



NavCom

JULY 2018

News and Information about Chapter 690
Experimental Aircraft Association
Lawrenceville, GA - LZU



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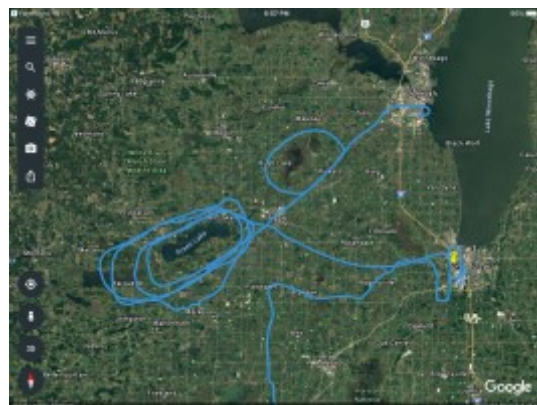
Presidents Pitch

By: Brian Michael



The month of July flew by so fast that I'm not sure I can remember all of what happened. Our July Young Eagles rally was yet again foiled by bad weather, and we weren't able to hold our make-up day due to most of us being either on vacation or attending AirVenture. Perhaps mother nature will look more favorably on us in August! Our monthly meeting went fairly well, with a small number of us coming out for a pot-luck dinner and a little aviation trivia. As always, I'm looking for ideas on how to make our meetings more fun and enjoyable. If you have any such ideas, be sure to pass them along to me or any of our board members.

On a personal note, I managed to get my Comanche back from it's annual and, for less than the GDP of a 3rd world country. Thankfully, Aimee and I were able to get it back in time to fly up to AirVenture. And what a trip AirVenture was! This year, the weather made the flight up to be fraught with delays. Just a quick glance of the flight route taken (picture on the right) shows how much of a challenge it was to get in this year. Once we finally got there, we had a great time. I spent most of my time chatting with other chapter leaders on subjects ranging from activities held at chapter events to ways others handle events like Young Eagle rallies. I'm hoping through sharing our chapter's successes and learning about the successes of others, we can all improve the experience shared by being EAA members. On Saturday morning we got to see Tom Hilborn be awarded with his newsletter editor of the year award, followed by a less eventful flight back to Atlanta.



Unfortunately, this month we also had Jill East and David Balthaser decide it was time to move on from heading up our food service committee. I'm confident that we'll still see both Jill and David at chapter events in the future, but their leadership guidance on food service will be missed. Also, at the risk of sounding like a broken record, we are still in search of candidates for president. If you're interested in the position, please Randy Epstein, Gay Roberts, or Brian Michael.

I'm looking forward to what August has in store. We have a great chapter, and I'm glad to be a part of it!

Pancake Breakfast Fly-In

Next event August 4th 2018
Breakfast begins @ 8:00AM

Chapter Business Meeting

Next Event August 10th 2018
7:30 PM-10:00 PM

Young Eagles

Next event August 18th 2018
8:30 PM—12:00 Noon



UPCOMING AVIATION EVENTS



Chapter Events

Rich Programs, Rewarding Experiences, come join the fun.

Pancake Breakfast & Program

The first Saturday of every Month

Next event August 4th 2018

Serving 8:00 - 10:00 AM (see pg. 3)

Chapter Board of Directors Meeting

The second Tuesday of every Month

Next Event August 14th 2018

7:00 PM - 9:00 PM (see Notams for details)

Post Oshkosh Bash Dinner

August 11th 2018 6:30 PM - 9:30 PM

See page 3 for details...

All are welcome!

Young Eagles

The third Saturday of every Month

Next event August 18th 2018

8:30 PM - 12:00 Noon

GARS Meeting (Gwinnett Amateur Radio Society)

The second & third Tuesday each Month

Next events August 14th & 21st 2018

7:00 PM - 9:30 PM

Monthly Youth Ground School

Watch for EAA 690 Notams announcing future
Youth Ground School Schedules



Visit the chapters Social Media Sites for the latest updates and information.



