



**JULY 2002**

# NavCom

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

## July Pancake Breakfast and 5<sup>th</sup> Annual Airplane Wash

By Joel Levine

**A fun fundraiser for the chapter! Additional airplane washers needed.**

### ***Please Volunteer to Help!***

**RSVPs recommended to assure enough wash crews -**

**Contact Joel Levine at 770-394-5466 or [jlevine@akorn.net](mailto:jlevine@akorn.net)**

- Single Engine - \$30
- Twin Engine - Up to Four Place - \$45
- Larger Aircraft - Will Quote - and Haggle
- Proceeds Benefit 690 Kitchen Improvements

*New this year - \$5 discount to pilots who help wash their own plane(s).*



*Lynne Zahner washes a plane at one of our past Airplane Washes.*

*Sam Lyons*

### **Renowned Aviation Artist**

## **To Present Program at July 12<sup>th</sup> Meeting**

Sam Lyons, Jr. is a native and resident of Atlanta, Ga. His interest in aviation was prompted at an early age by his father, who was a B-24 pilot during WWII. Sam's paintings capture the reason you fell in love with airplanes & flying.

Sam has participated in past Chapter 690 events, displaying his art at several of our Fly-Ins and presented a very interesting program when he and wife Vicky were our honored guests at one of the Chapter's annual Holiday Banquets. We are eagerly anticipating his presentation at our meeting on Friday, July 12<sup>th</sup>.

Please see the bio of Sam on page 6.



*Reflections*



*Checking the Mail*

For more info on Sam, the above prints and his other works, visit his web-site at [www.lyonsstudio.com](http://www.lyonsstudio.com).

## **Mark Your Calendar - Annual Post Oshkosh Bash is Saturday, August 10<sup>th</sup>**

Following a longtime 690 tradition, the August meeting will be held on SATURDAY, August 10<sup>th</sup>. The chapter will provide the meat, soft drinks and tableware. Members and guests are asked to bring a side dish or dessert for 12.

Those who are fortunate enough to be attending AirVenture in Oshkosh will share stories and photos with the rest of us. Hangar Flying begins at 2:00 p.m., food will be served at 5:30 p.m.

Following a new 690 tradition, Friendship Flights for Fun will also be conducted. Members with planes will be offering rides to non-owner chapter members.

**Happy  
Independence  
Day**

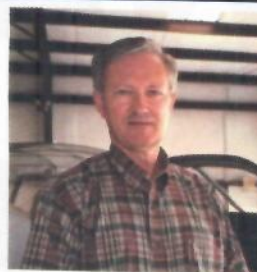


## Introducing Chapter 690's Technical Counselors (TC) - and our Flight Advisor



David Posey, seen here helping at a Pancake Breakfast, is a Board of Trustees member, past 690 VP and the Chairman of the chapter's Technical Counselors. As our past Equipment and Furniture Chairman, David is responsible for acquiring much of the furniture and equipment that we enjoy in the

Hangar, in addition to the heat and A/C units.



Clyde Schnars, in addition to being a Technical Counselor is an EAA Flight Advisor. (Please read info at the bottom of page 3 and the article on RV Transition Training on page 4.) Clyde has built two aircraft and also enjoys woodworking. His prize winning 1996 RV-6A is based at LZU.

Chapter President (2 Terms) Board of Directors member and "Over the Hill Gang" member Duane Huff is also the chapter's Young Eagles Coordinator. Duane is the spackling specialist who has made sure that our interior walls are properly finished.



TC Duane is the proud restorer of a prize winning Aeronca Chief that was featured on the cover of Private Pilot. A retired music educator, in his "spare time" he often takes youth groups on tours of the airport.

Board of Trustees Chairman, Past President (2 Terms), retired Aeronautical Engineer and "Over the Hill Gang" member Frank Wilcox is also one of the chapter's TCs. Frank has been very involved with the construction of the Chapter's Building - exterior and interior. A



SMARTI project member, he is currently leading the Shop Development Committee on the last major area of the Building to be completed. He & wife Margaret are frequent contributors to the NavCom.



Technical Counselor Greg Jannakos has served the chapter as a member of the BOD and is very involved with the Young Eagles program. As a member of the "Over the Hill Gang," Greg has spent many hours helping with the interior construction project that has made the Chapter building so

useful for all of our many activities and events. Greg flies an Ercoupe, has built, flown and sold a Sonari II, and is currently building a Zenith Zodiac,

Michael Stewart, Chairman of the BOD is also the Chapter Treasurer and web-master. He is active in the Young Eagles program, has participated in our new Friendship Flights for Fun, and has enjoyed several of this year's Fly-Outs. In December Mike completed his RV-6A



project (visit his web-site to read all about the process: [www.mstewart.net/michael/rv/index.htm](http://www.mstewart.net/michael/rv/index.htm)). When not flying, he is restoring an Aeronca Chief.



Scott Solberg, a new IA, is a relatively new 690 member, but along with wife Wendy he has quickly become an indispensable worker and member of our leadership. New to the BOD, he also arranges chapter visits to members' projects. He is an A&P Mechanic with Delta Airlines,

assisted with the last third of Mike Stewart's RV-6A, and is restoring a '47 Aeronca Chief based at LZU.

