

# CHAPTER 690

# NAVCOM

February 1995

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## Opportunities Galore!

Responsibilities?! Responsibilities?! We don't need no steenkin' responsibilities...

### EAA B-17 Flying Fortress Visit

Chapter 690 is really rolling along, depending on where you stand, either like a bone-crunching juggernaut or like a well-oiled machine. With the ground-breaking ceremony for the new Chapter House, we finally move into the first concrete (pun intended) phase of making a permanent home for the chapter. For most chapters (indeed, most organizations), the establishment of a home base is enough work/fun for a year. But not for 690!!

If work goes according to plans, just about the time the Chapter House is built, we will host the EAA B-17 Flying Fortress. This is good because 1) it will be fun, and 2) it provides the opportunity to make a lot of money! We get the Fort for a long weekend, Friday, May 12 to Sunday, May 14. We are very lucky to get the Fort over a weekend as it will be easier to plan activities around its visit. Currently, we plan to hold an "old-fashioned" Fly-In replete with pancake breakfasts and burger lunches both days. There will be B-17 tours, and of course the opportunity to fly left-seat!! Additionally, if there is interest, we would like to put on a retro evening: a night of nostalgia with a dinner and dance. We have a few connections with 40s swing bands in the metro area, so this could be a reality. In fact, it may be one of the classier events 690 has ever hosted.

Now, all this is new to us. So guess what? This is a GREAT opportunity for new members to lead. The few ideas listed above just scratch the surface of what we could do with the Fort visit. PLEASE, do not be hampered by shyness or a reluctance to get involved. I was quite reluctant to make any

commitment to this chapter before I became newsletter editor. After three national awards, I can't even remember why. With this group of people, truly, the more you give, the more you get! I'm so jazzed about the possibilities for this special weekend, I may just take up ballroom dancing again (cringe...)

If you'd like to get in on the fun David Posey is acting as straw-boss. He has some ideas and their implementation in hand, but is open to any scheme you offer! Call him at 442-0988. Right now, we need help with advertising, concessions, dance plans, airplane projects, and other roles associated with a quality fly-in. Don't wait to be asked! Jump in! Really, you can't beat this deal if you've been looking to get involved in the chapter.

### Balloon Championships

Next on the agenda we have the U.S. Hot Air Balloon Team Championship June 9-18 at Gwinnett County Airport (see side bar). It is unclear what role Chapter 690 can play in this event. About 500.00 people are expected to attend! That is a lot of hungry mouths to be fed (with pancakes) and bodies to be fitted (with Chapter t-shirts). We may try to get the breakfast concession and also set up a booth for Chapter and EAA items and membership drives. Also, as the Chapter House will be newly-built, we may lease space to the Gwinnett Convention and Visitors Bureau, the hosts of the event. If you have ANY ideas about how we can profit in either fun or money from the Championships, don't wait on us! Move with your thoughts. Call Duane Huff (921-4423) for more information.

*Continues on pages 3, "Opportunities" —>*



# The Building Column

—Frank Wilcox

To the right is the official name of EAA Chapter 690 as registered with the Georgia Secretary of State. The address, **how appropriate**, is the location of the chapter building at Briscoe Field and is now officially on the Gwinnett County record. Please do not direct mail to this address since we don't have a building or a mailbox!!

We had been assured that final approval of the land lease by the Gwinnett County Commission would be a routine matter—it wasn't. The chapter name that was on the lease was not our registered name with the State of Georgia. This resulted in the return, correction, and resubmittal of the lease. This also required correcting and resigning of the seven subleases by the individual hanger owners. Thanks to Steve Ashby, now all the i's have been dotted and the t's crossed and hopefully we can move on.

Submittal of the required building permits has likewise not gone as well as planned. The needed foundation drawings and building certification letter supplied by the building contractor was delayed by nearly two weeks. Obtaining

