



# NavCom

**FEBRUARY 2005**

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

## Ron Alexander to present "Plane Building Program" February 11<sup>th</sup>



At the February Chapter meeting, Ron Alexander will present a program on building an experimental aircraft. He will go through all the steps involved including the rules and regulations, selecting the kit, procedures and the equipment required to build the plane.

Ron has had a very active career in aviation starting at the age of 14 when he received his first airplane ride in a CAP C-119. He then soloed in an Aeronca Champ at 16 and got his private license at 17 while working at Bloomington, IN

airport and went on to obtain his commercial and instructor's rating. While at Indiana University, he began instructing and flew as co-pilot on the University's C-45 and DC-3.

Ron has had a varied career in the US Air Force starting in the ROTC at Indiana University and entering the Air Force as a 2<sup>nd</sup> Lieutenant. He spent much of his time in South Vietnam flying the C-7 Caribou and instructed new arrivals. While in South Vietnam he received the Distinguished Flying Cross and 2 Air Medals. Upon return to the states, he instructed in the C-7 at Stewart AFB.

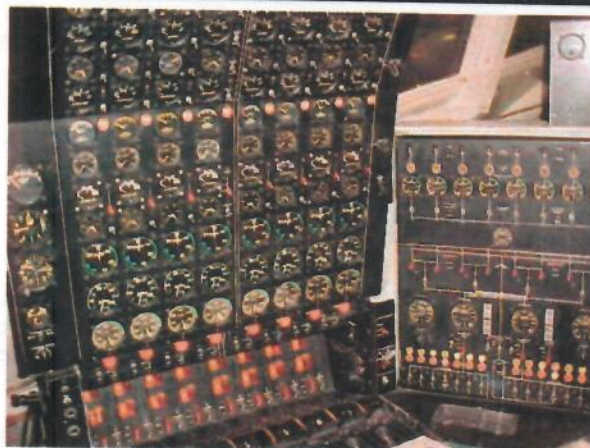
He obtained his glider rating in Tennessee and in 1969 was hired by Delta Airlines and moved to Chicago flying Convair 880's and DC-9's. In 1974 he moved to Griffin, GA and flew various airplanes with Delta including the DC-9, Boeing 737 and the Boeing 767 and was instructor and check pilot on the Boeing 737. Ron retired from

*(Ron's Bio is Continued on Page 4.)*

## West Coast Relocation Offers New Aviation Opportunities for Frank Wilcox



Frank got a chance to explore the cockpit of the Spruce Goose at a special fundraiser.



Do you think the Goose's flight engineer's station was state of the art when Frank started at Rockwell?



## Chapter 690 Scenes



Photo by Dave Knowles

← Gilly Smith and his beautiful ASW-27 glider - an all fiberglass single seat competition racing plane.

Steve Ashby watches as Chapter Vice President John Reitz presents Gilly with a Chapter 690 Coffee mug as a thank you memento for his excellent program. ⇒



Photo By Joel Levine

It's the government way – One person builds, but it takes four to inspect. ↓



Photo by Wayne Whitaker

Subject: Airplane Completion

I guess I'm just a proud papa, but I wanted to share pictures of my new homebuilt's FAA inspection. FAA's MIDO Aviation Safety Inspector Jim Hall gave my Zodiac 601 HDS it's inspection and Special Airworthiness Certificate on Jan 10, 2005. The Registration is N601TD (for taildragger) and I will fly it over from Lenora to a pancake breakfast when I get a few hours under my belt. Chapter member Greg Jannakos was my EAA Tech Counselor and was a great help in constructing and getting me thru the inspection. Fellow Member Wayne Whitaker took these shots for me and was my moral support for the inspection.

I couldn't have done it without EAA 690!

Ron DeWees



Photo by Wayne Whitaker

← FAA Inspector Jim Hall congratulates Ron on a job well done.

## Scholarships Offered

EAA 690 has generously funded scholarships for two students to attend the Air Academy in Oshkosh each summer for several years. It's one of the ways by which Chapter 690 reaches out to our community.

We are happy to once again offer this opportunity for 2005. Applicants should be between the ages of 10 and 18.

## Air Academy Scholarships for Summer 2005

By Debi Huffman

Chapter Members receive priority consideration, so please encourage your son or daughter to apply. An application form is on page 8 of the January NavCom.

The deadline for completed applications is March 15th. For additional info contact Derbi Huffman at DEBI.HUFFMAN@FERNBANK.EDU or Duane Huff at 770-962-3117 or DUANEHUFF@YAHOO.COM



## 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@akorn.net](mailto:lnor@akorn.net)

Deadline for submissions is the 20th of each month, unless otherwise announced. The deadline for the March 2005 NavCom is Monday, March 21<sup>st</sup>.

