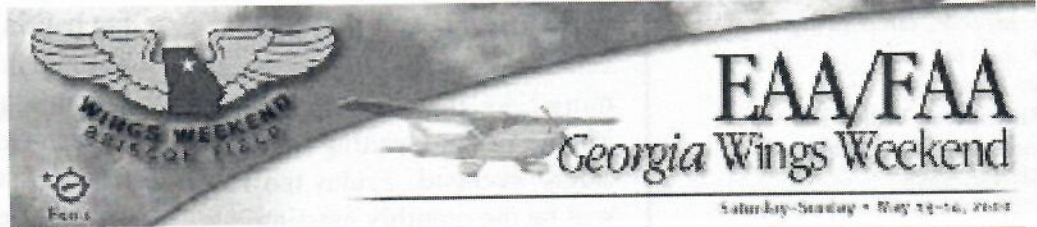




NavCom

May, 2000

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



Don't miss the excitement May 13-14 at Gwinnett County Aerodrome. Fly in the B-17, twirl away at the hangar dance, and participate in the Wings Weekend program.

Sun-n-Fun 2000

By Neal Bowser

Today is Monday, and while my body is back from vacation, my mind is still there, sitting beneath a moss-covered tree, basking in the warm Florida sunshine, while enjoying the multitude of sights and sounds unique to aviation fly-ins.

My annual pilgrimage to Lakeland has always been an enjoyable one. Aviators gather once a year to attend the annual "Sun-n-Fun" event. We spend a solid week enjoying ourselves with all manner of aircraft and aircraft related activities. There's always something interesting going on day or night, and the airport resembles a three-ring circus, with multiple events unfolding simultaneously to compete for one's attention. Everything from acrobatic flying to corn roasts; to banjo playing and singing. All of it is blended together with the constant sound of high-performance radial engines and laughter. One's senses are literally dazzled by the experience, as we wander aimlessly from

one attraction to another.

This year's trip was made even more special because I was able to share the experience with another close friend and pilot.

Denny had never been to Lakeland, and was unprepared for the magnitude of the event. I watched as his mouth dropped open as we arrived in the camping area. There were literally thousands of tents set up in a rainbow of colors, sizes and shapes. Hundreds of acres of camping were available, with all of it surrounding magnificent aircraft. The view reminded me of a vast field of wild flowers; disorganized, but strangely woven together in a natural pattern that made perfect sense, and thus strangely beautiful in it's own way.

We had just enough time to set up our tent before the evening activities began. We hopped a tractor-pulled "people carrier", and rode it to a near-by corn roast. After filling ourselves with corn-off-the-grille, (You had to shuck and butter it yourself) we wandered into "Paradise City", where the ultralights were swarming into the air. *Contained on page 3*

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 in ASCII or Word format and pictures in any format via email to: jdreed@mindspring.com or mail to:

Joe Reed
3585 Spring Valley Dr.
Loganville, GA 30052
770-466-5359

Deadline for submissions is the Last Sunday of the Month

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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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President's NOTAM

by Chuck Miller

We've got a lot of events going on in the Month of May. Starting the month off, May 6, we have the first Saturday pancake breakfast and the Poker Run. As of April 30, only 2 people have registered for this event, so it may be cancelled. We would like to see a lot more EAA members up in the air. Maybe you are waiting for the big safety weekend. Friday the 12th will be the monthly meeting. Many people will be doing set-up for the big safety weekend, so bring your trucks – we can use them immediately following the meeting. The big weekend (May 13-14) we are participating in or sponsoring three major events: the B-17, the 1940's hangar dance and the Wings Weekend. Brisco Field will be really hopping. We still need volunteers for all events—Please volunteer—we'd like to get to know you all better and you will have fun. In addition there are still slots available for B-17 flights—your EAA membership qualifies you for a discount. Finally, you can attend the free safety seminars, tour the B-17, visit the vendors, and try out the FAA vertigo simulator (don't go right after breakfast or lunch). Many thanks to the volunteers who are getting ready for this weekend by putting in long hours to ensure that a good time will be had by all.

