



August 2012

# NavCom

News and Information for the Gwinnett County Chapter of the Experimental Aircraft Association  
Chapter 690 Meets in Hangar #1 of the Sport Aviation Complex at Briscoe Field, 690 Airport Rd, Lawrenceville, GA

## Special points of interest:

- **Sat. 8/18**-Young Eagles at 8:30am
- **Sat. 9/1**-Pancake Breakfast 8:00-10:30 followed by an interesting program
- **Wed. 9/5-Sun. 9/9**-Triple Tree Fly-In.
- **Tues. 9/11**-Chapter Board Meeting at 7:30
- **Fri. 9/14**-Business Meeting at 8:00pm after Dinner at Sophia's at 6:00

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## Planes, Planes and More Spectacular PLANES

**This is Oshkosh/AirVenture.** And what an **adventure** it was. There are literally miles and miles of planes-home built beauties, War Birds that take your breath away when you try to imagine what it was like for them during the conflicts, the single engine and numerous other small planes parked wing tip to wing tip sharing a camaraderie that only they can describe. And then you have all the manufacturers with their planes and the huge military planes and all the others that aren't parked in the grassy acres. To even try to take in the magnitude of Air Venture is almost impossible.

There are other things to see besides the planes, but just seeing them could easily take you the whole week of the show. There are warehouses full of vendors trying to sell you something-from airplane parts to massage chairs to jewelry and everything in between. And then, of course, to help you stay hydrated during and after all your walking, there are drink carts set up everywhere you look. There is a food court with every type of food you could want (well almost) and tables and chairs, some of which have umbrellas to help you cool down for a minute or two. And then there are benches but even those feel good after walking for hours and hours. And then if you really want to take time away from the excitement that is Oshkosh you can dine in one of the few restaurants-but who wants to do that.

And let's not forget about the awesome air show. Pilot and plane are showing their amazing skills several times during the day and the light-filled night event takes you

breath away again. So bring your chairs and pick your spot. The best ones are as close as the CAP and volunteers will let you get to the runway. If you're really lucky, you can view the shows from the announcers building. There is a second-story deck around this building and the view of the amazing display of talent and skill by the pilots that perform in these shows is beyond spectacular. Oh yea, don't forget your **camera**.

And in addition to all the fun you've already had, there are classes to teach you anything from welding to riveting to putting the covering on your wings. As is one of the main purposes of the show since it began, helping those EAA members build a better plane. There are also forums and events that help you learn what you can do to help grow EAA and your chapter.

And a very unique setting at Air Venture is the camping area. The people in this area don't have planes, didn't want to fly their planes to the show and/or just like camping. There are literally hundreds of tents packed into a half mile area (like sardines), and after a very brief visit to the area and what the campers themselves told me, it gets pretty wild back there. And you would think the campers were really roughing it, NOT. At least one of them was set up with two very large flat screen televisions watching movies until 4am.

And that's a very small picture of a week at Oshkosh. On the pages that follow, the Chapter 690 folks will share their experiences at Oshkosh. **We hope you can**

## Dabbling's from Duane Random Thoughts and Observations AirVenture 2012

Great **relaxing** flights to and from Oshkosh with two competent pilots, John Morgan and Brian Michael.

A new Olympic contest was started at the EAA house called **Extreme Snoring**. John Slemp won for the quick-est to snore even before his head hit the pillow. All competed in the contest and no one knows who won for snoring the loudest.

Fellowship, fun and food were great for the spaghetti and brats & burger dinners.

Enjoyed seeing the German Tri-Motor fly and Team RV's performance was very tight and exciting. Great to talk with Mike Stewart. It was fun to watch all the Cubs come in and turn the grounds to a **sea of Yellow**. Sorry Elgin Wells did not make the night show.

It was a privilege to be present for the **first Eagle Flight** with Rod Hightower flying his T-6 and attending the Eagle Flight forum.