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 Janakos and his merry band who fold, staple & mutilate the NavCom for distribution and mailing.

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## The President's Pitch

By Larry Bishop



Welcome to winter time! I hope everyone survived our 2005 ice storm a couple of weeks ago. We stayed at home all weekend and watched the fearless TV reporters report the road conditions from all around Atlanta, only to be interrupted by a brief loss of power from time to time at our house. Fortunately, we had no major power outage.

It's that time of year when we enjoy working on inside projects and flying in the cool, crisp and clear winter air. It is also the time we do our chapter planning for the year. Your Board of Directors is working on a second planning session now and we will soon publish the results of this effort. Our traditional activities, as well as some new programs are under consideration. We appreciate your support and willingness to assume responsibility for helping us to make things happen at EAA 690.

Congratulations to Board of Directors member Jamie Painter who was elected to the position of Chairman for 2005. Also, Mike North is our new Vice Chairman and Jeff Gwathney is our Secretary for 2005. Thanks to Mike Stewart for serving as Chairman in 2003 and 2004. Also, thanks to Larry Dickinson, our 2004 Vice Chairman.

As in past years, we are making our chapter facility available to other aviation related organizations such as The Georgia Flyers, who will be with us several times in 2005. Also, we work with the Cub Scouts to host a combination Pine Wood Derby and Young Eagle Rally two times each

year. It's a close race to see whether the kids or the EAA ground crew and pilots enjoy themselves more. If you can help, join us on March 12 and March 19 for these events.

We have two technical seminars currently scheduled in our hangar. The Aero Electric Seminar with Bob Nuckolls is a two day event (April 9 and 10) and covers aircraft electrical systems design, maintenance and troubleshooting. See the web site at <http://aeroelectric.com/seminars/seminars.html> if you are interested. Also, the Mooney Airplane Pilots Assoc (MAPA) has scheduled their two day Mooney Airplane maintenance seminar on April 23 and 24, 2005. If you are interested in this program, see the MAPA web site at <http://www.mooneypilots.com/calendar.htm>

If you have not paid your 2005 membership dues, please see Glenn Clark, our Membership Chairman, or Lnor Levine. You can also drop your application and check into the "Membership Box" just inside the front door of the hangar. Don't forget that Lnor has 2005 EAA Calendars at a great price. She also has a new shipment of oil analysis kits if you need them.

As always, if you have ideas, suggestions or just want to talk about EAA Chapter stuff, please call or send me an e-mail.

Larry Bishop  
770-263-7139

[LDBishop@mindspring.com](mailto:LDBishop@mindspring.com)

### A Reminder – Chapter Dues are Due

Chapter 690's Fiscal and Membership Years begin on January 1<sup>st</sup> - so chapter membership dues are due at the first of the year. They can be paid to membership chairman Glenn Clark at meetings or mailed to Lnor Levine at 1340 Nerine Circle, Dunwoody, GA 30338. There is an application form on page 9 of the January issue. Forms are also available at meetings or on the chapter web-site: [www.eaa690.org](http://www.eaa690.org).

Please include e-mail address and family information. Renewing members are requested to complete a form if there are changes to your e-mail, address, phone, project status, etc. Chapter dues may also be paid on-line through PayPal. Select the Membership Folder in Web Links. Annual Chapter dues are \$30 and \$40 for a family membership. Checks may be made to EAA Chapter 690.



## A Letter from Frank and Margaret

January 25, 2005

Dear Friends of Chapter 690,

Today the Fed EX man delivered the lovely glass Outstanding Achievement Award which you awarded to us at the December Holiday party. It commands a place of honor on our mantel.

What a wonderful surprise when we received that magical phone call on Dec. 10th, at which time you announced that we were the recipients. Thank you all. It was truly a miracle how you made us feel as if we were right there in the chapter building with you. We could almost taste the ham and turkey and smell the coffee brewing. Your good wishes conveyed not only the holiday spirit, but the EAA spirit - that special camaraderie that airplane people share.

How much we miss you and how much we care about each of you! Thank you again for this honor. The 22 years we belonged to Chapter 690 were greatly enriched by all the many activities, work projects, social gatherings, and hangar talk that we shared with you, our friends.

Life in Portland is at a slow pace as we settle into our new home and city. We enjoyed the holidays with all our children and grandchildren. The little grand daughter from Nepal who lives just a block away visits daily and often stays overnight. What fun it is to be grandparents. We recently celebrated her 2nd birthday.

