

The NavCom

Newsletter of EAA Chapter 690, Gwinnett County, GA

Covers Dixie Like a Wet Blanket

November 1993

First Southeastern Regional Rally

On Saturday, 13 November, the first Southeastern Regional Young Eagle Rally will be hosted by Chapter 268 at McCollum Airport. They have gone a long way towards making it an "event" in the best sense. They have arranged for a static display of a B-17 and B-24. They also have lots of other planes coming in. A pancake breakfast and BBQ lunch is planned. At the other end, they've got port-a-lets and garbage crews. As for the actual rally, they have about 50 plane-and-pilot pairs lined up and hope to fly 300-500 Young Eagles. WOW!

They of course need the help of other chapters. 690 has responded with about ten pilots and planes. These folks will need loadmasters and associated ground crew. If you have done this in the past, or have any desire to do so now, PLEASE lend a hand! If you are one of the Chapter 690 pilots that plans to volunteer, please arrange with a 690 member to act as loadmaster.

Although Chapter 690 is well ahead of its numeric goals, nationally the Young Eagles effort is far behind. Regional Rallies may be a viable ALTERNATIVE for some chapters, and may be the inspiration for others. I think the way we do it is best for 690, but that's another story. As a courtesy we should help Chapter 268. Some of their pilots flew in our last Rally. On a more selfish level, our participation this Saturday may have a direct bearing on the next Regional Rally, WHICH WE ARE HOSTING IN MARCH 1994!

Particulars: All volunteers, pilots and ground crew, should arrive at McCollum before 8 AM. Briefings will be at 8:00 on the north side of the field near auto parking.

Airplanes will be parked here, also. Autos will be parked at the National Guard Building. First go by the FBO to get a window sticker or you can tell the Guardsmen that Debbie Wilton says it's OK to park there. Volunteers get free food. Meal tickets will be disbursed at the briefings, so plan accordingly. Pilots will also get windshield stickers to help ground handlers move planes around. Chapter 268 has also requested help with parking. They did not specify aircraft or auto.

Goodies: Free food for volunteers. From Northside Aviation: 20% discount on fuel for YED flights and free labor (not parts) to cover incidents that occur during YEDs. Pilots can participate in four prize drawings (10:30, 12:30, 2:30, and 4:30).

I'm sorry if these guidelines are not as complete as usual, but this is the first time for a Southeastern Regional Rally, and inter-chapter communication is not perfect (yet!). If you have further questions, please contact Chapter 268 President David E. Carroll at 429-0092.

Regional Young Eagles Office
Through the auspices of Epps Air Service, space and equipment has been donated to create the Southeastern Young Eagles Regional Office at PDK. Ed Lachandro, head of the National YE Program at Oshkosh will preside over a special opening ceremony for the SYER Office on Friday, 12 November at 10:30 AM at PDK. I believe that the office is in the same building as Epps Air Service.

Chapter 690 Officer Nominations

It's that time again, time to exercise our privilege of 690 suffrage. The ballots for chapter officers for the 1994-95 term will be cast at November's meeting, so be there!

Additional nominations may be made at the meeting. The candidates are (in reverse-alphabetical order of last names):

- Secretary: Alan Langford
Lyle Kinnett
- Treasurer: Jesse Williams
Lnor Levine
Frank Flessel
- Vice-President: Bob Zainer
Henry Warner
- President: Jim Estes
(Steve Dunahoo had to withdraw)

November Meeting Program

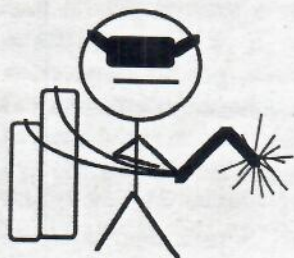
Asaf Degani speaks on Cockpit Checklists this Friday night. Asaf did a master's thesis on this topic that I found fascinating. He has presented this work to other EAA Chapters. A lot of it derives from hours spent in the jump seats of jetliners, quietly observing the crew under ALL types of circumstances. Asaf holds a private pilot license, is currently a PhD candidate at Georgia Tech, got his masters in the California school system, works a lot with NASA, and at some time in his past was in the Israeli Navy. He also roller blades by my house all the time. Once a Californian, always...?

