



**MAY 2002**

# NavCom

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

In conjunction with the 3<sup>rd</sup> Annual Wings Weekend, the regular Chapter 690 "First Saturday" Pancake Breakfast will move to the North side of LZU this month.



The program following the breakfast is open to Wings participants, breakfast attendees and the general public. Join us at 10:30 a.m. on Saturday, May 4<sup>th</sup> to hear Lisa Mozer of the Weather Channel for an interesting program that you won't want to miss. (Please see Bio on Lisa Mozer on page 7 of the April NavCom.)

## Flight Simulation of Windshear Encounters in the Lockheed C-5 Galaxy

Presented by E. Scott Barland Sr.  
Senior Specialist (retired)  
Flight Sciences Division  
Lockheed Martin Aeronautics

The program for the regular monthly Chapter meeting on Friday, May 10<sup>th</sup> will be on Windshear, downbursts, and microbursts, which represent a potentially severe hazard to flight, particularly in the lower altitudes. They have been implicated in a number of transport-category aircraft accidents, resulting in heavy loss of life and equipment. This program will describe an engineering study of encounters with these severe atmospheric disturbances in a Lockheed C-5 Galaxy, using piloted and analytical flight simulation, for both takeoff and landing approach encounters. This allowed investigation of a wide array of potential piloting techniques without subjecting an airplane and flight crew to an extremely hazardous task, and led to development of a specific escape procedure with the best likelihood of surviving a windshear.



Please see the BIO Info on Scott Barland on Page 7



*Planes of three eras flying in formation at Sun 'n Fun in Lakeland.*

(For more photos of the Fly-In, see page 11)

Our members have all made it back safely from Sun 'n Fun - but it took some a lot longer than anticipated. Come hear their tales during the Hangar Flying portion of our meeting May 10<sup>th</sup>.

**THERE'S STILL TIME** - to reserve a seat for a mission on the EAA Foundation's B-17 on May 2<sup>nd</sup> - 9<sup>th</sup>. The Aluminum Overcast is stopping at LZU and PDK during its current "Freedom Tour." Call 800-359-6217 to schedule the chance of a lifetime.



# Meet Chapter 690's Board of Directors



Mike Stewart is the Chairman of the Board of Directors, Chapter Treasurer and web-master. Here Mike is pictured just after hanging the engine in his RV6A. First flown in December, Mike has put over 250 hours on his plane

already! Please see " **You Can Do It! I did.**" on page 5 of this issue for Mike's story of his project, and visit his web-site (there's a link from the chapter's site) for a detailed chronicle of the RV6A's construction.



As chairman of the Board of Trustees, Frank Wilcox also serves on the Board of Directors. He has been introduced in the NavCom twice this year as a Trustee and a member of the "Over the Hill Gang."

Most recently, Frank has become a regular contributor to the NavCom, with both writing (along with his wife Margaret) and sharing his photos of meetings and programs.

Larry Bishop is a veteran member of the Board. He is an owner of one of the 8 hangars in our Sport Aviation Complex. Shown in this photo giving a pre-flight mini-class on airplanes to a group of Young Eagles, he has been very active in this EAA program. Larry is also involved with Angel Flights, and therefore was one of the first GA pilots back in the air after 9/11.



New to the Board this year, Terry Adams is an active member of the EAA, and has been volunteering in Oshkosh for many years. Proud owner of a T6, Terry has let us use his plane to add atmosphere to several of our hangar dances.



The last 3 years, Terry and his wife Sue have been the driving forces behind the Wings Weekend which is scheduled for the 3<sup>rd</sup>, 4<sup>th</sup> and 5<sup>th</sup> of this month.



Another new member of the Board, Dave Ostergaard is one of our newer members, but he has been active in EAA for a long time. A founding member of chapter 932 at Galt Airport (10C) in McHenry, Illinois, Dave and his wife Jeannie are often seen

helping with the ground crew duties at 690's Young Eagle events. They have agreed to co-chair this fall's Hangar Dance. Dave enjoys doing Book Reviews, and his first reviews for the NavCom are in this issue.

Chapter President Duane Huff is another member of the Trustees who has been introduced in the NavCom twice this year, as an officer and as a member of the "Over the Hill Gang." Proud owner of an award winning Aeronca



Chief, Duane is a full of energy retiree who devotes much of his time to EAA 690's activities. He is especially committed to the Young Eagle program, has flown many young people, "all one at a time."



