

The NavCom

Newsletter of EAA Chapter 690

All the News that Fits

July 1993

Frank Wins!

"Dear Frank:

"We are pleased to announce that you have been selected as one of ten individuals to receive EAA's Major Achievement Award. Nominees are submitted by EAA Chapters throughout the world. This year we received many which made the final selection process very, very difficult... Sincerely, Bob Ladd & Bob Mackey."

And with that, our own Frank Wilcox goes down in the annals of sport aviation history! Frank's biography was presented in a recent NavCom, so I won't repeat. However, it's worth noting that he continues to support EAA and particularly Chapter 690. In addition to remaining Chair of the Building Committee, he is a prime motivation of the chapter's very successful Young

Eagles Rally series, and continues to help members with their projects (four in the past month). Congratulations Frank! It is well deserved.

Note: The award will be presented on Thursday, July 29th at 8:00 PM in the Theater in the Woods. This is very early in the convention. If anyone will be there that early and has a camcorder, please contact me (Jeff Boatright). If you will be there but do not have a camcorder, or if you



Frank & Margaret bask in the glory of the moment...

won't be there but you have a camcorder you'd be willing to loan to film the ceremony, please contact me.^{nc}

Thanks from Frank—Again

Frank Wilcox

In the May issue of the NavCom, I thanked the members of Chapter 690 for nominating me for a 1993 EAA Major Achievement Award. Now I want to thank you for the many letters of endorsement that supported the letter of nomination to EAA Headquarters. I am becoming aware that more than just a few letters were submitted. Thanks to all of you for this special effort and also to those who intended to but somehow missed the deadline.

When I called Bob Mackey, the EAA Chapters Executive Director, to confirm my presence at the awards presentation, he said the endorsement letters have a significant impact on the selection process. They enhance and personalize the letter nomination. In fairness to all, the selection committee relies only on the written information submitted for the nominee. Bob implied

that this makes the selection process most difficult when a well-known EAAer is nominated but very little written endorsement information is submitted. So, your support was very important and appreciated. It is the same kind of support that Chapter 690 members demonstrate all the time for our programs, projects, and activities. And it is vividly illustrated with the success of our Air Fair, Young Eagles Rallies, and the new Air Scout Explorer Post and even the new building program, which I know will be successful some day!

It will be a real privilege to represent Chapter 690 on the "main stage" at Oshkosh '93. The presentation will be made on Thursday, July 29th at 8:00 P.M. in the Theater in the Woods. I hope many Chapter 690 members can visit Oshkosh this year and will plan, if possible, attend the presentation. We will be thinking of all who cannot attend, for I consider this award to be a recognition of

Chapter 690 also. Again, please accept my thanks for all the effort that has resulted in this honor for me.^{nc}

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Another Successful Young Eagles Rally!

Theresa Coleman & Jeff Boatright

Well, we did it again! Another successful Young Eagles Rally is in the Chapter 690 record book. On Saturday, June 12th, eight pilots flew 57 Young Eagles between 10:00 A.M. and Noon, making this the largest Young Eagle Day ever for EAA 690. We had plenty of chapter support. Frank Wilcox made calls and arranged pilots. Charlie Sego placed calls and arranged helpers in the week previous to the event. Theresa Coleman made over eighty telephone calls to arrange Young Eagles.

The day started out bright and early at 8:30 A.M. for Frank Wilcox and helpers. At 9:00, it started to warm up,



Frank Flessel leads some innocents to their doom—the possibility of a lifetime of adventure!

and other helpers arrived. Frank brought a tarp for shade, tables and chairs. Richard Robison made a wonderful banner for the day. Steve Dunn did a pilot briefing. The Eagles and their parents began arriving before 10:00, but we were ready. The parking lot/fence layout was great, providing for easy access yet maximal safety. The boarding-flying-deplaning went silvery smooth, and before we knew it, everyone who wanted a ride had gotten a ride! We then had a lunch of hotdogs, chips, and cokes. Thanks to everyone who made it all possible. See you next time!

Loadmaster/Briefers:

Andy Anderson, Duane Huff, Ben Jeffery, Lyle Kinnett, Alan Langford, Jim MacGregor, Charlie Sego, Harold Stalcup, Frank Wilcox, Bob Zahner

Paperhandling:

Theresa Coleman, Linda Danco, Sherry Langford, Margaret Wilcox

Refreshments / Food:

Mike North, Jennifer North

Scouts: John Varosain, Evan Gibson, Robert North

Pilots / Planes:

Steve Ashby / Cessna 172
Sylvia Catinella / Cherokee 140
Steve Dunahoo / Cessna 172
Steve Dunn / O-1A (not an L-19)
Frank Flessel / Milk Stool
John Goodman / Varga Kachina
John Kytile / Cessna 170
Lynn Zahner / Piper Warrior

Also making an appearance:

Reinhart Kuntz flying in "Der Cricket."
Jeff Boatright (Photographs)
Bill Coleman (Photographs)
Theresa Coleman (Air Boss)
Richard Robison (Moral support)
Cindy Wren (Writing article)^{Nc}



A graduate of the skies. Classroom—John Kytile's colorful C-170.



The Gateway to the Skies.

To Fly

Cindy Wren

Chapter 690 is attracting the attention of the local print media! The following is a reprint of an article written for the Sun/News organization and appeared in some local newspapers. Thanks to Theresa Coleman and Cindy Wren for providing it to the NavCom.

"It was wonderful!"; "The cars looked like ants!"; "It was cool!" These were just some of the reactions heard as kids rejoined the adults after flying with the eagles. Many then asked the pilots how to get involved with flying. The pilots were all too willing to answer these and other questions. Sixty young people between the ages of 7 and 17 made the journey Saturday to the Gwinnett airport. It was hot and hazy but the kids didn't seem to mind as they waited eagerly for their chance to view the word as a bird sees it.

The pilots were as assorted as their planes, but they all had a common goal: Spreading their love of aviation to kids. They volunteered their planes, their fuel, and their time to give youngsters a twenty minute eagles view of their world.

Aaron Boyd, age 10, from Tucker in Dekalb county went up in a Cessna 172. He had heard about the Young Eagles program in school and thought it would be a neat thing to do. Each pilot took three kids at a time up and some of the kids were even allowed to handle the controls for some of the flight.

Aaron's favorite part of the ride was being able to "look down on everything." When asked if he enjoyed it, Aaron smiled and said yes but being a pilot wasn't a goal of his. But it was still fun and he's glad he got the chance to do it.

The goal of EAA, Experimental Aircraft Association, is to open doors to the exciting world of small aircraft to the young people. Each kid that flew will receive a certificate denoting the date,



The Happy Crew from a previous Young Eagle Rally

type of plane, and the pilots' name. In addition, the local EAA chapter will send the name of each young person to the Young Eagles office in Oshkosh. All names, including Aaron's, will appear in the worlds' largest log book which will go on display in the world-famous EAA Air Adventure Museum. Twenty years from now, Aaron can go to Oshkosh and still see his name printed in the log book. The EAA wants to give 1 million kids an opportunity to experience a different view of our world by the year 2003.

