



AUGUST 2004

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

IMPORTANT SPECIAL NOTICE

CHANGE OF DATE & TIME FOR AUGUST MEETING

Come to our Annual "Post Oshkosh Bash" on Saturday, August 14th

Continuing a Chapter 690 tradition, there is no regular Friday night meeting in August. Instead, we will gather the next day for our annual "Post Oshkosh Bash."

Members who have returned from their trips to AirVenture are invited to share their stories and photos with those of us who were not able to make the pilgrimage this year.

The day will start at 2:00 P.M. with "Friendship Flights." Food will be served at 5:00 P.M. Family members and friends are welcome.

The chapter will provide the meat, beverages and tableware. Members and guests are asked to please bring a side dish for 12 or a dessert to share.

This is What It's All About!

By Jeff Boatright

Here's a photo of Chapter 690 member Wayne Whitaker just after he made his first successful flight in his Schuckert. The time was about 10 am, on July 5th.



The flight lasted about 0.7 hours. The little plane looked and sounded A LOT like a 7/8 scale WWI fighter! Regardless of the angle, it looked fantastic!

Aviation Photography – Tips from a Pro

By Joel Levine

If you're like me, you have literally thousands of pictures of airplanes (and probably something fewer than that of the kids). But possibly very few are really great pictures. After the September 4th Pancake Breakfast you and I will have the opportunity to learn how to improve our aviation picture taking from a professional. Chapter member Rick Gullett, who makes part of his living as a professional photographer, will share some of his do's and don'ts with us. You can bet I'll be there!



SpaceShipOne and the White Knight during flight 15P.

For more photos and info, please see the article by Larry Bishop on pages 5 and 6.



Big Young Eagle Rally Planned for September

On Saturday, September 18th we will be having our largest Young Eagle Rally of the year. The chapter will need lots of help putting on a ground school, providing ground crews, safety crews as well as pilots and planes. Please plan on lending a hand! Watch for more details in the September NavCom.

Chapter 690 Scenes



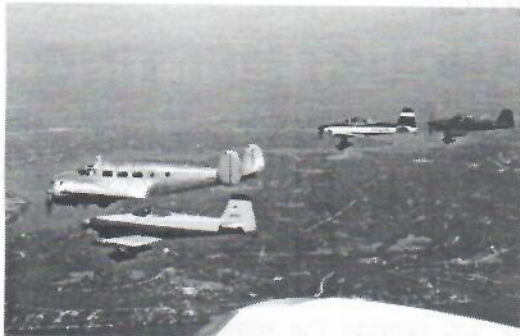
⇐ Charlie Churchman shows model of his VTOL Biplane to Chapter VP John Reitz at the July 9th meeting.

Mike Stewart talks about the RV group trip to the Bahamas to an attentive audience at the August 7^h Pancake Breakfast. ⇒



Mike Stewart got a chance to fly with Falcon on the 4th of July 2004. One of the unique items with this flight was the rare opportunity to fly with Beech 18.

The particular airplane was recently horse traded by Falcon Flight member Mark Fredrick. He swapped a Harmon Rocket for the pretty Beech. Not only that, it was a recent horse trade and this was Mark's first solo day in the plane after some
⇐ training hours.



↑ Enroute to the parade, they formed up and took some of these pictures.

THERE ARE SOME GREAT DEALS IN AVIATION

By Joel Levine

The Udvar-Hazy Center of the Smithsonian is just one of them. Located at the southern edge of Dulles Airport, the museum is easy to get to, just west of the Washington Beltway. Admission to the museum, like the Smithsonian in downtown Washington, is free. However there is a \$12 per car parking fee. Cheap for what the facility has to offer.

My four and a half year old grandson Andrew, then living in Washington, had been to the aerospace museum numerous times, but had been waiting patiently for Lnor and me to visit so that he could take us to the new museum. (I've got him well programmed so far!)

The Udvar-Hazy, named after a major benefactor, is a very large and well laid-out facility. It was built to showcase the Smithsonian's collection of larger aircraft. On display is the newly restored Enola Gay B-29, an SST super-sonic transport in Air France colors, the space shuttle Enterprise, and a Boeing 707 just to name a very, very few. Aircraft are displayed throughout the facility as well as suspended from the ceiling.

Displays of historic engines, propellers, and aviation paraphernalia in general fill display cases located throughout the facility and there is also a well-stocked gift shop. Of note, the gift shop has many books that will be of real interest to the aviation buff.

The layout is such that visitors can get up close and



personal with the aircraft, yet they are well protected. Several walkways cross the main display and traverse the length of the museum, giving the visitor an opportunity to see many of the suspended aircraft at near eye level. It's really neat to view an F4U Corsair, gear down and from underneath. Picture opportunities abound.

If there is a downside to the Hazy, it is that there is too much to see in one visit. Without a doubt, I've got to find an excuse to return. The five hours spent were just not enough - just the whetting the appetite.

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 15th of each month, unless otherwise announced. The deadline for the September 2004 NavCom is Friday, August 20th.

