



JANUARY 2006

NavCom

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

Chapter 690 Meets in Hangar #1 of the Sport Aviation Complex at Briscoe Field, 690 Airport Road, Lawrenceville, GA

JANUARY 13th Program to Feature the Lockheed XV-4A

By John Reitz, Chapter 690 V.P.

EAA Chapter 690's program for Friday, January 13th will be on the Lockheed XV-4A Hummingbird. The XV-4 was an experimental VTOL (vertical takeoff and landing) aircraft.

Our guest speaker for this program will be Bernie Dvorscak, test pilot for the XV-4A. Bernie joined the US Navy in 1946 and earned his Navy wings at Pensacola, Florida in 1950 flying a F4U-4. Over the next three years he was deployed aboard the USS Coral Sea, the USS Midway, the USS FD Roosevelt and the USS Leyte. Following his active navy career, he received a degree in aeronautical engineering from Georgia Tech and in 1955 joined Lockheed as a production pilot and later transferred to the engineering flight test organization. His flight

testing included the C-130, C-5A and C-5B, and the XV-4A and XV-4B hummingbirds. In 1990 Bernie retired from Lockheed.

The XV-4A, called the Hummingbird because it was designed to rise straight up, land straight down, hover and fly straight ahead. VTOL characteristics were attained by expelling the exhaust through large openings in the lower fuselage. This was augmented by air sucked in by openings in the upper fuselage. The plane had a wingspan of 25.5 feet and a length of 32.75 feet and was powered by 2 P&W JT12A turbojet engines and carried a crew of 2. The first conventional flight took place in 1962 followed



by the first hover flight in 1963. First transition was not completed until November 8th 1963. The first aircraft crashed on June 1964 10th, killing the pilot. Much more information will be presented by Bernie at our meeting.

Come join us for dinner at Valentino's at 6PM and hangar talk at 7:30. Business meeting will start at 8PM and the XV-4A program at about 8:45.

Larry Bishop is 2005 Member of the Year



Photo by Joel Levine

Duane Huff presented the Annual Member of the Year Award for 2005 to outgoing Chapter President Larry Bishop. The award recognizes a member for outstanding contributions to the

Chapter, and is voted by the membership in a secret ballot. Congratulations, Larry. It was well deserved!

Banquet Attendees Enjoying the Evening



Photo by Joel Levine

A near capacity crowd enjoyed the food, entertainment, awards presentation and fellowship at the Annual 690 Holiday Banquet.

Changed your e-mail address? Be sure to notify the NavCom editor so that you continue to receive your monthly newsletter

Chapter 690 Scenes

The Annual Chapter 690 Holiday Banquet is a festive occasion – where we enjoy good food and fellowship, recognize the accomplishments of the past year, appreciate special entertainment and every other year, install new officers for their two year terms of office.

Preparations for this event include decorating the building and setting out the delicious food prepared by our members to complement the turkey and ham provided by the Chapter.



Photo by Joel Levine

Chely Reitz and Laura Bishop prepare the centerpieces.



Photo by Debi Huffman

Joel Levine and John Reitz assemble the Christmas tree.



Photo by John Reitz

Larry Bishop thanks Jill Balthaser for her expertise in organizing the food service.



Photo by Joel Levine

The food line for the feast.



Photo by Joel Levine

The first table to dine.



Photo by Joel Levine

Patiently awaiting their turn.

Recognition Given to Chapter 690 Members for Their Efforts in 2005

The following people were awarded certificates for their endeavors on behalf of EAA Chapter 690 this past year:

YE Coordinator – Duane Huff

YE Ground Support -

Bill Ferguson
Charles McCormick
Greg Jannakos
Scott Whitehead
Lee Hockman
David Knowles
Jeff Gwathney
Debbie Huffman
Bonnie McCormick

Jeanne Ferguson
John Reitz
Susan Pfeiffer
Ann Bates
Walter Deer
Alyssa Jannakos
Nicole Jannakos
Kristin Corley

Flight Advisors –
James Lawrence

Clyde Schnars

YE Pilots –

David Balthaser
Barry Bates
Bill Bell
Doug Besselman
Larry Bishop
Greg Bitzer
Lee Craymer
Steve Haslup
Chuck Huber
Duane Huff
Fred Huppertz
Michael Kiah

John Kimmons
Gary Moulson
Ted Rabenko
John Reitz
Chuck Roberts
David Rowe
Charles Schobel
Frank Settle
Jerry Shingleton
Jim Sweat
David Yoder

Technical Counselors -

Duane Huff
Greg Jannakos
Clyde Schnars
Scott Solberg

Michael Stewart
Frank Wilcox
Forrest Wilson

The NavCom

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

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

Deadline for submissions is the 20th of each month, unless otherwise announced. The deadline for the February 2006 NavCom is Friday, January 20th.

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

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

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Hangar Talk

By Debi Huffman



Happy New Year!

