



# NavCom Newsletter

Experimental Aircraft Association Lawrenceville, GA - KLZU

## May 2020



### Presidents Pitch MEMORIAL DAY AND GRUMPY OLD PICNICS

**By: John Morgan**

As I write this it is Memorial Day weekend and not much is happening around good old EAA690. Oshkosh has now been cancelled and all of our events except those which are done virtually online have been postponed until the pandemic subsides. So I thought that I would pass on a little history lesson and discuss the one gathering that has been taking place inside and outside our Chapter hangar.

As a veteran I have occasionally been approached by those of the younger generations thanking me for my service on Memorial Day. That would be inappropriate as I am still with you amongst the living. Memorial Day honors only those who paid the ultimate sacrifice and gave their lives during war in service to our country. It originated in 1866 In Waterloo New York when the mothers, wives and daughters of the local civil war soldiers who died in the war, decided to decorate the graves of their fallen heroes. For many years it was called Decoration Day as towns all over the country followed suit and decorated their graves. States in the South had, and some still have a different day to celebrate Memorial Day. Hell no, we ain't forgettin!

General John A. Logan a union soldier who later served in Congress is the person credited for having established a national Memorial Day holiday in 1868. It was held on May 30 for 100 years until the law was changed to celebrate Memorial Day on the last Monday in May to get a 3 day weekend. Being from Indiana, I remember for years the Indianapolis 500 being held on May 30.

John A. Logan is somewhat famous around Atlanta as it is he who is so largely portrayed leading his men to battle in the Cyclorama painting and diorama now on display at the Atlanta History Center. He had taken over the Union troops after General James McPherson the person Ft. McPherson was named for was killed in the battle. It is said that he was at the rear when the major fighting was taking place but I think he tossed in some of his own money for the painting to get himself covered in glory till the end of time or the painting falls apart.

As for the Grumpy Old Picnic, several years ago Chapter members Frank Settle and Larry Wallis started a group of retired persons who also were pilots to get together for lunch every Tuesday at a different restaurant. With the pandemic someone suggested a picnic as the restaurants were closed. We have now met 3 times on different weekdays in a bringing your own lunch and lawn chair scenario. We honor the social distance guidelines and open the hangar door and spread out in pods of 5 or 6 to a pod. This has proved to be quite popular as we typically get more people attending than when we gathered at a restaurant. As the chapter gradually returns to some form of normalcy, the first gathering may well be a picnic with folks gathering in pods as the Grumpy Old Pilots do.

In closing, I am giving this month's Shout Out to John Kimmons for his work behind the scenes, in checking on the chapter buildings and fixing things that break while no one is around. In the past he has served the chapter in many capacities, most notably with the Board of Trustees and I greatly appreciate all that he does for our chapter.

Stay safe!

#### Pancake Breakfast

Saturday June 6th **Cancelled**  
8 to 10 AM

#### Young Eagles Rally

Saturday June 20th **Tentative**  
10 AM to 1 PM

#### Chapter Personnel

<u>President</u> <b>John Morgan</b> <a href="mailto:president@eaa690.org">president@eaa690.org</a>	<u>Vice President</u> <b>Louis Pucci</b> <a href="mailto:vp@eaa690.org">vp@eaa690.org</a>	<u>Secretary</u> <b>Rich Hopkins</b> <a href="mailto:secretary@eaa690.org">secretary@eaa690.org</a>	<u>Treasurer</u> <b>Ben Davis</b> <a href="mailto:treasurer@eaa690.org">treasurer@eaa690.org</a>	<u>Chairman BoD</u> <b>Louis Pucci</b> <a href="mailto:vp@eaa690.org">vp@eaa690.org</a>
<u>Vice Chairman BoD</u> <b>John Post</b> <a href="mailto:post@eaa690.org">post@eaa690.org</a>	<u>Chairman of Trustees</u> <b>Louis Pucci</b> <a href="mailto:louisgo@comcast.net">louisgo@comcast.net</a>	<u>Program Chair</u> <b>Kathi Parks</b> <a href="mailto:kp9611@aol.com">kp9611@aol.com</a>	<u>Publicity</u> <b>Your Name Here</b> -	<u>NavCom Editor</u> <b>Tom Hilborn</b> <a href="mailto:editor@eaa690.org">editor@eaa690.org</a>

# Chapter 690

Fun events, great food and always, everyone welcome!

## Chapter Calendar June 2020

Current and future scheduled chapter activities should be viewed as **“Tentative”**. Please check the chapter “Slack” application or, contact one of our chapter officers for updates on future activities.