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 "Postmaster" Barney Barnes 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:

James Welsh 770-813-9157
jigwelsh@aol.com

Treasurer:

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

Chmn. of BOD:

Mike Stewart (See Above)

Chmn. of Trustees:

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

Editor: Lnor Levine

770-394-5466
LNOR@AKORN.NET

Publisher:

Mike and Bruce Dance
Dance Printing 770-326-6040

EAA Hangar: 770-339-0804

The President's Pitch

By Larry Bishop



The weather at Oshkosh this year was excellent with temperature highs between 75 and 85 each day. We had a few brief showers to give us ample time to visit the exhibit buildings. I saw many of you at Oshkosh and hope others had the opportunity to go. This makes two years in a row for me and I enjoyed every minute of it. If you have never been to AirVenture at Oshkosh or if you have not been in a few years, plan to go next year.

Everything in Oshkosh works so smoothly it is hard to image that 750,000 people were there. If you live in the campground, you will be among 40,000 other EAA campground residents and there is always room for one more in one of the 5 or 6 shower houses. For those of you who have never attended, this week long event offers over 750 exhibitors, 700 forums, 150 fly market vendors and over 10,000 airplanes. About 5000 members who volunteer their time and energy both before and during the event make all of this possible.

One of the highlights of the fly-in for me was the visit by Burt Rutan and Mike Melvill and the various presentations they made about their space flights and about both AirShipOne and the White Knight complete with an onboard video of the flight. Have you heard what Mike

secretly took with him to demonstrate weightlessness on the video? It was a bag of M&M's. Do you know where they purchased their "space qualified" tires for AirShipOne? Hint: this aircraft parts supplier has a new facility in Griffin. Watch for their upcoming programs on the Discovery Channel. Our new Young Eagles chairman, Harrison Ford, joined us for the Young Eagle Leaders lunch at the nature center and spent several days at AirVenture. He said he generally dislikes large crowds but enjoyed his visit to Oshkosh.

Please join us for our Post Oshkosh Bash at the chapter hangar on Saturday, August 14; see the details elsewhere in the NavCom. The Post Oshkosh Bash is an annual event for Chapter 690 and replaces the regular Friday night monthly meeting for August.

Please mark you calendars for our Greater Atlanta Fly-In (GAFI) on Saturday, September 18, and our annual Hangar Dance on Saturday, October 23.

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



July brought a couple of exciting Young Eagles events, but for very different reasons. On Wednesday the 14th, Jim Garner, Peter Waters, and I flew eight YEs. The excitement was an engine fire and a sick child in the airplane. Lessons learned were to always have a fire extinguisher close and the proper sick bag handy.

The regular Young Eagles day was exciting because we flew forty three Young Eagles and gave them their certificates. Thanks to these pilots who flew that day; Jim

Sweat, Mike Stewart, Duane Huff, Mike Kiah, John Reitz, Bill Reister, Patrick Bell, and Fred Huppertz. Lee Craymer wanted to fly but had a couple of fouled plugs and did not get in the air. A special thanks to Jamie Painter, who conducted an excellent "ground school" for the participating YEs. And again, thanks to the ground crew for their hard work. We could not have accomplished this Young Eagles event without Bonnie and Charles McCormick, Jeanne and Bill Ferguson, Walter Deere and Dave Haskell.

Fernbank Science Center & EAA 690 Launch Joint Aviation Adventure

By Debi Huffman

Fernbank Science Center teamed up with EAA Chapter 690 to offer "Aerospace in the Community" as an all day class for rising 7th-9th grade students. On the first morning the students met with artist and Geobat designer Jack Jones. Jack inspired the students to build model Geobats, which are flying saucer looking gliders, made of foam. The students engineered their own unique designs and flew them to see whose design was best. In the afternoon they participated in a live video conference with astronaut Eric Boe at Johnson Space Center, Houston, Texas. Eric is a former DeKalb County student and graduate of one of Fernbank's first Aerospace classes in 1977. The students researched Eric and NASA information on the internet ahead of time to formulate the questions they wanted to address. This was a first for the students and also Eric. All were pleased with the outcome. The students couldn't believe that they were able to talk to a real astronaut! On Tuesday, the students toured Dobbins Air Reserve Base meteorology operations and explored a C-130 on the flight line. They had a chance to explore the entire plane, including sitting in the cockpit! Afterwards, they had lunch at the Officers' Club. On Wednesday, we toured Flight Safety International Training Center in Atlanta. We learned all about flight training

opportunities and the students all had the opportunity of flying a Lear31-A full-motion flight simulator!

The next 3 days were spent at EAA 690 at the Lawrenceville Airport. On our first day with the Chapter, we each built a wooden wing rib and a Delta Dart, a paper and balsa rubber band powered glider. We also had the opportunity to tour some of the hangars to see different types of aircraft construction. On the second day at the Chapter, we learned sheet metal techniques, including setting various types of rivets and crimping. The time after lunch was spent learning flight planning basics. On Saturday, the students brought their families for a pancake breakfast and airplane wash. They helped the Chapter raise money for Air Academy scholarships by washing 6 aircraft. Their reward was a cross-country flight with EAA pilots using the flight planning skills they learned the previous day. Several siblings also helped wash airplanes and received Young Eagle flights in return.

This was truly a perfect marriage of community resources in an effort to introduce young people to some of the highlights of aerospace technology. We hope this will be a model for future programs conducted at both Fernbank and EAA 690.

