



NavCom

NEWS AND

INFORMATION

FOR THE

GWINNETT

COUNTY

CHAPTER OF

THE

EXPERIMENTAL

AIRCRAFT

ASSOCIATION

Presidents Notam

By Chuck Miller

Wow! So much has happened since the last time I got my Notam in on time.

First, thanks to all of you who helped make the events over the Wings Weekend a great success. Sue and Terry Adams did an incredible job of organizing and planning. The Wings program was judged, by someone who has been to over 100 such events, to be the BEST that he had been to. No small praise from a government type. The dance was also one of the most successful that we have had. A great time was had by all. For those of you who missed it, you truly missed a rare opportunity for a glimpse of the past. With the Blue Notes playing the big band sounds, the dance floor filled with folks, many dressed in 40's attire, the hanger doors open to a warm May evening, a truly remarkable tableau was painted. For out on the ramp, just outside the hanger doors, sat the Aluminum Overcast, in all its splendor and its own fresh paint. It sat with its nose just outside, "looking in". The entire aircraft was bathed in the blue-white light of the overhead lamps. It seemed to "glow" against the dark of the night. It was truly a vision that I will not soon forget. Thanks to Tim Fulmer (Dance chairman), all his crew, and to Bill Curtis and his team for making the B17 visit one of the best. Both events, while giving us all a chance to have fun, work hard, and play hard, provided the chapter with literally thousands of dollars. Funds that can be used to finish the mezzanine and outfit our machine/tool shop. By the way, if you have suggestions for the shop, Clyde Schnars is heading up the organizing.

Lastly, let me say how much fun I had, putting on the Poker Run.

July 2000

We had a terrific turnout, and everyone I talked to had a great time. The most common question was "When is the next one?" I will keep you posted. We are planning to hold our annual "Air Fare" in October. We still need a Chairman. The notes from previous events, and help, are available from previous organizers. It is still a few months off. Come on, give me call at 770 242 0500, and volunteer.

One of the things the chapter needs more of, are "Flying" activities. There were many folks who talked of fly-outs, fly-ins, etc. If you have an idea or know of an event that we could participate in, let me know. Take the lead. Just make yourself the "Point man" and tell us what when and where. Set an assembly time for all aircraft, maybe have a one-sheet description of the event, route, nav-aids, and airport information, and that's about it. If one or twenty show up, It will be fun. A reason to fly, or a place to go, is all most of us need to get out and enjoy that great activity we call "Aviation". And yes, if you will organize it, you can fly "Point", even if 80 Knots is all you can fly. A great opportunity for the rest of us to slow down a bit, and watch the world go by just a bit slower.

Feel free to call me and chat about the Chapter stuff.....

Chuck Miller
770-729-1840

Minutes of EAA Chapter 690

June 2000 Meeting 6/9/2000

Tom Dubrouillet, Secretary

President Miller called the meeting to order and led the chapter in the Pledge of Allegiance.

Membership Chair Dale Schonmeyer reports that there are 191 paid members. Dale also sold his Pulsar, and reports that he is available to fly any airplane in need of exercise!

Chuck Miller reported for Charlie Sego that the Hangar Dance earned \$1888.00 after expenses. Congratulations to the Hangar Dance Chairs - Tim Fulmer his wife and all the volunteers who made this a successful event.

Chapter Building Project Chair - Tim Fulmer reports that all the required inspections have been passed and members are clear to install the other

side of drywall on all the walls. Tim won't be able to make Saturday work sessions for a few weeks and has turned over supervisory responsibility to Don Roberts and Duane Huff.

Publicity Chair - Joel Levine reports that 690 is having an Airplane wash on Saturday July 1st. And on June 15th there is a "Women in Aviation" Program at PDK in the EPPS Conference Room at 7:00PM.

The Secretaries report consisted of minutes of the May Meeting as published in the Nav/Com. Motion to accept minutes as published was made and seconded. Motion passed with none opposed.

Member Ed Tamas addressed the Chapter with a note about Paul Poberezneys latest aviation organization, The Sport Aviation Association. See Ed for details. Young Eagles Chair - Duane Huff was not present but 690 has a YE rally on June 10th.