Wonderful to see and talk with Paul Poberezny, Rod Hightower, Brenda Anderson, Michelle Kunz, Jeff

Skyles, and others of the EAA headquarters staff. Visited with the Ford Tri-Motor pilots and crew and they wanted me to give Chapter 690 their regards.

Volunteering at Homebuilt Camping as co-chairman was a pleasure. It was nice having a golf cart to get around. Selling ice, helping campers anyway possible and checking registrations were our responsibilities. Several of our chapter members also volunteered. Hopefully EAA 690 will be responsible for Homebuilt Camping next year.

Very nice Young Eagles banquet again this year. Learned that our chapter has flown over 6700+ Young Eagles. This is about 1/5 of the YE flown in Georgia. Chapter 690 is number 17 on the list of 1-20 chapters world wide in number of Young Eagles flown.

Got to visit with my niece that I had not seen in a while.

**All around Good Show!**

## Duane Huff does the First Eagle Flight in Georgia

Harry St. Germain called me a few months ago inquiring about a Young Eagles Flight. During the conversation I learned that he was over the age limit for Young Eagles. I told him about the planned Eagle Flight program and advised him to call me after AirVenture. Sure enough, on Friday, July 31st, Harry called. Arrangements were made to meet at the airport on Thursday, August 2nd at 10:00AM at the hanger. We completed the Eagle Flight form that I brought from Oshkosh. Together we did the pre-flight inspection of the 1947 Aeronca Chief and completed a pre-flight briefing. Harry is a "big boy" (a tight fit in the small cockpit) so a careful check to make sure all controls were free was made. John Schemp gave us a prop and while the engine was warming up, we listened to the AWOS and contacted the tower. During the long taxi, I explained the instruments to Harry. Run up, check mags and carburetor heat, call tower and we were cleared for take off. The chief was off the ground fairly quickly and Harry was enjoying flying in a small plane. Landmarks such as the Mall of Georgia and Lake Lanier were seen during the flight. After showing Harry how to maneuver the airplane, I let him apply the pressure to the controls to make it go up and down and make a right and left turn. Heading back to the field, I contacted the tower and at two miles

out on right base, permission to land was granted. After a nice three-point landing, we taxied back to the hanger and my first Eagle Flight was complete. Harry's grin on his face and his questions throughout the flight, "Are we having fun yet?" let me know that he really enjoyed the flight.

Duane Huff – EAA #232281 EAA Chapter 690



## Our President's Perspective

### AirVenture State of Mind

Now that everyone from Chapter 690 is safely back from Airventure 2012, I can sit back and warmly recall the good times we had that week and begin the longing process for next year's Airventure. Of course it wasn't always called "Airventure". When I first started making my summer pilgrimages to Oshkosh in 1982 or 83 (I am not certain when) it was officially called something like the Experimental Aviation Association annual convention. Pilots simply called it "Oshkosh" and the local residents called it "EAA". Most still stick to those appellations, although "Airventure" seems to be catching on.

Since my first visit to the holy land, I have only missed two years, one to fly to the Bahamas in Princess (my trusty 1968 Skyhawk) and the other for some other reason that I can't remember. Now when I say that I go to Oshkosh, I mean I really go. I usually get there at least one day before the official opening day and I don't leave till they kick me out. It's not that I love going to Airventure, it's that I absolutely adore going there. When my sons were little, I would take them, one at a time, to camp with me. Later, when they wandered into their own lives, I started renting houses during the show. There is something about sleeping in an air conditioned home with indoor plumbing that enhances the experience. Of course, I could not stay in a big house all by myself, so I would invite a few friends to share the Oshkosh experience.

About seven years ago, I lucked into renting a house that is literally across the street from the airshow on Knapp Street Road. That first year, we had about seven guys in the house. The next year, we had about a dozen people come to the show and stay there. After that, the wheels came off. I think we set the record last year with a peak of 27 people sleeping in what has now come to be known as the Epsilon Alpha Alpha house. A fitting title, since it looks like a fraternity flop house

during the week of Airventure. The main problem is that each year I invite about 800 people to stay with us during the year. Luckily, only about half take me up on the offer. People sleep in the beds, on the floor, in the garage, and even in the basement (environs pioneered by Dakota Neilson, who points out that it is the quietest and coolest place in the whole house).

