



**AUGUST 2006**

# 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

## Change of Date & Time for August Meeting

**Come to our Annual "Post Oshkosh Bash" on Saturday, August 12th**

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 or a dessert for 12 to share.

## Preparing for that First Flight

By Joel Levine

Terrence J. Donovan, Director of the National Flight Test Institute and a Fixed Wing Test Pilot Instructor, will be our special guest speaker at the Chapter 690 Pancake Breakfast on Saturday, September 2, 2006. Terry will give his insights into the preparations required for a student pilot's first solo flight.

Terry is a recent transplant from Mojave, California, but commutes to work at the National Flight Test Institute, the degree granting division of The National Test Pilot School. His academic qualifications include a BS in Geosciences / Mathematics from Midwestern State University and he has earned a Ph.D. in Geosciences from UCLA.

A graduate of the National Test Pilot School, Terry has Airline Transport Pilot with CFI Airplane, Multiengine, and Instrument ratings. He is an FAA Designated Engineering Representative (DER) Flight Test Pilot and Flight Analyst with over 7200 hours.



Terry is a specialist in the integration of the airborne and flight sciences: aerogeophysics applications, reconnaissance and remote sensing aircraft and systems, and the certification of civil aircraft. He completed US Geological Survey fixed-wing pilot training with the US Army and was the Program Manager for USGS airborne science R & D at the Flagstaff Center for Astrogeology for over nine years. Terry has more than 25 years experience with diverse research, development, and certification programs ranging from the Liberty XL 2 to the Army's RC-7B.

## Limited Raffle – For Sporty's Certificate – To Benefit Scholarship Fund

Congratulations to Chapter 690 Member Emory Geiger, recipient of the AOPA Airport Support Network volunteer of the month. And a special thanks to Emory for donating his prize, a \$100 Sporty's Gift Certificate, to the Chapter. We will hold a limited raffle for the certificate - to raise money for our scholarship fund. Get your tickets at the August Pancake Breakfast or at the Post Oshkosh Bash.



Leonard Harris, pictured practicing the "Science of Aerial Application." He will present a program after the August 5th Pancake Breakfast.



## Chapter 690 Scenes

Photos by Joel Levine



◀ Cliff Aiken, Jamie Painter, Debi Huffman, Jon Hansen, Jon Reitz, Dale Swenson and Ed McIntosh "smile for the camera" after Jon's presentation on Light Sport Aviation at the July 14th meeting.

Thanks to everyone who made the Annual Airplane Wash the most successful wash yet. The kids always have a good time. Even some of the owners chipped in to get the birds sparkling clean. The pictures speak for themselves!





## 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 or ASCII format and pictures in jpeg, or gif format via e-mail to: lnor\_l@bellsouth.net.

Deadline for submissions is the 20th of each month, unless otherwise announced. The deadline for the September 2006 NavCom is Sunday, August 20<sup>th</sup>.

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

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

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## Hangar Talk

By Debi Huffman



This being the season of our annual Air Venture, I thought I would share a related story. Last summer at Oshkosh, I attended a forum presented by Jill Rutan Hoffman, daughter of Dick Rutan. While the official topic was about growing up with the Rutans, her book, *Oshkosh Memories: Reflections on the World's Greatest Fly-In* was introduced. If you haven't read it, you really should get a copy. It makes you warm and fuzzy inside as you share Oshkosh stories of fellow EAAers. I tried to contact Jill for permission to reprint one of her stories, but I was unsuccessful. However, I don't think she would mind me sharing just one of them with you. I have chosen one that I think may touch many of our own chapter members.

### Defiant at Oshkosh

by Burt Rutan

Oshkosh '79 was especially memorable for me. It was the year we introduced the twin engine homebuilt, Defiant, to the aviation fans.

The trip there was half the fun. Making the trip with me was my brother, Dick. He flew the new Long-EZ, which really was a temporary. It didn't really look like one because it was the first version of the Long-EZ. It had the rudder up on the top of the nose, what we called the "rhino rudder," and it had highly swept wings that were really VariEze wings stuck further out. So we had this lousy, temporary airplane that we were going to show at Oshkosh even though we weren't real proud of it yet.

The plan was for Dick in his Long-EZ and my group in the Defiant to make the cross-country flight together. While Dick could fly to Oshkosh non-stop, we had to stop along the way for gas. We planned to quickly stop and refuel at Laramie, Wyoming. We took off together from Mojave, headed towards Oshkosh, and as we approached Laramie I sped up. I got ahead of Dick and landed at Laramie, added fuel, and took off again in time to meet him as he was flying over.

After rejoining Dick, we got on the radio and called Mike Melville who

was at Oshkosh already. He had flown his VariViggen out the day before. Mike had arranged a real special arrival at Oshkosh for the Defiant. To set up the arrival, Mike took off in his VariViggen between a couple of the air shows and flew westward to join up with us.

Our three-ship arrival, the Defiant in formation with the VariViggen and the new temporary Long-EZ, was a very special one for me. It was the first opportunity for the Oshkosh crowd to see the Defiant, so we wanted to put on a good show. I remember we did a beautiful, smooth flowing, semi-aerobatic series of passes, in very tight formation, that culminated in a sharp pull-up and a starburst where Dick and Mike split off in different directions and the Defiant did a turn. Then we did a rejoin, a formation landing, and taxied up together in front of an enormous crowd that had assembled.

I've still got a picture in my office of what that crowd looked like. All I see is the Defiant's wingtips sticking up from the maze of people who crowded around the airplane to get their first look at this new homebuilt twin.

