



NavCom

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

March 2001

Delta's DC-3 Project Visit

By Greg P. Jannakos

On the afternoon of February 12th Thirty EAA Chapter 690 members and their guests had the pleasure of visiting one of few remaining DC-3 aircraft in existence. (For those that couldn't make the Monday excursion we are sorry you had to work.) As we were told by James Ray, Manager of the 4 year plus restoration and maintenance project, few DC-3's were actually built. The remaining were converted to C47's, a military version built to carry cargo and troops. The DC-3 we visited was the first passenger-carrying plane for Delta. Their first actual DC-3 was used for training and was eventually retired after filling all of its life as a trainer.

To see the plane for the first time is a sight to behold! The exterior is highly polished and the interior is almost beyond belief. Wearing protective booties and white gloves we were given the grand tour of the pristine interior. From the actual 1941 copies of "Life" magazine to the leg room we've all but forgotten, the craft stirs your imagination. This is a project that must be seen to be appreciated!

This plane has been restored to "better" than new condition. Everything in the craft is of actual vintage. Much research has gone into the project to insure that it is being outfitted with authentic equipment such as seats, foot rests, seat belts, hat racks, wash basin, etc. There are way too many things to list. Actual items that couldn't be acquired were built using types of materials and colors



Photo by William Morris

duplicated from actual specs, and where feasible from the original manufacturers. The cost has been no object, but the project has been put on hold during times of limited funding. As with many restoration projects this one has taken a lot of time and money. James Ray and his group can be proud, very proud... →

EAA 690 Hosts Third Annual Vintage Fly-in Today!

By Joel Levine

On Saturday, March 3, 2001, EAA Chapter 690 will host a fly-in of some of the most memorable aircraft ever designed.

Aeronca, Cessna, Ercoupe and Short Winged Piper owners from around the area will be flying in for a day of activities and camaraderie. These aircraft made up the majority of the General Aviation fleet during the late 40's through 60's and are being restored to better than new condition

by their proud owners. As an example, the Ercoupe, one of the more unusual, was designed to be easy to learn to fly, free of the difficulties associated with conventional aircraft, and easy to maintain. It was designed in 1945 by Fred Weick to lure airmen returning from W.W.II to return to the air. The Ercoupe was originally sold in Marshall Field & Company and J.C. Penney's department stores for \$3,150 post-war dollars. The new owners were given free flight instruction with the purchase of their new aircraft.

In addition, a seminar presented by Ms. Cathy Lewan, owner of SkyQueen Aerial Photography, will discuss the techniques required to safely take photographs while in the air and on the ground. Lewan, a mother of two, and her husband who is also a pilot, is a third generation pilot. An adequate opportunity for questions and answers will be allocated.

An all you can eat Pancake breakfast and/or refreshments are available for a nominal fee beginning at 8:00 AM, rain or shine. The program begins at 10:30 AM. All activities will be in the EAA Sports Aviation Center located at the Gwinnett County airport. →

2001 Young Eagles Begin

By Duanne Huff

Young Eagles 2001 for Ch. 690 was started on February 17th. The sky was clear with some haze and the air was cold and a little bumpy. The Young Eagles were graduates of the Fernbank Aviation Lab that did not get to fly last fall due to bad weather.

Thankfully we had plenty of pilots and ground crew.

Only eleven of the expected twenty five showed up. Pilots who flew were; Larry Bishop, Chuck Huber, Craig Jimenez and Yours Truly. Bill Coleman came to fly but could not get the 172 started, (dead battery), but did help the ground crew. Other members of the ground crew were Greg Jannakos, Ron Mulvaney, Joel Levine (thanks for the printer to print the certificates) Mike Stewart, Bob Everett, Debbie Huffman, and one other person that I can't name because I can't read his name because of Greg's writing. Many thanks to all!

Two Young Eagles events are scheduled for March. During the Scouts Pinewood Derby on the 10th, we will give those eligible their Y.E. flights. Also there are two other small groups of Scouts coming for Y.E. flights. The derby will be morning and afternoon, so we will need pilots and loadmasters throughout the day.

