



NEWS AND

INFORMATION

FOR THE

GWINNETT

COUNTY

CHAPTER OF

THE

EXPERIMENTAL

AIRCRAFT

ASSOCIATION

NavCom

JUNE

May 2000

Marcus and Robin Stewart, our June presentation Speaker



Marc Stewart is a native of Atlanta, Georgia, currently residing in Newnan, Georgia. He has always had a love of flying and of aircraft (WWII aircraft in particular). As a teenager he earned his private pilots license. He and his friends flew all over the U.S. and Canada in a Cessna 120, and through their ignorance of youth (mixed with a lot of luck) narrowly averted death many times! They would often get two aircraft and "dogfight" each other or put on "airshows" for friends.

In college Marc became involved in sailplane flying and was an active member of the West Georgia College Sport Parachute Team. After college, he joined the U.S. Navy and graduated from Aviation Officers Candidate School in Pensacola. Marc then began flight training in pursuit of a career in Naval Aviation. During his Naval career Marc flew several aircraft including the T-34C, T-2C, US-2B, C-12, C-131 and the TA-4J Skyhawk. In 1995, he retired from the Naval Reserve as a Lieutenant Commander.

In grade school and high school Marc drew or painted aircraft subjects. Throughout college many of his art shows were of an aviation theme. Marc believes his early

flying experience influenced his college art projects. His military flying days and aviation maintenance experience further served to enhance his attention to detail in his aviation artwork. In 1975, graduated from West Georgia College with a Bachelor of Art degree with a major in Fine Art.

Marc's work has been exhibited (unjuried) in numerous shows in high school, college, and also while on active duty in the Navy, some of which were held at overseas Naval Facilities. Marc has original paintings and prints on display in over 20 aviation museum worldwide including the Imperial War Museum in Duxford, England. Also participated in the Aviation Miniatures Exhibit at the Art For Living Gallery (Butler, NJ), April 10, 1994-May 7, 1994 (Juried) EAA Sport Aviation Art Competition, Honorable Mention (Oshkosh, WI) June 20, 1994 -June 20, 1995. National Museum of Naval Aviation Art Competition Exhibition (Pensacola, FL) November 10, 1995-November 1, 1996. "Wings Over America" Aviation Art Exhibition at the Bakersfield Museum of Art in conjunction with the Minter Airfield Aviation Museum (Bakersfield, CA) March 23, 1996-July 5, 1996. American Society of Aviation Artists (ASAA) Annual Juried Exhibition, National Museum of Naval Aviation (Pensacola, FL) May 1, 1996- August 31, 1996.



Robin Stewart is the marketing half of the *Aviation Art by Marc Stewart* team. Stewart and husband/artist Marc founded their home-based business in 1993, starting from scratch with their first self-published print,

"Target of Opportunity".

With a background in public relations, marketing and advertising, Stewart worked at LCI. As a freelance writer, Stewart has contributed features to numerous newspapers and magazines including *Art Business News*, *Air Classics* and *Aviation Art Quarterly*.

In addition to *Aviation Art by Marc Stewart*, Stewart also works as a staff writer for the editorial department of AIR, Inc., a company specializing in airline pilot career development.

Originally from Florida, Stewart traveled the eastern U.S., living in Tennessee and Connecticut before eventually settling in Atlanta where she met and married Marc Stewart. Hobbies and interests include dogs, reading, spending time with any of her 15 nieces & nephews, writing,

and promoting Marc's artwork in new and creative ways. Memberships include the Newnan-Coweta Art Association, EAA, EAA Warbirds, Friend of the Dixie Wing of the Confederate Air Force, Carolinas Historical Aviation Commission, and Warbirds, Inc. of Spartanburg.

Minutes of EAA Chapter 690

May 2000 Meeting
5/12/2000

Tom Dubrouillet, Secretary

President Miller called the meeting to order and led members and guests in the Pledge of Allegiance. Retired Air Force General Jesse Dooman attended as an FAA Safety Designee allowing the evening NTSB Program to count towards Wings Safety Awards.