We've had a few airplane related activities. We attended a breakfast of "old" airplane enthusiasts and heard Steve Wolf speak. He is a well known aerobatic pilot and builder of replicas of the Curtiss Pitts "Sampson," the Gee Bee racing plane and the wings for the Hughes H-1 racer. He lives in Oregon. We had seen him fly at Oshkosh. Frank took his grandsons to see the "Spruce Goose" which is preserved in a fine museum at McMinneville, OR about 40 miles from us. Then we returned Dec. 30th to a fund raiser when Frank had the opportunity to take pictures inside the famous plane and had his



The aft view from the Spruce Goose's deck.

picture taken in the cockpit (on cover). There was a presentation about how the plane was preserved and transported to its present location and then we saw a special showing of "The Aviator." The next goal is to hook up with an EAA chapter. We've heard there are several and they all have pancake breakfasts.

Margaret's health continues to be fragile. She is on a new treatment regime that has promise. The good news is it is all by pills - no chemo or radiation. Frank continues to provide the support, transportation and encouragement that enables her to have a good quality of life.

We miss Atlanta, our friends and activities and living on an airstrip. It was fun. But we have many happy memories and pictures to remind us of those years. We also hope to keep in touch with you and would enjoy a visit if you venture to the northwest. Thanks for sending the NavCom, Lnor. Our E-mail address is the same: frankwil@mindspring.com Our Mailing Address is:

4614 S E Steele St.,  
Portland, Or. 97206

Our telephone number is 503 774 2160

### Ron Alexander Bio

(Continued from Cover)

Delta in 2002 with 33 years service and flying as a captain of the 767. He has accumulated more than 23,000 hours of flight time.

During his stay in Chicago he purchased a J-3 Cub which he still owns. In 1976 he began restoring antique airplanes and has restored a Taylorcraft, J-3 Cub, and 2 Stearmans. In 1978 he completed rebuilding a PT-17 Stearman which won best PT at the annual Galesburg, Illinois National Stearman Fly-In.

He began restoring antique airplanes in the mid 1970's as a hobby and soon found that materials and supplies were difficult to obtain. Attempting to solve this problem, Ron founded Alexander Aeroplane Company in 1979. The organization grew rapidly to become one of the leading aircraft supply companies in a fast growing industry. In January, 1996 he sold the company to Aircraft Spruce.

Ron was very much aware that the sales people of his company spent endless hours attempting to answer technical questions concerning the use of the products they were selling. In 1992 he developed a

(Cont. On Page 5)



## Chapter 690 Young Eagle Report

By Duane Huff, Young Eagles Coordinator



I had the privilege of flying the first Young Eagle of 2005 for Chapter 690. During the pancake breakfast on the 1st. of January, I was asked to fly an exchange student from Korea. Sol-Hui Kim was a delightful young lady who was eager to go flying. Beautiful clear skies, where you could see forever, made for great flying and showing her the view from the air.

She was amazed at how far we could see and the size and beauty of Lake Lanier. We took time from looking to show her how to control the plane up/down and to turn right and left. She did a great job of flying the plane and was very excited with her first experience flying in a light plane as a Young Eagle.

On January 15th, Chapter 690 had a small group to fly as Young Eagles. Pilots Larry Bishop flew three, Chuck Huber flew one, Duane Huff flew one and John Reitz flew three for a total of eight. Bill Ferguson was our Loadmaster and Joel Levine printed the certificates. Thanks!

There are twenty (20) young people scheduled to come on February 19, 2005 for a Young Eagles rally. If you have not participated in a Young Eagles event, you should come and help as a pilot or ground crew. I can assure you the pleasure will be all yours.

Mark your calendars for March 12th and 19th as we have Pine Wood Derbies and Young Eagles scheduled for both dates.

### "Kate: The Story of a Movie Star"

*Cont. from Page 12*

Keith Wood, also checked out in the Texan, and Armstrong began scheming how they could buy the Kate and take it on the air show circuit to generate enough money for its upkeep. Two other local pilots, Joe Broker, a Delta captain, and Jack Van Ness, a former Eastern captain, joined them in March 2004 to create Japanese Bomber LLC. Armstrong checked out in the airplane in late March, just in time to take it to a formation clinic. Two months later, they flew it to Charleston, S.C., for their first air show.

One of the first things they did after buying Kate was to develop a website ([JapaneseBomber.com](http://www.japanesebomber.com)) announcing the availability of the aircraft to the film industry. Soon they heard from Tom Bramley of Lion Television, producers of documentaries for the BBC and the History Channel. They were developing a project about the attack on Pearl Harbor and wanted to use the Kate. To read more interesting facts about the Kate, visit <http://www.japanesebomber.com/>

## The Georgia Flyers



On Sunday, February 20th at 3:00 p.m. the Georgia Flyers will meet in the EAA 690 Hangar. Their speaker will be Pauline Mallary, a member of the Georgia Flyers, who will tell about her years of aircraft racing with the 99's.

EAA Chapter 690 members are invited to attend.

Reservations are required. The cost will probably be around \$14.00 per person.

