



MARCH 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

Alan Armstrong to Talk on Legal Strategies for General Aviation Pilots

By John Reitz

What happens when you are involved in an enforcement action by the FAA? Come to our meeting and program on March 10th and Alan Armstrong, an aviation lawyer, will discuss strategies and techniques to avoid being the target of an FAA enforcement action. The talk will include a brief discussion of typical scenarios that get pilots in trouble. He will also discuss the legal procedures a pilot may pursue in appealing to the National Transportation Safety Board in the event the FAA contends that the pilot is guilty of an infraction of the Federal Aviation Regulations.

Alan has practiced law in Georgia for twenty-nine years. A substantial number of his clients are pilots. Alan represents pilots who are members of the National Pilots Association, the union which represents the Air Tran pilots. Much of his work involves defending pilots involved in enforcement litigation initiated by the Federal Aviation Administration. He has written approximately one hundred articles published in legal periodicals and aviation publications relating to aviation law and is a contributing editor to the Lawyer-Pilots Bar Association Journal and recently published a paper in the American Bar Association publication *Air & Space Lawyer*.



A commercial pilot and flight instructor, Alan flies a Beech Bonanza and also a North American SNJ-4 modified to appear as a Nakajima B5N2 "Kate" torpedo bomber. You may remember Alan's breakfast program on the "Kate" he presented to us a year ago.

Join your fellow members at Valentino's for dinner at 6PM and then for hangar talk at 7:30. Our business meeting will start at 8 P.M. We'll break for refreshments at 8:30 P.M. and the speaker will start at about 8:45 P.M.

Coming on Saturday, March 18th – Annual Chili Cook-Off

The annual Chapter 690 CHILI COOK-OFF will be held on Saturday, March 18th at the Chapter Building. All members and friends of the chapter and their families are invited to participate. Dinner will be served at 5 P.M.

What is a Chili Cook-off? Those who enjoy a cooking challenge and wish to compete in the contest will bring their favorite recipe of chili to be judged by a select group of judges and then devoured by all of us who are the real judges.

The chili will be judged in several categories: Antique (that old family recipe), Warbird (the hottest), Homebuilt (unusual ingredients and taste), Classic (best over-all) and Ultra-light (the one for the lighter taste). If making chili is not your thing, bring a salad or dessert to share. Drinks, condiments and table service will be provided. Please bring the chili to the Chapter Building no later than 4:30 to be eligible for the contest.

Starting at 2 P.M. there will be Friendship Flights for those members who do not have an airplane but would welcome a ride. Members with planes will be available to provide the piloting - weather permitting.

The chili cook-off is a long standing tradition for Chapter 690 and provides fellowship, food and fun for all the family.



Chapter 690 Scenes



◀ February Pancake Breakfast attendees enjoy hangar flying as well as the good food.

The audience included a large group of Juniors and Seniors from the Fernbank Science Center. ▶



Dr. Eng. Andre R. Teissier-duCros presentation was on *"The coming of Aero Diesel Engines and the consequences for experimental aircraft and small private planes owners."*



◀ Pauline Mallary, guest speaker at the February meeting, with some of her Air Racing memorabilia.

Chapter VP John Reitz and President Debi Huffman present a Chapter mug to Pauline as a token of appreciation for her presentation. ▶



▲ Dave Brown of Garmin International was the speaker at the Safety Seminar.



▲ The attendees were an attentive audience at the February FAA Wings Safety Program Seminar.



▲ During a refreshment break, Dave Brown answered questions about navigation with GPS satellites.

A Thank You Note

On behalf of IAC Chapter 3, I would like to express our thanks for making the EAA-690 hangar available for our Aerobatic Judging school this past weekend. We had 21 prospective judges that attended both Sat-Sun, and 6 judges attended Sunday only for their recurrency.

With close to 30 people, the EAA-690 hangar provided plenty of room as well as other amenities that a group that size requires. We did our best to leave the hangar as we found it, and I hope we were successful at that. Please express our appreciation to the entire EAA-690 Chapter, of which I am proud to be a member.

Steve Haslup
IAC-3 Vice President



Aerobatic Judging School Participants.

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_l@bellsouth.net.

Deadline for submissions is the 20th of each month, unless otherwise announced. The deadline for the April 2006 NavCom is Monday, March 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



Reminder: If you haven't already, please send your photos to Lnor for our directory.