2005 at EAA 690 ended with a fantastic celebration, featuring great food prepared by our members, lively entertainment by "Among Friends," and fantastic fellowship among all. These events don't happen without the help of many chapter members. Hangar preparation, decorations, arranging the entertainment, and managing the set up and clean up all require volunteers. Thank you to everyone who helped make it happen. You know, there's a rumor going around that the best aviation events in town happen right here at LZU. It's not a rumor... It's all TRUE! If you missed this last event, be sure to mark your calendar to attend all of our upcoming activities.

While we're on the subject of chapter events, I'd like to thank our Over-the-Hill gang for their continued hard work in making our chapter building clean and ready for all of our various events. Thank you Duane Huff, Bill Ferguson, Greg Jannakos, Walter Deere, Charlie McCormick, Larry Bishop and Jim Sweat. When you see or talk to any of these folks, please express your appreciation for their efforts.

In case you haven't noticed, there are often new faces around the chapter. And if you happen to be one of those new faces, most of the faces you see are new!! We're going to create a chapter directory with pictures of our members to help out our memories and to help us all put names with their respective faces. If you have a photo with a face shot, please either e-mail it to Lnor at LNOR_L@bellsouth.net, or bring a hard copy to the hangar next time you come. There will be an envelope on the bulletin board for these photos. Be sure to put your name on the back. If it's a group shot, be sure any chapter members are identified. We'd like to have these by our February Friday night meeting. If you don't have a picture, someone will be taking pictures and we'll get one of you. Thanks to computer editing capabilities, we can separate individuals from those group shots. This is your chance to get a photo with your favorite airplane!

This chapter is widely known as one of the finest EAA chapters in the country because of our dedicated members and volunteers. Believe it or not, in addition to our elected Officers, Board of Directors, Board of Trustees, and Technical counselors, we have around twenty committees and events that require planning and coordination. That means lots of volunteers. I am honored to

be part of a chapter where there are so many members willing to volunteer to make these possible. For 2006, you may be approached to serve on one of these committees. Please consider saying, "Yes!" You won't be disappointed. If you have a particular interest, please don't hesitate to let me or any of the officers know. We'd love to actively involve you in our chapter events.

This column wouldn't be complete without thanking our 2005 Member of the Year, Larry Bishop. Talk about a role model for volunteers... Larry is certainly my mentor, and I am humbled to follow in his footsteps as your newly elected President. As President, Larry implemented so many ideas that have enhanced our meetings. For starters, his technical abilities with computers, management skills when dealing with people, and his positive and supportive nature have helped shape our Chapter. He definitely has a wonderful working relationship with EAA Headquarters, and he loves to fly Young Eagles! We know that behind every successful man is a supportive woman, or so they say. You probably didn't see Laura Bishop working behind the scenes, helping to organize our library, working with the food service committee, and helping with decorations throughout the year, to name a few of her contributions. Thank you, Laura, for all the time and effort you personally put into making our Chapter so successful. Thank you Larry and Laura; you're a great team!

Our next Board of Directors meeting is Tuesday, January 10, 2006 at 7:30 p.m. New BOD officers will be elected. The meeting is open to all chapter members. All committee chairmen are especially encouraged to attend. Our next regular monthly meeting is Friday, January 13, 2006 at 8:00 p.m. Please join us at Valentino's at 6:30 for dinner if you can. Remember to bring pictures!

Say, "Yes!" when called upon to volunteer!

If you think of anything that you'd like to share, or would like to offer suggestions, please feel free to call or e-mail me anytime.

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Chapter 690 Young Eagle Update

By Duane Huff



Our final Young Eagle rally of 2005 was very successful. It was a cold day with high overcast but with great visibility.



Photo by Joel Levine

Young Eagle Pilots who attended the Annual Chapter Holiday Banquet received certificates recognizing their efforts.

Ten pilots flew a total of Forty Nine missions. Many thanks to Steve Haslup, John Kimmons, Barry Bates, Chuck Huber, Fred Huppertz, Charlie Schobel, John Reitz, Jim Sweat, Bob Goodman, and Mike Stewart for flying all of these Young Eagles.

I conducted the Pre-flight briefings to two groups present for our last Rally of the year. For the Scouts, the briefing and their Young Eagle flight counted toward earning their Aviation Merit Badge.

The Airport Visit Program included 35 groups, 726 students accompanied by 183 adults. Thanks to Larry Bishop, Greg Jannakos and others who helped with this program.

The ground crew members that escorted the students to and from the planes were Bill Ferguson, Charles McCormick, Greg Jannakos, and Lee Hockman. Jeanne Ferguson, Bonnie McCormick, Ann Bates and Susan Pfeifer handled the registration and certificates very well. Thanks!



Photo by Joel Levine

The hard working Ground Support staffers for the Young Eagle Rallies received certificates at the Banquet.