The Defiant still is my favorite airplane. I spent a lot of time flying it and logged more time in it than in any other airplane. For 19 years, from 1978 to 1997, the Defiant was my primary airplane. Tonya and I have flown it all over the place, to Alaska, to the Bahamas, and just everywhere else. There's definitely a soft spot in our hearts for the Defiant.

It's now in the Stanley Hiller Museum, near San Francisco. When I think back on not having it anymore, knowing it is in a museum, one of my fondest memories is that arrival at Oshkosh and the unveiling of the Defiant to the Oshkosh crowd, and doing it with Mike and Dick on my wing in close formation. It was probably the most fun arrival that I've had at Oshkosh.

Stay tuned for... "the rest of the story!"

Blue Skies!  
Debi :-)



## SIR! One Good Mission!

By Jerry L. Shingleton, Member # 741822, Vice Chairman, Board of Trustees, EAA Chapter 690

A couple of years ago I decided it would be nice to fly Young Eagles flights every once in a while. After all, it has always been a fond memory of the first time I took my daughter and, more recently, my grandchildren up for their first time. I had no idea that one flight would burn itself indelibly in my mind and touch the stone heart of a grizzled old retired sailor.

When you are an absentee father by divorce and military assignments, separated by thousands of miles and an occasional ocean, every moment you have with your child is cherished and remembered. It's interesting how the older you get, the more cherished those few remembered times become. My daughter was 14 before I ever had the opportunity to take her up. By that time I had logged several thousand flight hours with the U.S. Navy, flying aircraft ranging from the antiquated C-54 to the P-3 Orion. Flying had never been a job, but rather a passion. You tend to hope that those you love most will have that same passion and you want to share that passion with them. It's been 20 years since that spindly, awkward girl with a face full of braces climbed into the Cessna 152 with her part time father. It was to become one of those treasured moments in my flying life. Did she ever become irreparably enamored with aviation? NO; but I cherish the memory of having her there beside me in the air.

Many years later, when I took up 7 year old little Katie (now a beautiful young teenager of 16 – going on 25!) and her mother looked up at me with a mix of pride and fear in her eyes and said, "she's my first born," of which I knew OH SO WELL, my response could only be, "We'll be back shortly and maybe I'll take Mommy and Daddy up, if you're lucky." While Katie thought she was flying the plane over top of the train and I was pushing rudder pedals and spinning a trim wheel, my wife was holding then one year old Sarah, who wouldn't get her chance for another seven years, because Mommy was too nervous waiting for me and Katie to come back.

Time has passed quickly and Sarah has now had HER day in the air "at the controls," at the ripe old age of 9; as well as her first day in school, her first trip to Disney World, etc. Katie has had her first boyfriend, her first kiss [the young man in question has had his life threatened if he hurts my sweetheart – and I know full well that he is only the first a long line of suitors] and has started flight training. I've long since hung up the uniform and gold wings and fly a desk for five days, dreaming of the weekend in my 1966 Piper Cherokee, with my bride and flying buddy of 28 years in the right seat saying something about the restaurant at the next airport.

But the previous four paragraphs were not meant to tell you my personal life story. They were meant to set the stage for an emotional blow straight to the heart, and a punctuation to the importance of what those of us who are so privileged to do [fly] when we take a Young Eagle up on a hot, humid, sweaty Saturday morning.

On a typically Georgian hot and humid, June, Saturday morning it was, once again, time to fly Young Eagles

Eagles [third Saturday of the month]. It had been a busy week at the Centers for Disease Control, with really important issues of the Bird Flu threat, bioterrorism, HIV/AIDS, ad nauseum. Our EAA Chapter President had completely lost her mind and committed us to flying over 150 kids. When the alarm went off at 6 a.m., it was overpoweringly tempting to shut it off and roll over. After all, there was not a "hard commitment," I hadn't signed a contract to do this, nor had I any personal connection with those being flown. My commitment was with those in the first four paragraphs, right? Besides, I had just turned 57 years old four days before so I deserved a lazy Saturday.

BUT, the Chapter President said we would get these kids in the air, so I grumbled, grouched, made a couple of uncomplimentary references to the President's management skills and got up. When you have done hundreds of pre-flights, one more is far from remarkable or memorable. I can only say that every time I pull MY PLANE out of the hangar, I still get a special sense of accomplishment and pride. It's interesting that my boat owning friends often tell me that the two happiest days in a boat owner's life are the day they buy the boat and the day they sell it. In all my years around pilots and airplane owners, I've NEVER met one that could ascribe to the boat owners' philosophy. The happiest day in our lives, not counting our wedding or the birth of our children, is the day we climb into our very own "Belch Fire 300," even if it looks more like a Cessna 150 than a Gulfstream IV or F/A-18 Hornet. On the other hand, the saddest day is that day you watch your LAST airplane fade into the distant haze at the hands of its "NEW OWNER." I've seen the sturdiest and most stouthearted warrior tear up at the sale of their beloved bird.

OK, I'll get to the point!! So, I taxied down to the EAA hangar, just one row over and eight hangars down. I DID NOT spin my beauty around in front of the open EAA hangar door, scattering registration forms, pilot sign-in sheets and baby clothes all over the hangar as I had done in the past, to the consternation of our registration staff and earning me a stern, motherly rebuke from our Young Eagle Registration and Pilot Dispatcher "Mother Superior." [Yes, I have performed my penitence.] At the starting roar of my mighty four cylinders, as usual, my grumpy old man attitude lightened, so by the time I taxied to the EAA hangar, I was ready to joke with my EAA buddies, talk about the my latest interest, Light Sport Aviation (I guess I'm looking forward to future possibilities as I get older), and pride myself in finding yet another reason to fly. As I walked through the hangar, I took only cursory notice of the kids invading my aviation sanctuary. After all, all kids look alike, are all spoiled beyond repair and spend all their time playing mindless computer games, right? Well, all but my grandchildren of course. I did note one little girl zipping around in a motorized wheelchair, but was too busy thinking about important things like the "catch 22" clause in the Light Sport Pilot medical requirements.

