



# NavCom

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

June 2001

## Wings Weekend

Joel Levine



Photo by Jeff Putnaub

Wings 2001 is over and what a great weekend it was. If you missed participating there is always next year. I'm sure we will have a report on the Chapters participation at Friday's meeting. In the mean time you can see some of the photo's on the web at [www.wingsweekend.com](http://www.wingsweekend.com). Thanks to Jeff Patnaude, video to follow! Thanks Sue & Terry for a Great Weekend! →

## 3<sup>rd</sup> Annual Poker Run

By Joel Levine

This Saturday is the 1st Saturday in June and rain or shine, it's time for EAA Chapter 690's Pancake Breakfast and Aviation Program. This month's program is our 3rd Annual Poker Run. Breakfast begins at 8:00AM. The basic rules are as follows:

### PARTICIPATING AIRPORTS

- Gwinnett County-Briscoe Field (LZU) Runway: 7-25, 124.1. (Starting and ending point)

- Winder Barrow (WDR) Runways 13-31, 05-23, 123.0 Unicom.
- Madison (52A) Runway 14-32 Unicom 122.8.
- Jackson Co (19A) Runway 16-34 Unicom 122.8.
- Gainesville (GVL) Runways 04-22, 11-29 Unicom 122.8.

You can play as many hands as you wish.

### 2001 POKER RUN - GENERAL GUIDELINES

- Run will be a triangular course of approximately 100 NM round trip.
- Registration fee is \$10.00 per hand
- Absolutely no sharing of hands. Each participant must have own registration form.
- Anyone is eligible to participate.
- If a pilot has empty seats, those seats can be occupied with another participant.
- Registration money will be divided to cover the winning cash prizes.
- A percentage of registration fees will go towards Chapter hangar fund.
- Participants can begin the Poker run at any time they choose, however, they must return to Gwinnett airport no later than 2:30 PM in order to open envelopes, have refreshments, and announce the winners.
- In case of rain, we will all meet in the Chapter hangar at 11:00AM, local, to plot course, draw cards, hangar fly and announce a winner.
- It's a lot of fun - plan on participating!

Upcoming activities include the EAA International Y.E. day, June 9th with approximately 70 potential Y.E. We will need pilots and ground crew for Saturday morning. Contact Greg Jannakos <[gpjann@juno.com](mailto:gpjann@juno.com)> if you can help.

## P-38 Fly-Out

By Ken Sharp



Photo By Jeff Putnaub

### What if they held a fly-out and nobody went?

One of the big attractions about Wings Weekend, in addition to all the flying and airplane stuff, was the Friday program by Pat Epps and Richard Taylor. That presentation was worth the price of admission, even if you've heard it before. They have a real knack for ping ponging back and forth during the telling of the story of the retrieval of a P-38 from the Greenland ice cap.

Anyway, because this presentation was scheduled weeks in advance, Duane Huff announced that there would be a "fly-out" the weekend after Wings Weekend. The destination was Middlesboro, Kentucky, and the purpose of the fly-out was to see the airplane that was retrieved. The P-38, now called Glacier Girl, has been undergoing

restoration for the past several years, and is in a state of near completion.

So, after recovering from the Wings Weekend festivities, and all that flying, the day of the fly-out, May 5<sup>th</sup>, dawns beautiful and clear. Jackie and Steve Graves and I meet at Lenora to begin the trip. A preflight, start-up, run-up, and we swing out to start our take-off. At that point, Frank Wilcox ran out, waving his hands and lets us know that the fly-out has been - sort of - called off due to weather. It seems that there was a front draped over the Kentucky-Tennessee line causing poor visibility and low ceilings.

Well, OK, I'm flexible. If I can't go to the East Coast, I'll go to the West Coast. And if I can't go to the West Coast, I'll go to the Gulf coast. And if I can't go to the Gulf Coast, I'll go to the North Coast. (North Coast? Yes, the Great Lakes ARE big enough to be called oceans, and besides, there are ocean-going ships on them, so there!) Anyway, where was I? Oh, yes, flexible. We thanked Frank for his news, and take off to go to Middlesboro anyway. If we don't get there, we're sure there is somewhere else to go. And when you fly a Skylane with full tanks, you have options on where to go when where you want to go turns out to be inaccessible. (Bet you can't say that three times, quickly!)