Dave Haskell says....Let's go to the big dance - Oshkosh! I've been a member of EAA since 1994 and have not been to Oshkosh yet - shame on me. I am looking for two or three people who want to go to

Oshkosh in a motor home. I have identified several places who rent these and have units available; and I am open to teaming with someone on the same schedule who has a motor home who can take others and share expenses. I need to put this together now and confirm using parking on the grounds at Oshkosh. I anticipate leaving on Wednesday, July 26 and arrive back in Georgia on Tuesday, August 1st. Anyone interested can contact me at Curly26@aol.com or call 770-717-1499

INTERIOR CONSTRUCTION UPDATE

The remodeling of the interior of the chapter building continues. The sheet rock front facing of the building interior fire walls is complete and this wall will be prime painted by the May pancake breakfast. Each phase must be inspected before the work can proceed. On April 14th the roughed-in electrical installation was inspected and signed off by the county inspectors. The next inspection will be of the bearing walls, steel and the open side of the fire rated wall. When this work passes the open side of the two-faced fire wall interior walls can be covered with sheet rock and lower room ceilings built. Much help will be needed when this sheet rock cover-up and finishing starts. Duane Huff is the sheet rock expert who directs this phase of the work. Saturday work on the project is suspended until after the May 12th through 15th B-17 visit, the Wings Weekend and the Hangar Dance. Call Charlie Sego at 770-736-9300 if you have questions about work sessions.

Sun-n-Fun 2000 continued from page 1

Literally hundreds of them passed before our eyes, each flying low, and with a pilot at the controls grinning ear to ear. We grinned back in appreciation, and admired them until the sun set, and they had to land.

We returned to our tent and organized our gear before settling in for the night. Even though it was early, we had driven all day long and were tired. A good night's sleep would allow us to be up early the next day completely refreshed, and ready to tackle a complete day's events. (Or so we thought) The cool Florida breeze whispering through the Spanish Moss quickly sung us to sleep, and we didn't wake until the next morning, when a squadron of AT6's flew overhead. (What a great aviation alarm clock!)

After a quick shower and shave, we boarded the people-carrier and rode it to breakfast. We ate in an outdoor dining hall that seated at least a thousand, and gobbled down scrambled eggs and Florida orange juice. Again, the meal seemed appropriate for the occasion. It was produced in mass quantities, yet had a strange home-cooked taste and appeal. After breakfast, we entered the main fly-in area, with thousands of planes, thousands of vendors, and tens of thousands of people. I watched as Denny's eyes bugged out in disbelief. It was easy to read his mind. He felt like a small ant in a massive colony, swarming around endlessly, yet with a purpose. We wandered up and down the vendors booths, listening to the various pitchmen hawking their products, and filling our arms with free samples. We did that for several hours, taking a break only to return to our tent to dump a heavy load of "stuff", or to eat junk food.

The air show began at 2 o'clock, and we watched everything from World War One dogfight's, to simulated jet combat. We watched until we couldn't watch anymore. With sore necks and sunburned noses, we returned to our tent for a "revival" nap, followed by a cold revival shower. Life was good, and we knew it.

The rest of the day was a mirror of the first half, with both of us wandering around on tired legs until we returned again for the night, and another revival

shower! It's amazing how a simple hot shower can refresh an exhausted body! Crawling into a sleeping bag proved extremely easy, and again we were quickly asleep. This time though, we didn't wake to the sound of airplanes, but to the fury of a tropical storm. The driving rain and wind beat tremendously on our tent, and the sound reminded me of what the inside of a snare drum must be like. For hours the rain continued, but amazingly we remained dry, thanks to a new tarp hung over the tent as almost an afterthought. We did manage to lose a couple tent pegs during the storm, and had to run out in the rain and frantically pound them back into the ground. (I held the tent pole up inside the tent, while Denny pounded outside <hah!>.)