<https://www.facebook.com/groups/ea690/>



<https://www.instagram.com/ea690/>



<https://twitter.com/ea690>

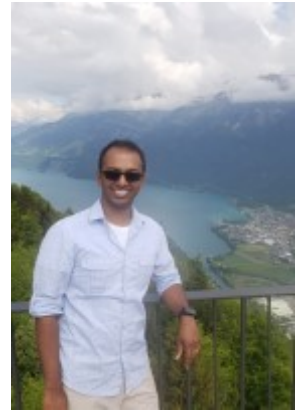
Pancake Breakfast August 4th, 2018

Guest Speaker

Mr. Jacob G. Joseph, of Republic Airlines

As far as Jake can remember, he's always had this passion for flying. His first flight in a GA airplane was when he was 16 with EAA Young Eagles. And that just confirmed what he wanted to do for the rest of his life. He later got all his pilot certificates and ratings while in college, where he graduated with a B.S. in Aeronautical Science Professional Pilot. Then, became a Certified Flight Instructor and taught for a few schools and later achieved his M.B.A in Aviation Management. Finally a few years later, he achieved his lifelong dream and became a commercial airline pilot. Currently he's a Captain, Simulator Instructor and pilot recruiter for the largest E-Jet operator in the world, Republic Airline.

Please join us for Jake's informative talk.



EAA 690 Pancake Breakfast & Program

Pancakes, Biscuits & Gravy, Sausage, Orange Juice and Coffee

Only \$7.00

Join us for great food, good company and entertaining programs

Next Event Saturday August 4th, 2018

Early Arrival AirVenture 2018

Chapter Members and AirVenture volunteers Steve & Susie Mersal



Sometimes, volunteerism runs in the family. New 690 member Steve Mersal started volunteering because his parents did. Now he & his wife Susie volunteer at Vintage Flight Ops. They manage volunteers, staff the crossing guard positions, & shuttle people around the grounds!

Chapter 690 Youth Attending Air Academy, Oshkosh, WI

By: Randy Epstein

The chapter received the thank you note, on the right, from Jacob Chandler and his mom. He is one of four youth we have going to Air Academy this year.

In addition to Jacob we have Anthony Baker, Roman George and Curtis Batchelor going as well. The chapter has helped all four with their air fare.

I thank you so much
I can barely hold in my
excitement for going to
Oshkosh. So, thank you so
much for flying me there
From Jacob Chandler

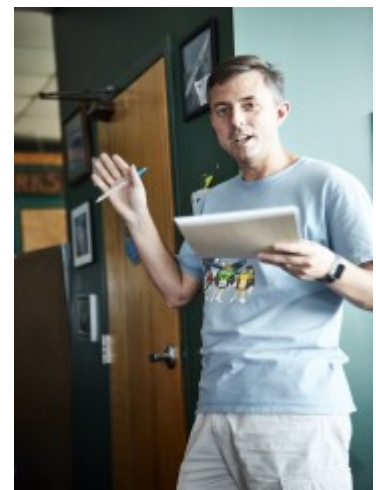
A Huge Thanks for paying for
Jacob's air fare to Oshkosh Air
Academy. He is so excited & thankful.
We really appreciate this gift.

Thanks,
Joan's Momma Chandler

Lunch Meeting of Chapter Members June 30th, 2018 at the Flying Machine

By: Tom Hilborn

Acting President Brian Michael called a luncheon meeting for members to discuss chapter activities going forward. The group covered a lot of ground including (but not limited to) Pancake Breakfast, specialty dinners, dances, casino night, Young Eagles, the Tri-Motor and B17, Fly-Ins, Bus trips to DC and other destinations, activities that would interest our older members and some that would attract a younger crowd. This is an ongoing project aimed at organizing the chapters calendar and budget for the near and distant future. Stay tuned for updates from Brian.



Joel and other interested folks engaging Brian in a lively discussion.

Photos courtesy of AEROGRAPHS aviation photography

Events and Happenings continued on page 5

NavCom July 2018 Page 4

Pancake Breakfast 7-7-2018

Guest Speaker Richard Hogan, founder Commuter Aircraft, LLC

Mr. Hogan brought his 1/4 scale model, pictures, brochures and specifications for his new aircraft to share with chapter 690. A unique design, the kit built Innovator is a pusher with a front canard and a 60" wide cockpit that can handle tall folks up to 6' 8". With a cruise speed target of 185 mph two people can travel up to 900 miles non-stop, making the Innovator a great cross country aircraft. Below are pictures of Richard talking to a full house and discussing the finer points of the Innovator.



For more information on the Innovator visit their website at: <https://www.commutercraft.com>

Acting President Brian Michael thanks this months guest speaker Richard Hogan and presents him with the coveted Chapter 690 Guest Speakers mug.



Briscoe Field Airport Tours Hosted by Chapter 690

By: Duane Huff/John Morrow

An Airport Visit is where we teach the parts of an airplane using our Plywood Simulator including the four forces that act on an airplane in flight. Each student is given the opportunity to fly the simulator as they name the controls they are moving. We then show them a real airplane and how the controls are just like the simulator. We then talk about how airplanes are built and show them the build projects that EAA 690 is currently conducting in the Bishop Educational Hangar.