Welding Workshop

Harold Stalcup is hosting a welding workshop Saturday, 20 November, rain or shine. The workshop will begin at 10 am with a "classroom" discussion lasting 20-30 minutes, followed by a ~20 minute welding demonstration. The remainder of the day will be "hands on" for all who care to partake. Harold and his henchmen will lecture on oxyacetylene welding and expound on the virtues of a "neutral" flame. Safety issues will not be overlooked. During the hands-on phase, the junior welders will attempt to run beads on flat steel. If they sweat that out, they will graduate to scrap aircraft tubing.

Seriously, though, this was a great workshop last time we had it. There are five or six chapter members that were so inspired by it that they are now heavily involved in their own projects (funny, though, only one that I know of is of welded-steel construction). And lest we forget, the Frank Flessel Memorial Award originated at the last welding workshop. That alone is testimonial enough. !!Chili will be heated with torches and served for lunch!! Harold needs someone to bring jalapeno corn bread to complete the fiery triad, though.

Directions: Heading east (away from Atlanta) on HWY 29, turn right onto Pleasant Hill/Lester Road. Cross tracks. Turn right onto Cutler (careful, it pops up around a bend). Turn right onto Willow Cove. Second house on left (217 Willow Cove; 921-9468). It should be a spark poppin' good time!



The 690 Welder

Chapter 690 Christmas Party

The Chapter 690 Christmas Party will be held at the Gwinnett County Airport on Friday, 10 December at 7 pm. This is the regular chapter meeting place and date. Only the time has been changed to protect the innocent.

Yes, Virginia, this will be a party--more informal and more participation than in years past. Dinner will be included. Each family is asked to bring a vegetable, salad, or desert to serve 12 people. Meat, rolls, beverages, and table service will be provided. Alcoholic beverages will not be available (BYO may be ok, but we are waiting

confirmation. Please check December's NavCom for the final word on this by the Airport Authority).

The program committee is hard at work and promises a festive and enjoyable evening for all members and (maybe more importantly) all spouses. Other family members are welcome. The cost is \$5.00 per person. Reservations are requested to be made by telephone to the Wilcoxs at 978 - 2403, by December 8th. Messages should be left on the answering machine. Casual dress.

Calendar of Events

Nov. 12 - Chapter 690 Monthly Meeting. Gwinnett County Airport Admin. Bldg. 8 pm. Asaf Degani on Cockpit Checklists. Business section: voting on officers and Outstanding Member.

Nov. 13 - Kennesaw, GA - McCollum Airport. Southeast Regional Young Eagles Day. 404-429-0092. See notice on page 1 of this NavCom.

Nov. 20 - Welding Workshop at Harold Stalcup's (aka Frick'n'Frack AeroConsortium North).

Dec. 4 - Project visit to Bob Zahner's house.

Dec. 10 - Chapter 690 Annual Holiday Party - Gwinnett County Airport Admin. Bldg. 7 pm. See notice this NavCom.

Dec. 11 - Project visit to Wayne Whitaker's and Steve Ashby's Neuport Aerofactory (home of Steve Ashby). The Southern Dawn Patrol Lives!

March 20 - Second Southeastern Regional Young Eagles Rally, hosted by Chapter 690 at Gwinnett Co. Airport.

Monthly Fly-Ins

(With thanks to Tom Crowder of EAA 268 - Marietta)

Winchester, Tn	Breakfast	1st Saturday	(615) 967-0143
Rome, Ga	Breakfast	2nd Saturday	(404) 234-7419
McMinnville Tn	Breakfast	2nd Saturday	(615) 668-4806
Collegedale, Tn	Breakfast	3rd Saturday	(615) 236-4340
South Carolina Breakfast Club every other week.			
Gerald Bullard (404) 724-2651 or (803) 663-9900			

Air Fair a Little Big Success!

Breaking with tradition, EAA Chapter 690's 1993 air fair was an exercise in controlled success. Due to the move to Gwinnett Co. Airport and the resulting lack of experience with the airport, air fair organizer Steve Ashby decided that with little lead time available, the best strategy for this year's fly-in was KISS. The objective was to HAVE FUN this year. Few structured activities were planned. The air fair thus was more like an expanded breakfast/lunch/Young Eagles Day with A LOT of biplanes attending! The downscaling paid off big dividends in that we produced a small fly-in of high quality. More biplanes attended than last year's Biplane Fall Classic (22), yet the atmosphere was much more low-key and members had a much better time.