The year end totals are: Twenty six (26) pilots, Four Hundred and Three (403) Young Eagles, and Three Hundred Seventy Three Young Eagle Credits at \$1.00 each to help us send a student to the Air Academy at Oshkosh next summer.

This was an awesome, great year for the EAA 690 Young Eagles program!!

Angel Flight Float Volunteers

Recognition was given to EAA 690 members for their assistance with a special project for Angel Flight Southeast. They volunteered their efforts to prepare EAA 690 members who volunteered to prepare the 1969 Merlin airplane to be the AFSE float in the Atlanta Christmas Parade last week. The annual Christmas Parade precedes the Festival of Trees. Ronnie Powers of Atlanta Air Exchange donated the salvaged plane for the project.



Photo by John Reitz

Participants were (Left to Right): Greg Jannakos, Joel Levine, daughter – Amanda Rowe, Fred Huppertz, David Rowe, Bill Ferguson, Frank Settle, Duane Huff and Larry Bishop.

Projects Completed During 2005

Each year the Chapter recognizes members who have finished an airplane and flown it during the year. This year four members completed their projects.

Ron DeWees
Zodiac 601HDS

Mike Stewart
Super RV 8

Greg Jannankos
Zodiac 601HDS

Scott Solberg

REMINDER - Chapter membership dues are due at the first of the year. They can be paid at meetings or mailed to Lnor Levine at 1340 Nerine Circle, Dunwoody, GA 30338. Please include a completed membership profile form with your 2006 dues payment, as we are trying to update our membership database. Please include current e-mail address and family information. This helps in our planning for activities and for scholarship candidates. Please note changes to project status, etc. Chapter dues may also be paid on-line through PayPal. Select the Membership Folder in Web Links. Annual Chapter dues are \$30 and \$40 for a family membership. Checks may be made to EAA Chapter 690.

George Cowan's Contributions Recognized



EAA Life Member George S. Cowan, pictured here with his wife Esther, was only a member of Chapter 690 since 2002, but during that short time we came to admire and appreciate them both.

George, who passed away last June 20, was immortalized by his home EAA Chapter 38 in Perry, Georgia, which renamed itself in George's honor. From now on, the Chapter will be known as the George S. Cowan Memorial Chapter 38, Experimental Aircraft Association.

George, 82 when he passed, was the chapter's first president. He served as a pilot in the U. S. Army Air Corp during World War II and was a POW in Germany. George also was a Certificated Flight Instructor and an A&P with IA as well as an EAA Technical Counselor. He volunteered his expertise for many years at EAA AirVenture Homebuilders Headquarters, as well as at the Sun 'n Fun Fly-In in Lakeland, Florida.

In EAA's early days, George traveled extensively with EAA Founder Paul Poberezny to help popularize EAA throughout the country.

A special plaque proclaiming the new Chapter name was presented to George's widow, Esther, at their December 10 meeting.

"George was also a longtime Technical Counselor and was a volunteer Chairman at Homebuilders HQ at AirVenture," said EAA Aviation Services Director Charlie Becker. "Just a great individual and a true gentleman. This certainly is a fitting tribute to a wonderful man who loved aviation."

Angel Flight America

The Angel Flight America network comprises seven regions/entities:

- * Angel Flight Northeast (Connecticut, Maine, New Hampshire, New Jersey, New York, Massachusetts, Pennsylvania (parts), Rhode Island, Vermont);
- * Angel Flight Mid-Atlantic (Kentucky, Michigan, North Carolina, Ohio, Pennsylvania (parts), Tennessee (parts), Virginia, West Virginia);
- * Angel Flight Southeast (Alabama, Georgia, Florida, Mississippi (parts), South Carolina);
- * Angel Flight South Central (Arkansas, Louisiana, Mississippi (parts), New Mexico (parts), Oklahoma, Tennessee (parts), Texas);
- * Angel Flight Central (Illinois, Indiana, Iowa, Kansas, Minnesota, Missouri, Nebraska, North Dakota, South Dakota, Wisconsin);
- * Angel Flight West (Alaska, Arizona, California, Colorado, Idaho, Hawaii, Montana, New Mexico, Nevada, Oregon, Utah, Washington, Wyoming); and
- * Mercy Medical Airlift (All 50 U.S. states, for journeys of 1000+ miles).

Angel Flight Accepts Homebuilt Help

ANGEL FLIGHT SOUTHEAST VOTES TO ACCEPT EXPERIMENTAL HOMEBUILT HELP

December 6, 2005 - Thanks in no small part to EAA homebuilt aircraft Technical Counselors and Flight Advisors safety programs, Angel Flight Southeast has voted to accept pilot applications from experimental aircraft owners for non-passenger missions. The announcement came during last weekend's Board of Directors meeting at which Angel Flight Southeast joined Angel Flight West as the only regions to currently accept experimental aircraft.

