

NavCom

MARCH 2017



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

President

Randy Epstein
president@eaa690.net

Vice President

John Morgan
vp@eaa690.net

Secretary

Rich Hopkins
secrtery@eaa690.net

Treasurer

Jeanne Ferguson
treasurer@eaa690.net

Program Chair

Kathi Parks
kp9611@aol.colm

Publicity

Joel Levine
jlevine@bellsouth.net

chmn of BOD

John Morgan
vp@eaa690.net

chmn of Trustees

Steve Ashby
sashby@ashbyfamilylaw.com

The Presidents Pitch

By Randy Epstein



Join Our Mentor Group

The youth program continues to grow and is a big part of the success of EAA 690. As with any program of this type, these young folks need mentoring to move these projects forward. They are currently working on the control system for the Ultra-Lite Pietenpol, beginning work on the wing ribs for the full size Pietenpol and cleaning up the parts of a Corvair engine that will be used to make a cutaway display piece.

We are looking for new mentors to assist with the program as it moves forward. You might think that you do not have the skills necessary to help, but you might be surprised at how helpful you can be and how much these young folks will appreciate your effort in helping them learn. We are not looking for folks to give up every Saturday morning. If you can give us one or two Saturdays a month we would love to have you be a part of this program.

We recently picked up another project that we will consider bringing into the program. It is a Murphy Renegade as a donation to the chapter. This is a metal frame fabric covered bi-plane. It looks like it could be a great project to give the youth a chance to develop additional skills.

I was also notified that we have been awarded a BD-6 kit by the Bede Family Foundation. I applied for this award a couple of months ago now. They expect to be shipping the fuselage kit around the middle of April after Sun n Fun. We will need mentors to supports this project also.

We have one of our youth, Jeremy Welch, training with John Post and is approaching his solo. He has set a goal of soloing by his 16th birthday! I'm sure we'll have a picture to share of the event once it occurs.

If you would like to work with us please contact Joel Levine, Art Farmer, Duane Huff, Chuck Roberts, Louis Pucci or myself and let us know. We'll be glad to have you on board.

Upcoming events that we will need help with are the All About Kids Expo on Saturday April 22 and the Ford Tri-Motor between April 27 and 30. Please think about putting these dates on your calendar. I look forward to seeing everyone at the next breakfast.

Chapter Business Meeting & Program

Next Event April 14th. 2017

7:30 PM-10:00 PM

Young Eagles

Next event April 15th. 2017

8:30 PM—12:00 Noon

Pancake Breakfast & Program

Next event April 1st. 2017

Breakfast begins @ 8:00AM

About EAA 690



EAA 690 is a Chapter of the Experimental Aircraft Association, located at Briscoe Field (LZU) in Lawrenceville, Georgia. We are a diverse and active chapter with over 300 members offering a wide range of aviation related activities on a regular basis. While our Pancake Breakfast and monthly meetings are the norm, we are also heavily involved in youth education through EAA's Young Eagles program (third Saturday of each month). We regularly conduct fly-ins and host historical aircraft such as EAA's B-17 "Aluminum Overcast", "Ford Tri-Motor" & the historic DC-3.

Our technical counselors are some of the best in the business and willingly donate their time to homebuilders as they progress through the various phases of constructing an aircraft. We currently have a youth project in hanger 6 building a Pietenpol fabric covered all wood airplane from plans as well as a Vans RV-12 light sport all metal kit being assembled by the chapter adults. See the latest report on these project elsewhere in the NavCom.

We have pilots with a wide variety of experience, from former airline and military pilots to general aviation pilots with a private certificate. "Hangar flying" is a fun part of the mix, and our facility is often used for aircraft annual inspections, meetings, special events, and training. We also have an extensive array of aviation tools for loan to members, and a library full of aviation information. Come join us on the first Saturday of every month at the hangar to enjoy a \$6 Pancake Breakfast, and to learn more about EAA 690.

Visit our web site for more information: WWW.EAA690.ORG



NavCom

The NavCom is EAA Chapter 690's official monthly newsletter serving its members and the general aviation community for the advancement of aviation. Original articles, art and photos are invited and welcome. Submit articles in Word or ASCII format and pictures in .jpg, .tft or .bmp format via e-mail to editor@eaa690.org. Deadline for articles and pictures is the 20th of the month.

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.

The NavCom is published electronically on a monthly basis and distributed to Chapter members and other interested parties. Printed copies may be available, upon request.