Sun	Mon	Tue	Wed	Thu	Fri	Sat
31	1-Jun	2	3	4	5	6
	8pm Ground School		8pm Ground School	5:30pm Thursday Dinner 7pm BOT Mtg	8pm Ground School	8am Pancake Breakfast 10am Good Neighbor Day 12pm Slack Information Session 8pm Ground School
7	8	9	10	11	12	13
	8pm Ground School	7pm GARS	8pm Ground School	5:30pm Thursday Dinner 7pm BoD Meeting	8pm Ground School	8pm Ground School
14	15	16	17	18	19	20
	9am Summer Camp 8pm Ground School	9am Summer Camp 7pm GARS Workshop	9am Summer Camp 8pm Ground School	9am Summer Camp 5:30pm Thursday Dinner 7pm VMC/IMC Club	9am Summer Camp 8pm Ground School	9am Young Eagles Rally 8pm Ground School
21	22	23	24	25	26	27
	8pm Ground School		8pm Ground School	5:30pm Thursday Dinner	8pm Ground School	9am Young Eagles Rally Makeup Day 8pm Ground School 6pm Fish Fry/40th Anniversary Celebration
28	29	30	1-Jul	2	3	4
	8pm Ground School		8pm Ground School	5:30pm Thursday Dinner 7pm BOT Mtg	8pm Ground School	8am Pancake Breakfast 12pm Slack Information Session 2:30pm Ground School

Chapter Web Site: [WWW.EAA690.ORG](http://WWW.EAA690.ORG)

Visit Chapter 690's Social Media Sites for the latest updates and information.



<https://www.facebook.com/groups/ea690/>



<https://www.instagram.com/ea690/>



<https://twitter.com/ea690>

## Chapter Events and Happenings

### Pancake Breakfast

May 2nd. 2020

EVENT CANCELLED DUE TO COVID-19

### Next Planned Pancake Breakfast

June 6th. 8:00 AM (Cancelled)

**Menu:** Pancakes, Scrambled Eggs, Biscuits & Gravy, Sausage, Orange Juice and Coffee.

**All you can eat \$7.00** (suggested donation)

Bring a friend, have a great meal, meet new folks and hang around for the chapter meeting at 10 AM

**OPEN TO ALL Fly-In and Drive-in**

**SPECIAL NOTICE!**

**Possible On-Line Chapter Meeting**

Please watch for chapter e-mails or contact one of our chapter officers for more information.

### EAA 690 Ground School

Did you know that the chapter offers an online ground school on Mondays, Wednesdays and Fridays. It is held at 8:00pm on those nights by Brian Michael. Since you're just sitting at home, why not join one night and either learn something new or get refreshed on something you thought you knew. The best way to keep in touch on the schedule is to join Slack, if you are not already on it. You can join Slack by going to this link [https://join.slack.com/t/ea690/shared\\_invite/zt-4y85xsgx-oyLTp8M8SZAYVBml5i0vw](https://join.slack.com/t/ea690/shared_invite/zt-4y85xsgx-oyLTp8M8SZAYVBml5i0vw) Once on Slack you should join the #ground school channel. The link for the ground school sessions is posted in the channel. The link to join is <https://join.freeconferencecall.com/ea690> but you should check on the channel in case Brian needs to change the schedule.

**See you online!**

# Chapter Events and Happenings

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## Chapter Members

### Activities, Comments, Observations and Musings

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#### Chapter 690 RV-12 Project Update

*By: Tom Hilborn*

The chapter has agreed to sell the RV-12 to Safer Aviation for \$18,500. The principles for Safer Aviation are chapter members Johnny Morrow and Larry Wallace.

Due to a motion approved during the March 2020 General Membership Meeting, approval of the membership was required for this sale since the \$18,500 being offered was greater than 20% of the chapters liquid assets. As the Covid-19 pandemic made it impossible to have a general membership meeting at the chapter the Board of Directors instead sent a survey out to all the members via email, the results of that survey are as follows:

This is to confirm the sale of the RV-12 to Safer Aviation, approved by the Chapter membership with the vote tally being **70** For and **4** Against.

We wish "Safer Aviation" good luck with their new project and cannot wait to see the RV-12 on the ramp.

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#### Note From Chuck Roberts

*Chuck is currently home and recovering from his recent by-pass surgery*

Thanks to all for your thoughts, prayers, and moral support.

