



JUNE 2007

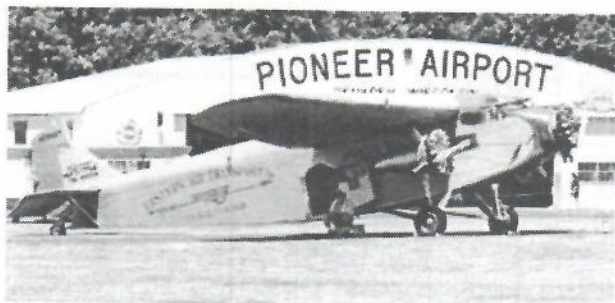
# NavCom

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

Chapter 690 Meets in Hangar #1 of the Sport Aviation Complex at Briscoe Field, 690 Airport Road, Lawrenceville, GA



## TRI-MOTOR



## RIDES

AUGUST 30- SEPTEMBER 3  
BRISCOE FIELD,  
LAWRENCEVILLE, GA.

### FLIGHTS -

- EAA MEMBERS: \$40
- NON-EAA MEMBERS: \$50
- CO-PILOT: \$100 (1/FLIGHT)



Reserve On Line  
[www.flytheford.org](http://www.flytheford.org)  
920-426-6535

On Saturday evening, September 1st, the Chapter will host a spaghetti dinner in the Chapter Hangar. Musical entertainment will be provided by The Elgin Wells' Trio. Proceeds from the evening will benefit the Elgin Wells, Sr. Memorial Scholarship Fund. Seating is limited and reservations are required. Tickets are \$15.00/person in advance, \$20.00 at the door with reservations. For further information or reservations contact Lnor Levine at 770-394-5466 or [lnor\\_l@bellsouth.net](mailto:lnor_l@bellsouth.net).

## Lycoming Thunderbolt Engine Presentation

John Reitz has arranged for Jon Delamarter, manager of Lycoming's new experimental aircraft engine shop, Thunderbolt Engines to introduce our chapter to the new Lycoming Thunderbolt engine at the Friday, June 8th Chapter meeting. Lycoming began a new journey in 2005 with the introduction of the kit program. This program is responsible for the influx of new experimental Lycoming based engines being sold by 6 shops across the country. In 2006, at Sun-'n-Fun in Lakeland, Lycoming made public the next step by unveiling Thunderbolt Engines. Thunderbolt Engines exists to provide homebuilders, race pilots, and competition aerobatic pilots with a factory engineered, factory built, factory supported, and factory guaranteed custom engine. The development of a Thunderbolt engine begins and ends with the Voice of the Customer. Lycoming matches the builder with a custom solution that best accomplishes their stated goal.

Thunderbolt Engines are currently segregated into three series: Signature, Extreme, and Competition. A Thunderbolt Signature Series Engine is differentiated from a certified, production engine in several ways. Like all Thunderbolt Engines, Signature Series engines are constructed in dedicated build cells by two man teams. In addition to being team built, Signature engines are internally balanced and will be configured to the customer's exact specifications. Items that may be customized range from major configuration changes such as crankcase or crankshaft to fuel systems, ignition systems, sumps, induction components, mildly increased compression ratios, and turbocharging. Thunderbolt Signature Series engines will receive a 2-year/200 hour parts and labor warranty. The Thunderbolt Extreme and Competition engines are designed for higher performance airplanes.

Jon holds an A&P license and a degree in aircraft maintenance from Spartan School of Aeronautics in Tulsa, OK. After working as an A&P at several airports from 2000 through 2006, Jon joined the Lycoming management team. As of February 1st, 2006, he has served as manager of Lycoming's brand-new experimental aircraft engine shop, Thunderbolt Engines. He is there to serve as the conduit between the end user, the engine builder, and the full support of Lycoming's able staff of engineers, technicians, and support personnel.



Join your fellow members at Valentino's for dinner at 6 :00 P.M. and at 7:30 for hangar talk at the EAA 690 hangar. Our program will start at 8 P.M., and after a break at 8:30 for refreshments, our speaker will present his program at 8:45.



## Memorial Day Perfect for First Flight



All,

Today, Memorial Day, at 1:03 EDT, with highly experienced RV pilot Bill Waters at the controls, N131F entered test flight status (photos attached). I am forever grateful to all of you who offered support (technical and moral) in the years leading up to this day. Especially to my lovely bride Lois for her love, support and understanding during the 4+ years of long nights and weekends at the hangar.

It is fitting in so many ways that today was the appointed day for our maiden flight. We are privileged to live in the greatest country in the world. We have that privilege because of the sacrifices of many men and women in uniform who have secured our freedom. I can't think of a better celebration of that freedom than a first flight.

Many people are superstitious when it comes to the number 13. Lois and I display it proudly in the tail number of our aircraft. There are 13 stripes on our beloved flag. There are 13 folds in that same beautiful symbol of freedom and 20 years ago on the 13th of December Lois became my Bride. What a great number!

WOW what a day,

Larry Fussell

## Debi's Latest Visit to Flabob



Tom Wathen (left), host and recipient of the Brewer Award for contributions to Aerospace, with Garreth Hall.

Our busy Chapter President flies all around the country for meetings and conferences – lots of work, and lot's of fun too!



Debi with Norman on a perfect day for flying.



The Flabob Kids smile for Debi and her camera.



Lynn Freeman at Flabob

If you can catch up with her, Debi will share some of her Flabob experiences with you. For Aviation enthusiasts, the airport at Riverside, California is a great place to visit!