Congratulations to all of you who participated in the February events. The pancake breakfast and program, "Diesel – Aircraft Power for the Future or The Coming of Aero Diesel Engines and the Consequences for Experimental and Private Aircraft" were excellent! The Fernbank students are still talking about biodiesel and the possibility of using it in their *aircraft* in the future! AND, compliments to the EAA 690 Breakfast Chefs! The kids LOVED the breakfast! If you missed Pauline Mallary at our Friday night meeting, you missed a real treat. Pauline shared so many of her air racing stories. What an adventurous aviation life she has led! If you didn't get one of her books, and would like one, let me know and I'll contact her. When her inventory is gone, she won't be ordering more. This would be a great gift for that future aviatrix in your life!

Be sure to set aside March 4 to experience more aviation adventure. Ron Lowery as will share his version of "the greatest American adventure," where he and his wife, Sue retrace the journey of Lewis and Clark aviator style! Breakfast will be waitin' for ya! Friday night, March 10, Alan Armstrong, author of "Flight Watch" e-newsletter, will share some of his experiences with aviation law. Who said law was boring... Wait until you hear some of Alan's stories!

Make a date for our Chili Cook-Off on March 18th, and bring your favorite

chili recipe. Coveted prizes will be awarded! If you can't bring your favorite chili, then come on and just bring a side dish or dessert. We won't go away hungry!

While you were sleeping, your officers were working behind the scenes to bring more excitement from EAA headquarters to you! Duane is setting the stage for our chapter to host the B-17 again this fall. Because of our reputation at HQ, we were contacted to host a Sport Pilot Tour Stop the weekend of April 29, (more to follow about that). When I spoke with Ron Wagner at HQ on the phone, he couldn't say enough about all the good things he hears about us as a chapter!

Hopefully, you have already read about the changes to 316 by the Georgia D.O.T. that will affect LZU and the industrial community south of the airport. Please take a few minutes to voice your concerns and positive suggestions using the appropriate form. I'll have copies at the hangar in case you don't have one.

You are still welcomed to come to Fernbank March 4 to witness the conversion of Norris Rogers' truck to run on waste vegetable oil! We'll be working all day. The Bio Fuels EXPO will be from 10:30 – 2:00 on Saturday, March 11 at Fernbank Science Center, 156 Heaton Park Drive, N.E. Atlanta, 30307. E-mail or call me for details: debi.huffman@fernbank.edu, 678-874-7136.

See you at the airport!
Blue Skies!
Debi ☺



Note from Debi:

While you were learning about diesel engines for aircraft, I was immersed in NASA educational activities at the Johnson Space Flight Center in Houston.

Thank You to Those Who Responded to "Another Assault on LZU"

Briscoe Field is about to be attacked once again. This time subtly by the Georgia DOT. On February 16, in an open house at the Gwinnett County Administration building, the DOT showed plans (MSL-0003-00(168)) for the improvements of highway 316 and the interchange at I-85. No one can deny that the HOV lanes proposed and the massive interchanges are needed, and the benefit will be felt by all who use this corridor in and out of the area. At issue is that the provisions in the design that eliminate easy access to Briscoe Field and the surrounding industrial areas from either sides of 316.

To summarize, the DOT plan is to eliminate the current main entrance to Briscoe Field from 316 and the intersections at 316 and Hosea Road and 316 and Progress Center Avenue. A new interchange would be added at Collins Hill (Wally World can't be denied) and

a new bridge at Hi-Hope Road. Access to the airport from 316 east or west bound will be at the new and massive interchange at SR 20. A layout of the area and the proposed interchanges can be found in "layout3.pdf" on the DOT web site - www.dot.state.ga.us. Maps, detour layouts, etc. can also be found on the site. Click on Public Outreach and drill down to the project. It's quite complete and interesting.

A NOTAM was sent to Chapter members and friends because of the importance of this to airport users, and because the comment period closed March 2nd. We will try to keep abreast of new developments regarding this project.

This is a state project. You do not need to live in the area to comment, only have an interest. Our thanks to Duane Huff of EAA Chapter 690 for attending the public hearing and obtaining the information.

Gwinnett Daily Post

Text from gwinnettdailypost.com

Thanks to Lee Craymer for heads-up on this issue.

LAWRENCEVILLE WANTS SAY OVER 316 LAND 03/02/2006 -

By Camie Young, Staff Writer
camie.young@gwinnettdailypost.com

LAWRENCEVILLE - Lawrenceville officials want control of land along Ga. Highway 316 to develop a bioscience corridor and possibly build high-rises.

Rep. John Heard, at the urging of the City Council, is drafting legislation to extend Lawrenceville's boundaries to encompass the Gwinnett County Airport at Briscoe Field and the Gwinnett Progress Center.

"This is a key area of Lawrenceville, even though its not within the city limits at this point," City Councilman David Rodriguez said. "Our concept is to make sure we can manage the growth out there."