We have been fortunate to have many wonderful and some famous guests at the EAA house, ranging from a space shuttle commander (Ken Cameron, three missions: one as pilot, two as commander), the photography editor of Air and Space magazine (Caroline Sheen), a noted aviation writer (Amy Laboda) and a police officer from a suburb of Milwaukee (John Clark, a non-pilot who had a blast). Most of the regular guests come from Chapter 690 and a good number are simply friends of friends.

Although we come from widely divergent backgrounds, we share a love of aviation and, for that one week, we become a rollicking, loose knit pseudo family. We have breakfast together at LaShure's near the field, where the waitresses call you sweetie or hun, and then we go our separate ways into the show. Each evening, we invariably come together for a raucous discussion about the day's events as the photographers edit their day's catch and we end up at Ardie and Ed's (where the waitresses serve you in the car on roller skates) for ice cream. I remember one night during the last show when I collapsed onto my cot, completely worn out and about a nano second away from sleep. As I closed my eyes, I heard a wave of laughter coming from the dining room as my Oshkosh family reveled in the camaraderie. It was difficult to sleep with such a big smile on my face.

### Fellowship and Fun

Having just come from Oshkosh and with that experience so fresh on our minds, that is one of the reasons we enjoy doing other fly-ins as a group. Another reason is because it helps the time go faster until once again the time is upon us to go to the **BEST** fly-in. But again we're reminded that we can still have a great time in-between.

One of the most exciting fly-ins coming up September 5th-9th is at the Triple Tree Aerodrome. It's in Woodruff, SC for the 6th year and is considered the "Augusta National of Aviation". See more about this event at

[www.tripletreeflyin.com](http://www.tripletreeflyin.com) And let's earnestly plan to attend this event with other chapter members. It looks like a fantastic fly-in and one that everyone will enjoy.

Information about other fly-ins can be found at [www.funplacestofly.com](http://www.funplacestofly.com), and [www.flyins.com](http://www.flyins.com)

Again, let's talk these fly-ins up and make arrangements to **FLY-IN** to **one** or **two** between now and Oct. 31st.

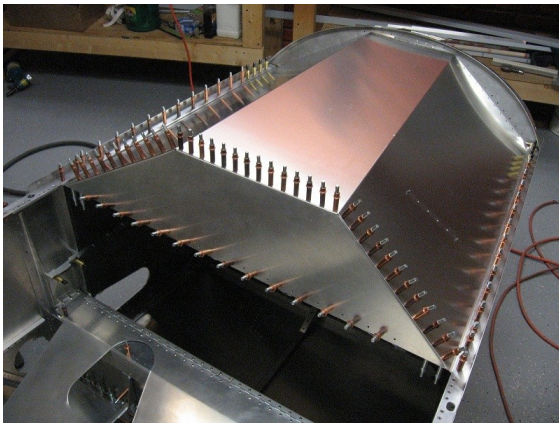


## Plane Builder's Update

**From Brain Michael-**(Written before his trip to Oshkosh) Well, life is still getting in the way. What has changed is now I'm spending even less time on the project than I was in November. Hopefully that will change, and soon! For instance, while I'm at Oshkosh, I'll be looking into the MotoPOD, LLC modification to RV-10s that allows for a belly pod to be added to the -10 for carrying large items, like a motorcycle, camping gear, lumber, small neighborhoods, etc. I'm also going to start looking into a fiberglass class or workshop, as I know those parts of the projects are coming up very soon. The progress to-date is that I'm currently debarring the ailerons and flaps, and should start priming those parts soon after returning from Oshkosh. The biggest challenge has been time. Isn't that cliché for just about anything? The annual on the Comanche took a little longer than planned and the day job rudely keeps getting in the way ;-). Based on the way things in my life are changing, the stated goal of when I'd like to have it finished still

seems to be appropriate, 3 to 4 years is looking pretty doable. Probably the biggest change since Nov. has been an update to the website <http://www.brianmichael.org>. I've re-organized the site to allow more or less a categorical look at the projects I'm working on, rather than just a linear timeline of events. Also, before I wasn't getting in much flying time, and the piloting skills were starting to wane, but now with access to the Comanche, I'm able to somewhat balance flying with building... just need to tweak the formula a little bit to allow the building to get in a better share of the time.