The day started around 7:00 AM with the set-up of the ever-popular pancake breakfast. The North's and Ken Sharp headed this, and with the help of Alan Lanford's tarp and three generators, the sausage, coffee and cakes were hot by showtime. Lnor Levine, Kay Stalcup, and Sheryl Black kept the money in order. Later in the day, hamburgers, hotdogs, cokes, and chips were served for lunch.

Around 8:00 A M, Richard Robison and I showed up with the signs directing the public (and some of our members!) to the fair. We also had made two 8x5 foot photo-like posters of a biplane. These were parked out on HWY 316 on the sides of Steve

Ashby's and Andy Anderson's vans (see sidebar).

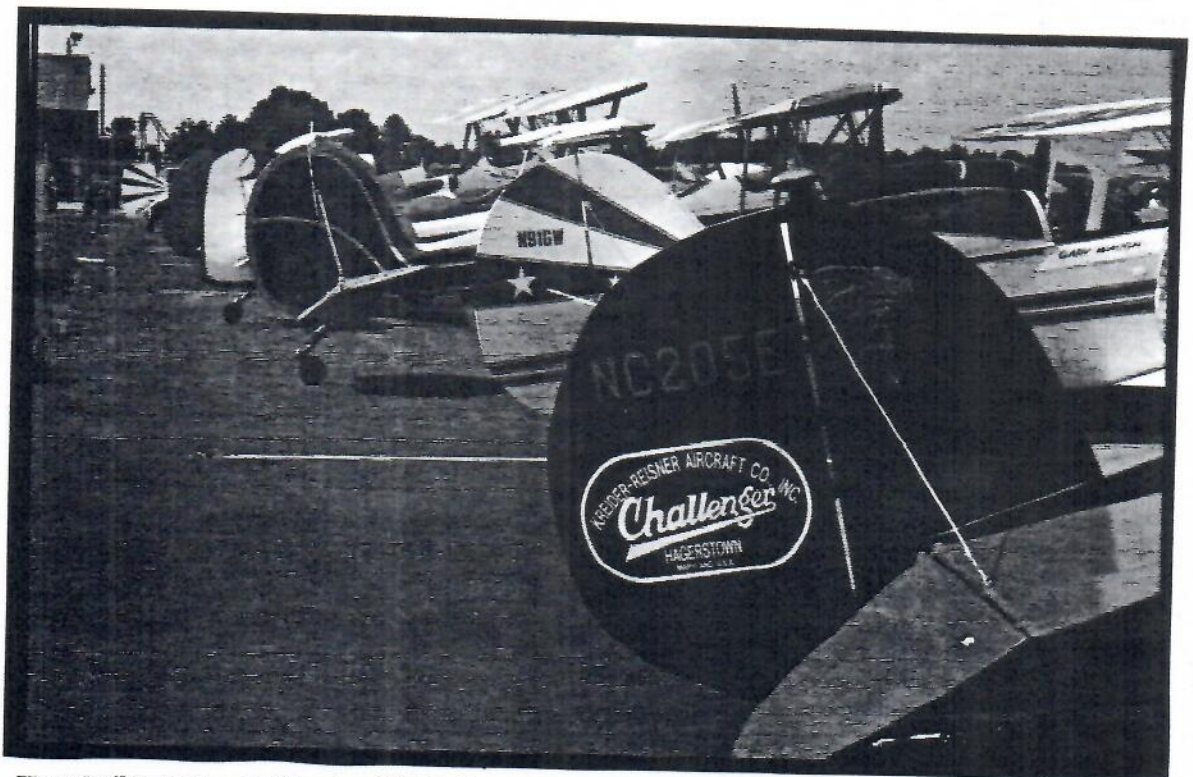
Biplanes started arriving about this time. We had a great biplane turnout this year, including some VERY rare double-deckers. How many of you had ever seen a *Belgian Stampe* before? The Stampe was the continent's response to the wildly popular British Moth series. Stamps have been made of all types of construction. The fuselage of one model actually was made of thousands of wood cubes painstakingly glued together! The one attending our fly-in had a steel-tube fuselage. Jeanene Bishop brought this neat plane to the Classic.