NavCom Editor

Tom Hilborn Ph. 404-406-6638

Email to: editor@eaa690.org

EAA 690 Hangar Ph. 770-339-0804

Your comments and suggestions regarding the NavCom are always welcome. Our goal is to provide a publication that meets the needs of the entire Chapter so, please give us your feedback.

Springfield WWII bomber pilot honored for clean flying record

A Springfield World War II veteran pilot will be honored Tuesday for having one of the cleanest flying records possible. Gordon McOwen, a former B-24 bomber pilot for the U.S. Army Air Corps and Springfield native, will be presented the Wright Brothers Master Pilot Award from the Federal Aviation Administration.

McOwen, 92, has been around flight his entire life and went on his first solo flight at age 18.

As an aviation cadet in Texas, he was allowed to take flight in a PT-19 monoplane, a plane used primarily for training pilots in the United States Army Air Corps.

McOwen said his most memorable flight was in 1944, when he and five other members of the Air Corps flew a brand-new bomber aircraft from Kansas to England.

McOwen served in the Air Corps from 1941 to 1945.

McOwen said he found out about the honor in one of his aviation magazines and decided to apply. "I was surprised that they would give an award for such a thing," McOwen said.

The Master Pilot award, considered the most prestigious FAA award, is awarded to pilots who "exhibited professionalism, skill and aviation expertise for at least 50 years while piloting aircraft," according to the FAA. In order to be eligible, nominees must be at U.S. citizen and have at least 50 years of civil and military flying experience.

McOwen will be honored at the Ohio Masonic home in Springfield as part of Veterans Roll Call, where he will receive a certificate, a lapel pin and will have his named published in the FAA Roll of Honor. "Gordon has been a very capable pilot his whole life," said Joe Stewart, co-chairman of the veterans group at the Ohio Masonic Home, where McOwen lives.



Drone Assists In New York Firefighting Effort

From AERO News "Propwash" Mar. 14, 2017

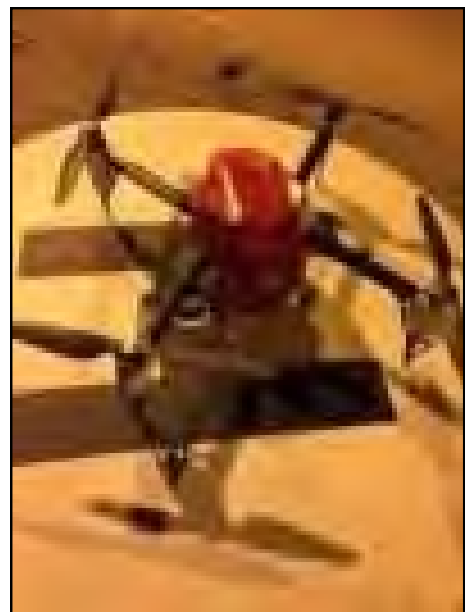
Used To Check Out Roof Of A Burning Building, the New York Fire Department used a drone to give firefighters a better view of what was going on the roof of a burning building Monday.

The New York Daily News reports that the fire broke out Monday evening in a six-story apartment building in the Bronx. It quickly spread through four floors of the building.

Deputy Assistant Chief Dan Donoghue said that as the roof started to fail, they deployed the \$85,000 drone equipped with HD and infrared cameras to help them assess what the situation was on the roof. "We had a lot of great radio reports, but that's only verbal. So with the drone we actually had a good visual picture, so it really helped us to make decisions to help put this fire out and keep our guys safe," he said.

The tethered drone can fly as high as 200 feet, according to the report. The fire department has been training with the aircraft for several months, but this was the first time it has been used during an active fire, according to officials.

(Image from FDNY Twitter)



The Ford Tri-Motor Is Coming!

By Randy Epstein

I've been in communication with the folks in OskKosh and we have a date for a Ford Tri-Motor visit. The Tri-Motor will be available for rides from April 27th – 30th. The plane will arrive at KLZU on April 24th and depart on May 1st. While here, it will be housed in a hangar by Gwinnett Aero. I plan on soliciting sponsorship from the Ford dealers. We, likely, will need other sponsors, either direct dollars or in-kind, to help make the visit a fund raising success for the chapter. We need to start soon in preparing for this event to be sure we can get the most out of it.



We are also looking into scheduling some kind of themed dinner event during the visit to help with additional fund raising. If you have an idea for a theme please send it to me at president@eaa690.net. If you can be a part of the committee to help with this event please send an email to trimotor@eaa690.net. Help will be needed with marketing, planning and manning the event. Please indicate what area you can be helpful.