We would like to try to space the pilots and workers out into time slots to keep waiting time to a minimum. These are: 9:00AM, 11:00AM and 1:00PM. We'll need about 3-4 pilots and 3-4 ground crew members for each time slot. This should give each pilot about 3-4 actual flights. If any pilot/worker can work for 2 hours or wants to work longer, don't fret. We are flexible and will gladly work with you. Please let me know if and when you will help.

The Young Eagles for the 17th. will be Debbie Huffman's students and she will give us a definite number to plan on before that Saturday.

Again I would like to encourage all of our 690 pilots to fly Young Eagles on an individual basis. I will be very glad to provide you with forms and certificates. Just ask me! If you haven't flown an excited bright eyed Young Eagle you haven't experienced one of the great joys of being a pilot. Try it you'll love it. →

Learn from the Legacy of a Soaked SeaRey

By Joe Friend



A few weeks ago I had the unfortunate experience of getting swamped in my SeaRey and have a number of lessons learned to share with all you SeaRey enthusiasts. I had a pleasant afternoon flying around the northern and western Orlando areas and was on my way home to Spruce Creek when I decided to make a water landing on Lake Minnehaha, about 20 miles west of Orlando. I chose the lake because of the size of the lake, the appearance of the water (no visible obstacles or surface disturbances) and the shore was inhabited. These thoughts went through my head in assessing the landing risk because the lake had a perfectly glassy surface and I had never seen a water surface so mirror-like. The procedure I learned in seaplane school was to set up a sink rate of less than 200 feet per minute and hold it without flaring until you are on the water. This worked well and there was a minor bump felt when hitting the surface. As I started to smoothly bring the throttle back while holding my attitude, I heard or felt the LG lock release. A brief moment later, before I could figure out which hand I should use to catch the gear lever, the wheels dropped into the water.

When the nose dived into the drink, the pressure of the water collapsed the nose deck and separated it from the windshield which disappeared

somewhere. The water rushed into the cockpit and flooded the fuselage. After the plane righted itself, it was sitting a bit low in the water (gunwales submerged) but the engine was still running and the prop was free from the water for a minute. I tried taxiing in this condition but it sank further until the prop started hitting the water then I gave it up. It turned out that when I exited the plane I was standing in five feet of water. Since there were no people visible on the shore, I grabbed the plane's nose ring and started to pull it toward the shore. Stuff was floating all over and I had to keep stuffing things back into the turtle deck to try to keep from losing things. I wasn't totally successful. I only made about 150 feet of progress when the plane started to drag on the bottom so I left the plane and started the 1500 foot or so trek to the shore. After getting half way, a platform boat with two couples on board came around the bend and I waved it down. With a rope I had onboard, they pulled the plane to the shore. By the time we got to the shore a fire engine and crew were waiting. The engine was used to pull the plane up onto the beach. The people with the boat were very kind and lent me a dry shirt and drove me home after I removed the valuables from the plane. End of day one.

On the next day, Kerry Richter and Paige Lynette went with me with their trailer to retrieve my SeaRey. I had a bent thin wall gear leg and that was replaced with the current standard leg so the fuselage would roll. In a short time the wings were removed and the plane was on the trailer enroute back to Orlando. I got the plane back home the next morning. Now comes the damage assessment and recovery exercises and the accumulation of lessons learned from the experience. The immediate priorities are the recovery of all the equipment and supplies. I believe I lost only minor stuff like maps, checklist, owners manual and (not so minor) my registration and airworthiness certificates which were in a pouch and wired over some nut heads which didn't withstand the onrush of the water. The next thing was to try to minimize the water damage to

electronics and instruments. I did quite well with the following method. I took batteries out of anything that had them ASAP. I opened up cases of electronics and instruments and cooked them in my kitchen oven for several hours at about 120 degrees. After that I found that the electric turn coordinator and the pitot static instruments needed further attention. I tried to find out if the instruments could be professionally serviced but the answer was no. So I had nothing more to lose by going at it myself. These had to be further disassembled to get the moisture out. After very careful partial disassembly and developing an understanding of the working of each instrument I got them dried out serviced and reassembled and they all work.