David Knies, EAA 744496, is newly elected chairman of the Southeast region. "It's just outstanding. We're absolutely ecstatic to have access to experimental aircraft to help with our mission," he said.

According to Knies, when Hurricane Katrina devastated the Gulf Coast, Angel Flight Southeast had about 100 inquiries from homebuilt owner-operators offering to help. But the organization's policy at that time prevented it from accepting the assistance. "We carried about 50,000 pounds of relief supplies during Katrina," he said. "We could have used the help offered from experimental owners," most of whom were EAAers, he added.

Homebuilts are not yet authorized to fly passengers, but Knies says the authorization for cargo operations serves as a harbinger. "This represents a 'foot in the door,' he said. "It's a two-step issue."

EAA Technical Counselors and Flight Advisors, managed through the EAA chapter network, are credited with allowing homebuilts to make great strides in ground and flight safety over the past decade. EAA has been working with Angel Flight's individual regions to expand the types of aircraft allowed on Angel Flight missions.

The successful EAA programs were essential to Angel Flight Southeast's acknowledgement that the safety record of experimental aircraft is equal to or better than that of the rest of the general aviation community.

"This approval shows how the various elements that make up EAA—members, chapters, and headquarters—can work together for a common goal," said Randy Hansen, EAA government relations director, who provided key experimental aircraft safety data to Angel Flight Southeast.

As Angel Flight regions become more involved in national relief efforts through the Homeland Security Emergency Air Transportation System (HSEATS), Angel Flight's need for volunteer pilots, aircraft, and non-pilot volunteers is rapidly expanding. By allowing EAA members who own experimental aircraft to help meet this new national need, Angel Flight will be better prepared for the next national emergency.

EAA members who own experimental aircraft may now Volunteer with either Angel Flight Southeast or West via their websites or their local phone numbers. (Their toll-free phone number is reserved for mission requests.) Angel Flight Southeast: 352/326-0761; Angel Flight West: 310/390-2958

If you live in an Angel Flight region that currently does not accept experimental aircraft for non-passenger missions, you are encouraged to contact that region's office and ask the organization to accept you for non-passenger missions. (From www.EAA.org)

Why Buy or Build an Airplane

Date: Thursday, December 01 @ 06:55:18

Topic Anything related to flying

I have read many posts on the web site from members and on MMAIL who are thinking about owning their own aircraft and looking for ways to offset the cost of ownership. I have heard many reasons for and against ownership. Why buy an aircraft? It's cheaper to rent and you do not have all the hassle with maintenance, fuel and insurance. Well, here is a little story that I think explains it all as to why I own my own airplane.

It was a beautiful Saturday morning. No winds and the temperature was just right. So instead of mowing the lawn like my wife had planned for me, I decided to go to the airport and take the Sport out for a run. She yells back at me, "WELL IF YOU GO, TAKE YOUR SON WITH YOU." So I ask my son, "Want to go flying with Dad?" To which he says "Yeah, Can I take my light saber?"

You see, my 9 year old son thinks he is a Jedi Knight and that our Sport is his personal X-Wing fighter. He is only 4'5" and has to sit on a pillow in order to see over the glare shield and he always carries his light saber just in case we land on a strange planet in which there might be trouble or civil unrest. Always prepared this one is. So away we go.

THERE I WAS....

We were straight and level at around 6,000 ft. and I let him take the controls of the X-Wing to do some turns to the left and right. Joshua Approach called and said there was traffic at our 2 o'clock 2 miles opposite direction and my son said to me, "Look over there dad, Tie fighter coming right at us." I told him to steer clear of the Tie Fighter because our lasers were out for repair and we were unarmed. No reason to provoke a fight.

So even though he is having a blast, I am starting to get a little bored and thought, "Let's go do a practice approach on the ILS." So I called Joshua Approach, requested the ILS 25 Approach to Palmdale Full Approach and off we went. I maneuvered the X-Wing to the VOR and started the turn outbound to the outer marker. Now my son is just really enjoying this. At the outer marker, the blue light started to flash and you could hear the BEEP in the headset. My Son jumps in and said, "That Tie Fighter has locked on to us." I said, "That's Right," and I started my evasive maneuver on the procedure turn.

My Son is listening to the exchange between me and the controller and wants to chime in on the conversation. I said to my son, "Just hang on; I will give you a chance." I never should have said that because now he is all excited to talk on the radio. As I start to turn inbound on the turn, the Approach control said, "Contact tower when established on the localizer." So I told my young Padawan Learner "OK, when this needle gets here on the dial, push the radio button and tell the tower that 93 Romeo is inbound on the localizer."

Now imagine this, I am giving basic instrument instruction to a 9 year old. I cannot get adults to say this during training. So before I can give him something simpler to say he keys the mike and says "REBEL BASE, THIS IS RED 5. WE ARE STARTING OUR ATTACK RUN ON THE DEATH STAR."

Good God.