As I was handling the steel for Heidi's trailer, last January, I felt a tightness across the top of my chest and could only breathe in quick short breaths. I sat down and let things recover. I was suspicious it was heart but I'd just started the trailer project & didn't want that interrupted so I carefully didn't mention this to anyone (especially Gay as she would have stopped everything right on the spot). I just was careful not to over exert. Then, one evening in early May I took the trash down to the street; it was very heavy and I didn't think to pace myself (driveway is 100 yrds long) and before getting to the street the chest tightness and quick breathing were on me big time. It took me something like 5 minutes to walk back to the house and when I got inside and on a recliner chair Gay was all over it. "What's wrong with you?! Called our doc & a cardiologist the next day. They set me up for a heart catherization (sp?) on Friday morning, May 15th which led to bypass surgery on Monday morning, May 18th. Note: I never felt anything I would describe as pain.

What's my big lesson from this: I should have sat down with Gay and discussed this in January right after that first episode. I missed having a fatal heart attack by a knat's knee. Don't make such a stupid mistake. I'm reminded of a cliché: when the Lord calls you by your first name PAY ATTENTION!

# Chapter Events and Happenings

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## **Flying Humor** *submitted by Randy Epstein* **A Flying Students' Diary**

### **Week 1**

Monday: Rain

Tuesday: Rain

Wednesday: No rain; no visibility either

Thursday: Take instructor to lunch. Discover I don't know enough to take instructor to lunch.

Friday: Fly! Do first stall and second stall during same maneuver. Cover instructor with lunch.

### **Week 2**

Monday: Learned not to scrape frost off Plexiglas with ice-scraper. Used big scratch as marker to set pitch.

Tuesday: Instructor wants me to stop calling throttle "THAT BIG KNOB THING." Also hates when I call instruments "GADGETS"

Wednesday: Radios won't pick up radio stations, so I turned them off. Instructor seems to think I missed something.

Thursday: Learned 10 degree bank is not a steep turn. Did stall again today. Lost 2000 feet. Instructor said that was some kind of record — my first compliment.

Friday: Did steep turn. Instructor said I was not ready for inverted flight yet.

### **Week 3**

Monday: Instructor called in sick. New instructor told me to stop calling her "BABE". Did steep turns. She said I had to have permission for inverted flight.

Tuesday: Instructor back. He told me to stop calling him "BABE", too. He got mad when I pulled power back on takeoff because the engine was too loud.

Wednesday: Instructor said after the first 20 hours, most students have established a learning curve. He said there is a slight bend in mine. Aha—progress!

Thursday: Did stalls. Clean recovery. Instructor said I did good job. Also did turns around a point. Instructor warned me never to pick ex-fiancée's house as point again.

Friday: Did circuit work. Instructor said that if downwind, base and final formed a triangle, I would be perfect. More praise!

### **Week 4**

Monday: First landing at a controlled field. Did fine until I told the captain in the 747 ahead of us on the taxiway to move his bird. Instructor says we'll have ground school all this week on radio procedures.

Tuesday: Asked instructor if everyone in his family had turned grey at such an early age. He smiled. We did takeoff stalls. He says I did just fine but to wait until we reached altitude next time. Three Niner Juliet will be out of the shop in three days when the new strut and tyre arrive. Instructor says his back bothers him only a little.

Wednesday: Flew through clouds. I thought those radio towers were a lot lower. I'm sure my instructor is going grey.

Thursday: Left flaps down for entire flight. Instructor asked why. I told him I wanted the extra lift as a safety margin. More ground school.

Friday: Asked instructor when I could solo. I have never seen anyone actually laugh until they cried before.