When we have students that are of Young Eagle age (8-17), we present them with the opportunity to come fly as Young Eagles and explain the program to them.

This year we have had seven (7) groups, one (1) in April, three (3) in June and three (3) in July. With these groups we had fifteen (15) students and nine (9) adults in April, one hundred (100) students and ten (10) adults in June and in July we had forty eight (48) students and eight (8) adults for a total of one hundred sixty three (163) students and twenty seven (27) adults, 190 people in all.

We are privileged and have fun conducting these Airport Visits and look forward to many more.



Training Session July 19th @ 7:00 PM An Introduction to "Slack"

By: Tom Hilborn

Brian Michael brought his PowerPoint and live feed to the hanger to teach us how to get the most out of our chapters shared "Slack" collaborative software program. "Slack" is software for your PC, smart phone and tablet that allows everyone that participates to share information, exchanges ideas and communicate with one another. Thanks to Brian we all learned a great deal about this robust software and, I am sure we will see more of our folks getting involved.

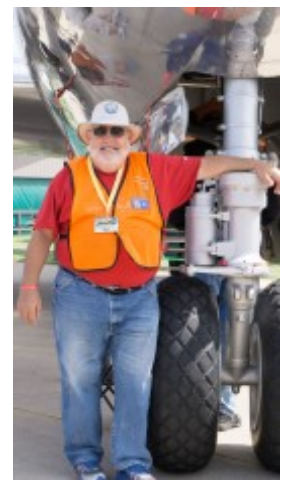
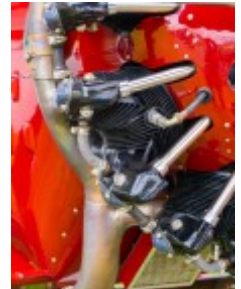


If you missed this session Brain is planning an encore presentation for August 11th, immediately preceding the Post Oshkosh Bash at the Chapter Hanger.

Annual Post Oshkosh Bash Dinner Saturday August 11th 6:30 PM (replaces our regular business meeting)

As is our custom, your chapter will be hosting a post Oshkosh/AirVenture dinner at the hanger. The chapter will supply the meat course and beverages, attendees are asked to bring a vegetable dish, salad or desert to share.

The chapter had a good number of folks attend AirVenture this year and we are asking that each of you share your experiences, observations and stories. We will have an open mike and anyone that wishes will have a chance to describe their time at AirVenture.



Events and Happenings cont. on pg. 7

From Triple Tree Aerodrome

Update : Alex Kirkland

Our chapters colors do well next the Stearman! Got to fly it along with the Air Cam at my visit to SC00 and the plan is to get checked out in it in the future! Pat has been very nice to me and offered a scholarship to further my flight training and he's excited to see our chapter at the September Fly-In and more events to come!



Silver Wings Member Profiles

By: Herb Rusk

Silver Wings member Jim Keaton was introduced to aviation at an incredible young age. His father, who managed the Grenada, MS airport and operated Grenada Air Services, a full-service flight operation, brought Jim home from the hospital, stopping at the airport to give the 3 day old Jim a ride in an Ercoupe.

This early experience apparently worked, as Jim has been involved in aviation ever since. He was a Civil Air Patrol cadet, worked on the line at Memphis Aero and Delta Beechcraft in Memphis while attending Memphis State University. He ferried aircraft for both organizations, cleaned and helped maintain other owner's airplanes for reduced-cost flying time. Although he spent 2 years, 10 months, 16 days, 21 hours, and 13 minutes on active duty with the U. S. Army, none of his duties involved flying.

He has an ATP Certificate with MEL privileges, Commercial privileges in ASEL and MEL&S, and rotorcraft-helicopter. He is a Flight Instructor-Gold Seal, Single & Multi-engine, instrument-airplane and rotorcraft-helicopter. Jim also has a Mechanic-A & P Certificate. He is a former FAA Designated Pilot Examiner for ATP and LR-Jet. He has type ratings in BE400, CE500, CL600, DA10, DA20, DA50, G1159, HS-125, IA-Jet, MU300, and N-265.

His commercial aviation experience included corporate, primarily with Fuqua Industries and later, the Fuqua family. He did some contract work for other organizations and high-dollar individuals.

Jim has owned both a Temco/Globe Swift and American Champion Decathlon. Though his sweat equity, he has access to many different types for his personal use. Since his first flight at the age of 3 days, he has accumulated over 20,000 hours. He doesn't think he logged that first flight with his father.

Although he claims to not have any interesting aviation stories to share, he is a wealth of knowledge about all things aviation. He is more than willing to share that knowledge during discussions at Silver Wing gatherings.