I dutifully took my first flight assignment of two kids. I performed my typical litany, describing the history of my aircraft, my personal flight history, where our flight would



take us and asked if any parents had any questions; and off we went. I can't tell you who these two intrepid young adventurers were, nor even what they looked like. They were just two more kids.

Upon my return, I signed the YE certificates, shook hands with kids and parents, posed for photos and headed for a cold soft drink. As I strolled back through the bevy of kids and parents, the aforementioned Mother Superior, Jeanne Ferguson, met me half way across the hangar and nudged me off to the side and away from the crowds. She said she had a kid that some of the other pilots we reluctant to take up. AH HA!! She finally found a way to pay me back for the high power spin in front of the open hangar door. She had clearly identified the uncontrollable little urchin that would cause me to fail my next flight physical due to high blood pressure and a nervous twitch. I knew I'd pay for that some day and my day of reckoning had arrived. Remembering my transgression, I knew I was probably not going to get out of this one, but was prepared to grovel, whine and, if all else failed, fall back on discussing my war wounds. With my offensive ready, I asked who this sweet little cherub might be. Without any physical indication, she told me the child's name, (who I will call "Little Miss" out of respect for her privacy), and followed by saying, "Have you seen the little girl in the wheelchair?" "Yeah, I've seen her," I said. Jeanne gave me that serious look that seemed to spear straight through the old curmudgeon in me and without words said "I'll joke with you later, but this one is serious." It was "that look" that you get from your spouse when you're at a really great party and half way through the very best joke you know and she steps around the corner into your gaze and you know with no other prompting that ALL priorities in life have just changed and you need to drop the joke and speak with her, NOW. With that, I realized this child was "special." I took one glance over at the child zipping around the hangar with a couple other kids running beside her. I didn't even ask what was wrong with her, the delicacy of her condition was painfully clear. I simply responded, "I'll take her up, BUT I want one of her parents with me and none of the other Young Eagles." This would be HER flight.

I was introduced to her mother and father and explained that I was going to put Little Miss in the front and wanted the parent directly behind her. I told them that I would have to get in and settle into the cockpit and do my before engine start pre-flight. As soon as I was ready, I would ask the accompanying parent, it turned out to be Mom, to get in and then have Dad help Little Miss into the plane.

The real impact had not had not yet made itself evident, but soon would. I returned to my plane and set about evaluating what configuration would be needed to accomplish the mission. My head suddenly was back in a baggy green flight suit and blue ball cap with appropriate badge of rank attached, readying that 127,500 lb. Navy P-3 Orion for the 11.5 hour night flight 500ft over the storm blown eastern Atlantic looking for a Cold War Russian submarine; not a big deal, just some serious business. I rechecked the

the engine compartment, propeller, landing gear, fuel quantity, antenna, flaps, ailerons, rudder, stabilator and landing lights. It's interesting how the human mind will occupy itself with something else in order to avoid what it doesn't want to think about. In the cockpit, I calculated the seating requirements and security needs; I pulled out the larger booster seat, usually needed more in the backseat than the front, and ensured the seatbelt was extended to fit around the higher seat. I cleared the back area for the other passenger. Running the front right seat all the way forward, I called for Mom to get in and get settled and then ran the front seat back to Mom's knees and locked it in. I then motioned for Dad to bring Little Miss over and into the plane. I redirected my gaze to some menial issue in the cockpit for a brief moment and then turned back to the doorway. Just at that moment I saw Dad lay the very limp, and clearly pained young body across the wing of my plane, on the rough non-skid surface. I don't know how many of you have ever been kicked or had a blunt force straight to the stomach, but as an old football player, I suddenly remembered the experience, with a nauseating pang added.

I sat there helpless and useless as Mom and Dad gently maneuvered Little Miss into the seat, and seeing the occasional wince of pain streak across her face as the current movement, that would be of no consequence to you, me or any of the other kids nearby, generated clear discomfort. She did not respond to these harsh attacks with ANY of the squeals, squawks and carping generated by my daughter or grandchildren when assaulted by nothing more than a good brushing of the hair. But it was clear that the movements had a much greater impact and her responses were of that understanding that Mom and Dad were doing the very best they could. She talked with them through the process to let them know of her needs. My major contribution to the process was to sit there and hold the seatbelt, and I felt proud to come up with that. We immediately realized that the booster seat, intended to give her a better view and improve the experience did just the opposite. Her head, supported by NO appreciable muscular tone now extended above the back of the seat, which meant that not only did she need support to the left and right, easily supplied by Mom in the back seat, but now to the back. What to do? If the Navy taught me nothing else in my 24 years, it taught me to improvise. From the corner of my eye, I caught sight of the roll of paper towels I keep for those times I manage to spill my soft drink in my lap while in flight. Crushing it into a "U" shape, it served as a somewhat inadequate, but useable, headrest. The headsets were a challenge unto themselves. Every time her head moved, the headset went somewhere it didn't belong and took the boom mike away from her mouth. But, she never seemed to mind. In retrospect, I was more upset over it than she was.