The April meeting minutes were accepted as published in the NAV COM.

Hangar Building
Chairman Tim Fulmer reported that thanks to Duane Huffs eloquent talk with the County Building Inspector, two of three inspections have been passed. Tim also gave an update on the Hangar Dance Plans for the next evening.

B-17 Chariman Bill Curtis gave a report on the plans for the B-17 weekend.

Young Eagles Chair
Duane Huff reported that Chapter 690 YE credits have been accumulated and donated to Chapter 468 to assist in sending Asa Moseley to the EAA Academy June 28th to July 4th. Chapter 468 Officers and Asa were in attendance. Although he was a little tongue tied, Asa thanked 690 for helping with his trip to the Academy. Duane also announced plans to select a 690 youth to send to the Academy next year.

Chuck Miller reported on the previous weekend Poker Run. Favorable weather allowed 31 hands to be played by 22

participating airplanes. Only one landing at the wrong airport! Congratulations go out to Duane Huff, his fleet footed copilot Jeanne Miller, and the Grand Champion Aeronca, for finishing the course first, by 10 minutes!

Butch Miller an NTSB Field Investigator from the Atlanta office gave members a first hand presentation of what the NTSB does and how they conduct business.

Butch Wilson Talks about NTSB Investigations

By Margaret Wilcox

Every time we hear of a serious aircraft accident we know that the National Transportation Safety Board Investigators will be on the scene almost immediately. That person may be Ralph "Butch" Wilson who spoke to the members and friends of Chapter 690 at the chapter meeting May 12th. Butch is one of 3 investigators in the Atlanta office responsible for seven states. There are 10 offices nationwide. All are under the control of the Washington D.C. office which investigates most of the air carrier accidents (serious or fatal injuries and substantial damage to the aircraft) and incidents (no substantial damage). General aviation accidents are handled by the regional offices and each investigator may work on as many as 50 a year. They also assist the Washington investigators. When the FAA investigates they are working at the direction of the NTSB. If criminal acts or terrorism is suspected the FBI also becomes involved.

Butch became an investigator for the NTSB in 1985 after a career in the Army flying helicopters and then a stint with the FAA in Oklahoma City in aircraft accident research. He is a commercial pilot with all the accompanying ratings. Since 1985 he has worked in the Texas Field office, then in Washington D.C. and in 1995 was

assigned to the local office. It is quite difficult to get on board, Butch said, with many applicants for each investigator job opening and the requirements rigid.

Butch described the speed and intensity of the response to the high visibility air carrier accidents and in fact, to all accidents. Occasionally biohazard suits are needed. Locating and preserving all the evidence is often difficult. They are responsible for all press briefings and occasionally family briefings. But the NTSB is in charge as mandated by Congress.

In discussing local general aviation accidents, he described the details of the work and the length of time it takes to do a thorough investigation. They work with manufacturer's representatives of both the air frames and the engines. He discussed in detail three local accidents which he has investigated.

When asked about causes, Butch replied it is most often little mistakes which, because aviation is so unforgiving, have such serious consequences. He mentioned fuel exhaustion and contamination and instrument errors as well as pilot error as among the most common causes of accidents. In discussing home built aircraft, he cautioned builders to use good judgment in the initial flights of their craft and to seek help from knowledgeable flight advisors.

New Editor for NavCom and Web Master

By Margaret Wilcox

This month we say thank you and job well done to former News Editor and Webmaster, Joe Reed and welcome Mike Stewart as the new editor of the NavCom and Web Master.

Mike is one of our newer members having joined the Chapter last July. He has been an aviation enthusiast since he was a little guy flying control line model airplanes with his father. Later he graduated to radio control models which he built and flew for many years. He competed under the sponsorship of Annheuser Bush and received many trophies and awards. Mike obtained his private pilot's license in 1997. Then he got a burning desire to build and fly his own aircraft. He started building an RV-6A in July of 1999 and it is now about one third completed, having just began his fuselage.