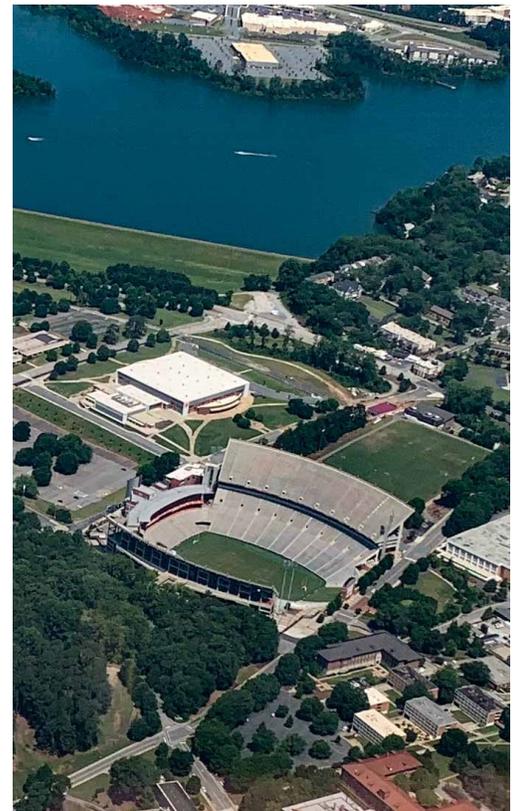
# Chapter Events and Happenings

## Flyouts Still Occurring

*By: John Morgan*

We have not had many fly outs lately, but Phil Harcourt and John Morgan did fly their RV's to KGMU Greenville, SC and the Runway Cafe for a one inch thick cheeseburger on Saturday May 23rd. We ate outside on a picnic table and there was plenty of physical distancing. The restaurant also is using an adjoining hangar for additional dining, so there is plenty of space for larger groups to get together.

The weather was great and it was good to take the airplane to an actual destination rather than my usual flights of late just to warm up the motor and make sure everything on the airplane was working correctly



Hopefully the weather with the pop up thunderstorms will soon change and we can make plans for the next fly out further in advance to attract more pilots. In the meantime the Flying Machine is open and the outside patio is also available for local KLZU dining. Hokie and Joy need your business so please get over there when you can.

# Chapter Events and Happenings

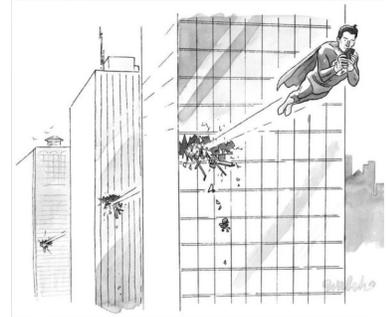
## Something to lighten the mood.

Provided by: Kathi Parks & John Morgan

**Well, I was going to turn all my guns over to the government; but I did a background check and none of them were mentally stable.**



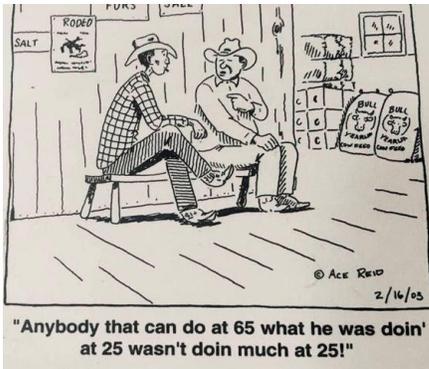
**Me and every campfire EVER!**



I miss the good old days... Remember when you could actually have an opinion without offending somebody?



**SINCE THOSE BEAUTY SALONS BEEN CLOSED SELFIES DROPPED LIKE THE STOCK MARKET.**



**It's been a rough week. But on a positive note, I didn't need any bail money and didn't have to hide any bodies.**

**YOU KNOW YOU'RE OLD WHEN YOU GO TO BED AT THE TIME YOU USED TO GO OUT.**



**Why Not Work From Home Forever?**

AS AMERICA debates a return to work, it's important not to rush. We need to balance the economy against the extremely valid concerns about public health and protecting lives.

And walks. We need to think about all of the walks.

And ball. We need to also



BY A DOG

**America Needs to Get Back To Work**



BY A CAT

ENOUGH IS enough. American business has taken a historic plunge over the past month. It's time to consider a practical plan for protecting public health—while also allowing for a return to work and, hope-



# Chapter Events and Happenings

## In My Blood

**Submitted by: Chuck Roberts**

Many have heard me say I was born and raised in aviation. Take a look:

That's me (closest to the camera), at age 4, with my brother (age 6) and our grandmother in her 1947 Stinson 108-1 Voyager. It is no wonder my lovely wife and I own a same year, make and model airplane (although not the same plane). Now, the whole story.



My father (whose parents divorced when he was in early elementary school) became interested in aviation in his mid-teens. His mother, a very independent minded business woman, was very much not supportive of this interest but did allow it to proceed as long as he earned all of the costs himself. This was in the mid 1930's. After my father passed his private pilot's flight test he wanted to get checked out in the next more complex aircraft. But, as he was still under 21 years old, needed his mother's signature.

She agreed and, with him, went to the Cool Meadow Airport (Lexington, Kentucky's airport at that time). While there the owner tried to get her to take a sight-seeing flight. Being the business woman she was, she wanted to know about cost-versus-activities and determined she would get more for her money if she took a flight lesson instead. As the saying goes: "she was bitten"! Her son (to become my father years later) went on to join the U.S. Army's aviation cadet program and became a fighter pilot while his mother got her private, commercial and flight instructor' certificates. As she was already a flight instructor when the U.S. became involved in WWII she was swept up into the civilian flight instruction program of the Department of Defense. The DOD sent army and navy cadets to her and she trained them through private pilot (though they did not take the civilian flight test) and then they went on to military training for the specific aircraft they would fly in combat. Before the war broke out she bought an Aeronca Chief and after the war purchased a new 1947 Stinson 108-1.