The rest of my recovery experience included the following: The King transponder dried out in the oven was checked out by a certified tech and just took a frequency adjustment to center it up. Cost \$20. I had a Garmin GPS95 and a Garmin GPS295 onboard. The 295 never showed any problem but the 95 was indicating the internal battery was discharging. I was not going to try to open these since Garmin could service them. Cost \$400 which included updating the databases. I had a digital camera onboard. Total loss. Replacement cost \$450. I had a digital PCS cell phone in my pocket and while thinking about the plane equipment, I had forgotten to take the battery off the cell phone. I am sure this contributed to the extensive corrosion the repair shop said was not repairable. Replacement cost \$100. A digital multimeter got soaked but having removed the battery, opening it and baking saved it. All the steam gage type instruments survived the dunking after removing the lamp sockets and baking.

Here are the additional lessons learned. The LG lock. I have always been aware of the need to assure that the over-center mechanism needs to be fully seated to hold the LG in the locked up and down positions. I had made from PVC pipe a device which held the lock pull-in cables taught while the LG was in the down position

but it interfered with the gear retraction handle when pulled back so it wasn't useful when the gear is in the up position. The day before the incident I had taken a flight specifically to test the retraction/extension operation after having checked out the tail wheel extension cable. It worked smoothly and firmly seated in both positions. So why did it not work the next day??? I firmly believe a device needs to be designed to secure the pull-in cables in both positions. PA has a device which does what my home-made one does but per Paige, since the length of the pull-in cables as they emerge by the throttle, are different lengths with gear up vs. gear down, it doesn't work for both positions and



was only intended for the down position. I think the up position is more important to secure since the worst case failure mode is what I experienced. Landing gear-up on land will not incur the damage or loss I incurred. This is also why seaplane hull insurance is prohibitive.

Buoyancy. I was fortunate to have only been in shallow water which prevented the engine from being submerged. But as I thought about how buoyancy could be improved after Kerry telling me that the hull could hold about 8000 pounds of water I thought that boats have been made unsinkable by incorporating light weight foam in areas not needed. My plane with fuel and stuff onboard weighed about 900 pounds. Water weighs about 64 pounds per cubic foot. Therefore it would take only 14 cubic feet of foam to displace the entire weight of the loaded plane. If I had this floatation onboard, I could have evacuated the hull with the bilge pump, still have been mobile and

minimized the water damage. The seats I have the after-market seats with the lumbar support made by Reg and Maureen Jaworski. They are nicely made and attractive with the SeaRey logo on the seat backs. Initially the seats floated high in the cockpit but after I got the plane home and went to remove them I found they were full of water and weighed the proverbial ton. I found this very surprising because I would never have made marine application seats with open cell foam, sponges. For the next week I tried everything I could think of to drain, squeeze or dry them to no avail. I finally had to cut open the final assembly seam and remove the foam. I found that the foam was largely wrapped with garbage bags. I presume this was to make the foam assembly slide into the cloth covers. It certainly could not have prevented the water from entering the foam but it sure was preventing the water from leaving. I am going to replace the foam with a closed cell material and put zippers on the covers.

Fuel tank vent. My plane sat with water to the top of the cockpit. The fuel tank vent was a foot or more below the surface allowing the tank to fill with water. If the vent was extended to above the wing and if additional buoyancy would prevent the sinking of the aircraft, that problem would be circumvented. Shoulder harness. I credit the shoulder harness with being most effective at enabling me to survive this incident with only a soaked ego.

The last item is how to protect goods from water exposure in the event of submarining or wave incursion or otherwise getting swamped. I found that water can get virtually everywhere. I had a first aid kit in a plastic bag. It was flooded. I had a marine flare gun and flares in a plastic bag. It filled with water. Zip lock or similar bags do not survive. External water pressure can force the air in the bag to break the seal and then allow water in. Thus my survival gear didn't survive the incident. Not good. My cell phone was gone, the nav radio probably could not be relied upon and the only thing I had left was the ELT.