Construction of New Education Center Underway at Lakeland

The Tom Davis Education Center ground breaking was held during this spring's Sun n' Fun Fly-in.

The Wish List – They will be needing equipment to outfit the Center including desks, chairs, tables, speakers, microphone(s), desktop computers, kitchen utensils and appliances, bathroom fixtures, porch furniture, big-screen television, PowerPoint projector, and memorabilia for decoration. Please contact Museum Director Greg Harbaugh at gharbaugh@sun-n-fun.org if you wish to contribute.

A Note from Fred Huppertz to Share

Joel,

As you know, 690 is sponsoring my grandson, Cameron, at the senior camp this week. My son called tonight to let us know that Cameron called them Monday night saying that he was "having a ball." He had gotten a flight in an aerobatic plane (my son failed to ask him what it was). He had a great flight and the pilot gave him a little stick time. Also, he had made friends with some other guys and was enjoying the experience. I will be out of town Friday (July 9th) and would like to ask you to share this with the members Friday night.

Thanks, Fred

Subject: Airline Humor

Contributed by Jim Garner

All too rarely, airline attendants make an effort to make the in-flight "safety lecture" and announcements a bit more entertaining. Here are some real examples that have been heard or reported:

"Thank you for flying Delta Business Express. We hope you enjoyed giving us the business as much as we enjoyed taking you for a ride." As the plane landed and was coming to a stop at Ronald Reagan, a lone voice came over the loudspeaker: "Whoa, big fella. WHOA!"

After a particularly rough landing during thunderstorms in Memphis, a flight attendant on a Northwest flight announced, "Please take care when opening the overhead compartments because, after a landing like that, sure as hell everything has shifted."

On a Continental Flight with a very "senior" flight attendant crew, the pilot said, "Ladies and gentlemen, we've reached cruising altitude and will be turning down the cabin lights. This is for your comfort and to enhance the appearance of your flight attendants."

AirVenture 200?

Rides into Space in SpaceShipOne

Leaving at 10:00 am and 2:00 pm Daily

By Larry Bishop

Burt Rutan seldom publicly predicts the future. This year at AirVenture he and Mike Melvill, the first civilian in space aboard SpaceShipOne, discussed the future of civilian recreational space travel and predicted that you and I can ride into space over Oshkosh aboard a reusable vehicle similar to his SpaceShipOne during AirVenture in not to distant future. Runway 36 at Oshkosh is more than adequate for take off and landing for these trips.

I have been interested in this project for some time but have not been able to find significant technical information about it. This changed last week at Oshkosh starting with Rutan's program at the Theater in the Woods at AirVenture followed by a couple of forums and then a visit with Mike Melvill on Saturday morning at the EAA Nature Center. The highlight of the presentations was a video of the first actual flight into space for SpaceShipOne and Melvill. This video contained footage of the command center during the mission, take off and landing, a sequence from the three chase planes (an Extra 300, a Starship and a jet) and from on board SpaceShipOne cameras. The video will not be released to the public but portions of it will be used for a special series on the program to be aired on the Discovery Channel later this year.

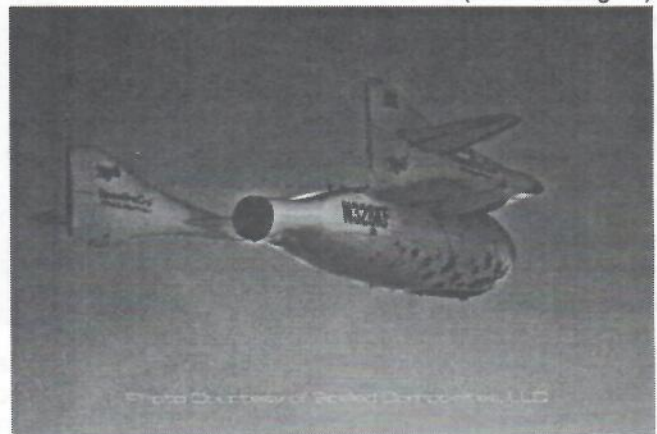
SpaceShipOne is a homebuilt/experimental aircraft with many unique features that are very logical but not something one would have thought about early in the program. SpaceShipOne has a retractable main gear using rubber tires on the mains and a fixed nose skid in the front. The mains are lowered by compressed air in about one second and the tires are from the VariViggen (a bit smaller than a standard 5-500) and tested at high pressure to verify that they could withstand a brief no atmosphere environment. The tires are marked "not for highway use" and are catalog items at Aircraft Spruce.

The pilot does not wear a space suit; however, the fuselage of SpaceShipOne is a pressurized vessel inside an outer pressure vessel. In the event of failure of either skin, the other skin will maintain pressure. As you may have guessed, the inner and outer windows are round for maximum strength (minimum weight) and are in a pattern to allow visibility in all critical directions. There is not an oxygen tank on board but rather a compressed air tank for pressurization and breathing. The cabin pressure remains at sea level pressure throughout the mission. And the cabin is checked for leaks prior to release. Leaks are primarily around the control

rods and would typically result in a 50 feet per minute cabin attitude loss. The leak rate is tested prior to launch with a maximum allowable leak rate of 200 feet per minute to continue the mission. The pilot wears a mask, not for oxygen or air, but rather to collect exhaled air so it can be scrubbed for moisture. Without the mask, moisture would condense on cool surfaces causing visibility and other problems. There's no source of heat in SpaceShipOne. On the ascent riding under the White Knight, bleed air from one of the Knight's engines is used for heat. For the duration of the flight after launching into space, the cabin temperature only drops about 10 degrees prior to landing even though the outside temperature goes as low as -120 Fahrenheit.