Now this is post 9/11 and before I can key my mike and say anything, the tower jumps on and say, "RED 5, YOU'RE CLEARED FOR THE APPROACH TO THE DEATH STAR. REPORT HITS AWAY."

Now I am waiting for the tower to add, "And tell your dad to call this number." But I hear nothing else. So we continue the approach. Now my son is in heaven. This is real life stuff to him and he is doing everything I tell him to do as far as tracking the needle. As we approach the outer marker inbound, the light starts to flash and there is that tone again. "Dad, the Death Star has a lock on us." "Yes Son, you keep on the approach, I will worry about the guns."

Everything is going great and now we are approaching the middle marker. My son has noticed the GPS has a red line with an airplane on it and it ends at the Death Star. So he asks me, "IS THAT A TARGETING COMPUTER DAD?" Well, of course it is, and it shows us where we are to the target. So now he hears Obewan tell him to, "USE THE FORCE SCOTT," and he turns the GPS OFF. He tells me he is OK and does not need the targeting computer because he is using the FORCE.

Now the middle marker light flashes and the tone comes on. I apply full power and the airplane... X-Wing... starts a climb. I start the turn to the missed approach path when my son keys the mike and says, "HITS AWAY." The tower answers back with, "GOOD JOB RED 5, CONTACT REBEL APPROACH ON 126.1."

We go back to Mojave SPACEPORT, and I decide that the X-Wing needs a bath. So out comes all the cleaning stuff and we spend the rest of the day washing and waxing the turbo jets and laser pods.

So you see, this is why I own my own aircraft. You cannot beat this kind of quality time with your kids. And there is no way you can put a price on that.

Jeff Bryant
Southwest Regional Director
Beech Aero Club
1975 X-Wing Fighter Model B-19
N6993R

This article comes from EAA Chapter 690
<http://www2.eaa690.org:8080/>

It was forwarded to web-master Mike Stewart by Paul 'Rosie' Rosales, a fellow formation pilot and good friend from the L.A. area.

The URL for this story is:
[http://www2.eaa690.org:8080/modules.php?op=modload
&name=News&file=article&sid=105](http://www2.eaa690.org:8080/modules.php?op=modload&name=News&file=article&sid=105)

T'was the Month After Christmas...

At the field after Christmas, checked the airplanes all,
I'd fit into nothing, not even a Maule.

The cookies I'd nibbled, the eggnog I'd taste.
All the holiday parties had gone to my waist.

When I got on the scales such a number arose,
That I checked the POH and knew I'd be over gross.

I'd remember the marvelous meals I'd prepared;
The gravies and sauces and beef nicely rared,

The wine and the rum balls, the bread and the cheese
And the way I'd never said, "No thank you, please."

As I checked the weight and balance I did my best,
And prepared once again to fly with the rest---

I said to myself, as I filled to half tanks...
"You can't spend a year in the non-flying ranks!"

So--away with the last of the sour cream dip,
Get rid of the fruitcake, every cracker and chip.

Every last bit of food that I like must be banished
'Til all the additional ounces have vanished.

I won't have a cookie--not even a lick.
I'll want only to chew on a long celery stick.

I won't have hot biscuits, or corn bread, or pie,
I'll munch on a carrot whenever I fly.

I'm hungry, I'm grounded, and life is a bore---
But isn't that what January is for?

Unable to fly, life's no longer a riot.
Happy New Year to all... and to all a good diet!

Author Unknown.

Thanks to Jim Garner for submitting the above poem for the NavCom.

washingtonpost.com

Required Reading for Space Travelers

From the Washington Post, United States –
Jan 2, 2006

Thinking of spending that next vacation on the moon or Mars or circling the Earth? Before liftoff, there is a list of things the would-be "spaceflight participant" should know.

More than 120 pages of proposed rules, released by the government last week, regulate the future of space tourism. This don't-forget list touches on subjects including passenger medical standards and preflight training for the crew.

Before taking a trip that literally is out of this world, companies would be required to inform the participant of the risks. Passengers also would be required to provide written consent before boarding a vehicle for takeoff.

Physical exams for passengers are recommended but will not be required, "unless a clear public safety need is identified," the Federal Aviation Administration says in the proposed regulations.

Passengers also would have to be trained on how to respond during emergencies, including fire, smoke and loss of cabin pressure, as well as how to get out of the vehicle safely.

Pilots must have an FAA pilot certificate and be able to show that they know how to operate the vehicle. Student or sport pilot licenses would not qualify.

Each member of the crew must have a medical certificate issued within a year of the flight, and a crew member's physical and mental state must "be sufficient to perform safety-related roles," the rules say.

The FAA also would require each crew member to be trained to ensure that the vehicle would not harm the public, such as if it had to be abandoned during a flight emergency.

President Bush signed legislation in 2004 designed to help the space industry flourish; it asked the FAA to prepare regulations for the commercial spaceflight industry, which has been slowly getting off the ground.

