



# NavCom

September 1997

## BUT SHE WASN'T CALLED AMELIA

By Chuck Roberts EAA690

Late in the afternoon of August 25th, 1950, rain was pelting the windshield of a small fabric-covered airplane so hard that the roaring noise in the cockpit sounded like Niagara Falls. The voice of the Boston air traffic controller crackled in the pilot's headphones: "November Charlie eight seven four six Kilo, turn right to zero six zero, Logan will be at your two o'clock and ten miles; expect visual approach, runway one five, current weather at Logan is light drizzle".

"This is Stinson four six Kilo, right to zero six zero, expect visual one five, looking for the field, and ah, thanks for the improved weather, we're in heavy rain here". As my grandmother, a petite, 5 foot - 2 inch blonde, put the microphone down, she glanced, for the ten thousandth time, at the military aviator's watch my father had given to her.

"Damn! I'm close but I wonder how close the other girls are? Thank God it's not raining this hard at the field; I hate landing in the rain. And all of those reporters would certainly mean standing out and getting soaked!"

Of course, my grandmother, Greenwood Cocanougher (known as "Cokie" to her family and friends) had no idea that she was about to win the prestigious international women's air race "The Powder Puff and Beau Derby" from Columbus, Ohio to Boston, Massachusetts sponsored by the women pilots' organization known as the "99s". Cokie had been a member of the 99s for years and had flown in other air races, but this would be her crowning glory.

In 1950, women pilots were still very much a minority group, so just being

one was something special. Imagine actually winning The Powder Puff and Beau Derby! The family was and still is so proud of her that we pop buttons every time the subject of Cokie comes up at the dinner table. While winning "the derby" was the pinnacle of Cokie's flying career, it certainly wasn't the beginning of the story of her flying and her pioneer spirit towards aviation in America. For that we need to travel even further back in time.

**"Damn! I'm close but I wonder how close the other girls are?"**

It all began on a sunny Sunday afternoon in September 1938 at a tiny grass-field airport known as Cool Meadow Air Field, on the outskirts of Lexington, Kentucky. Cokie was there at the urging of her 20 year-old son, who would later become my father. As a divorced single parent with one child, Cokie was a fair but strong-willed individual and she had been against my father's flying for a long time. However, my father had persisted and negotiated her required legal approval such that he had earned his private pilot's license. My father wanted to get checked out in the next larger class airplane and he needed my grandmother's signature again. Of course, Cokie wasn't running over with enthusiasm in this new venture so she had made a deal: she'd sign for his check ride if he would go to church with her the following Sunday. My father subsequently talked my grandmother into taking a sight-seeing plane ride over Lexington but, being a business woman, she calculated that she would get more for her money if she paid for a flying lesson rather than a sight-seeing flight. She took her first lesson that Sunday afternoon and was forever bitten by the flying bug. Her life would never be the same.

(Continued on page 2)

NEWS AND  
INFORMATION  
FOR THE  
GWINNETT  
COUNTY  
CHAPTER OF  
THE  
EXPERIMENTAL  
AIRCRAFT  
ASSOCIATION



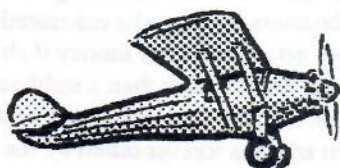
(Continued from page 1)

## BUT SHE WASN'T CALLED AMELIA

By the Spring of 1940 Cokie was taking flying lessons in earnest while my father was in the Army Aviation Cadet program in Texas becoming a military pilot. When she was near the end of her private pilot training she wrote to my father and asked for advice on what kind of plane to purchase. Of course, my father had never been in the financial position to even think about buying a plane so he went to his Army flight instructors and got their recommendation: "get an Aeronca Chief". Cokie took her private pilot flight test on February 9th, 1941 and bought an Aeronca Chief by March 5th. It was with that little 2-place Chief that Cokie made her first mark on aviation history.