To follow up on their ride, the Young Eagle office will send each new flight member a poster and information about becoming a Young Eagle. In addition, the office will keep track of the new Eagle Flight member. All the pilots how helped in this effort will receive

recognition for helping in this effort; however, they didn't do it for that reason. They did it for the joy of introducing another soul to the joy of flying.

As the rally was drawing to a close, a woman and her two sons arrived. The older son, roughly 8, was going up. The small boy, about 3 or 4, wanted to go. Theresa Coleman tried to explain to him that he was too small. The pilot turned and invited the mother and the little boy to join them. Twenty minutes later, the plane landed. The pilot asked the little boy if he liked the ride. The boy smiled and nodded enthusiastically. The tears had disappeared to be replaced with smiles. Who knows, this young child may someday build and fly his own plane. There will be another rally in September and another chance to reach for

the skies for area youths. ^N_C

Dare I say it? OK, Chapter 690 hereby challenges (in a most friendly manner) other EAA Georgia chapters to a Young Eagles contest. We've helped 185 young folks get a taste of the personal freedoms afforded by recreational flying. Our slash mark is on the tree... ^N_C



Aaron, Alex, and T.J. wait for a ride. A little nervous, boys?

Profiles in Aviation

This month starts a semi-regular feature of the NavCom--member biographical sketches. Duane Huff and Charlie Sego are the victims this month because, among other great attributes, they are getting sooooo close to completing their projects. Duane is restoring a 1946 Aeronca Chief and Charlie is building a scratch-built light plane, the Skylite.

Duane Huff

Duane Huff with Jeff Boatright

Duane has been a Chapter 690 member for about 8 years, and is the immediate-past vice-president of the chapter. During his tenure, the responsibilities of the VP position became much greater than in past administrations--chiefly due to Duane's skills at procuring great speakers for our monthly meetings. Although 690 was treated to a string of interesting and prominent aviation personalities, Duane's most memorable speaker was Richard Taylor of the Greenland Expedition.

Duane Huff was destined to fly--he was born under the flight path of the airport in Olean, New York. He lived within a mile of a grass strip beside the Allegheny River, only 17 miles from Bradford PA, birthplace of the Cub.



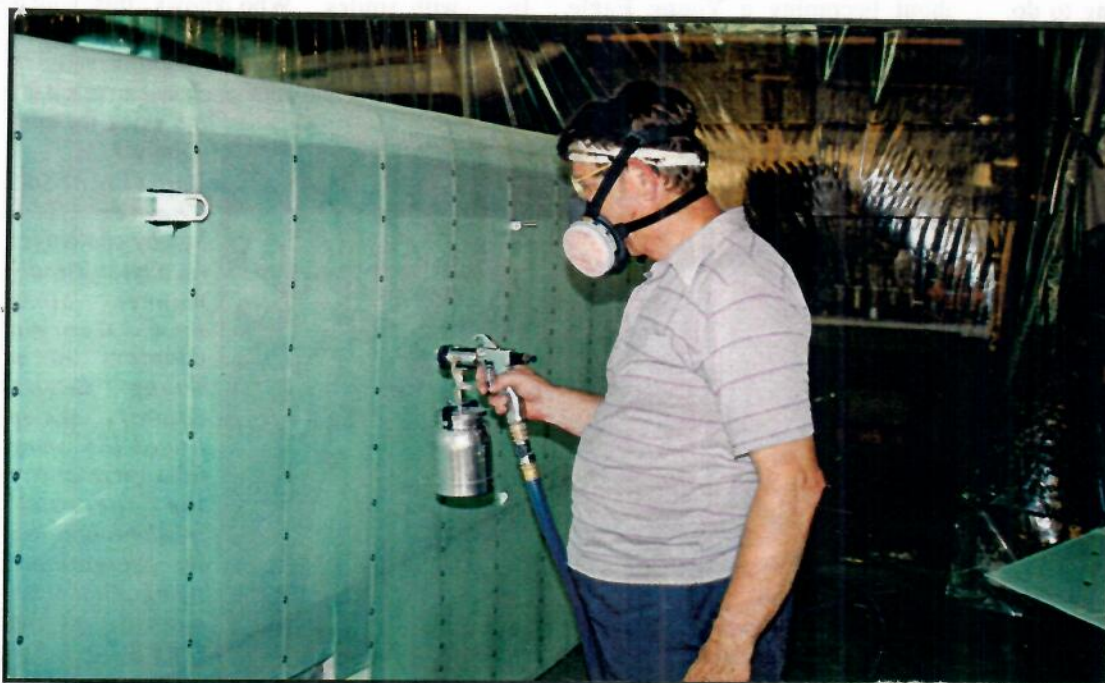
The "before" shot. Soon, the old Chief will be flying in better condition than when it left the factory floor!

As a boy, Duane ran or rode his bike to the airport everytime a new plane appeared out of the Allegheny mists to land at the little strip. The entire "golden

age" of aviation was played out practically in his back yard. Cubs, Champs, Aeronca C-3s, Culver Cadets, and all of the other planes that make up the today's classic and antiques divisions at one time or another made an appearance at the little strip. Like many of his contemporaries, Duane built rubber-powered model airplanes and dreamed of flying "for real" someday.

Duane finally got to go up in 1938, but not in one of the little flivers. When he went, he went big. His first flight was in a Ford Trimotor--the 747 of its day. He still has a photo of the plane.

"As a teenager, sometimes guys would ask me to ride with them. I never hesitated and remember my first spin in a Champ vividly. During college years (Marion Indiana), I flew with a friend who had an Aeronca Chief. He would let me fly from the right seat, and I can



The Ol' Master at work.

well-remember his favorite pastime--simulated forced landings. For some reason, I remember one landing (at the airport) in which our ground speed was less than a walking pace due to a strong wind.

After finishing college in Azusa, CA, Duane moved in 1954 to Georgia. In 1958, he began teaching in Gwinnett County at Bethesda Elementary School. His early course load was 6-8th grade general science, though he eventually taught high school band and chorus. He taught 30 years, finishing at Berkmar H.S., where he amassed 17 years in leading the choral classes!

"After teaching a unit on aerodynamics and demonstrating with an electric model I made (TriPacer), a student indicated to me an interest in building models. Lonny Franklin and I built models together until he began taking flying lessons. He got his solo license at 16 and as soon as he could, his private, commercial, instrument, and instructor ratings. While building time for his instructor rating, he used me to hone his teaching skills and thereby taught me to fly. My first solo was in a Piper Cherokee 140 at Gwinnett County Airport on June 19th, 1967. On September 7th, Aeronca Chief N420E was purchased, and on September 11th, 1970, I got my private ticket in it.