Now it was time to do the only thing I was qualified to do, fly the plane. I've seldom dreaded taxiing before, except in Rota, Spain in August at 101 degrees F, with no air conditioning and no ability to open the main hatch. But, on this occasion I noticed that I was trying to miss

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## SIR! One Good Mission! (Continued from Page 5)

uneven patches in the pavement that I had previously never even noticed were there, and making the turns much wider than I ever had before. Little Miss was fascinated at my explanation of "following the yellow brick road" of the yellow stripes on the taxiway. She seemed a little more timid than most kids of 9/10 years old and somewhat uncharacteristic of what I had observed earlier, as she had maneuvered around the hangar with one of her buddies hanging on her wheelchair. It occurred to me that she was more out of her element than any of the other kids I had taken up. They were merely up off the ground; she, on the other hand, was away from an integral part of her body – her chair.

More than once I looked over at her sitting in that right seat and saw my daughter and grandchildren. More than once, I wished I could have given them a big hug even though they were 2,000 miles away, competing in a swim meet, practicing the additional ½ hour on their piano, and running up and down a soccer field. But I had a job right now. The words of my primary flight instructor of several decades ago echoed in my head, "Fly the plane." That was usually strongly stated immediately after he had reached over and pulled the power off the engine. This was a different issue. The engine was running perfectly, the control surfaces couldn't have been smoother; it was the pilot whose motor was having trouble. It kept jumping into my throat. Thus, "FLY THE PLANE."

As usual, I explained every move I made as we taxied to 25 at LZU. But this time I seemed to be keeping a closer than usual eye on my right seat passenger. Typically, I watched the hands of the right seat passenger, rather than the person themselves. You never know exactly what the kid in the front seat will do. I've had them decide to see what all those neat knobs are for on the instrument panel. On one turbulent approach, about a quarter of a mile out, one nervous young man decided he needed to help me out and grabbed the yoke (control wheel). I'm glad he wasn't a 175 lb. 16 year old football player. Little Miss was not able to reach for the yoke, much less make a difference in my ability to control the plane. My concern was her ability to sit up. Mom, in the back seat, was busy holding her head and keeping her upright. I kept a close eye on her headset. AND FLY THE PLANE, Dummy!

So, I was "Cleared for takeoff on 25, right turn approved, proceed on course," at about 200 ft. AGL. As usual, I said something like, "Let's wave to Dad," and rocked the wings just abreast of the EAA hangar where all the parents are watching their kids climb into the air. As I performed the cute little maneuver, I IMMEDIATELY regretted it as Little Misses' head, unsupported by those strong young muscles of other kids, rolled to the left and then to the right before the unsuspecting Mom could compensate. "YOU DAMNED IDIOT," I remember saying to myself. I apologized and continued a smooth climb out and very gradual right turn to the north.

After climbing to a nice 2500' AGL and preparing Mom for the maneuver, Little Miss was SOOOOO excited at

seeing the Mall of Georgia from the air, as I made a 45 degree roll to the left so they could see the huge mall over the wing. Before we had left, I had asked Mom if Little Miss could reach up and grasp the yoke so I could let her handle the plane for a little while. Mom then explained, very tenderly, that she might be able to hold on to the yoke if I put her left hand on it and helped her grip it (there goes that pilot motor problem, again). Now was the time; I was stabilized at 2500 AGL; rudder and Stabilator trimmed as well as I'm likely to EVER do so again; my feet firmly on the rudder pedals and hand on the overhead trim handle (OK, it's an OLD Piper Cherokee, but it's MY sweetheart). Up to this point, I hadn't actually touched Little Miss. Not that it seemed particularly concerning. I've diapered many a little munchkin, rough-housed with Katie and Sarah on the family room floor and tossed them both as far across the swimming pool as my aging shoulders would allow, to the response of faked moans and groans and a lot of little girl giggles. I've felt those tender, but strong, healthy young muscles under firm skin that have arm wrestled "the old man" or played silly hand games, thumb war, patty cake, etc. But when I reached over to the right seat and grasped that delicate and fragile hand, lifting it up to mold it around the yoke, an indescribable pang went through my body. I had to press that little hand around the yoke several times to keep it on the yoke. I explained the basics of turns and banks, climbs and descents and then told her it was her time to fly. I coached her through the maneuvers, all the time pushing on the unseen rudder pedals and, as covertly as possible, spinning the overhead trim handle to keep the nose at some proximity to the horizon. I complimented her on her natural skill, but explained that I needed to head back to the airport for the next Young Eagle and that in a few miles I would need to work with the tower so all conversation must be at a minimum.

I now concentrated on the descent procedures and the instructions of the air traffic controller. "Five, five Romeo, report midfield right downwind on 25." "Roger, Five, five Romeo, report midfield right down wind on 25." We descended to pattern altitude, fuel pump on, carb heat on, I made my power adjustment, prop setting-high, and I reported as I began my turn to downwind. Just at that moment, as I was rolling the wings level on downwind, through the static of other pilots communicating with the tower, the ATIS report in the distant background, and my traffic scope reporting the close proximity of other aircraft, came this small voice from the right seat, "Can I fly the plane some more?" If your answer would have been different than mine, you shouldn't have taken time to read this article, it was a waste of your time. I, instinctively and without thinking, began my turn out of the pattern and moved my finger to the transmit button on the VHF to inform the tower that I was departing the pattern. It all seemed as though I had just been ordered to act! Just that moment, I heard Mom's voice on the intercom say, "No, honey, we need to get back so other kids can fly." As if this was just another Young Eagle flight. Little Miss made no protest, not even a comment. I stifled back my own protest, to comply with Mom's direction. I continued my downwind, turned to base,

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## SIR! One Good Mission!