Laws governing private-sector space endeavors, such as satellite launches, have existed for some time. But there previously has been no legal jurisdiction for regulating commercial human spaceflight.

In 2001, California businessman Dennis Tito became the world's first space tourist when he rode a Russian Soyuz capsule to the international space station. Mark Shuttleworth, a South African Internet magnate, followed a year later on a similar trip, also paying \$20 million for the ride.

Last year, in a feat considered a breakthrough for the future of private spaceflight, Burt Rutan won the \$10 million Ansari X Prize by rocketing his SpaceShipOne to the edge of space twice in five days.

Three months ago, Greg Olsen, who made millions at a Princeton, N.J., technology company, became the world's third paying space tourist, also on a jaunt to the international space station.

The 123-page proposal was published Thursday in the Federal Register, the government's daily publication of rules and regulations, and will be subject to public comment for 60 days, through Feb. 27. Final regulations are expected by June 23.

Minutes of the Board of Trustees of EAA Chapter 690 - Tuesday, November 1, 2005

The EAA Chapter 690 Board of Trustees meeting for December was held on Tuesday, November 29, 2005, in the Chapter Hangar at 7:30 PM.

Attending were:

Duane Huff
Bill Ferguson

Lee Olson
Larry Wallis

The items discussed at the meeting were:

1. The chairs used for chapter functions all have been repaired. Lee Olson will use the extra rubber chair feet to repair a few that have fallen off. This appears to be an ongoing process.
2. Lee Olson volunteered to make a curtain for the audio/visual equipment on the stage.
3. The drain line for the temperature/pressure relief valve on the water heater has been rerouted to the outside, instead of venting into the bathroom area.

Lee Olson volunteered to paint an existing wooden support underneath the water heater.

4. The malfunctioning doorknob lock on the hangar front entrance door has been repaired by Duane Huff and Greg Jannakos.

5. We noted that the overhead light on the front of the EAA Hangar, which was previously reported to be malfunctioning, appeared to be working normally.

The updated excel spreadsheet of open action items (dated 12/01/2005) is attached to this email.

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

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

FEDS ORDER AIRCRAFT OWNERS TO UPDATE REGISTRATIONS BY FEBRUARY 2006

Aircraft owners and operators have until February 2, 2006 to ensure their aircraft registration information is properly completed and up to date (including address) or they may be denied access to the National Airspace System (NAS).

An FAA notice published in the Federal Register on December 9 indicates that FAA and TSA "will revitalize and refocus" U.S. airspace monitoring capabilities to ensure that each aircraft operating within the NAS has met all statutory, regulatory and certification requirements, effective February 1, 2006.

Clarification on FAA Order to Update Aircraft Registration Information

EAA Aviation Services has received numerous calls and e-mails about a story posted last week titled, "Feds Order Aircraft Owners to Update

Registrations by February 2006." Most questions are along these lines: "My records are correct, now what do I do?"

The Answer: Nothing.

"Those people whose records are correct don't have to do anything," said Senior Aviation Specialist Joe Norris. "People only have to take any action if there's a problem with the registration record. Otherwise, you're all set."

You can check your aircraft registration record on the FAA website.

<http://www.faa.gov/licenses_certificates/aircraft_certification/aircraft_registry/interactive_aircraft_inquiry/> If everything is correct, no further action is required.

Aircraft placed in the "registration at risk" category are listed on this site.
<<http://registry.faa.gov/aircraftinquiry/defimgUN.asp>>

Registrations identified as "at-risk" are the ones people should worry about. Registration info that is correct does not require any action.



Photo by Joel Levine

Outgoing officers receive Certificates of Appreciation for their completion of two year terms in office.

Pictured (L to R) are: John Reitz, Vice President; Larry Bishop, President; Mike Stewart, Treasurer; and Jeff Gwathney, Secretary.



Fred Meyer presented a program on designing aircraft after the December Pancake Breakfast.



EDUCATION THROUGH LIVING HISTORY

WWII DAY

ROOTS, WHEELS & WINGS

**Commemorative Air Force, Dixie Wing
Historical Airpower Facility
Falcon Field, Peachtree City, GA
April 8, 2006**



Living History Program

1000-1500

Donation \$5 Children 13 & Under FREE

EXHIBITS * CAMPS * DEMOS * VENDORS
Revolutionary War * Civil War * WWII * Modern Era
* WWII Battle *

MILITARY VEHICLE RALLY

WWII * Korea * Viet Nam * Modern Military

VINTAGE AIRCRAFT FLY-IN

WWII Hangar Dance

1900-2300

\$25 / Person or \$40 / Couple in Advance

\$25 / Person at the Door

For more info, visit www.dixiewing.org
or call 678-364-1110

It's Time to Make Your AirVenture Housing Plans



It's that time of year again; time to secure your housing for the World's Greatest Aviation Celebration, EAA AirVenture Oshkosh

2006, which takes place less than seven months from now-July 24-30.