Another rare classic was the Krieder-Reisner Challenger. This plane is similar to the one that Richard Bach immortalized in *Biplane!* There is another with an OX-5 out in Oklahoma. The one present at the Fall Classic had a big ol' radial and a history. It seems

that this plane was use by bootleggers to run whiskey from Canada over the Lakes to Detroit and (possibly) Chicago. The bootleggers were eventually caught and the plane was impounded by the feds. They flew it as an official DOT vehicle for years. It was sold at auction and has since been restored.

There were of course a plethora of the biplane's biplane—Stearmans! (Stearmen?). These hairy-chested bipes easily dominated the field and, as usual, scored high with the crowd and with the judges.

This year saw more homebuilt bipes than in the past. We had a Marquart Charger (more on its pilot next month), a Pitts Special, a Starduster Too or more, Rienhardt's Der Krocket, a Skybolt, among others. The Charger pilot has built six over the years, and was a real interesting person. He's been flying since the '20s and has seen it all. He gave Patrick Ashby a ride that



Homebuilts, Antiques, Classics, Warbirds—we had 'em all at the '93 Classic.

included rolls and spins. Claims Patrick did all the flying. More on this gent hopefully in future NavComs.

We also had a fair number of odd-winged craft join us. Of particular note was a beautiful Ercoupe, a J-3, and a Stinson voyager. Greg Jannakos brought in his Sonerai II, and a Bakeng Deuce, looking for all the world like a biplane that had just drug the sorghum field. An RV-4 and an ultralight also dropped by.

Traffic flow was much better than in years past at Stone Mountain. Due to the layout of the south ramp, we had natural separation of spectators, Young Eagles, show planes, and spam cans. Ben Jeffrey, Wayne Whitaker, Doug Price, and the Explorers (Geoffrey and Jamie Kirk and the North boys) did a great job directing planes and people. The only problem was when



A Belgian Stampe adds the Continental Touch.

biplanes were coming in at such a rate that a bottleneck formed at the taxiway/ramp intersection. However, everyone knew what they were doing, so the delay was minor. Ben and the boys also did a fantastic job of helping at start-up and wing-walking when it came time for our visitors to leave.

The Young Eagles Rally was a smashing success. Over sixty YEs were flown by about a dozen pilots (see sidebar). Theresa Coleman and her crew did their usual fantastic job. This program is going so well I could just hug somebody (yecchh!)

Classic '93 Winners

Of course, we were all winners at this year's Classic. Some won more than others, though. Twenty-one biplanes registered this year, nine of which visited us last

year. Frank Wilcox, Andy Anderson, and Jim Clarkson had the difficult job of judging these planes. Congratulations to all of our winners, and thanks to all pilots and attendees for coming to EAA



A young, Young Eagle surveys the scene.

Chapter 690's 1993 Biplane Fall Classic.

- Homebuilt
 - Grand Champion: Starduster Too by Richard Miles of Rome, GA (SNF Grand Champion)
 - Champion: Skybolt by Gary Waugh N. Augusta SC
- Antique
 - 1928 Kreide- Reisner Challenger by Earl Pittman of Gainesville, FL
- Classic
 - Grand Champion: Stampe by Hal and Jeanene Bishop of Southside, AL
 - Champion: Great Lakes 2T-1A by Jim Settle of Atlanta, GA
- Warbird
 - Grand Champion: 1941 PT-17 (Stearman) by Denny Garner of Rockmart, GA
 - Champion : N3N-3 by Benny Britt of Tucker, GA

Young Eagles Volunteers

We flew over 61 Young Eagles at the 1993 Biplane Fall Classic! This puts us over the two century mark (>240), which is above our projected goal for this year. But, since we're having so much fun with this program, I don't see us slowing down any time soon. This time around, not only did we have Chapter 690 members, but we had a few folks from Chapter 268 and some other non-chapter members helping out.

