

CHAPTER 690

NAVCOM

January 1996

Welcome to 690 in 96

Chapter 690 is entering into an exciting new era. The Chapter House will be completed in two weeks, and at nearly the same time, a new batch of ~~naive~~ outstanding, brilliant, and ~~committable~~ committed members have taken the reigns of leadership. Some action that has already occurred or is in the planning stages:

The Chapter 690 Haus:

That's right, in two short weeks we move in. Barco-loungers are on order and the dancing bears are in cold storage.

New Officers:

We elected 'em, and whaddya know, they showed up! They are listed on page 3.

Revamping of the Chapter By-Laws:

These handy little rules-to-live-by have not been revisited in some time. With new opportunities and responsibilities that come with the Sport Aviation Complex, the Chapter Officers and Board of Directors feel that the by-laws need to be brought up to date. In this NavCom you will find a copy of the proposed new by-laws. Please read them. **We will discuss them and vote on their acceptance at the January meeting** (Friday 12 January 1996, 8 pm at Gwinnett County Airport Admin Bldg).

New Board of Director members-at-large:

No matter how the vote goes on the proposed by-laws, at the January meeting **we must elect several (up to four) Chapter members to serve on the Board of Directors**. Please think of your nominees. **WARNING: missing the January meeting could mean automatic election to the board. SKIP THIS MEETING AT YOUR PERIL!**

Hangar Flying:

The Admin. Bldg. will now be open at 7:30 for members to shoot the fat before the 8:00 pm monthly meetings. This will continue until we've all heard the entire saga of (all together now)

"The Award-Winning Aeronca Chief!" (tee-hee)

EAA B-17 Flying Fortress PART II!

Through the efforts of Hal Weekly and your new VP, David Posey, Chapter 690 will host the EAA B-17 from March 13-19!! That's almost a whole week, BUT, that's only two months from now! The inbound is from Memphis. Wouldn't that be a hoot to be on that flight!

The Second Annual Balloon Competition:

Chapter 690 profited greatly from our involvement in the first edition of this event. This year we hope to become more involved and maybe give Duane a rest. Just a little.

The Olympics:

Who knows what this colossus will mean for the chapter? Individual hangar owners hopefully will profit. Can 690?

The Fall Biplane Classic:

The Official Date for our big shindig is **12 October 1996**. We have our order in with the weatherman. This year's event will be on a whole new ~~plane~~ plain. Airport construction and Olympic brouhaha should be a distant memory, we will have hosted several smaller events in our new home, and we will have a fully-developed media campaign courtesy of a Promotion and Publicity Committee. Due to these grandiose plans, the event will be run by Co-Chairs Steve Ashby and a player to be named at a later date.

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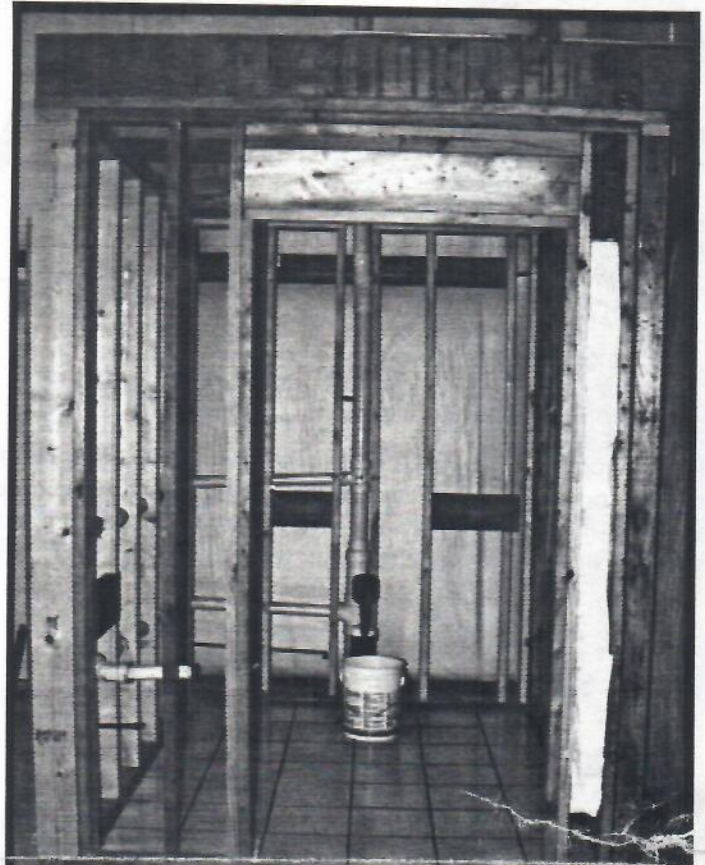
The Building Column

