



May 2015

Inside this issue:

The Ford Tri-Motor—A beautiful plane, a special ride, a heartwarming story!!!

The Ford Tri-Motor is such an amazing piece of history!!! The extra long weekend stay, Thursday, May 7th through Sunday, May 10th, was very successful in the most important sense of the word. Yes, we took a large number of people on the plane. Sunday, being Mother's Day, was really a surprise because we did nine flights, almost all of them being full. The weather was perfect and we greatly appreciate all the members and some folks that aren't members yet that gave of their time to help make the event successful. And the crew, a wonderful pilot named Ashley Messenger and his very sweet and kind wife Peggy, made our weekend

really extra special. But the highlight of the whole Tri-Motor visit was **William Roberts**. His first ride in an airplane was on a Ford Tri-Motor when he was 14 years old. He is now **93** and thought the ride he took on Friday might be his last ride in an airplane. So that would make his **FIRST** and **LAST** flights in a Ford Tri-Motor. William's friend, Hugh Harrington, paid to put William in the right seat. Ashley let him fly the plane and he said "It was harder to turn than I thought it would be." The smile on his face was priceless and we felt extremely glad that Mr. Roberts was able to fly on the Tri-Motor while it was

here. See the article below for more info on Mr. Roberts.

All the numbers aren't in yet but the joy that the people had after riding on this beautiful piece of history, made it worth it. We did 25 flights with nine of those being on Mother's Day when we thought we'd do the fewest flights. Surprise!! Surprise!! We sold some Chik-Fil-A sandwiches (ask one of those present on Sunday to share the CFA story), drinks, water and assorted other food items and did alright with that. Overall, it was a fantastic Tri-Motor weekend!!!

Returning to the Golden Age of Aviation

On a hot summer day in 1936, fourteen year old William Roberts took his first flight in an airplane. The airplane was a Ford Tri-Motor. It was the depression, but William would spend his hard earned money to get a ride. That flight instilled a love of flight that would lead William to 50 missions as the pilot of a B-26 bomber in World War II. William's flying career ended in 1945. He never piloted an airplane again. But he still loved to fly and kept that first flight clear in his memory.

On May 8, 2015, seventy nine years later, another Ford Tri-Motor was in the area. William was offered a ride and he jumped at the opportunity. For William, it was a step back into his youth. On the morning of the flight, William arrived at Gwinnett-Briscoe airport to find the big shiny Ford Tri-Motor landing with its first load of passengers. Unbeknownst to William, it was arranged that he would fly in the co-pilot's seat and once in the air would be given the opportunity to take the controls and fly the airplane. William rose to the occasion and handled the airplane beautifully. Remember, it had been

70 years since he had flown a plane! When the flight was over, William received applause and shouts of approval from the passengers who were fortunate enough to have had the opportunity not only to fly in a Ford Tri-Motor but also to be piloted by a veteran pilot from World War II. It was an honor not lost on anyone.

As for William....his broad smile told the story.

Story provided by Hugh Harrington.

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Special points of interest:

- **Mon. 6/1-Fri. 6/5-** Summer Camp 9am -4pm
- **Sat. 6/6-** Pancake Breakfast 8-10 Please note the END time change; followed by the Annual Airport Safety Mtg
- **Tues. 6/9-** Board Meeting @ 7:30pm
- **Fri. 6/12-** Business Meeting @ 7:30 followed by Movie Night
- **Sat. 6/20-** Young Eagles starting @ 8:30am

Young Eagles Recap Report for Feb-May 2015

From Duane Huff and Wes Reddick, Young Eagles Coordinators

Unfortunately, the third Saturday of the second month of the year wasn't kind to the Young Eagles Program. The February event had to be cancelled due to the horrible weather conditions-freezing cold, wet, rainy, foggy, just an all-around ugly day.

And then, **March 21st** was a comfortable 69° partly cloudy day with smooth air for the most part. 11 pilots flew one or two flights for a total of twenty four (24) Young Eagles flown. Several of our future aviators had flown previously as EAA 690 Young Eagles.

Our Pilots for The Day: Brian Michael 4 YE, Bill Bell 2 YE, Randy Epstein 4 YE, Chuck Roberts 2 YE, Mike Fisher 2 YE, David Balthaser 3 YE, Duane Huff 1 YE, John Morgan 1 YE, Steve Ashby 2 YE, John Post 1 YE, and Pat Bratton 3 YE.

Our Ground Crew for The Day: Jeanne Ferguson, Barbara Epstein, and Gay Roberts our Young Eagle Ladies (Registration etc.), Bob Krone and Art Farmer (Safety Briefings), Wes Riddick (Simulator Instructor), and Herb Rusk, Bill Ferguson, Chris Capps, Jimmie Rickerson, Lisa Rickerson, Tom Hil-

born, Rick Mathisen, and Jerry Fischer (Loaders and Safety Personnel).