So, we take off, and skirt Gwinnett County and the Class D airspace. We climb to 5500 feet, knowing there are mountains ahead, and, as we cruise north, we begin to see, way out ahead of us, the clouds indicating the presence of the cold front. Then, as we're fully into the mountains, we have to climb to 7500 feet, then 9500 feet to stay legal above the clouds. At that altitude, we can see OVER the front. We check in with Knoxville Approach, just to be polite, and the controller assigns a squawk code, identifies us, and, in essence, wishes us on our merry way. Jackie is following our progress on a hand-held GPS, and the loran in the airplane is

measuring distance and direction from Knoxville.

We never did see the ground while we were in the Knoxville area. But, when the controller released us back to a VFR squawk, we started seeing the ground through holes and thin spots. We actually traveled about 10 to 15 miles past Middlesboro and found the clouds to be even more broken up. So we picked a large hole and spiraled down to below cloud base. Then, with the help of some satellites (GPS) and trees (paper chart) we headed for the airport. Piece of cake! The front was obviously lying South of Middlesboro, and it must have been a weak one. It wasn't tall, and it wasn't wide!

As we rolled out after touchdown, we could see the P-38 in the hanger. We parked, shut down and entered the hanger. The hanger is the place where the restoration work is being conducted. In addition, no doubt in an effort to help pay for the work, there is a gift/memorabilia shop, and a small "TV Theater" set up where, every few minutes (depending on the crowd) they show a 14 minute segment from the "Hidden Treasures" TV series. In addition, there are several display easels that have pictures showing the condition of the airplanes immediately after the forced landings, and of the recovery effort, and various parts of the aircraft in an "as retrieved" condition. Comparing the pictures with the airplane gives a very good idea of the progress of the restoration.

The aircraft now seems to be structurally complete, on the gear, with wings, tail surfaces, engines and propellers mounted. We were told that currently the tanks are being installed. The local word is that it will fly "sometime this year." That would be worth seeing, I think. After all, there aren't all that many P-38s left, and lots fewer of them flying. And zero ('till now) have been pulled out from under 260 feet of ice!

The flight back to Lenora was almost anti-climatic. We filed IFR to avoid the necessity to fly North to get South,

and then just poked through clouds until we got near Lake Lanier where it became VFR. After crossing Gwinnett's airspace, we cancelled IFR and landed.

The presentation by Pat Epps and Richard Taylor is very entertaining. Their description of the thought processes that got them into the aircraft salvage "business" is very funny! ("What did we know? We'll just dig it out, put down the gear, put in some gas, and fly it out!") The inventions needed to do the work, the logistic efforts needed to supply the expeditions, all boggle the mind. You owe it to yourself to make the effort to attend their next presentation, wherever that may be.

And, the trip to Middlesboro to see the airplane is well worth the trip. You could join with other pilots and make it a fly-out!

Postscript: After thinking about what was written, and reflecting on the article title, it is probably appropriate for the Aviation Safety Student (ASS) to give due recognition to the smart folks that DIDN'T go on this fly-out. In fact, given the types of equipment flown by many General Aviation Aficionados, this fly-out should have been cancelled. It was not VFR (even marginal) in the North Georgia Mountains, and to try to pick one's way up to Middlesboro would have been tantamount to committing suicide. And since there is no Instrument approach at Middlesboro, there was no way to get there if there was truly IFR conditions in the area. Go back and read the section about flexibility, above. When one begins a trip, one MUST have the mind set that "I don't really have to go to \_\_\_\_\_ (fill in the blank) today." In fact, the only destination you HAVE to go to is your eventual resting-place. And that will come soon enough; you don't have to hurry to that destination! So, to those of you that wanted to go, and didn't, I salute you. You don't get enough recognition about making decisions like that one, and everyone reading this should applaud your decision. ➔

# Another Great Weekend in Atlanta!

By Joe Friend

Hello again, folks. I made it back to Daytona without incident. The hose clamp, scrap metal ring and huge tie wrap I used as a safety support for my exhaust manifold stayed intact but wasn't really needed. Thanks to Diane & Rick Herring for hosting me over the weekend and providing me with their friendship and transportation. Thanks to Sue and Terry Adams for their tremendously successful efforts with Wings 2001 and to EAA 690 for their support of the event and continued friendships. Congratulations to Jeanne and Chuck on winning the Garmin 295. It must pay somehow to be the Pres. or Vice Pres. of EAA 690. We are now 2 for 2 on winning the big prize. You can use that statistic to recruit chapter leaders. I'm looking forward to Wing 2002.