I had dreamed of becoming a career military pilot like my dad (as my older brother did); however, when I took the eye exam for my driver's license and failed, that all changed. At the time, the military aviation programs required uncorrected 20/20 vision to start any program. Curiously, once a cadet was in such a program, if their vision deteriorated but was correctable with glasses, they were allowed to stay in the program. Years later, as an electrical engineer for Narco Avionics, they made getting a certificate very affordable through their employee-only flying club. Later, on my own dime, I got the instrument rating and then the commercial certificate. While working for a custom integrated circuit manufacturer as a Field Applications Engineer, and based in the Atlanta area, I was allowed to use general aviation to cover the Eastern U. S. for almost 15 years. That allowed me to log thousands of hours of serious day and night flying. As it was business flying my employer paid for serious complex IFR airplanes and expected me to make good on appointments as I would using the airlines. Hence I got quite a bit more than the average of "wet" flying day and night. I loved every minute of it!

Given my family background and my business flying experience it is no wonder that our 1947 Stinson is full IFR equipped. It is in my blood!

## Chapter Events and Happenings

### NavCom Feature “AEROGRAPHS”

Photo courtesy of John Slem, “AEROGRAPHS Media Productions”

<https://www.aerographs.com>



Boeing 747 cockpit taken at Hartsfield Jackson Airport last fall.



### Quote of the Month

**“Above all, don't fear difficult moments. The best comes from them.”**

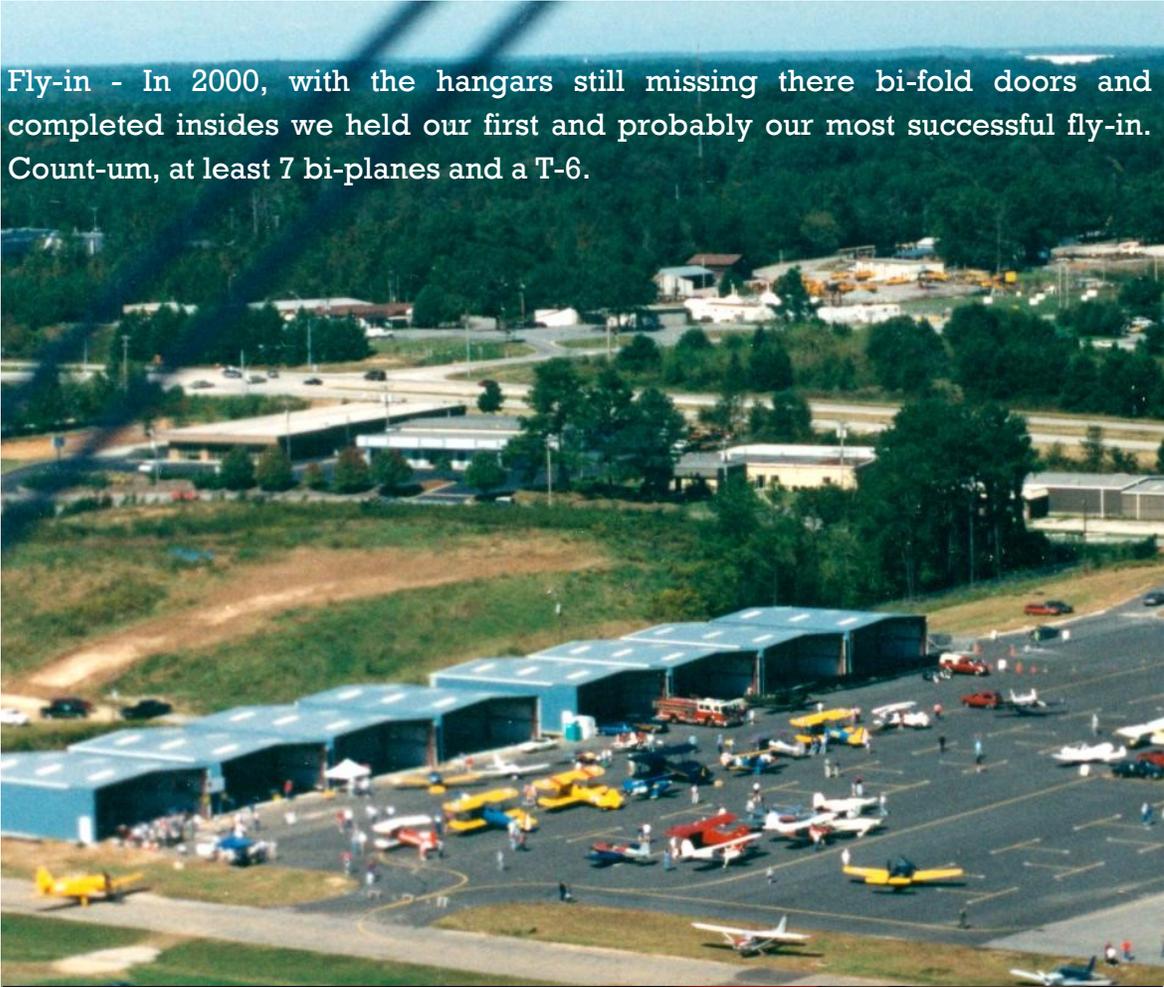
Rita Levi-Montalcini,  
neurobiologist, Nobel Prize winner