The next morning the rain continued, so we reluctantly packed up and departed during one of the lulls. I guess that was God's way of tapping us on the shoulder and telling us that we'd had enough. We tacitly listened, and didn't begrudge the rain. We'd had our fill and it was time to go.

Next year we plan on repeating the trip again, with the hopes that the flying weather will improve, and allow us to fly our own plane there. We also plan on dragging along someone else new, so that we can enjoy the expressions on their face, as the wonderment of the fly-in unfolds before their eyes. After all, that's the real fun of a fly-in!

Don't miss the May meeting.....

Ralph "Butch" Wilson, Air Safety Investigator with the Atlanta NTSB will be our guest speaker at the May meeting.

Butch has investigated such notable accidents as; Aloha Airlines B737 Convertible, and the Sioux City, Iowa DC-10, which lost hydraulics in flight. This should be a great program.

Newsletter Editor Needed....

The NavCom is searching for a new editor. The new editor should be computer savvy and have Microsoft Access Database installed on his computer. (The editor keeps the Chapters membership database).Microsoft Publisher 98 is used to prepare the newsletter. Email Joe Reed for full details. jdreed@mindspring.com

Minutes of EAA Chapter 690

April 2000 Meeting 4/14/2000

Tom Dubrouillet, Secretary

President Miller called the meeting to order and led the chapter in the Pledge of Allegiance. Many members in attendance had been at Sun N Fun. Some were still down there. We did member and guest introductions.

There was no Secretaries Report, the Minutes of the March Meeting were accepted as published in the Nav/Com.

Treasurer Charlie Sego reports that the Chapter is solvent, and all current Hangar Project invoices are paid up.

Tim Fulmer gave a report on the building project; the electrical inspection has been done and passed. Tim is ready to call in the county building inspector for the pre-cover inspection on all the walls. We're still selling squares for the building fund, \$25.00 per square.

Young Eagles Coordinator - Duane Huff reported that the weather lifted just enough for the chapter to fly 30 YE's last month. He has 17 signed up for tomorrow, but the weather does not look good again. See Duane for forms to fly YE's at any time on your own.

Hangar Dance Coordinator - Tim Fulmer reports that plans for the dance are firming up. See Tim to volunteer.

B-17 Coordinator - Frank Wilcox reminds the chapter that the B-17 will be here May 12, 13, 14. See Frank to volunteer.

Publicity Chair - Joel Levine reported on the upcoming Programs at the pancake breakfasts.

Terry Adams gave an update on the Wings Weekend May 13, 14. Colonel Hal Weakley, the last living B-17 combat pilot will be there. Come out to see aviation history.

Membership Chair - Dale Schonmeyer reports we have 174 members paid up.

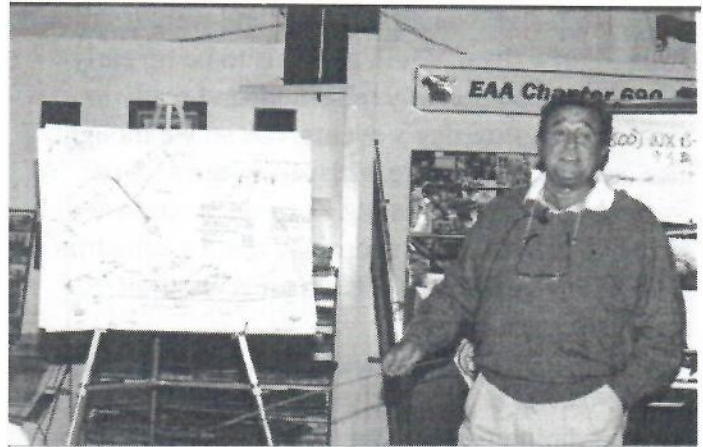
No Old Business

New Business

Two area chapters Murfreesboro, TN and Ft Payne, AL are starting up pancake breakfasts. Get out and

support them. Chuck Miller described the Poker Run scheduled for May 6th.

Terry Adams introduced our speaker - Retired AF Colonel Joe Anastasia. Joe kept the members on the edge of their seats with stories of flying the B36 and the B52. Joe has over 25,000 hours in 38 types of aircraft, and won the Distinguished Flying Cross in Korea.