Dynamic Debi Huffman, Chapter 690's Vice President, has been responsible for the great programs at our chapter's Friday night meetings this year. An Aeronautics Instructor at DeKalb's Fernbank Science Center, she works hard at

making today's students aware of career opportunities in science and aviation. Debi is also very involved with Georgia's Centennial of Flight celebration, and will be telling us more about that very soon.



Chapter Secretary Lou Friedman is one of the 690 members who returned from Sun 'n Fun twice - he was one of those who got weathered in. Lou also bought a Kolb Mark III Classic- while at Lakeland (referred to by wife Sally as a

Plane-ette.) Lou shared his photos of this year's Sun 'n Fun with us - please see cover, and pages 9 & 11 - and is always willing to give me whatever help I ask for the NavCom. Thanks Lou for all your help!

## All in the Line of Duty

By Frank Wilcox

The Board of Trustees (BOT) always tries to provide the facilities for the members' activities. When weather for the return trip from Sun 'n Fun was less than optimum for landing at Gwinnett Airport, the chairman of the BOT (me) provided not only the landing field for the Chapter's President and the Chairman of the BOD, but also a courtesy car and overnight tie down (really 2 nights) at no charge.

Duane Huff's Aeronca Chief and Mike Stewart's RV6A at Lenora Airport →





## 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 welcome. Submit articles in Word 97 or ASCII format and pictures in jpeg, tif or bitmap format via e-mail to: lnor@akorn.net

Deadline for submissions is the 15th of each month, unless otherwise announced. The deadline for the June 2002 NavCom is Wednesday, May 15th.

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.

Thanks to 690's Postmaster Barney Barnes and his merry band who fold, staple & mutilate the NavCom for distribution and mailing.

### President:

Duane Huff 770-921-4423  
duanehuff@yahoo.com

### Vice President:

Debi Huffman 770-483-0245  
debi.huffman@fernbank.edu

### Secretary:

Lou Friedman 770-923-3168  
lfriedman2001@attbi.com

### Treasurer:

Mike Stewart 770-277-9686  
mstewartga@yahoo.com

### Chmn. of BOD:

Mike Stewart (See Above)

### Chmn. of Trustees:

Frank Wilcox 770-978-2403  
frankwil@mindspring.com

### Editor: Lnor Levine

770-394-5466  
lnor@akorn.net

### Publishers: Alan Langford

770-339-3674 and  
Dr. Debi Huffman (See Above)

### Staff Reporter:

Margaret Wilcox 770-978-2403

**EAA Hangar:** 770-339-0804

## The President's Pitch

By Duane Huff



Sun and Fun was a blast this year. It was great to see so many Chapter 690 folks participating, enjoying the Air Shows, learning from the forums, volunteering and obtaining needed parts and hardware for their planes and projects. The Grand Champion (1996) Aeronca Chief NC3420E sat proudly on row one with the other past winners in the Vintage Aircraft section. There were four other Chiefs, all alike and in a row, dressed in Aeronca yellow and Navy blue. (All the owners are friends of mine.) Paul Gould's Aeronca was Grand Champion and Ray Johnson's was Best Restored Classic this year.

Elgin Wells Jr. opened the Sunday Air Show with an outstanding performance in the Super Decathlon. Congratulations to Bob Goodman and Turbo Tom for Bob's win in his class of the "Sun 60" race.

Stories about getting back home because of rainy weather are numerous. Ask Tim Fulmer, Lou Friedman and Mike Stewart about their getting home stories. Question Mike on how he let an Aeronca Chief, (that collects bugs on the trailing edges) overtake his RV-6A on the return trip. The downside of Sun and Fun is that some of us missed an excellent pancake breakfast program on the Sport Pilot

Licensing by Chuck Miller. Our immediate past President very subtly let us know that we were missed and that we had deserted him. (Ha!)

Thanks again to Debi Huffman for providing another outstanding program at our April meeting. Bob "Punchy" Powell's fighter stories and gun camera videos were very interesting. The personality of this 81 year old pilot just sparkled and people were still talking with him after 11:00 PM.

I appreciate all who have agreed and are doing splendid jobs as officers, committee members, and organizers of activities for the chapter. Thanks to Jeannie and Dave Ostergaard for taking the organizing of the Hangar Dance in the Fall. (As President, it pays to give members flights in your airplane.) Please give them your help and assistance when asked. Thanks to Lnor, our NavCom editor, for the fantastic job she is doing and to Alan Langford for printing it in color.

Check out the EAA 690 Web-site and thank Mike with me for the time and effort he puts into the chapter's web page.