## EAA Aeromedical Advisory Program

EAA is committed to keeping our members flying. When you develop a medical condition that might compromise your ability to obtain, maintain, or regain airman medical certification, the first thing you must

do is to become knowledgeable about the condition and how it might affect airman medical certification. EAA has developed the Aeromedical Advisory Programs to assist you with problem medical certification. You should avail yourself of any and all information that will provide knowledge of the condition in question.



## 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. Please submit articles in Word format and pictures in jpeg, or gif format via e-mail to: lnor\_l@bellsouth.net.

Deadline for submissions is the 20th of each month, unless otherwise announced. Please note that because of the holidays, the deadline for the July 2007 NavCom is Wednesday, June 20<sup>th</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 Jannakos and his merry band who fold, staple & mutilate the NavCom for distribution and mailing.

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## Hangar Talk

By Debi Huffman



With Sun 'N Fun behind us, it's time to look forward to summer and AirVenture. Our seven Air Academy Scholars will experience a precursor to AirVenture and perhaps begin, or in some cases continue, their own personal aviation quest. Traditionally our scholars report back to the chapter at our September meeting, where they present their adventure to us in their own creative ways. This year, most of our scholars will join us for pancakes as we wish them well on their journey. We look forward to their return this fall when they tell their stories!

Personally, I am on my own adventure. As I fly through the high clouds on a Delta 757, heading back to historic Flabob Airport, I am excited about joining a select group of aviation professionals to work on a national aviation curriculum project. This is all part of the efforts of the Wathen Foundation and Project Build-A-Plane. Dr. Lee Siudzinski, EAA Vice President of Education, will join me to continue sharing curriculum projects that we have been working on. Who knows, the future may hold a bigger project than the Monerai glider that my students have been working on in the chapter hangar! Hopefully we will be able to incorporate the work recently completed by the Georgia Department of Education high school aviation curriculum team into a more comprehensive national program. Dr. Lee is currently working with our Georgia DOE to make the AeroScholars on-line aviation courses available to all interested Georgia students!

The Lockheed Martin Aviation Camp begins at Fernbank Science Center in early June. July will commence with the Advanced Aviation and the Community class where we will make a wing rib and learn sheet metal techniques and flight planning at LZU. The students will come back for pancakes and help wash airplanes at

our annual airplane wash. This is a favorite activity, and some will bring friends and siblings as reinforcements! Once the planes are washed, the campers will fly an extended Young Eagle flight that is a three-leg cross-country flight. Each student will have a turn in the right seat and will practice pilotage when in the rear seat. As chapter president, I am proud of our collective efforts to inspire our next generation of pilots and A & P mechanics.

Our chapter members will be busy this summer as we begin preparing for the arrivals of the EAA Ford Tri-Motor and the B-17 Aluminum Overcast! Thank you Jerry Shingleton for chairing the Ford Tri-Motor and Larry Dickinson and Duane Huff for co-chairing the B-17. Several chapter members have already volunteered to help. We will need everyone possible to help out. It's a lot of fun and a great way to get to know each other better! Be sure to mark your calendars, and invite your friends to come join us Labor Day weekend and Columbus Day weekend!

This is election year for our chapter officers. Our nominating committee members are Larry Bishop, Jeanne Ferguson, Lnor Levine, John Reitz, and Jerry Shingleton. If you have any member who you would like to recommend for a leadership position, please let any of the committee know. Nominations will be listed in the November NavCom and elections will occur at our November meeting. Results will be announced at the December meeting.

Many chapter members will rendezvous at AirVenture this summer. Be sure to let me know when you will be there. We would love to have you join us for a chapter cookout one evening. I look forward to another eventful season with EAA and our members!

Blue Skies!  
Debi ☺

### New Parking Area Well Lit and Ready to Use

New parking lot lighting has been installed by the Jackson EMC. We will now use the west lot for our meetings on Friday evenings and for upcoming events on weekends - like Pancake Breakfasts, Young Eagle Flights and other special events. Handicap Parking is still available near the hangar.



# THE FIRST NON-STOP AERIAL ATLANTIC CROSSING

Source : Abridged from the Archives of the Aviation History On-Line Museum

Thanks to Jim Sweat for submitting this story.

Several years prior to Lindbergh's flight, in a modified twin-engined biplane, two English airmen, Captain John Alcock and Lieutenant Arthur Whitten Brown . . . **MADE THE FIRST NON-STOP AERIAL ATLANTIC CROSSING** after taking off from Lester's Air Field near St. Johns, New Foundland, on June 14, 1919.

Sixteen hours and twenty seven minutes later, they dropped the Vimy IV into one of Ireland's swampy bogs.



Vickers Vimy biplane being re-assembled at Lester's near St. Johns, Newfoundland in late May, 1919.

After three weeks of exhaustive preparation, they finally made their take-off. Some of their preparation effort was spent trying to find a smoother take-off location than problematic Lester's Air Field. But after a week of combing the rough terrain they decided to use it anyway.

Under an overcast sky, at 1:40 p.m., the "Vimy" taxied depressingly slowly on uneven ground toward a dark line of forest, then turned and proceeded at full take-off power. At the last second, Alcock had gained a height that measured only a handful of [ quote ] " inches above the tops of the trees " [ unquote ].

Ahead of them lay 1,890 nautical miles of cold, open ocean. A daunting over water adventure, just 15 years and 6 months after the Wright brothers first experienced powered-flight.

Their adventure would become one of the most breathtaking flights in the history of aviation.

The vessels' sirens in St. John's Harbor blew a final farewell whistle to the pilots as their ' Vimy ' passed overhead. Alcock then turned the biplane in the direction of Ireland. Slowly, the twin-engined biplane gained altitude as the Newfoundland coast was left behind.