Col. Joe Anastasia. Speaker at the April meeting

Cold War Flying Recalled

By Margaret Wilcox

Retired Air Force Col. Joe Anastasia entertained and educated members at the April Chapter meeting as he described military flying during the cold war. Though he has flown at least 38 makes and models of aircraft in his career, he limited his discussion of aircraft to the B36 and the B52 bombers.

Col. Anastasia entered the Air Force in 1942 and in his long career received many citations and honors, but none more prestigious than the Distinguished Flying Cross. This was awarded for a mission during the Korean War when he safely landed in Japan after a disastrous bombing run over North Korea where his aircraft received a direct hit. The plane at 26,000ft. went into a spin and he ordered the crew to bail out. They could not for they were pinned in the aircraft. Realizing the situation Col. Joe returned to the cockpit and managed to bring the craft out of the spin at about 6000 feet and limp back to safety.

Continued on page 5

Cold War Flying.....

This was just one of many "hair raising flights" he described during his presentation. The largest bomber ever built for the military the B-36 was designed during WWII with the capability to fly non-stop from the USA to Berlin and return, a flight of 10,000 miles. With a crew of 16 aboard the giant bomber has 6 reciprocating engines and four jet engines, two mounted on each wing, to add to the thrust capability. The propellers are 19ft. 9 inches in diameter and it carries 30,000 gallons of fuel. These are just a few of the statistics which he presented using charts and diagrams to illustrate his talk.

After the B-36 came the B-52, an all jet aircraft. These aircraft though smaller were considerably more sophisticated and are still a part of the Air Force Defense Weapon System. The B-52 is capable of carrying 86,000 lbs. of nuclear bombs and though they were never discharged they were in the bomb bays of the aircraft on many missions during the Cold War years. Col. Joe described the restrictions required when nuclear bombs were aboard and the dire consequences incurred when orders were disobeyed. He also described the complicated in-flight refueling process required to allow the B-52 to fly from Louisiana to Iraq and return in 36 hours - a sample of the missions they were called upon to fly. For those of you who missed the program of this "great man of aviation history", there may be another opportunity. Those who heard him believe he has many more wonderful stories to tell and maybe we can entice him back for another program. He is now retired and living in Roswell. Thanks to Terry Adams for introducing his friend to Chapter 690.

Aviation Explorer Post 533

By Steve Haslup

It is with regret that I announce that I will be ending my work as Post 533 Advisor as of the last meeting before the summer break on May 15, 2000. The five years I have spent with the Post have been very rewarding, along with the 12 years I have spent as an adult leader in Cub Scouts, Boy Scouts and

Explorers, but it is time for me to move on to other ventures. My special thanks are offered to EAA Chapter 690 for their sponsorship and support of the Post, and specifically to Chapter member Sue Adams, who was the original sponsor for the Post. If any Chapter members, or friends of Chapter members, are interested in assuming the Advisor role for Post 533, please contact Derrick Jackson of the NE Georgia Boy Scout Council at 770-962-2105. The Post has about 30 active members, a healthy checking account, and two radio-controlled airplanes that are paid for and under construction. You may also call me at 770-931-1631 if you want to know more about the Post, and you can check out the Post web site at www.accessatlanta/community/groups/post533 (or select it from the Other Great Sites selection on the Chapter 690 web site).



Young Eagles from the April, 20 flights.



Bob Goodman (with his race winning RV4) and friends at Sun-n-Fun



Events Calendar



Saturday-Sunday, May 13-14, 2000
Atlanta, GA

Wings over Dixie 2000 Air Show and Festival at Peachtree City-Falcon Field (FFC). Canadian Snowbirds, aerobatics, more. Call Jim Friday at 770-631-2460 for more information.



Saturday-Sunday, May 13-14, 2000
Lawrenceville, GA

EAA690 will host a Wings Weekend. That will also be the weekend of the annual Hangar Dance, and the EAA B-17 "Aluminum Overcast" will be there. The B-17 will be at LZU May 11 - 15.