New Chapter 690 member and Technical Counselor George Cowan and his wife Esther have recently moved to our area. We have no photo yet of George, who is already participating on the Shop Development Committee which is finalizing the plans for completion of the last major area of the Chapter Building. A retired Engineering Tech in the USAF, he was an American POW. George is an A&P and former IA. He joined the EAA in 1956 and is a Life Member. George was a founder and first President of EAA Chapter 38 in Macon-Warner Robins.

## What is an EAA Technical Counselor?

EAA Technical Counselors are volunteers who have either built their own aircraft, completely restored one or hold a government rating such as A&P mechanic. They are also individuals who use their knowledge to guide others with an entire project or in specific area of expertise.

By sharing their experience, they continue EAA's tradition of members helping members. Technical Counselors provide another "set of eyes" during the construction period, checking for missing components or improper installation.

There are also aircraft insurance benefits for builders who utilize Technical Counselors and belong to an EAA Chapter. To learn more about the program or for application information, contact EAA's Information Services Department at 920.426.6864 or e-mail: [safetyprograms@eaa.org](mailto:safetyprograms@eaa.org).

## The NavCom

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

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

Deadline for submissions is the 15th of each month, unless otherwise announced. **The deadline for the August 2002 NavCom is Monday, July 15<sup>th</sup>.**

Permission is hereby granted for the reproduction of NavCom articles by other EAA Chapters, provided that proper credit is given to the author and to the NavCom.

Thanks to 690's Postmaster Barney Barnes and his merry band who fold, staple & mutilate the NavCom for distribution and mailing.

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## The President's Pitch

By Duane Huff



Nathan Hay makes my day! It was Saturday June 8th, International Young Eagles Day, and we were expecting around fifty young people to take their Y.E. flights. Nine o'clock came and there were three pilots and lots of people showing up. Pre-flight was given to the kids present and we started flying with two airplanes. (Forest Wilson, the third pilot, could not get one of his engines to start.) After a while, two other pilots came and started flying Y.E. Then, between flights, Nathan Hay came and introduced himself to me and asked what he could do to help. Could he fly Young Eagles? "Yes!" Are you a member of EAA? "No!" Chapter 690? "No! But I am planning to join."

To make a long story short, Nathan called Oshkosh, joined EAA, and then paid his dues to join Chapter 690. Nathan then rented a Cessna 172 from Astron for an hour and flew Young Eagles. Then, the only plane available to rent was an R.G. Not being comfortable flying Y.E. by himself in this plane, he had his instructor fly with him and made other Y.E. flights. This is really stepping up to the plate as a volunteer and helped make my day! When you meet Nathan, please give him a warm EAA Chapter 690 welcome.

Recently we have had two groups use the hangar for special parties. Both were excellent uses of the hangar and a good way for Chapter 690 to reach out to the community. The first group

was the Lawrenceville Crossroads Community Church. They had presented an Easter Pageant based on a WWII theme and used the hangar for their cast party. They even brought along a P-40 (styrofoam) for additional ambience. The second one was a surprise birthday party for an older pilot. The surprise was superbly created by having the guests arrive at the hangar while the honoree was given a ride in a Stearman. The Stearman taxied up to and turned around in front of the hangar. As the gentleman got out of the plane, the hangar door opened, exposing the guests and decorated hangar, for a complete surprise.

Thanks to Charles and Bonnie McCormick for taking on the responsibilities for the Post Oshkosh Bash. This is on Saturday, August 10th and takes the place of the August meeting. It is a covered dish dinner with meat and drinks furnished by the chapter. We will have hangar flying, sharing of Oshkosh stories and pictures, and Friendship Flights during the afternoon, with dinner in the early evening. Look for details later.

From my prospective, it seems that Chapter 690's prop is in high pitch and that we are cruising along very nicely. There have been some air pockets, but those are to be expected as we climb toward smooth air.

Recreational flying, fun, food, and fellowship is what we are all about. Keep em' flying.



## EAA Flight Advisors

EAA Flight Advisors are volunteers who can help you evaluate your readiness and skills for initial flights. They won't give you "yes" or "no" answers as to your flight abilities, rather they help you develop guidelines for making your own decision. Less than two percent of all homebuilders who have used the EAA Flight Advisor program experienced an accident in the first 40 hours of flight!

As with the EAA Technical Counselor program, Avemco Insurance will insure your aircraft for the first 10 hours of flight if you utilize an EAA Flight Advisor. To learn more about the program or application information, contact the Government Programs department at 920.426.6522 or e-mail: [flightadvisor@eaa.org](mailto:flightadvisor@eaa.org).

# Tennessee Valley RV Builders Group

Editor's note; TVRVBG member and RV-6A builder Kevin Belue recently received the airworthiness certificate for his plane. Before the first flight, however, he needed transition training for the RV. Kevin generously supplied this account of his visit to Georgia to receive RV stick time.

## RV Transition Training with Clyde Schnars



My RV-6A has been inspected and is ready to go. What to do now? Time to take transition training from an instructor - it keeps the insurance company happy. So, I called Clyde Schnars (770-442-0624) and set an appointment. Clyde was recommended by Steve Mustakis and Al Wright who had taken training about a month before. Clyde is well qualified: he's an EAA Flight Advisor and Technical Counselor; CFII for Airplane, Instrument, and Multi-engine; ATP with MEL, SEL, SES, Helicopter, and Glider ratings. Whew!