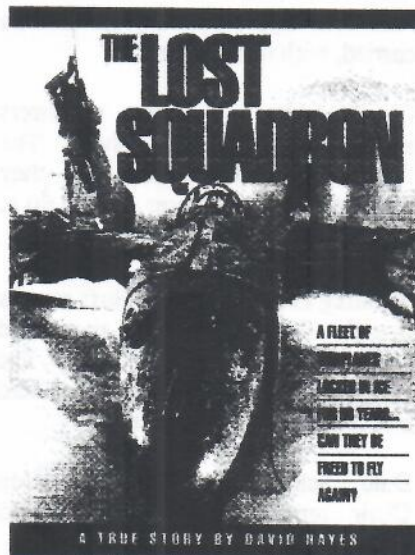
On my trip back I stopped twice rather than once to make sure the machinery was holding together. My second stop, usually my only stop, was at Waycross. Waycross is a little town built around the huge CSXT rail shops and classification yard handling a huge amount of rail freight going in all directions. There is nothing much around there. They are looking for tourists visiting notable places like the Laura S. Walker State Park, Laura Walker Golf Course, Obediah's Okefenok, Okefenokee Heritage Center, Okefenokee Swamp Park and Southern Forest World. Their institutions of higher learning include Waycross College and Okefenokee Tech. You get the idea. As I was taxiing up to the ramp, I hear on the unicom "Can we offer any service to you today, Mr. Friend?" I hadn't announced my self so how did this person know who I was? It turns out the ramp attendant, Jolly, had read the April issue of Kitplanes magazine and had recognized my SeaRey as having been through there before. The last time was August of last year. I was impressed. There was a group of

people and tents gathered at the runway in front of the FBO building. I asked Jolly what was going on. He said there was a radio control jet rally that had been going on for two days. He asked me if I knew Bob Violet (I suspect only Joel Levine would appreciate this.) I said I sure knew about him but had never met him. Jolly says to me, "He's standing right behind you. Let me introduce you." So I got to chat with Bob a little.

For the rest of you, Bob Violet (a former fighter pilot) was the world's fastest Formula One radio control racing pilot back in the 70s when I was very active in RC. He and Cliff Telford, who built the racing engines were untouchable. Bob went on to develop the piston-driven ducted fan technology used in model jet-style aircraft over the past couple of decades. He is now involved with the real model jet engines and the aircraft that use them. →

## Book Review

By Will Morris



**The Lost Squadron**, written by David Hayes, published by Madison Press Books, Toronto, Ontario, Canada, has a special interest for the members of EAA 690. Although book reviews haven't really been part of the monthly edition of the NavCom, this particular book has an obvious connection to this Chapter. After hearing the presentation by Pat Epps

and Richard Taylor bring the expedition to life at the recent Wings Weekend, the only logical next step is to read the book. Now we all know that the movie, or in this case a live presentation, is always better than the book. However, the best way of describing this relationship is that they definitely compliment one and other.

The story starts with Pat and Richard's fateful trip to the Arctic Circle. You are then pulled into the dream. A dream that seems impossible, but you also get a feel for the men who would make it happen. You will see how determined these guys will actually get, along with others who will become part of the story. You will be taken back to the actual mission that left the airplanes there to begin with. You will learn about the airplanes design and how it is possible to remain intact all these years under 250 feet of solid ice. But most of all you will learn about the trials and tribulations of humans against nature. You will be engulfed in the disagreements and power struggles that bring the expedition to the brink of failure, time after time again. It is a story of perseverance and a belief that somehow it will all come together. Considering the fact that the technology to accomplish the feat wasn't even developed yet, you are left in awe of how it ever came to pass.