Pilots' Goal for The Year: Strive to get ten or more Young Eagles flown for 2015.

We have Young Eagle Credits for this year that we need to spend to send students to the Air Academy at Oshkosh. Encourage any Young Eagle between the ages of 12 – 17 to apply. Also encourage those Young Eagles of age to attend our Summer Camp the first week in June.

"Thank Yous" to all volunteers who make our EAA 690 Young Eagles program so successful.

Our 2015 Young Eagles Program is soaring to new heights..., "Let's keep'em flying."

Unfortunately, the bad weather scenario hit the Young Eagles Day, April 18th, as well. That's enough with the rain and other weather garbage. We miss the kids and they miss us so **NO** more cancellations.

After being rained out in April, it was good to be able to fly in very nice weather for Young Eagles on May 16th. We flew fourteen (14) and eight (8) had flown as

Young Eagles previously. The seven pilots that took Young Eagles flying were: Brian Michael 2 YE, Duane Huff 1 YE, Bill Bell 2 YE, David Balthaser 2 YE, John Morgan 1 YE, John Post 3 YE, and Steve Ashby 3 YE on two flights.

Our Young Eagles Gals doing the paper work were Jeanne Ferguson, Barbara Epstein, Gay Roberts, and Shellie Kirk.

The other Ground Crew members were Art Farmer doing the Safety Briefings, Bill Ferguson, Herb Rusk, Chris Capps, Rick Mathisen, Rich Hopkins, Randy Epstein, John Ritz and Patrick Mollette.

Thanks to all the volunteers who help with Young Eagles.

We are expecting to have at least one group of Young Eagles in June.

Membership Update

From Jeanne Ferguson-Membership Chairperson

We have had such an amazing outpouring of support for our chapter that it's been more than fun keeping up with the numbers.

Since January, we had the following **NEW** members join our chapter:

Mark Clark	Hank Cohn
Chris Eberhard	Rice Hall
Jason Helmka	Joe Hughes
David Johnson	Dan Morris
Steve Raines	Dwight Sullivan
Jason Vallier	Chris Waggener
Charles Wallace, Jr.	Daz Yang
John Zile	

And the following folks have **REACTIVATED** their membership:

As of May 10th, our new membership total for the year is:
243

Our goal for 2015 is: 300

Charles Black	Ron Bousquet
Meade Duckworth	Tim Fulmer
Patrick Highsmith	Chuck Huber
Tom Jennings	Ralph Knight
Bill Reister	Yanek Martinson
Mike Bush	

It's never too late, so renew your membership NOW!!

As of May 10th, 2015, here are the membership numbers:

Total number: 243

126 Family

103 Individuals

14 Students

It's never too late, so renew your membership **NOW!!**

2015 is going to be an amazing year for EAA Chapter 690 and an exciting year to be a member!!! **Join TODAY!!!**

Also, if you haven't picked up your membership card yet, please see Jeanne Ferguson or Barbara Epstein at the Pancake Breakfast or Business Meeting. And, as always, thanks for your support!!

EAA 690 – A Direction for the Future

A Message from the President

As we continue to celebrate the 35th year of EAA 690, we need to talk about the future of our chapter. I suspect it is no secret that I am working to bring youth into the 690 fold and get them involved in all aspects of the chapter. Witness our recent Ford Tri-Motor visit where we had several of the youth worked during the weekend helping in each area. It was refreshing to see this level of commitment from them.

As we move forward, I expect that we will see more of this commitment to the chapter and increased involvement on the part of the youth. Two months ago we started a regular youth program meeting on the third Tuesday of each month. We will be looking to expand this as we begin to work on projects with these young folks. Just this past week, we obtained a project for the youth to work on and use to gain skills in aircraft construction.

The project is a single place version of a Pietenpol. Our goal will be to have the young folks complete this project under the tutelage of our adult members. My goal is to see enough involvement that we can have several work sessions a week where the young folks can show up and work on the project. To get to this point, we will need folks with the necessary skills to help put together a list of steps to accomplish along the way to completion. I hope that these same folks will make themselves available at the airport to meet with and work with these young people as we bring this project to completion. If you want to be a part of this pro-

“The youth are our future and getting them involved with the chapter is very important. Witness our recent Ford Tri-Motor visit where several of the youth worked during the weekend helping in each area. It was refreshing to see this level of commitment from them.”

ject and our work with the youth, please let John Morgan, Brian Michael or myself know. We have several other possibilities for projects to work on and will keep everyone informed as we move forward.

Speaking of the youth, it looks like we will have three attendees at Air Academy this summer. Alex Kirkland, Kyler Elliston and Julian Pennachi will be attending at different times this summer. The chapter will be looking to support them along the way and we look forward to hearing from them at the upcoming Post OshKosh Bash scheduled for August 8th this year. This is a change from the normal schedule due to Air Venture being earlier in July.