Billy Baggett (good friend and navigator) and I gathered our gear and headed to the airport at 11:00 Friday, but there was a thick blanket of fog. Finally, about 1:30, the fog lifted and we loaded up the C172 and headed east to Gwinnett Co. Airport. The weather was smooth and beautiful - no wind or clouds. Getting into the airport was hectic, at least for me. But after a few fancy maneuvers we landed and made our way to the friendly people of Piedmont Hawthorne Aviation to refuel and park the plane overnight.

After a nice night of food and sleep, Clyde greeted us at the hotel and drove us to the nearest Waffle House for some morning vittles and conversation. We then proceeded to the airport and stopped in front of Clyde's large, well-equipped hangar. Inside there were 4 experimental planes (3 RVs), an office, bathroom (with shower!), and a storage area on top. We then examined Clyde's RV-6A, and soon concluded that it was really too nice to be used for training. His plane has won several awards and he even has a picture of it with the Hooter girls! It has an O-360 with a constant-speed prop. The panel is set up for IFR and is completely full of instrumentation. The paint job and the workmanship were beautiful.

Clyde gave a brief discussion about what we were going to do, what to expect, and some of the speeds that we would fly at take-off and landing. Clyde then demonstrated his pre-flight inspection of the plane and gave some pointers for a good check of all controls

and systems. After rolling the plane outside (not an aerobatic maneuver), we hopped in. I got in the right seat for the take-off since Clyde was going to fly us out of this busy airport. Clyde cranked the engine and I proceeded to taxi us to the runway. After our run-up we received our clearance and rolled out onto the runway. Clyde wasted no time hitting the throttle and I was immediately pressed back into the seat hard! I've never been in an airplane that accelerates like this (well, maybe some jets)! It seemed like only a couple of seconds and we were airborne, climbing quickly (~2000 fpm). Clyde gave a short demonstration of his S-TEC 30 two-axis autopilot and then gave me the stick as we flew over to Winder airport. That autopilot is great - I've gotta find some way to afford that!

After landing at Winder airport, we swapped seats. Clyde then explained the location and operation of all of his instrumentation. Since I was unfamiliar with the constant-speed prop, he discussed how to manipulate the control during the different stages of flight. I then ran through the checklist and cranked the engine. The brakes must be held firmly while cycling the prop - there is a lot of thrust! I could tell this plane was real eager to fly! I taxied onto the runway, being careful to line up with the centerline (don't make it any harder on myself!) I started pushing in the throttle - wow, this thing has a lot of power! As we headed for the edge of the runway I realized that I had to push a lot more right rudder than I expected. Clyde is a cool character even though I was about to take his prize bird on a new kind of cross-country trip! I only got to 1/2 throttle before we were at 60 mph and it was time to rotate. As we started climbing at 110 mph, I put in the rest of the throttle and got another enjoyable push into the seat.

We climbed out of the pattern and I already felt comfortable with the plane. I did several 360° turns to the left and right to get a feel for the plane. Clyde then wanted to try stalls. I was a bit apprehensive about stalling an RV because I thought it might be a wild ride.





## Young Eagles

By Debi Huffman

Saturday June 8 was another big Young Eagles Day at 690!

Because of inclement weather on May 9, many YE's were rescheduled to join the June group. For our pilots, many were unavailable, and things looked pretty sparse at the beginning. However, as the morning progressed we gained a few pilots and we flew a total of 38 new Young Eagles!

Thank you to our faithful pilots: Duane Huff, Lee Craymer, Forrest Wilson, Jim Erier, Nathan Hay (new EAA member), Michael Kiah and Michael Stewart. Our loadmasters did a fine job and were very flexible about helping out. They include: Reinhardt Kuntz, Charlie McCormack, Dave Haskell and Walter Deere. Parent Eddie Reynolds assisted Debi Huffman with registration while Scout leader, Karen Huppertz printed out the certificates.

All in all, it was a great day!



By Debi Huffman

Chapter 690's EAA Air Academy Scholarship Recipients and their families joined us at the June 14<sup>th</sup> meeting. Jeremy Sampson, Stephen Gorkes and Jordan Dunbar were all very excited about their upcoming adventures. They have all been asked to take lots of pictures and keep a journal of their experience so they can share with us at the September 13 meeting.

### Volunteer Participation Series – Article 1

#### **Air Czar: The Best Job In The Chapter**

By Tim Fulmer

It occurred to me that EAA 690 member (especially new members) might be much more eager to accept various chapter chairmanships and committee positions if they knew what they were getting themselves into. I will go first, only so that I can make this dual challenge. To other chairpersons: I challenge you to continue this series of articles by submitting descriptions of your chapter responsibilities - including the good parts, the less than good parts, and some indication of the time you must invest in your duties. Don't let this series die after Article 1! And to the membership at large: I challenge you, once you have a better understanding of the commitment involved, to step to the plate and assume a leadership role. It's not that hard, it's rewarding, and you will get much more out of your membership by participating.

Now for Article 1.....

I am fortunate to have what I think is the very best job in the chapter. As "Air Czar" (less colorfully known as Fly-out Coordinator), I have only to dream up destinations that I would like to fly to and then invite the entire chapter to come along for the fun. In the process, I get to meet and visit with members that I might otherwise never get to know, and that is clearly the best part of my job. Another great perk is that I am the first to see who has seats available for a trip. I only recently realized the benefit of this when Steve Leonard allowed me to accompany him to Middlesboro, KY in his very impressive Siai Marchetti (coming from Alabama, I will never be able to spell it, but at least now I've ridden in one).