The location, near the newly created Georgia Gwinnett College, is along the route from Emory University in Atlanta to the University of Georgia in Athens that business and civic officials envision as a haven for biotech companies. Rodriguez said the city first wants to take control of the land, then develop a master plan for the area before considering the high-rises. "This is pretty green. It hasn't materialized yet," Mayor Bobby Sikes said. "I would like to get (the Progress Center). I think the city needs it. ... I think people will be proud of it."

Last year, Gwinnett County officials considered an area nearby as a "major activity center" to allow high-rises, but the node was dropped in favor of other areas along Interstate 85. "Gwinnett County is establishing the 85 corridor and totally taking Lawrenceville out of the game. To say Lawrenceville can't have high-rises is ludicrous," Heard said. District 1 Commissioner Lorraine Green, who represents the area where the county considered high-rises, said the land was nixed because upgrades on Ga. 316 won't be in place for several years.

"Quite frankly, until construction on 316 is complete, I thought it was premature to include that area," she said. "I'm certainly speechless," she said about the

annexation proposal. Chairman Charles Bannister said he knew the city was disappointed in the county's decision. "I wish we could have accommodated them. I guess they are trying to move on their own," he said.

Heard said the idea came from a meeting with E.H. Culpepper of the Georgia Bioscience Development Authority and is in keeping with his and the city's pursuits of revitalizing the town Square. "As we look for the old revitalization of Lawrenceville, we have an opportunity with the college to attract high-paying, high-opportunity technical jobs," he said. "We need to embrace (the new college) and embrace the industry that would employ that work force."

In a memo concerning the legislation, Heard wrote that the growth around the college would be difficult under the current arrangement because the campus is within Lawrenceville's limits while the area surrounding it is controlled by the county. "A single government entity will prove to be less cumbersome, less prone to over-regulation and more responsive to the needs of the university and the surrounding bioscience community," he wrote. While the county plan was for high-rises along Ga. 316 near Ga. 120 on the east side of the college, Heard's plan is for the land on the other side of the college, including the airport.

According to City Clerk Bob Baroni, the city is initiating the annexation, not the property owners. District 4 Commissioner Kevin Kenerly, who was involved in lawsuits over land in the Progress Center for several years, said he didn't mind giving up control of that area. "I'm tired of that land. If Lawrenceville wants to deal with it, let Lawrenceville deal with it," he said. "I try to stay out of the city's politics."

But Emory Geiger, who represented the Aircraft Owners and Pilots Association in discussions on land use involved in the lawsuits, said he's worried about the possibility of high-rises. "I think it's definitely a bad idea, and I'd be interested in knowing what our commissioners have to say about it," he said. "If it's out of the hands of the commissioners, it sounds unfortunate. It sounds like a serious encroachment."

A Georgia Flyers Special Invitation to EAA Members

You do not need to be a member of The Georgia Flyers to attend this meeting and presentation by CarolAnn Garratt.

The next Georgia Flyers meeting will be on March 26th at the EAA 690 hangar at Gwinnett County - Briscoe Field (LZU). We are very fortunate to be able to schedule a special presentation by CarolAnn Garratt on her around-the-world flight in a single engine Mooney. The program will start at 2 PM. Plan to fly or drive, but don't miss this exciting and informative program with something for everyone to enjoy.

There will be assorted desserts, crackers and fruit, and coffee and water served at a nominal charge to

cover expenses (\$8.00). You can learn more about CarolAnn's accomplishments by visiting her website at <http://www.kerrlake.com/mgarratt/INDEX.HTM>.

Please plan to attend and RSVP, no later than Tuesday, March 21st, or sooner if possible, to Carolyn Deering at 770-321-9380 (leave a message on Carolyn's answering machine with your name, telephone number and who will be attending).

I look forward to seeing you at the Georgia Flyers March event.

Ron Deering, President
The Georgia Flyers

SPORT PILOT TOUR HEADS TO ATLANTA

EAA Chapter 690 will host the next EAA Sport Pilot Tour stop in Lawrenceville, Georgia, at the Gwinnett County Airport (LZU), on April 29. Visitors can inspect a wide variety of light-sport aircraft as LSA manufacturers have aircraft available for inspection, plus get the details on how to participate in the exciting new world of sport flying.

Learn about the new sport pilot rule, attend sport pilot forums, and view LSA manufacturers' displays and demonstrations. The EAA Sport Pilot Team will be on hand to answer questions about transitioning, maintenance, and medical considerations, plus tips on what questions to ask before buying your own light-sport aircraft. For more information call 800/JOIN-EAA, or visit www.sportpilot.org.