SpaceShipOne controls are conventional with the pilot using stick and rudder. Control forces become high after launch from the White Knight as the craft has its

(Cont. on Page 6)



SpaceShipOne is shown gliding back to base during flight 15P in an air-to-air photograph. (Photos Courtesy of Scaled Composites, LLC.)



SpaceShipOne shown underneath White Knight during flight 15P.

AirVenture 200?

Rides into Space in SpaceShipOne Leaving at 10:00 am and 2:00 pm Daily

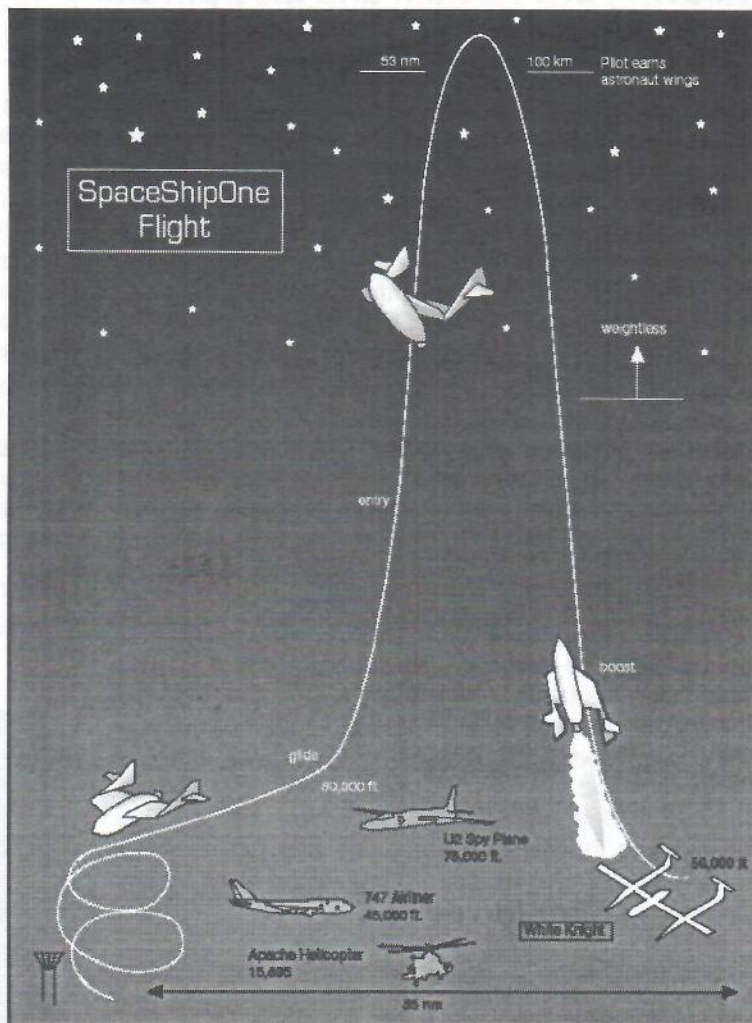
By Larry Bishop

(Cont. from Pg. 5) initial 3.5G acceleration for the 15 seconds it takes to reach mach 1. At this point, forces are so high that the stick and rudder are frozen and control is via the trim system through mach 2.5. As the air gets thinner the control forces are low and the craft once again flies like an airplane.

As Mevill reached 0 gravity at 3.5 to 4 minutes into the ride, the craft is controlled by reaction jets powered by compressed air. Redundant control systems A and B each have a 6500 psi air bottle and six nozzles. The nozzles are controlled via switches on the cockpit control stick. Only one system was used on the first flight and consumed about 30% of the compressed air in one bottle.

While at 0 Gravity, about 50 % of the surface of the wing and as well as the tail boom swing up and away from the body about 70 degrees to configure the craft like dart with tail feathers for reentry. They call this "feather up". Two air actuators that are six inches in diameter and three feet long driven by yet another compressed air bottle is dedicated to this function and has the capacity to feather up and down about 10 times. Compressed air is used for almost everything. Rutan dislikes hydraulics due to weight and because, unlike compressed air, leaks are messy!

Melvill described the ride into space after his initial 3.5 G acceleration. The engine burn lasted 76 seconds to get him to about 179,000 feet and out of the atmosphere at 210,000 feet where he was weightless or zero gravity. He continued up to about 328,000 feet before starting his descent. The sky was blue until about 50,000 feet and then changed for a light blue to dark blue then navy blue to jet black between 100,000 and 200,000 feet altitude. He said he could not see the stars because his eyes did not adjust in the short time he was up there.