For the next four hours, the ' Vimy ' flew peacefully in the clear skies and the difficult takeoff was forgotten. For Alcock and Brown it was just one more of the 1,001 takeoffs they had made as Flying Corps pilots. Already anticipating a safe arrival in England, and Brown remarked excitedly: "What a banquet we'll have in London . . . roast duck . . . with green peas."

Very few people in the World, were aware of Alcock and Brown's plans. England was enjoying its first post-

war summer. And newspaper special editions were carrying stories of revolution in Hungary and Russia's military successes against the Bolsheviks. Buried somewhere on its back pages, a single newspaper remarked of a potentially successful non-stop flight across the Atlantic being readied in New Foundland.

And few paid attention to a ' buried ' 5-line item; that would change.

As the Vimy flew over the Atlantic, the aviators talked about the good friends who had ' given them a hand ' at Lester's Air Field. And they recalled other various attempts to fly across the ocean from the New World to the Old.

At 5 pm, solid fog banks appeared on the horizon . . . stretching across their path . . . with no breaks in the fog. " WE'VE GOT NO CHOICE ! " Alcock said. " WE'VE GOT TO FLY INTO IT ! "

Brown made another sextant calculation of their position just before their Vimy disappeared into fog. Fog so thick, neither man could make out the engines' whirling blades. The comforting roar of both Rolls-Royce ' Eagle ' engines was muffled by the vapor, as Alcock and Brown continued to fly in blind, not quite soundless flight.

Time went slowly. Brown glanced at his wristwatch. It was now 6 p.m. He grumbled: "Won't this ruddy fog ever end?" Instead of replying, Alcock then slowly climbed the "Vimy" higher, hoping to find good visibility above the fog bank. Before dark, Brown might be able to take a fix on the sun one more time. After nightfall, the individual stars might be too dim to reliably guide them on their course.

Suddenly a terrifying engine noise broke the silence. The right engine sounded like a machine gun firing away. The two men were scared stiff. The exhaust pipe for the cylinders facing towards them had split open. And the engine was now firing naked flames into the slipstream. Rendered metal continued melting away . . . and as white-hot globules, chunks of metal began hammering the Vimy's tail feathers and its flying wires. On top of this nerve-shattering clatter, the wires supplying heat to their leather flying suits shut down as the Vimy's batteries died. Alcock later recalled: "We froze [ like helpless ] young puppies."

It brought them no good luck to have been flying on top of the fog. Way above them - directly in their path - lay unavoidable mountains of cloud. The Vimy plunged into the cumulous. . . and into turbulence. Being ' thrown about like a leaf ' instantly produced vertigo.

Several times, both of them sensed the airplane stalled out - stood motionless for a moment . . . before it plunged out of control. Compass spinning, pressed down their seats in a deadman's spiral, they watched their altimeter reading passing through 4,000 ft. . . 2,900 . . . then 1,000 ft. Surprisingly, according to Alcock, their primary fear continued to be: "However shall we get back on our course to avoid being lost in this endless Atlantic waste?"

(Continued on Page 5)



## THE FIRST NON-STOP AERIAL ATLANTIC CROSSING (Continued from Page 4)

On fear's naked edge, still spiraling down through the clouds, they both watched as the Vimy's altimeter touched . . . one hundred feet. At 65 feet above the waves, Alcock could dimly see the ocean's surface rapidly coming up in his face. Visually, he quickly muscled the Vimy's wings level. And simultaneously halted their descent as they were poised to smack the water. . . hard. When later asked how he and his captain reacted, Brown replied: **"WE JUST GRINNED AT EACH OTHER!"**

Alcock had intuitively opened the throttles to their gates, and he now made a 180 degree turn to their course heading. Now, as they were steadily regaining altitude, both realized they were both hungry. Brown reached behind him to seize their frugal meal of sandwiches . . . and whiskey. Also a bottle of beer - that they soon emptied then tossed into the sea. For a few minutes, they were feeling pretty good, as the calming routine of their long-distance flight continued. Regular checks were made on the RPM's, cooling system temperatures, oil pressure and fuel consumption. And they carefully switched from each empty fuel tank to the next tank that had been newly-filled.

As the fuel tanks directly feeding the engines were emptied, it was Brown's task to hand pump the replacement fuel into them. It was a vigorous and sincerely welcomed task. Because it warmed him up.

They had five hours of flying were behind them when they once again viewed a setting sun. Brown knelt on his seat, grasped his sextant, then swiftly calculated their position. It was a small triumph for them to find out they were not far off from their flight plan.

Once again they were swallowed up by cloud. Chilled to the bone, deafened by the unmuffled exhaust of the right engine, they continued to fly with zero-visibility. Now it was 9 o'clock p.m. In large bold, printed letters, Brown wrote an urgent note: *"Can you get above the clouds by 9:30? We need stars as soon as possible,"* then held up the scribbled lines for Alcock to see, while focusing a pocket flashlight on the page. Alcock nodded his head that he'd give it a try. They were flying at 5,400 feet, and began slowly climbing even higher. But they found no way, as the cloud tops remained above their heads.

They were surrounded by cloud and darkness - and the illumination of their world was the instrument panel lights green glow and the stabbing flames of the broken exhaust. At 12:05 a.m. Brown scribbled an urgent note to Alcock . . . **"MUST SEE STARS . . . NOW!"**

At 6,400 ft. above the Atlantic, Alcock again 'fire-walled' the throttles, and re-entered a slow climb through continued zero visibility and darkness. At 12:15 AM Alcock dug his fingers into Brown's shoulder. And he pointed up. There were the stars: VEGA AND . . . POLARIS! Like a shot Brown was kneeling on his seat in their freezing cockpit, operating his sextant with numbed fingers. Then he spread out the navigation tables, holding them with his elbow while calculating the Vimy's position under his fading flashlight.