LOTS OF



VOLUNTEERS NEEDED

Last week we were contacted by EAA Headquarters to offer us the opportunity to host the Sport Pilot Tour. A decision was needed immediately, and Chapter President Debi Huffman contacted as many Board members as she could. As soon as a majority had been contacted who said "Go for it," she accepted the visit.

This will be an informative exhibit and series of seminars held on Saturday, April 29th. EAA Chapter members from within a 100 mile radius will be invited to attend. The national office will take care of the

publicity and registration logistics. Chapter 690 will have a fund raising opportunity by providing breakfast and lunch for the 200-250 expected attendees. There will also be a Friday evening April 28th session for EAA leadership.

Lots of help will be needed from Chapter members to set up for the event on Saturday, April 22nd, and to assist on the day of the event. Please contact Lee Hockman (770-934-1160) to volunteer your assistance with what promises to be a marvelous, informative event. Watch for additional info in the April NavCom and via NOTAMS.

Chapter Member Contributions Welcomed

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_1@bellsouth.net

Chapter 690 Young Eagle Update

By Duane Huff



Our last two Young Eagle Rallies were scuttled due to weather. Let's hope for better conditions on March 18th, the date of the next planned rally. Also on that day we will host the Cub Scout's Pinewood Derby, have planned Friendship Flights and will have our annual Chili Cook-Off.

BUT SHE WASN'T CALLED AMELIA

By Chuck Roberts

Late in the afternoon of August 25th, 1950, rain was pelting the windshield of a small fabric-covered airplane so hard that the roaring noise in the cockpit sounded like Niagra Falls. The voice of the Boston air traffic controller crackled in the pilot's headphones: "November Charlie eight seven four six Kilo, turn right to zero six zero, Logan will be at your two o'clock and ten miles; expect visual approach, runway one five, current weather at Logan is light drizzle".

"This is Stinson four six Kilo, right to zero six zero, expect visual one five, looking for the field, and ah, thanks for the improved weather, we're in heavy rain here".

As my grandmother, a petite, 5 foot - 2 inch blonde, put the microphone down, she glanced, for the ten thousandth time, at the military aviator's watch my father had given to her.

"Damn! I'm close but I wonder how close the other girls are? Thank God it's not raining this hard at the field; I hate landing in the rain. And all of those reporters would certainly mean standing out and getting soaked!"

Of course, my grandmother, Greenwood Cocanougher (known as "Cokie" to her family and friends), had no idea that she was about to win the prestigious international women's air race "The Powder Puff and Beau Derby" from Columbus, Ohio to Boston, Massachusetts sponsored by the women pilots' organization known as the "99s". Cokie had been a member of the 99s for years and had flown in other air races, but this would be her crowning glory.

In 1950, women pilots were still very much a minority group, so just being one was something special. Imagine actually winning The Powder Puff and Beau Derby! The family was and still is so proud of her that we pop buttons every time the subject of Cokie comes up at the dinner table. While winning "the derby" was the pinnacle of Cokie's flying career, it certainly wasn't the beginning of the story of her flying and her pioneer spirit towards aviation in America. For that we need to travel even further back in time.

It all began on a sunny Sunday afternoon in September 1938 at a tiny grass-field airport known as Cool Meadow Air Field, on the outskirts of Lexington, Kentucky. Cokie was there at the urging of her 20 year-old son, who would later become my father. As a divorced single parent with one child, Cokie was a fair but strong-willed individual and she had been against my father's flying for a long time.

However, my father had persisted and negotiated her required legal approval such that he had earned his private pilot's license. My father wanted to get checked

out in the next larger class airplane and he needed my grandmother's signature again. Of course, Cokie wasn't running over with enthusiasm in this new venture so she had made a deal: she'd sign for his check ride if he would go to church with her the following Sunday. My father subsequently talked my grandmother into taking a sight-seeing plane ride over Lexington but, being a business woman, she calculated that she would get more for her money if she paid for a flying lesson rather than a sight-seeing flight. She took her first lesson that Sunday afternoon and was forever bitten by the flying bug. Her life would never be the same.

By the the Spring of 1940 Cokie was taking flying lessons in earnest while my father was in the Army Aviation Cadet program in Texas becoming a military pilot. When she was near the end of her private pilot training she wrote to my father and asked for advice on what kind of plane to purchase. Of course, my father had never been in the financial position to even think about buying a plane so he went to his Army flight instructors and got their recommendation: "get an Aeronca Chief". Cokie took her private pilot flight test on February 9th, 1941 and bought an Aeronca Chief by March 5th. It was with that little 2-place Chief that Cokie made her first mark on aviation history.