Anyone interested in attending should call Carolyn Deering at 770-321-9380.

On Saturday, March 19th from 1-5 P.M., the Georgia Flyers will sponsor a special co-pilot pinch-hitter ground school course for spouses in the EAA Hangar. Sam DiGiammarino will be the instructor.

### Ron Alexander Bio

*(Continued from Page 4)*

series of "hands-on" workshop programs. These workshops were designed to instruct people in aircraft building and restoration skills, such as sheet metal and fabric covering. In 1999 Ron sold the SportAir Workshop business to the EAA.

In 1992 he purchased a DC-3 that he restored with other members of his company. This airplane has been used for promotional purposes for over 12 years. It now has the Poly-Fiber logo on it and is used to promote Poly-Fiber products and is also leased to

Delta Air Lines for training purposes. He was chief pilot for 5 years through 2004.

In 1992 he purchased Stits Poly-Fiber, Inc. in Riverside, California, manufacturer of the Poly-Fiber covering process and in 1997, The Ceconite Company, distributor of Ceconite fabric, was merged into Poly-Fiber and it operates as a division of Poly-Fiber. He is President of that company which is managed by VP Jon Goldenbaum. In December, 2004, Randolph, makers of aircraft dope, was merged into Poly-Fiber. In 2004 Ron also started Atlanta Aerospace Composites doing composite repairs for Corporate, Airline and general aviation aircraft under part 145.



## EAA 690 HANGAR USE: CLEAN-UP CHECKLIST

- ☐ ALL TIRE MARKS, LIQUID/GREASE SPILLS ARE CLEANED UP
- ☐ BREAKFAST TABLES NOT UTILIZED AS WORK TABLES
- ☐ FLOOR SHOULD BE BROOM CLEAN
- ☐ TABLES & CHAIRS SHOULD BE MOVED TO SIDE
- ☐ IF KITCHEN IS UTILIZED, WASH CUPS, DISHES, ETC.
- ☐ ENSURE ALL HANGAR LIGHTS ARE EXTINGUISHED
- ☐ ENSURE ALL WASTE MATERIAL IS REMOVED
- ☐ **LEAVE THE HANGAR BETTER THAN YOU FOUND IT**
- ☐ **SIGN/ DATE THIS FORM, ATTACH DAILY FEE (\$10.00) TO FORM**
- ☐ **DEPOSIT FORM IN MEMBER BOX NEXT TO MAIN DOOR**

MEMBER SIGNATURE \_\_\_\_\_, DATE \_\_\_\_\_

Duane Huff, BOT  
770-962-3117

The above form has been developed by the Board of Trustees to serve as a checklist/reminder for members who use the hangar for maintenance, annuals and other work on their aircraft. The hangar should be returned to a clean and orderly state, ready for the next chapter function, in a timely matter. The daily fee is to be paid for each day of use and until the hangar has been properly cleaned up and ready for use by the chapter or other member.

### Web-Sites Worth a Look -

Annals of the Flying Tigers [www.danford.net/avg.htm](http://www.danford.net/avg.htm)

Commemorative Air Force -  
[www.commemorativeairforce.org](http://www.commemorativeairforce.org)

Corkey Forno - Movie Stunt Pilot  
[www.corkeyforno.com](http://www.corkeyforno.com)

Dixie Wing of the CAF - [www.dixiewing.org](http://www.dixiewing.org)

Federal Aviation Administration [www.faa.gov](http://www.faa.gov)

Flying Tigers AVG Resources  
[www.flyingtigersavg.com](http://www.flyingtigersavg.com)

Flying Tigers Film - [www.flyingtigersfilm.com](http://www.flyingtigersfilm.com)

Home of the Curtiss P-40 [www.p-40.com](http://www.p-40.com)

Muche's Warbirds [www.mucheswarbirds.com/](http://www.mucheswarbirds.com/)

National Air & Space Museum [www.nasm.si.edu](http://www.nasm.si.edu)

National Transportation Safety Board [www.nts.gov](http://www.nts.gov)

New England Air Museum [www.neam.org](http://www.neam.org)

Planes of Fame - [www.planesoffame.org/](http://www.planesoffame.org/)

Safety Services International [www.safeserv.com](http://www.safeserv.com)

Skytamer Images [www.skytamer.com](http://www.skytamer.com)

Warbird Alley [www.warbirdalley.com](http://www.warbirdalley.com)

## Flapjack Fly-Ins!



**EAA 690 - 1<sup>st</sup> Saturday Pancake Breakfast & Aviation Program**

**Gwinnett Co. Airport (LZU)**

**Breakfast - 8:00 - 10:30 am; Program - 10:30**

### 2005 Program Calendar

- January 1 — New Years Day Social
- February 5 — A Look at General Aviation Security
- March 5 — Japanese Kate (Hokajima) -  
The Story of a Movie Star
- April 2 — Aviation Photography — A Professional  
Talks About How to Improve Your Results
- May 7 — The History of Air Racing
- June 4 — Annual 690 Poker Run
- July 2 — Annual 690 Airplane Wash



For more information, please contact  
Joel Levine at 770-394-5466, or  
[jlevine@bellsouth.net](mailto:jlevine@bellsouth.net), or visit our  
website at [www.eaa690.org](http://www.eaa690.org).