Thanks to all of you for making Chapter 690 what it is, a Great Chapter with flying, fun, food and fellowship.

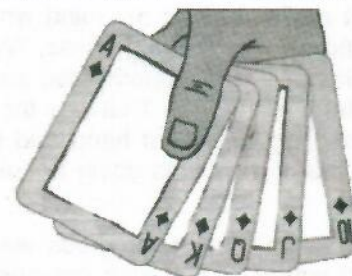
## June Pancake Breakfast To be Followed by 4<sup>th</sup> Annual Poker Run

Mark your calendars - Another fun activity is on Chapter 690's schedule of activities.

By Joel Levine

June 1<sup>st</sup> is the 1<sup>st</sup> Saturday in June - and rain or shine it's time for our monthly Pancake Breakfast and annual Poker Run.

As of press time, we still need a chairperson for this event. If you can help, please contact Duane Huff at 770-921-4423.



### Basic Guidelines -

Registration fee is \$10 / hand.  
No sharing of hands.

If a pilot has empty seats, they can be occupied by another participant. Participants must return to Gwinnett Airport by 2:30 PM to qualify for prizes.

For further details, please check Bulletin Board in hangar, Chapter web-site & watch for NOTAM.



## You Can Do It! I did.

By Michael Stewart

Ever look around the chapter and wonder how these normal people interested in aviation do extraordinary things, like build an airplane? I did. I mean, really, get into a machine that you put together and fly it? Can that be? It can. I did. And so can you.

I came to the table not unlike you. Sure, I had some skills... I had an unused engineering degree, some toying around with model R/C planes, and a huge interest in aviation. Aluminum? What's that? Avionics, riveting, dimples, manifold pressure? It was all Greek to me. But what I had was a burning desire to get into something I built and fly it. And once I had the idea in my head, there was no turning back. My dream was committed - but was I?

I started, being the computer geek I am, by surfing the web. I had a few key elements to consider: Budget, speed, aerobatics, ease to build, proven design, and minimal effort on fiberglass. With these in mind the Van's series of aircraft became the obvious choice. I did not want to reinvent the wheel. I wanted to build it myself, but not everything, and not from scratch - kind of middle of the road on the amount of skill required. What I absolutely did not want was to beat my head against the wall and end up on the wrong side of the statistic of 1 in 15 that start, finish. Failure was not an option. With this in mind, the RV-6A stood out for me. Hundreds flying, aluminum, well proven, good directions, pay as you go, and lots of resources and people to ping off of.

When I ordered my tail kit, can you believe I had not even seen one of these planes in person? I'm serious. I knew nothing of the EAA, and had no clue that just 10 minutes from my house were 6 RV's sitting in hangers with pilots ready to give me a ride. I soon found the 690 Chapter and got my first ride in an RV with Clyde Schnars. With my horizontal stab completed and the elevators sitting in the jig, I got my dream ride.

What really stuck in my mind when the wheels left the ground on that first flight was, "WOW, I made the right decision." It was smooth, fast, and comfortable. I had a grin from ear to ear. That was the catalyst for me to stay focused on the job at hand and there was no question after that flight, I was going to finish this plane. Thanks Clyde.

Back in the garage, progress went pretty fast. What I found was that this was not one project of building a plane, it was a thousand little projects that ended up being a plane in the end. If I looked too far ahead I got discouraged. If I focused on the task at hand and just kept plugging at it, things would get done and progress was always happening. Things were not always done perfectly, I am no perfectionist. I would still be working on the plane if I were.

Many screw-ups were to be had - and I had some dooseys. You will to. For instance, I destroyed a set of

tank ribs because I was not paying attention to the plans. The plans showed where circles were punched in for strength. I thought it was circles for holes to be cut so fuel could move from section to section. DUHH! I messed up an aileron because I forgot to put the trim servo in while building it. DUHH! I put aluminum angle in for stringers on the fuselage where J channel was supposed to go. DUHH! And the real doosey was putting the support structure in for the wing spar with the wing incidence backwards. The wings ended up with 3 inches off the thrust line. How did that happen? Well, when you build the fuse, you build it upside down. When I made my measurements to drill and rivet the bulkhead in that holds the wing spar, I did not take into consideration that the fuse was upside down. @\$%#@!! That one really made me mad. And there were others - too many to list. Recently Dave Henderson, a chapter member who just started to build his RV-7, primed his parts with zinc chromate just like the diligent builder should. Except for one thing, he did not know that paint like that requires a hardener additive. Funny, huh? He didn't know. He read, "prime with Zinc Chromate," and that's what he ordered and that's what he put on. HA! Funny? Yes. Frustrating? Yes. Part of building? Absolutely! There are many pitfalls to be had, and you will find some no one else has. The key is, can you accept those challenges and realize your dream of flight? Yes, you can. I did.