The pilots were:

Steve Dunahoo (C-172)
 Frank Flessel (Tripacer)
 Steve Dun (C-180)
 Joel Levine (Muskateer)
 Wiley Scharnhorst (Piper Colt)
 Don Bishop (Grumman)
 Steve Horton (Bonanza)
 Marvin Griffin (C-172)
 Vic Syracuse (Bonanza)
 Rusty Bell (C-172)
 Sylvia Catinella (Cherokee 140)
 Lynn Zahner (Piper Warrior)

Ground crew included:

Dennis Luber
 Frank Wilcox (also judged A/C)
 Margaret Wilcox
 Sherry Langford
 Alan Langford
 Charlie Sego
 Harold Stalcup
 Duane Huff
 Andy Anderson (also judged)

Bill Coleman

Theresa Coleman (head honcho deluxe)

Barney Barnes

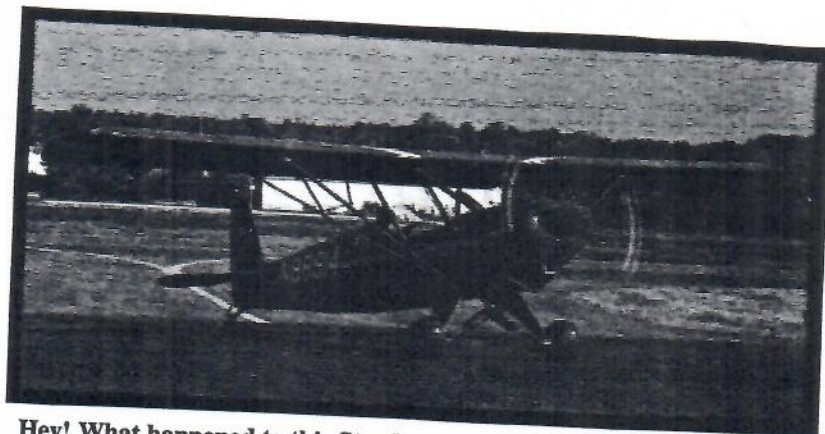
June Barnes

Bob Zahner

Mike North

Jennifer North

Sorry if I missed somebody, but I wasn't there the whole day!



Hey! What happened to this Starduster's lower wing?!

Andy's Van

Many of us are used to donating time and effort to Chapter 690. Sometimes this involves a little sacrifice. Occasionally, it involves a BIG sacrifice! As noted, Richard Robison and I made mongo biplane posters for this year's Biplane Fall Classic. The posters looked great on

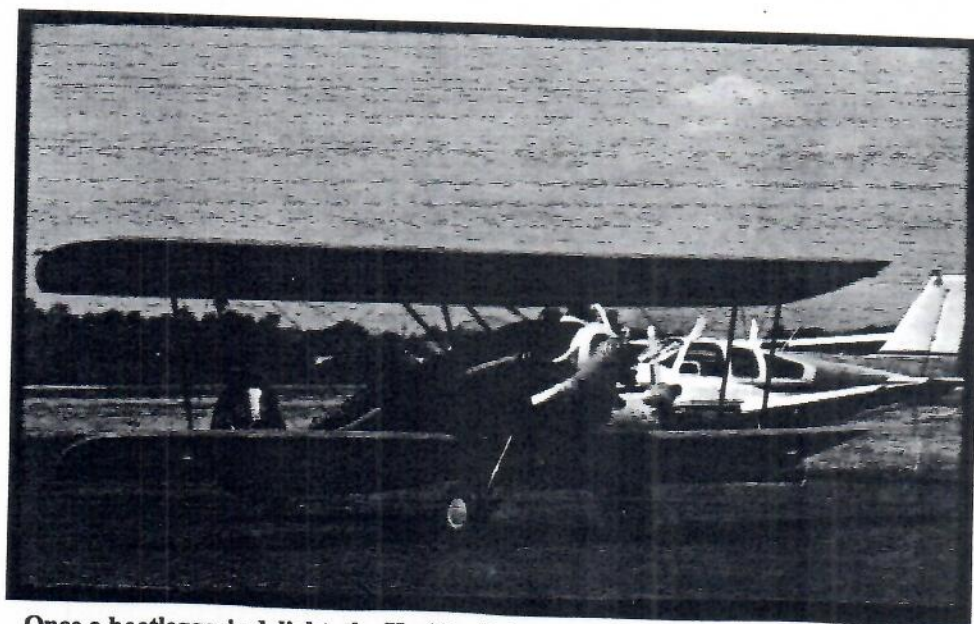
the computer screen, but as they rolled off the press at 8 feet long and 6 feet high, we began wondering how we could mount them.