Rutan recalled that, about five years ago at the Theater in the Woods, he estimated that the technology needed to progress from the Wright Brothers airplane to the Lancair IV-P was about the same as the technology delta between the Lancair IV-P and SpaceShipOne. He has since learned that he was wrong. The technology difference between the IV-P and SpaceShipOne is many times greater than he ever imagined. Except for his prediction that you and I will someday be able to ride into space from AirVenture in Oshkosh, Rutan would not make any other predictions about the future or his future projects at Scaled Composites (www.scaled.com). Keep you eye on the news; the next flight of SpaceShipOne is scheduled for September 29, 2004.

Lightening Likely Cause of Fire

Former 690 Web Master and NavCom editor, Joe Reed's, house located on the Spring Valley Farms aerodrome caught fire and burned almost to the ground July 29th during a thunderstorm. Of course he lost all the toys and his cat but all else is OK. The Cheetah was in the hangar about 300 feet from the house so was not affected.

It has not been determined if they will bulldoze it and rebuild or try to salvage the downstairs area.

Unfortunately the fabled Blue Max has gone off to old car heaven. Also gone is an irreplaceable library of aviation books, including several autographed first editions, along with a collection of over 1000 movies, mostly aviation related.

It is suspected that the fire started in a battery charger connected to the Blue Max during some heavy lightning.

News from EAA National

For more info, please go to www.eaa.org

\$300,000 Raised at Young Eagles Gala

By James Wynbrandt

The newest chairman of the Young Eagles, Harrison Ford, was introduced to a welcoming throng of more than 700 attendees at the gala EAA Gathering of Eagles at the EAA AirVenture Museum last night (July 28, 2004).

"I'm humbled, and I'm proud, and I'm eager to do what I can along with you," Ford, who's flown more than 200 Young Eagles himself, told the crowd of program boosters.

The gala fundraising event and dinner, served amidst the museum's historic aircraft, featured a silent auction on almost 100 packages of donated goods and services, as well as lively bidding on more than a score of one-of-a-kind experiences and unique historic items.

When the gavel came down, EAA President Tom Poberezny, who was also the host for the evening, announced that more than \$300,000 had been raised for Young Eagles and other EAA programs.

"If you can dream it, you can do it—that's what Young Eagles are all about," said Poberezny, announcing that 1,070,000 youngsters had taken part in the program to date. He also thanked Ford, Jaguar, ConocoPhillips, Sporty's Pilot Shop, Gleim Publications, King Schools, and Oregon Aero for their support.

AirVenture Attendees Can't Get Enough of Sport Pilot/Light-Sport Aircraft Rule

On the opening day of EAA AirVenture Oshkosh 2004, the FAA published its final rule implementing the long-awaited sport pilot/light-sport aircraft (SP/LSA) certification standards. The new rule—which goes into effect September 1, 2004—generated an enormous amount of interest among EAA members and attendees during EAA AirVenture. In addition to the crowds surrounding the Sport Pilot Center at the center of the fly-in grounds, major elements of EAA AirVenture's weeklong program included a complete series of briefings, with EAA and FAA personnel ready to answer questions and distribute information on the new rule.

Underlining the importance of the new rule to aviation's future, FAA Administrator Marion Blakey's first stop on her incredibly busy agenda after arriving Thursday morning was the Sport Pilot Center in the EAA Member Village. There, she met with a crowd of EAA members.

Later in the day, during the traditional "Meet The Administrator" session, she added, "With one stroke of a pen we've made recreational flying more fun, safer, and more affordable. At your request getting wings just got to be considerably easier to do, and that's a wonderful thing.

Light-sport aviation just got an important infusion of safety as well."

Plane Problems

After every flight, pilots complete a gripe sheet which conveys to the mechanics problems encountered with the aircraft during the flight that need repair or correction. The form is a piece of paper that the pilot completes, and then the mechanics read and correct the problem. They then respond in writing on the lower half of the form what remedial action was taken and the pilot reviews the gripe sheets before the next flight. Never let it be said that ground crews and engineers lack a sense of humor. Here are some actual logged maintenance complaints and problems, as submitted by QANTAS pilots, and the solution recorded by maintenance engineers. By the way, Quantas is the only major airline that has never had an accident.

P = The problem logged by the pilot.

S = The solution and action taken by the engineers.

P: Left inside main tire almost needs replacement.
S: Almost replaced left inside main tire.

P: Test flight OK, except autoland very rough.
S: Autoland not installed on this aircraft.

P: Something loose in cockpit.
S: Something tightened in cockpit.

P: Dead bugs on windshield.
S: Live bugs on back-order.

P: Autopilot in altitude-hold mode produces a 200 fpm descent.

S: Cannot reproduce problem on ground.

P: Evidence of leak on right main landing gear.
S: Evidence removed.

P: DME volume unbelievably loud.
S: DME volume set to more believable level.

P: Friction locks cause throttle levers to stick.
S: That's what they're there for.

P: IFF inoperative.
S: IFF always inoperative in OFF mode.

P: Suspected crack in windshield.
S: Suspect you're right.

P: Number 3 engine missing.
S: Engine found on right wing after brief search.

P: Aircraft handles funny.
S: Aircraft warned to straighten up, fly right, and be serious.

P: Target radar hums.
S: Reprogrammed target radar with words.

P: Mouse in cockpit.
S: Cat installed.