On May 29th, 1941 my father graduated from Army flight school and won his wings. In honor of that occasion Cokie flew her small Aeronca from Lexington, Kentucky to Brooks Field, Texas and broke two time-hallowed Army traditions: she was the first woman to land a plane at that Army training field and the first mother to pin the wings on her son at graduation exercises. Cokie was on her way - time would show her to be a real woman aviation pioneer in the United States. During the war that soon followed the stationing of my father at Pearl Harbor, Hawaii, Cokie became a civilian contract flight instructor for Army and Navy cadets in the War Training Service. When the war was over she moved up to a larger 4-place Stinson Voyager 150 and started flying it in women's handicapped air races and speaking before civic and women's groups about the importance of general aviation and women's role in it. All of that brought Cokie, in her sleek maroon Stinson, to that afternoon in August of 1950 when she won the Powde Puff and Beau Derby.

Just as the aviation world lost Amelia Earhart as she was zooming to great heights in aviation, it (and we) lost my grandmother. It is ironic that this courageous little woman that challenged nature eye-to-eye in the air should die in front of her own house by slipping on ice and hitting her head on the concrete porch steps less than two years after winning the Derby. In many ways she lives on today. Her Stinson is still flying, her family and friends have never forgotten her, and two of her great granddaughters, my daughters, are waiting for me to teach them to fly in Cokie's plane!



## Bits and Pieces by Ye Olde Editor

There are some dandy postage stamps available at the Post Office depicting classic American aircraft. Included are the Mustang, Stearman, AT6 and many more. There are twenty stamps to the page and the cost is thirty two cents per stamp.

HOT ITEM



## WE NEED YOUR HELP!!!

Enclosed in this issue of the NavCom is a Member Profile Sheet. Please complete and return it to the Editor.

You might say "Nothing has changed, I don't need to send it in" and maybe nothing has changed but that does not mean that we have the correct information in our member database. We really need to correct and update the database and can only do so if you send in a new profile sheet. Many of you completed a new sheet at the Post Oshkosh Bash and we found that 75% of the forms required changes in the database. The rest of you please!! Send in the enclosed form. **MAKE SURE YOU INCLUDE YOUR EMAIL ADDRESS!!!!**

### New Members

# Welcome

We had two new members join our group at the Post Oshkash Bash.

**Tom and Lee**

Tom Allen lives in Duluth and has just moved here from Dallas. Tom is employed at Glenayre and flies a Beech Bonanza G-33. We look forward to seeing him and his wife Sheila at our next gathering.

Lee Craymer lives in Dacula and is "planeless" at the moment but eyeing a Glasair. Lee is an Electronic Engineer and his hobbies are flying and photography. He and his wife Carol hope to see everyone at the next breakfast.

Welcome aboard y'all.



AVweb reader John Frank spotted this graffiti scrawled on the inside of a fiberglass Port-A-Potty honeyhut at Oshkosh '97: "I could've been a Glasair."

## Presidential Pitch by Duane Huff

Oshkosh was a blast! Steve Dunahoo and I flew the Chief to Hartford, Wisconsin where we met with other Aeronca pilots and their planes. On Tuesday morning July 29th twenty six Aeroncas flew into Oshkosh together. It was a beautiful clear morning where you could see forever. We had the privilege of flying between and behind Densil Williams and Ray Johnson in their Grand Champion Chiefs to lead the other twenty three Champs, Chiefs and a Sedan to Oshkosh. What a thrill as we landed alternately on 36L and 36 R. This may have been the largest gathering of Aeronca Chiefs ever and the first mass fly in of Aeroncas to the convention.

My main objective in going to Oshkosh was to attend the seminars and workshops for Young Eagles, newsletter Editors, Technical Counselors and Chapter Leaders. I did this and plan to share my notes with the appropriate Ch. 690 leaders.

The post Oshkosh bash at the Chapter building was enjoyed by all who attended. The food and fellowship with friends was great. Thanks again to David Posey for cooking the turkeys and to all who contributed to the feast. Though the weather was hot, several sat around and talked late into the evening. It has been suggested that we start the get-together later in the day next year to avoid the mid-day heat.

The nominating committee headed up by Charlie Sego is working on a slate of officers for the next term. If you would like to serve as an elected officer, please contact Charlie at 736-3900.

Thanks to Sue Adams, Kathy Parks, Barney Barnes and Frank Wilcox for helping to load, deliver and unload the office furniture donated by the regional Young Eagles Office to Chapter 690. Besides the two desks and four chairs and a file cabinet, we were given lots of Young Eagles materials and some saleable items for Lnor Levine to sell from the display case.

The prototype Glastar is coming the the chapter hangar October 15th or 16th. This will be an opportunity to see the Glastar and take some demonstration rides. Details later.