Not to fear, by 7:00 A M Richard had struck on the brilliant idea of parking a member's van by the highway and plastering the poster to it. Andy Anderson and

Steve Ashby volunteered their vehicles, and boy was the set-up an eye-catcher!

Unfortunately, it was also a truck catcher! Seems that three boys were going fishing. As they crossed HWY 316, a huge dump truck with a load of gravel going down the highway ran the red light and blasted the boys car through the air dead center into Andy's van! The truck then tipped onto its side and slid into the car/van unit, twisting and crushing the car like a Ruffles potato chip against the van. Miraculously, sometime between initially being thrown against the van and having the sliding truck crush their car, the boys were able to squirm out of the back window of the car. They escaped with one cut among the three of them!

The damage to Andy's van was substantial. The real heartbreak is that it was an '84 with high mileage yet in remarkably great shape. Andy had not planned on replacing it. It was a tough, tough day for a great 690 member.



Once a bootlegger's delight, the Kreider Reisner now leads a more sedate life.

Tidbits

☞ According to Bill Shipp's Georgia, at least three members of the new Dekalb County Commission (Jackie Scott, Judy Yates, and Gale Walldorf) are attempting to restrict or shut down Peachtree-Dekalb Airport. The commission reportedly is requiring PDK to fund a \$100-300,000 impact study to determine the effects of the airport on home values. PDK is the fifth busiest general aviation airport in the nation and pumps \$2 million per year directly into the county coffers. PDK also predates most of its neighbors. Finally, a similar study conducted a few years ago determined that the majority of the noise that bothered complainants was actually produced by jet out of Dobbins on maximum-performance climb-outs.

☞ As reported by *The Athens Daily News*, the control tower at Athens-Ben Epps Airport will re-open some time in December. The opening is hailed by the FAA, the Clarke-Athens County Airport Authority, the C-A Co. CEO, and the Athens Area Chamber of Commerce. Everybody but the users... FAA funding will be \$204,000 per year (!) with an initial outlay of \$250,000 to revamp the tower. Gives

the phrase "sky-high" a whole new twist. And, in a move that is part of a trend that has AOPA and EAA nervous, the tower controllers will be trained and employed by a private company. By the way, the airport director is quoted as having said: "The controllers will have absolute control over who lands and who departs..." What color is the sky on his planet?

☞ Please note that Peach State Airport (Williamson, GA) has suspended Hangar Huddles for this Winter. They will resume in the Spring. They sent a very nice letter thanking Chapter 690 for our attendance in the past.

☞ Chapter 268 (Marietta) continues to have trouble with the Cobb County Commission over a land lease for their chapter house. The Commission seems bent on running off small planes in the hopes of making McCollum a PDK West. Of course, if they look closely at PDK, maybe they'd see how integral ALL forms of general aviation are to its success. The chapter is voting on moving, maybe to Cartersville (sound familiar?).

☞ For those of you who missed last month's meeting, Sheryl Black is now a certificated pilot. HOORAY for Sheryl! We are all

very happy for you! Also, Bill Coleman is working steadily towards getting his medical completed. He is cautiously optimistic that all will be settled by early '94. Good luck, Bill, we're pulling for you.

☞ ESPN will air a 60 minute program highlighting Oshkosh '93 on Friday, 26 November as part of a package that will include other aviation-related programming. (Taken from *Loud & Clear*, newsletter of EAA Chapter 319).

Fly Buys

WANTED: Hangar partners at Winder. \$131 per month. Call 706/543-5776.

WANTED: Four cylinder McCulloch (O-100-1 and O-100-3) drone engines and/or parts; the kind seen on gyrocopters, any condition. Call between 7 and 8 PM EST, (615) 246-2719 or write LeRoy Hardee, 3832 Alderwood Drive, Kingsport, TN 37664.