Mike's career, computers, makes him well qualified to be in charge of the web page. He is the Director of Quality Assurance of Butler Technology, a company that tests computers and software for other companies. Mike developed his personal web page to keep his family and friends in touch with his aircraft building project.

(<http://www.mstewart.net/michael/rv/rvhome.htm>) He reports it has generated frequent hits and lots of EMail.

Mike has lived in many places during his life, but calls Derry, N.H. where he went to high school, his hometown. While in high school he had a mentor and best friend Tommy Morgano, an American Airlines mechanic who is now 76 years old and retired.

Mike still talks to him almost every day and profits from his wise counsel and friendship. The two of them built and flew giant scale model airplanes for years. Mainly Mike flew, and Tommy fixed. Mike said, "It was a love hate thing with Tommy. I was 18, he was 60ish. All I wanted to do was fly, all he wanted to do was see me fly a safe aircraft. Many times, we would be at a tournament, some little thing was wrong with the airplane, and he wouldn't sign me off on it, and the plane was grounded till it was repaired. He would even stick a placard sign on the plane. Some A&P thing. He would never put the plane and people at risk. Me, I just wanted to show off my flying skills. I was young and dumb, but Tommy kept me in check. If it weren't for his meticulous nature of safety and perfection, I'd of crashed many more planes than I did. Today, when building my RV, and flying full scale, his damn voice still keeps me in check. I used to curse him. Today I thank him. Thanks Tommy!!"

His local counselor for the RV-6 is Clyde Schnars. But the most important counselor is Julie who will become his bride on December 9th.

We welcome Mike to this important chapter position. Mike says he is not a writer but will have fun being the editor of the NavCom. He knows he will have some big shoes to fill for Joe produced an award winning news paper and developed our first web page during the several years he served the chapter.

Mike will depend on all the membership to feed him the news.

Deadline for copy is always the weekend before the 1st Saturday of the month.

Chapter Building Construction Update

As of May 22nd the last in-progress inspection, that of the Fire Marshall, was signed off on the County Building Permit. This means that the mezzanine construction, Phase I and part of Phase II of the Chapter building renovation can now continue to completion.

On May 20th several member volunteers installed the exterior 2nd floor door which opens onto the outside deck and stairs - both still to be built.

Other construction that can now move forward includes hanging, finishing and painting the remaining sheetrock on all walls and ceilings and installation of the electrical fixtures. When these are completed a Certificate of Occupancy will be awarded by the County following signoff of the final inspections. With this in hand work will proceed to complete the project - Phases 3 and 4.

Most of the above tasks, especially the sheet rocking, requires little technical skill. If you have a few hours on Saturdays starting June 3rd, please volunteer to help complete this phase of the project. Watch for Joel's EMail Notams or call Charlie Sego at 770-736-9300 if you have questions about scheduled work.

B-17 Aluminum Overcast Visits Brisco Field and Chapter 690

By Margaret Wilcox

From the time the giant EAA's B-17, "Aluminum Overcast", touched down at Briscoe Field on May 11th until it made it's final departure at 3 P.M. on Monday May 15th, it was the star attraction on the airfield and drew nearly 5000 people

to look, tour or ride in the famous aircraft. This, the 5th

annual visit to Chapter 690, was probably the most successful according to Bill Curtis who was general chairman for this chapter event. The weather was perfect. The plane, carrying a maximum of 7 passengers, took 13 flights within the local area and over Lake Lanier. The first flight on Thursday afternoon was for the press and resulted in some great publicity, which brought the large crowds to the airport to see the plane for the next three days. With all the flights occurring in the mornings the plane was open for tours during the afternoons. There always seemed to be a line of people waiting. Many were families with small children. Some were veterans who had been crew members on B-17s during WWII. These signed a special book which goes with the Aluminum Overcast as it tours throughout the United States. One veteran was an 80 year old former radio man who relived his experiences during his ride with the press.