Frank Wilcox

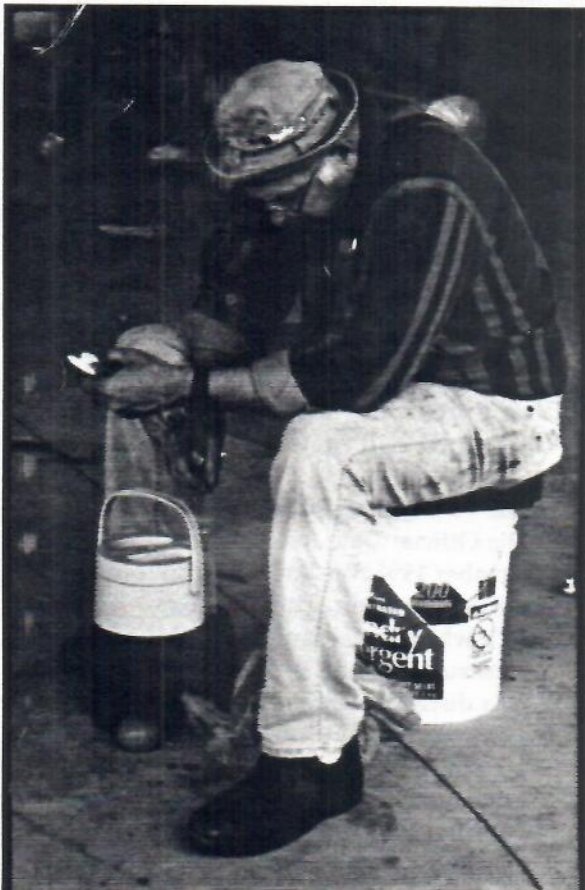
It must be the holiday cheer, end of the year, winter solstice, or something too mysterious to name, but since our December report, the building program has really moved along. No, we won't be in the chapter building for the January meeting, but in all likelihood we will take official occupancy soon after. Charlie Sego, in a moment of hardheaded negotiation, convinced the building contractor to get busy or else! A new crew was brought in and miraculously the buildings were completed within three weeks. And that included the bi-fold doors!

While this was going on, the hangar owners individually, collectively, and by contract were plumbing, wiring, and framing in rest rooms. David Posey headed up the effort to install electric meter bases and main circuit breaker panels in each hangar. All of this effort resulted in the sign off by January 1st of through framing, rough plumbing, and rough electrical by the county inspectors for all buildings.

The building permit issued for the chapter hangar cluster required that all eight buildings pass the final inspection before authorization of occupancy of any one hangar. Some hangar owners were moving much faster than others toward final completion and so would be penalized by waiting for all to be completed. After some discussion, the County Building Department issued seven new building permits,



The Levine Latrine—Sorry Lnor, we ran out of money!



David Posey—bloodied but unbowed.
Once more unto the breach, dear friends, once more!

with the original assigned to the EAA building. This allows each building to be issued a Certificate of Occupancy (CO) when it passes all required county inspections. It is expected that if all final inspections go well, three buildings will be issued COs by our January meeting and by February 1st, all buildings will be certified for occupancy. So we are really seeing the light at the end of the tunnel and it is getting brighter everyday. No locomotive headlight, either!

The cooperation among the individual member owners and those working on the chapter building has been outstanding. There has been sharing of tools, materials, and ideas. Time-consuming trips to purchase electrical, plumbing, and framing items have been reduced because of this sharing with very little accounting made. When an extra hand is needed somewhere, there have been many available. More than once it has been observed that when our chapter hangar cluster is completed, it will become the center of sport aviation in this area. With so much enthusiasm among the owners, the members working on the chapter building, and visitors, it seems likely that this is already happening. If you haven't stopped by the 690 cluster lately, stop by, especially on a weekend, walk through the buildings, and talk to your fellow members. You will be amazed at what you see!

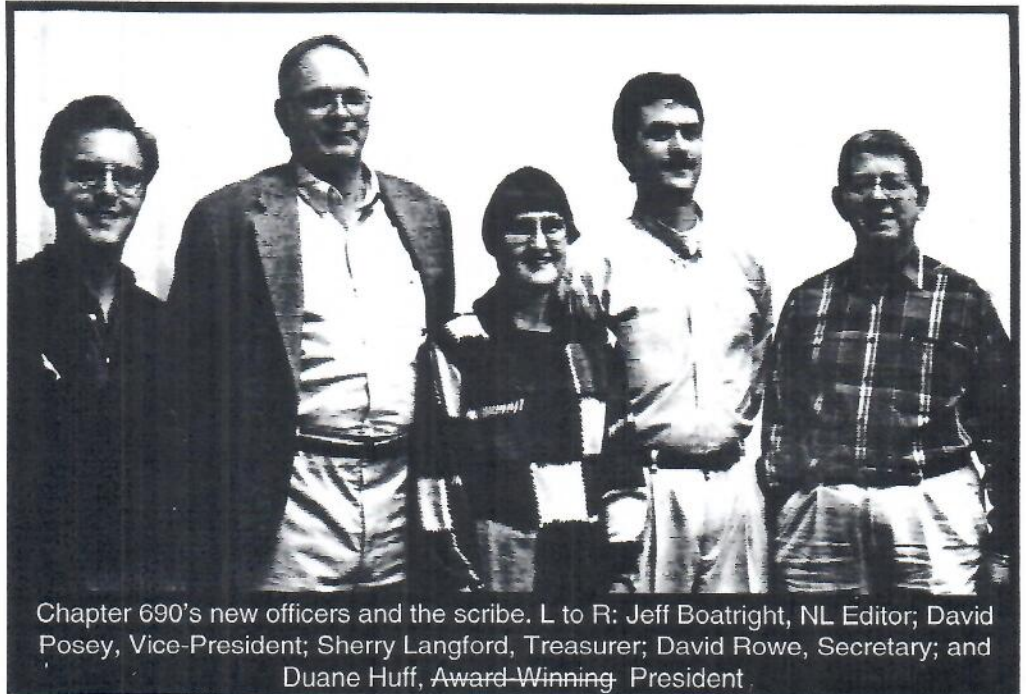
Meet the New Officers!