While reservation policies can vary from hotel to hotel, most local lodging is generally booked solid from year to year. But the loss of two sizeable hotel facilities over the past few years has made hotel space in Oshkosh that much tighter.

EAA e-hotline

HAPPY NEW YEAR! January 6, 2006 Volume 6, Number 1

U.S. Sport Aviation Expo Gears Up For Next Week



The U.S. Sport Aviation Expo gets under way next Thursday, January 12, and runs through the weekend at the Sebring Regional Airport, Sebring, Florida. EAA is busy making final preparations to play a large role at the second annual event. Organizers say about 100 exhibitors are registered, and more than 60

scheduled forums will offer the latest information on the growing SP/LSA marketplace. Attendees will have access to the latest on SP/LSA, including advice on purchasing a light-sport aircraft (LSA), obtaining insurance, flight instruction, and more.

Those planning to attend should stop by the EAA Membership Tent to visit, join or renew your membership, or learn more about a sport pilot certificate or light-sport aircraft. For more information about the U.S. Sport Aviation Expo, visit www.sport-aviation-expo.com.

GlobalFlyer Wingtip Damaged Prior to Test Flight

Setback for Fossett's 'Ultimate Flight'



Friday's planned repositioning flight of the Virgin Atlantic GlobalFlyer from Salina, Kansas, to Kennedy Space Center in Florida was put on indefinite hold

as the result of damage sustained to the aircraft in a collision with a fuel tank truck Wednesday. According to Virgin Atlantic, a wingtip struck the truck following fueling prior to Wednesday's planned test flight, and the damage caused is described as "considerable."

Steve Fossett and his technical team are currently making an assessment on how long it will take to repair and retest the aircraft, so it's not known whether this cause a delay to his planned Ultimate Flight take-off date, previously estimated as early as the beginning of February. To read more go to: http://www.eaa.org/communications/eaanews/060105_gf.html

Deadline Reminder: Applications for scholarships to attend this summer's Air Academy in Oshkosh must be complete and submitted by February 28th.

Classifieds

Ads run for 3 months. If you would like to continue the ad for an additional 3 months you must request it through the editor by e-mail, snail mail or phone call. This limit is set to keep the ads current and effective. Ads will be dated with month and year at the time of submission or renewal.

FOR SALE 1/3 SHARE OF A CLASSIC C-150 - \$8500

Airplane totally rebuilt, including 4 New Millennium (high Compression) cyls., with approx. 180 hrs. since rebuilt.

New door panels
New headliner
New Nose Bowl
Plane stripped & repainted
Front Strut rebuilt
New Steering Rods & Boots
New Tach
Rebuilt starter and generator
New air box
New vacuum pump
Oil filter added
New baffling
Other (+s)

For a look-see...
Contact Frank 770 923-6149

8/05



PLAN AHEAD NOW -

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

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

Experimental Type Aircraft Shop Space with Tools

Prefer somewhat experienced builder.

At P.D.K.
\$150 per month

404-290-1714

10/05



770-326-6040

Publisher of the EAA Chapter 690 NavCom

Hangar Space Wanted

EAA Member moving to Atlanta area from Florida needs hangar space for Glassair.

Please contact Bob Woolley at:
561-762-9547 or woolleys@bellsouth.net

10/05

WANTED:

Articles and photos by Chapter members are welcome for publication in the NavCom. They will be published on a space available basis at the discretion of the editor. Content of submissions is subject to editing.

Please submit articles in Word or ASCII format and pictures in jpeg, tif or bitmap format via e-mail to: lnor_l@bellsouth.net

Now in the
EAA 690 AeroShopper

New 2006 EAA
Calendars

A very limited number
available this year!



WANTED: Members and spouses to participate in chapter events. It's a lot more fun when you join the activities and help make 690 the great Chapter it is. Lend a hand. You'll be welcomed and appreciated.



RV-6A For Sale. 0-360 A1A 180hp Fuel Injection, Hartzell Constant Speed prop, Dual Electronic Ignition, IFR, Smoke system, 1400hrs TT Airframe, Engine and Prop.

N686MS is a fully equipped ready to fly cross country cruiser and is fully aerobatic. Loaded with goodies. More details at www.mstewart.net

\$86,000 Serious inquires only, please. Contact Mike at mstewartga@yahoo.com or 678.571.9319 cell.

9/05

SOMEWHERE OVER THE RAINBOW...
THAT'S WHERE THE AIRLINE
WILL FIND MY LUGGAGE



I am interested in a part-time position — permanent / temporary. My background is in Market Research and Marketing but I am open to different challenges. I have a MBA in Marketing.

Please contact Laura 770/822-9143.

Having a son who is an aviation nut gets expensive!