Editors Note: From time to time Herb Rusk will be providing the NavCom with profiles of Silver Wings members. I hope you find them interesting and enjoyable. For more information about Silver Wings please attend one of their luncheons beginning at 11 AM, held weekly at the 57th Fighter Group Restaurant located at DeKalb Peachtree Airport (PDK)

Progress Report EAA Chapter 690 RV-12 Project

Work continues on the RV-12 with the near completion of the fuel tank and installation of the canopy



New Chapter member Jorge gets to drilling the plexiglass canopy



Drilling the canopy bow



Jim got the job of backing up the plexiglass while the mounting holes were drilled



Putting the canopy in place for the xxx time



Jim taking a look from the inside



Keith, John, Jim, John and Jorge checking out the tank

Rumer has it that Joel found a number of optional upgrades for the RV-12 at Oshkosh AirVenture. Seems we will need some additional donations to accommodate these new bits and pieces...

Introducing inReach Mini From Garmin

Reprinted with permission from:

AERO News network "Propwash" 5-4-18

A Small But Mighty Two-Way Satellite Communicator For Any Adventure

Garmin has introduced the inReach Mini, a smaller and more compact satellite communicator with available two-way messaging and a 24/7 SOS function when combined with an inReach subscription to access the Iridium satellite network. Measuring just under 4 inches tall by 2 inches wide, and weighing 3.5 ounces, the inReach Mini can easily be carried in a backpack, boat, plane, or glovebox. No more worrying about spotty coverage or being within range of a cell tower – the inReach Mini works anywhere when using the Iridium satellite network.

"We are thrilled to introduce the inReach Mini into our growing line of satellite communicators," said Dan Bartel, Garmin vice president of global consumer sales. "You'll never have to sacrifice space or weight in your pack; it's small enough to stow nearly anywhere so it can be out of sight but still give you – and your loved ones at home peace of mind that it's there when you need it. The inReach Mini is an invaluable companion no matter where or how far off-the-grid life takes you, from trail running to traveling internationally to search and rescue efforts."

For the ultra-light experience, the inReach Mini encompasses it all, from messaging to tracking to declaring an SOS. It can be used on its own or paired with a compatible device. The Earthmate app easily pairs with the inReach Mini via Bluetooth to a compatible smartphone for access to unlimited maps, aerial imagery, and U.S. NOAA charts. The Earthmate app also allows all of the inReach features to be accessed through the paired mobile device, so a user can reach anyone in their contact list. The app will seamlessly allow the user to access their compatible device's contact list for quick access without manual entry.

The user can remotely program the device to send and receive messages with compatible Garmin handhelds, wearables or other mobile devices. For example, a trail runner can be off the beaten path and be using their watch to not only track their stats but remotely control their inReach Mini to send and receive messages.

Pilots will also have the same ability to send and receive messages conveniently through their Garmin Pilot app right from the cockpit. Garmin Pilot leverages the inReach Mini's GPS positioning to drive a georeferenced aircraft position symbol on a tablet's moving map display. The device has the ability to provide tracking for those wanting to follow the flight, using the web-based MapShare page created for each inReach account

Like all inReach devices, a user can hit the SOS button in case of emergency that sends a distress signal to GEOS, a 24/7 International Emergency Response Coordination Center. GEOS will track the device which triggered the SOS, notify the proper contacts, and send the necessary emergency responders to the exact location. GEOS will deliver a confirmation that help is on the way and also continually update the user on the status of the response team. GEOS will also reach out to the user's emergency contact and alert them of the situation.

Every inReach device also gives users access to a cloud-based website to not only plan future trips with specific waypoints and routes, but to create preset messages and quick texts. In the website, users can sync and manage their device settings, update firmware, link social media accounts and store unlimited location tracking data. To receive weather forecasts, the optional service provides detailed weather updates directly to the inReach Mini. Users who choose either the basic or premium package offered for land or marine forecasts will know the conditions for a current location, a waypoint, or future destination.

To access the Iridium network and communicate with an inReach Mini device, an active satellite subscription is required. Depending on the frequency of use, a variety of airtime plans that range from flexible month-to-month options to an annual contract package are available for individuals or professionals.

Small but mighty, the inReach Mini is impact resistant (MIL-STD-810F) and water-rated to IPX72, so it's built tough to withstand extreme conditions. The inReach Mini includes an internal, rechargeable lithium battery for up to 50 hours of use at the default 10-minute tracking mode and up to 20 days at the 30-minute interval extended tracking mode.

Available in Q2 2018, the inReach Mini will have a suggested retail price of \$349.99.