A reminder that the fund raising campaign for the interior hangar construction has started. For 25 dollars a square foot, you can become a part of the Chapter 690 building project. Join us and see if we can start this next phase in January 1998.

Plans for the Biplane Fall Classic, September 27th are in the making. Committee chairmen have met twice and will meet again Sept. 10th. Our next chapter

meeting is an important one for we will be planning for the fly-in. Come prepared to volunteer to help in every way that you can.

We will be taking a group picture of our chapter at our September meeting. Bob Mackey, the chapter coordinator at Oshkosh has been asking for one. Maybe we will be in the national chapter news letter or in Sport Aviation. See you Friday evening Sept. 12th.

**Remember to keep them flying for the fun of it!**

## BOARD OF TRUSTEES REPORT

Frank Wilcox, Chairman Board of Trustees

The membership vote at the June meeting approving construction of interior rooms for the chapter building is appreciated by the Board of Trustees. Significant effort has been made to prepare a plan that will support the many projects and programs of Chapter 690. Now the detailed planning followed by material purchase can take place. As the project moves along, chapter work days will be scheduled so that members will have opportunities to help in the construction - commonly called sweat equity. Already Tim Fulmer, who is heading up the entire construction project, has had several offers from members who are in the building profession with suggestions of design details and material selection. All members with appropriate skills are encouraged to contact Tim.

The established funding policy of Chapter 690 is pay as you go.<sup>2</sup> In other words construction of the building interior will not begin until the funds are in the treasury. With this in mind the program approved by the membership is divided into four phases. Each phase has an estimated cost and when construction is completed can immediately be used for chapter activities. The Budget and Finance Committees program, also approved by the membership, to generate funds by the sale of <sup>3</sup>square feet<sup>2</sup>, is based on this phased construction plan. Therefore, as soon as the funding is available for Phase 1 the purchase of materials and construction will begin. The same will be true of the other three phases. Because of this uncertainty of funds, it is difficult to develop a construction schedule. A goal for starting construction at the first of the year is certainly attainable. The trustees are anxious to begin working on the interior as soon as possible and encourage the membership to buy some <sup>3</sup>square feet<sup>2</sup> to generate the funds.

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# Events Calendar



## **Friday-Sunday, Sept. 12-14 Falls of Rough, KY**

Kentucky EAA chapters' 20th annual Sport Aviation Weekend at Rough River State Resort Park (2I3). Plane camping, aircraft judging, seminars, awards banquet. Call Mary Ann Duncan at (800) 325-1713 or (502) 257-2311 for more information and reservations.



## **Saturday, Sept. 13 Peachtree City, Falcon Field.**

Annual Aviation Air Fair. Food, displays, airplanes and more. Georgia aviators are invited to join a cast of thousands in our first annual "Air Fair". Join EAA, Cap, CAF, AFA, FAA, NWS, SWPC, ALL and many other aviation alphabet organizations for a day of hangar flying, information tables, static displays and food provided by the Kiwanis Club of Peachtree City. Information Charles Boleman 770-487-0707 or Harold Bost 770-719-0638.



## **Sunday, Sept. 14 Newberry, SC**

The South Carolina Breakfast Club at Newberry Municipal Airport (27J), 9-10 a.m. to meet for morning meal and mixing. If weather is questionable or for further information call Anne Hawkins at (803) 432-9595 or Gerald Ballard at (706) 724-2651.



## **Friday-Saturday, Sept. 19-20 Asheboro, NC**

Ol' fashioned grass field fly-in and pig pickin' at Smith Airpark (25NC). Antique/classic, sport, warbirds, ultralights, paraplanes. Camping available for early arrivals. Call Jeff Smith at (910) 879-2830 for more information.



## **Saturday, Sept. 20 Dublin, GA**

Dublin Sports Aviation to sponsor Fun Fly In at W.H. "Bud" Barron Airport (DBN). Call Fred Houston at (912) 275-0029 for more information.



## **Saturday, Sept. 20 Lewisburg, TN**

Fly-in country breakfast at Ellington Airport (LUG). Call Clay Derryberry at (615) 359-5001 for more information.



## **Saturday, Sept. 20 Russellville, KY**

EAA Chapter 1165 monthly Fly-In Pancake Breakfast at Russellville-Logan County Airport (4M7). Call Bill Rowe at (615) 384-0038 or (502) 726-3214 for more information.