On the negative side, it is hard to coordinate a fly-out without something going wrong, so you just have to roll with the punches and trust that your fellow members will understand and forgive you when for instance we are two hours late in going to lunch. The very bottom of the barrel on the duty roster is telling a fellow member who was hoping for a ride that there are no seats available. Because of the gracious pilots in our chapter who are always willing to share their rides, this does not happen often, but when it does, it's like aerobatics after a meal at the Varsity; it just makes you sick at your stomach.

In a typical week, my duties will occupy about 2 hours of my time which is spent sending e-mails and making phone calls to possible fly-out destinations. I try to get things lined up about two months out, although this is not always the case. The workload doubles on the week leading up to a fly-out, especially if the weather looks questionable. Initially, finding places to go was a bit of a challenge, but now the ball is rolling, and members are submitting more suggestions than we can ever hope to visit; you just have to put it all together.

Lastly, I am fortunate, and extremely honored, that by being the chapter's first Fly-out Coordinator I will always lay claim to the title of "The Original Air Czar". And being "the original" will have to do, as I know I can only be "the best" until one of you takes over for that is the progressive nature of our members and leadership. I don't know how long my term lasts, but I am certain that something that is this much fun will have to come to a close pretty soon, likely in January of 2003'. So which of you wants to be the next in line for a great job, and a pretty cool title?

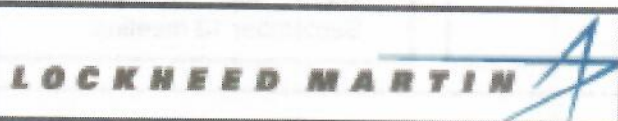
Sam Lyon's early interest in aviation led him into modeling when he was very young. Through the Air Force Art Program, Sam's painting, LEAD SOLO, graces the Air Force Art Hall in the Pentagon. Other prints and paintings can be found at military bases, museums, and gift shops throughout the country, Canada, Great Britain and Europe, including the Blue Angels' headquarters, the Smithsonian Air & Space Museum, the Air Force Museum, the Naval Aviation Museum, the Royal Air Force Museum and Disney.

Sam enjoys soaring and obtained his sailplane license while still in college. Today, he still loves flying and has flown with Air Force pilots dog-fighting in the F-15 Eagle, flown in the F-16 Falcon, and with the Navy in the Blue Angels' F-18 Hornet. He continues to get in as much second seat time as he can in aircraft including: the Piper Cub, Tiger Moth, Stearman, L-5, L-19, T-6, T-28, T-34, P-51, T-37, U-3B, and B-25. Sam obtained his private SEL in 1996 and owns and flies a classic Stinson 108.

A majority of Sam's paintings are on display at Atlanta Northside Aviation at Cobb County McCollum Field in Marietta, GA (RYY). Come by and view Sam's paintings in their element, the airport.

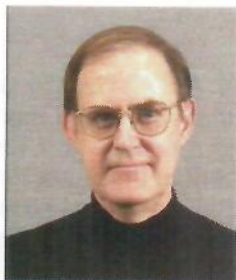


*Sam Lyon*



**SUPER-STOL**  
C-130  
Solid Rocket  
Augmented  
Takeoff and  
Landing –  
Credible Sport I  
(Don't try this at  
home!)

Mike McCarty, Manager, Air Vehicles Sciences and Systems at Lockheed Martin, presented a very interesting program to attendees of the June chapter meeting. Here are some of the highlights.



## STOL PERFORMANCE FOR THE HTTB

- Why STOL (Short Take-Off and Landing)?
- STOL Development – C-130 Configurations
- The HTTB (High Technology Test Bed) Flying Lab
- STOL Objectives
- Configuration Development
- Technology Initiatives
- Flight Testing/Video
- Super STOL Shortcomings
- Aero-STOL Configuration
- Aero-STOL Performance
- High Technology Test Bed (HTTB) Flying Laboratory
- HTTB Test Facility
- HTTB STOL Objectives
- HTTB Configuration Development
- HTTB Flight Control Modifications
- No Flare STOL Landings
- HTTB Technology Initiatives
- US & World Records
- Video Of HTTB Meeting STOL Performance

## Poker Run Participants Had a Fine Time

By Joel Levine

A Maule, an Aeronca Chief, a Beech Musketeer and a Cessna 172 flew the planned course, landing at Winder Barrow, Madison, Jackson County and Gainesville airports before returning to Briscoe Field for players to draw their final cards. Eight hands were played. The winners were:

- 1<sup>st</sup> Place - Jeff Simica
- 2<sup>nd</sup> Place - Duane Huff
- 3<sup>rd</sup> Place - Lnor Levine

## Visit the AeroShope for Unusual Gift Ideas New Items and Old Favorites on Sale

Vehicle flags that won't fade and shred, airplane kazoots, "Uncle Sam" pins for the 4<sup>th</sup> of July, and signed books are just some of the items available.



**New Chapter Mug**  
Dishwasher & Microwave Safe

## A Visit to Duxford Imperial War Museum

By Frank and Margaret Wilcox

After hearing the story of the 8th Air Force stationed in England during WWII from Bob (Punchy) Powell at the April Chapter meeting, we wanted to visit one of the fields from which they flew during our recent trip to Britain. So we went to Duxford, an aerodrome just south of Cambridge and a one hour train ride from London. It is the aircraft division of the Imperial War Museum.