(Images provided with Garmin media release)



Evidence Shows President Kennedy Learned To Fly At Embry-Riddle's Seaplane Base

Reprinted from AERO News Network, Propwash 6-4-18

Training Took Place Over 10 Days In 1944

New documents have come to light indicating one of the most famous men in history, U.S. President John F. Kennedy, learned to fly at an Embry-Riddle seaplane base in Miami during World War II. The training took place over 10 days in 1944.

The findings, verified by Embry-Riddle Aeronautical University Archivist Kevin Montgomery, have been corroborated by presidential historian Douglas Brinkley, author of the forthcoming book, "American Moonshot: JFK and the Great Space Race."

"I would call it a fact that JFK trained to fly with Embry-Riddle in Miami," said Brinkley, Ph.D., a professor of history at Rice University.

The story of how Kennedy started flight lessons in Miami began on a starless night in August 1943. Navy Lieutenant Kennedy was commanding PT-109, a motor torpedo boat that was patrolling the straights in the Solomon Islands, waiting to attack a Japanese naval convoy when an unseen enemy destroyer broadsided the much smaller patrol boat, sinking it and scattering the crewmembers into the water and wreckage.

The report of the catastrophe, the harrowing rescue and Kennedy's heroism quickly appeared in newspapers across America, and eventually this story would help propel him into politics and ultimately into the presidency.

When Kennedy returned to the states, he was assigned to the Navy's Submarine Chaser Training Center in downtown Miami as an instructor in March of 1944, while waiting for back surgery from injuries he received in the PT-109 accident.

At this time, Embry-Riddle was training thousands of American and British military aviators at a half-dozen airfields in south Florida for the war effort. But school founder John Paul Riddle still had his original Miami flight school and charter service location – a small seaplane base on Biscayne Bay – that had opened in 1939 to train anybody who wanted to learn to fly through the Civilian Pilot Training Program.

"From the location of the sub chaser center, also on the edge of Biscayne Bay, Kennedy would have been able to see Embry-Riddle aircraft taking off from the seaplane base across the bay," said Montgomery.

Nobody knows how this war hero from a storied family ended up at the front desk of the flight school asking about flying lessons or what motivated him to learn to fly seaplanes. He was an avid sailor from a young age, and at this time, his older brother was flying land-based PB4Y Liberators from England on anti-submarine missions.

The facts of Kennedy's flight training in Miami had been lost to time until Embry-Riddle's Dean Emeritus Bob Rockett began chasing down an anecdote almost 15 years ago that Kennedy had taken flight lessons at Embry-Riddle's seaplane base when he was in the Navy during World War II.

In 2004, Rockett, then Dean of the University's Heritage Project, spoke with Helen Hassey ('42, MC, Non-degree), a pioneering aviator who had been a flight instructor at the Embry-Riddle seaplane base in the 1940s.

"She told me about the day Kennedy appeared at the base in Miami for flight lessons," said Rockett. "We didn't have any information about this in our archives. In trying to verify Helen's story, I contacted the John F. Kennedy Presidential Library and Museum in Boston, Mass. They told me they had no record of JFK ever taking flight lessons."

No additional information could be found on the Kennedy-seaplane story until 2016, when Rockett and Montgomery learned about authenticated pages from a flight log signed by Kennedy on a website for the Shapell Manuscript Foundation, an organization based in Israel that researches and collects original manuscripts and historical documents, including of American presidents.

"The flights recorded in the log took place over a 10-day period in May of 1944, in Miami, in Piper Cub seaplanes, the same type of aircraft used at the seaplane base," said Montgomery. "I cross-checked the airplane tail numbers from Kennedy's flight log entries with photographs of our seaplane fleet in the archives and found a match."



Cont. on page 11

Montgomery and Rockett were now convinced the story was true, but they still needed supporting evidence. A chance Facebook message in spring 2017 to the Embry-Riddle Eagle Alumni Center from Bambi Miller at the Piper Pilot Shop in Vero Beach, FL led to the final puzzle piece.

"I got the message from Bambi and spoke with her," said Alan Cesar, a communications specialist and writer for Embry-Riddle's Alumni Magazine, Lift. "She told me a customer had come in and told her a story about learning to fly at the seaplane base during World War II. She has become something of a celebrity at Piper."

The "celebrity" is 98-year-old Corinne Smith, who, at an early age was inspired by the idea of becoming a pilot. She moved to Miami after college in 1941 and started flying lessons at the seaplane base, which at the time had about a half-dozen Piper Cubs on floats. A job there as a secretary helped her pay for training. Smith completed her first solo flight in July 1942, and eventually earned pilot certificates for both land-based aircraft and seaplanes. She eventually became an instructor pilot and head of the flight simulation department.