With this leap year comes new officers. **Duane Huff** is our new president. You've probably already been asked by Duane to serve on some committee or other. He's consistently done a good job on scores of projects for the Chapter. Plus, he's restored **An Award-Winning Aeronca Chief**. Duane has BIG plans for 690, the biggest being FUN.

David Posey is our new Veep. In recent years there have been very few 690 projects that David has not worked on. Most recently, he has worked out the electricals for the hangar cluster. As Veep, David has many ideas for our monthly programs. Some of them are not normal...

David Rowe is our new Secretary. David has been a chapter member for several years and has consistently worked air fairs and other events. David is also an owner of one of the clustered hangars.

Sherry Langford is our new treasurer. Sherry is pretty much a 690 workaholic. It is amazing how much she and her husband Alan do for 690. She also loves to fly. In fact, the couple have their RV project up for sale because she misses the flying that they were skipping to build the project.



Chapter 690's new officers and the scribe. L to R: Jeff Boatright, NL Editor; David Posey, Vice-President; Sherry Langford, Treasurer; David Rowe, Secretary; and Duane Huff, Award-Winning President.

Presidential Pitch — "GPS 690" President Duane Huff

This past summer, I had a very exciting adventure flying the Chief to Oshkosh, Maine, Maryland, and back to Lenora. The flight was made a lot easier, straighter, and safer with the use of a borrowed Garmin 100 GPS (thanks to Larry Bishop). Your vote of confidence making me president of Chapter 690 has started another great adventure that I am very excited about. It comes at a very opportune time in the history of our Chapter. We are completing our 690 home "in two weeks." Now how do we finish paying and maintain the hangar; what are all the activities for which it can be used; and how do we utilize it to the maximum?

To answer these questions and many others, I would like to think of the Chapter as being a living GPS 690, with members brains being the computer chips. These chips, working together

with the Board of Directors, will give Chapter 690 the data it needs to plot a course and determine the speed at which we proceed.

Our adventuresome flight must include the promotion of purposes of the Chapter as written in the by-laws and keep the fun and excitement in sport aviation with fly-ins, fly-outs, workshops, Young Eagles, Old Buzzards, and many other activities. To complete the analogy, always remember that we have the Great Satellite in the sky with us.



Sun 'n Fun Air Museum

Those of you attending Sun 'n Fun this year (April 14-20) should check out their new museum. According to their Web release, "Lakeland is getting a new air museum almost exactly like the one at Oshkosh, WI." The museum will contain a library, theater, and a glass-covered section full of new and old airplanes.

Profiles in Chapter 690

By the profilees, with David Posey and Jeff Boatright

After a long hiatus, our member profile series returns with four (!) biographies. We hope these profiles put us all a little more "in tune" with one another, reminding us that every 690 member has a history and life outside of the chapter. We'll even include a photo so you can recognize these guys after their 15 minutes of fame!

Duane K. Huff

Duane hails from Olean in the southwestern part of NY state, seventeen miles north of Bradford, PA home of the original "CUB". He is married to the lovely Tess from Easley, SC. and they are proud of four wonderful children and five, If I had known they were so much fun I'd had them first, grandchildren.

"Huffer" received his BA in Theology from Azusa-Pacific University and his Masters in Music Education from UGA, Athens. He met Tess while studying theology at Marion College, aka Marrying College, in Indiana. The Huffs moved to Atlanta in 1954, where Duane taught music in the Gwinnett school system for thirty years before retiring.

DH's interest seems to lay in building and rebuilding.

He has built many model airplanes and is helping where ever needed on the chapter hanger project. He has restored , "An Award Winning 1947 11AC Aeronca Chief" and a 1963 Beetle convertible. Duane has owned the Chief for twenty seven years.

Back when Brisco Field was still a pea patch Huff won a spot landing contest sponsored by Chapter 690. He joined EAA in 1984 and 690 shortly thereafter. As a member of 690 he has served as Vice President, Membership Chairman, Young Eagles Coordinator, Building Committee Member, Young Eagles Field Representative, and has recently applied for Technical Counselor status.

Duane is now Chapter President for the 1996-1997 term. You can see him in a photo on the last page of this NavCom.

David Posey

David wrote his own profile, so I couldn't resist adding to it, mainly because he's too modest. David ran the B-17 Visit last year. This was supposedly going to be a minor event. Some chapters don't even greet the crew when they touch down at the chapter home field! That's not the 690 way, nor David's way. Our B-17 visit became an EVENT. David oversaw the organization of a vintage Warbird Fly-In, a mini-festival of aviation on-site, a USO-style dance, and of course the flights and tours. But enough about his chapter life. He's done lots of other things:

David is a native Atlantan and has lived here most of his life. His better half for the last 40+ years is Joyce, aka " She who must be obeyed". Three children and two grandchildren are the apple of the old fart's eye.