Duxford was built during World War I and was used as a training base even before completion. Some who trained there in 1918 were American airmen. It became a valuable asset of the newly created Royal Air Force. Duxford was soon made a fighter station and remained that for 37 active years. Three buildings of that early era remain (hangars 3, 4 and 5), valued for their architectural and historic interest. The Spitfires began arriving in 1938 and were ready for the Battle of Britain when the Germans tried to conquer Britain from the air in 1940. The Hurricanes arrived in July of that year.

The Americans started arriving at Duxford in 1942 and by April of 1943 the airfield was handed over to the 8th Air Force. This was one of the airfields from which the P-47 Thunderbolts and the P-51 Mustangs escorted the bombers and strafed the low-lands, as we heard from Punchy Powell.

The Americans handed the field back to Britain December 1, 1945. They soon replaced the perforated steel runway with concrete in preparation for the new jets. They also built T2 hangars. However Duxford was soon declared impractical for supersonic fighters, as it was too far south and inland. The last operational flight was 1961. For 15 years there was no activity, until 1977 when the field was about to be dismantled, but the Imperial War Museum took over and made it into a wonderful Air Museum.

There are 7 large hangars on the base and we visited all of them. In the first and largest hangar we saw some of Britain's most famous aircraft including the Lancaster Bomber, the Sunderland four engine Flying Boat, the proto-type of the Concorde which is open for walk through, the last version of the Spitfire, the Tiger Moth used for training pilots, the DeHavilland Mosquito (the fastest bomber of WWII), the RE8 WWI reconnaissance and artillery spotting plane of which 4000 were built, and from other countries a Russian MIG 21 and the Blackbird, our famous spy plane.

In Hangar 2 we found many more of their collection, most of which are air worthy and are used for air shows during the summer months. Here we saw several British and American fighters and bombers used in WWII.

Hangar 3 had more air worthy airplanes plus a collection of maritime exhibits. In addition to their Naval aircraft we saw an exhibit on the development and use during WWII of the British midget submarines.

Hangar 4 concentrated on air defense and had a large display about the Battle of Britain and how it affected the people. The realistic displays, including a mock-up of an air raid shelter, took us back to that terrible time when bombs rained from the skies and the civilian population had nowhere to hide.

Hangar 5 was of great interest to Frank, for it is the Restoration Building. Here a few experts and many volunteers work on these valuable old aircraft to conserve them from the ravages of time and weather and to restore them to their original condition if damaged. Of particular interest was a B-24 which was being prepared for display in the American Air Museum. (See photo above.)

Hangar 6, a very modern and attractive building, houses the American Air Museum in Britain, the newest addition. This will be the subject of an article in the next NavCom.

At the end of our mile long walk on a very cold and windy day was another new building which housed The Land Warfare Hall. Here we found a collection of tanks, trucks and artillery displayed in a series of dramatic tableaux. Starting with a pair of boots worn by an unknown British soldier in WWI and ending with the Gulf War, the exhibits demonstrated the advancement of warfare during the 20th Century. Included were special exhibits about the landing on Normandy Beach on D-Day, one about the best known British Army commander, Field Marshal Montgomery (which included his three vehicle tactical headquarters) and an exhibit about "The Forgotten War," the British involvement in Asia and the South Pacific. On display outside this building was the very newest Army tank.

We had arrived when the doors opened at 10 A.M. and by the time we had seen all the hangars, it was closing time. Like our Air and Space Museum in Washington D.C. and the Air Force Museum in Dayton, the people of Britain are preserving these wonderful aircraft and other tools of war so that future generations can appreciate how they were used by men to protect freedom. Many of those men made the ultimate sacrifice. Duxford is just one of the places where they can be remembered and appreciated.

Next Month: The American Air Museum in Britain.



Book Reviews By Dave Ostergaard

## "RISING ABOVE IT"

AN AUTOBIOGRAPHY  
BY EDNA GARDNER WHYTE

This book was published by Orion Books (A division of Crown Publishers), 201 East 50th St. New York, NY 10022 in 1991.

This was a tough book for me to review. It affected me emotionally and made me take a hard look at some of my own values and perspectives. Ms. Whyte picked 1931 to enter the field of aviation. At the time she was a Naval Nurse and already somewhat of a rebel. In her own words she "entered a man's field in a man's world, spurred by a fierce desire to be someone."

This book is a documentary of 1930's aviation, a story of a very interesting life and a record of the evil of prejudice in all its forms. Most flight schools would not even talk to her much less consider her as a student. Her persistence and natural talent prevailed and she not only learned to fly but became a commercial pilot, instructor, FBO, and a world renowned racing pilot. In fact she was banned from competing with men in air races, but only after she had embarrassed them by beating them at their own game. From then on she was only allowed to compete with other women.

Ms. Whyte became personal friends with the famous pilots of the day (both men and women) and weaves their lives into her own story in a natural and interesting way. Her perspective is from one who has lived the experience, not just studied it. For that fact alone this book is a treasure to all aviation enthusiasts.

I really wanted to love this book and I guess I did. My problem was that when I finished the book I didn't like Ms. Whyte very much. She struck me as a user of people and would terminate relationships abruptly when it suited her. In one instance she became extremely jealous of one of her mentors. She steamed. She fumed. She even sabotaged the other woman's car in her jealous rage. Well, her mentor (and sometimes romantic interest) proved to be a solid stand-up guy who proved his loyalty and affection. Later, when it suits her, she just takes off for new adventures, without regard to their shared commitment (in his plane yet). The lady just ticked me off.