Montgomery and Cesar visited with Smith, and she gifted a copy of her flight log from May of 1944 to the Embry-Riddle archives.

"Corinne's log revealed that two of the tail numbers recorded in her log book matched those in Kennedy's flight log, and in one instance, she flew the same aircraft on the same day as JFK," Montgomery said.

With all the evidence in hand, Montgomery contacted Presidential historian Douglas Brinkley. After examining the documents, Brinkley was convinced the Kennedy flight logbook was authentic and that it proved Kennedy had indeed trained with Embry-Riddle.

"JFK was staying in Palm Beach at his father's home during the same weeks shown in his log book," said Brinkley, co-author of JFK: A Vision for America, which was published for the centennial of Kennedy's birthday in 2017. "He had a love of aviation and coastal areas, so it all makes sense. I would call it a fact that JFK trained to fly with Embry-Riddle in Miami."

Thanks to a small handful of people at Embry-Riddle, and a 1944 flight log from alumna and seaplane pilot Corinne Smith, a decades-long legend has been confirmed.

In the course of just 10 days in May 1944, Lieutenant John F. Kennedy would go from his first flight lesson to a solo flight. The flight log ends there. Records indicate Kennedy left just days later to travel to a Naval Hospital in Massachusetts for back surgery.

According to Brinkley, he abruptly stopped taking flight lessons once D-Day occurred on June 6. Kennedy would subsequently retire from the service, run for congress and eventually become the 35th President of the United States.

(Image provided with ERAU news release)

Aero-News: Quote of the Day

Reprinted with permission, AERO News Network, Propwash 7-12-18

"The repair shop industry in the U.S. has less than 18 months to equip the general aviation fleet of more than 100,000 aircraft with ADS-B Out avionics. Aircraft owners who wait to equip will face scheduling pressure and likely higher installation costs as we get closer to the Jan. 1, 2020, deadline. By awarding \$1,000 to five different aircraft owners to help them become compliant as quickly as possible, the AEA hopes to send a message to owners of general aviation aircraft that the time to act and upgrade is now."

Source: AEA President Paula Derks, announcing the association's annual drawing for ADS-B installation assistance held at AirVenture.

Editors Note: The math seems to work out that there needs to be 252 installations nationally, per day (22 working days per month), to meet that deadline.

EAA 690 Membership Report

July 2018

By Randy Epstein, Treasure

The chapter currently has **264** members:

52 families, 107 individuals, 4 paid students and 33 free students.

We are working to convert the free student members to family memberships. During the Month we added the **Baker** Family, **Hernandez** Family, **Kimbrough** Family, **Jerald** Family and the **DeJesus** Family from the roles of our youth membership. Please join me in welcoming our new members to the chapter. We also had one membership renewal during the month of July.

If you haven't already renewed your membership payment can be made at mkt.com/ea690.

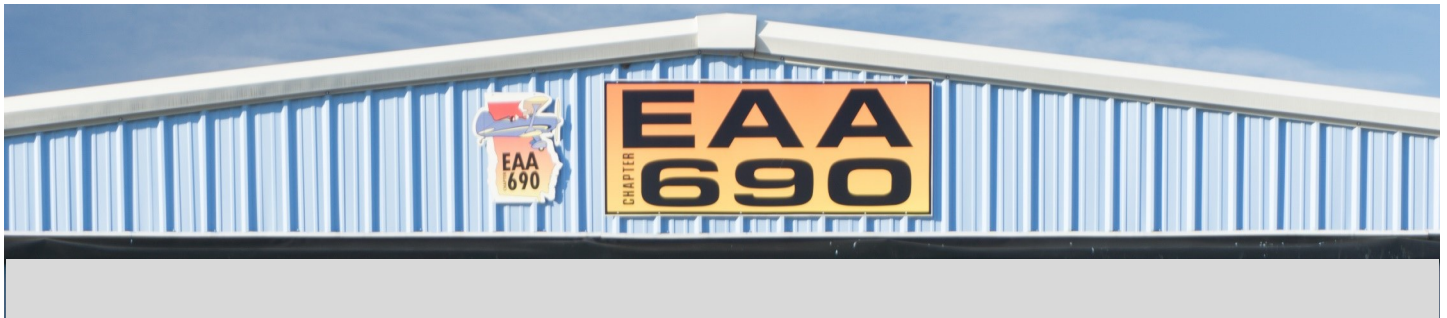
Membership applications are available on ea690.org for new and reactivating members, and applications are available in the box inside the hangar door.