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final and landing. As always in "HotLanta," regardless of the time of year, I popped the hatch to engage what I call my air conditioning, the "110 system," one door open at ten knots of taxi speed. I asked Little Miss what she thought of it and she replied, "That was great." I really felt proud of myself for giving this little girl a good experience as I taxied to the EAA hangar. I spun the plane around near the hangar in the direction of the volunteer ground crew and shut her down. Dad came up to the plane as I unlatched the seatbelt that firmly held my precious passenger in place. And then I was brought back to the realm of the real world as Dad gently lifted Little Miss out of the plane, to the same pained expressions of 40 minutes earlier. Again he laid that soft, frail body across the rough non-skid panel of the hard aluminum wing enroute to the familiarity of the electric powered wheelchair, and security. I couldn't restrain my selfishness any longer and asked Mom about Little Misses' prognosis. With no facial expression of emotion she briefly explained the grim probabilities. I posed for pictures, shook the hands of the parents and extracted my fee for services rendered and to defray the cost of fuel, a kiss from Little Miss. I went straight to Little Misses' teacher to ask her observations; I guess in hopes of hearing something different than I had heard from Mom's words and read in those terrified parental eyes. Her teacher immediately replied that she was not as strong as the previous year. NOT the answer I wanted to hear.

I looked toward the registration desk, with Mother Superior informing the pilots of their next mission, knowing that on the clipboard bearing my name there were two more Young Eagle certificates awaiting my undecipherable signature. I had an extremely urgent need to go to the restroom and NOT for the purpose for which the room was designed. After all, I have a mean and nasty image to maintain.

When the GREAT Flight Operations Officer tells me its time to calculate my FINAL flight log and the decades of entries filled with flight suits, stale in-flight box lunches and the endless missions with no successful outcome spill out of the pages, I can only hope HE will not be too disappointed. As HE reviews the log entries such as "*12 July 69, ground support Army forces, aircraft lost, one casualty, returned to base by wingman,*" or notes that between ...1 June 1975 and 1 August 1975 the 150+ flight hours required a psychiatric review to ensure I was still able to fly missions for another 60+ flight hours in order to track Russian submarines, HE will soften to my other transgressions. But when HE stares critically at this insignificant soul standing at attention before HIM, I will confidently proclaim: "But SIR, I flew ONE good mission!"

THANK YOU, AND MAY GOD BLESS YOU,  
LITTLE MISS.



By Duane Huff  
Young Eagles Coordinator

July, 2006

Hot! Hot! Hot! It was very hot on the morning of the 15th during our Young Eagles rally. Fortunately, the loadmasters and pilots had the air-conditioned hangar to get some relief from the heat. And we did not have the large number of kids that we expected to show up. Five pilots gave nineteen young people their Young Eagle experience. The pilots that participated this month were, Jim Garner, Duane Huff, John Kimmons, John Reitz, and Jerry Shingleton. Please express appreciation to these pilots for there contributions to the success of Chapter 690's Young Eagle program.

Jeanne Ferguson heads up registration and the certificate process and was assisted by Jaime Painter, Maggie Minton, and Debie Huffman. Jamie Painter conducted the Pre-flight briefing and the loadmasters were Walter Deere, Greg Jannakos and Ray Minton.

At the end of June, eighteen (18) pilots had flown at total of two hundred and eight (208) Young Eagles.

I have received two letters from EAA about pilots that had not kept their membership current. Pilots please check and keep your EAA membership current so that you may continue to fly Young Eagles and the chapter can receive credit for the Y. E. flown.

Also sponsored by EAA 690, is a program called Airport Visits. This year we have hosted 28 groups that include 428 students and 239 adults. Duane Huff coordinates the program and is assisted by Larry Bishop, Greg Jannakos and Jim Sweat.

## MEIGS CLOSURE NOT FORGOTTEN

**LEGAL BILLS MOUNT FOR CHICAGO ON ILLEGAL MEIGS CLOSURE** Crain's Chicago Business reported that the City of Chicago has spent over a half million dollars fighting the FAA over fines relating to the midnight demolition of Meigs Field on March 30, 2003. That total includes over \$200,000 in legal bills fighting a \$33,000 fine for closing without proper notice. The rest has been spent on fighting an investigation on the city's alleged improper diversion of airport revenues to demolish the airport, which could end up costing Chicago taxpayers fines of nearly \$9 million.

"Not only was the City of Chicago's midnight destruction of Meigs illegal, this shows how desperate they are to justify their actions in the public eye," said Friends of Meigs President Steve Whitney. "Mayor Daley has taken a huge public relations black eye from the Meigs issue, and now he is under constant pressure from a string of other scandals, too."



## Minutes of the Monthly Meeting of EAA Chapter 690

July 14, 2006

The meeting was called to order by Debi Huffman, President. After the Pledge of Allegiance to our flag, Guests and Members were introduced.

The minutes of the monthly meeting on June 9th, 2006 were published in the July NavCom. A motion was made seconded and approved by the members present to accept the minutes as printed.

The Board of Trustees meeting was held June 27th. The meeting minutes and will be published in the August NavCom. The next meeting is Tuesday, August 1st, at 7:30 p.m. at the EAA 690 Hangar.

The Board of Directors meeting was held July 11th. The meeting minutes will be published in the August NavCom. The next meeting is Tuesday, August 8th, at 7:30 p.m. Everyone is welcome to attend. Following the BOD meeting will be the B-17 planning meeting.

The Pancake Breakfast and Program is on the first Saturday of every month. Following our July 1st breakfast was our annual airplane wash. We washed a total of 9 planes. Following the August 5th breakfast will be a program on "The Science of Aerial Application - Crop Dusting."