Read the book. The knowledge it contains and the history portrayed by one who has been there is well worth it. It is very well written by someone who loves aviation. It reminds us to keep our prejudices in check. The world would have suffered had the means for Edna Whyte to reach her goals not eventually been available.

Ms. Whyte's spirit and her willingness to buck the odds and prejudices are a monument to her life. Many others failed where she succeeded.

## 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.

I am a subscriber to the "Experimenter" periodical that is published monthly by the EAA. I have a complete collection of this magazine going back to the mid '80's. I would like to trade with somebody (*for the purpose of reading only*) who subscribes to the Vintage Aircraft magazine that is also published by the EAA.

Dave Ostergaard  
[daveo@america.net](mailto:daveo@america.net)

06/02

## For Sale

'94 Cadillac Seville SLS  
White Diamond Exterior  
Heated Tan Leather Seats  
Excellent condition -  
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## "How is Your Oil Doing?"

After the August 3<sup>rd</sup> Pancake Breakfast, an overview of oil analysis, how it works, what it does and does not do and what we find will be presented by Mark Smith, Technical Administrator and Certified Lubrication Specialist for Skywatch, Norcross, GA. Skywatch provides spectrochemical and physical testing for the major aviation oil suppliers and users nationwide.

## Mark K. Smith achieves STLE OMA II Certification

Mark K. Smith, Technical Administrator for Analysts, Inc. has recently added STLE OMA (Oil Monitoring Analyst) II to his CLS (Certified Lubrication Specialist) and OMA I certifications. Smith's significant achievement in becoming the first person in the USA and only the second person worldwide to gain all three STLE certifications underscores Analysts' ongoing commitment to excellence in oil analysis.

The CLS and OMA certifications are awarded upon passing an exam measuring the candidate's knowledge and ability in a number of areas related to lubrication and systems. Analysts currently has four Certified Lubrication Specialists and a number of Oil Monitoring Analysts on-staff. Eclipsing the certifications of other oil analysis laboratories."

## Tennessee Valley RV Builders Group RV Transition Training with Clyde Schnars (Continued from Page 4)

Clyde demonstrated a power-off stall - that wasn't bad, so I tried it. I pulled the throttle, eased the stick back, and at about 60 mph there was a slight buffet. Then the nose and right wing dropped. A quick jab of aileron and let off the elevator slightly and we're flying again! Hey this is kinda fun! Let's do some more! I did several of those and then we proceeded to the power-on stall. I don't see how you could accidentally stall an RV with full throttle. With the prop turning about 2000 rpms the nose was pointed up at a very steep angle and we were still climbing 300 fpm! I pulled on the stick and it finally stalled (if you could call it that) at about 50 mph. Remove just a small amount of pressure from the stick and it's flying again. I then tried stalls in a 20° bank in each direction. These were very easy to handle also - easier than a Cessna!

Back to Winder Airport for landings. As we approached the pattern, that constant-speed prop made it very easy to slow down to a pattern speed of 110 mph. Put in one notch of flaps (this plane has manual flaps) and turn to base. Add another notch of flaps as we hold 90 mph. Turn final and hold 85 mph but Clyde recommended not adding any more flaps. Clyde says to hold speed with the stick, control descent with the throttle, and fly onto the runway for the first flights until you are familiar with the plane - don't chop power until the wheels are about to touch. I did several touch-and-goes and found that an RV can fly slowly like a Cessna in the pattern as well as it can fly fast elsewhere. In fact, there were several Cessnas in the pattern with us and I had no trouble keeping spacing with them. I could see that you must be careful when a plane takes off before you - it is easy to run right over them. An RV can be much faster than a Cessna!

After several touch-and-goes, we flew around some just for the fun of it. I could now hold altitude easily!

The air was getting bumpy, but the RV seemed to handle it better than the C172. We then headed back to Gwinnett Airport. As I came in for the

landing, a fairly strong crosswind was blowing (14-knot gusts) so I tried to keep her lined up as I felt for the runway. After the tower asks if we'll make the last turn-off, we do and proceed to taxi back to the hangar (gusty crosswind kept me flying!) We get back and find that Billy has made some new friends - there are plenty of nice people at this airport. Billy took our picture in front of the plane (I've got that silly grin that won't stop!) We then go to Clyde's office for a post-flight briefing and paperwork. Clyde signs my logbook and adds 2.1 more hours. We then had some good conversation about Clyde's adventures flying in the Navy. Regrettably, we had to say goodbye, loaded up our stuff, and headed back to DCU.



I highly recommend Clyde to anyone needing transition training for an RV. He is an excellent instructor and has a beautiful plane. It is worth the trip just to see the airport and meet their EAA chapter.

Kevin Belue  
RV-6A N97KB

*Editors Note: Thanks to Kevin for the above article. It was first sent to me 5 months ago, and this is the first opportunity I've had to publish it. There is a lot of good info for the newsletter - so if you submit material that is not utilized right away, please be patient!*

## Board of Trustees Report

by Frank Wilcox

The Board of Trustees is ready to move ahead on the last of the major areas of interior development of our chapter building - the Tool Room. In preparation a meeting of the Shop Development Committee was held June 5th. The committee is made up of the Technical Counselors and the Board of Trustees, a group of fifteen. The members reviewed previous proposals and ideas. These included rules for shop and tool usage, shop layout and requirements and procurement of tooling and materials. Three working groups were established to review these recommendations and develop detailed planning to report at a second meeting in July. The final plan will be presented to the Board of Directors for review and approval. Work should start in late summer or early fall and will take - just two weeks!