## **Saturday-Sunday, Sept. 20-21 Southern Pines, NC**

Carolinas Wing of the Confederate Air Force to celebrate the CAF's 40th anniversary and to honor the U.S. Air Force's 50th anniversary during the annual Warbird Fly-In at Moore County Airport (SOP). Current U.S. Army and USAF aircraft scheduled, plus static displays. Feature is Saturday night hangar dance. Call Col. J.T. Cotner at (910) 295-1337, or fax (910) 295-0170 for more information.



## **Saturday, Sept. 27 Lawrenceville, GA**

EAA Chapter 690 holds sixth annual Biplane Fall Classic and Pancake Breakfast fly-in at Gwinnett County Airport (LZU). Call Steve Ashby at (770) 413-7112 or e-mail [jlevine@akorn.net](mailto:jlevine@akorn.net) for more information.



## **Sunday, Sept. 28 Bamberg, SC**

The South Carolina Breakfast Club at Bamberg County Airport (99N), 9-10 a.m. to meet for morning meal and mixing. If weather is questionable or for further information call Anne Hawkins at (803) 432-9595 or Gerald Ballard at (706) 724-2651.



## **Saturday, Oct 4 Lawrenceville, GA**

EAA Chapter 690 Hanger #1 holds fly-in for all-you-can-eat buttermilk pancakes, sausage, orange juice, coffee and milk at Gwinnett County Airport (LZU) 8-10:30 a.m. Also Swap 'n Shop. Call Sue Adams at (770) 613-9501 or e-mail [msadams@mindspring.com](mailto:msadams@mindspring.com) or call Duane Huff at (770) 921-4423 for more information.



## **Saturday, Oct. 4 Swainsboro, GA**

Emanuel County Airport (SBO) fly-in 8 a.m.-5 p.m. for aircraft displays, spot landing contests, fly-market, food concessions. Free parking and camping. Call Don Gay at (912) 237-7281 for more information.



## **Friday-Saturday, Oct. 10-12 Thomasville, GA**

Thomasville Aviation Club to sponsor '30th Annual Fly-In Extravaganza' at Thomaville Municipal Airport (TVI). Aviation seminars, aircraft judging, fly-market, antique aircraft engine museum among many activities. Call Ronnie Boze-man at (912) 226-4708 or Irv NeSmith at (912) 226-4753 for more information.



## **Sunday, Oct. 12 Greenwood, SC**

The South Carolina Breakfast Club at Greenwood County Airport (GRD), 9-10 a.m. to meet for morning meal and mixing. If weather is questionable or for further information call Anne Hawkins at (803) 432-9595 or Gerald Ballard at (706) 724-2651.





## If helicopters are so safe, how come there are no vintage/classic helicopter fly-ins?

### Board of Trustees - continued from page 2

When you visit the chapter building, you will notice several nearly new kitchen counter bases, counter tops and wall cabinets, all of exceptional quality. These were procured by David Posey. They are currently being used in the food preparation area and will be permanently installed under Phase I construction. Equipment of this quality sets a high standard for our interior furnishings.

This same standard is reflected in office furniture that has been given to our chapter from the regional Young Eagles Office at Peachtree Dekalb Airport. This gift includes two office desks, three office swivel chairs, a file cabinet and a wicker easy chair. Thanks to Sue Adams, Cathy Parks, Barney Barnes, and Duane Huff who helped move this furniture. One of the desks and the wicker chair now provide office space for President Duane. In fact the wicker chair has already been dubbed "the president's seat of honor." Check this out the next time you visit the chapter building.

Members using the building at night will appreciate the outside switch next to the pedestrian door which controls the light over that door. This has been requested for some time since that side of the building is very dark. Barney Barnes was responsible for this improvement.

Another improvement expected to be completed by the Fly Market/Pancake Breakfast is the installation of a ventilation fan at the rear of the building. Although this will be a temporary installation, it will provide needed ventilation, especially during the pancake breakfasts. This fan is on loan from Tim Fulmer as long as needed.

As always members are encouraged to discuss questions and suggestions concerning our building and other chapter property with members of the Board of Trustees.



### Minutes of EAA Chapter 690 August meeting

Wayne Whitaker, Secretary

The August meeting was held during the annual Post-Oshkosh dinner.