Other events to keep in mind are: Vintage Day at Peachstate Aerodrome on Saturday June 6th, a potential fly-out to the Mighty 8th Museum in Savannah on June 27th, a visit from Ron Alexander’s DC-3 September 26 & 27 including a chapter fish fry on Saturday, September 26th, and the AOPA Fly-in in Tullahoma, TN on October 10th. We have also talked about, but not yet scheduled, trips to the museum at Warner Robbins and Sevierville, TN. If those are of interest to you or you would like to coordinate one or both of them, please let a member of the BOD know.

These are very exciting times for our chapter and I hope you will share in the excitement. One of the things I feel is important as we move forward is a need to find a new and larger home for the chapter. Recent chapter events held in the hangar have shown this need to be real. We are beginning to work toward this goal as I write this piece. My hope is we can put together a package highlighting our commitment to training youth and leverage that commitment with Atlanta based companies with contacts through their aviation departments to help finance the project. Please feel free to let me know your ideas and how you would like to assist.

Where we go from here is up to you. I look forward to being a part of our continued growth into the future and working with each of you to see that we get there.

Wings of Valor Project

Our very own John Slemp had some involvement in this project. These are two portraits that he did for the project. John is an excellent photographer and involved in many different projects. When he’s not trying to make money he has been known to do a lot of things for the chapter that we do not have to pay for. Next time you see him, thank him for all he is doing and has done for us.

You can find out more about this project at <http://www.wingsofvalor.us>



Celebrations and Congratulations!!!

We enjoy getting to know our members more and better and one way to do that is to know about special events in their lives.

Belated Happy Birthday Wishes to:

Nancy Houston Morgan March 13th
Maria Carmen Schramm March 21st
DeWayne Beckett March 25th
Randy Epstein April 7th
Chuck Stoudt April 12th
John Slemp April 12th
Ted Hart April 15th
Patrick Leithead April 30th
Bill Bell May 2nd
Russell Myers May 6th
Richard McLoughlin May 8th
Andrea Beckett May 11th
John Margan May 12th
Bruce Leithead May 24th
Duane Huff May 26th

Happy Birthday Wishes to:



Bill Ferguson May 30th
Cliff Hale June 11th
Chuck Roberts June 11th
R J Schramm June 23rd
Walter Deere June 26th
Anne Huppertz June 30th

Belated Happy Anniversary Wishes to:

DeWayne and Andrea Beckett March 1st
Larry and Laura Bishop March 13th?
Randy and Barbara Epstein April 10th
Ken and Mrs. Sharp May 9th

Happy Anniversary Wishes to:

Cliff and Mrs. Hale June 5th
Larry and Laura Bishop June 7th Maybe
Bill and Mrs. Bell June 9th
Chuck and Lynn Stoudt June 15th
Keith and Mrs. Brown June 20th

Apologizes to the wives for not knowing or having your first names -come on guys, get with it!!!

New Colors, More Fun Activities!!! Mark Your Calendars!!!

Saturday, May 30th—Good Neighbor Day @ PDK

Saturday, June 6th-Vintage Day @ Peachstate Aerodrome

Friday, June 12th-Movie Night showing The Great Waldo Pepper from 1975

Saturday, June 27th-Potential for a Fly-Out to the Mighty 8th Museum in Savannah, GA

Friday, July 10th-Movie Night showing Those Magnificent Men In Their Flying Machines from 1965

Saturday, August 8th-OshKosh Bash

Saturday, August 29th-Pasta Supper and Trivia Night

The Hangar looks amazing, thanks for all your hard work Chris and Nancy Capps, Brian Michael, Duane Huff and so many others.

Aircraft N-Number History

Where do N-numbers come from?

The U.S. received the "N" as its nationality designator under the International Air Navigation Convention, held in 1919. The Convention prescribed an aircraft-marking scheme of a single letter indicating nationality followed by a hyphen and four identity letters (for example, GREMS).

The five letters together were to be the aircraft's radio call sign. In the original 1919 allotment, most of the nations shared first letters. Only U.S. and four other nations were assigned a unique first letter to be followed by any combination of four letters. In each case, that first letter was the same as a radio call letter that had been previously assigned to that nation by an evolving series of international agreements. As of April 1913, for example, Great Britain had complete rights to the radio letters B, G, and M, while sharing certain other letters. Not surprisingly, Great Britain received G as its aircraft nationality identifier under the 1919 agreement.

During this era, the U.S. had complete rights to the radio letters N and W, and to combinations of K from KDA to KZZ. Why these particular letters?

The assignments of W and K appear to have been arbitrary, according to articles on early radio call signs by Thomas H. White. In the case of N, Whites notes that the U.S. Navy had used this radio letter since November 1909.