This is a must read for any adventurer and aircraft enthusiast alike. The best thing is that you can get a copy already autographed by the key adventurers themselves, Pat Epps and Richard Taylor. Lenore will be getting copies soon so be sure to get a hold of her to reserve your edition today. →

## Women's Study

*An Internet Article Sent through Cyberbuzz*

Study: Gender Affects Pilot Crashes

BALTIMORE - Air crashes involving female pilots are mostly due to mishandling of the plane, while those

with male pilots are more often due to flawed decision-making and inattention, a study found. Flying planes with known mechanical problems, running out of fuel and landing with the gear up were typically male problems, said the Johns Hopkins University Bloomberg School of Public Health study released last week. Women's crashes were more often due to incorrect use of the rudder, poor response to a bounce or inability to recover from a stall, the study found. "Males trade accuracy for speed," said professor Susan Baker, the study's co-author. "They would rather do something faster even if they don't do it accurately. "Women tend to be more cautious and pay greater attention to details and rules." The authors said women may have mishandled planes because they had less flight time and experience on average than men. The study in this month's issue of Aviation, Space and Environmental Medicine was prompted in part by the more than 30-fold increase in the number of female airline pilots since 1959. Officials of the National Transportation Safety Board and the Federal Aviation Administration would not comment on the study.

Hopkins scholars looked at crashes of civilian, noncommercial planes from 1983 to 1997 involving 144 female and 287 male pilots over 40 years of age. Aircraft mishandling was the most common problem for both men and women, but was blamed in 80 percent of female pilots' crashes and just 48 percent of men's. Flawed decision-making, such as misjudging weather or flying planes with mechanical defects, was responsible in about 29 percent of male crashes compared with 19 percent of women's. Inattention was a factor in 32 percent of male crashes but about 19 percent for women. Crashes are often the result of more than one error, the researchers noted.

Lloyd Coleman of Beacon Flying Service in Gaithersburg said the depiction of men as hot-dogging mavericks and women as incompetent "borders on the stereotypical."

"You really can't say what happened in a crash because you weren't there," Coleman said. "I'm not sure how valid it is." Crashes of noncommercial, nonmilitary planes kill an average of 652 people per year, the study said.

**Editors Note:** This and variations of this article are being circulated around the internet and are being posted in flight schools. I'm curious as to what some of the members of EAA 690 think. If you would like to respond I'll print the best two letters for and against the findings of the study. →

## EAA 690 April Meeting Minutes

*Chapter Secretary Tom Dubrouillet*

President Miller called the meeting to order and led the Chapter in the Pledge of Allegiance.

Motion was made and seconded to accept the minutes as published in the Nav/Com last month. The motion carried, with none opposed.

Chuck Miller gave the treasurers report and the chapter is solvent. The Food Committee reported that they grossed (before expenses) \$1160.00 at Wings Weekend.

**Building Project** – Duane Huff reports that the floors in the tool room and kitchen area have been painted. The electrical plans have been finalized and AC work is progressing.

**Dale Schonmeyer** – Membership Chair reports that we have 165 members paid up to date in 2001.

**Duane Huff** – Young Eagles Chairman reports that 690 pilots flew 18 YE's on 4-14, 17 YE's on 4-21, and 8 YE's on 5-8. Duane has 50 kids scheduled for 6-9, 25 kids on 6-23 and 10 kids on 6-30. Volunteers are needed. Contact Duane for more details.

Duane Huff reports that 690 has our first area youth scheduled for the Oshkosh Aviation camp. Eric

Washburn has sent in the application and it's been accepted. Congratulations Eric!!

**Publicity Chairman** – Joel Levine reports that the calendar for the pancake breakfast programs is set. The first Saturday of, June-Poker Run, July-Airplane wash, August-Severe Weather Seminar, September-Aviation Charts, October-Good Neighbor Day & Hangar Dance, November-Flying Start, December-Introduction to Acrobatics.

Chuck Miller reported that the Wings Weekend was a great event. Sue & Terry Adams did a great job along with all the volunteers from Warbirds, EAA 268, and of course EAA 690. The FAA provided fantastic cooperation and support for the entire event.

Duane Huff reported on the Middlesboro, KY flyout scheduled for May 12<sup>th</sup>. The 8:00PM weather forecasts don't look good for a flight to a VFR only airport. The consensus was that we should all get up to see the P-38 restoration as soon as the weather allows.

Chuck Miller reported that the Airport Manager from Winder has requested that EAA 690 provide a static aircraft display at Winder on 6/16 from 10AM to 3 PM. Memorial Day weekend there is an ultralight flyin at Coastal Airport – Pensacola, FL. On June 2 690 will have a poker run. See Chuck Miller for Applications and official rules.