I will be ordering info cards for this event and hope to have them by the February breakfast so we can start getting them out. Once they are available please take some and pass them around to friends and others. This is an effective marketing technique to get the message out. You can also leave a handful at some businesses and/or restaurants that have business card holder.

EAA 690 Membership Report

March 2017

By Jeanne Ferguson

As of March 28, we are over 200 members!!!! 87 Individual Members; 46 Family Members; which lists 92 individuals, and 27 youth members. So – **206** membership!!!!

In March we had the following new members:

Richard Blanton
Tony Laspisa

Henry Hall
Ron McGarrie

Ted Hart
Thomas Taylor

Still have quite a few members from last year that have not renewed! Hope to hear from them soon!!! It's going to be an amazing year.

Those members that have paid their dues, don't forget to pick up your membership cards, to save yourself \$1.00 for a delicious Pancake Breakfast.

Payment can be made at mkt.com/ea690.

Membership applications are available on ea690.org for new and reactivating members, and applications are available in the box inside the hangar door.

Chapter membership is \$30 a year for individual, \$40 for family and \$10 for students over the age of 18. Students under 19 are free.

We encourage membership in EAA National Organization, dues are \$40 a year for individual memberships and \$50 a year for family memberships.

EAA 690 Young Eagles Report

March 2017

By Duane Huff

Rain, low clouds and IFR conditions yet again conspire to cancel our Young Eagles program on Saturday Mar. 18th. We hope April will be better.



EAA 690 "Tail of the Trailer"

Editors note: As you know, Chuck took on the task of repairing the damaged wings from the Glider located at the entrance to KLZU. Once that task was done he moved on to the chapter utility trailer (used to haul the wings to his shop) to do some fix up work. His findings and subsequent repairs are in the report below.

By Chuck Roberts

I have HARD EVIDENCE the Lord has been watching over Chapter 690 and I present it here!!

When I started to repair the cracked and/or broken welds on the spring shackles, (about which I have already reported) I started on the left side. I was laying on the pavement preparing to weld the left front shackle and I looked across the trailer and noticed the right front shackle was up side down. "That's odd; I wonder why they welded that one on up side down?" So I stopped what I was doing and went around and looked more closely at the right front shackle (pictures are attached). That shackle wasn't welded up side down, it was COMPLETELY BROKEN LOOSE AND HANGING UP SIDE DOWN ON THE SPRING MOUNTING BOLT!!!!!!!!!! WAIT, THAT'S NOT ALL!! The weld on one side of the right rear shackle was broken and the weld on the other side of that shackle WAS CRACKED!!!!!!!!!! John Morgan and Mike Burns were here yesterday (after I'd finished welding all of the shackles). When I told them about that right front shackle I thought Mike was going to faint! He said (more or less) "You mean, I was tooling down the interstate highway with a very heavy load on that trailer not long ago and the axle was about to fall off??!!!"

Now, think about that: if the other shackle's cracked weld had finally broken, the right side of the axle would have moved to the rear and when it did the right tire would have been pulled sideways on the road. That would have torn the tire off the wheel and ripped the axle from the trailer. This would have happened in far less than one second. After that point God only knows what would have happened to the trailer, pulling vehicle, and worst yet, the possible traffic following behind the trailer. Loss of life is a real possibility. Chapter 690 would have made the nightly news. Like I said, the Lord has been watching out for us big time!



Shackle 1



Shackle 2

FAA UPDATES AIRMAN TESTING WEBSITE

AOPA Aviation eBrief Feb. 28th, 2017

AOPA has been an active participant in these areas, chairing and serving on aviation rulemaking committees and working groups, and ensuring that general aviation's voice is heard when public comments are sought as the FAA takes up everything from third class medical reform to managing the 2020 Automatic Dependent Surveillance-Broadcast Out mandate.

AOPA reports regularly to members on the timetable, content, and implications of all these changes. But how does a pilot find out when official information has been updated to reflect what's new, what's old, and what's gone on a specific topic of interest?

It's well worth your time to bookmark or subscribe to the Airman Testing page on the FAA website. Near the bottom of the page, under the heading "What's New and Upcoming in Airman Testing," you can expect to find much of the information you need to be up to date on the current state of flight and knowledge testing source material.

https://www.faa.gov/training_testing/testing/

Gone West: Former POW Col. Fred V. Cherry

From Propwash Aero-news Mar. 1, 2017

AF Fighter Pilot Had Been Shot Down In 1965

Air Force fighter pilot Col. Fred V. Cherry, who was shot down over North Vietnam in 1965, has Gone West at the age of 87.