9/05

More Chapter 690 Scenes



Photo by John Reitz

← Larry presented certificates to the Co-Chmn. of the very successful WWII Roundtable event.



Photo by John Reitz

← Some of the Chapter's Tech Counselors were at the Banquet to receive Certificates recognizing their service to the Chapter.

In a lighter moment, Duane Huff presented Larry Bishop with the "Deadstick Award," in recognition of his almost getting his glider rating after multiple deadstick landings in his Mooney. →



Photo by John Reitz

Incoming Officers are ready to lead Chapter 690 for the next 2 years. → Pictured L to R: Mike Stewart (Treasurer), John Reitz (VP), Debi Huffman (Pres.) and Larry Bishop, (Secretary).



Photo by Joel Levine



Photo by John Reitz

← Joel Levine receives a certificate for his work as Pancake Breakfast Program and Publicity Chmn. Others who were recognized included Greg Jannakos for Project visits, Mike Stewart for the Chapter web-site, Lnor Levine for The NavCom.

Incoming and outgoing Officers and members of both the Board of Directors and Board of Trustees were also recognized.

Young Eagle Planning Meeting Announced

From Jeanne Ferguson

"To begin the New Year, there will be a brainstorming lunch/meeting on Saturday, January 14th, 12:00, at the Hangar. All pilots, ground crew, admin. staff, and anyone who is interested in the Young Eagle program are encouraged to attend and participate.

Lunch will be served at 12:00, hamburgers, bratwursts, and the trimmings; meeting will begin at 1:00 P.M.

Purpose of the meeting will be to share ideas on improve-ment of the process, ideas for making the time while the kids are waiting for their flights more enjoyable and still educational; and any suggestions and ideas for what the chapter can do after the flights, i.e., possible programs, etc.

All ideas, comments, suggestions will be welcomed and discussed.

By getting together with no other topic on the agenda, we will be able to concentrate on improving and expanding our Young Eagle Program at Chapter 690.

We flew 400 Young Eagles in 2005, hopefully, we will be able to increase our numbers, increase the education of these interested kids and parents, and set the standard for other chapters.

It is imperative that we know how many are going to attend. Please RSVP to Duane Huff, e-mail: duanehuff@yahoo.com; or Jeanne Ferguson, e-mail: jmarief@bellsouth.net. If you have any questions, please contact Duane Huff, 770-962-3117.

Come prepared and let's have fun!"

NavCom

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

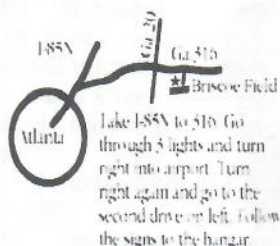


Come Join Us!

Regular monthly meetings —
On the 2nd Friday of every month
(except for August's Post
Oshkosh Bash). In the Chapter
Building at 8:00 p.m. Hangar
flying before & after!

**Pancake Breakfast and Aviation
Program or Activity —** On the
1st Saturday of every month, in
the Chapter Building.

Breakfast served 8:00 - 10:30 am



JANUARY MEETING

Friday, January 13th, 2006

Program — The Lockheed
XV-4A Hummingbird (an
experimental VTOL aircraft)
presented by Bernie Dvorscak,
test pilot for the XV-4A.

Visit the EAA 690 Web-Site at www.eaa690.org

Annual Holiday Banquet Enjoyed by Large Contingent of Chapter Members



Photo by Joel Levine

"Among Friends," a most talented ladies
barbershop quartet entertained the guests
at the annual banquet.

The singers are: LEAD - Trayce Elenteny,
BARITONE - Katie Anderson, TENOR -
Cynthia Keyes, and BASS - Susan Wood

There are photos and items of interest from
the evening throughout this issue of the
NavCom. We hope you can join us next
year!

Saturday, February 4th Program on Diesel Engines for General Aviation

The program following the February 4th Pancake breakfast will
be presented by Dr. Eng. Andre R. Teissier-duCros, new
Chapter 690 member and Publisher of The DieselAir
Newsletter. The newsletter provides "Information, Liaison &
Forecast on the World Market & Competition in Diesel Engines
for General Aviation."

The topic of the Power Point Presentation will be "*The coming
of Aero Diesel Engines and the consequences for
experimental aircraft and small private planes owners.*"

Putting a diesel on an airplane has more momentous
consequences than saving on fuel expenses. It increases the
range of a 172 or Cherokee (or a 160HP experimental) to the
point of making of it a true IFR cross country plane. The
residual range at lowest power settings in case of emergency
(alternate airport under minimal and only 10 gallons left) is
especially enhanced.

For experimentals, it is a new field to explore... The reasons
why diesel is coming now rather than 30 years ago will be
discussed, as will a US market forecast for aero diesels. The
competition proposing diesels includes: Thielert, SMA,
DeltaHawk, Wilksch, D-Air, Zoche.

The informative program should trigger a lot of questions. For
more information visit www.dieselair.com.