Col. Hal Weakly USAF (ret) was in the cockpit during every flight. Hal is the only active B-17 pilot who actually flew the aircraft in WWII. His home is in the Atlanta area. He is not only a competent pilot, but is friendly and gracious. He stayed around the aircraft talking to people and signing autographs. The other crewmembers who come with the aircraft and bring equipment in a long support trailer are all EAA volunteers who travel with the plane. They enjoy coming to Lawrenceville, because our active 690 members staff the operation and they can have some time to relax.

Bill had an adequate number of Chapter 690 members working in shifts all three days, even though two other events, the dance and Wings Weekend also needed member volunteers. Thanks to all who participated. As in years past the chapter will receive from EAA at Oshkosh a portion of the receipts of the sales of flights, tours and merchandise. According to Bill the sale of shirts and memorabilia was brisk and along with the many tours and flights should result in a nice addition to the Chapter 690 treasury.



Fifth Annual Chapter 690 WWII Hangar Dance a Great Success

By Margaret Wilcox

What a perfect setting for an authentic WWII Hangar Dance! The big B-17 Bomber EAA "Aluminum Overcast" standing majestically at the open hangar door, the 19 piece Atlanta Blue Notes playing tunes from the 40s and 50s and a teeny bopper couple jitterbugging on the dance floor. The centerpiece of the attractively decorated hangar was a huge twirling mirrored ball which hung from the center of the ceiling.

The ball designed and constructed by Tim Fulmer was made from thousands of tiny pieces of glass, which he cut and glued to a wire mesh, paper-mache covered frame. The room was bathed in twinkling lights draped around white streamers that burst forth from the silver ball. This was the scene on Saturday night May 13 for the 5th annual EAA Chapter 690 Hangar Dance held in the GMD Hangar at Briscoe Field. To add to the scene were tall tulip center pieces on the large round tables that ringed the dance floor, and on the side another table laden with desserts and punch. In the corner providing a perfect background for professional photos was Terry and Sue Adams SNJ-6 Trainer, another authentic WW!! airplane. Mother Nature added a beautiful sunset followed by a two thirds moon and balmy breezes to cool the dancers as they whirled and dipped to the music. Over 250 people came to enjoy this wonderful evening. Prizes were awarded to the best dancers and those whose period costumes were judged most authentic and unique.

Much credit goes to the general chairpersons, Tim and Julie Fulmer, the ticket, Carol and Lee Craymer, in charge of the tickets; Bob and Lynn Zayner who provided the food and the many many other members of 690 who came to move tables, chairs and

equipment, decorate and provide support in so many important ways. As always, Steve Ashby, appropriately dressed in his black tuxedo, was the capable Master of Ceremonies. Tim says thank you to all who helped for it truly was a joint effort. A special ³thank You² is due our many sponsors for their donations. They are:

- GMD Aviation for the use of the large hangar.
- Cofer Adams Building Center for the materials for the bandstand.
- Georgia Pacific Corporation for materials for the bandstand
- Specialty Construction Products for all the white plastic draped around the hangar.
- Tom M. Wages Funeral Services for the loan of additional folding chairs.

The prizes were donated by the following:

Folks Southern Kitchen
Piazza Hut
Fuddruckers
Longhorn Steakhouse
LaCazuela Mexican Restaurant
Outback Steakhouse.

AEROSPACE EDUCATION / SAFETY:

"A Good Pilot is Always Learning" – AOPA Flight Training Magazine

SUCCESS STORY FIRST GEORGIA WINGS WEEKEND

By Judy Hayes, CFII

What does it take to be able to say "I love it when a plan comes together!" (quoted from the old 'A-Team' adventure series on TV)? A lot of hard work by a lot of dedicated people. The Wings Weekend, held on Saturday and Sunday, May 13th and 14th was a huge success because of the efforts of the planning committee, the volunteers, the participating pilots

and the volunteer CFIs. The level of success you ask? The FAA representative from Oklahoma City said he'd been to 112 Wings Weekends, and the first ever in Georgia was the best he'd ever observed.