The African-American pilot spent seven years as a prisoner of war in North Vietnam. Col. Cherry passed away in a hospital in Washington, D.C. February 16 due to complications from a heart condition, according to his companion of 24 years, Deborah Thompson.

The Washington Post reports that, during his captivity, the North Vietnamese had tried to force Cherry to speak out against racial inequality in the United States by telling him he could improve his condition in the prison by doing so. But the beatings and other torture did not bring Cherry to speak out against his country. They later put him in a cell with a self-proclaimed "southern white boy" to try to weaken his resolve. Instead, Cherry and then-Navy Ensign Porter Halyburton became lifelong friends. Each credited the other with saving his life.

Cherry had been piloting an F-105 Thunderchief when he was hit by anti-aircraft fire. He ejected at 400 feet at over 600 miles per hour. He spent 702 days in solitary confinement, and was tortured or in punishment for 93 days in one stretch. Cherry spent a total of 2,671 days in captivity before being released on February 12, 1973. He was among the first POWs to return home.

Among his citations was the Air Force Cross, awarded for "extraordinary heroism in military operations against an opposing armed force as a Prisoner of War ... extremely strong personal fortitude and maximum persistence in the face of severe enemy harassment and torture, suffering critical injuries and wounds," according to the citation.



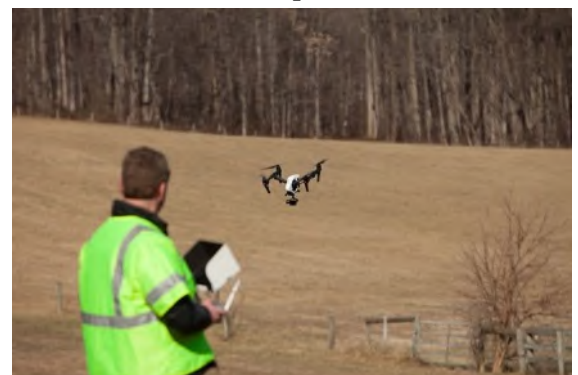
AOPA creates membership options for drone pilots

From: AOPA "Aviation eBrief", Feb. 11, 2017

AOPA has launched a new line of membership options for drone pilots, who are becoming an important part of general aviation. "Drone pilots are seeking their place in the larger world of aviation and looking for opportunities to expand their experience," said AOPA President Mark Baker. "This is an ideal time to embrace these pilots and welcome them into the GA family."

For complete story visit:

<http://aopa.org/news-and-media/all-news/2017/february/21/aopa-welcomes-drone-pilots>



"DOC" Will be Touring Soon

Reprinted from "Aviation Week newsletter" Mar. 14, 2017

WICHITA—It has been about 60 years since the B-29 Superfortress known as "Doc" flew for the last time. It will fly again soon.

On May 20, the team restoring the historic aircraft was awarded the FAA's airworthiness certificate deeming the bomber airworthy. Flight is close at hand.

The FAA presented the certificate to the restoration crew at a ceremony attended by volunteers and supporters.



With the certificate in hand, the restoration team will now submit an official request to the Air Force and the Pentagon for access to use the non-joint-use runway at McConnell Air Force Base for flight test operations. The B-29 is on former Boeing Wichita property located adjacent to the base's runway.

Once it receives approval, the crew will be able to use the runway for high-speed taxi tests and other ground testing necessary before first flight.

The goal for "Doc," the restored B-29 Superfortress, is to be a flying memorial and museum honoring the workers who built and maintained such bombers and the military personnel who served on them. Credit: Doc's Friends and Brett Schauf, Visual Media Group

The certificate was awarded 16 years after the aircraft arrived from the Mojave Desert, where it had been rusting away and serving as a target for the Navy, in Wichita for restoration. It arrived May 23, 2000.

"It's been nearly 60 years since Doc has flown and 16 years since this majestic warbird arrived in Wichita to be restored, and now we are another major milestone closer to a return to flight," said Jim Murphy, Doc's Friends Restoration Program Manager. "Today, we celebrate this major milestone and honor the hundreds of thousands of hours of volunteer work that has gone into restoring our B-29 Today is (a) great day."



The goal is to get the aircraft back in the air to serve as a flying memorial and museum to honor those who built and maintained the fleet and served the nation in the aircraft, said Jeff Turner, chairman of Doc's Friends, the nonprofit organization restoring the vintage aircraft.