Duane flew the Chief for several years, often to visit distant (geographically speaking) relatives. Of course, his own family got to go up a lot. Tess, his wife, likes to fly to visit relatives. Tess really encourages Duane in his avocation and Chapter 690 has often benefited from this encouragement. Tess can be counted on to lend a helping hand at any and all chapter events. Their children, Kenny, Susan, Dennis, and Cindy all fly with Duane, though Cindy really enjoys it. Dennis' son, Matthew, got to accompany his grandparents to Oshkosh on a fantastic motor tour taken in Duane's other great machine--his beautifully restored, blazing red VW convertible.

"On October 28th, 1989, I began restoration on the Chief in Frank Wilcox's hangar.



Duane demonstrates a special technique to his grandson, Matthew: Proper tongue placement during clamping.

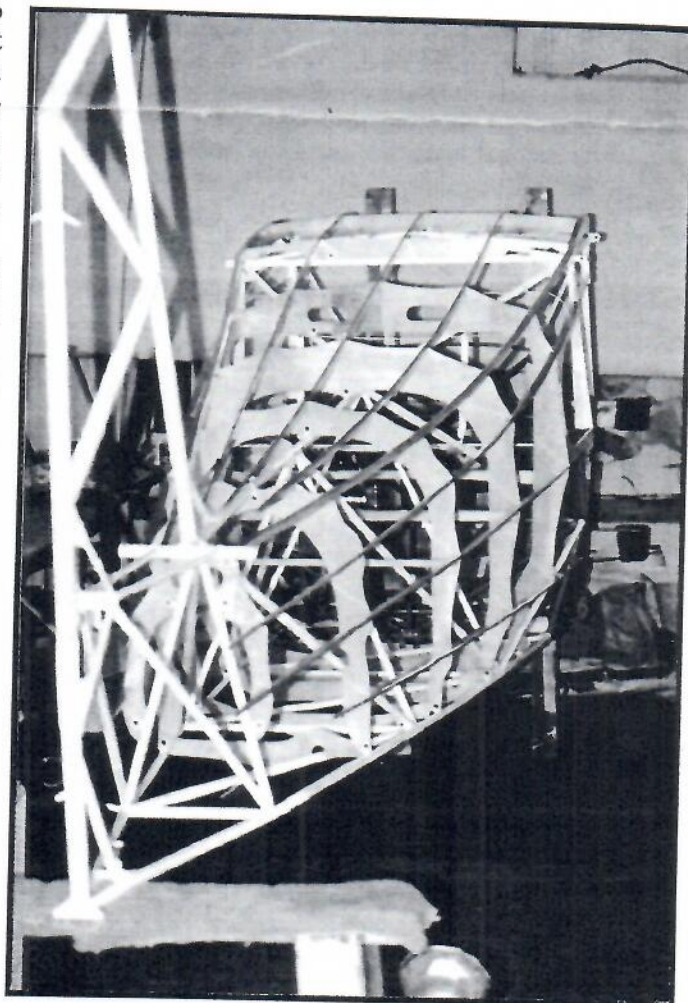
Many, many, many thanks, Frank and Margaret!! Everything has been

disassembled and renewed. The fuselage frame was sandblasted, repaired, and sprayed with epoxy primer followed by Imron paint. All wood forming was replaced. The horizontal stabilizer and elevators were discarded and new/used ones purchased and painted. The wings were disassembled entirely. The spars checked out well and were epoxy varnished. All metal parts were cleaned and either primed or zinc chromated. A new leading edge was fabricated from sheet stock aluminum.

"I am currently wrapping up the covering (is that an intentional pun, Duane?--Ed.). I'm using ceconite fabric and Randolph products throughout and plan to finish with butyrate dope.

"Overall, I am keeping the plane as original as possible, deviating from factory output only to increase the safety or longevity of parts (e.g., use of epoxy primers on all steel parts and zinc chromate on all aluminum)."

As this NavCom goes to press, Duane should be spraying the finish coats. Oshkosh. b'gosh, Duane?^{nc}



Charlie Sego

Charles Sego with Jeff Boatright

The second Chapter 690 member we highlight this month is Charlie Sego. Charlie is currently president of our chapter, but has been a member since its inception in 1980. He holds a private pilot certificate and as part of the Frick and Frack Aircraft Consortium, is building a Skylite.

When Charlie was a young teen, his dad bought an Aeronca Champ. Charlie flew around Florida (he grew up on Merrit Island) with him a lot, although he *always* got airsick! A few years later, after Charlie's dad had "graduated" to a Cessna 172, they were about 30 mins. out from home base when Charlie felt a heaving bout coming on. He demanded "Put it on the ground, Dad!" So, they landed at New Smyrna Beach, FL.

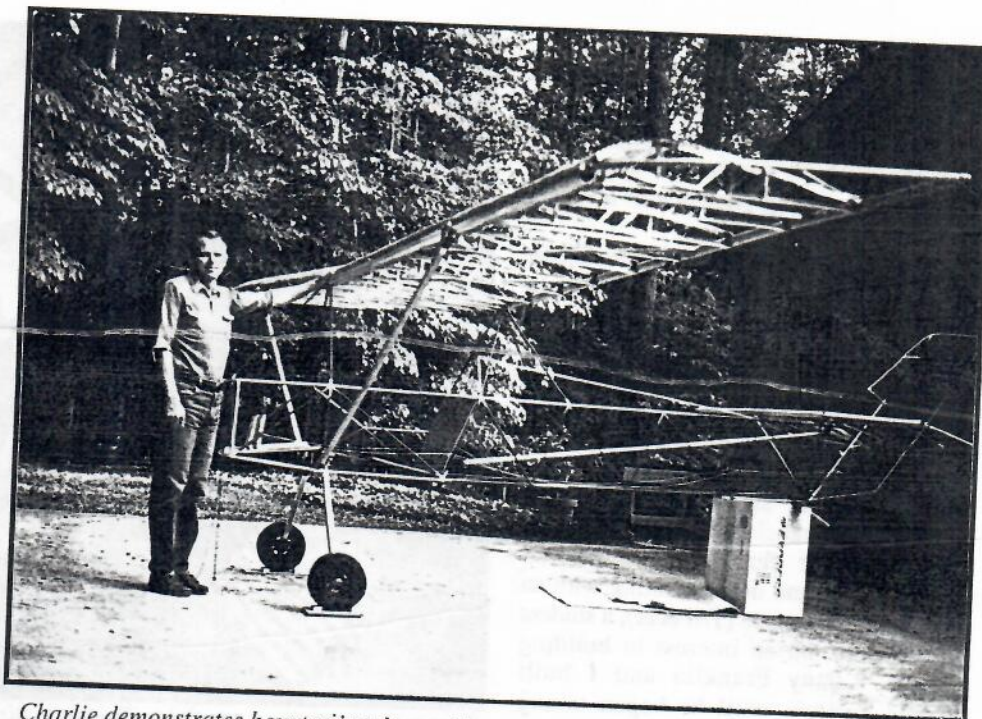
While recovering, he and his dad mentioned the recurrent airsickness to the FBO operator. He bet Charlie a first flight lesson that he could take Charlie up for one hour without Charlie getting sick. The bet was on. They strolled out the instructor's Piper Colt, and Charlie was told to get into the pilot's seat. After the instructor got in, they just sat there. Finally, the instructor said, "I'm not going to fly--you are!" He talked Charlie through taxi and take-off, and some aerial maneuvering. After an hour, the instructor said, "Hour's up--I win the bet!"