There are several key components to my success - and without them, I don't think I could have realized my dream. First is this chapter. I had no fewer than 12 technical counselor visits. I received free advice from guys who know what to look for. I met chapter friends who reached out to help a lending hand, who I now consider family. Now we go to dinner and fly together. A match made in heaven. Who knew? Not to mention I got involved with the chapter and kept my aviation blood warm while I kept pounding those rivets. Second was the Internet. Many times, I would stare at the plans and try to vision some little doodad I was supposed to fabricate and I just could not picture it. The web turned a 2 dimensional plan on a piece of paper into an object I could see. Those pictures on the web of guys who have taken the time to show you and me what some of these little parts look like are not just worth a thousand words, they are worth hours of your eyes rolling into the back of your head staring at plans and many grey hairs. I suppose being single with no kids did not hurt my success rate either. I had few distractions. Third was a burning desire to do something few people get the opportunity to do. Build a plane and fly it? Do you have that burning desire? I did.

(Cont. on Page 5)



## You Can Do It! I did.

(Continued from Page 4)

That first flight came and it was truly a dream come true for me. I had friends and family with me that day to realize it and share it with me. I will never forget it. And after 6 weeks and 115 hours of flying later, I cannot imagine not having done this in my life. My new little best friend has carried me, friends, family, young eagles, strangers, and my dog, Casey, to far-off places I would not have seen otherwise. I have been to both southern coasts of Florida to visit my dad, to thank him for giving me the skills to do this. I have gone to lunch in little places like Gatlinburg and Hilton Head. I have had the opportunity to put grins on strangers' faces whilst turning them upside down. I shoot to 5000 feet with some smooth James Taylor playing "Going To Carolina In My Mind" followed by Kansas' "Dreamweaver," while performing some gentlemen's aerobatics. Can't you hear the song playing now and see the little plane rolling through the sky? It's my favorite place to be in the world. Where is yours? I'll bet its up there too, else you would not be staring at every plane that flies overhead and wonder, "What kind of airplane is that, and what is he up to?"... if only for a moment. I do, and I know you do too.

Through it all, I never lost sight of the dream. Focused, determined, diligent, and committed are just a few of the characteristics I had that led to the first flight. You have these in you too. Can you pull them all together and realize your dream? I did. You can.

*Editors Note:* Mike wrote this in February, and this is the first time that space allowed for it to be printed in the NavCom. He has now flown his RV6A over 250 hours, and the grin is still on his face.



### Many Thanks ...

to Richard and Nita Strickland for their recent donation of several pieces of heavy duty office furniture to the Chapter.

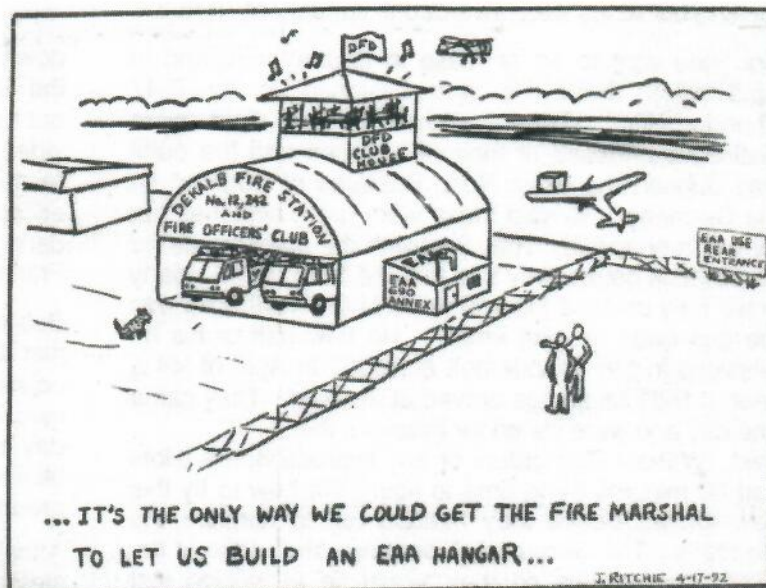
The Stricklands were kind enough to allow Duane Huff, chapter president, to visit a warehouse full of furniture and cherry pick the items we needed.