Chapter membership is \$30 a year for individual, \$40 for family and \$10 for students over the age of 18. Students under 19 are free.

New member's membership fee's are prorated by month, which is listed on the back side of membership application.

We encourage membership in EAA National Organization, dues are \$40 a year for individual memberships and \$50 a year for family memberships.

If you have any questions or comments please send via e-mail to info@ea690.org.



Young Eagles Report July 2018

By Duane Huff & Wes Riddick, Young Eagle Coordinators

Well, another weather cancellation for our Young Eagles Rally. This marks the third month this year that weather has forced us to cancel Young Eagle flights, first March then May and now July, it's beginning to be a bad habit. Fast moving thunder storms were the culprit, too bad they didn't clear the area early enough for us to fly.



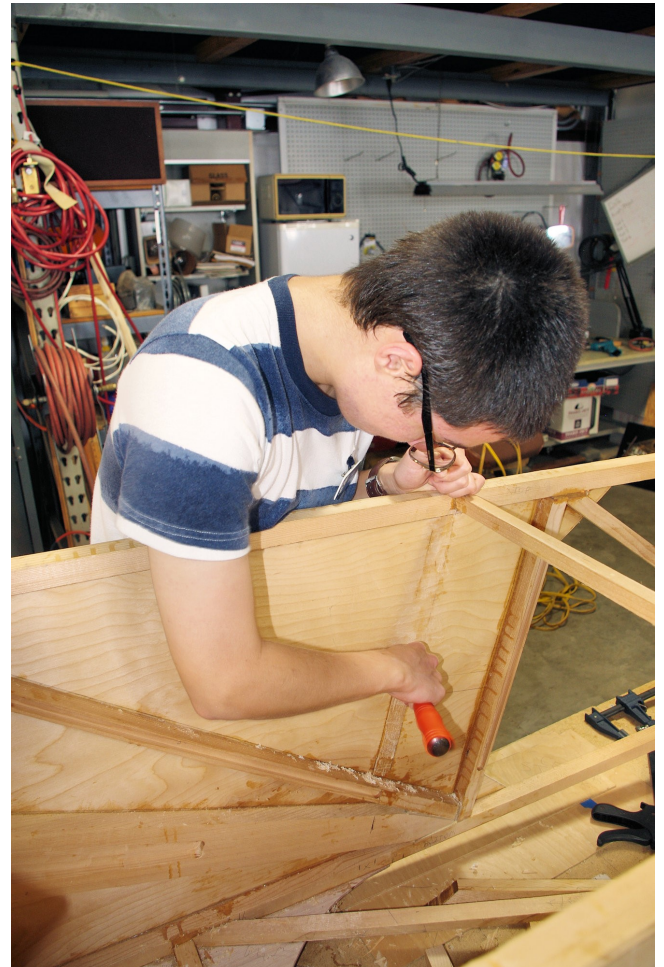
Hopefully, we will be able to make up some ground in August. To all Pilots, Admin Staff and Ground crew, see you August 18th., lets make it a good one.

Youth Program Update

Photos by: Joel Levine



Paul did a fine job of removing some glue in order to reposition a member



Paul still at it but got it done right



I think Alex is checking the inside of his eye lids while dreaming up another learning experience



Hopefully the 30mph is not totally representative of the Piet's speed.



The speed sign has given itself to a higher purpose as Derrick and Keith prepare to make it part of the Piet

PILOT'S TIP OF THE WEEK

Partial Power Loss

Reprinted from Pilots Workshop July 7, 2018

By: Mark Robidoux

Question:

What should you do if you experience a partial power loss or rough-running engine in flight?

Answer:

"Well, I guess we can say at least that a partial power loss is better than a total power loss. At least we have a few more options.

My first thought is to undo whatever it was that you most recently did. If you just switched fuel tanks, switch back. If you just leaned, enrich the mixture, you get the idea. The next step is try all the trouble shooting items on your engine failure checklist. You need to develop a flow pattern that covers all the items. This is not the time to start looking for the checklist. These items must be in long term memory.

Remember as you lose power the nose will drop as the airplane wants to maintain its trim speed, so you need to start applying back pressure on the elevator and began slowing to best glide speed. Don't give away a bunch of altitude while you are doing your checking. Altitude means options and at a time like this options are good.

If you have been playing the what if game, you already know what direction the nearest airport is, so turn in that direction as you are trouble shooting and trimming. If you are not always thinking about where you would go if you developed an engine problem, you are not doing your job as PIC.

If you can't solve your problem, hold your altitude until the airplane slows to best glide speed and see if you have enough power to maintain altitude. If so, limp along to the nearest airport. Even a little bit of power will extend your glide significantly, so maintain best glide and conserve as much altitude as possible. Of course that engine could quit at any time, so as you progress, keep picking out forced landing possibilities.