On May 29th, 1941 my father graduated from Army flight school and won his wings. In honor of that occasion Cokie flew her small Aeronca from Lexington, Kentucky to Brooks Field, Texas and broke two time-hallowed Army traditions: she was the first woman to land a plane at that Army training field and the first mother to pin the wings on her son at graduation exercises. Cokie was on her way - time would show her to be a real woman aviation pioneer in the United States. During the war that soon followed the stationing of my father at Pearl Harbor, Hawaii, Cokie became a civilian contract flight instructor for Army and Navy cadets in the War Training Service. When the war was over she moved up to a larger 4-place Stinson Voyager 150 and started flying it in women's handicapped air races and speaking before civic and women's groups about the importance of general aviation and women's role in it. All of that brought Cokie, in her sleek red Stinson, to that afternoon in August of 1950 when she won the Powder Puff and Beau Derby.

Just as as the aviation world lost Amelia Earhart as she was zooming to great heights in aviation, it (and we) lost my grandmother. It is ironic that this courageous little woman that challenged nature eye-to-eye in the air should die in front of her own house by slipping on ice and hitting her head on the concrete porch steps less than two years after winning the Derby. In many ways she lives on today. Her Stinson is still flying, her family and friends have never forgotten her, and two of her great granddaughters, my daughters, are waiting for me to teach them to fly in our restored Stinson Voyager 150!

TO: Friends of the National Air Tour

From: Greg Herrick, Aviation Foundation of America

The summer fly-in and airshow season is upon us and we thought you would enjoy learning about another web site the Aviation Foundation of America operates free of charge for you. It's call Fly-ins.com.

If you would like to search for, or be notified of fly-ins and other aviation events give Fly-ins.com a try. You can search by the type of aviation event, a date range and by state. There is also an automatic notification feature you may sign up for.

Go here to visit the home page of Fly-ins.com:
[<http://www.flyins.com/flyins/index.po>] FLY-INS.COM

Aviation groups may also post their upcoming events here free of charge:[http://www.flyins.com/flyins/post_event.po]
POST AN EVENT

To subscribe to free automatic e-mail event notifications click here: [http://www.flyins.com/flyins/email_list.po]
AUTOMATIC E-MAIL EVENT NOTIFICATION

Thank you for your continued enthusiasm for America's great aviation heritage.

From The Atlanta Navy Flying Club (based at Naval Air Station Atlanta)

The club has an airplane hangar at Dobbins we need to get rid of. It is being offered for free to anyone willing to dismantle it and haul it away. If you, your unit, or anyone you know is interested, please contact the club anager, Phyllis Brown, at manager@atlantanfc.com.

As many of you may know, club membership is available to members of the CAP. The club would also like to extend an invitation to all CAP members to attend any of our ground schools. Our ground schools are usually around half the price of those offered by area FBOs. Again, if you are interested in either becoming a club member or attending ground school contact the club manager, Phyllis Brown, at manager@atlantanfc.com.

The American Heroes Air Show Network



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Minutes of the Monthly Meeting of EAA Chapter 690

February 10, 2006

The meeting was called to order by Debi Huffman, President.

Pledge of Allegiance.

Introductions of Guests and Members.

Approval of the January 13th monthly meeting minutes as published in the February NavCom.

The Pancake Breakfast and Program is on the first Saturday of every month. Joel Levine reported that the program at our March 4th program is Ron Lowery speaking on his flights tracing the Lewis and Clark across America. The April 1st breakfast will present T-6 racing with Steve Emery.

A Board of Trustees meeting was held January 31st. The minutes will be published in the March NavCom. Trustee Chmn. Duane Huff said that the next meeting is Tuesday, February 28th, at 7:30 p.m. All members are welcome.

Board of Directors meeting was held February 7, meeting minutes to be published in the NavCom. Next meeting is Tuesday, March 7th, at 7:30 p.m.

The next monthly meeting is Friday, March 10th. The guest speaker will be Attorney Alan Armstrong, presenting a program on aviation law.

Treasurers Report – Mike Stewart – We increased our income by about \$2000 in 2005. Expenses will be up for 2006, including higher insurance costs.

Committee Reports:

Lnor Levine — NavCom / AeroShoppes — March NavCom deadline February 20th. We have a few EAA 2006 calendars remaining for sale. Oil kits are available again.

Cliff Aiken — Membership — Over 110 members have paid EAA 690 chapter dues for 2006.

Jill Balthaser — Food — All is well.

Barry Bates — Fly-Out Chairman — Planning flights for 2006. Looking for input from the membership.

Duane Huff — Young Eagles — We have a small group of kids signed up for our third Saturday Young Eagle Rally on March 18th. Rain date is March 25th.

