

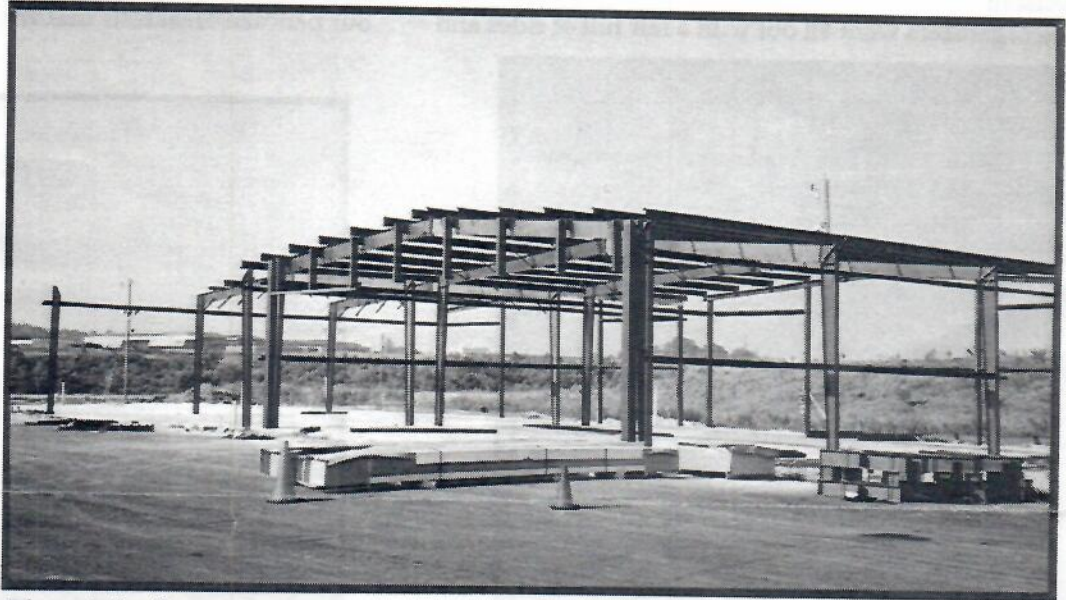
NEWS AND
INFORMATION FOR
THE GWINNETT
COUNTY CHAPTER
OF THE
EXPERIMENTAL
AIRCRAFT
ASSOCIATION

CHAPTER 690

NAVCOM

July 1995

Red Steel at Dawn



There is finally structure to our world! Yes, that's right, after months of pulling teeth and hair, the Building Committee has gotten our contractor to pour cement and erect some steel. As of 9 July, about one and one-half buildings are up and pads are poured for five of the eight hangars that will comprise the Chapter 690 Sport Aviation Complex.



Charlie Segó of the Building Committee says that the contractor and sub-contractors are moving full-bore after this week. We all owe Charlie and the rest of the committee a big thanks for dealing with these guys.

Balloon Festival Floats!

The first International Hot-Air Balloon Championship is in the history books. With hundreds of participants and tens of thousands of spectators, the event was a big success. One doesn't usually associate ballooning with crowds, but the evening I was there, thousands of folks were milling about in the carnival atmosphere. At about 6:30, scores of balloons took off for the last competition of the day. The skill of the balloonists was amazing as sometimes up to a dozen balloons, all rubbing one another, would lift off together. I had no idea how close these guys can get! One of the competitions is grabbing a set of car keys from a pole as you glide by. The winning balloonist had won five cars this way last season!

The organizers went all out with a fair full of rides and



Get it? Puff the Magic Dragon...

amusements along with live music concerts once the sun went down. Everybody seemed to have a good time. People and auto traffic went smoothly, with parking across the field and shuttles back over to the site. The only problem I saw (heard) was a poor PA system for the competition announcer. I had no idea what I was watching other than a bunch of balloons scrambling for altitude. That was enough, though, to convince me to attend next year. It really is something seeing all those huge objects pop up into the sky at the same time.

The chapter owes a big THANK YOU to Duane Huff and his helpers for feeding the crews every morning. We made some money on that. Additionally, we did well on our pancake breakfasts that we held on each weekend.



All those dots are balloons!



Off they go! I think this competition was the Hare and the Hounds, where one balloon takes off first (the Hare), then all the others (Hounds) chase it. The team whose balloons land the closest to where the Hare lands wins!

Rumors About the Wittman Crash

JULY 1995

Many of you probably know that recently Steve and Paula Wittman were killed in an in-flight break-up of the O&O Special. There are currently two lines of conjecture on the cause of the accident.

The O&O Special may have had design problems. Several structural engineers report that the Wittman Tailwind, the genesis for the Special, is rather weak in the lower longerons. The initial wreckage evaluation is consistent with separation of the tail section from the fuselage, possibly due to longeron failure. This could happen if the plane was flying close to the Vne of the original Tailwind design and encountered turbulence. However, the design details of the Special are not known to the mentioned engineers. Mr. Wittman may have taken into account the need for stronger longerons resulting from the bigger engine and higher speeds of the Special as compared to the Tailwind. There is no reason to assume otherwise.