Minutes from the Last Two Meetings

September

The September 10th meeting of EAA Chapter 690 was called to order by the announced "soon to be past President," Charles Sego with the ubiquitous introduction of the membership. Forty four members and guests were in attendance.

TREASURERS REPORT:

Sheryl Black reported the chapter had \$xx in the general fund and \$xx in the building fund for a total of \$xx. Sheryl reported that the new calendars would be in around

September 24th and that only nine were notspoken for.

NAV/COM REPORT:

Additional details were given in the activity at Hartsfield International Airport. Several chapter members had been invited to fly their aircraft into Hartsfield for the show. Those participating were to be treated to a black tie dinner and an evening at the Hilton Hotel.

OLD BUSINESS:

Lawrenceville High School adult education will offer both private

and instrument ground schools this session. Theresa Coleman reported that November 13th (a Saturday) would be the first regional Young Eagles activity. The new regional office is gearing up to fly between 400-600 kids at McCollum Airport. Plans are for the CAF to have an aircraft on the field, possibly Cliff Robertson will be in attendance, Coke will be donating refreshments and pilots flying in the event will be treated to a complimentary breakfast. In addition, pilots will be

eligible for a \$500 gift certificate drawing.

FALL BI-PLANE FLY-IN: Steve Ashby announced that the Fall Bi-Plane Classic would not be held this year because of insufficient lead time to do a proper job. A scaled down event, to evaluate the new airport layout, was discussed for October 9th. No decision was made.

Charles Sego advised the chapter that the monies due from the Gwinnett Airshow had not yet

been received and that the promoter had lost money on the show. Sego advised the Chapter that the airport authority was aware of the situation and that we were assured that we would eventually receive the money due.

ANNOUNCEMENTS: The nominating committees report to the membership will be made at the November meeting. Ken Sharp reported that Henry Warner was back in the hospital with a Kidney

Virus. They were running tests and Henry was expected to return to Atlanta shortly.

PROGRAM: Messrs Fred Meyer and Joe Tate presented a fine program on their new ACRO 1 design. As part of the program they demonstrated a vacuum bagged glasspart lay up.

Respectfully submitted,
Joel M. Levine Secretary

October

The October 8th, 1993 meeting of EAA Chapter 690 was called to order at 8:25 PM (after an extended delay while our President, Charles Sego, returned home to retrieve the keys to open the facility). No one froze, but several members were overheard discussing re-electing Charley as due punishment. Forty-five members and five guests stayed so they could make Charlie feel bad.

The minutes of the previous meeting were approved as copied and will possibly appearing the November NAV-COM. Since they will then be two months old Jeff Boatright Willie requested to use 2 point type. Sheryl Black reported that the treasury contained \$xx, \$xx from the general fund and \$xx in the building fund. Furthermore, Sheryl had the 1994 calendars ordered by the members available for pickup.

Barney Barnes, Chapter Librarian, reported that the tapes were in fine order but could not confirm if any were mixed up from being rewound. Ken Sharp announced that a project visit to Ben Jeffrey workshop was scheduled for Saturday, October 23rd. Ben is rebuilding an engine and needs help in counting its strokes.

Frank Wilcox reminded everyone that this year the Christmas Party would be held on

the regular December meeting night and that it would be a potluck dinner. The chapter will provide the meat and drink with the membership bringing the usual super assortment of veggies and salads.

OLD BUSINESS: Joel Levine reminded everyone for the last time that only three more Golf Shirts remained until Christmas. The most popular sizes, small, smaller and infant remained. Jeff Boatright and Linda Kuntz have begun working on a new chapter logo based on an "AcroSport II" design. For unknown reasons no one objected except this words smith (I think that really means cut up) who felt that perhaps it should be a Musketeer. The logo should be ready for the November meeting.

NEW BUSINESS: The nominating committee presented the following slate of candidates:

- Secretary - Lyle Kinnett, Alan Langford
- Treasurer - Lnor Levine, Jesse Williams, Frank Flessel
- Vice President - Bob Zahner, Henry Warner
- President - Jim Estes, Steve Dunahoo

The vote will take place at the November meeting with the officers officially taking over at the December meeting.