There will not be a monthly meeting in August. It will be replaced with the annual Post Oshkosh Bash on Saturday, August 12th with a covered dish dinner. We will also hear many stories about AirVenture - some true and some stretched.

### Committee Reports:

- Joel Levine — Posters are available for the pancake breakfast programs that can be distributed to other airports, flight schools and FBO's

Emory Geiger received the AOPA Airport Support Network volunteer of the month and has donated his \$100.00 gift certificate to the Chapter. It will be used as a raffle prize at the Post Oshkosh Bash.

- Lnor Levine — NavCom / AeroShope - NavCom deadline July 20th; we welcome articles. Please get the articles to Lnor before July 20th. Oil kits are available again.
- Cliff Aiken — Membership — Chapter dues are past due now. 178 members are paid to date.

Jill Balthaser — Food Committee — All is well. Thanks to Larry Wallis for the donation of a

refrigerator for the kitchen to replace the old one that quit working.

- Fly-Out Chairman — Barry Bates — Fly-outs are planned for September 9th and October 14th. Check the NavCom for more information.
- Young Eagles — Duane Huff — We flew 63 Young Eagles on June 24. We have about 60 signed up for our regular third Saturday YE Rally on July 15th, and will need airplanes and ground crew available. YTD 18 pilots have flown 209 YEs. Thanks also to all the help from the ground crew.

Duane and his airport visit crew have entertained 28 group visits with 428 students and 238 adults. Great job.

- Project Visits — Greg Jannakos — Planning more visits for 2006.

Debi gave a report on her upcoming trip around the United States, visiting various aeronautical centers with high school students. These students are part of the LINKS program with the Science and Engineering club at Fernbank Science Center.

AirVenture at Oshkosh is July 24th through July 30th, 2006. We have a number of members planning on making the trip to Oshkosh.

Duane announced that the EAA's Aluminum Overcast B-17 will return to Gwinnett County on September 28th through October 3rd. Planning meetings will be held following the BOD meetings on the Tuesday before the second Friday. All are encouraged to attend. We need all the help we can get.

The airport will be conducting a Public Information Meeting on the development of an Airport Master Plan on Thursday, July 27th, 2006 from 5:00 p.m. to 7:00 p.m. in the Department of Water Resources Training Room at 684 Winder Highway, Lawrenceville, GA. Please plan to attend.

After a brief break for coffee and snacks our program speaker was Jon Hansen, speaking on Light Sport Aviation. After a very informative presentation on the history and rules and regulations, Jon stayed around to answer more questions.

The meeting was adjourned.

Respectfully Submitted,  
John Reitz, Acting Secretary

## Minutes of the July 2006 BOT Meeting of EAA Chapter 690

June 27, 2006

The EAA Chapter 690 Board of Trustees meeting for July, 2006 was held on Tuesday, June 27, 2006, in the Chapter Hangar at 7:30 PM

### Attending were:

Larry Bishop	John Reitz
Bill Ferguson, member	Jerry Shingleton, vice-chmn
Lee Hockman, member	Larry Wallis, secretary
Duane Huff, chairman	Wayne Whitaker, member

The meeting was called to order by Duane Huff. These are notes from the meeting.

1. The first item of discussion was the soft drink vending machine in the chapter hangar, which has become inoperative. There was some discussion about whether the machine could be disposed of if it contained Freon. Jerry Shingleton volunteered to investigate what prerequisites might apply, and to dispose of the machine. This is item 53 on the action item list.

(Cont on Page 9)



## Minutes of the Board of Directors Meeting of EAA Chapter 690

July 11, 2006

### Attending Members:

Larry Bishop	Jamie Painter
Duane Huff	John Reitz
Debbie Huffman	Jim Sweat
Lnor Levine	

### Absent Members:

Mike North	Mike Stewart
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### Visitors:

Cliff Aiken	Joel Levine
Barry Bates	

The Board of Directors (BoD) meeting was called to order by Jamie Painter, Chairman.

The following reports were made by chapter officers and committee chairmen:

- Sport Pilot Tour Stop – The only known outstanding issue with the Light Sport event at EAA 690 is the final reimbursement by EAA Headquarters for one remaining item. Mike Stewart is working with Oshkosh staff.
- Fly-Out – Barry Bates reported that our next Fly-Out is Saturday, September 9th (no rain date). Another Fly-Out is being planned for October 14th with a rain date of October 28th.
- Membership – Chairman Cliff Aiken reported we currently have 178 paid members. Lnor and Cliff will send a letter or e-mail to members who have not renewed for 2006.
- NavCom Newsletter - Must have articles to Lnor Levine by the 20<sup>th</sup> of the month in order to get the August newsletter out on time.
- Treasurer's Report – Mike's report was reviewed, discussed and approved as submitted by the Board.
- Board of Trustees – Chairman Duane reported that the refrigerator in the chapter hangar has failed and, thanks to Larry Wallis, we now have a working replacement refrigerator. Duane and the BoT will investigate possible repair and/or disposal of the old refrigerator.

The BoT has completed an update of the Hangar Use Policy and presented the policy to the Board of

Directors. Changes were made to the policy and the policy was approved by the Board of Directors.

The BoT will start to work on replacing the weathered sign and logo the front of the EAA hangar. This project will begin after the B17 visit in early September.