Charlie says it felt like only five minutes had passed. Piloting was such a different experience, and so much less sickening than

"passenger", that he came back to New Smyrna Beach airport that week and began lessons with the very same guy. He trained and received his license in his dad's 172. As his dad's flying tailed off at about this point, the 172 essential became Charlie's.

All this was about 1962, and Charlie

Pocketa-pocketa-pocketa-pocketa...



Charlie demonstrates how to rig wings without even looking!

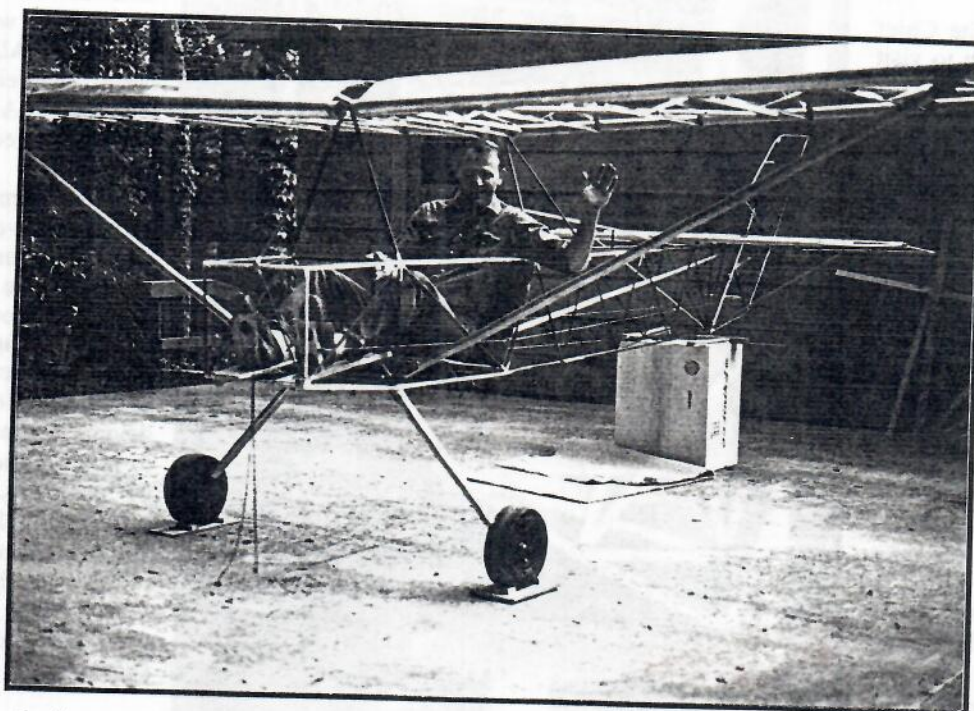
continued flying the 172 all over Florida and the coastal islands until about 1968, when they finally had the engine overhauled. Soon after this, Charlie flew to his brother's wedding. Departing the airport after the ceremony, smoke filled the cockpit and the instruments went crazy! Charlie then did what only the young and invincible get away with--he successfully completed a 180° turn back to airport following complete engine

failure on climb-out. It was either that or plow into the subdivision bordering the airport. Keeping the nose down and the speed up, he just made the threshold and a "fairly uneventful landing."

The mechanic who did the overhaul checked the engine and pronounced, "I don't see nuttin' wrong with that thar injine. Why don't you take it round the pattun one mer time to get it to smokin'..." They eventually discovered

that one of the brand new cylinder heads had a hole blown in it, precipitating an engine oil fire. They sold the Cessna 172.

There then followed years of rental aircraft until about 1983, when Charlie began flying ultralights, including Advanced Aviation's "King Cobra". After thoroughly investigating the company and their ship, he decided to buy one and become a dealer. This required taking a week course that included assembling and flying a Cobra.



Everything went well until taxi tests. As he was testing the ship in high-speed taxiing, one of the other class participants cut right in front of him. It was either hit the other ship or fly, so Charlie punched the throttle and pulled back on the stick. At about 400 feet AGL, to his immense relief, he realized that he had assembled a very sweet-flying little bird!

Charlie eventually went on to be a UL instructor. He kept his hand in certified flying by renting C-150s from Rob Mancinini at Gwinnett Airport. He has several hair-raising tales concerning equipment failure in those craft--but he won't let me print them!

In 1991 a bunch of bandits forced him to take the presidency of Chapter 690. During his tenure, the chapter has seen steady growth, a big change in our annual airfair, and of course, a move to improved meeting facilities at Briscoe Field.