The "Over the Hill Gang" continues to make improvements in the kitchen and to the electrical system. The most recent addition to the kitchen is a large side-by-side refrigerator donated by Clyde Schnars. Another recent gift is a large air compressor, the first of the large tools for the shop, donated by Cecil Ogelsby. Thank you Clyde and Cecil.

## Minutes of June 14, 2002 Meeting

Respectfully Submitted by Lou Friedman, Secretary

The June general meeting was called to order promptly at 8:00 P.M. on June 14, 2002 by President Duane Huff. Vice-President Debbie Huffman, introduced the recipients of the Chapter's scholarships to Oshkosh: Jordon Dunbar, Stephen Gorkes and Jeremy Sampson. They promised to take pictures and will show them to the Chapter on the second Friday in September. All those attending the meeting introduced themselves, sharing their projects and plans.

Special thanks go to Richard Strickland for the donation of the furniture.

The minutes were accepted as published in the NavCom. The treasurer's report was given and he declared the Chapter solvent.

Mike Stewart and Duane Huff are working with Steve Ashby regarding the 501©3 details. Steve will also review the Articles of Incorporation.

July's program will feature Sam Lyons and August will be the Post Oshkosh Bash.

We have a new refrigerator in the kitchen, complete with wine holders. Frank Wilcox gave a "State of the Shop" report. Frank reported that the shop committee met earlier in the month and the committee is addressing all shop issues. He also informed us that Cecil Oglesby generously donated a compressor to the Chapter.

Tim Fulmer reported that the trip to Middlesboro, Kentucky had 21 people registered. On July 13, a trip is planned to Patriot's Point to visit the USS Yorktown and may become an overnight trip, as

some have requested. Respond with comments as soon as possible.

Dave Haskell, Chairman of the AirFair, is looking for participants. A web site is being set up for registration.

38 Young Eagles flew on Saturday June 8<sup>th</sup>, and 30 more are scheduled for June 22. Coffee mugs featuring the Chapter's logo are here and were offered for sale at \$8.00 each for a Father's Day special. Future programs include a Pancake Breakfast, and an airplane wash for July 1<sup>st</sup>. There will be two crews from 9:00 to 10:30 and from 10:30 to 12:00. Joel Levine has the sign-up list. It will be possible to wash approximately 8 planes. Wear your bathing suit. August's program topic will be on Oil Analysis: "Do You Know What's in Your Oil?" Lnor Levine announced the Aero Shoppe has flags, vehicle flags, mugs, Uncle Sam pins and airplane kazoos for sale.

Bring a complimentary side dish, salad, vegetable or dessert to twelve for the Oshkosh Bash on Saturday, August 10. Drinks, tableware and meat will be provided.

Dance lessons will be given before the Hangar Dance. The propeller was placed over the door to the shop.

Duane Huff has a printed copy of the Air Venture NOTAM which is also available on line.

LZU runway will be closed from 9:00 p.m. to 7:00 a.m. due to taxiway repairs starting in early August, so be sure to check NOTAMs for complete details.

The meeting was adjourned at 9:00 p.m. for refreshments prior to the evening's program.

### Twenty Years Ago this Summer

Chapter 690 grew to 43 members as of the July 1982 meeting. The speaker at the meeting was Ron Maness, Eastern Airlines pilot and former member of the Air Force Thunderbirds.

First day attendance at the 30<sup>th</sup> Annual EAA Convention in Oshkosh broke records in several areas - More than 10,000 aircraft (roughly 5% of all aircraft in the U.S.) were tied down on Wittman Field. It was estimated that over 115,000 flying enthusiasts flocked to the EAA show's 1,700 acres the first day of the convention.

Reinhart and Linda Kuntz hosted the Post Oshkosh meeting at their home in Lilburn, and invited the members' wives to attend a social evening of sharing Oshkosh pictures and stories.

The membership authorized the purchase of aircraft wiring and tools to start the Chapter Store and Tool Bin, headed up by Frank Wilcox.

### Ten Years Ago this Summer

At the July meeting the members voted to determine the type and location of the chapter building to be constructed. The choices were:

- 1) Renovate the "Barn Building" located off the entrance road to Stone Mountain Airport;
- 2) Construct a "hangar-type" building in the Gwinnett County area of Stone Mountain Airport; or
- 3) Construct a "hangar-type" building at the Gwinnett County / Briscoe Airport.

The winning choice - to renovate "The Barn" into the "Chapter House."

Linda and Reinhart Kuntz hosted the annual Post Oshkosh picnic at their home in Buford.

NavCom Editor Jeff Boatright thanked those who contributed to the newsletter, stating that it was membership involvement that was responsible for the NavCom being second runner-up for the annual EAA McKillop Award - that being editor was fun, and that he hoped that we could improve and perhaps win first place in the future.

## Chasing the Sunset

By Ted Rabenko. Photos by Michelle and Wesley Hurley.

On Monday June 10<sup>th</sup> I called Mike Stewart to see if he wanted to get some pictures of the partial solar eclipse that was forecast for that evening. He immediately took up the challenge and invited Michelle and her two kids Amanda (10) and Wesley (12). This plan worked out great because we now had two airplanes and someone to operate the cameras, so the pilots could focus on job number 1.