Ten minutes later, he estimated their position to be within a small triangle 50 degrees 7' NORTH latitude and 31 degrees WEST longitude - nearly half way 'cross the Atlantic - but a bit too far south. They had flown 850 nautical miles at an average ground speed of 106 knots. Roughly 1,000 miles of open sea - still lay ahead.

The two optimists then enjoyed coffee and a couple more sandwiches.

As the navigator laced his own coffee with whiskey, Alcock [quote] *I looked towards him and noticed that he was singing. But I couldn't understand a word.* [unquote]. It turns out, Brown's ebullient singing had to do with . . . *"the swallows flying HIGH . . . and a RIVER that never dries up."*

In the London Daily Mail's newsroom, early morning discussions about the Vimy were gloomy and edged with apprehension. A cable from St. John's had announced its takeoff. Since then there was nothing. The news room knew the aircraft had a radio transmitter on board, but they were not aware its batteries had gone dead just three hours after take-off. Dispatches from around the world piled up - not one mentioning Alcock and Brown might 'pull it off' and earn the Daily Mail's prize of £10,000 for the first aviator(s) to fly non-stop across the Atlantic.

The fliers thought they saw the promise of pre-dawn. Then in the increasing light, they were stunned by the sight of a huge wedge of dark cumulus in their way. The 'weather devil' had once again placed himself in the way of their inflexible flight path.

As they penetrated the dark cumulus, sudden turbulence seized their machine . . . and flung it out of control. Alcock and Brown were pressed down into their seats and drenched by rain, closely followed by hail. As Alcock struggled to regain control within his mistaken perception they'd somehow 'lucked' into the relative safety of a nose dive.

He backed off on the power, as the biplane continued to plummet down beneath 1,000 feet of altitude. Seconds later, a startled Alcock saw the ocean's dark surface . . . ascribing a VERTICAL LINE across their wind screen!

With intuitive reaction, Alcock strong-armed the Vimy's wings back to level flight, simultaneously fire-walling both throttles. Alcock's next acid-etched recall was: *"The salty taste on our tongues was ocean foam."* And Brown's focus was: *"I kept thinking about our [erroneous] weather forecast."* Their meteorologist had failed to forecast both, the snow storm they were about to penetrate . . . plus the earlier surprise gift that had *not quite sent them into oblivion.*



*The cockpit of the Vickers-Vimy Bomber, 1919*

As one more gift from the current set of clouds, rime ice immediately began shrouding the Vimy's wings, and its fuselage, its landing gear, struts and tail feathers. And with seeming black magic, the ice began to redesign critical parts of their unprotected engine air intakes,

(Continued on Page 6)



## THE FIRST NON-STOP AERIAL ATLANTIC CROSSING (Continued from Page 5)

and then began fusing together the hinge areas of their control surfaces.

To move the rudder, Alcock now required nearly the full strength of his legs. Unless both flyers were energized into drastic personal efforts, each engine would soon shut down, and the hinged controls would be locked within the ice. Rime ice continued to downsize the vital carburetor air intakes. Both engines began running 'rough.' As unnoticed snow began packing the cockpit, both men were crouching behind the windscreen, as the vivid realization dominated their thoughts . . . *'if they wanted to live, they would have to intensely focus on their mounting problems and struggle much harder . . . or just die like helpless and freezing puppies!'*

Brown's realization occurred first. He knelt on his seat, carefully removed his goggles to keep them from blowing away, then leaned out to observe each engine more clearly. Rime ice was now crowding in on their critical fuel supply inspection ports and engine air intakes. As far as Brown was concerned, the only way to avoid being forced to land in the middle of a frigid sea, was for him to climb out on the wings - now - to pay one-on-one personal visits to each engine. He grabbed up a heavy knife, then held on tight as he raised his good leg over the edge of the cockpit, then carefully placed his boot on the ice-shrouded wing.

Not knowing the emergency basis for his navigator's behavior, Alcock reached over and grabbed him. Brown violently jerked away, then wriggled out on to the struts and flying wires with his knife. Out in the freezing 100 mph slipstream, impaired by a leg not yet healed from war wounds, Brown carefully moved from strut to strut - and wire to wire. With great care, he chopped away the accumulation of ice from each carburetor intake, then squirmed around with the priceless knife to cautiously chip clean each fuel inspection window.

As the prop wash and slipstream tugged hard, jets of bitterly cold wind sneaked in to nibble at newly exposed flesh. Brown completed the mission to both engines, and then carefully worked his way back into the cockpit. Soon, it was time for him to climb out to complete the same incredible chore all over again. Alcock had more than enough to do. . . just to fly their biplane with imagined 'velvet-gloved' finger tips. One clumsy move and Brown's life would be all over. But Alcock also realized, if that occurred: *"then his own number would be up . . . as well."*

Not one of Brown's careful boot placements, nor a single movement of his numbed fingers, was free from risk. With a fierce desire to survive, Brown repeated his personal acrobatics. *Four ( 4 ) times.*

In the pre-dawn light, the Vimy's elevator and rudder controls were 'iced up' . . . functioning only in a limited degree. While cruising at 11,800 feet, the Vimy temporarily broke out and cruised on top of the clouds, as a cold sun shone directly their faces. Brown made a 'sun shot' and after double-checking his calculation, he determined their position was 'kind of 'O.K.'" And if he was right, they could expect land fall in perhaps 'half an hour' . . . somewhere.