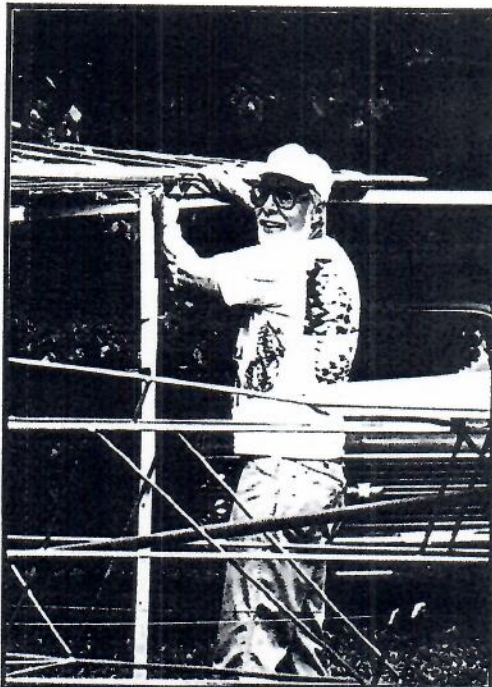
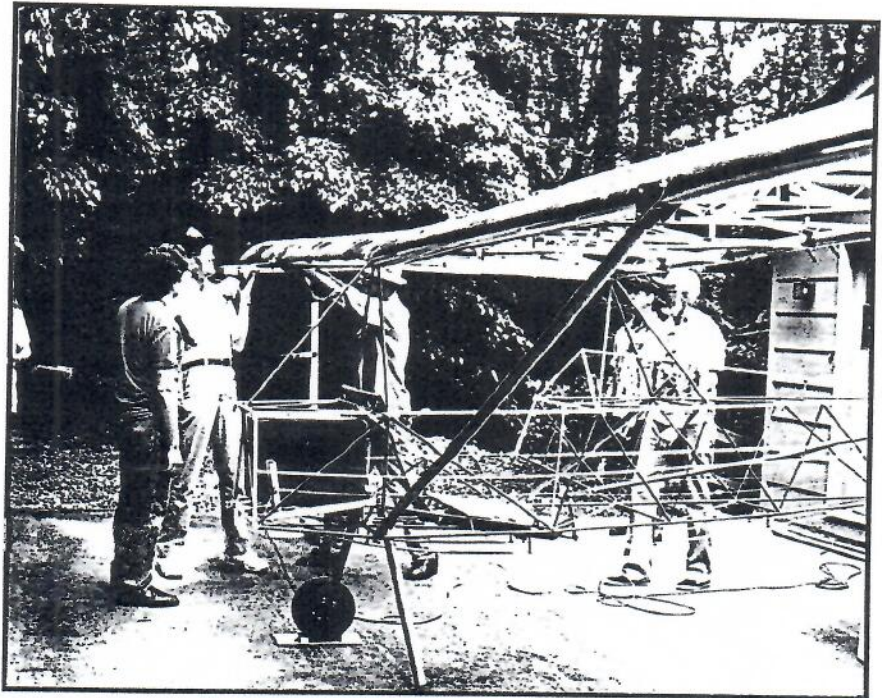
Another bandit, in the guise of Harold Stalcup, came along about this time and said, "Let's build a pair of airplanes." Charlie said fine, but which one? Harold told him that they were going to build the Skylite, about the only ultralight offered as a plans-only design. So, a few months later, two Skylites are

at the precover, final assembly stage. Harold plans to install a Rotax 447 and fly the plane as an ultralight. Charlie is opting for the 503, and plans to certify the plane as an experimental.

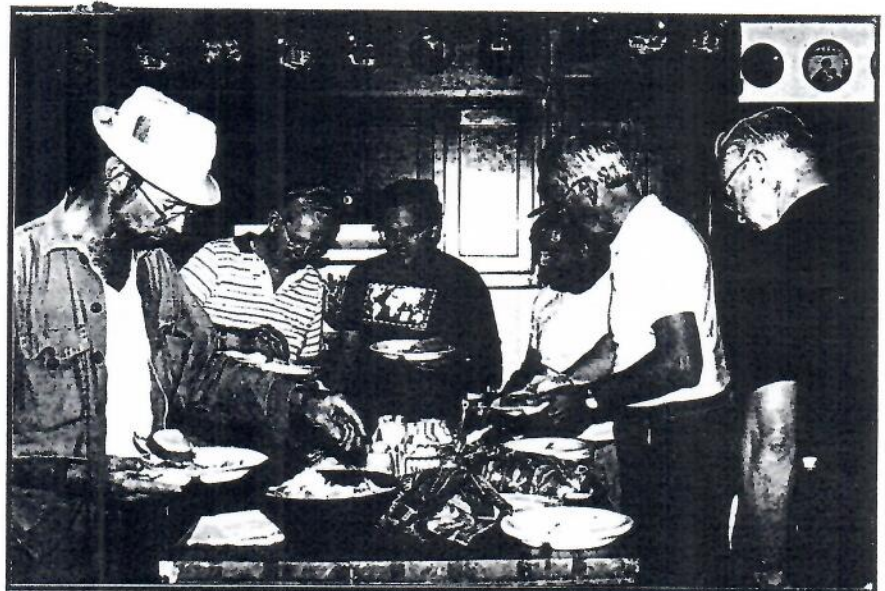
As a parting note. Charlie says that he's a big believer in continuing education for the pilot. About every three to four years, he goes through one of the county-sponsored ground school courses to remind him of some lesser-used but important points and to keep him abreast of new developments. He says that when you don't *have* to study it (for the exam), you actually learn stuff! ^{nc}

Frickin' Riggin' Day

Frick and Frack AeroConsortium recently hosted a Chapter 690 visit. The highlight of the event was the wing rigging of Harold's Skylite. With plenty of help in the shop, the wings were attached, aligned, and the struts fitted and cut. Meanwhile, with lots of help in the kitchen (Kristi Sego, Kay Stalcup, and Mary Ann Wilson), a big spread was put on for the weary riggers. Work was completed just before a good rain set in. A few weeks earlier, Harold and Reinhardt Kuntz helped Charlie with his rigging. The twin Skylites now await covering! ^{nc}



Frick (or Frack?) caught in the act.



THE BARON vs. THE MAJOR

How a Single Nieuport Might Have Changed History
by Wayne Whitaker

In late 1916 one of the best Allied fighter pilots fought a duel with a rising star of the German Army Air Force in one-on-one combat of the type that gave rise to the legends of World War I in the air.

British ace Lanoe Hawker was a miraculous pilot, the type who makes historians realize that in WWI, the men were much more magnificent than their flying machines. For example, in 1915 Hawker faced a disadvantage that all Allied pilots suffered at that time: there was no easy way to fire a forward-facing machine gun in a tractor (as opposed to pusher) aircraft. Hawker attempted to overcome this problem in June of 1915 by mounting a Lewis machine gun on a rigid bracket alongside the cockpit of his Bristol Scout. The gun, mounted to the pilot's left, pointed outward at just enough of an angle to allow the bullets to miss the arc of the propeller. With this unlikely device he shot down four aircraft, an amazing number at this early stage of the war, when very little air combat was taking place. His technique consisted of maneuvering close to his opponent, crabbing his Bristol so as to align his gun with the direction of flight, and aiming very, very carefully. Keep in mind that the Germans at that time (late 1915) were aggressively flying two-seaters equipped with machine guns in the rear cockpit, and you get an idea of the kind of guy Lanoe Hawker was.

Hawker's exploits won him a Distinguished Service Order, a Victoria Cross, and a much-deserved promotion including command of the 24th aero squadron. Major Hawker's squadron started out as a training unit, but in January of 1916 the 24th was re-equipped with DeHavilland D.H.2 fighters and ordered to France.

Like Hawker's angled gun bracket, the D.H.2 was an attempt by the British to find a way to fire a gun forward. As mentioned in the last article (June 1993 NavCom), the Germans had already solved this dilemma in the form of the Fokker Eindekker, and were harvesting aircraft at an alarming rate.

In 1915 Allied inventors were working on a synchronizing gear that would eventually allow them to fire a machine gun through a spinning propeller, just like the Germans. In the

meantime the D.H.2 and the Nieuport 11 offered a quick answer to the Eindekker problem. The Nieuport was the better solution. Honest, folks, no bias here: the Nieuport was simply a better design than the draggy D.H.2.

