this year!*



I am interested in a part-time position — permanent / temporary. My background is in Market Research and Marketing but I am open to different challenges. I have a MBA in Marketing.

Please contact Laura 770/822-9143.

Having a son who is an aviation nut gets expensive!

8/05

What a Sight!

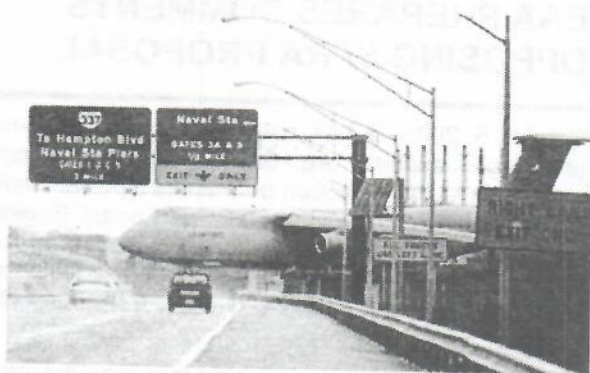
NORFOLK Naval Air Station Virginia -- One of the military's largest transports got stuck at the end of a runway atop the I-564 overpass for more than 16 hours. It was unable to turn around at the West end of Chambers Field at the Norfolk Naval Station. The incident forced the closing of the field to all but helicopter traffic and made for a dramatic sight for hundreds of motorists passing beneath it during morning rush hour.

"That thing's like a big building sitting there," said motorists. The nose of the aircraft actually stuck out and OVER the Interstate!

The aircraft's nose was so far over the end of the ramp, the crew was unable to see the runway where it was supposed to turn around so the pilot simply had to leave it at the end of the runway. The Air Force C-5 Galaxy, largest airplane in the free world, is almost as long as a football field and as high as a six-story building.

Weighing 420 tons with a full load, it uses a system of 28 wheels to distribute its weight. The aircraft had to wait for a specially made tow bar trucked in from Dover, Del. When the tow bar arrived, it was used to hook the C-5 to a tractor that then turned the aircraft around. The plane was not damaged.

The female co-pilot was overheard saying to the male pilot as they exited the plane...



..."I told you we should have stopped and asked for directions."

EAA Chapter 709 Hosts its Annual Fall Fly-In October 14-16, 2005



Rome EAA Chapter 709 is hosting its annual Fall Fly-In on October 14th, 15th and 16th. They invite us to join them for a weekend of flying, camping, eating and "EAA fellowship" at the EAA 709 campgrounds at the east end of Richard B. Russell Airport (RMG) in Rome, Georgia.

This Fly-In, known the previous two years as the Great Coosa Valley Fly-In, is changing format. This year's fly-in will consist of aviation activities only (i.e., no car show, motorcycle ride, etc.). It will take place on the EAA campgrounds and not at the main terminal. The general public is welcome. There is no fee for admission. Plenty of car and airplane parking is available and there is plenty of room to drive in your camper, or pitch a tent under the trees or under your wing. There are no camper hookups, but they have two restrooms and four shower stalls with hot water. The campgrounds open at 4 p.m. on Friday and close at noon on Sunday. If you don't want to camp then you can fly or drive over for Saturday's events. They will also be offering Young Eagle flights on Saturday, and will welcome any other EAA pilots/planes that want to participate.

Activities? Include "Mini-workshops" - informal workshops presented by chapter members with lots "hands-on" opportunities for attendees. They plan to offer welding, fabric covering and metal-working presentations, starting at noon Saturday. Don Swords, of Don's Dream Machines, will talk about engines, overhauls, and of particular interest to RV builders, an RV builder's assistance program!

Food? Starts with a hamburger cookout on Friday night, a pancake breakfast on Saturday morning, a cookout lunch and a home-cooked meal provided by chapter members on Saturday evening, and a "coffee and donut" breakfast on Sunday morning.

Visit www.eaa709.org for more information or contact Terry Hughes (thughes0202@yahoo.com or 706-291-0822).

Chapter 690's Newsletter is Available On-Line

The current issue of the NavCom, and the archived issues from January 2002 forward, are available for download - in full color at www.eaa690.org.

We are hoping to save substantial postage costs by distributing the chapter newsletter by e-mail or download. Please notify me if this will be a possible mode of delivery for you. So far over

175 members and friends of Chapter 690 have signed up for e-mail delivery or notification of posting. Your preference!

Thanks for your assistance with getting this new delivery technology implemented.

Lnor Levine, NavCom Editor
LNOR_L@BELLSOUTH.NET

NavCom

Newsletter of EAA

Chapter 690

Editor: Lnor Levine
1340 Nerine Circle
Dunwoody, GA 30338

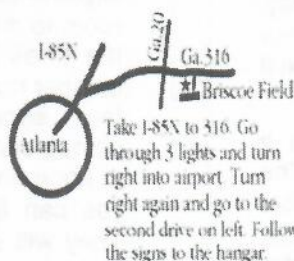
Place Stamp Here

Come Join Us!

Regular monthly meetings — On the 2nd Friday of every month (except for August's Post Oshkosh Bash). In the Chapter Building at 8:00 p.m. Hangar flying before & after!

Pancake Breakfast and Aviation Program or Activity — On the 1st Saturday of every month, in the Chapter Building.

Breakfast served 8:00 - 10:30 am



OCTOBER MEETING

Friday, October 14th, 2005

Program — "Returning to The Moon," a program by James Gerard, NASA Aerospace Education Specialist.

Visit the EAA 690 Web-Site at www.eaa690.org

YOUR FIRST STEP IN LEARNING TO FLY *flying start*

Thinking About Learning to Fly?
Come to the Free Flying Start Seminar
Saturday, November 5th

Pancake Breakfast — 8:00 AM - 10:30 AM
\$5.00 — All You Care to Eat

Seminar - 10:30 AM to 12:00 PM

This seminar is part of the national "Flying Start" program, which has helped many people begin or complete their flight training since 1997. The program is sponsored by the Experimental Aircraft Association, its more than 165,000 members throughout the world, the National Association of Flight Instructors (NAFI), and the Flight Schools based at Briscoe Field.

The program is an informative session for anyone with an interest in learning to fly for fun or professionally. Bring your non-flying spouse, significant other, child(ren), friends or work colleagues.

Registration for the free program begins at 10:00 AM. The presentations begin promptly at 10:30 AM, with a question and answer period to follow.

EAA PREPARES COMMENTS OPPOSING SFRA PROPOSAL

October 5, 2005 - EAA's aviation, airspace, airports, and legal experts are putting together official comments to the proposed permanent Special Flight Rules Area (SFRA) in the National Capital Region (NCR). This proposed action would in effect make permanent the current Washington, D.C. Air Defense Identification Zone (ADIZ), which EAA strongly opposes.

As the submission deadline looms less than a month away (November 2, 2005), EAA comments will reflect its position to seek removal of the ADIZ restrictions; significantly reduce its size; or at the very least provide cutouts for outlying landing facilities and standardize procedures for all pilots operating in its vicinity whether they are recreational aviation, general aviation, corporate aviation, or commercial aviation.

Immediately following the September 11, 2001 attacks, the FAA suspended all U.S. flight operations. While most flying privileges were eventually restored to general aviation (GA) throughout most of the nation, pilots flying in and around the D.C. area have had to contend with a confusing, inadequate, and inconsistent system of restrictions and requirements known as the D.C. ADIZ since February 2002.

For more info, go to www.eaa.org