Arrive over your airport as high as you can, then maneuver to set yourself up for a normal pattern with a downwind leg at approximately 1000 feet above field elevation. Now if you have previously practiced power-off landings from this position you are in good shape. Be careful not to get too high and fast on the approach, but also remember that once you close that throttle, you may not get any power back.

Naturally, getting help from ATC and declaring an emergency, time permitting, is helpful; but most of the work is up to you.

So in summary, know your flow pattern for trouble shooting your engine problems, maintain situational awareness, be able to trim and fly your aircraft at best glide speed and practice power-off landings from the downwind leg. Doing these things will significantly improve your odds of a safe landing."



WAI Scholarships Ready for Applications

Reprinted with permission from AERO News Network, Propwash 07-05-018

More Than 100 Scholarships Total Over A Half-Million Dollars

At WAI's 30th Annual International Women in Aviation Conference, at least 108 individual scholarships equaling \$565,000 will be awarded. As is the tradition, these scholarships are available for both flight training and scholastic funding with specific scholarships earmarked for nearly every aspect of the aviation and aerospace community.

The scholarships will be awarded during WAI's conference, held next year in Long Beach, California, from March 14-16, 2019. Additional scholarships will be added in the coming months, and the total value of awarded scholarships typically reaches more than \$600,000 annually. "With a WAI scholarship, attaining an aviation career becomes more possible when the financial burden is eased," says WAI President Dr Peggy Chabrian. "Our scholarships have literally changed the lives of the hundreds of women who have benefited from the generosity of benefactors ranging from multinational corporations to individuals."

Most scholarship applications may be made online at wai.org. Interested applicants are urged to check wai.org periodically as new scholarships are added right up to the application deadline of November 12, 2018. For the second year, internships are offered along with scholarships. "We have two important points about our scholarships. One is that there is a wide range of scholarships, both for academic study and for flight training, geared to a variety of people at every stage of their careers – including retirement. Second, you must be a WAI member to apply," adds Dr. Chabrian.

Applicants must be a member of Women in Aviation International by November 1, 2018, and may apply for up to three scholarships. Internships are not included in the three per member scholarship limit. Scholarship applications must be submitted online or signed and postmarked by November 12, 2018.

(Source: WAI news release)

EAA AirVenture Oshkosh, WI

Its that time of year again and many chapter members made their way to AirVenture. With a little luck the August NavCom will have a recap of the adventures and experiences of those that attended this years event.



Have something airplane related (or not) for Sale or a service to offer? Why not list it in the NavCom for all the Chapter Members to see. The NavCom is distributed to over 500 aviation minded people every month.

Chapter 690 has Stage Platforms for sale *New lower Price only **\$550.00 Ea.***

Interested?
Contact Randy Epstein,
email: treasurer@eaa690.net



We are also selling a 48" P&B Break for bending thin metals.
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EAA 690 Chapter Store



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Please Include:

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A Donation to 690 would be appreciated

About EAA 690



EAA 690 is a chapter of the Experimental Aircraft Association, located at Briscoe Field (LZU) in Lawrenceville, Georgia. A diverse chapter with over 250 members we offer a wide range of aviation-related activities. While the Pancake Breakfast and our monthly meetings are the norm we regularly conduct fly-ins and are heavily involved in youth education through EAA's Young Eagles program, youth aircraft build projects, summer camps, ground schools and simulator instruction. We frequently host historical aircraft such as EAA's B-17 "Aluminum Overcast", the Ford Tri-Motor and DC-3 to benefit, educate and entertain the local community.

Our technical counselors are some of the best in the business, and willingly donate their time to our youth builder programs and homebuilders as they progress through the various phases of constructing an aircraft. We have pilots with a wide variety of experience from former airline and military pilots to general aviation pilots with private pilot certificates. "Hangar flying" is a fun part of the mix and our facility is often used for aircraft annual inspections, meetings, special events, and training. We also have an extensive array of aviation tools for loan to members and, a library full of aviation information.

Directions to EAA 690

I-85 North to GA-316, Take GA-316 to Hurricane Shoals Rd NE and Turn Right

Go to Airport Rd NE and turn left, Go to 690 Entrance on the right



NavCom

The NavCom is the official monthly newsletter of EAA chapter 690. The NavCom editor is Tom Hilborn, please send original articles, art and photos for inclusion in future issues to: editor@eaa690.org attn. Tom Hilborn, or call Ph. 404-406-6638. 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. Comments and suggestions are always welcome.

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