It's curious to note that the British tested a D.H.2 against a Nieuport 11 in February of 1916. The British declared the D.H.2 the winner, stating that it was faster and had a better rate of climb. Some historians feel the British may have cooked the numbers a bit, or perhaps matched a sickly Nieuport against a very healthy D.H.2.

Many pilots held opinions contrary to the official position that the D.H.2 was superior. For example, British ace James T.B. McCudden flew D.H.2's early in his impressive career. In a letter home he wrote that every pilot in his squadron envied the climb of the Nieuports flown by a neighboring unit.

And finally, while many British units flew the French Nieuport, not a single D.H.2 was ever flown by a son of France. 'Nuff said.

Those Limeys were a proud lot, and I suppose any Yank among us who has been tempted by a "Buy American" slogan can understand why the British might want to fight their war with equipment made at home, by their own countrymen. However, no excuse can explain why the Brits in charge kept supplying clearly obsolete aircraft to their own airmen for so long. Despite its successful beginning (it was more than a match for the Eindekker), the D.H.2 became despised later as more efficient German designs shot down DeHavillands, and similar planes, in shocking numbers.

Even when the D.H.2 was at its peak in early 1916, Hawker realized the pusher design was inherently less efficient than a tractor, but he felt that the clear field of fire and excellent visibility more than made up for the pusher's loss of performance.

For a while Hawker seemed to be right. The D.H.2, along with the Nieuport 11, regained air superiority for the Allies by the summer of 1916. Nieuport 11's were joined in combat, then gradually replaced, by the 16 and 17 models. But the D.H.2 was kept on unchanged. Even enemy reconnaissance two-seaters, propelled by powerful

Mercedes in-line engines, could outrun the D.H.2. And in 1916 the German Albatros firm was working on a smaller, single-seat fighter powered by the same six-cylinder engine that made even their bulky recon planes fast. The Albatros D-series, sleek biplanes with streamlined fuselages, would become a formidable opponent, capable of carrying two machine guns and flying nearly 50 percent faster than Allied two-seaters.

In the Fall of 1916 the Germans introduced the Albatros to the Western Front, forming Jagdstaffel 2 under the command of the redoubtable Oswald Boelke, a former Eindekker ace of international renown. German pilots had become cautious after the Allies bested the Eindekker, but by late 1916, emboldened by Boelke's example, the Kaiser's flyers fought with unaccustomed vigor. Within weeks after Boelke's squadron began operations, Germany achieved air superiority over the Western Front.

Oswald Boelke was never bested in aerial combat. He died in October of 1916 when a wingman collided with him as they attacked a British two-seater.

The fact that the Germans referred to Lanoe Hawker as "the English Boelke" is a sign of sincere respect.

Opposing Jagdstaffel 2 was Hawker's squadron 24. The Allies were surprised when the Germans regained their zeal for combat under the tutelage of Boelke, and they were overwhelmed by the onslaught of the Albatros. But Hawker and his men were typical of the English attitude throughout the war: they retained their aggressiveness no matter the odds or equipment, and seldom fled from a fight. Their fighting spirit was impeccable and their combat losses showed it.

Manfred von Richthofen, The Red Baron, began to accumulate his eventual tally of 80 victories while serving with Jagdstaffel 2, primarily by shooting down numerous obsolete British aircraft.

On November 23, 1916 Hawker and his squadron were on patrol when they spotted the Albatrosses of JG 2. One by one, as the British approached the lines, several of the DH's dropped from formation due to engine trouble (a common malady in those days). Finally only Hawker and one other Allied pilot

were left to face five enemy aircraft. Despite the odds against them, both numerical and technological, they attacked the German formation. The Albatros that Hawker dived on was piloted by von Richthofen. The two aces were soon enmeshed in aerial jousting. Starting at over 10,000 feet, they began circling one another using skidding, maximum-rate turns, each seeking an advantage over his opponent. Witnesses estimate the battle lasted over 20 minutes, an eternity for pilots facing the strain of combat in freezing open cockpits, in northern France in late fall. Gradually, losing a little altitude with each turn, they worked their way down to treetop level.

As von Richthofen and his adversary circled each other, he could look across the narrow distance between them and see Hawker in his D.H.2. At one point the cheeky Brit waved at his German opponent. Later von Richthofen wrote in his autobiography, "I was soon acutely aware that I was not dealing with a beginner."

Though Hawker was more experienced than the Baron, and the D.H.2 could out-turn the Albatros, still he faced two huge disadvantages: the overall, overwhelming superiority of the Albatros, and the prevailing westerly wind, which was carrying him further and further into enemy territory as the fight progressed. The D.H.2, like most WWI fighters, carried only enough fuel for about two hours of flight. Hawker knew he was running out of time. As

long as Hawker kept turning, the Albatros was unable to get a bead on him. But if he managed to get close to von Richthofen's tail, the German ace could simply pull up and "zoom," or climb rapidly, trading airspeed for altitude. The draggy D.H.2 would be left below, struggling upward, and von Richthofen could renew the attack, now with an altitude advantage.

When the fight had driven them both nearly to the ground, Hawker tried to break for home; it was either run, or land and surrender due to fuel exhaustion. But even dodging around trees and blasted farmhouses, there was no way his DeHavilland could outrun an Albatros. Von Richthofen followed, matching turn for turn, and awaited his opportunity as he closed the distance between them to point-blank range.

Richthofen aimed carefully and pulled the trigger. Both guns jammed. Hawker seemed certain to have a reprieve. But Richthofen managed to clear a jam in one of his two Spandaus, and again he narrowed the gap between them as they skimmed the ground.

When Hawker flew straight momentarily, the German fired a long burst. Hawker was mortally wounded. His DeHavilland dropped and flew into a stone wall.

Richthofen liked to collect souvenirs from the planes he shot down. He retrieved the nine-cylinder rotary from Hawker's machine and had it made into a 300-pound chandelier, complete with light bulbs in the cylinder heads. He hung it from chains in his bedroom back at the family estate. And he awarded himself a silver cup engraved with the date and number of his victory, as he did after every successful combat. The Baron went on to accrue 80 official victories before he was shot down. He only collected sixty victory cups, however, since Germany ran out of silver (and practically everything else) before the end of the war.

Like his mentor Boelke, Richthofen was not fated to be shot down by an Allied fighter pilot. Instead, he made an uncharacteristic error, known as target fixation these days, which caused him to chase his intended prey too far over enemy lines. In April of 1918 he was killed by ground fire while flying very low.

Hawker's engine, the sixty silver victory cups, and the rest of von Richthofen's collection of macabre trophies were looted by Russian troops when they overran eastern Germany 30 years later, at the end of WWII. These artifacts have never been seen again, though hopeful historians speculate they may be stored in some forgotten warehouse in Russia.