# Chapter Events and Happenings

## Chapter Pictures from the Archives

*Captions by: Joel Levine*

Fly-in - In 2000, with the hangars still missing there bi-fold doors and completed insides we held our first and probably our most successful fly-in. Count-um, at least 7 bi-planes and a T-6.



Dance - The first EAA 690 hangar dance was held in our almost completed hangar in September 2001. The 19-piece Atlanta Blue Notes led by Bill Bailey provided the big band swing music.



# Chapter Events and Happenings

## EAA 690 Youth RC build

(These activities occurred prior to the Coved-19 lockdown)

**By: Ken Lightner**

We've reached a couple of recent milestones on the RC build. The students completed their first airplane, and it has flown! The second airplane, an identical kit build, is also nearing completion, and, in anticipation of that completion, we've obtained a quarter scale Piper Cub kit as the next project. Finally, we applied for and received a small grant from the RC national organization, Academy of Model Aeronautics (AMA), which we plan to use on the RC day of Summer camp (should it happen this year) and for parts and supplies on the Piper Cub.

The RC build started with two SIG Kadet Mark II kits and some building supplies, which the chapter purchased around the late Fall of 2018. The youth have been working hard since then and learning as they go. The kits consist mostly of balsa wood and assemble similarly to a wooden home built aircraft, only with smaller and often simplified parts. (For example, the ribs are generally solid wood and not built up as with the larger aircraft.) Our kits will use electric motors for propulsion, but other options



are available. Finally, they are covered with a mylar iron-on covering instead of cloth, though larger RC aircraft may use nearly identical (lighter weight) cloth to their larger cousins.

The students learn basic tool use, discipline, and patience. They also learned a little about tolerances - or what's good enough for flight. (RC planes don't have to be as safe as their larger cousins, obviously, but a poorly built airplane will still end up as a pile of broken wood. Gravity still sucks after all.) Some kids stressed when things didn't turn out perfect, others were initially quite sloppy in their work. In the end, they learned how close it needed to be in order to have good structural strength, what mistakes they could easily correct, and what defects wouldn't even show past the first sanding. Students had to redo some things, which, I hope, taught them not only something about quality, but also to expect some mistakes and to learn they can be fixed.

The completed aircraft was test flown at the Stone Mountain Radio Control Flyers club site, and then used for RC Flight training on one other date. The aircraft has some aggressive dihedral and does not bank easily, but is otherwise very stable and easy to fly. It has all the basic controls including elevator, rudder, ailerons, and throttle.

Continued on page 12

## Chapter Events and Happenings

### EAA 690 Youth RC build cont. from pg. 11

We look forward to starting the next build, the quarter scale Piper Cub, again manufactured by SIG. This kit will consist of a similar balsa frame, though of a scale shape this time. However, we plan to use cloth covering. No decisions yet, but it will probably need a two-cycle gasoline engine for propulsion. In addition, RC planes of this size and larger build even closer to their full scale cousins. Shock absorbing landing gear, pull-pull control cables, and steerable tail wheels all look and work almost identical to the full scale counterpart. However, the RC aircraft has a tremendous advantage in power to weight ratios, can fly at a much riskier altitude and can do aerobatics that an airplane containing a human just could not.