**Gwinnett Experimental Aircraft Association  
Chapter 690, Inc.  
690 Airport Road  
Lawrenceville, GA 30245**

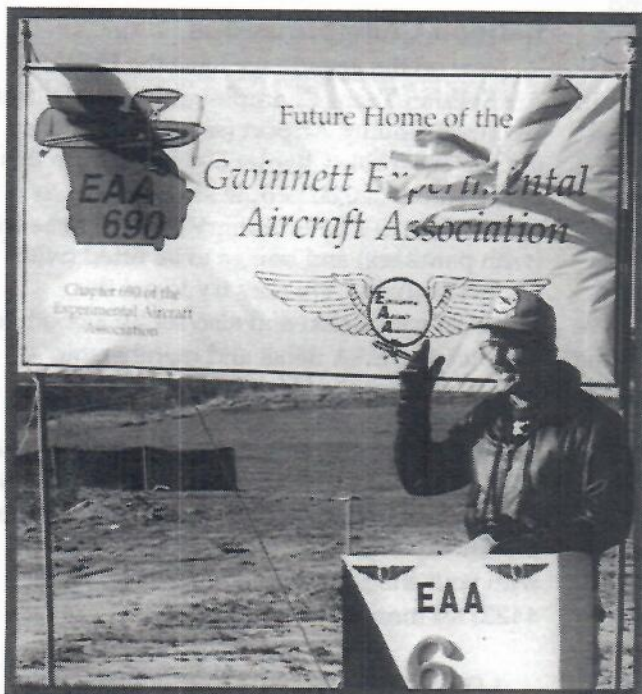
the sign-off of the site and utility installation drawing was also delayed. Submittal of all this documentation is now planned for Tuesday February 7, 1995.

A problem that recently surfaced is the slope of the land. The area on which the four buildings nearest the

runway (south) are to be built drops nearly 4 feet in the 220 foot ramp frontage. This is too severe for the contractor to simply "finish grade" for the hanger pads. This also presents a transition problem for aircraft movement from the sloped ramp to the level hanger floor. Charlie Patterson is investigating several solutions to this problem. An engineering survey arranged by Sue Kulik has been completed to provide accurate data upon which these investigations can be made. Fortunately the area on which the other four hangers will be built

slopes so little that it presents no construction problems. This slope variation problem, although serious, will not impact the continuation of the remainder of the construction program. The location of the four buildings affected may need to be adjusted some to provide a favorable transition from the ramp to the hanger floor.

Whoever said this building project was going to be easy? But no pain, no gain and we will move ahead.



**The Ground-Breaking Ceremonies** for our Chapter House on January 21 was well attended despite the cold weather and high winds.

**Left:** Steve Ashby, Frank Wilcox, and others made hasty speeches, and **(Above)** with the gale nearly ripping the sign out of the ground, about thirty Chapter 690 members along with several Gwinnett Airport and County officials broke ground with specially prepared shovels. We all then high-tailed it back to the admin building to celebrate with coffee and cake.



## Help with the NavCom

I am finding it increasingly difficult to manage my responsibilities as Chapter Newsletter Editor and Co-Publisher. I need help. I have received many contributions over the years, and I maintain that those contributions are the single most important factor in our newsletter being nationally recognized three times. However, the time and effort it takes to gather materials and information, write the several articles I usually contribute, edit contributions from others (the true job of an editor), complete page layout, photocopy (usually with the help of Alan Langford), fold, staple, label, stamp, and mail the final copies is simply getting to be too much. The roots of this crisis are actually great problems to have. First, the chapter is growing fantastically and our membership is dynamic (lots to report). Second, the quality of the current newsletter is such that I think it contributes to the overall quality of the chapter. It should grow with the chapter. Third, my day job is getting more "interesting."

Two paths emerge before you and me. One is of gradual decay ending with a dull, unread and unreadable newsletter. This is OK if we as a chapter determine that the newsletter isn't very important. The other path is full of opportunities. For some time I have felt that this newsletter was veering dangerously close to vanity press (e.g., "The Jeff Boatright Newsletter" rather than "Chapter 690 NavCom.") That is going to change (must change) for the NavCom to continue at least at its current level. Hopefully, the changes I'll outline will actually increase its value to the membership.

First, I need features writers. I have at least three member/project profiles lined up and I have no time to conduct the interviews. This is a pretty fun job. You'd get to meet folks you possibly did not know well and talk about their projects and their other attachments to aviation. If the member's project is completed, you probably can bum a ride in an interesting airplane! The pieces need not be limited to profiles, though. Any interesting item that comes along will need a reporter to hop on it. If you're not sure of your abilities due to lack of experience, I could walk you through the first story. This really is a fun activity and usually enlightening.

Second, I need help with the calendar. You wouldn't think it,

but gathering those events and dates from magazines and other sources takes time; time I no longer have. This is a fairly easy job, and one that will keep you informed of the aviation scene in the Southeast.