ANNUAL FALL CLASSIC BI-PLANE EXTRAVAGANZA: Steve Ashby announced the final plans for the fly-in. All are requested to be at the airport at 7:00 AM for set-up. Ben Jeffrey will be responsible for ground operations. Frank Wilcox, Andy Anderson and Jim Clarkson will be responsible for judging and Theresa Coleman and her crew will take care of the Young Eagles activity. Steve Dunn will do a pilot briefing at 9:00 AM.

Joel Levine made a motion seconded by Lnor Levine for "Chapter 690 to officially sponsor Explorer Post 2080. A general discussion ensued with the following highlights: 1) the Post is already in operation with Mike North as the adult leader, 2) eighteen boys and girls are currently registered, 3) the chapter would like to have additional details of its obligation. Bill Coleman moved to table the motion on the floor until a detailed report could be presented. Bill's motion, seconded by Sheryl Black was defeated. The original motion passed.

The meeting was adjourned at 9:45 PM.

Respectfully submitted.

Joel M. Levine, Chapter Secretary

About the EAA...

The **Experimental Aircraft Association** was founded in 1953, with early meetings of a few stalwarts in the home of the founder, past President, and present Chairman, Paul Poberezny. From modest beginnings the movement has expanded to hundreds of thousands of members. The annual EAA convention in Oshkosh, WI hosts more than 800,000 people per year and is the premier aviation event in the world. Today, the EAA is headed by Tom Poberezny and exists to promote the world of amateur-built aircraft and sport aviation in general. EAA provides many services to its membership, from technical know-how to representation of membership concerns to federal entities. Membership is open to anyone who shares the interests of the association. Annual dues are \$35.00 per twelve month period of which \$20.00 is for a subscription to Sport Aviation. To join, see our Treasurer, Sheryl Black (979-4233) or write EAA Aviation Center, POB 3086, Oshkosh, WI 54903.

About the NAV-COM...

The **NAV-COM** is the monthly newsletter of EAA Chapter 690. It comes free with the dues, and you get what you pay for. (Like sentences ending in prepositions). NAV-COM is for EAA members only. It is a compilation of ideas, opinions, and data from several sources. In presenting it, the Chapter and EAA HQ by no means recommend or sanction the stuff. In other words and for example, we are not responsible if you bust your keester at an event we list in the calendar. **Contributions are always welcomed**, whether they are facts, opinions, or exaggerations. I will gently edit for grammar and curse words, but what you send in is generally what I send out. Magnetic media is appreciated. Send your pearls of wisdom to: Jeff Boatright, 2293 Sanford Road, Decatur, GA 30033. Special Thanks to Wayne Whitaker, Joel Levine, and Alan Langford.

About Chapter 690...

The EAA is made up of hundreds of chapters world-wide. The local chapter for Dekalb and Gwinnett counties and vicinity (i.e., anyone else who wants IN) is **Chapter 690**. We're a raucous group with several projects, both restoration and amateur-built, in progress. Annual dues are \$48.00. See Sheryl Black, the Treasurer (979-4233) to sign up. You'll also need to join EAA National (see above). Membership is open to anyone, though we especially like people who drive and write for the NavCom. **Our meetings are every second Friday of the month, 8:00 pm, at Gwinnett Co. Airport Administration Building.** In addition to the meetings, which often consist of excellent guest speakers from across the aviation world, the Chapter holds many functions, including workshops, fly-ins and -outs, and social gatherings.

Our officers and other luckless people are:

President: Charlie Sego - 923-9549
Vice-President: John Goodman - 972-2405
Secretary: Joel Levine - 394-5466
Treasurer: Sheryl Black - 979-4233

Videos and Books: Barney Barnes - 923-7896
Tools and Materials: John Henderson - 449-1946
Chapter Historian: LeRoy Stoutenburg - 981-6041

Technical Counselors:

Frank Wilcox - 978-2403
Jim Clarkson - 934-8971
Building Committee:
Chairman: Frank Wilcox - 978-2403

The NAV-COM

Newsletter of EAA Chapter 690

Editor: Jeff Boatright
2293 Sanford Road
Decatur, GA 30033

Chapter Notes:

Meeting: 12 November; Vote for Officers and Outstanding 1993 Member.

Regional Young Eagles Rally: 13 November at McCollum Airport .

Welding Party, much more inside! 