This still leaves the question of why N was chosen over W for the U.S. aircraft identifier. The answer may lie in the fact that the Government had reserved N for itself, while assigning combinations beginning with K and W Aircraft N-Number History to various radio stations along geographic lines. N would therefore be less confusing as a single national marking for aircraft.

The choice was not universally popular. The Journal Aviation wanted the U.S. to adopt W in honor of the Wright brothers. Use of the letter N in the early days seems to have been restricted to aircraft that made international flights. Compliance was voluntary at this time, since the U.S. did not ratify the 1919 Convention.

No mention of N numbers appeared in the initial Air Commerce Regulations placed in effect by FAA's first predecessor agency in December 1926. The letter markings that this original set of rules specified were C (commercial), S (state), and P (private), which were to precede the numbers assigned to licensed aircraft. Unlicensed aircraft had

numbers, but no letters, at this time.

The earliest legal requirement for the N marking is found in the first general amendments to the Air Commerce Regulations on March 22, 1927. These amendments mandated that U.S. aircraft engaged in foreign air commerce display the N at the beginning of its identification markings. Later, this requirement was extended to all U.S. aircraft, regardless of whether they operated beyond the Nation's borders.

Aircraft N-Number History A second letter indicating the aircraft's airworthiness category followed the N and preceded the identification numbers. These airworthiness indicators were; "C" for standard, "R" for restricted, "X" for experimental, and later an "L" for limited, (for example, NC1234). This was standard until December 31, 1948, when aircraft registered for the first time were required to display identification marks consisting of only the Roman capital letter "N" followed by the registration number. Existing aircraft operated solely within the United States could continue to display an airworthiness symbol until the first time such aircraft were recovered or refinished to an extent necessitating the reapplication of the identification marks. After December 31, 1950, all aircraft of United States registry operated outside of the United States were required to display identification marks consisting of the Roman capital letter "N" followed by the registration number.

Until December 31, 1960, the required location for display of nationality and identification marks for fixed-wing aircraft was the wing surfaces, and the vertical surface of either the tail or fuselage. Effective January 1, 1960, all fixed-wing aircraft were required to display identification marks on the vertical surfaces or either the tail or fuselage. Wing surface markings were no longer required.

Current standards for the display of nationality and registration identification marks on U.S. civil aircraft can be found in the Code of Federal Regulations, Title 14, Part 45, Subpart C.

Our thanks to Ned Preston, former FAA historian, who compiled the majority of this information.

More special moments in the life of our chapter!!!



Thanks for teaching a great milling class Jerry Fisher!!
Picture provided by Joel Levine



We had such a large group for this Pancake Breakfast that we thought we were going to have to seat people upstairs!!
What a wonderful problem to have!!



Pictures provided by Tom Hilborn!!



Sights from the Ford Tri-Motor Visit May 7th-10th, 2015



The joy on Mr. Roberts face says it all!!!
Pictures courtesy Hugh Harrington



Pictures provided by Joel Levine!!!



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Property and Beautiful Home for Sale

Airpark home for sale in Whispering Pines Airpark, 12 miles south of Gwinnett County airport with 2600 ft. paved and parallel grass runways, 4 bedrooms and 4 bathrooms with a basement on 3.6 acres. See all information on home and airpark at www.whisperingpinesairpark.com. \$390,000 by owner, **Dale Mastley** 770-855 3367





EAA Chapter 690

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• Time to fly!!!

Important Information to Remember

Every Month our Pancake Breakfast is the 1st Saturday with serving starting at 8:00.

Our Business Meetings are the 2nd Friday of each month beginning at 8:00 with an aviation related program following an update on the activities of your chapter.

To send the Editor your birthday and/or anniversary information, to notify her of anything you wish to sell or a partnership you may have or want, to send her an article you'd like included in the NavCom please provide that information to her no later than the 20th of the month you wish the information to appear. Send your information to barbara_epstein@hotmail.com



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Classifieds and More

For Sale

Various Products available at the Aero Shoppe include:

Large Coffee Mugs-\$15 Theses are extremely well made with a sectional on one side and Chapter 690 logo on the other.

Water Bottles-\$12 These are perfect for adults and kids to enjoy while watching or participating in any type of sporting event. They're really great any time, any place.

Personalized Large Coffee Mugs are available upon special request by contacting **Ronald Hlozansky @ skee5bellsouth.net** or by calling him @ 770-435-2104

Gift Cards (set of 8) \$10 and Ceramic Coasters (set of 4) \$10 featuring aviation photography by our own John Slep.

Child Related Products including gliders, wooden airplanes and so much more.

Oil Analysis Kits-\$12 Keep on hand for those very important changes.

Hangar Space Available

For a "Van's RV aircraft in the EAA Hangar #4. For details, call **Clyde Schnars @ 770-769-7177**

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