Now that "Doc" is airworthy in the eyes of the FAA, the restoration team is officially requesting to use a runway at McDonnell Air Force Base for flight test operations. Credit: Doc's Friends and Brett Schauf, Visual Media Group.

"The dream ... just took a major step toward reality," Turner said. "It's because of Tony Mazzolini and hundreds of volunteers who have touched Doc along the way that we have reached this milestone. On behalf of the entire Doc's Friends board, I thank you for all you have done."

The warbird is one of 1644 B-29s built in Wichita during World War II. Doc rolled off the assembly line in March 1945. The aircraft became part of a squadron known as the Seven Dwarfs.

ANN FAQ: Here's How YOU Can Support The 'Let Bob Fly!' Documentary Project

From AERO News Network "Propwash" Mar. 13, 2017

Bob Has Asked ANN To Help Him Tell A Story That Could Transform The Fight For Airmen Rights... YOU Can Help!

Just a few days ago, ANN dropped the first hints (of many to come) of what has become an all-involving endeavor... to undertake an inspiring, exacting, professional, long-form documentary covering the tumultuous FAA v Bob Hoover debacle.

'Let Bob Fly!' is the working title for an aggressive and somewhat controversial new documentary. Some 20 years ago, one of the greatest living aviators was grounded by two FAA inspectors based on hearsay, innuendo and suspicious conjecture. The resulting fight cost Hoover three years of his life, untold amounts of money, and embarrassed the American aviation community to the core. At events like Lakeland, ICAS, Oshkosh, dozens of airshows all over the world, and the AOPA Conventions; people gathered, protested, made themselves heard and made it abundantly clear that the FAA had gone too far -- and that support for Hoover was pretty much an industry mandate.

Never before had we seen aviation behave so united over a single purpose... and never since have we been able to recapture that unanimity of purpose, thought, and spirit.

Worse, while Bob won the battle for his right to fly, we've regrettably 'lost' the war... in that every Airman and aviation professional is still subject to the unconstitutional, erratic, subjective judgement of the FAA. Because of that, and in an effort to rekindle the aviation community's support and interest in making changes for our futures, we are introducing **'Let Bob Fly!'**

Bob Hoover asked Aero-News Network's Jim Campbell to document his ordeal with the FAA in the 1999 book "Air of Injustice", and now Bob is asking Jim to produce a game-changing documentary (approx. 90") about his medical ordeal in order to spread the word of the fixes needed to his beloved aviation community.

'Let Bob Fly!' is a long-form documentary, to be produced along with other supporting efforts. We will address what happened as a historical narrative, what went wrong via expert analysis, and what needs to be done to start the aviation world onto a road to better times and conditions in which this industry might set itself right once again.

BUT... we can't do this alone. We're in the midst of developing the final elements of a massive plan to take this project to EVERYONE in the Aero-Verse... not just to gather the necessary support and resources to accomplish this immense undertaking... but to fully demonstrate to the powers-that-be that Bob STILL has the industry's support and a fervent desire for justice -- for Bob -- and for all of us from here on out.

While we have many ideas for how YOU can be an instrumental asset in **'Let Bob Fly!'** efforts... but first, here are some simple introductory steps we'd REALLY appreciate that YOU undertake for Bob, for aviation, for the Aero-Verse and for every kid that someday steps up to the airport fence and dreams big.

PLEASE, If you haven't already... please watch our introductory video feature detailing the 'Let Bob Fly!' program... and, of course, PLEASE Tell ALL YOUR FRIENDS to do likewise...

PLEASE send an email to letbobfly@aero-news.net to place yourself on the 'Let Bob Fly' mailing list
Tell ALL YOUR FRIENDS to do likewise...

PLEASE visit our twitter page at www.twitter.com/letbobfly and 'Follow' our twitter feeds!
Tell ALL YOUR FRIENDS to do likewise...

PLEASE visit our Facebook site at www.facebook.com/letbobfly and 'Favorite' the site!
Tell ALL YOUR FRIENDS to do likewise...

PLEASE visit our YouTube Presentation of the 'Let Bob Fly' Intro video and subscribe to the AeroTVNetwork channel as well as 'favoriting' the video, itself.
Tell ALL YOUR FRIENDS to do likewise...

PLEASE visit www.letbobfly.net for updates on the latest in the on-going processes and news detailing our efforts to make sure that the **'Let Bob Fly!'** documentary helps, in part, to transform aviation's future

Finally... Get Involved!