OLD Business - None

New Business - Chapter

Webmaster and Newsletter Editor - Mike Stewart made a motion that the Chapter Mail the next issue of the Nav/Com to all members from last year that have not paid up this year with a note requesting their dues. The motion passed with none opposed.

Chapter member - Dave Posey donated a Sony video projector to the Chapter if someone can make it work. Chuck Miller said he could make it work and gladly accepted on behalf of the Chapter.

Chuck Miller asked for a member to take on The 690 Fall Air Fair.

No one volunteered so Chuck said he would take on recruitment on a more personal level! Come on folks, jump in get involved!!!

Vice President Joe Friend announced that the evening program had cancelled at the last minute. Mike Stewart and Chuck Miller agreed to fill in with a tour of Mikes RC Scale model of the F4U Corsair, and the first public presentation of Chuck's new Altitude Deviation Device.

"A tip from Flight Instructor"

by Chuck Miller CFI.AGI.IGI

You Tail Dragger folks can skip this topic. This is for those folks who have never had the opportunity to "take a lesson" from a "conventional gear" aircraft. Trust me, they can and will teach you a thing or two about flying, particularly about what happens as we transition from the ground to the air and back. (Taxiing, take-off and landing).

Having been a CFI for 25 years, I have had the opportunity to see a number of different flying "Styles". With the advent of the BFR, yes it is a "new" thing to some of us old timers, I have had a chance to see many more. This is a good thing. I think. While the aircraft have not changed, sadly, flying skills have. Now most of us operate from long, hard surfaced runways. Our landing skills are as not taxed as are someone who operates from a short ,turf field. The one area of landings that I have seen the most problem with is what happens in the following moments after the wheels touch down. A tail dragger pilot knows the fun is far from over.

While he/she knows just where they want the airplane to go, the aircraft may have a plan of its own. They have to keep "on top" of the aircraft every moment until they shut down. A Cessna 172 or any other Tri-gear aircraft is no different! So many times I have observed a complete "relaxation" of the controls once the aircraft has touched down. The next thing you know, we're flying again, or worse, if a crosswind is blowing, we're headed into the grass. When the wheels touch, the landing has just begun. Everything before is the "approach to landing" phase. While you may be ready to stop flying when the wheels touch, the aircraft is not! Unless you have the stall warning horn blaring in you ear, the aircraft is still "flying". Sure, you have touched the wheels, but you still have enough speed to fly. If you relax the back-pressure, you will fly again. By relaxing the back-pressure, the angle of attack is

reduced and you are back in the wild blue again, with the emphasis on the "Wild". Once the wheels touch, you will begin to slow down at a faster rate. Remember that the controls have even less effect at lower speeds. So to keep the same "effect", you have to increase control inputs, not relax them. This slowing speed and increasing control inputs must continue until you have reached the limit of the controls. The reason tail dragger folks have less of a problem, is training. They know a tail dragger only settles down when it is finished flying. It always has its' nose pointed towards the sky. Give it a little speed and it will get light on its feet and ready to fly. If they relax on the controls, trouble sets in quickly. Tri-gear aircraft are a bit more forgiving, but eventually you will have problems, if you forget that the flight isn't over until the aircraft is in the hanger.

"SO YOU THINK YOU HAVE FLOWN A LOT OF YOUNG EAGLES!"

Y(E)2K FOR ROBERT SWANSON

May 2000 marked an unprecedented milestone for EAA's Young Eagles Program. Robert Swanson of Fort Washington, MD, flew his 2,000th Young Eagle - the first time any pilot has reached that level! Since Robert flew his first Young Eagle in October 1992, he has averaged an incredible 22 Young Eagles per month for 7½ years! Many of those kids were flown in Robert's two-place Ercoupe. "Robert is a very valued Young Eagles volunteer," said Young Eagles Executive Director Steve Buss. "His dedication over the past eight years has been outstanding. "Aside from flying more than 2,000 Young Eagles, Robert has been EAA's key contact in the Washington, D.C., area and has helped forge partnerships that have increased the reach of the program. "Robert and his wife, Sheila, are exemplary Young Eagles ambassadors," Steve added. Congratulations, Robert, and a heartfelt thank you for your dedication to aviation's next generation
Taken from the EAA web site.