Here's a taste of what a larger RC Clipped Wing Cub can do:

<https://youtu.be/jbsNWKv4Ggc>

The AMA program Take off And Grow (TAG) awarded us a small grant for the RC components of the EAA Youth Build and Summer Camp. The AMA program is intended to introduce the general public to RC as a gateway to aviation in general. As you know, many EAA members participate in the RC hobby either in their youth or currently. Many famous aviators like Matt Chapman and Burt Rutan also enjoy the hobby. But, even more importantly, a number of future aviation jobs will involve unmanned aircraft that are the direct descendants of the hobby.



If you know of a youth that might be interested in the EAA build program, please let us know. And, if you or that youth are interested in the RC hobby, please let me know. The EAA chapter has a number of resources at your disposal. There is an RC flight simulator available that the youth build team has used, and you will find a number of the chapter members also belong to the Stone Mountain Radio Control Flyers (SMRCF) club. The club flies out of the old Stone Mountain airport and offers the same level of support to new members EAA 690 provides to new pilots - except our pilot training sessions are free and there is no medical.

## Chapter Events and Happenings



### **Karen Tarver Michael**

Our chapter lost a very dear friend on May 2, 2020 with the unexpected passing of Karen Michael at age 66 from a heart attack. Karen is survived by her husband Bill, sons Brian and Robert, daughter Kate and daughter in law Aimee Michael. She is also survived by 3 grandchildren.

Karen and Bill attended almost all of our pancake breakfast events after Brian joined our chapter. She was never without her smile and kind words for everyone she met. Please keep Karen's family in your prayers and we will advise our chapters members of any future memorial service.

Karen Michael is pictured 3rd from right in this 2019 family picture.



## Chapter Events and Happenings

### **MARIA HERNANDEZ PASSES HER PRIVATE PILOT WRITTEN EXAM**

EAA Chapter 690 Ray Scholarship winner Maria Hernandez has passed her private pilot written examination and has been awarded the final \$2000 installment of her \$10,000 EAA Ray Foundation Scholarship. She is pictured here with EAA 690 Scholarship Chairwoman Kathi Parks.

Maria plans to continue her education as she starts College in the aviation program at the Middle College Of Georgia in Eastman, Georgia this Fall.

Congratulations go out to Maria from all of us at EAA 690 for a job well done!



# Chapter Events and Happenings

## EAA 690 NEWS

*By: Joel Levine*

The GOP, that's Grumpy Old Pilots, came about from a informal lunch bunch several years ago. Although made up primarily of Chapter members it is not exclusive. Anyone is welcome to participate and the group gathers traditionally on Tuesday at 11:15 for lunch at a per-announced restaurant. Recently the announcement has been added to the chapter SLACK board. With the corona-virus beginning to wain (hopefully) the group has gathered outside of the chapter building for an impromptu bring your own sack lunch picnic. Social separation is maintained but the same lies and tall tails abound. Watch SLACK for the next picnic or luncheon. A new tall-tail is always appreciated!



Here we have the GOP on the ramp demonstrating the social distancing protocols.

## Chapter Electric Bill for Hanger 1

*By: John Morgan*

The chapters Electric bill at the beginning of the year for Hangar 1 was \$536, Electric bill for March and April \$322 each month and for May \$130. The Additional discount was given because we were not conducting our regular Pancake Breakfast (an event that uses lots of electricity for the grill and air conditioners).

Electric bill in the future? Who knows?

# Chapter Events and Happenings



## Young Eagles Report May 2020

*Duane Huff & Wes Riddick, Young Eagle Coordinators*

# EVENT CANCELLED DUE TO COVID-19

## EAA 690 40TH Anniversary Mugs

### *Notice from Louis PUCCI*

The mugs are in. The plan is to make them available at the next pancake breakfast, I suspect that will be in July. Ben (chapter Treasurer) has set up a "Square" option for payment, so we are able to accept cash, check or credit card.

40<sup>th</sup> Anniversary  
1980 -2020



EAA Chapter 690

Gwinnett County  
Briscoe Field  
Lawrenceville, GA



**11 oz. White Coffee Mug with wrap around design shown above.**

## PLEASE NOTE



Advanced Aviation, Inc. has moved, their new location is 470 Briscoe Blvd. and will be open for business at that location beginning May 26, 2020.

Contact John Craytor for more information

Advanced Aviation, Inc.