Posey attended GA. Tech, majoring in Aeronautical Engineering, but he abandoned the pursuit of a degree to become a "Fighter Pilot." David learned to fly at the taxpayers expense in the Aviation Cadet program in PA18, T6G, T28A, and T33. He received his wings and commission on August 31, 1955. Posey's military stint consisted of four years with the USAF in such god-forsaken places as the UP of Michigan, Labrador, and Greenland. The duty was good though, flying F89D's in all sorts of weather.

He also flew low-level recon in RF84F's with the Air National Guard for sixteen years.

Now, David brings home the bacon working as the Chief Engineer for INFORUM in downtown, heaven forbid, Atlanta.

His main interests are in aviation and automobiles. As soon as the electrical for the hangars is completed, he will get started on the VW powered MINI-MAX , the materials for which have been gathering dust in the basement for two years.

DP has been a member of EAA since 1958, #7024 and of Chapter 690 since 1992. At one time he belonged to three chapters simultaneously, but has now decided to plant roots with 690.

David is the Chapter Vice President for the 1996-1997 term. You can see him in a photo on the last page of this NavCom.

Todd Osborne

What events influenced your interest in aviation?

I am not really sure. After getting out of high school I needed to find something that interested me. I had a friend, Paul Munn, who had gotten his Private ticket while in high school. His dad had a C-170 that he flew out of a very short strip in Charlotte, NC. I flew with him and then joined him and a few other friends at Guilford Tech in Greensboro, NC. The aviation bug had still not really hit, I was looking for myself. I soon found the bug after just a few lessons and never lost it. Maybe it is a virus, not a bug, because it has been slowly consuming the rest of my brain ever since.



How long have you been flying/had an interest in aviation? I started flying in 1988 and received my ticket in 1989 in Greensboro, NC.

When and how did you learn about the EAA? Chapter 690? When did you join the chapter? I learned about EAA from my college Aircraft Structures teacher, Walter Rouse. We had a kitplane in class and I enjoyed working on it, and did so after hours with Walt until late in the night. He also had a Tri-Pacer and I helped him recover it twice. He turned me on to EAA and I started looking for a plane to build. I found Chapter 690 after moving to Atlanta in January. Before that I was with Chapter 32 (St. Louis) and 309 (Charlotte).

What ratings (if any) do you hold? Do you have plans to upgrade? Private License. Plan on getting to CFII before I die. Instrument is next (summer?)

In what plane did you solo or take instruction? I started in a C-152. That lasted about 3 hours because of my 6'5" 230+ pound frame. I soon moved into a C-172 and finished by instruction in that. Also received quite a bit of training in a Warrior, which is still my favorite production plane (that I can afford to regularly fly at least).

What do you consider the high point in your aviation career? Getting my Private ticket. Since I sort of suck at piloting, I was quite surprised when I received it. Boy did I fool them :)

What is your favorite aircraft? Why? Lancair 360. I am not an art fan, but this plane should win some prizes because it truly is a work of art. Someday

Tell us about your project: It's a Zenith Zodiac CH-601. I chose it due to its low cost to build, short build times, and easy flight characteristics. The building is going slow but steady. I have little time to give it. The tail is complete and I received the wing kit last week. Hope to knock out the wings this winter. The only required tools and expertise are basic metal working tools, drills, rivet gun, and lots of patience. I'm building it in my one-car garage and things are real tight! Mike Miller

(another Chapter 690 member) is helping me. Seeing it come together rather quickly and getting to know the plane very intimately are the funnest parts of the project. Deburring holes is the most mundane. I've found customer support to be excellent. I deal with Sebastian Heintz mostly via EMail but have also talked to him and Chris Heintz many times on the phone. I also have an AcroSport II project that needs some attention (about 3 years since I touched it).

What was the most memorable trip you've made in a plane (keep it G-rated, please). My time is quite limited, still less than 250 hours. The most memorable is a crash in a 152 on Christmas day in 88 when I was a stupid (err, student) pilot. I decided that the 152 looked better in little pieces on the ground in Shiloh, NC than it did in the air. Thank God for insurance. That was memorable, but not good. The best flight I had was on a beautiful day in Bluefield, WV. Visibility was something like 3000 miles and the mountains and scenery around there is incredible. Light winds and a friend and I just flew valleys for an hour or two. Terrific.

Any other anecdotes? About a month ago I got the foo scared out of me (and Mike Miller). The crash would have been scarier, but I was unconscious which made bearing it much easier. Anyway, Mike and I took off from Gwinnett in a rented Warrior for a friendly flight around Stone Mountain. About 5 miles from the airport we were getting hot, so we turned on the blower motor to get some air circulating. We also turned on all the other electronics in one swoop. About a minute afterwards we smelled smoke. Made the steepest steep turn I have ever made back towards Gwinnett. We shut everything down except the main com radio so we could keep chatting. Amazing how everyone clears the pattern when you say "I think we are on fire!" in a stuttered voice! It was just the motor windings that torched themselves in the blower motor. That was the first thing we turned off and by the time we got back to the airport, everything was ok. Except maybe my heartbeat and Mike's undershorts.

Any old (vs bold) pilot wisdom you'd like to share? I am not bold. I love to fly aerobatics, when someone else is doing the flying.

Who is the most interesting aviation personality that you've met? Paul Poberezny. I met him at the St. Louis EAA chapter's Christmas party last year. Hell of a nice guy with a lot of experiences. Kinda depressing speaker, but he was fascinating to listen to anyway.