Saturday-Sunday, May 20-21, 2000
Hickory, NC

Warbirds over Hickory 2000 Airshow & Fly-In at Hickory Regional Airport (HKY). Military aircraft from WWII to present. Contact James Malcom at 828-758-2169 or James Van Horn at 828-256-8410 or jvanhorn@conninc.com for more information.



Saturday-Sunday, May 20-21, 2000
Thomaston, GA

Sixth Annual Airshow at Thomaston-Upson County Airport (OPN). Military & civilian acts. Peach State RV Roundup. Call 706-648-6385 for more information.



Saturday, May 27, 2000
Cedartown, GA

Second Annual Fish Creek Fly-In & Pancake Breakfast at Cornelius-Moore Field (4A4). Contact John Mann at 770-684-7136 or j.e.mann@worldnet.att.net for more information.



Saturday, May 27, 2000
Crossville, TN

Fly-In BBQ Lunch at Crossville Memorial-Whitson Field (CSV). 10 a.m.-2 p.m. CST .Skydiving at noon. Contact Norm Westerbuhr at 931-456-4810 or csvairport@tnaccess.com for more information.



Saturday, June 3, 2000
Lawrenceville, GA

EAA Chapter 690 pancake breakfast fly-in and aviation program at Gwinnett County-Briscoe Field (LZU). Program: "Owner/user maintenance." Contact Joel Levine at 770-394-5466 or jlevine@akorn.net for more information.



Saturday, June 3, 2000
Pageland, SC

Fly-in pig picking at Pageland Airport (PYG). 11 a.m.-?. Call Earl Edwards at 843-672-2792 for more information.



Saturday, June 3, 2000
Winchester, TN

Monthly fly-in breakfast at Winchester Municipal Airport (BGF). Contact Scott Scarborough at 931-967-3165 or sscarborough@vallnet.com for more information.



Saturday, June 10, 2000
Russellville, KY

EAA Chapter 1165 2nd Annual Fish Fry at Russellville-Logan County Airport (4M7). 10 a.m.-2 p.m. Spot landing and flour bombing contest. Call Ronnie Wood at 270-726-4503 for more information.

Visit the EAA 690 Website at: <http://eaa690.home.mindspring.com>



Technical Corner

By Greg Jannakos

Saturday, June 10, 2000 NOTE DATE CHANGE!!!!!!!!!!

Mike Stewart, RV6A

Mike is building an RV6A and should be working on his fuse. Mike also has a very good Web Site where he is documenting notes, pictures, suggestions, and other words of wisdom. <http://www.mstewart.net/michael/rv/rvhome.htm> Also, he is building an itemized expense list. Try it, you'll like it.....

Directions:

I85 to Sugarloaf Pky., turn right
go about 3 miles and turn left on R29
Second stop light, right on Johnson
1st stop light, left on Five Forks Trickum Rd
third left, Leigh Kay Drive
270 Leigh Kay Dr.
770-277-9686

Saturday, June 17, 2000 *****NOTE DATE CHANGE *****

Time: 10:00AM til Noon

Dick Seiders' RV6A & his New Hanger

Location: Covington Airport

Dick has changed his project visit again. He has been working on the FWF and as you may know, what you think will take 30 days usually takes about 130 days. Anyway, we'll work with Dick and offer him moral support. This project visit is for looking into a nearly completed RV6A before the final assembly, and see Dick's new hanger. See what goes on inside before finishing an airplane.



Young Eagle Report

By Duane Huff

Perfect flying weather and a Chapter 690 Young Eagles rally just don't go together. After postponing the April 15th rally one week because of I.F.R. weather, last Saturday was clear but windy and the air quite bumpy. Twenty five Young Eagles were given their preflight briefing and flight. Pilots Bill Johnson and Ed Kobbs were from Warbirds Chapter 17 at Air Acres and Walt Bannerman, Lee Cramer, Joe Friend, Jim Garner and Duane Huff from Chapter 690. Keeping their feet on the ground doing the paper work were Greg Jannakos, Frank Wilcox and Joel Levine.