It had become obvious, they must now descend into warmer air to prevent further ice accumulation on the control surfaces they'd not been able to reach with their knife. Alcock backed off on the throttles, with the hope of descending into warmer clouds below. As they were going down, Alcock kept his eyes glued to the unwinding altimeter, but continually cross-checked to keep steady numbers on a jostling around 'fluid compass. Then, while passing through 3,200 feet, Alcock clearly heard Brown's joyful shout:

***"The ICE IS BREAKING UP . . . IT'S MELTING!"***

The Vimy broke out over a rough-surfaced ocean. And twenty minutes later, the triumphant flyers sighted land. For a few minutes, both of them too excited to be aware of their seats brimming with melted snow. From one of his maps, Brown recognized a geological landmark with an identifiable town. Alcock circled over the town's streets, then began searching for an outlying meadow to land. He turned toward a promisingly spot near the town's radio station, where the noise of their engines sent workers outside to leap around or just stand there stupefied with surprise.

Then they became an audience to aviation history, when Alcock flew toward an innocent appearing green 'meadow' to land. The on-lookers waved in alarm, jumped up and down, and shouted words that were unheard: *"NO! STOP!"* . . . for beneath the deceptively smooth surface was a boggy swamp. Alcock thought the



Brown & Alcock

people were waving a welcome . . . instead of a warning. So he plunked down into the bog. The biplane ploughed a short four-track furrow, then buried its nose ingloriously, up-ending in the muck. After 1,890 miles and 15 hours 57 minutes, two

authentic aviation heroes were now hanging from their seat belts like disheveled dolls.

The news of their adventure spread like wildfire. The two aviators received a justifiable heroes' welcome in London. And they were presented with £10,000 prize by Secretary of State Winston Churchill. Later, the two were knighted by the King and Queen. Afterward, Sir Brown headed out on a honeymoon, while Sir Alcock accepted a job flight-testing a new amphibian aircraft.

After reaching the Normandy coast, Alcock decided to fly lower. Then 40 miles further while pointed in the direction of Paris, a farmer working in his field near Rouen, France witnessed Alcock's amphibian aircraft hit the ground. The farmer reported: *"I looked up and saw a plane become unsteady - then make a big sway and fall. I ran over to the crash site and I found the pilot in a terrible mess and unconscious."*

Alcock was carried to a farmhouse, while someone ran to flag down a truck on a nearby road. No trucks. But eventually contact was made with the hospital and doctors made their way to the farm house. They were too late. After having been administered final rites by a local priest, he had already made his final flight departure.



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## The FAA's Master Pilot Award

On May 10th, EAA Chapter 690 was honored to host the presentation of the FAA's Wright Brothers Master Pilot Award to Chapter member Fred Huppertz. Fred was recognized for his record of safe flight operations for 50 or more consecutive years of piloting aircraft.



*Butch Combs presented the plaque to Fred while a beaming Anne watched. Fred and Anne each also received a pin commemorating the occasion.*

Many of Fred's family members and friends old and new were on hand to see him receive this award. Then a group adjourned to the Flying Machine to celebrate with good food and fellowship.



*A proud group photo as Fred displays his award.*

The recognition of Fred's safe flying record was well deserved. And EAA Chapter 690 is fortunate to have amongst our members two recipients of the Master Pilot Award. Ernie Schnaak was honored with the award last year. With some continued safe flying, perhaps another pilot in our group will also earn this distinction. Congratulations!! Well done!!

**Attention Pilots** – If you're planning to fly to Air Venture this year - The FAA will be using a new frequency for the Arrival ATIS. The frequency will have a higher-powered

transmitter, allowing pilots at a distance from Oshkosh to receive ATIS information sooner. Check for details at [www.eaa.org](http://www.eaa.org).



# Minutes of the Monthly Meeting of EAA Chapter 690

May 11<sup>th</sup>, 2007

The monthly meeting of EAA Chapter 690 held Friday, May 11th, 2007 was called to order by Debi Huffman, President.

After the Pledge of Allegiance to our flag, members and guests were introduced.

The minutes of the monthly meeting of EAA Chapter 690 held on April 13th, 2007, were published in the NavCom. A motion was made, seconded and approved by those present to adopt the minutes of the meeting as published.

The Pancake Breakfast and Program is on the first Saturday of every month. Our next Breakfast and Program is on June 2, 2007, and the program will be our highly successful poker run. Contact Jerry Fischer for details.

Our next regular monthly meeting is Friday, June 8th at 8:00 p.m. A representative from Lycoming, John Delamarter, will bring all the latest news and technical information regarding their new Thunderbolt aircraft engine. This custom engine program for aircraft builders provides continuing support to the builder throughout the project.

EAA 690 Board of Directors meetings are held at 7:30 p.m. on the Tuesday evening prior to our regular monthly meeting. Our most recent meeting was held Tuesday, May 8. Meeting minutes will be published in the NavCom. The next meeting is scheduled for Tuesday, June 5, at 7:30 p.m. All EAA 690 members and guests are invited to attend our Board of Directors meetings.

The Board of Trustees meeting was held on Tuesday, May 1st. The minutes of this meeting are published in the NavCom. Our next Board of Trustees meeting will be held Tuesday, May 29th, at 7:30 p.m. EAA 690 membership is invited to attend all of our meetings.

## Committee Reports:

NavCom I AeroShopper - Lnor Levine - Any members not currently receiving the NavCom should contact Lnor to

confirm e-mail address. Information and articles for the NavCom are due the 20th of each month.

Project Visits - No visits currently scheduled. Contact Greg if you have a project and are willing to host a project visit.