Greg Jannakos — Project Visits — Planning visits for 2006. March 18th visit will be to see Chuck Nolen's Volks II plane. Details will be in March NavCom.

The Air Academy application was published in the December NavCom. Interested youth should start working on their application for 2006. Deadline is February 28th, 2006.

This year's AirVenture at Oshkosh is July 24th through July 30th.

After a brief break for coffee and snacks, our speaker was Pauline Mallary, speaking on women involved in air racing.

The meeting was adjourned.

Respectfully submitted by John Reitz, for Larry Bishop.

Minutes of the February BOT Meeting of EAA Chapter 690

January 31, 2006

The EAA Chapter 690 Board of Trustees meeting for February, 2006 was held on Tuesday, January 31, 2006, in the Chapter Hangar at 7:30 PM.

Attending were:

Bill Ferguson, Member	Wayne Witaker, Member
Lee Hockman, Member	Larry Bishop, Guest
Duane Huff, Chmn.	Joel Levine – Via phone
Larry Wallis, Secretary	Lnor Levine – Via phone

1. Members (and perhaps others) who have used the chapter hangar are not cleaning up the hangar as requested in the hangar use guidelines. We surmise that they are not aware of the guidelines. We will try to bring these guidelines to the attention of members by announcements at meetings and pancake breakfasts. Joel Levine has volunteered to make a poster sized copy of these guidelines and post it prominently in the hangar.

2. It was announced at the meeting that David Roe has

accepted the role of custodian of the tools, equipment, and furnishings in the chapter tool room.

3. The Flying Machine Restaurant on the field has expressed an interest in receiving an ice machine that the Board of Trustees decided to junk. We will help deliver the ice machine and also a fountain drink dispenser to them.

4. Wayne Whitaker volunteered to construct a "chapter meeting announcement" sign similar in size to the pancake breakfast sign, to be posted by the road at the entrance to the EAA hangar area. Wayne also volunteered to repair the "pancake breakfast announcement" sign. This is item 32 on the action items list.

5. Our BOT chairman changed his mind about requesting discretionary authority to spend a nominal sum from petty cash without prior approval from the board of directors. This item (40) is canceled.

(Continued on Page 9)

Minutes of the Board of Directors Meeting of EAA Chapter 690

January 10, 2006

Attending Members:

Jamie Painter	Debbie Huffman
Duane Huff	John Reitz
Lnor Levine	Jim Sweat

Absent Members:

Larry Bishop	Mike Stewart
Mike North	

Visitors:

Cliff Aiken	David Rowe
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The Board of Directors (BOD) meeting was called to order by Jamie Painter, Chairman, at 7:45 p.m.

The following reports were made:

Board of Trustees — Duane Huff reported that the meeting was held Tuesday, January 31, 2006. The Air conditioner on the north wall needs to be repaired. The dance ball is losing mirrors and will be enclosed in a plastic bag.

A hangar workday is scheduled by the BOT on Saturday, April 22nd.

Wayne Whitaker is looking for a telephone answering machine for the chapter and will monitor it when installed.

See the published minutes from the BOT meeting for more details.

Treasurer's Report — Jamie Painter gave a mini financial report. Mike Stewart will give a report at the monthly general meeting.

Lnor Levine, Newsletter Editor, reported that we are now mailing approximately 70 newsletters (down from 250) with a goal of 50.

Membership Chairman Cliff Aiken and Lnor Levine reported that we have over 110 members who have paid their 2006 dues.

John Reitz, Chapter VP, reported that upcoming monthly meeting programs are Aviation Law, Sport Aviation and Ron Alexander's program on the DC-3.

Saturday Programs Chairman Joel Levine reported next months program is "Chasing Lewis and Clark."

Young Eagle report — The YE flights on January 21st were cancelled due to bad weather. Duane and Larry Bishop flew 3 YE's January 28th. Next planned YE date is February 18th with about 20 kids scheduled.

Debi Huffman reports:

The Lockheed-Martin aviation day camp will be held the week of June 19.

June 24th will be the program "Aviation and Beyond" for Young Eagles and we will fly about 200 kids. We will need help from other EAA Chapters.

July 6-8 will be "Fernbank Aviation" and will have about 7-8 YE's.

Tool Room Chairman David Rowe: — Qualifications for using the equipment, such as vertical lathe, welder and brake, to be set. Classes to be scheduled? Horizontal lathe will be donated by a member.

The BOT was asked to look into painting a compass rose on the airport.