What is your day job(s)? I am a computer programmer (Project Manager) for XcelleNet, Inc. in Atlanta developing Windows NT applications using C++.

Do you have a significant other? What are their views on sport aviation? I am married. Today is my 2nd anniversary. My wife Janelle is very supportive of my habit. She helps with EAA events and even with my Zodiac. She loves airplanes and airshows. She hates to fly. She gets sick in 17 minutes 12 seconds, so flights longer than that are out of the question. Told you I need a Lancair. At least we could fly from Gwinnett to PDK together :)

Any other hobbies/interests? Computer programming. I do this all the damn time. Someday will come when I will be rich and teach flying for free. Until then, this is all time-consuming.

Mike Miller

What events influenced your interest in aviation?

When I was growing up, my father had his private pilot license. One of my earliest memories is of me and my father flying around Pennsylvania in his Piper Tomahawk, or "Trauma" hawk as he called it.



How long have you had an interest in aviation? Pretty much all of my life, although I've only started flying in the past year or so.

When and how did you learn about the EAA? Chapter 690? When did you join the chapter? Todd Osborne told me about the EAA in April, back when the B-17 was in town. I stopped out to see the plane, and ended up joining the chapter and working the B-17 ticket table.

What ratings (if any) do you hold? Do you have plans to upgrade? Still working on it. I'm going to get at least my IFR certification. I use a C-152 for local practice and a C-172 for my cross-country work.

What is your favorite aircraft? Why? P-51 Mustang. Beautiful plane. The first airshow I ever attended had a display put on by Bob Hoover. He was flying a Mustang. What he could do with that airplane filled me with awe. He's definitely the most interesting aviation personality I've met.

Tell us about your project: Like Todd's, it's a ZenithAir Zodiac CH601. It's a two seater (side-by-side), all aluminum, low-wing plane. Mine will be powered by an 80

HP VW conversion engine. I chose it for its low build time, price, and materials. Besides, I got the rudder kit in exchange for helping put together the ZenithAir World Wide Web page. It's not a fast plane, so it's good for a low-time pilot like me, but long cross-country flights will be a little daunting. The building is coming along. I've got a rudder. Todd Osborne and I are working together on both Zodiacs in his garage. I hope to have a garage of my own in the next few months. Most fun: Knowing someday I'm going to fly this massive pile of metal. Least fun: Measuring and cutting this massive pile of metal.

What was the most memorable trip you've made in a plane (keep it G-rated, please). I don't know if this is what you mean by memorable, but a few weeks ago Todd and I were flying a Warrior around for an afternoon when we saw some smoke in the cockpit and smelled an electrical fire. We turned that plane around and headed back into LZU. Todd broadcast the fact we had a "possible emergency" while I was shutting down everything in the plane that was electrical (except COM1). I would rather have an engine fail than a fire. Anyway, when we got the plane down and taxied back to the rental place, they asked us if we turned on the forced-air fan. We said that we had, that's when they told us that it didn't work and that we shouldn't do that. Gee, thank's for the early heads up.

Do you have a significant other? What are their views on sport aviation? I have a (hopefully) soon to be fiancée, Melissa. She would rather I spend the money on new furniture, but a man has to have his priorities.

Any other hobbies/interests? Motorcycle riding, rock climbing, music.

Holiday Party Reviewed

by Margaret and Frank Wilcox

The Chapter 690 Holiday Party was as advertised—a festive occasion with plenty of good food, an interesting program, and the kind of good fellowship we have come to enjoy when members and families attend the Chapter social events. Sixty-eight persons attended, and if you weren't there, you missed a good time. Once again it was proven that Chapter 690 has some great cooks.

The program presented by Sam Lyons, "Art in Aviation," was of interest to both those who enjoy airplanes and those who enjoy artistic talent. Sam illustrated his presentation with slides as he explained how he creates his super-realistic style, chooses his subjects, paints in the background, and includes his 1951 Chevy pick-up truck in every painting. It was a challenge to find the truck in some that he displayed for our enjoyment. Chapter 690 presented Sam and his wife Vickie with a plaque to commemorate their many contributions to the chapter. Other guests were Hal Weekly, pilot of the EAA B-17, and his wife.

Awards were presented to the three members who completed their aircraft projects in 1995. Charlie Patterson completed his RV-6 and flew it to Oshkosh. Jim Confer

completed his Avid Magnum and Steve Yothment his Kolb Firestar II. And some Huff guy completed his Chief restoration.

Duane Huff was surprised to receive the outstanding member award for 1995. This award, voted by the membership at the November meeting without nomination, is recognized with a personal plaque and the recipient's name is added to those of previous winners on a larger plaque displayed in the Chapter Haus.

The Frank Flessel Memorial Award, a unique trophy, is presented annually for unusual circumstances that have affected one of the members. In a spirit of living concern, the trophy was awarded to Andy Anderson by Barney Barnes, the 1994 recipient. Sometimes our planes fail and need maintenance. Sometimes it is our bodies. Chapter 690 members wish Andy much success as he fights to regain his health and look forward to his making the presentation in 1996.

The social chairpersons, Frank and Margaret Wilcox, thank those who helped make the party a success. Duane and Tess Huff, Sherry and Alan Langford, June and Barney Barnes, Lnor and Joel Levine, and Theresa Coleman.