Chapter 690 Youth Update

Meet The Youth - Alex Kirkland



We'd like you to meet Alex Kirkland, one of earliest youth members. Alex attends Brookwood High School and is a sophomore. Alex has a goal to get accepted into the Air Force Academy and major is some aviation related degree then finish flight training while getting hours for a commercial rating.

As far as the EAA 690 youth program Alex finds it gives him priceless experience and hands on opportunities to work and build an actual plane kit. Being able to come out every weekend surrounded by people of the same interests and talk to people that know planes.

Alex's goals in aviation are to first to finish my PPL before the end of high school. Next would be to graduate from the Air Force Academy and major in engineering or mechanics then join the Air Force. My goal is to build enough hours for my commercial license and other ratings so I can fly for a major airline and pursue that as a career.

Alex's favorite parts of the youth program are spending my Saturday morning at the airport around planes and people that know plane stuff and just talk like pilots would do. Also being able to see the progress we've made on something great that I was there for before the beginning and right when it started with only a few other people.

As the youth program continues Alex would like to see even more youth getting involved that have any interests in aviation and maybe want a career in it. Would like to also it expand even more with larger projects that we can handle and fund. Becoming more public and known in the general community so more people can join.

EAA Chapter 690 Asset Sale

Chapter Items for Sale

The chapter is in the process of selling some project airplanes acquired over the years. We have a 1946 Stinson 108 that has been metallized. We have a Sonerai 2L, a Europa Monowheel and a Smith Mini plane. If you are interested or know someone that is please see myself, John Morgan or Brian Michael to look at these projects. We have not set a price on these as yet, but do want to move them. All proceeds will go into the Youth Program and Youth Scholarships.

In addition, we have a Rotax aircraft engine that has been sold. The photo shows Louis Pucci and Jerry Fisher finishing up the crate containing the engine prior to shipping it to it's new owner in Texas.

Thanks guys for your time and effort putting this shipment together.



Chapter 690 Youth Pietenpol Build Progress Report

Time to Torque some bolts



Piet builders in a session about building the full size flying Pietenpol.





UPCOMING AVIATION EVENTS



Chapter Events

Bring a friend, have some fun and enjoy the comradery of your fellow EAA 690 Chapter members.

Pancake Breakfast & Program

The first Saturday of every Month
Next event April 1st. 2017
Serving 8:00-10:00 AM [see pg. 13](#)



Chapter Business Meeting & Program

The second Friday of every Month
Next Event April 14th. 2017
7:30 PM-10:00 PM

GARS Meeting

The second Tuesday of every Month
Next event April 11th. 2017
7:00 PM—9:30 PM

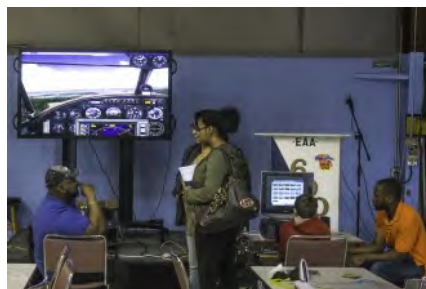


Young Eagles

The third Saturday of every Month
Next event April 15th. 2017
8:30 PM—12:00 Noon

Monthly Youth Ground School

Watch for EAA 690 Notams
announcing future Youth Ground
School Schedules



Upcoming Events cont.

Don't Miss this One!

EAA 690 Guest Speaker for our April 1st. Pancake Breakfast
Mr. Richard McSpadden

BIO- Richard McSpadden lead's AOPA's ASI, committed to reducing General Aviation mishaps by providing free educational resources and supporting initiatives that improve General Aviation safety and grow the pilot population.

Richard is a Commercial Pilot and Certified Flight Instructor with over 4,500 hours in 30 years of flying a variety of civilian and military aircraft. He has extensive experience in aviation safety, including ground, flight and special event operations. Richard currently owns a Cherokee 140 aircraft recently used to instruct his son to successful completion of his private pilot's certificate.

Prior to joining AOPA, Richard had a successful career at Hewlett Packard leading large, geographically dispersed operations providing business-critical Information Technology services. Prior to HP, Richard closed his 20-year AF career as the Commander and Flight Leader of the U.S. Air Force Thunderbirds flight demonstration team, where he headed the U.S. Air Force's flagship organization, and led over 100 flight performances.



Grand Bahama To Host Air Show From May 19-20

RESIDENTS and vacationers to Grand Bahama can now mark their calendar for the Grand Bahama Air Show taking place May 19-20 at Taino Beach in Freeport, Grand Bahama.

#This is the second year the event is being held.