History is full of cases of "What If?" In this case, What If Hawker had been flying a better airplane? Like, maybe, a Nieuport. Just think, if the 24th Squadron had been so equipped, we might never have heard of the "Red Baron." Though he was already an ace, von Richthofen wasn't yet the legend he would become; at that time there was not a spot of red on his Albatros. However, even against Hawker and a Nieuport, von Richthofen would probably have survived (if not triumphed). Though it was superior to the unfortunate DeHavilland, even the Nieuport was not the equal of the Albatros.

Sadly, for many months the pilots of the 24th and 32nd squadrons were forced to fight on with the obsolete D.H.2, even as faster and more maneuverable variants of the Albatros took a greater and greater toll of Allied airmen. As pointed out in our last episode, not until the arrival of better types such as the Camel and the SE5a in the summer of 1917 did the Allies regain the upper hand in the air war.

In July of 1917 squadrons 24 and 32 were finally re-equipped. They swapped their D.H.2's for the DeHavilland D.H.5, a tractor-engined biplane with back-staggered wings and a single synchronized gun. Tragically, the 5 wasn't much of an improvement over the 2. In fact the D.H.5 was such a poor fighter that it was used primarily in a ground attack role, and was withdrawn from service after less than eight months at the front.^{N_C}

Chapter News and News of the World

Gossip Column

Bill and Theresa Coleman have a new kitplane in the hanger. Dr Lynn Zahner will be the AI for this project. NIBABY will reach completion sometime after Christmas. The paint scheme of pink or blue is yet to be determined. I guess this puts the Velocity on hold a couple of more years.....^{N_C}

Henry Warner Continues to Recover; Appreciates Chapter Support

Frank and Margaret Wilcox and Jeff Boatright

The good news from Pittsburgh is that Henry Warner and his new kidney are learning to get along well together. He is now making significant progress in his recovery from a kidney transplant at

Presbyterian University Hospital. The success of the operation was shaky for the first few days, but the tests show that there has been much improvement. Henry credits the support of Chapter 690 members with keeping his spirits up when the going was rough.

"Without 690's help and encouragement, I think I would have given up."

Having Janet by his side was the other part of the support he needed. Henry has now left the hospital and is staying in a hospice so that he can be near for further treatment and tests. He is up and about, walking several blocks per day. His appetite finally returned and he's on the verge of gaining a little weight back that he lost due to surgery. John Popps and John Henderson plan to fly up Friday, July 1st to bring him back down to Atlanta. Henry wants everyone to know that the cards, letters, and phone calls from Chapter members greatly helped his recovery. Good luck Henry, and hope to see you at the July meeting!!^{Nc}

Minutes of the June Meeting

The June 11, 1993 meeting of EAA Chapter 690 was called to order by President Charles Sego at 8:00 P.M., followed by the introduction of members and guests. Forty-seven were in attendance, of whom many were visitors. Mr. Franklin Augustus representing Georgia Tech and the Progress Atlanta project was present. Franklin, the owner of a Pitts S2B hangared at Lawrenceville, explained that Progress Atlanta was designed to encourage minority students to become involved in aviation. Franklin offered a drawing for a ride in the Pitts.

Sheryl Black reported that the General Fund had \$xx.58 and the Building Fund had \$xx.04 for a total in the treasury of \$xx.62. Payment for the Chapter working the concessions at the Lawrenceville Airshow will be made to the Chapter. The amount of the payment had not been disclosed as of the meeting.

The airshow was a success, based upon comments and the number of potential new Chapter members showing interest at the Chapter table.

Ben Jeffrey donated two video tapes on soaring to the Chapter.

Steve Ashby updated the group on the Air Fair progress. Ken and Sheryl updated the group on the status of Henry Warner after his transplant surgery. Steve Ashby was putting together a "care package" to send to him to speed his recovery.

Saturday, June 12th is scheduled to be the next Young Eagle Day. Sixty-nine kids and seven airplanes are scheduled to fly in some combination at Lawrenceville. The first meeting of the newly formed Air Explorer Post sponsored by Chapter 690 was scheduled to be held that same Saturday.

An invitation was extended to the Chapter to attend Chapter 1025's (Stone Mountain) meeting on June 18th. The guest speaker for their first official meeting will be Mr. Ben Epps.

The program for the evening was an aircraft fabric covering seminar presented by Harold Stalcup and Duane Huff.

Ben Jeffrey is to be thanked for recording the June minutes in the absence of the secretary.

Respectfully submitted,
Joel M. Levine, Secretary^{Nc}

Membership Notes

by Duane Huff

Chapter 690 continues to add members to our ranks. In May, David Rowe and Lyle Kinnett joined. David has a Long E-Z project and Lyle is getting piloted (student pilot) and looking at a Cessna 150 for purchase.

At the June meeting, as a result of the contacts made at the Gwinnett Co. Air Show and a follow-up letter, we had eight first-time people, four of whom paid dues and became members. They are: Steven Dunahoo, Alan Langford, George Maier, and Chuck Warthen. Steven has a 1973 C-172 and an RV-6A project. N12200 (his C-172) carried several loads of Young Eagles at the last rally. Steve has offered to do printing for the chapter. George has skills in woodworking and vibration analysis. His project is a Christavia. Alan's hobby is ham radio and he has an RV-6 project in the offing. Alan also volunteered to do some printing for the chapter. Chuck is a heavy equipment operator and enjoys RC aircraft as a hobby. A big 690 "WELCOME!" to all of our new members.

Our membership roll is now 56 and includes 10 new members and on recent renewal.^{Nc}

Sheryl the Contact

Chapter Treasurer Sheryl Black is acting as a phone contact for chapter members and friends who either have a free seat in their plane on the trip to Oshkosh, or are going and need to fill some seats on their planes. If you need a ride to OSHKOSH or have room for someone in your plane, please call Sheryl at 979-4233 and leave a message.^{Nc}

An EAA Complex at Briscoe Field?

We have confirmed, serious interest from individuals in Chapter 690 who want to build their own hangars next to the proposed Chapter 690 Hangar/Clubhouse. If you are interested in something like this, contact Charlie Sego (923-9549) and he will try to negotiate a single contract with the county that results in a savings on the individual lots.^{Nc}

Young Eagles Rally Banner

Frank and Margaret Wilcox

The Young Eagles Flying Rallies for Chapter 690 are now announced with a very colorful and durable 3 ft. by 8 ft. banner. Our resident Chapter 690 computer graphics expert, Richard Robison, produced this masterpiece in record time. Richard is associated with a new company, Infographix Technologies, Inc., that specializes in computer-generated color graphics that rival, and may even surpass, photographic processes. The banner includes the colored logos of the Young Eagles program and the EAA Foundation enlarged from a program brochure. Richard said that only 12 minutes were required to produce the banner once the data was given to the machine. Aren't computers wonderful? Chapter 690 thanks Richard and his company for this generous donation to our successful and ongoing program for giving kids their first airplane ride.^{Nc}

Save DUAT!!