### From Andy Walker-Pictures of his Sonex Fuselage



### From Jerry Fischer-Pictures of Miss Sandy N364SJ



## The Eagle's Nest Projects

The Eagle's Nest is a company founded by Robert Kelly. It's goal is STEM education (Science, Technology, Engineering and Mathematics). They realize for America to remain economically competitive, our next generation of leaders—the students of today—must develop the critical-reasoning and problem-solving skills that will help make them the most productive in the world.

The company is focused on doing just that by bringing aviation to another generation through hands-on aircraft building in the public school classroom. According to Mr. Kelly, the Eagle's Nest Projects offer students a challenge rare in today's education system—the chance to build and fly a modern aircraft, and to learn more than they ever dreamed possible. At this time, the plane the students are building is a

RV-12 so their learning STEM education will be greatly explored.

There are sponsorships available to businesses that would be interested in having their name on the plane as well as in any publicity that would be generated by the schools or **OUR CHAPTER** or any other person or business interested in promoting this excellent project.

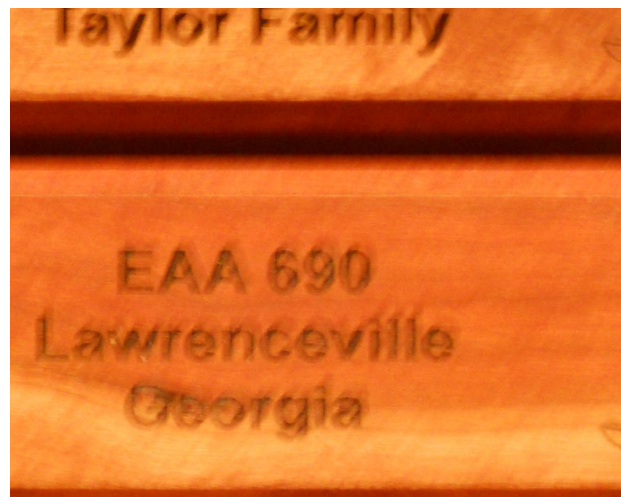
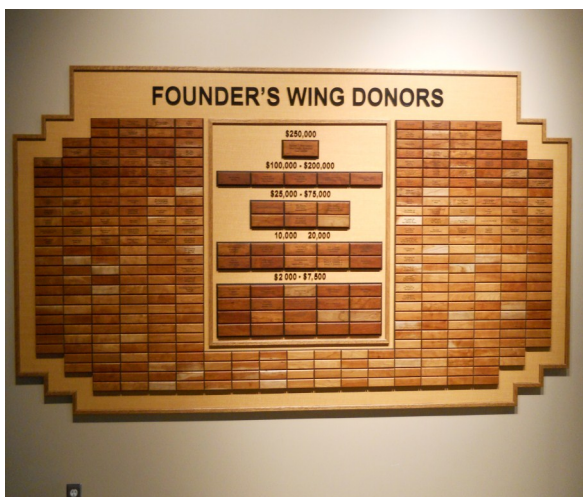
**John Morgan** and **Steve Ashby** would like Chapter 690 to consider making this plane building experience available through our chapter. They look forward to sharing more about this amazing opportunity with the chapter members.

You can learn more about the Eagle's Nest Projects by going to [www.eaglesnestprojects.org](http://www.eaglesnestprojects.org)

## Founder's Wing Donors

Several years ago EAA decided to add a wing to the museum highlighting the story of the founding of the organization by Paul H. Poberezny. When that wing was being put together, Chapter 690 decided that they wanted to participate in the financing of that special area of the museum. The chapter made a dona-

tion of \$1,000 toward this goal. On his most recent visit to Oshkosh, Cliff Aiken took a picture of the plaque and the special rectangle that was placed on the plaque for our contribution. See said items below.