#The family-friendly event is organized by the Ministry of Tourism, in conjunction with Sun 'n Fun, the second largest aviation show in the United States of America and veteran air boss, John Wayne of John Wayne Air Cavalry, LLC.

#Last year, the unique and exciting air show featured some of the most talented and skilled aviation stunt performers in America, and attracted thousands of residents, vacationers, pilots, aviation enthusiasts, and the international media at it inaugural show on the shores at Taino Beach.

#The 2017 Grand Bahama Air Show is expected to surpass the incredible success of last year and is touted to be bigger, better, longer and even more exciting.

#Those attending can expect to be captivated from start to finish with spectacular aerobatic and low-lying maneuvers from precise formation flying squads and veteran parachutists, performing daring routines from high-speed, loud roaring aircrafts.

#Students between the ages of eight and 17 interested in aviation also will be hosted to a one-day seminar and workshop at the Grand Bahama Airport on May 19 where they can learn more about the aviation industry and career opportunities.

#For more information and to register, participate or attend the Grand Bahama Air Show visit: Bahamas.com/gbiairshow or call 1-242-352-8044.

FAA issues airworthiness bulletin for Piper aircraft

From AOPA Aviation eBrief Feb. 23, 2107

The Federal Aviation Administration has issued a Special Airworthiness Information Bulletin regarding Piper Apache and Aztec aircraft. The bulletin describes a possible issue with the main landing gear drag link bolt, which can develop fatigue cracking at the midpoint of the bolt shank, leading to the failure of the bolt and a collapse of the main gear.

Cambodian Mechanic Wants to Fly Plane He Learnt to Build Online

From AOPA Aviation eBrief Mar. 2, 2017

PREY CHHOR, Cambodia – In a dusty workshop in the province of Prey Veng, 90 kilometers (56 miles) east of capital city Phnom Penh, teeming with ramshackle vehicles, auto parts and tools, it is the silhouette of a plane that stands out.

It has taken Paen Long, a Cambodian mechanic, one year to build his own plane and learn to fly it using online tutorials, all to fulfill a childhood dream that he traces back to a non-lethal crash landing he witnessed when he was just 8 years old.



"It was the most incredible thing I had ever seen, especially in this country. The idea of building a plane pursued me for 20 years, until I finally decided to give it a try last year," Long tells EFE in one of the two workshops he owns. A fuel tank makes up the chassis, a modified boat engine powers the propeller, with several recycled or second-hand bits and pieces forming the rest of this small plane, an unusual sight in a country where 80 percent of the population live in rural areas.

Little over four meters (13 feet) in length, and a wingspan of nearly eight, the single-seater plane, weighs 200 kg (440 pounds) and was put together by the mechanic in his free time, costing him around \$6,000 – which he funded using his earnings from fixing cars.

"I studied on YouTube and internet, I know how to control, build and fly it," he explains.

Long also managed to resolve the plane's engineering issues such as employing automobile steering wheels to move the wings. The aircraft is now almost complete and the mechanic-turned-pilot plans to try and fly it off the ground on April 14.

Meanwhile, Long's project created a buzz on social media and although many doubted his chances of success initially, several visitors now stop by at his workshop daily to look at the plane.

"When I started, my family supported me a lot, although others only criticized me and even called me mad," recalls Long. His wife Hing Mouyheng admits that in the beginning she wasn't keen on him flying but is now convinced he can.

While no expert has inspected the model so far, a pilot advised him to modify the tail after seeing a photo posted on social media.

Prey Chhor municipal chief Sek Keang feels while the mechanic has shown great talent, he will need help. "That he has designed it doesn't mean he can fly it; the technical aspects will need to be reviewed first to see whether or not it is flight-ready," he remarked.

Do you have something airplane related (or not) for Sale or a service to offer? Why not list it in the NavCom for all the Chapter Members to see.



Hanger Space Needed **at or Near LZU**

Dwight Sullivan needs a home for his
Avid Flyer N921DS

Dimensions are as follows:

Wingspan: Flight: 24' 3"; Folded: 7'8"

Length: 17'11" without tow dolly; 19'10" with tow dolly. NOTE: once in storage the dolly can be rotated almost 90° to the long axis of the plane reducing the needed storage length to the basic length of the plane.

Height with the tail elevated on the tow dolly: Forgot to measure but it's less than 8' because that's the height of the door of the storage building I'm now using.

Sharing hanger space would be good as well.