- Duane advised the Board of Directors that EAA 690 member and Gwinnett County Airport Authority member Emory Geiger has been named the southeast AOPA Volunteer of the Year. He was awarded a \$100 gift certificate which he generously donated to EAA Chapter 690. Thanks Emory!
- Monthly Meeting Programs – John Reitz reported that speakers are scheduled through November. He reminded us that the August meeting will be our annual Post Oshkosh Bash and will be on Saturday, August 12th.
- Young Eagles – Duane reported that we expect about 60 kids to fly Saturday, July 15. He also reported that we flew approximately 80 kids last month (June) and that the Autopilot Magazine is working on a feature article about EAA 690 and the young Eagles Program.

B-17 Visit – We have been notified by EAA Headquarters that EAA 690 will once again host the EAA B-17 "Aluminum Overcast" from Friday September 29th through Monday, October 2nd. Duane Huff will be our tour coordinator and Jim Sweat agreed to take responsibility for the Low Country Boil dinner Saturday evening. Debi is organizing the Saturday evening program. Everyone willing to assist in the B-17 visit should plan to attend the planning meeting on Tuesday, August 8th, immediately after the Board of Directors meeting (about 8:00 p.m.).

Board of Directors Discussion - The format of our monthly meetings was discussed as a result of concerns expressed about the 8:00 p.m. meeting start time and resulting late meeting ending time. Due to typical Friday traffic, drive time for most members and road construction in the area, the Board decided to leave the meeting starting time & format unchanged.

There was no further business; the meeting was adjourned.

Respectfully Submitted,  
Larry Bishop, Secretary

## Minutes of the July BOT Meeting of EAA Chapter 690 (Cont. from Page 8)

June 27th, 2006

2. The refrigerator in the food prep area of the hangar has ceased to cool on the refrigerator side, although it continues to cool on the freezer side. Both John Reitz and Larry Wallis volunteered to donate refrigerators they currently own. Since Larry's refrigerator appeared to be the newer one, the board decided to accept Larry's refrigerator. It is expected to be moved within a week. This is item 54 on the action item list.

3. We decided to accept the hangar use policy document as modified by changes suggested at the last BOT meeting. Larry Bishop said that the document should be reviewed by the board of directors, and requested we send a copy of the document to Jamie Painter who will make copies and present to the board of Directors. This is item nine on the action item list.

4. A copy of the updated action item spreadsheet dated June 28, 2006 is attached. Also attached is a copy of the hangar use policy document that will be sent to Jamie Painter. All of the tentative text deletions (formerly in strike-through font) have been deleted, and all text additions (formerly marked in red text) have been converted to ordinary text.

These minutes represent the highlights of the meeting. If I have omitted anything of significance, please let me know and I will reissue.

The August meeting of the board of Trustees will be on Tuesday, August 1, 2006 at 7:30 p.m. at the Chapter Hangar. All members are welcome to attend.

Respectfully submitted,  
Larry Wallis, Secretary  
EAA Chapter 690 Board of Trustees  
Home Phone 770-394-5764



## 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.

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Call Alan Staples  
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06/06



You won't want to miss Chapter 690's meetings and activities.

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

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2 bdrm, 2 bath, L/R  
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06/06



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08/06

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05/06

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FOR INFORMATION ON ANY ITEMS CALL  
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**PROFESSIONAL STAGE LIGHTS ON STANDS. SET OF THREE - TWO SETS USED ONE TIME AT THE 2005 GEORGIA WINGS WEEKEND. THIRD SET NEVER USED. WILL ONLY SELL ALL THREE AS A PACKAGE. \$300.00**

**PANASONIC PALMCORDER X20 DIGITAL ZOOM AND E/S DIGITAL STABILIZATION BATTERIES AND CHARGER INCLUDED. \$100.00**

**PANASONIC OMNIMOVIE VHS VIDEO CAMERA PV-320 INCLUDES OPERATING MANUAL, METAL CARRYING CASE BATTERIES AND CHARGER. \$100.00**

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**2000 CHEVROLET S10 THREE DOOR EXTENDED CAB PICKUP TRUCK WITH STEP SIDE AND BED LINER. DEEP BLUE EXTERIOR AND STEEL GRAY INTERIOR, TILT WHEEL AND MANY MORE EXTRAS. IN MINT CONDITION AND WELL MAINTAINED. APPROXIMATELY 65,000 MILES. \$9500.00 FIRM**

07/06

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174 total hours  
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Contact Jim R at 205-665-9387  
[mtraderlady@yahoo.com](mailto:mtraderlady@yahoo.com)

07/06

Thanks to whoever borrowed and returned the book *They Call me Mr. Airshow* by the late Bill Sweets. It was a gift, and I very much appreciate its return.

Joel Levine <[jlevine@bellsouth.net](mailto:jlevine@bellsouth.net)>

### WINGS & THINGS

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Mention this ad for a  
10% discount to EAA  
Chapter 690 members.





## Airways and Airwaves

A Book Review by Jim Garner

Over the years I have read quite a number of aviation books extolling the adventures of intrepid aviators. Now I can truthfully say that I have read one that puts all the rest at least in fourth place.

Airways and Airwaves by Captain (Ret.) Dave Gwinn of Teenie Weenie Airline (TWA) kept me laughing almost from beginning to end—even through several readings.

Captain Dave is a regular columnist for Plane and Pilot and is an absolute master in spinning a story. And does he ever have a wealth of stories from his own experiences as well as other aviation friends.

"The flight attendant, upon coming into the cockpit, saw the Meteor Crater in Arizona and asked what it was. Captain Dave explained that it was caused by a meteor impact upon which she marveled that it just missed the parking lot."

Now it is a given that pilot stories are not bound by truth if truth gets in the way of a good story, but I do suspect that Capt. Dave is shooting straight in this tome.