## For Sale

**GLASTAR KIT #5747 \$23,000** Flying surfaces completed except for installing wing top skins. Fuselage halves joined and cage partially attached to fuselage. Tools included along with several factory options including cast rudder pedals and long range wing tanks. Tri-gear but can be built as TD or tri-gear.

See it in Athens. Call Cecil Oglesby @ 706-549-2197 or 706-615-5094 or contact him at [hcoglesdy@gmail.com](mailto:hcoglesdy@gmail.com)

At the **EAA 690 Hangar** we have a sample of the fantastic **Young Eagle T-Shirts** and **Sweatshirts** available in a variety of sizes for a very reasonable price. Wear it to help you remember your flight and to show others what you have already accom-

plished. Go to [www.yellowllama.com/ea690](http://www.yellowllama.com/ea690) for more details and to order. They are available with just the Chapter Logo printed on them as well.



## Partnership Wanted

**LOOKING FOR 1 OR 2 PARTNERS** to purchase a Cherokee 140, \$30K total price/Details below. Pictures available on request. Contact David Reynolds at 770-633-7906 or [david.reynolds47@att.net](mailto:david.reynolds47@att.net).

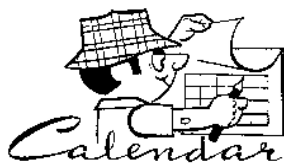
**1967 Piper Cherokee 140** N9791W, 4875TT, 900S -FRM, Annual due 11/12, Paint 9.5, Int. 8.5 (Leather), Glass 9.5, 160HP RAM Conversion,

Electric Aileron Trim, Seatbelts Harnesses, Dual Push to Talk Switches, EGT & CHT.

**Avionics:** PMA 6000 Audio Panel/4Place Intercom/MB APOLLO GX-55 GPS (IFR Cert.), Narco Nav/Com Mark 12D G/S, Narco Com. 812, Collins Transponder TDR-95 w/Mode C, Narco ELT 810.

### Classifieds

Members ads run for 2 issues. If you would like to continue the ad for an additional 2 issues, you must request it through the editor by e-mail, snail mail or phone call. This limit is set to keep the ads current and effective. Ads will be dated with month and year at the time of submission or renewal.



Mark your calendar - You won't want to miss out on any of Chapter 690's meetings and activities.

Our regular 1st Saturday Pancake Breakfasts feature aviation programs or activities. Our meetings, on the 2nd Friday of each month, include programs on a variety of topics.

### Commercial Ad Rates

**Business Card Size:** \$10 / Issue  
\$25 / 3 Issues

**1/8 Page:** \$15 / Issue  
\$40 / 3 Issues

**1/4 Page:** \$25 / Issue  
\$60 / 3 Issues

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Oil Analysis Kits - Only \$12

### The Chapter 690 AeroShoppe

... is a great place to find some unique & high quality gifts.... for birthdays, holidays, or just because ...

There are numerous planes, gliders and other flying related items for kids of all ages.

Gift cards (sets of 8) and ceramic coasters (sets of 4) featuring aviation photography by our own John Slemp.

Signed, hand colored (suitable for framing) prints of the B-17 by local artist Bill Eyke, III.

We have a very few autographed copies of SpaceShipOne: An Illustrated History by Dan Linehan available for \$35.



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## NAVCOM

### Newsletter of EAA Chapter 690

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### 2012 Chapter Web-Site

Most of you know that the new Chapter web-site [www.eaa690.org](http://www.eaa690.org) is up and running.

Please go ahead and register for the secure members only portion. The new features will be rolled out shortly. While you're at it, up-load your photo.

Speaking about photos, if you have photos of Chapter events, send them to [John Slemp](mailto:John.Slemp) or Joel Levine, [jlevine@bellsouth.net](mailto:jlevine@bellsouth.net) for posting to the web-site's photo gallery.