President Duane Huff opened the brief business session with the announcement that his justly famous Aeronca had won yet another award: most outstanding Chief (again), at Oshkosh. What can I say but "Hail to the Chief."

Treasurer Sherry Langford revealed that the chapter took in \$846.19 in July, and spent \$764.50. Currently we have \$12,385.95 in the checking account. Membership stood at 119 members, including 10 new ones.

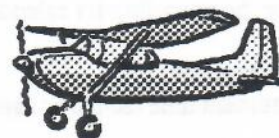
Young Eagle Chairman Bill Coleman reported that the chapter has flown 88 Young Eagles so far in 1997, and reminded the membership that our next YE flight is September 20.

A member of the International Aerobatic Club requested the chapter's assistance in flying Young Eagles at a rally at Tara Field (formerly Bear Creek) on Saturday, August 23. He also noted that WSB-TV media personality Jocelyn Dorsey has become interested in the Young Eagles phenomenon through her contact with a local IAC group.

The Georgia Pilot's Association breakfast at the Flying Machine on Saturday, August 16, was well attended, and netted \$79 for the chapter.

### Glastar Demonstration Flights—

Tim Johnson, the Sales Manager and chief demo pilot, is planning to bring the factory demonstrator GlaStar N824G to LZU on October 15th or 16th. If anyone would like to try the GlaStar on for size, take a demo ride or just talk with Tim, come and see this aircraft for yourself. Contact Tom Dubrouillet for details of the arrival dates/times. 770-640-5573





## You can only tie the record for flying low.



### BRAINTEASERS

(Thanks to AVWEB)

On August 4th, 1997, a massive rewrite of Part 61 of the Federal Aviation Regulations went into effect. All U.S. pilots need to be up-to-speed on these regs, and Flight Instructors had better know them by heart. Let's see if you've been paying attention.

The questions in this Brainteaser quiz are based on the new revision of FAR Part 61, "Certification: Pilots, Flight Instructors, and Ground Instructors", which became effective on August 4th, 1997.

In case you'd like to brush up on the regs before tackling the quiz, AVweb has made available the Part 61 Final Rule in both HTML and PDF formats, and also some last-minute corrections published a few days before the effective date.

Answer the questions as best you can, then click on the "score" button to see your score and read the explanations. If you don't like your score the first time around, you can change some of your answers and resubmit.

1. Although a Private Pilot may not fly for hire, he is permitted to ask the passengers to share the expenses of the flight provided:

- a. the expenses being shared are strictly limited to the cost of fuel, oil, airport expenditures and rental fees.
- b. the PIC pays at least his pro-rata share of the expenses.
- c. the flight is not being conducted for business purposes.
- d. (a), (b) and (c).
- e. (a) and (b) but not (c).

2. To operate under IFR or in IMC, you need to have logged the following during the preceding six calendar months:

- a. at least six instrument approaches.
- b. at least six hours of instrument time (actual or simulated).
- c. holding, intercepting and tracking.
- d. two-way communications with ATC.
- e. passing an Instrument Proficiency Check with a CFII, examiner, or check airman.

- f. (a) and (b), or (e).
- g. (a) and (c), or (e).
- h. (a) thru (d), or (e).

3. Before a pilot may act as PIC of any pressurized airplane, he is now required to receive additional ground and flight instruction and a one-time endorsement by an authorized instructor indicating that he is proficient in the operation of pressurized aircraft.

- a. True.
- b. False.

4. Under the new rules for logging pilot-in-command time, which of the following pilots may NOT log the flight time as PIC:

- a. a student pilot flying solo (with a current solo endorsement from his CFI) during the course of his flight training for a private pilot certificate.
- b. a private pilot with a multiengine rating who allows his friend (also a private pilot but not multi-rated) to fly his twin from the left seat and never touches the controls.
- c. a private pilot with a Learjet type rating who allows his friend (also a private pilot but not type-rated in the Lear) to fly his Learjet from the left seat and never touches the controls.
- d. a CFI who gives flight instruction as an authorized instructor to an ATP candidate and never touches the controls.
- e. an ATP who serves as Captain of a Boeing 747 for a major air carrier and never touches the controls (because it's the First Officer's leg).
- f. This is a trick question: all of them may log PIC.

5. If you flunk an FAA knowledge (written) test or practical (flight) test twice, you must wait at least 30 days before taking it a third time.