Frank Wilcox reminded all 690 members to make sure all the doors to the hangar are closed and locked when you're leaving the facility. Don't forget that the cost for use of the Chapter facility is \$10.00 per day and clean up.

Jeanie Miller reported on the LZU Good Neighbor Day, first Sat in October. EAA 690 is assisting the Airport Manager and GMD with the event. More details to come.

A motion was made that the membership should vote on whether

or not the Chapter should participate in the Good Neighbor Day. The motion was seconded. Lively discussion ensued and the motion carried with none opposed.

The Program was an Aviation Humor Video by Rod Machado. →

## The NavCom

The NAVCOM is the official monthly newsletter of EAA Chapter 690 serving its members and other persons interested in the advancement of Aviation.

Original articles, art and photos are invited and encouraged. Submit

articles preferably in an MS Word format, however ASCII format will also be accepted. Pictures can be in almost any format. Submit via email to: [willow55@atl.mediaone.net](mailto:willow55@atl.mediaone.net) or mail to:

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2347 Melinda Dr.  
Atlanta, GA  
(404) 325-8982

**Deadline for submissions is the SUNDAY BEFORE THE PANCAKE BREAKFAST**

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

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

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## Events Calendar



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

June 2 - LAWRENCEVILLE, GA - Chapter 690, Poker Run & Pancake Breakfast, 770-613-9501, [jlevine@akorn.net](mailto:jlevine@akorn.net)  
June 2 - MARATHON, FL - Chapter 1241 Young Eagle Rally, 305-743-0835, [www.midkeyseaa1241.com](http://www.midkeyseaa1241.com)  
June 8 - MURFREESBORO, TN - Chapter 419 Fly-In/Young Eagles Breakfast, [EAA419@aol.com](mailto:EAA419@aol.com)  
June 9 - AUGUSTA, GA - Chapter 172, International Young Eagle's Day, 706-790-4365, [garner49@home.net](mailto:garner49@home.net)  
June 9 - PUNTA GORDA, FL - Chapter 565 Pancake Breakfast/Young Eagle Rally, Charlotte County Airport, 941-627-1700, [thayerv@earthlink.net](mailto:thayerv@earthlink.net)  
June 9 - ENTERPRISE, AL - Chapter 351 Fly-In, Elba Municipal Airport (14J), 334-897-1137  
June 9 - INTERNATIONALLY - International Young Eagles Day, 920-426-4831, [www.youngeagles.org](http://www.youngeagles.org)  
June 9 - SALISBURY, NC - Rowan Co. Airport (RUQ) Sponsored Boys & Toys Airport Fun Day, 336-752-2574, [lebrown@infoave.net](mailto:lebrown@infoave.net)  
June 9 - LANCASTER, SC - Annual Spring Fly-In at (LKR), 803-283-2099  
June 9-10 - WILMINGTON, NC - Coastal Carolina Air Show at ILM, 910-772-7983  
June 9-10 - PELL CITY, AL - Chapter 1320 "Air Fair 2001," St. Clair Co. Airport, 205-369-9727  
June 16 - HUNTSVILLE, AL - Chapter 190 Breakfast at Moontown Airport (3M5), [phantom-ii@usa.net](mailto:phantom-ii@usa.net), 256-880-8136  
June 23 - MARIETTA, GA - Chapter 268 Fly-In Breakfast/Young Eagle Rally, 770-529-9023  
June 23-24 - REELFOOT LAKE, TN - Chapter 453 & aviation enthusiasts sponsored Ultralight Gathering, 573-222-8555, [deckard@sheltonbbs.com](mailto:deckard@sheltonbbs.com)  
July 6-8 - HOMESTEAD, FL - Chapter 103 Light Aircraft Flyers Assoc. sponsored Annual Air Fair, 305-460-3356, [randersen@hazenandsawyer.com](mailto:randersen@hazenandsawyer.com)  
July 7 - LAWRENCEVILLE, GA - Chapter 690, Airplane Wash & Breakfast, 770-613-9501, [jlevine@akorn.net](mailto:jlevine@akorn.net)  
July 14 - AUGUSTA, GA - Chapter 172, Poker-run Fly In, 706-547-3607, [www.jcmservices.com](http://www.jcmservices.com), [www.net/coldcuts.htm](http://www.net/coldcuts.htm)  
July 14 - PUNTA GORDA, FL - Chapter 565 Pancake Breakfast/Young Eagle Rally, Charlotte County Airport, 941-627-1700, [thayerv@earthlink.net](mailto:thayerv@earthlink.net)  
July 14 - MURFREESBORO, TN - Chapter 419 Fly-In/Young Eagles Breakfast, [EAA419@aol.com](mailto:EAA419@aol.com)  
July 14 - ST SIMON ISLAND, GA - American Navion Society sponsored Annual Fly-In, 410-692-6334, [www.navionsociety.org](http://www.navionsociety.org)  
July 21 - FORT LAUDERDALE, FL - EAA Chapter 133, FAA FSDO 17, "Who Wants to be an Aire-Man?", MUVICO Palace 20 Theater, Boca Raton Airport property, ongoing dates - see website ([www.faa.gov/fsdo/fll/airefly.htm](http://www.faa.gov/fsdo/fll/airefly.htm)). Contact Cary Mendelsohn, FAA FSDO 17 Safety Program Manager at 954-356-7520 ext. 118.