Young Eagles - Duane Huff - We fly the third Saturday of every month. We will be flying May 19th and need pilots. Contact Duane if you are able to fly.

Fly out - Nothing scheduled at this time

Ford Tri-Motor - Jerry Shingleton reported that the EAA Tri-Motor will arrive August 28th and will be flying from Thursday, August 30th, through Monday, September 3rd. Saturday evening, September 1st, we will have dinner and entertainment in the chapter hangar. This is Labor Day weekend and we need volunteers for this event. Please contact Jerry for more details and to volunteer for this event.

## Other Local Activities -

May 19 and 20	Fly-In at Fair Hope, AL
June 30	Antique and Experimental Fly-In at Peachstate Airport
September 22	70 mph Fly-In at Peachstate Airport
November 10	Veterans Day Celebration at Peachstate Airport

Youth Activities - Debi and Duane - Planning additional youth activities the week of July 4 with EAA 690 and Fernbank Science Center for students in grades 7, 8, and 9.

Program - After a brief break for coffee and snacks our speaker, Wayne Roberts, Chief Experimental Test Pilot for Lockheed Martin presented a program on the C-130J. This aircraft is equipped with new engines, advanced avionics and a color heads-up display.

After the program, the meeting was adjourned.

Respectfully Submitted,  
Larry Bishop, Secretary

## May 2007 BOT Meeting of EAA Chapter 690

To All:

The EAA Chapter 690 Board of Trustees meeting for May, 2007 was held on Tuesday, May 1, 2007 in the Chapter Hangar at 7:30 PM.

### Attending were:

Bill Ferguson	BOT member
Duane Huff	BOT Past Chairman
Debi Huffman	Chapter President
John Reitz	Chapter Vice President
Larry Wallis	BOT Secretary
Bob Zahner	BOT Vice Chairman

### Absent:

Lee Hockman	BOT member
David Rowe	BOT Chairman
Wayne Whitaker	BOT member

The meeting was called to order by BOT Vice Chairman Bob Zahner, and the following items on the action item list were discussed:

Item 1. CABLES on the BIFOLD HANGAR DOOR - Bob Zahner indicated he should be finished adjusting the limit switches on the chapter hangar door in time for the pancake breakfast this coming Saturday, May 5th. The

door opening height will be limited to nine feet in order to limit further wear on the cables.

Item 20. NEED A NEWER PROJECTOR FOR THE CHAPTER - John Reitz obtained a quote of \$742 for a sharp XR20S DLP projector from FRYs Electronics. This model has 2200 lumens. John will get a model for trial use, which can be returned within 30 days if we don't like it.

Item 23. (New Item) HOT WATER DISPENSER FOR KITCHEN - Ken Sharp volunteered to purchase a hot water dispenser (a small electric water heater that mounts under the sink) for installation in the chapter's kitchen sink. The board voted to accept his offer.

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

The June meeting of the board of Trustees will be on Tuesday, May 29, 2007 at 7:30 pm at the Chapter Hangar. All members are welcome to attend.

Attached to this e-mail is the latest version of the Action Item Log, dated May 2, 2007.

Respectfully submitted,  
Larry Wallis, Secretary, EAA Chapter 690 BoT  
Home Phone 770-394-5764



## Minutes of the Board of Directors Meeting of EAA Chapter 690 May 8, 2007

### Attending Members:

Cliff Aiken	Jamie Painter, Chmn. BoD
Debi Huffman, Chap. Pres.	John Reitz, Chapter V.P.
Lnor Levine	

### Absent Members:

Larry Bishop, Chap. Sec.	Jerry Shingleton
David Rowe	Mike Stewart, Chap. Treas.

### Visitors:

Larry Dickinson	Duane Huff
Jerry Fisher	Joel Levine

A quorum was present.

The Board of Directors (BoD) meeting was called to order by Jamie Painter, Chairman.

The following reports were made by chapter officers and committee chairmen:

Treasurer's Report – No report this month.

Friday Programs – John Reitz, Chapter Vice President – Our speaker for the May 11th meeting will be Wayne Roberts from Lockheed, discussing the C-130J program. In June, Jon Delamarter from Lycoming will make a presentation about the new Thunderbolt engine for experimental aircraft. Our July speaker will be retired General Gordon Duquemin, discussing mistakes made by Generals in WWII.

Membership – Cliff Aiken – Chapter membership renewals continue to go well with over 140 membership renewals to date. This is ahead of last year at this time.

Newsletter – Lnor Levine – Please send all information for the June NavCom to Lnor by May 20. We are currently sending the NavCom via e-mail to 200 members and approximately 100 to non members, such as other chapters, companies, etc. About 70 are still sent by US Mail.

Publicity – Joel Levine – Saturday programs are in good shape for the remainder of the year. The June program will be the annual poker run. Jerry Fisher will handle the logistics. Pat Epps will speak at the December 1st breakfast regarding 100 years of aviation in Georgia. November is open. Also, a TriMotor poster is in the works for our EAA TriMotor event in September. Bill Pardue, EAA 690 member, will give a session to our kitchen workers on "Rules of the Kitchen."

It was suggested that currently scheduled FAA Safety meetings planned for July 12th and November 8th be changed to July 19th and November 15th. Debi will contact Sue Adams regarding this change.

Young Eagles – Duane Huff – We anticipate about 12 Scouts on the 19th and possibly 10 more from Fernbank. We have also been flying individuals who have called in response to AJC articles. Duane flew 6 individual YEs this month. New forms are required for all pilots flying Young Eagles. These are required by EAA headquarters.