Can you believe this? My last Y. E. actually missed part of a League baseball game to get in his flight. He was really excited to circle his house and then fly over Bethesda Park where his team was warming up. He also did a great job of making a couple of turns and flying back to the airport. Asa Mosley, a young man (14) from EAA Chapter 468 will be attending the Air Academy in Oshkosh this summer. The Young Eagles pilots from Chapter 690 have elected to support him with their Young Eagle Credits. Each credit provides one dollar per credit scholarship for the Academy and we are contributing about 70 credits. Joel Levine, Jessica Napier and I will be formulating criteria for selecting a candidate from Chapter 690 for next year. Again let me urge you to fly Y.E. when ever you can, give me the form to send in or a copy when you send it in. This way I can keep accurate records. Thanks to Charlie Sego and whoever donated it, we have a working copy machine in the hangar. Fun flying is the greatest.

GOODMAN BRINGS HOME THE BRONZE!

Our own Bob Goodman flew N311U to third place in the Sun-n-Fun 100 race. Bob flew his RV4, powered by a Subaru 2.2 Turbo Tom, in the 100 mile race for 160 HP aircraft, and placed third preceded only by a Glasair and a Mustang II. He beat all other RV's in this class. Bob's average speed was 203 MPH from a standing start. Congratulations "Go-Fast" Goodman.

Classifieds

For Sale: 2 - David Clark H10-60 Headsets - \$225.00 each 1 - Sigtronics Transcom II 4 way Portable Intercom - \$140.00
Alan Langford 770-339-3674 alang@mindspring.com

For Sale: New Maule Tailwheel 8" Solid Rubber, New wind driven generator, whiskey compass, Old style AH and DG, Cessna 328 T 720 Channel, Misc instruments. Contact Dave Ostergaard, 678-482-0491.

For Sale NAV AID DEVICE (Auto Pilot) and Directional Gyro (DG) - Has all Mods through 11/99 \$950 IFR DG - \$250 Price for Both Units \$1,100.
Currently Installed In RV-6A Call Clyde Schnars 770/442-0624

Wanted: One or two partners for a GlaStar Project. I have the complete airframe and have finished to just past the stage of Stoddard Hamiltons Jump Start Options. Come take a look! Contact Tom Dubrouillet Home - 770-640-5573 Mobile -770-331-8543 or email at tomcat588@aol.com

For Sale: Complete (new) hydraulic disc brake and wheel kit for A/C up to 1100 lb. gross. Includes tires, tubes & mounting hdwr; \$200. Tail wheel, axle, glass rod spring and mounting bracket (new) ;\$100. Frank Wilcox 770-978-2403 or frankwil@mindspring.com

For Sale: 1978N Cessna 172 Skyhawk. Very nice, well maintained (TLC). Hangared last four years (unsure before six years ago, but look at it and decide for yourself). 2950 total time. 900 since major overhaul. 0-320, 160 hp, runs perfect. Paint is a 9. Interior 81/2. Fully IFR equipped (Bendix King coms, Navcoms. DME, ADF, Loran, CDI w/lideslope, & CDI VOR). Century II Autopilot w/ heading bug, and wing leveler. Fresh Annual in Oct. '99. Based at Covington, Hanger N. Hull value this model is \$48,000, this one is worth \$50,000, and that is what I'm asking. Dick Seiders -phone 770-972-3727, or avdub@mindspring.com.

For Sale: One set 150 Cessna type wheel pants, \$75.00 OBO. Jones Webb, 770963-4580, 770963-3423.

For Sale: Wheels/brakes for sale: McCauly 6.00-6, for Cessna 182 through 210, or homebuilt from 2,500-3,500 lbs. Forrest Wilson, 404-292-5613, forrestw@mindspring.com

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Monthly Meeting
Friday, May 12
7:30pm at the
Chapter Hangar

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NavCom

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