There was no further business. Chairman Jamie Painter

Respectfully submitted,
Larry Bishop, BOD Secretary

Minutes of the February BOT Meeting of EAA Chapter 690 (Cont. from Page 8)

January 31, 2006

6. The board decided to ask David Posey and Forest Wilson to inspect/advise/repair the problem with the northern overhead HVAC unit. The a/c compressor incorrectly runs when the heat is turned on. It is suspected that the thermostat is wired incorrectly.

7. A Hangar Work Day is scheduled for the fourth Saturday of April, which will be April 22. The work and requirements will be coordinated by Lee Hockman. Come join the work party. It is an excellent opportunity to get better acquainted with other members, and we usually have lunch together at a local restaurant. All members and visitors are welcome.

A copy of the updated action item spreadsheet is attached.

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

The next meeting of the board of Trustees will be on Tuesday, February 28, 2006, at 7:30 p.m. at the Chapter Hangar. All members are welcome to attend.

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

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.

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2/06



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.



770-326-6040

Publisher of the EAA Chapter 690 NavCom

Important Notice re: the Procedure for Donating Material to the Chapter.

All donated material must be accepted by the Board of Trustees, and not simply dropped off at the chapter hangar. Among other things it will enable us to account for the items or material. To arrange for donations, please contact BOT Chmn. Duane Huff at 770-962-3117.

WORKOUT EQUIPMENT FOR SALE -

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(New cost was \$575.00 plus shipping)

Hyperextension - New cost was \$200.00

Two (2) step platforms - 4 risers

York Dumbbells (New dumbbells run \$.50 per pound)

Today the total dumbbells listed below would cost about \$1250.00 -

3 sets 8#, 1 set 10#, 1 set 12#, 1 set 15#, 1 set 20#, 1 set 25#, 1 set 30#.

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Rear Suspension: Independent 5 Arm Multi-Link
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Power Assisted 4-Wheel Disc Brakes w/ABS
Seat Belts w/ Emergency Tension Retractors (ETR)
Supplemental Restraint System (SRS) w/ Occupant
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From: CPA_ATIS@cessna.org [mailto:CPA_ATIS@cessna.org]

Sent: Saturday, February 25, 2006 1:00 AM

CPA ATIS

Vol. 9, Issue 08 Special Thursday, February 24, 2006

Thanks to Chuck Throckmorton for sharing this.

CPA ATIS is a weekly newsletter from the Cessna Pilots Association. The intent of the newsletter is to bring members news and tidbits of information in a timely fashion in an informal format.

This is from a special edition of the CPA ATIS. It was sent to members to share with them what the CEO of Cessna Aircraft Company recently said about FAA funding. "In this case I believe Jack Pelton's insight is astute. I particularly address your attention to his comment on costs at the Washington D.C. airport that was closed to general aviation.

(Signed) John Frank, <mailto:john.frank@cessna.org>

CHAIRMAN PELTON PROPOSES BUSINESS APPROACH TO FUND FAA

Calls to replace the aviation fuel tax with new user fees to fund improvements to U.S. airspace management are not supported by a business case, said Cessna Aircraft Company Chairman, President and Chief Executive Officer Jack J. Pelton today in a speech to government and industry officials at the Washington Aero Club. Pelton also serves as chmn of the General Aviation Manufacturers Association.

In remarks prepared for the address, Pelton outlined five myths about Federal Aviation Administration reauthorization:

- * Myth one: The mechanisms for funding the FAA are not working;
- * Myth two: A funding overhaul is needed to pay for modernization, and to cover revenue shortfalls from the declining commercial ticket tax;
- * Myth three: General aviation does not pay its share for its use of the National Air Transportation System;
- * Myth four: User fees will provide stable and predictable funding for the FAA; and
- * Myth five: Very Light Jets coming to market will place a new burden on the air transportation system.

"These myths have crept into the public discussion about FAA funding, and they have gained undeserved credibility," Pelton said. "I am a businessman, not a policymaker, and FAA officials often speak of the need to run the FAA more like a business. So, I propose we address some basic business questions before we implement more policies or procedures that could potentially add cost or make the system more burdensome than it already is.

The questions we need answered are: Where does our aviation system stand today? Where is the market headed? What are the requirements we will have to meet?" Pelton said an evaluation of the current funding system shows little need for new revenue streams - funding for the FAA has increased, not decreased, in the last decade. In addition, the FAA has not identified how the agency would use an increase in funds.

"The FAA has said extra funding is needed to modernize the system, but with little details on what that means,"

Pelton said. "How would a business evaluate future capital investment needs? We would conduct studies to determine where the market is going, what are the must-haves, what are the nice-to-haves, and so forth, to meet those challenges. Once we had finished sizing the needs, only then would we consider the best ways to provide the funding. Then we would ask what expenditures can be reduced and what new revenue sources can we tap or develop."