I need to get a tightly sealable marine container to put things in that are important to keep dry. It must be tied to the hull and easily removable so it can't get lost. I had two 2.5 gal. empty fuel containers in the nose which wound up floating about 2000 feet away before being retrieved. I hope none of you ever need the advice, but based on history, I don't think I will be the last to go for an unexpected swim in my SeaRey. I was really lucky. Normal lake depth, sans draught, would be eleven feet and it was warm. Think of where you have gone or where you might go and what the consequences could be if you get swamped or sunk. How could you prepare to minimize the risk? →

Builder Information Sources

by Frank Wilcox, Technical Counselor

There has been much interest the past several years in the development of electronic forums for the exchange of information among homebuilders. Some builder associations and type clubs do currently have websites. Two of the newer attempts to aid homebuilders may be of interest to chapter members. One is a website (<http://www.kitbuiltplane.com>) where you can easily create your own web site that is accessible to others in the kit plane community. A special program takes you step by step through the process and provides you with your own URL. The second is a forum link:

(<http://www.kitAIRplaneforum.com>) which enables builders / owners of all types to meet freely to discuss the many aspects of their sport real time in an immediate viewable and searchable format. Although these sites are new, it is reported that already there is a lot of interesting and useful information for those considering or undertaking an aircraft project. →

MEMBERSHIP

By Joel Levine

1. Word is out that the Electrical Inspector has visited 690 and signed off his portion of the paper work required. The last inspection will be the Fire Inspector later this week.

2. Greg needs some help today during today's vintage fly-in. Two members are needed for airplane parking; one from 10 am to 12 pm for lunch; one from 12 pm to 2 pm for lunch and two for fill in. In addition, Mike needs help during breakfast and Lnor needs help in the "Aero Shoppe!" Please volunteer to help Mike, Lnor and Greg Saturday. Don't forget, they're volunteers as well!

3. Lastly, the Georgia Wings Weekend is in need of volunteers in the following areas:

- Welcome Packet Stuffing Party in Advance of Event. April 25th Sue's Hgr #5 at Gwinnett Airport 7 PM. Please plan on attending!
- Pre-Event Set-Up Thursday Afternoon and Evening
- Re-Fresh Crew to Police Area early each morning
- Chairman and Assistants for Volunteer Check-In/Information Area
- Registration Area Assistants
- Dinner Reservations Assistants (two)
- Seminar Classrooms Monitors (four)
- Marshals to Refresh Trash Cans and General Hangar Area
- Soft Drinks Captain for CFI's and Pilot's Complimentary Drink Area
- Shuttle Drivers & Vehicles
- Ramp Cart Drivers for Pilot Pick-Up/Drop Off
- CFIs & Pilot Complimentary Soft Drinks Captain

These are not full time jobs. There is plenty of time to fly and attend the safety seminars and evening programs. See Sue Adams Saturday, at the monthly meeting or better yet visit www.wingsweekend.com website to sign up. →

NavCom has New Editor & Publisher

The EAA 690 Chapter newsletter the NAVCOM now has a slightly different look, a new editor and publisher. Mike Stewart has done a great job keeping the fire burning, but burning the candle at both ends gets old after a while. He has passed the editor's baton over to Will Morris, a new member to EAA Chapter 690. Will has had past experience in editing and writing for publications during his Air Force career. He is relatively new to Atlanta and hopes to continue editing in the same professional manner that Mike did. Publishing duties have been bestowed on Dr. Debi Huffman. Mike will continue run the website and other jobs he has taken on. Our hats off to Mike Stewart for his many months of dedication and service to this fine publication. →

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 encouraged. Submit articles preferably in an MS Word format, however ASCII format will also be accepted. Pictures can be in almost any format. Submit via email to: willow55@atl.mediaone.net

or mail to: William Morris
2347 Melinda Dr.
Atlanta, GA
(404) 325-8982

Deadline for submissions is the **LAST SUNDAY OF THE MONTH**

THE NAVCOM is edited by Will Morris and published by Dr. Debi Huffman. Also thanks to Barney Barnes and his merry band who fold, staple, mutilate and mail the NAVCOM each month.

In keeping with the spirit of all aviators, permission is hereby granted for the reproduction of the NAVCOM articles by other EAA Chapters provided proper credit is given to the author and to the NAVCOM.