770-682-9007

# Chapter Events and Happenings

## EAA 690 Chapter Officers and Board Members



**John Morgan**  
President



**Louis Pucci**  
VP / BoD Chairman



**Rich Hopkins**  
Secretary



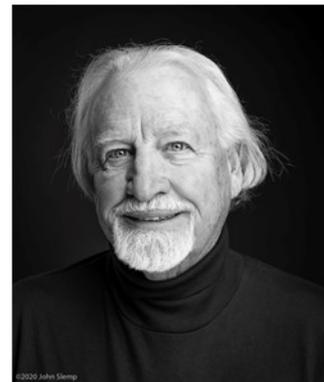
**Ben Davis**  
Treasurer



**Gay Roberts**  
Member at Large



**Johnny Morrow**  
Chairman BoT



**Jimmie Rickerson**  
Member at Large



**John Post**  
Member at Large/V. Chair BoD



**Kathi Parks**  
Member at Large

*Photos courtesy of John Slemp, "AEROGRAPHS Media Productions"*

# Love to fly (or want to learn)? Join AeroVentures Flying Club!

You don't need to own a plane to enjoy flying! By joining AeroVentures Flying Club, you'll have access to the club's well-maintained fleet as well as to training from our certified flight instructors.

Founded in 2012 at Gwinnett County airport (LZU), the club now has over 60 members of all ages and backgrounds — from student pilots to certified flight instructors — to those who simply enjoy flying.



Our Cessna 172 planes are popular trainers

## Benefits of AeroVentures Flying Club membership:

- Convenient Lawrenceville, GA location; easy access from anywhere in metro Atlanta
- Hangared, well-maintained aircraft including:
  - Cessna 150 (2 seater)
  - Cessna 172N Skyhawk (4 seater)
  - Cessna 172TAA Skyhawk (4 seater, commercial trainer)
  - Piper PA-28-151 (4 seater)
- Competitive, affordable hourly rates for aircraft rental
- Experienced certified flight instructors available for all levels of flight training from beginner to commercial rating



The Cessna 150 is an affordable rental

For more information on AeroVentures Club membership:

Web Site: [www.flylzu.com](http://www.flylzu.com)  
Email: [jpost@4tsi.com](mailto:jpost@4tsi.com)  
Call: John Post at (770) 595-0684

Listing 910239

## AERO TERM

*Reprinted from AERONEWS NETWORK Propwash 5-25-20*

### **Fly Heading (Degrees)**

Informs the pilot of the heading he/she should fly. The pilot may have to turn to, or continue on, a specific compass direction in order to comply with the instructions. The pilot is expected to turn in the shorter direction to the heading unless otherwise instructed by ATC.

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**Want your business or event listed in the NavCom  
or, have something for sale.**

Send your info to: Tom Hilborn [editor@eaa690.org](mailto:editor@eaa690.org)

Please Include:

High Res Pictures in tiff, bmp, or jpg, Description of event or item(s)

Your contact info: Name, Phone Number and Email address

**A Donation to EAA 690 for your listing would be appreciated**

# About EAA 690

EAA 690 is a chapter of the Experimental Aircraft Association, located at Briscoe Field (LZU) in Lawrenceville, Georgia. A diverse chapter with over 250 members we offer a wide range of aviation-related activities. While the Pancake Breakfast and our monthly meetings are the norm we regularly conduct fly-ins and are heavily involved in youth education through EAA's Young Eagles program, youth aircraft build projects, summer camps, ground schools and simulator instruction. We frequently host historical aircraft such as EAA's B-17 "Aluminum Overcast", the Ford Tri-Motor and DC-3 to benefit, educate and entertain the local community. Our technical counselors are some of the best in the industry, and willingly donate their time to our youth builder programs and homebuilders as they progress through the various phases of constructing an aircraft. We have pilots with a wide variety of experience from former airline and military pilots to general aviation pilots with private pilot certificates. "Hangar flying" is a fun part of the mix and our facility is often used for aircraft annual inspections, meetings, special events, and training. We also have an extensive array of aviation tools for loan to members and, a library full of aviation information.

Come join us on the first Saturday of every month at the hangar to enjoy a \$7 Pancake Breakfast and, to learn more about EAA 690 please visit our web site: [www.eaa690.org](http://www.eaa690.org)

## Directions to EAA 690

From Atlanta, I-85 North to GA-316, Take GA-316 to Hurricane Shoals Rd NE and Turn Right  
Go to Airport Rd NE and turn left, Go to 690 Entrance on the right



## NavCom

The NavCom is the official monthly newsletter of EAA chapter 690. Please send original articles, art and photos for inclusion in future issues of the NavCom to: Tom Hilborn, Email: [editor@eaa690.org](mailto:editor@eaa690.org) or call 404-406-6638 for more information. 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. Your input, comments and suggestions are always welcome.

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### Our Contact Info:

EAA Chapter 690, 690 Airport Road, Lawrenceville, GA 30046 Hanger #1 Ph. 770-339-0804