The Atlanta weather forecast for the evening was clear and warm. The mission plan was to fly west, climb to 10,000 MSL after we clear Class Bravo airspace then turn south along the Alabama, Georgia border. The sky below 25,000 feet was clear, but there was a high-scattered layer above us that hid the horizon in the distance. As usual, the issues that are ignored in the planning stage ruin the best plan. There is a lesson here for sure.

During the westbound leg, we had a chance for some airborne playtime. Michelle gets a close-up of Mike and Wes. →

Then Mike performs a wing over for her. Showoff!



← Mike loops underneath my flight path and Wes gets a shot of the Cirrus cruising along above the Atlanta haze.

On the southbound leg we got some great shots of the sunset to the west and a special treat, a rainbow effect with the sun reflecting off the Atlanta haze. → Great photo work Mike and Wesley!



← After the show was over we headed back. Wes got a shot of the Cirrus heading home.

This would have been enough excitement, for a normal flight. But the fun was not over yet! Atlanta Approach granted a request for both Mike and I to fly over Hartsfield on the way from Southwest Atlanta back to Lawrenceville. It was a great show! The flight path took us over Hartsfield then downtown Atlanta before we were turned east to LZU. It capped off a terrific flight! I think everyone had a great time. I know that I will remember this one for a long time.



**Forty-Six Special Events in Seven Days - This MUST be the 50th AirVenture**

For people who fancy flight, AirVenture Oshkosh is Nirvana. Every year, the sprawling convention grounds become one big candy store in which hundreds of thousands of aviation "kids" roam around amazed.

This year's weeklong gathering will provide the same annual fix for aviation junkies, but with one exception - Make that 46 exceptions.

In addition to the 500-plus forums, 750-plus exhibitors, daily air shows, stellar evening programs, 10,000-plus airplanes on the grounds, campers, volunteer spirit, the magnificent aircraft displayed at AeroShell Square, and everything else that comprises AirVenture Oshkosh, 46 special events will provide the icing on the cake for EAA's 50th AirVenture convention.

The complete line-up of events associated with this year's Theme Day celebrations can be found on the AirVenture web-site [www.airventure.org](http://www.airventure.org).

# NavCom

**Newsletter of EAA Chap. 690**

Editor: Lnor Levine  
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Dunwoody, GA 30338



It's not too late to arrange to "Share A Ride" to Oshkosh. Contact Chapter 690 Air Czar Tim Fulmer at 770-962-7837 or e-mail at [thefulmers@mindspring.com](mailto:thefulmers@mindspring.com) if you have room available in your plane or car or camper - or if you'd like to hitch a ride.

**The NavCom is printed on the Minolta CF2001 Color Printer/Copier and the Di650 B/W Printer/Copier**

**Thanks to Minolta Corporation**

## July Meeting -

Friday, July 12, 2002 at 8:00PM

Renowned aviation artist and longtime EAA 690 friend Sam Lyons will present a program on aviation art.

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

## Determination: 1 - Mother Nature: 0

*By Tim Fulmer, Photos by Steve Leonard, Jeanne Miller and Tim Fulmer*

Once again the perseverance and determination of Chapter 690 members allowed us to achieve our goal; in this endeavor, to visit the Lost Squadron Museum and see the elusive P-38 located in Middlesboro, KY. This was our third attempt at this fly-out (fourth if you count the recon flight by Larry Bishop and Duane Huff in which extreme cross winds prevented Larry's Mooney from landing at Middlesboro).

Our first attempt fell victim to a line of severe thunderstorms that stretched from Louisiana to Virginia and lay across our route of flight. On attempt number two, we would have been much more likely to boat to Middlesboro as torrential rains blanketed the southeastern states. Fortunately, the weather for attempt number three was near perfect. The skies were clear except for a scattered cloud layer at 7500 ft, and the sun shown bright on the ten aircraft that flew this mission. In all, 22 participants represented Chapter 690. One member reported that Knoxville Approach Control even made comment about the heavy traffic northbound over their airspace.

The highlights of the trip began as members began gathering at the Bell County Airport. Lacking the leadership and moral guidance of our president Duane Huff, who, along with his passenger, Frank Wilcox were the last to arrive, a betting pool was formed in which \$1 purchased a ten-minute window for the arrival of the "Award Winning Chief". Duane and Frank touched down at 11:35 a.m. making Laura Fincher, Bob Goodman's rear seat in the RV-4, the fortunate winner. Duane was the ultimate benefactor of this good natured ribbing as Laura honored him by using her winnings to purchase Duane's lunch....how's that for class! Bob Carden of the Lost Squadron Museum wasted no time in seating everyone in the "theater" to view a movie about the history of the "Glacier Girl", her recovery from below 268 feet of snow and ice, and her subsequent restoration. After the movie, Bob eagerly answered all questions posed by the Chapter 690 members. Ms. Judy Barton delivered tasty lunches from her Avenue Café Antiques which were eagerly consumed on tables in the shade of the FBO. After lunch everybody spent time looking at the P-38, asking more questions, and browsing through the gift shop.

A very special thanks is extended to all of those pilots gracious enough to share their aircraft with other members. In several cases, the pilot and passenger(s) had never even met prior to departure time. Our fly-out to visit the P-38 would not have been nearly the success that it was without the generosity of these individuals. Thank you.