President:
 Chuck Miller 770-729-1840
chuckmiller@email.com
Vice President:
 Jim Lyons 770-343-8483
jflyons@flash.net
Treasurer:

Charlie Sego 770-736-3900
csego@yahoo.com
Secretary:
 Tom Dubrouillet 770-640-5573
tomcat588@aol.com
EAA690 Hangar: 770-339-0804



Events Calendar



Visit the EAA 690 Website at <http://www.eaa690.org>

March 3 - LAWRENCEVILLE, GA - Chapter 690, Vintage Aircraft Fly-In, Aerial Photo Program & Breakfast, 770-613-9501, jlevine@akom.net
 March 9 - PUNTA GORDA, FL - Chapter 565 Fly-In/Young Eagles Rally, 941-627-1700, thayerv@earthlink.net
 March 10 - LAWRENCEVILLE, GA - Chapter 690, Young Eagles and Pinwood Derby, 770-613-9501, jlevine@akom.net
 March 17 - LAWRENCEVILLE, GA - Chapter 690, Young Eagles, 770-613-9501, jlevine@akom.net
 March 17 - PALM BEACH, FL - Chapter 203 Pancake Breakfast/Young Eagle Rally, 561-818-9100
 March 17 - HUNTSVILLE, AL - Chapter 190 Breakfast at Moontown Airport (3M5), phantom-ii@usa.net, 256-880-8136
 March 24 - SAINT ELMO, AL - Chapter 1209 4th Annual Spring Fly-In & Safety Seminar, 334-865-4071, eea1209@aol.com
 March 24-25 - MARATHON, FL - Chapter 1241 4th Annual Seafood Festival Fly-In, 305-743-6040, WACO89@aol
 March 31 - COLUMBUS, GA - Chapter 677 Young Eagle Pancake Breakfast, 706-587-3563
 April 7 - LIVINGSTON, TN - Chapter 1222 Breakfast Fly-In, 931-823-1158.
 April 7 - LAWRENCEVILLE, GA - Chapter 690, GPS for the VFR Pilot Program & Breakfast, 770-613-9501, jlevine@akom.net
 April 13 - PUNTA GORDA, FL - Chapter 565 Fly-In/Young Eagles Rally, 941-627-1700, thayerv@earthlink.net
 April 21 - PALM BEACH, FL - Chapter 203 Pancake Breakfast/Young Eagle Rally, 561-818-9100
 April 21 - HUNTSVILLE, AL - Chapter 190 Breakfast at Moontown Airport (3M5), phantom-ii@usa.net, 256-880-8136
 April 27-28 - HUNTSVILLE, AL - Chapter 190 & Four Points Sheraton 1st Annual fly-In Golf & Tennis Tournament, 256-880-8136
fourpoints_hsv@mindspring.com
 April 28 - COLUMBUS, GA - Chapter 677 Young Eagle Pancake Breakfast, 706-587-3563
 April 28 - STOCKBRIDGE, GA - Chapter 468 Breakfast/Parts Swap, 706-646-3835
 April 28 - Rome, GA - Multi-Chapter 268/709/150 Pancake Breakfast Fly-In and Young Eagle Rally for Boy Scout Camporee. Email rpm.wingnut@mindspring.com

EAA 690 Project Visits. By Greg Jannakos

No visits have been projected for March. →

Monthly Pancake Breakfast
 EAA Chapter 690
 Lawrenceville Airport
 8:00 to 10:30 AM



First Saturday

March 3 - Vintage Aircraft Fly-in, Aerial Photography Program
 April 7 - GPS for the VFR Pilot Program
 May 5 - GA Wings Weekend (www.wingsweekend.com)
 June 2 - Poker Run
 July 7 - Airplane Wash



2001
 Georgia Wings Weekend
www.wingsweekend.com

Friday-Sunday
 May 4-6, 2001
 @Gwinnett Co.
 Airport (LZU)

Classifieds

Starting with the March issue of NavCom, we will be running ads for a total of 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. There is no problem with keeping them running, but we need to get old ads weeded out or the new ads will become ineffective. All ads will be dated with month and year at the time of submission or renewal.