Book Review By Dave Ostergaard

FLIGHT OF PASSAGE

On the surface this is a right of passage book. It is about boys becoming men. Some might argue that it is about men remaining boys. I can only report on how a book affects me, what it makes feel. In effect I chronicle my reactions/emotions to the written word and to the story that unfolds. This book points out that we grow into adults because of, and simultaneously, in spite of our parents' wishes, hopes, and efforts.

This is the story of two young men, who, with their parents blessing and encouragement, fly, without benefit of radio communication, an 85 horse cub from New Jersey to San Juan Capistrano, California. The actual flight takes place during the summer of 1966. At that time Kern and Rinker Buck are 16 and 14 years of age respectively. Kern is P.I.C. with 100 hours total time under his belt. Rinker is co-pilot and navigator. Kern had the license.

Before they could make the trip the cub needed recovering, which they accomplished through their own efforts and labor. By the way, the covering job and trip were completely financed by their odd jobs. When they left Jersey they had \$326.00 in their pockets for room, board, gas & oil.

Having little money surprised me some, but not as much as the planning that went into the trip. There

wasn't much. They left on the 4th of July weekend and took six days to cross the country. That is such a simplification that I'm almost embarrassed to write it. This is a first person story told without apology or much embellishment. As far as I could tell it didn't need any. Their adventure was as pure and innocent as it was dangerous and unplanned. We as a country did things much differently then. I used to hitchhike great distances around the time this flight takes place. I was a teen in 1966 also. (Its hard to believe I was married less than a Year later.) My folks knew I hitchhiked, and even approved. We had one car & my Mom didn't drive. Things seemed so simple. Anyway, their story is wonderful reading. Its funny, frightening, exciting, thought provoking and makes for really terrific day-dreaming. I would love to have a half as wonderful a trip. These kids were lucky in many respects. They survived poor judgement in some cases and youthful exuberance in others. You could almost feel their judgement and skills growing as the trip evolves. They came to understand more about themselves, each other and their parents as time went on. I hope my words inspire you to read this book. You will grow as a result, and will have a great time doing it.

This is a story about airplanes and people who fly them for just for fun. It is about our Country, geographically and philosophically. It is about growing and loving and flying. Reading just doesn't get any better.

"Flight of Passage" was written by Rinker Buck in 1997. It was published by Hyperion. I purchased my copy at Barnes & Noble.



www.B17.org
FLY THE FORTRESS

The B-17 "Salute to Veterans" Tour Schedule - 2004

COMING SOON TO AN AIRPORT NEAR YOU

EAA Resumes 'Salute To Veterans' B-17 Tour - "Wings of Eagles" Steps In, Offers Use of Fuddy Duddy

Through a special arrangement finalized this week, a well-known B-17 bomber will return to the sky and allow EAA's popular national B-17 tour to resume beginning at EAA AirVenture Oshkosh 2004. The return comes less than three months after the tour was temporarily halted when a landing gear malfunction sidelined EAA's B-17 Aluminum Overcast. The "Salute to Veterans" tour will continue with the famed B-17G Fuddy Duddy, which will fly through an arrangement with the Wings of Eagles Discovery Center (formerly the National Warplane Museum) of Elmira, NY. For more info & updates, visit www.b17.org.

Dates on Location, Flight Dates, Rain Date, City, State, Airport Name, Airport ID

Sept 6-9, Sept 7-8, Rain Date Sept 9th, Sevierville TN, Gatlinburg - Pigeon Forge Airport, GKT

Sept 9-14, Sept 10-12, Rain Date Sept 13th, Atlanta GA, Fulton County Airport - Brown Field, FTY

Sept 14-16, Sept 14-15, Rain Date Sept 16th, Augusta GA, Augusta Regional Airport, AGS

Sept 16-20, Sept 17-19, Rain Date Sept 20th, Asheville, NC, Asheville Regional, AVL

Sept 20-23, Sept 21-22, Rain Date Sept 23rd, Columbia, SC, Columbia Metropolitan Airport, CAE

Minutes of the July 9th, 2004 Monthly Meeting of EAA Chapter 690

Call to order [Chapter President Larry Bishop]

* Pledge

* Introductions

* Opening remarks:

1. Call to membership to pay outstanding dues
2. We ran out of NavCom's during breakfast, a few were donated by members for distribution to guests.
3. Thanks for the service provided by the Pancake breakfast crew and for the follow-up cleaning.

* Regular activities:

1. We will have our normal Pancake breakfast in August.
2. In lieu of the next regular chapter meeting (following AirVenture) will be the Chapter's annual Post Oshkosh Bash. Friendship flights and hangar flying start at 2:00 PM, Food at 5:00. Please bring a side dish for about 12 people; the chapter will provide the main dish.
3. A project visit is scheduled for 7:30 at Mike Stewart's house in conjunction with the Board of Directors meeting. All are welcome.

4. Young Eagles rally on July 17th; estimated 20-30 kids. (Your help is welcome!)
5. GAFI is September 18th.
6. The annual Chapter Hangar Dance will be Saturday, October 23rd

* Committee Reports:

1. [Publicity] Six airplanes were washed
2. Have special airplane washing soap available for sale in the AeroShopee.
3. We have new flyers for Pancake Breakfast programs for the rest of the year.
4. The Fire Cracker Fly-In information is available.
5. e-notam(s) can be received if requested by e-mail.
6. [Youth Programs] There was a youth day camp briefing; attendees constructed paper planes, wing ribs, did some sheet metal work, and learned some air navigation skills. Photos are available for viewing.