Tools, Books, and Video Tapes

The following are Chapter-owned items. The use of tools, videos, or books is free to chapter members. The materials are not free, but are inexpensive. Frank Wilcox (978-2403) is keeper of the tools. Barney Barnes is film and book custodian (923 7896)
(Note: Films out of sequence denote either repeats or members of series)

Rivet squeezer
Nicopress tool
Spark plug cleaner and capping tool
Piston ring compressor pliers and bands
Set cylinder base wrenches
Timing indicator
Torque wrench
Instrument hole cutter, (2-1/2" & 3-1/8")
Tube bending tool, set plier type
Cable tension tester
Tachometer checker
Compression tester
Spark plug lead tester
Magnet timing light & lock, Bendix
Coaxial cable (antenna)
Wire--20 & 22 g. (light and radio)

New tools:
Tube flaring set
Rivet removal tool kit
Cleco kit (pliers, clamps, clips)
Right-angle drill kit - screw-type bits
360o rivet puller
Starter wire
Rivnut puller kit

EAA CHAPTER 690 BOOKS AND VIDEOS

1. EAA basic woodworking
2. EAA basic aircraft welding
3. EAA composite construction
4. Duane Cole VFR tips
5. Safe pilot overwater flying, wake turbulence, winter flying, take off/landing, basic radio, start
6. Prescott Pusher elevator trim tab kit # 102
7. Prescott Pusher
8. To Fly
9. F4 mishaps, aeronautical mishaps, history of rigid airships
10. Voyager
11. Stits fabric covering
12. Blue River covering

King series

13. Weatherwise
14. Complete aerospace review

15. Rules to fly by
16. Communications
17. Practical piloting
18. Flying the Citation
19. VFR with confidence
20. IFR with confidence
21. Complete Jeppesen chart rev.
22. Takeoffs & landings
23. Hangar flying w/ a pt

ABC Wide World of Flying Series

24. ABC Wide World of Flying v1 #1
25. ABC WWF v1 # 2
42. ABC WWF v1 #3 Learjet, stereo intercom, Skylane, NDB, Lasertrak, Tsunami
26. ABC WWF v1 # 4
57. ABC WWF v2 #5 (@ Harry Goetting)
58. ABC WWF v2 #7 @
59. ABC WWF v2 #8 @
60. ABC WWF v2 #6 @
61. ABC WWF v3 #9 @

EAA Oshkosh Series

27. EAA Oshkosh 87
28. EAA Oshkosh 88
29. EAA Oshkosh 89
68. EAA Oshkosh 90
70. EAA Oshkosh 91
76. EAA Oshkosh 92
30. EAA Eagle hangar dedication "A Call to Wings"
34. Book index of Sport Aviation, Vintage Airplanes, Sport Aerobatics, Experimenter, & Warbirds, 1953 1990.

35. Book service manual for Stinson 108

36. Book miscellaneous Essco catalogs. Copies available

37. Book Red Eagle aviation spin seminar reprints

38. Book AN, NAS, & MS hardware handbook

39. EAA Salute to Sport Aviation Sun n Fun 90

40. EAA basic aircraft painting

Sporty's What You Should Know Series

43. 2 (2 tapes) practicing landings* *(on loan from b.C.Barnes)

44. Sporty's wysk vol 3 (2 tapes) your first solo*
45. Sporty's wysk vol 5 (2 tapes) your dual x country*
71. Sporty's wysk vol 6 (2 tapes) your solo x country*
74. Sporty's WYSK Vol. 7 (2 tapes) -Your Private Pilot Test*

46. C'mon geese*

47. Arrl new world of amateur radio
48. Tactical technology a overview of tactical systems division** (**Rockwell Int.)

49. AGM 130 smart bomb.**

50. Hellfire missile.**

51. Plans Aeroline hangar door

AOPA Series

52. AOPA WX flight planning & the pilot includes safety pamphlet with same name (#52a).
53. AOPA go/no go wx decisions
54. AOPA evaluating in flt wx

55. Posa carburetors by Rex Taylor (Reinhart Kuntz)

56. Murphy Aviation "Renegade" aerobatic bi plane (+ Bob Barton)

63. The Petrel Amphibian (Fr) +

64. Warbirds the feel of combat (shell) donated by Frank Flessel

65. VFR approaches to Oshkosh

66. J 3 piper cub service man. (R. Beyer)

67. EAA memorial wall (7 31 91)

69. Building the Rutan composites

72. Sun 'n Fun 92 VFR arrival procedures

73. Morton buildings. Donated by Steve Ashby.

75. Short Wing Piper News, Sept/Oct 89 thru May/Jun 91 (10 issues). Donated by Daniel Arellano.

77. Kit Planes (2 tapes) donated by Steve Yothmet.

January Program

Many important items will be covered at our January 12 meeting. With the hangar completion near, we must discuss and pass an updated set of By-Laws. The Board of Directors has produced a new set for your approval. They are included as an insert to this NavCom. Please read them and be prepared for a vote on their acceptability. Also, we will be voting in four new member-at-large for the Board of Directors.