Young Eagle Update

By Duanne Huff

The June 10th., International Young Eagles Day, was observed by Chapter 690 with a very successful Young Eagles event. Thirty-five young people were flown and given their Y.E. certificates. I would like to recognize and thank

the following pilots who participated: Walt Bannerman, Lee Craymer, Joe Friend, Frank Settle, Ken Sharp, Dale Spence and Ed Stembridge. Bill Coleman did the preflight briefing. Frank Wilcox helped with doing the paper work, Greg Jannakos printed the certificates, and Bill Curtis and Joel Levine were loadmasters. Many thanks for a safe, great Young Eagles day.

Lessons Learned

By Michael Stewart, a low time pilot

On Memorial Day, Julie (fiancé) and I decided we would take a flight to several of the area airports and check them out. I did the normal weather briefings and such. Had my little handheld GPS programmed and was ready to go. First stop in this rented C152 was Lenora airport, not really and airport per say, but Frank Wilcox invited me over to show me his place and I had never been to a home who's backyard dumped into a runway.

Once overhead, I flew a couple of circles, checking the place out, noticing there were going to be a couple of "firsts" for me. The most exciting one was landing on grass. The second was the dive through the trees for landing. I didn't notice the third till I was in the middle of it.

As I dove between trees on both sides of me, I was straight in for landing. As I flared about 20ft over the deck, I realized I was going too fast and the trees at the end of the runway were approaching. "No problem" I said to myself, "I'll just go around." Now this sounds simple enough, but I had not done a go around since flight school 4 years ago. I always land at these 500ft+ runways and never go around nor abort landings. Training kicked in, hit the throttle, notch up the flaps, hold the line and watch the airspeed. Well at 20 ft. over the deck, bringing the flaps up 10 degrees brought an abrupt drop in altitude 10 feet. Initially, heart rate increased, then I realized, oh yeah,

that's supposed to happen. No problem, just keep building airspeed. Now Julie, on the other hand, had no idea what was happening, other than this was not normal, the trees were approaching fast, and I was not climbing. Her immediate reaction was to grab my right arm, which was latched to the throttle and begin spouting explicatives relating to the trees approaching. I ignored her and continued to concentrate on the airspeed. I watched the airspeed climb as I held er over the deck at 10 ft, took another notch out of the flaps, pulled up at the end to clear the trees, and we were outta there no problem. I continued to climb out. We cleared the trees by 200ft and it turned out to be not close at all, at least not to me. Then Julie took a solid jab at my right arm as I continued to get the verbal beating. "what the \$#@! was that? Jesus \$#@! You almost hit the trees." I was too busy concentrating on my go around to explain to her what I was doing and all she new was I appeared to be flying us into the trees. The next approach was much better with a smooth landing. What did I learn? Several things. First, pre-flight the passengers that slugging the captain does not improve your survival rate. Second, practice those go arounds. Sure this wasn't the first go around I had done. But given the last one was four years ago, it might as well have been. Third, communicate to your passengers what your up to, you may forego some bruises to the shoulder. If I'd of just said, "hang on honey, we are going around, Sit tight for a minute." she would have sat quietly (maybe) while I did my thing. Forth, know your arrival airport.

In this case, I knew the strip would be shorter, I just didn't stop to think about what that really meant. The go around took me by surprise. I got a couple of gray hairs and some bruises to remember the occasion by. Oh... and by the way, I had a great visit to Frank and Margaret's. Pulling into someone's back yard with an airplane is a little something I will never forget. What a great

setup they have: House, hanger, hospitality and airstrip. What more could you want?