* Tonight's Evening Program: VTOL / regular configuration biplane design.

The next regular Friday monthly meeting of EAA Chapter 690 will be Friday, September 10th, 2004.

Minutes of the July 6th, 2004 Board of Directors Meeting

Meeting called to order by Chmn. Mike Stewart.

Treasury (Mike Stewart) - June's numbers have not been closed out. A full summary of first half of year will be delayed to next month to include June.

Board of Trustees (Duane Huff) - The air compressor is up and running, not yet completed as intended. Lee Olson is performing an inventory on the old Stone Mountain hangar material. There is interest in reworking the ducts to the up-stairs offices to improve the cooling capability up-stairs. Initial concept was proposed for shutter/drapes for the clear skylight panels to improve Saturday slide and projector displays.

Food (Mike North) - Nothing submitted.

Programs (Joel Levine) - The AJC has an interest in the upcoming presentation by Charlie Churchman. Someone is needed to manage the publicity for the Hangar Dance and GAFI.

Library (Ted Rabenko was not in attendance.) - Repeated the need for work to be done in library. day, with an additional seven this last weekend. Four were from the Aviation Day Camp.

NavCom (Lnor Levine) - Overdue dues notices went out with June issue. We are circulating 250 printed issues each month, and we ran out of copies at the pancake breakfast.

Web (Mike Stewart) - The web page has been

running slower due to the equipment dedicated to providing this service. Average access time is about one and a half minutes.

Young Eagles (Duane Huff) - We flew five kids on our scheduled

Project Visit - Mike Stewart will host a visit at his house on Tuesday, August 10th in conjunction with hosting the regular BOD meeting.

Other on-going issues: [1] Larry is in contact with the airport manager regarding our interest in additional hangars. [2] The phone issue continues as the bill is still in Don Roberts care. Mr. Roberts has stated that he "will get back with us" about this matter. [3] Need to get title for trailer from Charlie Sego.

Planned Events: [1] Hangar Dance: Chair is Lee Olson. He is looking for people to volunteer early for better scheduling of services. Still need to relocate the mirrored ball. [2] GAFI: no current chair. Larry is arranging an initial meeting at 3:00 p.m. this Saturday at the chapter hangar to prod the issue. There is also a Fly-in at Gainesville this Saturday morning.

New business: Larry has submitted the award nominations to Oshkosh.

The meeting was adjourned.

Respectfully submitted,
Jeff Gwathney
Acting Secretary

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.

Special Limited Offer –

JetSol

3 Gallons (only)

The fantastic professional cleaner that we use for our annual airplane wash -

JetSol, a homogeneous alkaline water-based cleaner is nontoxic and nonflammable, and is safe for use on all painted and unpainted aircraft surfaces. (Will not cause stress crazing of acrylic based plastics of aircraft windows. No chlorinated or other hazardous solvents usually found in corrosion control and aircraft cleaning materials are used in JetSol.

Usually available for sale only in minimum quantities of 6 gallons

- Available in the AeroShope at our cost of \$30 each per gallon, and now available in quarts for \$8.50.

For Sale

Honda EU1000I Generator

\$500.00

1000 Watt 120VAC Inverter Unit
12VDC Battery Charging

Capable of Parallel Cable
Operation with another EU1000I

Weights 29 lbs.

Runs about 8 hours on .6 gal of
gas at Econo-Throttle

Extremely Quiet Running.

Contact Alan Langford
Cell Phone: 404-226-8420

6/04



PLAN AHEAD NOW -

You won't want to miss Chapter 690's annual Flying Start Program on Saturday, November 14th. Details will be in the October NavCom. An informative event for family, friends & co-workers who have an interest in aviation, but don't exactly know how to get started.

VOLUNTEERS WANTED:

Lots of events are planned in the coming months. We hope that you will attend and enjoy the camaraderie of our chapter. To make it even more enjoyable, we hope that you will consider joining in on the planning and participate on a committee.

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

Airplane totally rebuilt.

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

New door panels
New headliner
New Nose Bowl
Plane stripped and repainted
Front Strut rebuilt
New Steering Rods and Boots
New Tach

Rebuilt starter and generator
New air box.
New vacuum pump
Oil filter added
New baffling.
Annual in Oct or Nov.
New carpeting installed.

METAL WING TIPS (PAIR) FOR SALE FOR C-150 - C-152 \$400.00

If you are interested in look-see... Contact Frank 770 923-6149
PS includes other (+s)

06/04

For Sale:

CE46 Ercoupe 415C #3467 1580 TT airframe and engine (0 hrs SMOH) PROJECT. Center wing section and fuselage disassembled and epoxy primed. All parts, systems, instruments, etc. stored. Mods include upgrading to "D" Model (85 HP), large rear windows, bubble windshield, large instrument panel. Wings signed off for covering. Airtex upholstery kit and all material for wing covering (fabric). Work done by A&P. \$ 11,000. Frank Wilcox 770-978-2403, or email: frankwil@mindspring.com.