## **PILOTS - Thanks to Jim Garner for submitting this article, author unknown.**

You see them at airport terminals around the world. You see them in the morning early, sometimes at night. They come neatly uniformed and hatted, sleeves striped; they show up looking fresh. There's a brisk, young-old look of efficiency about them.

They arrive fresh from home, from hotels, carrying suitcases, battered briefcases, bulging, with a wealth of technical information, data, filled with regulations, rules.

They know the new, harsh sheen of Chicago's O'Hare. They know the cluttered approaches to Newark; they know the tricky shuttle that is Rio; they know, but do not relish, threading the needle into Hong Kong.

They respect foggy San Francisco. They know the up-and-down walk to the gates at Dallas, the Texas sparseness of Abilene, the Berlin Corridor, New Orleans' sparking terminal, the milling crowds at Washington. They know Butte, Boston, and Beirut. They appreciate Miami's perfect weather, they recognize the danger of an ice-slick runway at JFK.

They understand about short runways, antiquated fire equipment, inadequate approach lighting, but there is one thing they will never comprehend: Complacency.

They remember the workhorse efficiency of the DC-3's, the reliability of the DC-4's and DC-6's, the trouble with the DC-7's. They discuss the beauty of an old gal named Connie. They recognize the high shrill whine of a Viscount, the rumbling thrust of a DC-8 or 707. And a Convair.

They speak a language unknown to Webster. They discuss ALPA, EPR's, fans, mach and bogie swivels. And, strangely, such things as bugs, thumpers, crickets, and CATs, but they are inclined to change the subject when the uninitiated approaches.

They have tasted the characteristic loneliness of the sky, and occasionally the adrenaline of danger. They respect the unseen thing called turbulence; they

know what it means to fight for self-control, to discipline one's senses.

They buy life insurance-but make no concession to the possibility of complete disaster, for they have uncommon faith in themselves and what they are doing.

They concede that the glamour is gone from flying. They deny that a man is through at sixty. They know that tomorrow, or the following night, something will come along that they have never met before; they know that flying requires perseverance. They know that they must practice, lest they retrograde.

They realize why some wit once quipped: "Flying is year after year of monotony punctuated by seconds of stark terror."

As a group, they defy mortality tables, yet approach semi-annual physical examinations with trepidation. They are individualistic, yet bonded together. They are family men, yet rated poor marriage bets. They are reputedly overpaid, yet entrusted with equipment worth millions. And entrusted with lives, countless lives.

At times they are reverent: They have watched the Pacific sky turn purple at dusk. They know the twinkling, jeweled beauty of Los Angeles at night; they have seen snow up on the Rockies. They remember the vast unending mat of green Amazon jungle, the twisting silver road that is the father of Waters, an ice cream cone called Fujiyama. And the hump of Africa. They have watched a satellite streak across a starry sky, seen the clear, deep blue of the stratosphere, felt the incalculable force of the heavens.

They have marveled at sun-streaked evenings, dappled earth, velvet night; spun silver clouds, sculptured cumulus: God's weather. They have viewed the Northern Lights, a wilderness of sky, a pilot's halo, a bomber's moon, horizontal rain, contrails and St Elmo's Fire.

Only a pilot experiences all these. It is their world.

## **Chapter Member Tom Wyatt Victim of Fatal Car Crash**

Our condolences to the families and friends of "Turbo" Tom Wyatt and his girl friend Barbara Creamer. They were killed instantly in a car accident on 285 near Roswell Road last Thursday, January 27th.

Some of you may remember a Chapter Fly-Out to the Chilhowee Glider port a couple of years ago to Tom's favorite hang out. Pictures can be seen here:

<http://www.mstewart.net/michael/rv/flying/chilhowee>



## January 2005 Board of Trustees Meeting Minutes

The January 2005 meeting began at 7:30 P.M. on December 27, 2004 at the Chapter hangar. Those attending were: D. Huff, L. Bishop, B. Ferguson, L. Olson.

### E-mail ID's:

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David dlposey-atlanta@att.net  
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Bill jmarief@bellsouth.net  
Lee lee.olson@mci.com  
Duane duanehuff@yahoo.com  
Larry ldbishop@mindspring.com

Due to the January meeting being in the midst of the Holiday season it was decided to delay election of officers until the February meeting, currently scheduled for January 31st. It was also suggested we revisit the day of the week for our monthly meeting.