If you like your DUAT free, or if you think that changing DUAT to a 900 service is a stupid way to nickel and dime general aviation to death (literally), then call 1-800-FAA-SURE. Give 'em a piece of your mind.^{Nc}

Chapter 690 as an Explorer Post

Mike North has volunteered to act as a representative to Boy Scouts of America in developing an Aviation Explorer Post at Gwinnett County Airport. The first meeting of the Post was on June 12 and was heavily attended and some of the Scouts got to go flying. The exact role of Chapter 690 as a Post will be determined by the membership.^{Nc}

Calendar of Events

July 2-4 - Gainesville, GA - 25th Annual Cracker Fly-In. 889-1486.

July 7 to 11 - Greenwood, MS - T-6 Fly-In and formation forum. Vernon Ricks 601/453-5646.

July 9 - Gwinnett Co. Airport Admin. Bldg. - EAA Chapter 690 July meeting. Program unknown.

July 10 - Home of Greg Jannakos - Engine rebuilding seminar. How to tear down, inspect, and reassemble an aircraft engine. 10:00 AM til noon. 296-0937.

July 10 - Monticello/Wayne Co. Airport (EKQ), Monticello, KY - 1st Annual Open House/Fly-In. N36-51.32; W084-

Monthly Fly-Ins

(With thanks to Tom Crowder of EAA 268 - Marietta)

Winchester, Tn	Breakfast	1 st Saturday	(615) 967-0143
Rome, Ga	Breakfast	2 nd Saturday	(404) 234-7419
McMinnville Tn	Breakfast	2 nd Saturday	(615) 668-4806
Collegedale, Tn	Breakfast	3 rd Saturday	(615) 236-4340
Peach St. Arpt.	Hangar Huddle	3 rd Saturday	(404) 227-8282
Guntersville, Al	EAA Fly-In	4 th Sunday	(205) 586-1580
South Carolina Breakfast Club every other week.			
Gerald Bullard (404) 724-2651 or (803) 663-9900			

51.37. Fly-In breakfast, lunch, and dinner. 606/348-7700.

July 17 to 18 - Edenton, NC - Airshow and Fly-In - Don Fenner 919/482-8862.

July 24-25 - Beaufort Co. Airport (73J) - First Annual Frogmore Fly-In (803) 525-1801.

July 29 to August 4 - Oshkosh WI.
Oct. 9 - Gwinnett County Airport - Chapter 690 Biplane Fall Classic. Be there!^Nc

EAA CHAPTER 690 BOOKS AND VIDEOS

Custodian:Barney Barnes (404)-923-7896

Video and book loans are free to Chapter 690 members.

(Note: Films out of sequence denote either repeats or members of series)

1-3. EAA basic woodworking, welding, composites.

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

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 Jeppeson 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

27-29. EAA Oshkosh 87-89

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- 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.Vol 3 (2 tapes) Your first solo*

45.Vol 5 (2 tapes) -Your dual x- country*

71. Vol 6 (2 tapes) -Your solo x-country*

74.Vol.7(2 tapes)Your Private Pilot Test*

46. C'mon geese*

47. Arrl new world of amateur radio

48. Tactical technology -an 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.

Chapter Tools

The following are Chapter-owned items. The use of tools is free to chapter members. The materials are not free, but are inexpensive. John Henderson (449-1946) is keeper of the tools.

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

Magneto timing light & lock, Bendix

Coaxial cable (antenna)

Wire--20 & 22 g. (light and radio)

Tube flaring set

Rivet removal tool kit

Cleco kit (pliers, clamps, clips)

Right-angle drill kit - screw-type bits

360° rivet puller

Starter wire

Rivnut puller kit^Nc

About the EAA...

The **Experimental Aircraft Association** was founded in 1953, with early meetings of a few stalwarts in the home of the founder, past President, and present Chairman, Paul Poberezny. From modest beginnings the movement has expanded to hundreds of thousands of members. The annual EAA convention in Oshkosh, WI hosts more than 800,000 people per year and is the premier aviation event in the world. Today, the EAA is headed by Tom Poberezny and exists to promote the world of amateur-built aircraft and sport aviation in general. EAA provides many services to its membership, from technical know-how to representation of membership concerns to federal entities. Membership is open to anyone who shares the interests of the association. Annual dues are \$35.00 per twelve month period of which \$20.00 is for a subscription to Sport Aviation. To join, see our Treasurer, Sheryl Black (979-4233) or write EAA Aviation Center, POB 3086, Oshkosh, WI 54903.

About the NAV-COM...

The **NAV-COM** is the monthly newsletter of EAA Chapter 690. It comes free with the dues, and you get what you pay for. (Like sentences ending in prepositions). NAV-COM is for EAA members only. It is a compilation of ideas, opinions, and data from several sources. In presenting it, the Chapter and EAA HQ by no means recommend or sanction the stuff. In other words and for example, we are not responsible if you bust your keester at an event we list in the calendar. **Contributions are always welcomed**, whether they are facts, opinions, or exaggerations. I will gently edit for grammar and curse words, but what you send in is generally what I send out. Magnetic media is appreciated. Send your pearls of wisdom to: Jeff Boatright, 2293 Sanford Road, Decatur, GA 30033. Special Thanks to Wayne Whitaker, Joel Levine, and Alan Langford.

About Chapter 690...

The EAA is made up of hundreds of chapters world-wide. The local chapter for Dekalb and Gwinnett counties and vicinity (i.e., anyone else who wants IN) is **Chapter 690**. We're a raucous group with several projects, both restoration and amateur-built, in progress. Annual dues are \$48.00. See Sheryl Black, the Treasurer (979-4233) to sign up. You'll also need to join EAA National (see above). Membership is open to anyone, though we especially like people who drive and write for the NavCom. **Our meetings are every second Friday of the month, 8:00 pm, at Gwinnett Co. Airport Administration Building.** In addition to the meetings, which often consist of excellent guest speakers from across the aviation world, the Chapter holds many functions, including workshops, fly-ins and -outs, and social gatherings.

Our officers and other luckless people are:

President: Charlie Sego - 923-9549
Vice-President: John Goodman - 972-2405
Secretary: Joel Levine - 394-5466
Treasurer: Sheryl Black - 979-4233

Videos and Books: Barney Barnes - 923-7896
Tools and Materials: John Henderson - 449-1946
Chapter Historian: LeRoy Stoutenburg - 981-6041

Technical Counselors:

Frank Wilcox - 978-2403
Jim Clarkson - 934-8971
Building Committee:
Chairman: Frank Wilcox - 978-2403

The NAV-COM

Newsletter of EAA Chapter 690
Editor: Jeff Boatright
2293 Sanford Road
Decatur, GA 30033



Chapter Notes:

July meeting, 8 PM, 9 July. Gwinnett Co. Airport Administration Building.

Engine Rebuilding Workshop - 10:00 AM, Greg Jannakos' home.