7/04

**PRINTING
DANCE PRINTING**
COMMERCIAL PRINTING SINCE 1974

Your In-house Printing Department

770-326-6040

Publisher of the EAA Chapter 690 NavCom

Request for Updated Info

If you don't receive the regular Chapter NOTAMS with reminders and updates about 690 activities and events, we either do not have an e-mail address, or we have an old one. Please send your correct e-mail address to Joel Levine at jlevine@akorn.net.

For Sale: House, Ranch Style (2500 sq. ft.) and hangar (40' X 48') on 1.5 acres. Full basement with 1 BR (900 sq. ft.) apartment. On well maintained 2800 foot grass strip, Georgia 2GA9, AKA Lenora Airstrip. Near Snellville, GA (35 miles east of Atlanta). Could be subdivided. Call Frank Wilcox (770) 978 2403 or e-mail: frankwil@mindspring.com for further details.

07/04

New Chapter 690 Logo Clothing Available

High Quality Items Make great Gifts – Order Yours Now

Back by popular request – EAA Chapter 690 hats – and shirts - and now fleece vests. Come see the high quality apparel from The House of Embroidery.



Hats
\$12.00



L/S Denim Shirts
\$35.00



Polo Shirts
\$37.00



Fleece Vests
\$40.00

Chapter members Rick & Michele Gullet have promised prompt delivery of these items. Samples are available to look at in the AeroShoppe. Orders placed at the Pancake Breakfast will be ready for pick-up at the next Friday night meeting. Names can be added for \$6.00. Great gift ideas – shop early for the holidays!

Have you Visited the AeroShoppe Lately?

Merchandise with Aviation, Patriotic and Science Themes for Sale



Chapter Logo Patches
\$6.00

Oil Analysis Kits - \$12.00

Signed Books –
Including The Lost Squadron, the story of the Greenland Expedition. Make great gifts.

JetSol - The fantastic professional cleaner that we use for our annual airplane wash. More detailed info in classified ad section (page10).



Chapter Logo Mugs
\$8.00



SouthEast Regional Fly-In
October 1, 2, 3
Home of Friendly Folks & Flying Fun Since '91

For event schedules, arrival procedures, volunteer and other information, visit www.serfi.org.

Just a reminder that EAA 690 still has raffle tickets for the "Rag Wing Special" airplane, which SERFI (South Eastern Regional Fly In) is giving away. Raffle tickets are \$5.00 (minimum donation) each and are available from Tim Fulmer.

The airplane was constructed specifically for this fund raiser. It was displayed at SERFI 2003 and was placed in storage shortly after last year's event as soon as the FAA required time was flown off.

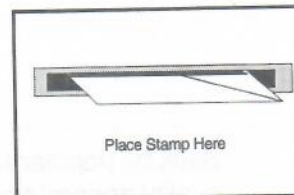
For those of you that did not see the airplane at SERFI, the workmanship is excellent. The aircraft will be awarded at SERFI 2004 or when the 3,000 tickets are exhausted, whichever comes first, so get your tickets while they last. Feel free to call Tim at 404-538-5244.



The Rag Wing Special S-31

NavCom

Newsletter of EAA Chapter 690
Editor: Lnor Levine
1340 Nerine Circle
Dunwoody, GA 30338



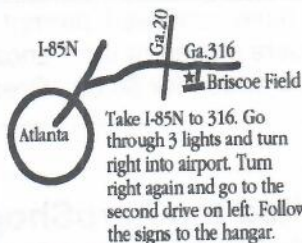
Come Join Us!

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 a.m.

Free programs start at 10:30 a.m.



AUGUST MEETING –

Saturday, August 14th, 2004

Program – Annual Post Oshkosh Bash – No Friday night meeting. Please see details on Front Cover!

Visit the EAA 690 Website at <http://www.eaa690.org>

ANNUAL HANGAR DANCE

October 23rdth, 2004

7 PM - 12 AM • MUSIC STARTS AT 8 PM

Location - on the South Side of Briscoe Field
Briscoe Blvd. - Hangar 7



Featuring the Fabulous Big Band Sounds of
The Atlanta Blue Notes

Coffee, "Pop" & Desserts

Military & '40s Attire Encouraged
(But Not Required)

Silent Auction

\$35/Couple, \$20/Single (In Advance)
\$45/Couple, \$25/Single (At the Door)

Make Checks Payable to EAA 690
Send to: EAA HANGAR DANCE
% Lee Olson
369 Windshore Court
Suwanee, GA 30024

For Additional Info:
www.eaa690.org

Leave Message At:
770-339-0804

TSA Alerts GA Pilots of Security Advisory

SPECIAL - EAA Chapter E-Gram
August 6, 2004

The Transportation Security Administration (TSA) alerted EAA to a General Aviation Security Advisory released today, which states that the security level has been raised from yellow to orange in the New York City, New Jersey, Washington, D.C. areas due to potential terrorist threats. EAA would like to take this opportunity to remind you to report any suspicious aviation activity and to take extra precautions securing your aircraft as noted in this TSA Alert. Reports may be made to either local law enforcement or to TSA General Aviation Hotline at 866/GASECUR (866/427-3287).

For additional information please go to the web at:
<http://www.eaa.org/communications/eaanews/GASecurityBulletin080604.pdf>