EAA Advisory Council and FAA Safety Program Councilor (and North Georgia 99s) Sue Adams and her husband Terry were the driving force behind the monumental effort to make the event a reality. Sue started way back in 1993 trying to get the weekend event started here in Georgia. She had participated in the Wings Weekend program every year (in the Chicago area), and has 10 lapel pins proudly pinned to her hat – that's 10 years of participating in what I consider the best FAA-sponsored/endorsed program around! About a year and a half ago Sue called the FAA and together decided now was the time to get the program started here in Georgia. Sue, Terry and the volunteers from EAA, primarily Chapter 690 (the co-sponsor with the FAA), worked non-stop to make the event happen. I would like to list for everybody the names of the other hard working individuals who made this program a success. You probably know many of them: Kerry Bedsworth, 268, Liz Ellis, WB17, Debbie Bright, 268, Joel Levine, 690, Ron Mulvaney, 690, Dave Haskell, 690, Pilar Kornegay, EAA member at large, Chuck Miller, 690, Jeanne Miller, 690 (also North Georgia 99s) Duane Huff, 690, Ed Stembridge, 690, Jesse Dooman, 690, Mack Secord, ASC, Roy Good, CAP, Bill Curtis, B-17, Tim Fulmer, Hangar Dance Coordinator, Pete Acevedo, FAA Safety Manager.

I attended nearly all of the planning sessions starting in January, as the planner and instructor of the Pilots' Companion Course sponsored by our 99s Chapter (more about that to follow). The planning session discussions were enthusiastic, lively and sent me home each time with the conviction that this event will be great. And it was.

I would like to personally thank two North Georgia 99s for participating in the program (both as pilots earning their Wings and as volunteers): Susan Pollack and Jean Toxen. I had the pleasure of flying with them, both really good pilots, and helping them earn their Phase I Wings. Additionally, Susan helped with the setup of the area on Friday night, and Jean helped as the instructors' Assistant in the two Pilots' Companion Courses. The Pilots' Companion Courses, sponsored by the North Georgia 99s Chapter got rave reviews also. It was a lot of hard work putting together the syllabus and course material, but it was certainly worth the effort. There were even a few attendees who have decided to take flying lessons – who knows,

future 66s, and maybe eventually 99s, not to mention a few 49-and-1/2s!

I had the privilege of co-teaching the two sessions with my own personal mentor, Carolyn Bowen (not a 99-er, but I'm working on her), and her Pilot Companion Steve VanBrackle. It was perfect for the attending non-pilots to hear Steve's perspective, plus learn about aerodynamics, aircraft instruments, avionics, aircraft controls, radio-talking, chart-reading, basic pilotage navigation and emergencies, to list the main topics we discussed (phew! – quite a lot to squeeze into a 3-hour course, but we did it!).

Those of you who missed out on attending this event really missed a great instructional event AND a hangar dance to add to the festivities on Saturday night. There were seminars that included spatial disorientation, renters/owners insurance and maintenance responsibilities, navigating in Atlanta airspace, using the Flight Service facilities, using a GPS, how to keep your medical in your pocket and accident investigations.

I don't know who it was that Sue put in charge of weather, but it was absolutely perfect, both days! Also, the Gwinnett Tower people were super. They brought to the program 100% of their support, and did the briefings for the pilots and instructors each morning.

I can't say enough about all the hard work that culminated a very successful weekend program, not to mention a heck of a lot of fun for everybody. Put on your calendars to participate next year – you'll hear about it, trust me!

"Safety is no accident" and "Let's be careful up there"

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 encouraged. Submit articles in ASCII or Word format and pictures in any format via email to: mstewartga@yahoo.com or mail to:

Michael Stewart
270 Leigh Kay Drive
Lawrenceville, GA 30045
770-277-9686

**Deadline for submissions is the
Last Sunday of the Month**

THE NAVCOM is produced on a **Minolta DI-620 Copier**. Thanks to Alan Langford and Minolta Corporation for printing the NAVCOM each month.

Also thanks to Barney Barnes and his merry band who fold, staple, mutilate and mail the NAVCOM each month.