Finally, I need production help. Getting the masters to the copy center (usually Alan Langford's place) and back is a problem since I have no car. Collating, folding, labeling, stamping, and taping takes a lot of time. This is grunt labor. Alone, it takes me almost an entire evening. When I've had help, it takes no time at all. So, I need at least two people willing to spend about an hour a month in my front room helping with this.

All of this extra input will require organization on my part. Deadlines will have to be set so that as the efforts of one transform into the efforts of several, the work is efficient and coordinated. I'm ready, how about you?



## Up, up, and away!

The U.S. Hot Air Balloon Team Championship meets are coming to Gwinnett County. Organizers of the events chose the area over 91 other sites for the 1995, 1996 and 1997 events, which are expected to draw 33 teams of world-class competitors.

The first championship will be held June 9-18, when the weather is expected to be dry with little wind, according to 100 years of weather data.

The event will be managed by Gwinnett Festivals, a non-profit subsidiary of the Gwinnett Convention and Visitors Bureau. About 500,000 are expected to attend each event. The championships will be the first team balloon competition ever held in the United States and will easily be the largest single sporting event in Atlanta.

The championships will kick off with a blimp race from Atlanta's Olympic Stadium to the Gwinnett County airport, where the competition will take place.

## FROM MY POINT OF VIEW.....ICE

By Jim Estes, President

I know we should be thinking about ice almost the entire year, but unfortunately it is more likely a subject for conversation during the winter months. So, how about a quick quiz?

What would be your definition of:

1. IMPACT ICE

2. FUEL ICE

3. THROTTLE ICE

Answers at top of  
next page —>



## Answers to....ICE

**Impact ice** is formed by the impact of moist air at temperatures between 15 F and 32 F on air scoops, throttle plates, heat valves, etc. This icing usually forms when visible moisture such as rain, snow, sleet, or clouds are present. Most rapid accumulation can be anticipated at 25 F.

**Fuel ice** forms at and downstream from the point that fuel is introduced when the moisture content of the air freezes as a result of the cooling caused by vaporization. It generally occurs between 40 F and 80 F, but may occur at even higher temperatures. It can occur whenever the relative humidity is more than 50%.

**Throttle ice** forms at or near a partly closed throttle valve.

The water vapor in the induction air condenses and freezes due to the venturi effect cooling as the air passes the throttle valve. Since the temperature drop is usually around 5 F, the best temperatures for forming throttle ice would be 32 F to 37 F although a combination of fuel and throttles could occur at higher ambient temperatures.

In general, carburetor ice will form in temperatures between 32 F and 80 F when the relative humidity is 50 % or more. If moisture is present, it will form at temperatures between 15 F and 32 F.

The above information was taken from TIPS ON WINTER FLYING, FAA publication # FAA-P8740-24.

## Chapter Calendar

**Feb. 10, 8 pm - Chapter meeting, Gwinnett Co. Airport Admin. Bldg. Steve Ashby tells us about his Queezy Rider experience in AERIAL COMBAT!!**

**Feb. 25-26 - Alexander Workshop, Nashville, TN. 800/831-2949**

**April 9-15 SNF at Lakeland, FL**

**May 12-14 - EAA B-17 Flying Fortress hosted by Chapter 690!**

**June 9-18 - Balloon Championship at LZU!!**

## New Dues Structure

Chapter membership fees for 1995 are due as of Jan. 1. Our members voted to implement \$30/year dues, and new this year, to recognize and encourage family support and participation, a \$10/year spouse membership. National EAA membership is required. Please bring your dues to the meeting or mail a check (payable to Gwinnett EAA Chapter 690) to: Lnor Levine, 1340 Nerine Circle, Dunwoody, GA 30338.

Also, ALL members please complete the enclosed member profile. A new directory with photos is in preparation.

Lnor & Joel Levine  
1340 Nerine Circle  
Dunwoody, GA 30338



*Halfway to Heaven*  
Diamonds and Rubies and Silver and Gold  
I don't know why, but they leave me cold.  
If you would win me (I know that you're trying)  
Don't buy me bangles, just take me flying.  
Don't waste your money on twinkles and flowers,  
I'd rather be high in the sky building hours.  
The night sky is studded with sparkling things,  
I'd rather buy me wings, I'd rather have wings.  
There's no need to search for a fabulous present,  
Just top off my tanks—we'll be halfway to Heaven.  
Lynne Schaner

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