Attendance at monthly meetings has become a cause for concern, and it was suggested that we utilize the conference call capability (800 #) that Mike Stewart offered to assist the Board of Directors in improving their attendance. Duane will contact BOT members who are experiencing difficulty attending to discuss this option.

Inventory of AN parts needs to be completed. L. Olson will propose staffing requirements at February meeting.

Status of Chapter fire extinguishers needs to be determined as well as airport requirements. Bill Ferguson will research this data, and provide at February meeting.

Hangar "Clean-up" guidelines (attached) will be finalized at February meeting.

The "Action Item" log was reviewed, brought up to date, and closed for 2004 (attached) with all items accounted for. Items still requiring resolution were transferred to the 2005 log. 2004 & 2005 log's are on a single spreadsheet, and have an individual Issue number & date.

Significant discussion on revamping the clustering of audio/ video components on the rolling stand was held. It was suggested that some components be relocated to shelving built into the wall enclosing the stairwell. L. Olson will contact Forrest Wilson, and discuss possible designs to facilitate a "professional" layout. The intent of this design would be to centralize the basic components with standard access via a jack field. In addition, a circuit design that indicates how the various components are connected together would be provided for display.

These minutes are designed to capture the major items discussed at this meeting. However, if I have omitted anything you feel is significant please let me know, and I will reissue them.

Respectfully submitted,  
L.M. Olson

## Minutes of the January 11, 2005, Board of Directors Meeting

### Attending Members:

Larry Bishop	Mike North
Jeff Gwathney	Jamie Painter
Duane Huff	John Reitz
Lnor Levine	Mike Stewart

Absent Members: Jim Sweat

Visitors: Jennifer North

Meeting was called to Order by Mike Stewart, Chmn.

Welcome new Board of Directors at-large members Lnor Levine, Jamie Painter and Jim Sweat.

Welcome back to a second term member to Mike North.

The 2004 Treasurers report and 2005 budget will be presented at the January meeting.

Most of the meeting was spent discussing 2004 activities and goals for 2005. The Board discussed the good and bad of 2004 and what we need to change in 2005. This discussion will continue in the February meeting and a report will be made to the membership.

### General Discussion and comments:

- We need an active Fly-Out schedule in 2005

- EAA 690 is clearly focused on youth education and will expand these activities which include multiple scholarships, airport visits, Young Eagle program, Aviation Day Camp and possibly new programs in 2005
- We need to do a Air Fair/ Fly-in this year; more discussion/planning needed
- Board of Trustees had a very productive and successful 2004.
- Project visits are good and possible could be enhanced. Maybe we could expand this to get more of our Technical Counselors involved and start a new project like covering the New Standard wings that was completed last fall
- Several members would like to see more technical programs or technical workshops. Some are interested in more social activities.

As required by our By-Laws, we elected new Board of Directors officers at this meeting. They are:

Chairman	Jamie Painter
Vice Chairman	Mike North
Secretary	Jeff Gwathney

The meeting was adjourned.  
Next BOD meeting – Tuesday, February 8.



## Minutes of the January 14th, 2005 Monthly Meeting of EAA Chapter 690

- The meeting was called to order by Larry Bishop, President
- Pledge of Allegiance
- Introductions of Guests
- Approval of the November 12 monthly meeting minutes as published in the December NavCom.
- The next Pancake Breakfast program features Sgt. Doug Mattox, Gwinnett County Police Department, speaking on Airport Security.
- The next monthly meeting is Friday, February 11, 2005. Our speaker is Ron Alexander.
- Upcoming events were announced:
  - Board of Trustees meeting – Monday, January 31, 2005. Everyone is invited to attend. BoT Officers for 2005 will be elected.
  - Board of Directors – Tuesday, January 11, 2005. BoD officers will be elected at this meeting. Everyone is invited.
  - Young Eagle Rally – January 15, 2005
- Local Fly-In's were listed and discussed. Cliff Aiken will add these to the Chapter calendar on our web-site.
- Committee Reports –
  - Publicity - Joel Levine
  - Food Services - Mike North
  - Finance – Mike Stewart
  - Board of Directors – Mike Stewart
  - NavCom - Lnor Levine
  - Project Visit – Greg Jannakos
  - Board of Trustees - Duane Huff
  - Young Eagles – Duane Huff
  - Youth Activities – Debi Huffman & Duane Huff
- After a brief break for coffee and snacks we had an outstanding presentation by Gilly Smith on flying gliders in the French Alps. The pictures and video were excellent.
- The meeting was adjourned.