For Sale: 1 - David Clark H10-60 Headset - \$225.00 - Sigtronics Transcom II 4 way Portable Intercom - \$140.00 Alan Langford 770-339-3674 alang@mindspring.com 03/01

For Rent: One bedroom apartment on airstrip near Snellville. Tie down available. Utilities and cable TV included with rent. No smokers. No pets. No Children. \$500 a month. \$550 furnished. Frank Wilcox 770-978-2403 or frankwil@mindspring.com 03/01

For Sale: One seat pack parachute - \$300.00 Also, one wheel and 1 brake set for sale: McCauly 6.00-6, for Cessna 182 through 210, or homebuilt from 2,500-3,500 lbs. Forrest Wilson, 404-292-5613, forrestw@mindspring.com 03/01

Projects for Sale - Cecil Whaley of Lafayette, GA is trying to clean out a hangar of experimental projects he has - cheap, he says. Available are: * 2 Pitts Special airframes/misc. parts such as control surfaces, pushrods, bell cranks, and a good wobble pump. * Cherokee II vintage sailplane from

the 30's * Dragonfly project * Hummelbird project He is trying to focus on the completion of a Hyperbipe project, and would like to clear this other out. [He is looking for Hyperbipe parts, too.] Cecil can be reached at the Lafayette Airport at 706-638-7071. 03/01

For Sale: I would like to trade my shares in the Cessna 140 that the EAA690 --Stone Mountain Aircraft Restoration Team (S.M.A.R.T.I.) is restoring for a homebuilt project. The Cessna 140 is on the gear with the wings ready to recover and the engine ready to assemble. Contact me for details. I will consider anytype of project. Earl Evans, phone 770-229-8670 or e-mail at Katgone@AOL.com 03/01

HELP WANTED

Adult Air Scout Leader Needed

The Air Explorer Post needs our help. EAA 690 holds the charter for the post, provides a meeting place and some background support.

2001 EAA Calendars

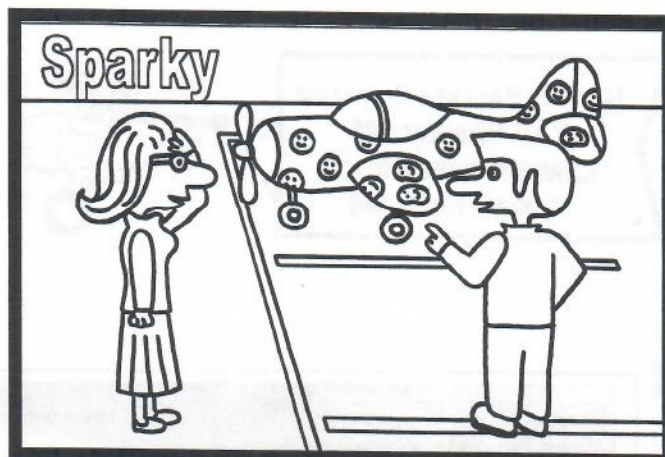
Now available in the 690 Aero Shoppe.
Get yours now – and they make great gifts.
List price \$10.95. On Sale for \$10.00.

Shorts Between the Headsets!

Following are accounts of actual exchanges between airlines and control towers. Submitted by Tom Morgano

The controller who was working a busy pattern told the 727 on downwind to make a three-sixty (do a complete circle, usually to provide spacing between aircraft). The pilot of the 727 complained, "Do you know it costs us two thousand dollars to make a three-sixty in this airplane? Without missing a beat the controller replied, "Roger, give me four thousand dollars worth!" →

O'Hare Approach Control: "United 329 Heavy, your traffic is a Fokker, one o'clock, 3 miles, eastbound."
United 329: "Approach, I've always wanted to say this... "I've got that Fokker in sight." →



I'm telling you hon, this really is camouflage. Ever since I painted it this way no one laughs at my rivet job any more!

THE UNITED STATES OF AMERICA
DEPARTMENT OF JUSTICE
FEDERAL BUREAU OF INVESTIGATION

WASHINGTON, D. C. 20535
JANUARY 10, 1964
MEMORANDUM FOR THE DIRECTOR



RECEIVED BY THE DIRECTOR
JANUARY 10, 1964
FBI



NavCom

March 2001

Published By: Dr. Debi Huffman
Edited By: Will Morris
2347 Melinda Drive
Atlanta, GA 30345