New Chapter of Women in Aviation, International

By Lnor Levine

On Thursday, June 15th a group of dynamic women (and two men) met in a conference room at Peachtree DeKalb Airport. Organized by Marsha Conner with the assistance of Rebecca Clark

and Marian Tharp, and with a pre-meeting reception hosted by Epps Aviation, the purpose of the gathering was to determine if there was enough interest to start a local Atlanta area chapter of Women in Aviation, International (WAI).

For those of you who are not familiar with this group, WAI held its first annual conference in 1990, and was established as a professional, non-profit organization in 1994. Founder Peggy Baty is active in numerous aviation organizations and serves as a member of the board of the Experimental Aircraft Association's Aviation Foundation. Open to all women and men with an interest in aviation, some of WAI's primary goals include promoting women in the aviation industry, providing mentors and advisors to support women with an interest in a career in aviation, fostering education through an increasing opportunity for scholarships, and the developing of tools needed to share aviation with young people.

Today, WAI has a world-wide membership of 5,200+ aviation professionals, students and enthusiasts. Members enjoy Aviation for Women magazine, education, scholarship and networking opportunities, annual conferences and, in an increasing number of areas, a chance to participate in a WAI chapter.

At the first organizational meeting, twenty-nine enthusiastic participants (some already WAI members) learned more about WAI from the organization's Vice President, Carolyn Williamson. They also learned what would be the duties and responsibilities involved in starting a local chapter. The new chapter forming in Georgia has elected its first slate of officers (in order to make the chapter official for a provisional certificate), had some attendees express interest in other leadership positions, and will sign its charter at its second organizational meeting. All interested in the new chapter are invited to attend on August 3rd at 7:00 p.m. in the Main Terminal Conference Room of Epps Aviation at PDK. Membership in the

international organization is a requirement for chapter membership.

For additional information about WAI, visit their web-site at www.wiai.org or call 937-839-4647. (There is also an interesting article about WAI in a recent issue of Sport Aviation.)

The NavCom

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

Original articles, art, and photos are invited and encouraged. Submit articles in ASCII or Word format and pictures in any format via email to: mstewartga@yahoo.com or mail to:

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270 Leigh Kay Drive
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770-277-9686

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

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

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Events Calendar



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

Georgia

September 2-3-4, 2000

Everyone is invited to attend the "BACK TO THE FACTORY" fly-in for Ace Aircraft, Inc. September 2-3-4, 2000 at Ace Air Foothills Aviation in Toccoa, GA. Ace Air Foothills Aviation is a manufacture of Ace Aircraft, Inc. Where they were one of the first home build aircraft, all the way back to the Late 30's. Foothills Aviation, Inc. is a full service aviation company with airframe, engine, and radio service. Contact R. W. Moore, Marketing Director

Oct. 6-8

EAA Southeast Regional Fly-in (SERFI)

Evergreen, Alabama

www.serfi.org

334.578.1707 Camping with hook-ups available

EAA 690 Project Visits.

July 15, 2000

Jim Walsh's project is the new Sonex. 2417 Courtney Renea Dr. Auburn, Ga. 770.237.5737

From LZU take 316 east towards Athens. About 5 miles, take a right turn onto Harbens Rd. Continue for about 3/4 mile, take a left into Brand Ridge Subdivision. Second house on right.. The first kit built Sonex flew on June 12. A builder is from North Carolina. His Sonex has the six cylinder Jabiru engine, is a tail dragger, and, and, and... Learn more at the project visit.

EAA 690 Pancake Breakfast Seminars

July 1 Airplane Wash

August 5 The Care and Feeding of your Engine

September 2 Angle Flight

October 7 Annual Fall AirFair Fly-in

November 4 Flying Start Seminar

December 2 How to Cope with Cockpit System Failures

Classifieds

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

For Give Away: RV-6/6a Fuselage jig. Wood, in tact right now, will be through with it sometime in July. I can help transport if needed. Will be dismantled soon. Save \$\$ and time. Mike Stewart 770-330-3644

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

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

For Sale: Wheels/brakes for sale: McCauly 6.00-6, for Cessna 182 through 210, or homebuilt from 2,500-3,500 lbs. Forrest Wilson, 404-292-5613, forrestw@mindspring.com

Projects for Sale - Cecil Whaley of Lafayette, GA is trying to clean out a hangar of experimental projects he has - cheap, he says. Available are: * 2 Pitts Special airframes/misc. parts such as control surfaces, pushrods, bell cranks, and a good wobble pump. * Cherokee II vintage sailplane from the 30's * Dragonfly project * Hummelbird project He is trying to focus on the completion of a Hyperbipe project, and would like to clear this other out. [He is looking for Hyperbipe parts, too.] Cecil can be reached at the Lafayette Airport at 706-638-7071.