The FAA has not provided answers to these foundational questions, he said. "I would have a tough time getting funding to develop a new airplane if I could not lay out what we wanted to build, why, what it would cost, and how long it would take," he added. Pelton said he is not suggesting business aviation should not help pay for the air transportation system. Business aviation does pay to use the system through a fuel tax, which he said should continue because it is a non-bureaucratic way to contribute.

"General aviation represents only about 3 percent of all operations at our nation's 20 busiest and costliest airports," Pelton said. "The air transportation system was built to accommodate airline operations - in particular, to accommodate peak traffic at airline hubs. The principle drivers of the costs of the system are the infrastructure and support networks to handle those operations at hub airports."

As an example, Pelton said, Ronald Reagan National Airport in Washington was closed to general aviation traffic for four years, yet the costs of operating the airport did not decrease. As to the suggestion that the FAA go to a user-fee system, Pelton said, the track record of aviation user-fee systems in Europe and Canada "tells us that the mechanism becomes very unstable in economic downturns. As a result, government bailouts are required, or fees must be increased just when the industry is least able to afford the spike in costs."

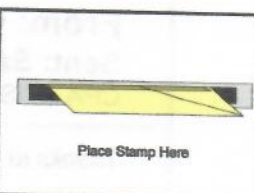
Finally, he said, the argument that the new, very light jets (VLJs) will take off and overwhelm the nation's air traffic system, is completely unrealistic. "This is a topic I know rather well," Pelton said of the new VLJ aircraft. "Even if the most optimistic predictions about VLJs turn out to be true, we will not see large numbers entering the system over the next five years. That means we have time to see how this market truly develops," he told the aviation audience.

Pelton proposed continued investment in the National Air Transportation System, with a higher contribution to the FAA from the General Fund; modernization with satellite and other technologies to increase efficiency; keeping the current revenue structure, including general aviation fuel taxes; rejecting user fees for general aviation; and ensuring continuing congressional authority.

He concluded by saying, "I'm confident that by working together on this platform we can help affect policy decisions that are more enlightened, more realistic, more equitable and more cost effective. And I am confident that these policy decisions will result in a goal we all want to achieve - a strong, sustainable aviation system for our nation."

NavCom

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

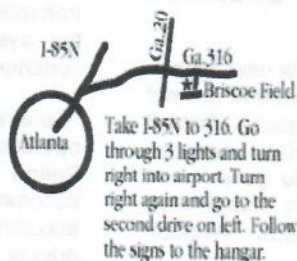


Come Join Us!

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



FEBRUARY MEETING

Friday, March 10th, 2006

Program — Attorney and Pilot Alan Armstrong will discuss some of the legal issues of concern to General Aviation Pilots.

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

APRIL PANCAKE BREAKFAST PROGRAM ON AIR RACING AT RENO

Once again, a most interesting program has been planned to follow the April 1st "First Saturday" Pancake Breakfast. Come join us for pancakes, sausage, eggs, biscuits and gravy, orange juice and coffee — and stay to welcome Steve Emery to Lawrenceville.

Steve Emery, a member of the Aviation Department of Coca Cola Enterprises, is an accomplished pilot with a love of speed. He'll tell us what it's like to race in his T-6. As a first time racer at the 2004 races in Reno, Nevada, Steve placed 3rd in the Silver Race. Quite an accomplishment!

Don't Miss the LZU Master Plan Meeting

A public meeting for presentation and discussion of the updated LZU Master Plan has been scheduled for Monday, March 20, 2006 at 6:30 P.M. in the Chapter Hangar. The presentation will be by Airport Manager Matt Smith and the Airport Authority. Please plan to attend this important informational meeting.

PROJECT VISIT PLANNED

Greg Jannakos has announced that the next project visit will be hosted by Chuck Nolen reviewing his almost complete Volksplane 2. Chuck is getting ready to cover his wings. The fuse, FWF, and empennage are 99.9% complete and sitting on gear. Chuck is a master builder and has a tool box more full than our tool room. The Volksplane is a wood and fabric, 2 place SBS, VW powered, low wing plane. It has been around for a long time with a big user group following and lots of them are flying.

Date & Time are:

Saturday, March 11th beginning 11:00 a.m.

Place: 243 Windsong Lane
Lilburn, GA 30047
770-923-8306

Directions: Go towards Lilburn from Lawrenceville on Lawrenceville Highway R29. Turn left onto Beaver Ruin Rd. After passing through Killian Hills Rd., turn right on Windsong Lane.

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