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



*First Saturday*

May 5 - GA Wings Weekend ([www.wingsweekend.com](http://www.wingsweekend.com))  
June 2 - Poker Run  
July 7 - Airplane Wash  
Aug 4 - Severe Weather - Thunderstorms  
Sept 1 - Aviation Chart Clinic  
Oct 6 - Fall Classic Air Fair

**NOTE: Monthly Membership Meetings will always be the Friday following the Pancake Breakfast at 8:00 PM unless otherwise noted.**

## Classifieds

Starting with the March issue of NavCom, we will be running ads for a total of 3 months. If you would like to continue the ad for an additional 3 months you must request it through the editor by e-mail, snail mail or

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

**For Sale:** Large Hangar Lot at Spring Valley Airstrip in Loganville. The associations owns the runway, which is great! \$15,000. Sheryl Black/Ken Sharp 770-979-4233 04/01

### HELP WANTED

#### Adult Air Scout Leader Needed

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

### Available for sale in the Chapter 690 Aero Shoppe

#### The Lost Squadron – By David Hayes

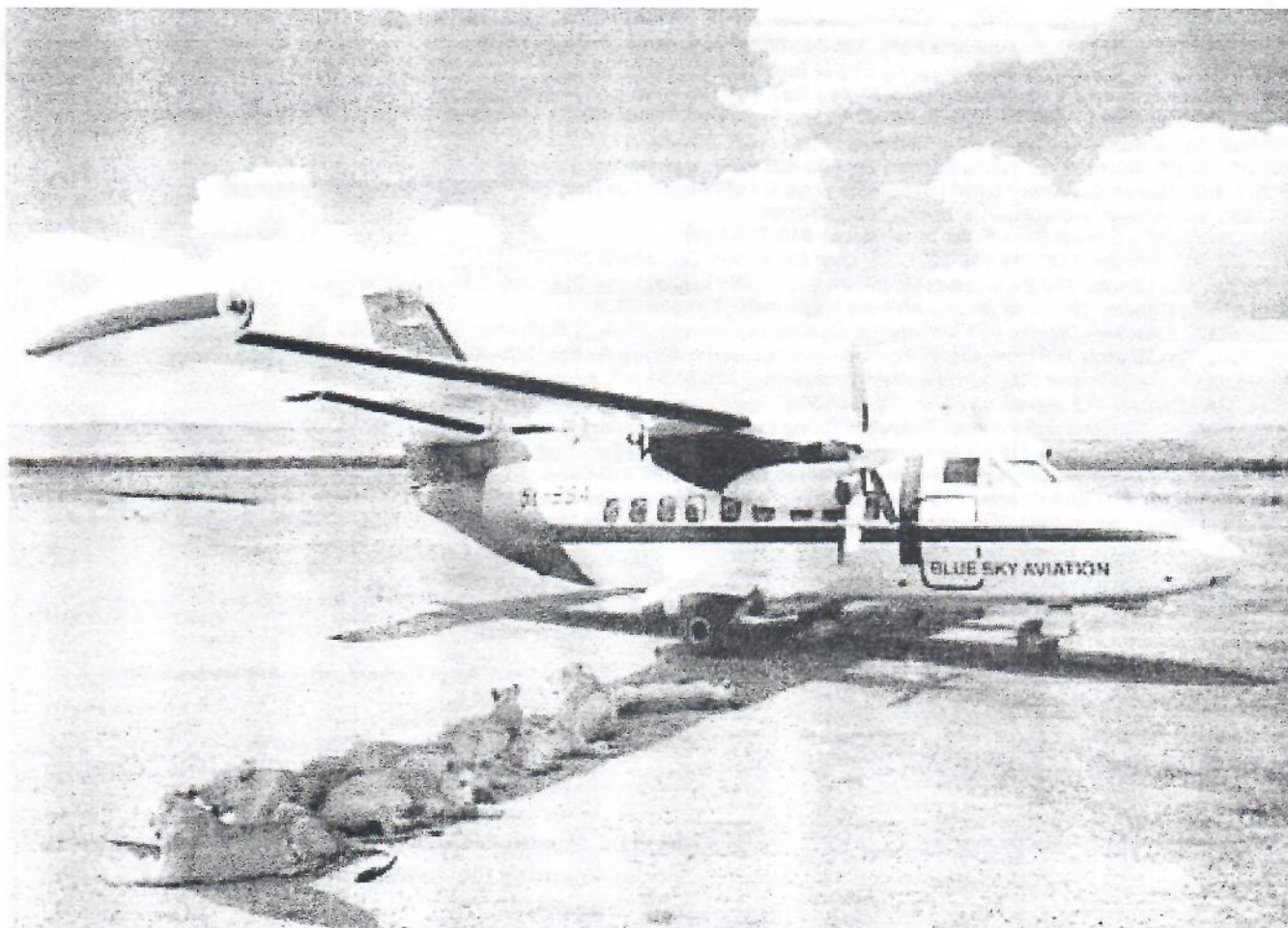
The story of the Greenland Expedition and the recovery of a P-38. Signed by Pat Epps. \$40.00