The evening's program will be presented by Bob Willbanks. Bob is President of Aeronautical Enterprises, Inc., an advertising and marketing firm that uses various types of balloons. Bob has been a pilot since '75 and has accumulated 1400 hrs in small planes and balloons. Bob has a music education degree from UGA and has led award-winning high school and middle school bands in Gwinnett County. In addition to his many aviation pursuits, Bob is the founder and conductor of the PeachState Winds, "Georgia's Instrumental Ambassadors."

Bob will be talking to us about ballooning and about the big Team Championship that LZU will host again this June.

Remember: Doors open at 7:30 for Hangar Flying!

FOR SALE

For Sale: Van's RV-6A Empennage & Wing Kit; Wing inc. factory-assembled main spar. All plans and assembly video tapes incld. \$4200; Garmin 55 AVD GPS Receiver: Yoke mount with est. power plug, remote antenna cable. \$500; HobbyAir Power Fresh Air Respirator: Single mask system. Never used. 50' airline. \$275; All For Sale by Alan Langford, 339-3674

For Sale: 1968 Cessna 150, 230 hrsSMOH Approx. 5700TT, AT-50A XPDR + ACK Mode C; Intercom, ADF, MK-12B (360) King KX-145 (720), Audio panel/MKR BCN REC, Wheel pants - red & white, has lots of TLC; 7/95 annual - \$15,500 Firm, N50132 - based at Lenora, Reason: Need full 4 place; Ken Sharp (770) 979-4233 (H); (770)750-6025

WANTED

Greg Jannakas is looking for hangar space (10'x20') for Ercoupe work. He needs it for about two months. If you have such a space, please contact him at 296-0937.

October 12—Fall Biplane Classic

July-August—Olympics

June—Ballooning Championships

March 13-19 — B-17 visit

Hangar Flying begins at 7:30
Bldg. 8 pm. Topic: Balloons!
meeting at Gwinnett County Admin.
January 12 — Chapter 690 monthly

Chapter Calendar

Duane K. Huff
383 Bethesda Church Road
Lawrenceville, GA 30244



The NavCom

Newsletter of EAA Chapter 690
Editor: Jeff Boatright 2293 Sanford Road
Decatur, GA 30033; jboatr@emory.edu
http://www.emory.edu/MOLECULAR_VISION/index.html

With the imminent completion of the Chapter Hangar Complex, the Chapter 690 Officers and Board of Directors find that the Chapter By-Laws, largely unchanged since the creation of the Chapter, need modification. After much discussion among the Board and other Chapter members, the following set of By-Laws is submitted to you. In the main, this represents a general housecleaning, with several minor changes to bring the By-Laws in line with how the Chapter has actually operated over the last 10 or so years. Significant changes include a mechanism to ensure fair representation of hangar owners on the Board of Directors and the delineation of Standing Committees concerned with finances and publicity.

Proposed Experimental Aircraft Association Chapter 690 By-Laws

Article I - Name

The name of this organization is the Gwinnett Experimental Aircraft Association, Chapter 690, Inc,

Article II - Location of the Chapter

The address for the transaction of business for the Chapter is the mailing address of the President in office.

Article III - Purpose of the Chapter

- A. To engage in research and development for the improvement and better understanding of aviation and aeronautics.
- B. To foster, promote, and engage in aviation education as a non-profit, non-stock organization.
- C. To foster, promote, and engage in the safety of design, construction, and operation of all types of aircraft.
- D. To foster, promote, and engage in the sport and hobby of recreational aviation.
- E. To foster, promote, and engage with governmental agencies in the development of programs pursuant to aviation activities.

Article IV - Membership

Section I. Eligibility

- A. Membership is open to any person of good moral character with an interest in aviation.
- B. An Honorary Member shall be any person elected by a majority of Chapter members as such a member.

Section II. Classification of Membership

- A. To be a full Chapter member in good standing, with voting privileges and responsibilities, one must be current in paid annual dues and be a member of the National Experimental Aircraft Association.
- B. Family membership includes the spouse and dependents of a member's household. The spouse is entitled to the same voting privileges as the full member.

Section III. Expulsion of members

- A. Any member deemed undesirable by acts that jeopardize the Chapter may be expelled from membership at any published meeting by a 75% vote of members present at said meeting.
- B. Membership in the Chapter may be terminated for non-payment of dues. Termination of membership does not release the member from obligation of paying all dues owing to the end of the period of membership.

C. A member may resign from the Chapter at any time upon written notice addressed to the Secretary. In such a case, the member is obligated to pay dues to the date of resignation.

Article V - Dues

Section I. Rate of Assessment

A. Rate of assessment of dues will be determined by financial obligations and approved by a majority vote of the membership at a succeeding Chapter meeting after notification of members.

Section II. Collection of Dues

A. Payment of dues will be made to the Chapter Treasurer or Membership Chairman

B. Dues are payable on January 1 of each calendar year and must be paid no later than the February monthly meeting date so as to maintain membership in good standing.

C. New members joining the Chapter during the year will be charged dues on a prorated basis of the months remaining for that calendar year.

Article VI - Elections

A. Elections of Chapter officers will be conducted in November every two years. To be elected, nominees must be members in good standing. The new elective term for each office begins January 1 of the new year following the November elections.

B. Officers cannot succeed their presently held office, but may accept a different office for the new term, except in the event of an officer being elected to complete a term of office created by a vacancy.