### Old Business

Jerry Shingleton will chair the Tri-Motor visit. We have a lot of questions for this first visit to Chapter 690. While awaiting info from Oshkosh, Lnor has started publicizing the visit in the NavCom. We already have Volunteers for several key committees. We are planning a spaghetti dinner and entertainment by Elgin Wells, Jr. and his trio for Saturday, Sept. 1st. We will need member support. The return of the B-17 is scheduled for October 4 thru 8. Again we are requesting volunteers to help. Help is also needed in the handling of the B-17 publicity. Any volunteers, please contact Joel Levine or B-17 Event Chairperson Larry Dickinson.

Concerns about airport parking and safety problems at events were discussed. We expect even more planes with the Georgia Flyers Lunch Bunch. There are problems with the new taxiway area. It has been painted, but is not yet controlled by the Tower. Safety concerns, lack of visual safety, etc., are to be discussed with key people by Duane Huff and Larry Bishop.

Lnor has ordered new EAA 690 logo mugs that would be suitable to sell to members and visitors, and for gifts to our speakers. They should arrive in May.

Board of Trustees – David Rowe – David was absent; Debi provided the following updates. Letters for the hangar door are on order. The limit switch on the door has been reset.

### New Business:

A decision was made to not have programs at the pancake breakfast in September and October while the Ford Tri-motor and the B-17 are here. The programs would interfere with the activities across the field.

The board approved the expenditure of \$741.99 for a new projector to be used for our meeting and program presentations.

There was no further business to come before the board. The meeting was adjourned.

Respectfully Submitted,  
John Reitz, Acting Secretary,  
EAA Chapter 690

### New Chapter Mugs with Etched Logo Have Arrived

Just in time for Fathers' Day Gift Giving. Our new, large (13 ounce) tempered optical glass mug is perfect for hot or cold beverages.



\$8.00 Each

### Chapter 690 Young Eagles Report

By Duane Huff, Chapter YE Coordinator



The day of our Young Eagles Rally, May 19, 2007, was a beautiful day for flying. The winds were fairly calm and down the runway. Visibility, though a bit hazy, was very good. Downtown Atlanta and Stone Mountain could be seen from the Lake Lanier area. Twenty two young people were registered, given their tickets, and Y.E. certificates by Jeanne Ferguson and helpers Susan Pfeifer and Lnor Levine. Jamie Painter conducted their Pre-flight briefing and supervised the flight simulator. Dennis Crosgrove and Bill Ferguson were the loadmasters.

Pilots were: Lee Craymer – 2 flights 5 Young Eagles, Duane Huff – 3 flights 3 Young Eagles, Fred Huppertz – 2 flights five Young Eagles, Mike Kiah – 1 flight 3 Young Eagles, John Reitz – 1 flight 2 Young Eagles, Jerry Shingleton – 1 flight 2 Young Eagles and David Tulis – 1 flight and 2 Young Eagles.

Even with the new forms and procedures, the Rally went very smoothly.

Pilots, when you fly Young Eagles other than during a rally, be sure to use the new form and let Duane Huff know those that you fly. Throw away all old forms! Thanks!

*Keep flying Young Eagles!*



## Classifieds

Members 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.



**Happy Father's Day!!**

**Searching For A Hangar** - for soon (mid-summer) to be completed Falco F.8L. Hangar space at LZU would be preferred, but WDR would be OK too. For those not familiar, the Falco is an all wood hi performance homebuilt that rivals the RV's, Glassairs, etc. If you can help, contact David Carroll at 770-513-9346 or david.e.carroll@gmail.com. 5/07

### Important Notice re:

#### the Procedure for Donating Material to the Chapter -

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



**Flag Day will be observed  
on Thursday, June 14th, 2007**

Show your colors. Display "Old Glory" proudly.

### CHAPTER 690 BADGES

To purchase a membership badge, please see Duane Huff at a meeting or Chapter event. He'll be glad to take your order.

Available styles - pin back or magnetic back.



Mark your calendar - You won't want to miss out on any of 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.

**Visit the  
EAA 690**

**AeroShoppe**

**EAA '07 Calendars**

**Chapter Logo Items -**

Shirts, Hats, Vests  
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Publisher of the EAA Chapter 690 NavCom

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04/07

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Don't miss your copy of the NavCom or the latest Chapter NOTAMS. Send your new e-mail address to: LNOR\_L@BELLSOUTH.NET

### Hangar Keys Available to Members

One of the benefits of membership in EAA Chapter 690 is access to the hangar when you come out to the airport. Members in good standing may purchase a key from Joel Levine at Chapter meetings and Breakfasts.



## USER-FEE ELIMINATION AMENDMENT GAINS BIPARTISAN SUPPORT

Measure Just Misses In Initial Vote – From [www.eaa.org](http://www.eaa.org)

May 17, 2007 - The elimination of general aviation user fees is gaining momentum, as an early amendment in the U.S. Senate that would eliminate user-fee provisions from the new FAA funding and reauthorization bill barely missed passage on Wednesday.

Senator Bill Nelson (D-FL) and Senator John Sununu (R-NH) sponsored the amendment to the Senate Commerce Committee, which would eliminate the \$25 "modernization surcharge" on turbine aircraft for filing IFR flight plans that was included in the Lott-Rockefeller bill (S. 1300) earlier this month. The amendment failed by a single vote, but will likely return for consideration as the Senate bill progresses.

The Lott-Rockefeller bill had already excluded user fees and a 300 percent increase in fuel taxes for GA piston aircraft. It still included the user fee mechanism for turbines, however, along with more than doubling the jet fuel tax. It now goes to the full Senate for a vote.