In keeping with the spirit of all aviators, permission is hereby granted for the reproduction of the NAVCOM articles by other EAA Chapters provided proper credit is given to the author and to the NAVCOM.

President:

Chuck Miller 770-729-1840
chuckmiller@email.com

Vice President:

Joe Friend 678-441-0597
jfriend@us.ibm.com

Treasurer:

Charlie Sego 770-736-3900
csego@yahoo.com

Secretary:

Tom Dubrouillet 770-640-5573
tomcat588@aol.com

EAA690 Hangar:

770-339-0804



Events Calendar



Visit the EAA 690 Website at: <http://eaa690.home.mindspring.com>

Georgia

Saturday, July 1, 2000

Lawrenceville, GA

EAA Chapter 690 pancake breakfast fly-in and airplane wash at Gwinnett County-Briscoe Field (LZU). Reservations for airplane wash requested. Contact Sue Adams at 770-613-9501 or msadams@mindspring.com for more information.

Saturday, Oct. 21, 2000

Dublin, GA

EAA Chapter 1195 annual fly-in at WH 'Bud' Barron Airport (DBN). Call William Kea at 912-272-5889, Frankie Bracewell at 912-984-5483 or Fred Houston at 912-275-0029 for more information.

Alabama

Wetumpka, AL

EAA Chapter 822 Fly-In at Wetumpka Municipal Airport (08A). 9 am.-5 p.m. Contact Al Cunliffe at al.cunliffe@eds-gs.com for more information.

Friday-Sunday, October 6-8, 2000

Evergreen, AL

10th Annual South East Regional EAA Fly-In at Middleton Field (GZH). Airshow, judging, workshops, vendors. Call 334-578-1707 for more information.

Tennessee

Saturday-Sunday, June 17-18, 2000

Greeneville, TN

Warbird Airshow 2000 at Greeneville/Greene County Municipal Airport (GCY). Korea FAC re-enactment, military fly-bys, static display. Call 423-638-4111 or 423-727-5460 for more information.

EAA 690 Project Visits.

June 10 - Mike Stewarts RV-6A, visit cancelled due to conflict with Young Eagles Event

June 17 - Dick Seiders project visit, cancelled, he has to move.

July 15 - Jim Walsh's project visit is still scheduled for July 15th. A Sonex project

Classifieds

For Sale: 2 - David Clark H10-60 Headsets - \$225.00 each 1 - Sigtronics Transcom II 4 way Portable Intercom - \$140.00 Alan Langford 770-339-3674 alang@mindspring.com

For Sale: 1978N Cessna 172 Skyhawk. Very nice, well maintained (TLC). Hangared last four years (unsure before six years ago, but look at it and decide for yourself). 2950 total time. 900 since major overhaul. 0-320, 160 hp, runs perfect. Paint is a 9. Interior 81/2. Fully IFR equipped (Bendix King coms, Navcoms. DME, ADF, Loran, CDI w/lideslope, & CDI VOR). Century II Autopilot w/heading bug, and wing leveler. Fresh Annual in Oct. '99. Based at Covington, Hanger N. Hull value this model is \$48,000, this one is worth \$50,000, and that is what I'm asking. Dick Seiders -phone 770-972-3727, or avdub@mindspring.com.

For Sale: New Maule Tailwheel 8" Solid Rubber, New wind driven generator, whiskey compass, Old style AH and DG, Cessna 328 T 720 Channel, Misc instruments. Contact Dave Ostergaard, 678-482-0491.

For Sale: Complete (new) hydraulic disc brake and wheel kit for A/C up to 1100 lb. gross. Includes tires, tubes & mounting hdwr; \$200. Tail wheel, axle, glass rod spring and mounting bracket (new) ;\$100. Frank Wilcox 770-978-2403 or frankwil@mindspring.com

NavCom

Monthly Meeting
Friday, June 9, 2000
7:30pm at the
Chapter Hangar

Produced on the Minolta
DI-620 Copier