## Aviation Dictionary

Thanks to Jim Sweat for Submitting This Article

**Airspeed:** Speed of an airplane. Deduct 25% when listening to an Air Force pilot.

**Bank:** The folks who hold the lien on most pilots' cars.

**Cone of Confusion:** An area about the size of New Jersey, located near the final approach beacon at an airport.

**Crab:** The squadron Ops Officer.

**Dead Reckoning:** You reckon correctly, or you are.

**Engine Failure:** A condition which occurs when all fuel tanks mysteriously become filled with air.

**Firewall:** Section of the aircraft specially designed to let heat and smoke enter the cockpit.

**Glide Distance:** Half the distance from the airplane to the nearest emergency landing field.

**Hydroplane:** An airplane designed to land on a 20,000 foot long wet runway.

**IFR:** A method of flying by needle and ripcord.

**Lean Mixture:** Nonalcoholic beer

**Nanosecond:** Time delay built into the stall warning system.

**Parasitic Drag:** A pilot who bums a ride and complains about the service.

**Range:** Usually about 30 miles beyond the point where all fuel tanks fill with air.

**Rich Mixture:** What you order at the other guy's promotion party.

**Roger:** Used when you're not sure what else to say.

**Service Ceiling:** Altitude at which cabin crews can serve drinks.

**Spoilers:** The Federal Aviation Administration.

**Stall - Technique:** Used to explain to the bank why your car payment is late.



## 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.

## E-Mail Address Changes

To contact NavCom editor Lnor Levine, please send info and articles to [LNOR\\_L@BELLSOUTH.NET](mailto:LNOR_L@BELLSOUTH.NET)

To contact Publicity Chairman Joel Levine, please send your info to [JLEVINE@BELLSOUTH.NET](mailto:JLEVINE@BELLSOUTH.NET)

Over time, many chapter members have changed e-mail addresses. Notices of Chapter activities are bouncing back. If you are not currently receiving 690's NOTAMS and would like to keep abreast of current news, updates about activities and periodic reminders, please send your current e-mail address to Joel at [JLEVINE@BELLSOUTH.NET](mailto:JLEVINE@BELLSOUTH.NET)



## 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.



COMMERCIAL COLOR PRINTING SINCE 1974

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## Wesley M. Luster

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678-478-8070  
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## WANTED - HANGAR SPACE

I'm looking for space to do the final assembly of my Zodiac 601HDS.

The space needed is about 16 by 24. Estimate 30 to 60 days. Prefer Lawrenceville, Winder, or Covington airports.

Greg Jannakos  
[gpjann@juno.com](mailto:gpjann@juno.com)  
or 770-277-1637

## For Sale

1 large wooden Desk ---  
\$25.00 Good Condition

1 Metal Sect. Desk plus  
attached table and 2 door file  
cabinet --- \$50.00 Excellent  
condition

Norcross area  
Frank S  
Call 770 923-6149

12/04

## YELLOW JACKETS FLYING CLUB

The YJFC has had an individual donate to us several fully assembled sections of a Murphy Rebel. The donor is in need of someone who can appraise the donation and the club is looking for someone to purchase the parts (I don't think we are going to find a champion to continue to assemble it).

Suggestions and help would be appreciated.

Mark H. Sanders  
Office of Development, Georgia Tech  
(404) 894-8889  
[Mark.Sanders@dev.gatech.edu](mailto:Mark.Sanders@dev.gatech.edu)

I have a 25 gal fuel tank, never used, professionally welded. I also have assorted pieces of aircraft spruce (clear). These items are what remains of an aborted project. I would like to dispose of these items should anyone be interested in having them. I also have some ceramic cloth to be used as firewall. Should you know of someone who could use such items I would appreciate hearing from them. Thank you.

Don M. Alspaugh  
196 Comstock Court  
Lawrenceville, GA 30044  
770-995-5286 or [donalspa1@bellsouth.net](mailto:donalspa1@bellsouth.net)

## The NavCom is Available On-Line

The current issue of the NavCom, and the archived issues from January 2002 forward, are available for download - in full color.

Just visit the Chapter's web-site at:  
[www.eaa690.org](http://www.eaa690.org)

## FOR SALE 1/3 SHARE OF A CLASSIC C-150 - \$8500

Airplane totally rebuilt.. Engine rebuilt including 4 New Millennium (high Compression) cyls., with approx. 180 hrs. since rebuilt.

New door panels  
New headliner  
New Nose Bowl  
Plane stripped and repainted  
Front Strut rebuilt  
New Steering Rods and Boots  
New Tach

Rebuilt starter and generator  
New air box.  
New vacuum pump  
Oil filter added  
New baffling.  
Annual in Oct or Nov.  
New carpeting installed.