Article VII - Officers

Section I. Executive Officers

A. The Executive Officers of the Chapter are: President, Vice-President, Secretary, and Treasurer. The term of each of these offices is two (2) years.

B. All officers must be members in good standing.

Section II. Office of the President

A. Presides over Chapter meetings

B. Represents the Chapter and coordinates matters with the National organization Headquarters, other EAA Chapters and Divisions, and the general public.

C. Appoints committees and committee chairpersons and supervises their efforts.

D. Is a member of each committee.

Section III. Office of the Vice-President

A. Presides over Chapter meetings in the absence of the President.

B. Assists the President in all Chapter matters.

C. Serves as a Program Chairman for regular meetings.

Section IV. Office of the Secretary

A. Records the minutes of each Chapter meeting and submits a duplicate to promptly to the National Organization Headquarters. (N.B. This can be accomplished by submitting them for publication in the Chapter Newsletter, a copy of which is sent to EAA National Organization).

B. Provides the National Organization Headquarters with an accurate listing of the Chapter members in good standing as required.

C. Completes and returns to EAA Headquarters (HQ) a Chapter Status Form provided by EAA HQ

with all pertinent information and election results as required.

D. Maintains a file of Chapter business records, minutes, correspondence, Chapter and EAA HQ bulletins and newsletters. These are passed to the succeeding Secretary for continuity in the Chapter's activities.

E. Presides over Chapter meetings in the absence of the President and Vice-President.

Section V. Office of the Treasurer

A. Handles all Chapter finances including the acquisition and maintenance of a Chapter bank account. Makes financial reports to the Chapter at the monthly meetings.

B. Presides over Chapter meetings in the absence of the President, Vice-President, and Secretary.

C. All checks issued from Chapter accounts will be signed by two of the following: the President, Vice-President, or Treasurer.

Article VIII - Board of Directors

A. The Board of Directors has power of approval over all policies, procedures, projects, income/expenditure budgets, and acquisition, use, maintenance, modification, and disposal of Chapter property. Approval authority may be delegated in writing to Chapter Officers, committees, and individual members as appropriate.

B. Board of Directors consists of the currently elected officers, the immediately preceding officers, , and four at-large members.

C. The at-large member term of office is two years. Election of these members will be on the alternate year from officer elections. The initial election will be for four members, two of which will serve until the first alternate year and two will serve to the second alternate year.

D. At least one member of the Board of Directors, as defined in Article VIIIb, must be a current chapter-complex hangar owner willing to represent the hangar owners on the Board of Directors. If no willing hangar owner exists on the Board of Directors, the hangar owners may elect or appoint one of their group to serve on the Board of Directors. This representative will serve instead of one of the members at large.

E. Standing and special committees within the Board may be established and committee members appointed as appropriate to the needs of the Board of Directors.

f. The Board of Directors maintains oversight of all approved policies, procedures, projects, etc. listed in (a) above and provides support and corrective action as required to assure achievement of intended results.

Article IX - Vacancies

A. If the office of the President , Vice-President, Secretary, or Treasurer or Board of Directors members elected at large are vacated for any reason, a nominating committee will be appointed to submit a slate of no less than three (3) persons to the general membership. Chapter members will elect a successor to hold office for the unexpired term.

Article X - Amendments

A. These By-Laws may be repealed or amended or new By-Laws adopted at a succeeding Chapter meeting after notification of all members and by a two-thirds majority vote of the members present at such meeting.

Article XI - Meetings

Section I. Chapter Meetings

- A. The normal monthly meeting day is the second Friday of each month.
- B. When circumstances dictate, the normal meeting day may be rescheduled by notification of the Chapter membership.
- C. Normal business of this Chapter can be conducted by a simple majority vote of the members present at that meeting.

Section II. Board of Directors Meetings

- A. The Board of Directors meets as often as necessary to conduct business in the interest of the Chapter, but will meet no less than quarterly each year to review Chapter activities and committees, business, budgets, incorporation status, By-Laws, etc.

Article XII - Standing Committees

Standing committees are responsible for specific ongoing functions, projects, programs, and activities to which the chapter is committed or which are needed for effective chapter operation. Standing committee members are appointed or reappointed by the current Chapter President with a term of office concurrent with that of the President.

The standing committees include but are not limited to:

A. Budget and Finance

The Budget and Finance Committee is responsible for developing and recommending to the Board of Directors for approval an annual income and expenditure budget; for developing sources of financial income; monitoring income and expenditures for conformance to the approved budget; reporting the budget status to the Board of Directors upon request; and alerting the Board of Directors when significant deviation from budgeted income or expenditures occur together with recommended corrective action.

B. Promotion and Publicity

The Promotion and Publicity Committee is responsible for developing and recommending to the Board of Directors for approval programs, projects, and activities that promote the goals of the Experimental Aircraft Association in Gwinnett County and the surrounding areas served by the Chapter; establishing and maintaining contacts with print, radio, and TV media through which promotion and publicity of Chapter projects, programs, and activities can be provided to the public; serving as the promotion and publicity activity for Chapter programs and projects; and providing reports, data, etc. requested by the Board of Directors.

B. (ii) Newsletter Sub-Committee

The Newsletter Sub-Committee of the Promotion and Publicity Committee is responsible for producing, publishing, and disseminating a newsletter that informs Chapter members of events and issues germane to member interest.