#### Thunder in the Tummy – By Joel Elman

"...The Hilarious Flying Adventures of a Private Pilot.

## Shorts Between the Headsets!

Hey Buddy! Would you mind doing my preflight for me?



# AIR RALLY 2001



## ULTRALIGHT COMPETITION!

**DATE:** JUNE 9, 2001 11AM (RAIN DATE: JUNE 10)

**PLACE:** ETOWAH BEND GLIDERPORT- KINGSTON, GA  
(NW OF ATLANTA ON I-75, NORTH OF CARTERSVILLE)

**WHAT:** ULTRALIGHT COMPETITION; SKYDIVING, MODEL AIRCRAFT DEMONSTRATION, AEROBATICS, Warbirds, ALL AIRCRAFT WELCOME! FOOD, CANDY DROPS FOR THE KIDS & GREAT DOOR PRIZES!

## FREE ADMISSION!

**DRIVING DIRECTIONS:** TAKE I-75 NORTH OUT OF ATLANTA TO EXIT 290 (CARTERSVILLE). MAKE A LEFT AFTER EXITING AND FOLLOW THE ROAD TO US 41. TURN LEFT AND THEN A QUICK RIGHT TO HWY 411 AND FOLLOW SIGNS TO ROME. AFTER 10 MILES, YOU WILL CROSS ETOWAH RIVER. SINCE IT IS A DIVIDED HIGHWAY, YOU WILL HAVE TO MAKE A U-TURN AND RETURN BACK ACROSS THE BRIDGE. ETOWAH BEND WILL BE THE FIRST GATE ON THE RIGHT AFTER DRIVING BACK OVER THE BRIDGE.

**FLYING DIRECTIONS:** (3500' GRASS, 35/17 RUNWAYS, MONITOR 123.45 FREQUENCY ON APPROACH- CALL AIR BOSS) PLEASE NOTE THE "FIGURE EIGHT PATTERN- LEFT TURN OUT RIGHT TURN IN. CROSS MIDFIELD AT A DIAGONAL AT 1200 MSL ON A NW-SE / SE-NW DIRECTION.

**COORDINATES:** N34.12.07.343 W84.58.37.799

### CALL:

770-509-6753  
OR  
770-331-5044



### MORE INFO:

[www.georgiasportflyers.com](http://www.georgiasportflyers.com)



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