If you are interested in look-see... Contact Frank 770 923-6149  
PS includes other (+s)

09/04



## Upcoming Speakers for Friday Night Programs Announced

By John Reitz

February 11, 2005

March 11, 2005

April 8, 2005

May 13, 2005

Ron Alexander

Dale Donegan FSDO

Bob "Punchy" Powell

NOAA Speaker

"Building Experimental Aircraft"

"What Repairs Can You Make On Your Plane?"

"Flying WW II"

"Flying Weather"

## On Sale in the AeroShoppe - World of Flight 2005 Calendar

The new EAA Calendar for 2005 features selected works from a 20-year retrospective of EAA Chief Photographer Jim Koepnick.

The calendar lists for \$12.99, and is being sold in the AeroShoppe for \$10.00. Get one for yourself and one for a gift. Quantities are limited!

Other great gift items include our chapter mugs, and signed copies of The Lost Squadron – the story of the Greenland Expedition by David Hayes.



## Chapter 690 Logo Clothing Available High Quality Items Make great Gifts – Order Yours Now

Chapter members Rick & Michele Gullet offer prompt delivery of these items. Samples are available to look at in the AeroShoppe. Orders placed at the Pancake Breakfast will be ready for pick-up at the next Friday night meeting. Names can be added for \$6.00. Great gift ideas – and Valentine's Day is coming!



**Hats**  
\$12.00



**Logo Patches**  
\$6.00



**L/S Denim Shirts**  
\$35.00



**Fleece Vests**  
\$40.00

## Opportunities to Participate

Friday, February 11th

Chapter Meeting

Ron Alexander - Building Experimental Aircraft (Join us for dinner before the meeting at Valentinos.)

Saturday, February 19th

Young Eagle Flights

Tuesday, March 1st

BoT Meeting

Saturday, March 5th

Pancake Breakfast

Alan Armstrong – Japanese Kate

Tuesday, March 8th

BOD Meeting

Friday March 11th

Chapter Meeting

Dale Donegan FSDO - What Repairs Can You Make On Your Plane. (Join us for dinner before the meeting at Valentinos.)

Saturday, March 12th

Pinewood Derby & Young Eagle Flights

Saturday, March 19th

Pinewood Derby & Young Eagle Flights



# NavCom

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

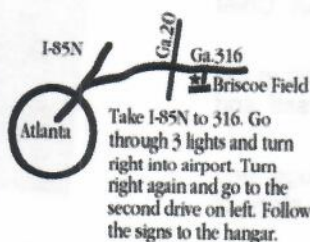


## Come Join Us!

**Regular monthly meetings** — On the 2<sup>nd</sup> 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 1<sup>st</sup> Saturday of every month, in the Chapter Building.

Breakfast served 8:00 - 10:30 a.m.



## FEBRUARY MEETING

Friday, February 11<sup>th</sup>, 2005

**Program — "Plane Building"**  
presented by  
**Ron Alexander.** Learn all of the steps, rules, etc.

**Visit the EAA 690 Web-Site at [www.eaa690.org](http://www.eaa690.org)**

## Alan Armstrong to present "Kate: The Story of a Movie Star"



Atlanta Attorney Alan Armstrong, an accomplished Private Pilot, will be our guest speaker at the March 5th Pancake Breakfast. His program will include the story of how this warbird enthusiast went from learning to fly a North American SNJ-5 to performing in airshows, and even to moviemaking.

Instructor Jim Buckley taught Armstrong how to "survive and eventually master" the "Texan" which was, typically, the last trainer a World War II pilot flew before taking on a Thunderbolt, Mustang or Corsair. John Currenti, an Alabama National Guard colonel and airline pilot, spent many hours helping Armstrong master loops, aileron rolls, Immelmans, Cuban eights and split-S maneuvers.

As Armstrong wrote in The Southern Aviator on 10/7/2004 "The SNJ picks up speed rather quickly, so you have to plan ahead; at slow airspeeds and high power settings you have to consider the torque developed by that giant gyroscope spinning in front of you. If you allow the aircraft to become uncoordinated at a low airspeed, it may roll

over on its back. You have to be very careful when rolling out of an Immelman turn (a half-loop followed by a half-roll), since the airplane will be right on the edge of a stall as it returns to level flight. Overcontrolling or losing coordination can snap you into a spin."

In the fall of 2003, Mike Connelly decided to sell his replica Nakajima B5N2 "Kate" torpedo bomber, built



up from a 1944 North American SNJ-4, with a plug in the nose to lengthen the forward portion of the fuselage and another plug aft to lengthen the tail. The original empennage is replaced with one from a BT-13 trainer. The wingtips are lengthened by about 24 inches. The two-seat airplane now is a three-seater, with a rear gunner's position and a fake torpedo bolted to the bottom of the fuselage. In camouflage paint with a gray underside and red meatballs on the wings and fuselage, it looks remarkably like a WW II Japanese Kate.

(Cont. on Page 5)