An alternative theory has deeper implications for you and me. One military source posting anonymously on the Internet claims that there are radar records showing that a plane on a flight plan from Florida to Wisconsin entered Military

Operations Airspace (an MOA). Two other objects being tracked at 300 and 400 kts were observed to cross the flight path of this plane in tight turns, the second appearing to "fuse" with the signal of this plane. After the passage of the second "dot," the signal from this plane disappeared. This occurred a few minutes after the last transmission received from Mr. Wittman. It is not clear whether the MOA was officially active.

There are several cases of planes going out of control due to tip vortices from maneuvering military aircraft. At least one case in Europe resulted in the in-flight break-up of a general aviation plane. It may be that the Wittmans fell to a similar fate.

Now, take out an Atlanta sectional. Lots of MOAs, aren't there? The standard procedure to cross one, for VFR traffic, is to check for NOTAMS when you get your weather, then check with the closest FSS enroute before you enter. What has the FAA been shutting down like crazy in the last few years? How hard is it to get a live Wx briefer these days? Also, check the notation for the Bulldog MOA. Kind of leaves the field wide open, doesn't it? More to follow...

One More Reason to get Cable...A New Aviation Channel!

There is a new way to waste time! It's called "Wingspan, the Aviation Channel." To quote their package: "Wingspan is a complete television channel, covering all aspects of the aerospace industry. It will broadcast for 18 hours a day, featuring an exciting mix of educational, news and documentary programs covering everything from balloons to moon-shots."

The producers are the same group that made most of the extremely popular WINGS programs on the *Discovery Channel* for the past eight years.

Their initial schedule looks like Documentaries and Feature films from 7 pm to 12 am; News, Current Affairs and Debate from 5 to 7 pm; and Educational, Careers, and History from 12 to 5 pm.

There is no information about cable channeling, so you should check with your provider for access.

JOHN H CORBETT

FEDERAL AVIATION ADMINISTRATION

1701 Columbia Avenue

Campus Bldg Suite-110
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Big Band Is Alive and Well!

If you love the music of Glenn Miller, Count Basie, Tommy Dorsey and Duke Ellington, you'll love the Atlanta Blue Notes Orchestra! The members of the 19-piece dance orchestra, which include a judge, a college professor, several CPA's and corporate professionals, perform all that wonderful music from the Big Band era.

The Blue Notes have played at special events all over town, such as the Annual Reunion of the 101st Airborne Ranger Division, Spruill Center for the Arts, Georgia State Veteran's (MIA-POW Association), Mrs. Senior Georgia Pageant and Good Neighbor Day at DeKalb Peachtree Airport. They were featured at the Fox Theater's showing of "The Glenn Miller Story," and have performed at several country clubs and hotels around Atlanta. In addition to the 19-piece orchestra, ten-piece and five-piece ensembles are available for bookings for smaller occasions.

The Atlanta Blue Notes will be performing at "Flying For Families Day" at DeKalb Peachtree Airport at 12 noon and again at 2 p.m. on the afternoon of July 15th. "Flying For Families" is a benefit to raise money and awareness for the Association for the Prevention of Family Violence, Inc.

If you'd like more information or to book the Atlanta Blue Notes for your special event, call Bob Bailey at 448-8083 or 394-6879.

Sometimes the FAA really DOES help. This gentleman helped flip flapjacks at our pancake breakfast! Of course, another FAA person grounded several balloons in the competition...

Already a Problem

I knew that EAA HQ was efficient, but I didn't know just HOW efficient. Why, Oshkosh is still weeks away and they've already done something to annoy me! Breaking with tradition and common sense, EAA decided not to print the seminar schedule in the June issue of *Sport Aviation*. Instead, they opted to create a "Fax-on-Demand" service. You can get whatever information you want by calling EAA, requesting a numbered document, and having it sent to your fax machine. Wonderful.

So now, to get the information that previously every member had easy access to, I must make a toll call to Wisconsin, wade through a clumsy touch-tone interface, and give my boss' fax number. Luckily for me he turns a blind eye. I hope there are no hidden charges with that get billed to the fax line!

DOES THIS MAKE SENSE?! How many EAA members have ready access to fax machines? Who has the time to monkey around on the phone to get a very degraded version of what we've always had delivered to our door-step? Someone really needs to rethink this decision.

Also, were the arrival procedures published this year? They are one of the fax documents.

If you need any of the forum schedules, I have a complete set and I'll bring copies to the Friday night meeting.

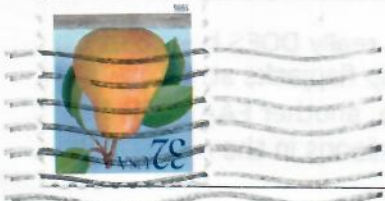
AND THE WINNERS ARE...

Raffle tickets were sold at the B-17 events for TWO prints by well known aviation artists. The proud winner of "The Memphis Belle's Historic Homecoming" by Marc Stewart was James Risher of Morrow, Georgia. The happy winner of Sam Lyon's "Cub Daze" was Dennis Sauls of Lawrenceville. Dennis had brought his father-in-law to the B-17 event, and claimed his prize at the Pancake Breakfast the first weekend of the Hot Air Balloon Festival.

Lnor & Joel Levine
1340 Nerine Circle
Dunwoody, GA 30338



Chapter Calendar
July 14(Friday) 8 pm Bristcoe
Field Administration Building -
Chapter 690 monthly meeting.
Pre-Oshkosh planning.



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The NavCom