This is a book that I can unequivocally recommend to be in every library of anyone who flies or wants to. The GA stories are just as good as the airline stories.

To a pilot demanding preferential treatment from a female ATC controller, "Sir, the last time I gave a pilot what he demanded I was on antibiotics for two weeks."

"It is always helpful if you advise ATC that you are Radar Vector Equipped."

"The latest scientific theory is that the rings of Saturn are composed entirely of lost luggage of those souls that are destined to fly the airlines." - Mark Russell

"To invent an airplane is nothing. To build one is something. To fly one is everything." -Otto Lillenthal

"Never take a flight where the stewardess asks you to fasten your Velcro and the Captain asks the passengers to chip in a little for gas."

Available from [www.davegwinn.com](http://www.davegwinn.com) for the paltry sum of \$23.00 (\$25.50 including shipping) and very well worth it. If you ask, he will probably autograph your copy. He did mine. "To Jim Garner, the pilot I always wanted to be."

Thanks, Dave, for a great time reading this --- over and over.



What a week it was! You can re-live the World's Greatest Aviation Celebration again and again online with all the stories, announcements, and incredible photos from EAA AirVenture Today, official newspaper of EAA AirVenture Oshkosh. Also see expanded photo galleries, video highlights, aircraft judging results and more at [www.airventure.org](http://www.airventure.org).



### ICE CREAM SOCIAL FLY-IN

August 19th, Candler Field Museum will host an old fashioned ice cream social fly-in and drive-in. Please fly your favorite airplane to Peach State Aerodrome or drive your favorite car and enjoy an afternoon of aviating and hangar flying. Lunch will be served by Barnstormers Grill and the ice cream will be served between 1300 and 1500.

For more information on Peach State Aerodrome please go to [www.peachstateaero.com](http://www.peachstateaero.com)

### Chapter 690 Fly-Out Dates

September 9th  
October 14th (rain date Oct 28)

Mark your calendars, and watch for more details in next issues of the NavCom.



### Hangar Keys Available to Members

One benefit of EAA Chapter 690 Membership is access to the Hangar when you come out to the airport. You can purchase a key from Joel Levine at Chapter meetings and breakfasts.

Please join in our efforts to save postage and trees. Sign up to get your copy of the NavCom via e-mail. Send your address to [LNOR\\_L@BELLSOUTH.NET](mailto:LNOR_L@BELLSOUTH.NET)

### Members Can Order Chapter Badges

To purchase a membership badge, please see Duane Huff at a Chapter meeting or event. He'll be glad to take your order!



# NavCom

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



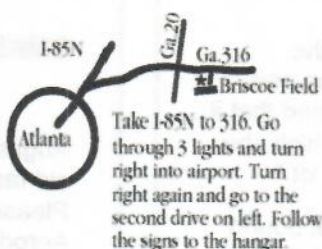
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## Come Join Us!

**Regular monthly meetings** — On the 2<sup>nd</sup> 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.



## AUGUST MEETING

**Saturday, August 12<sup>th</sup>, 2006**

**Annual Post Oshkosh Bash.**  
Bring a covered side dish or dessert for 12 to share.  
Bring Oshkosh photos and stories to share too!

**Visit the EAA 690 Web-Site at [www.eaa690.org](http://www.eaa690.org)**



**www.B17.org**  
**FLY THE FORTRESS**  
*Aluminum Overcast*

Since 1994, EAA's B-17 Aluminum Overcast has made an annual tour around the USA promoting interest in aviation, preserving the memory of WW2 and giving many thousands of people unique access to an important historic artifact through flight experiences and tours.

EAA Chapters assist with the preparation, planning and execution of each stop. The national EAA takes care of many of the "big issues" like crewing and maintaining the airplane, flight operations, bookings of airplane rides (both in advance and when the airplane is in town), marketing of the tour, local area mailings etc. Six people travel on tour with the plane to each location, consisting: 2 pilots, 2 maintenance, 2 tour coordinators.

Prices for advanced flight bookings are: \$359 for Current EAA Members and \$399\* for non EAA Members. \*This (includes FREE 1-yr. EAA member-ship) Flights purchased on-site are \$385 for EAA members and \$425 for Non-members. Flight times are assigned on a first-come, first-served basis. Once the B-17 is on location at the tour stop, advance ticket sale prices are no longer available. To book your flight, call 1.800.FLY.NB17 (1.800.359.6217) or e-mail [b17reservations@eaa.org](mailto:b17reservations@eaa.org) for more information.

We were recently informed that the EAA's B-17 will be returning to Lawrenceville's Briscoe Field from Thursday, September 28th to Monday, October 2nd. Chapter 690 will host the plane and its crew. On Saturday evening, September 30th we will repeat the WWII Roundtable and Low Country Boil. Seating is limited and early reservations are strongly recommended. Tickets are \$20 / person, and your check is your reservation. Contact Lnor Levine at 770-394-5466 or via e-mail [LNOR.L@BELLSOUTH.NET](mailto:LNOR.L@BELLSOUTH.NET) for reservations or additional information.

Event Chairperson Duane Huff has announced that committee meetings for the B-17 related events will be held after the monthly BOD meetings, at approximately 8:00 P.M. The dates for those meetings are Tuesday, August 8th and Tuesday, September 5th. Additional meetings will be scheduled if needed. Debi Huffman is lining up another group of WWII vets for this year's Roundtable. Dinner Chairperson Jim Sweat needs additional assistance for set-up, cooking, serving and especially for clean up. Please plan to lend your support to the Chapter for this exciting fund raising opportunity for the B-17 and for the Chapter.