"We are encouraged by the developments in the Senate," said Doug Macnair, EAA Vice President of Government Affairs. "The voices of EAA members are making a difference in this debate. Bipartisan efforts such as the Nelson-Sununu amendment shows that a growing number of lawmakers on both sides of the aisle

understand both the short- and long-term negative effect on general aviation once the user-fee door is opened."

Just this week, EAA President Tom Poberezny wrote a letter to committee members asking to support the Nelson-Sununu amendment. The primary focus of EAA's ongoing advocacy efforts has been to strongly oppose the user fees and sharp fuel tax increases proposed in the administration's FAA reauthorization bill this past February. Those efforts, along with those of other general aviation associations, led to broad, bipartisan opposition in the House of Representatives, where the FAA proposal was pronounced dead on arrival.

"EAA maintains that the national airspace system and specifically the air traffic control system should continue to be financed through a combination of excise taxes and general treasury funds," Poberezny added. "EAA favors modernizing the air traffic control system but firmly believes that this can be done through the existing, long-standing system of tax-based financing."

EAA continues to work with Senate and House members to create a workable agreement on FAA reauthorization. We urge our members to contact their elected congressional representatives to let them know the direct impact user fees would have on them, their families, businesses, and communities. For more information, visit [www.eaa.org/govt/index.html](http://www.eaa.org/govt/index.html).

## ANTICIPATED HOUSE FAA FUNDING BILL COULD DIFFER FROM SENATE ON USER FEES

From [www.eaa.org](http://www.eaa.org)

May 24, 2007 - User fees continue to be the major sticking point regarding FAA funding and reauthorization legislation, and it's looking more and more like the ultimate decision could be hammered out from opposite sides of the table in conference committee this summer. Last week the Senate Commerce Committee narrowly defeated an amendment to remove user fees for turbine aircraft and set the stage for a floor vote on the Lott-Rockefeller bill (S.1300).

Meanwhile, the House Aviation Subcommittee has been drafting its own version of a reauthorization bill in the hopes of completing it before the Memorial Day recess. What emerges may be very different from the Senate version, which includes a \$25 "Modernization Surcharge" for instrument flight plans filed by operators of turbine-powered aircraft. Wide, bipartisan opposition to user fees and sharp tax increases met FAA's original proposal at House subcommittee hearings held earlier this year, foreshadowing a more moderate House bill with regard to user fees and GA fuel tax increases.

At issue is not so much the dollar amount of the modernization surcharge or who it impacts as much as it sets in

place an FAA billing and collection apparatus for user fees that would very likely spread in future years to other users of the national airspace system.

"It is clear to us that the implementation of any user fee system, regardless of who it targets, would set a dangerous precedent," said Doug Macnair, EAA vice president of government relations. "The temptation by FAA and Congress to increase the breadth of these fees in future budget cycles, casting an ever wider net to raise additional revenue, would be overwhelming. We cannot stand for that."

Actions by EAA members contacting their elected representatives are clearly having an effect, and EAA urges everyone to keep up the pressure. "Frankly, there's never been a more important time to contact your Senators and Congressional representatives and let them know why you're staunchly opposed to user fees in any form," Macnair said. "Our voices are making a difference in this debate."

For more information on contacting your elected officials, visit [www.eaa.org/govt/index.html](http://www.eaa.org/govt/index.html).

## General Aviation Organizations are United Against User Fees !!





# NavCom

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



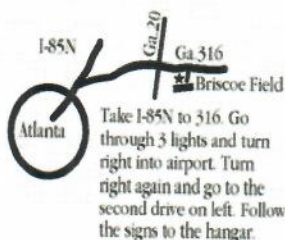
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## Come Join Us!

**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.



## JUNE MEETING

**Friday, June 8th, 2007**

An introduction to the new Lycoming Thunderbolt engine, presented by Jon Delamarter, manager of Lycoming's new experimental aircraft engine shop.

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

## "1st Saturday" Pancake Breakfast & Airplane Wash



Hosted by Gwinnett EAA  
Chapter 690 of the  
Experimental Aircraft Assn.  
at the Sport Aviation Center  
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**Rain or Shine, Fly or Drive**

**Saturday, July 7<sup>th</sup>, 2007**

Breakfast Served 8:00 - 10:30 AM

**Annual Airplane Wash -  
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Single Engine - \$30  
Twins (Up to 4 place) - \$45  
Larger Planes - Will Quote - and Haggle  
(Sorry, No DC10's or Aircraft of Like Type)

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Contact Joel Levine at 770-394-5466 or  
[jlevine@bellsouth.net](mailto:jlevine@bellsouth.net)

*Wash crews needed - kids & grandkids welcome to assist. They love the chance to get wet!*

## Fly the Fortress! [www.B-17.org](http://www.B-17.org)



EAA's B-17 Aluminum Overcast will be returning to Lawrenceville's Briscoe Field from Thursday, October 11th to Monday, October 15th. Chapter 690 will host the plane and its crew.

The B-17's annual tour around the USA promotes an interest in aviation, preserves the memory of WWII and gives many thousands of people unique access to an important historic artifact through flight experiences and tours.

Help from Chapter members is needed - for aircraft and automobile parking, working in the EAA Concession Trailer and many other tasks offer opportunities for volunteers to assist in what promises to be an exciting fundraising opportunity for the B-17 and for the Chapter.

In conjunction with the B-17's stop in Lawrenceville, Chapter 690 will again host a "Low Country Boil" and WWII Roundtable discussion, moderated and conducted by WWII veterans. As is now traditional, seating for the Saturday dinner and program is limited. Watch the NavCom for details and get your tickets early.

And when you're asked to help - please say "Yes!"