Contact Dwight, email:

iluvatar111-690@yahoo.com

Cell: 678-457-5920



Attention Pilots

Chapter member Mike Huffman now has an Inspection Authorization addition to his A&P Mechanic certificate and would consider working with owners of type certificated aircraft to perform annual inspections on an owner assisted basis. If you are interested, please contact Mike at 770-548-1206 or email to:

sportaviation@gmail.com.



1946 Cessna 120 N89510

\$19,500

SN#8546 (TT 3684)

C-85-12 SN#3816-6-12 (TT 3684)

SMOH 512 (overhauled by Poplar Grove Airmotive)

New Cylinders/Pistons

Overhauled Carburetor

Overhauled Oil Cooler

New Curtis Oil Drain Valve

Contact Tom Gray KJZP Jasper, GA 770-735-4460



Aero-Fabricators Cessna 150 Exhaust

Slick Mags - Rebuilt May 2016

Bracket Air Filter

Screw On Oil Filter

Alternator 60A

McCauley 1A90 CF7146

Cleveland Brakes (rebuilt 2015)

Sealed Continental Battery (recently rebuilt battery box)

Scott 3200 Tail Wheel

Garmin GNC 250 Nav/GPS

RT359A Mode C Transponder

P.S. Engineering PM-501 Intercom

Lowrance Airmap 2000c GPS Map

New interior/paint (Hooker Harnesses)

Full Logs/Manuals

Bruce Fuselage Cover (Always Hangered until this month)

Chapter Coffee Mugs Give them to friends and neighbors!

RPH Imprints is proud to offer the exclusive 15oz coffee mug imprinted with Chapter 690's logo and sectional. These mugs are microwave and dishwasher safe. Just select how many and add to cart. Then click on view cart and proceed to check out. Fill in the shipping and billing info and pay with PayPal. Your order will ship within 48 hours. You can also click on Customize Your Mug and import your images and create your own coffee mug. We print your coffee mugs in the U.S.A. and your satisfaction is guaranteed when you order from us. Every order is hand processed by an expert artist, and we have our service team here seven days a week to assist you.

Only \$15.00

RPH has been doing the Speaker Mugs for over 3 years. I am honored to now offer the same type of Mug to EAA 690 Chapter members. I seem to get this one question about ordering. *Some of the members want to put an order together.* Shipping is to one address and cost is a flat rate of just \$6.95.



Visit the web site below to place your Chapter or Custom Mug order.

<http://coffeemugsondemand.com/product/15-oz-eaa-690-custom-mug/>

For more info contact Ron Hlozansky

Phone: 678-653-7244 Web Site: <http://coffeemugsondemand.com>

"The Mugs don't care what you put in Them."

**Have something to list in the NavCom Classifieds, send your listing requests to:
editor@eaa690.net.**

Be sure to include pictures, a detailed description and your contact information.

Visit the EAA 690 Chapter Website at www.eaa690.org for the latest news

Directions to EAA 690

I-85 North to GA-316, Take GA-316 to Hurricane Shoals Rd NE and Turn Right

Go to Airport Rd NE and turn left, Go to 690 Entrance on the right



Chapter Badges Available

New members badges can be found pinned to the tie on the Chapter bulletin board next to the main entrance to the Chapter hanger. For anyone that needs a replacement name badge or would like to get one of the new full color badges please see Duane Huff during any Chapter function.

Annual Chapter Dues

Chapter 690's Fiscal and Membership Year begins on January 1st. Dues are due and payable on the 1st of January. Dues may be paid at meetings, mailed to our membership chairman, Ms. Jeanne Ferguson or paid on-line. To pay online visit the Chapter web site, www.eaa690.org and click on "Membership" then follow the prompts for the type of membership you wish to apply for.

Your Assistance is Requested

As always, our great chapter runs best when we have volunteers that will step up, pitch in and get involved. Announcements are made at most chapter functions for those projects and activities where we need additional volunteer help. Please lend a hand, your help is needed and greatly appreciated.

E-mail Update and Request

Chapter members and other interested friends of Chapter 690 are alerted and reminded of chapter planned activity, timely aviation news and other items of interest via NOTAMS sent by our President Randy Epstein. To be sure you continue to receive these informative announcements please be sure to notify Jeanne Ferguson, jmarief@bellsouth.net if you have a change in your preferred email address.

Copyright © 2017 EAA Chapter 690, All rights reserved.

You are receiving this EAA 690 NavCom because of your interest in aviation and specifically EAA 690 activities.

To unsubscribe visit this web link <http://eaa690.net/EmailDistribution/MemberOptOut/>.

Our mailing address is:

EAA Chapter 690
690 Airport Road
Lawrenceville, GA 30046