- a. True.
- b. False.

*Continued on next page*





## Diplomacy: The art of saying "Nice Doggie"~! Until you can find a rock.

6. An 35-year-old applicant for an Airline Transport Pilot Certificate must have:
- a. a current first class medical certificate issued within the preceding 6 calendar months.
  - b. a current second class medical certificate (or higher) issued within the preceding 12 calendar months.
  - c. a current third class medical certificate (or higher) issued within the preceding 24 calendar months.
  - d. a current third class medical certificate (or higher) issued within the preceding 36 calendar months.
  - e. no medical certificate at all; a current medical is required to exercise the privileges of an ATP certificate, but not to apply for

7. According to the regs, the distinction between a "flight simulator" and a "flight training device" is that the flight simulator must:
- a. be FAA-approved.
  - b. be a full-size replica of the aircraft cockpit.
  - c. have a visual system.
  - d. have a motion system.
  - e. have both visual and motion systems.

8. If your pilot, instructor or medical certificate is lost or destroyed, you can simply telephone the FAA in Oklahoma City and they'll FAX you a temporary certificate that's good for 60 days while your replacement certificate is being processed.
- a. True.
  - b. False.

Answers at bottom of this page

### Chapter 354 Christmas Invitation—

EAA 690 members are invited to our Christmas Banquet, it will be held on Friday, December 5, in Albany. Our guest speaker will be Gen. Robert Scott (WWII fighter pilot and author of "The Day I Owned The Sky" and "God Is My Co-Pilot"). Time is 7pm and advance tickets (\$15) are needed. Contact Bob Cuzzort xxx-435-8355 for more information.



## Engine Tips

Do you lean your mixture when you taxi? What about other ground operations?

If you don't, you probably should. Most carburetors are set too rich in the idle mode.

The way to check your idle mixture is to lean the engine on the ground. Lean until the RPM increases. A properly adjusted idle mixture should show an increase of 25 to 50 RPM.

If your RPM increases more than 50 RPM your idle mixture is set too rich.

There are two ways to correct this problem. One is to have your A&P adjust the idle mixture. The other is to lean the mixture with the mixture control during ground operations. Don't forget to use a full rich mixture for takeoff.

Proper leaning on the ground will help prevent plug fouling, valve guide wear and sticking valves. Your engine will last longer also since the excess gasoline washes oil from the cylinder walls and impedes proper lubrication.



#### Answers to Brainteasers:

1. A
2. G
3. False
4. B
5. False
6. D
7. E
8. False



## Classifieds

**For Sale:** Bill Bowers award -winning plans-built Fly-Baby. Approx. 45%. Have all plans and invoices. All ribs complete-brakes, wheels, and tires-also,converted Javelin 1.0 litter, alter., starter, with all engine instruments. \$4500. Frank Settle 770-923 6149

**Intercom for sale:** Sigtronics four-place. \$95. Frank Sledge 770-963-1011

**For Sale:** Dismantled Piper Tomahawk project for sale. All parts, plus some extra components for \$2000. Rick Matthews 770-928-6926

**For Sale:** Tri-Q Project (160mph on 65hp) All major construction completed - wing, canard, fuselage and control surfaces. To be finished - assembly, systems and engine installation and finishing. All materials, fittings and hardware to complete including instruments, prop and new Revmaster 2100-D engine (65hp)). This is an original factory kit. All factory newsletters and Quickie Builders Association newsletters, drawings and instructions. \$13,000 invested. Make offer. Frank Wilcox 770-978-2403

**For Sale:** Zenith CH250. Almost ready to paint. FACTORY NEW Lycoming 0320. Full details and pictures on the EAA690 website or Call Gary Polizzotto 770-507-9050

**For Sale:** Pulsar SW. 425TTFeatured in KITPLANES three times and on the cover once. Full details and pictures on the EAA690 website or call Gary Polizzotto 770-507-9050

**For Sale:** Half interest in camper. Good condition. 24', sleeps 6. Bath, kitchen. See in Zahner Hangar. \$4K. Bob Zahner 770-822-0776



**September Meeting**  
Friday, 12 September  
8:00pm at the Chapter Hangar

Larry Bishop  
6527 Rosecommon Dr.  
Norcross, Ga 30092



Newsletter of EAA Chapter 690  
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