For Sale: Cessna VOR indicators IN-514R, IN-514B \$90 each, Cessna 3-in-1 engine gauge (mech. oil pressure, elec. cyl and oil temp) \$100, Cessna 4 inch attitude indicator yellow tagged in 97 \$120, Turn and Bank, missing data plate \$45, VSI in m/s \$60. email for pics. prothe@wewill.com 12/2/99

For Sale: Zero time Jabiru 2200 cc 4 cylinder motor.. 80 Hp @ 3300 rpm and complete weight is 123# with alternator, starter, and exhaust. Certificated in Europe. \$7000 HAPI VW 1834 cc aero converted motor. Never run. Has one Mag and one CDI ignition plus dual plugs. 60 HP. \$2500 Help me clear out the basement.. Consider trades. email for digital pictures Ron DeWees 404 876 3481 rdewees@avana.net 10/19/99

For Sale: CHALLENGER II "STANDARD", always hangared, 503 W/Dual Carbs. Excellent workmanship. 25 Hrs. total time. Fiberglass nose & center section. Raised cockpit mode kit -- tinted w/shield, shldr. harnesses, 6" Alum wheels/tires, upholstered seats & interior, 2-tone blue/white. Extras: elect fuel guage, remote radio antenna, brakes, 5" Hagge Alum wheels/tires, 50' cable housing, carb. splitter kit, plugs, 4 X 8 tinted lexan & parts for doors, extra paint/fabric. Optional: ICA 21 Icom t'ceiver, Garmin GPS89. Price in \$13,500 range, negotiable -- plz. call: "C.F." or Carol @ (706) 235-0644 (Rome, GA) 8/29/99

For Sale: 1982 Steen Skybolt- 200 HP AEIO360..Christian Inverted fuel and oil 600 TT AF !00 SMOH 100 Fact.New Prop- New Mx11 Comm. Collins encoding transponder. Magellen GPS -New Red Leather interior -A&P built always hangared never rained on. Open cockpit or bubble on back and closed front. No competition aerobatics....GREAT LOOP AND ROLL AIRPLANE....Excellent flyer extremely well built. Builder in Atlanta area and to answer any questions.This is a one builder airplane, not one of these three or four builders along the way and no real records of who was good or not good etc. Call 770 232 9303 or 404 257 1610. 8/17/99

For Sale: Perfectly built RV8 cmpenage with electric trim and Variprime interior (600\$). Also for sale 28 years of Sport Aviation (300\$) less then a 1\$ each. Call Carl Bell 770 263 7998. 8/16/99

For Sale: Lycoming O-235-C1 Engine with 1190 Hours since new. Includes Bendix Mags, Harness, Plugs, Starter, Alternator, Fuel pump, Exhaust stacks, and baffeling. Also included is an engine stand. Engine is located in Chattanooga TN and belongs to a customer. Price is \$5,500.00. Contact Earl Evans after 6:00 pm or E-Mail to AvmtEarl@aol.com. 770-229-8670. 8/12/99

For Sale: 1994 Pulsar. \$25,000 Firm.

For Sale: I would like to trade my shares in the Cessna 140 that the EAA690 --Stone Mountain Aircraft Restoration Team (S.M.A.R.T.I.) is restoring for a homebuilt project. The Cessna 140 is on the gear with the wings ready to recover and the engine ready to assemble. Contact me for details. I will consider any type of project. Earl Evans, phone 770-229-8670 or e-mail at Katgone@AOL.com