## Ten Years Ago This Month

By Lnor Levine

EAA 690 has been in existence for over 20 years. We have grown as a chapter and accomplished much. Some of our newer members do not know how we have gotten to where we are today, with our great Chapter Building and the many programs and events that we have each year. I thought that it might be fun on occasion to look back and see what went on in the earlier days of the Chapter, and this is the first of these planned periodic features.

When we first began to plan for a Chapter Building, Chapter 690 was located at Stone Mountain Airport. We had many trying experiences as we endeavored to get approval for a building there. Member John Ritchie drew the following as a humorous commentary regarding some of what our Building Committee faced in attempting to work with the "powers that be" in DeKalb.



Another happening was featured on the front cover of the May 1992 "NAV-COM" -

### Wedding Reception & Pancake Breakfast!

Sheryl Black and Ken Sharp have set the date to get married (to each other), on May 9<sup>th</sup> at Stone Mountain Airport at 8:30 am. It just happens that an EAA Chapter 690 Pancake Breakfast is that morning! This will be the wedding reception!! (Does this mean Ken won't be the chef??)

All are invited, and please dress casually. Following the reception, the newly-weds will depart from Stone Mountain in their Cessna 150 For a brief honeymoon to Kitty Hawk, N.C.

### Congratulations on your 10<sup>th</sup> Wedding Anniversary Sheryl & Ken!



## Bob "Punchy" Powell Captivated Chapter Members at April Meeting

By Margaret Wilcox

When a little West Virginia boy in the early 30s tells his Dad that he wants to be a fighter pilot when he grows up, it may seem to be quite an impossible dream. But that is exactly what Bob "Punchy" Powell did become - a World War II fighter pilot in the 8th Air Force, flying Thunderbolts and Mustangs protecting the bombers as they flew over Europe. He acquired the nickname "Punchy" in high school where as a very small kid growing up with big rough and tough coal miner's sons he was always defending himself. Someone suggested he had such a punch he should try out for boxing and he subsequently became the state champion in his class. He was in his second year at West Virginia University when WW II came along. A friend convinced him that they had a chance for the Air Corp, so the 2 boys hitch-hiked to the recruitment center and took the tests. He passed and after months of training his wings were awarded in January of 1943.

Bob was sent to an air base in Bodney, England in April 1943 where he was assigned to fly P-47 Thunderbolts. These aircraft at this field were distinctive because of their blue noses and the outfit was dubbed the "Blue Nose Bastards of Bodney" by the Germans. He said these were great airplanes but they had no range. They flew with the bombers as far as possible before they had to head back home. Many times they crossed the 100 miles of the North Sea with the gas gage reading empty. He flew half of his 87 missions in the Thunderbolt and then in April of '44 a fleet of P-51 Mustangs arrived at the field. They came one day and were slated for missions the next. Without tech orders or any instruction, the pilots had 30 minutes flying time to figure out how to fly this new aircraft before they headed out to surprise the Germans. The German fighters knew the range of the P-47 Thunderbolts so they would lie in waiting just beyond that range and then attack the long range bombers. What a surprise when the P-51s kept on coming, for instead of 3 1/2 hours these new aircraft had 6 1/2 hours flying time.

On their way home with their remaining ammunition the P-51s strafed convoys, railroad centers, trains, and anything on the ground that could aid the German war effort. Bob showed us a 25 minute video of pictures captured by the gun cameras mounted on aircraft flown by aces of the Eighth Air Force. The air battle defending the bombers took a relatively short time compared to the strafing operation on the way home which also was much more dangerous. Bob suffered battle damage to his aircraft 5 times during his 87 missions and only one was in air combat; the others occurred during strafing runs. The fighters would fly over the fields very low, maybe 50 feet off the ground, at fast speeds, up to 375 mph., often with bursts of ground fire all around them. He almost lost his craft once when there was severe damage in the tail section, but he found that at a slower speed, he had better control and managed to limp back to home base.

Another close call came when his aircraft caught fire during take off. His skillful flying enabled him to come



"Punchy" addresses  
captivated 690 Members

MA 1 2002

down in a farmer's freshly plowed field which kept the fire contained just long enough so he could get out before the plane exploded. As the silent combat video continued to roll for our viewing, "Punchy" related war stories - one of his comrade's close call escaping death after bailing out in the North Sea and daring escapes after other pilots bailed out over France.

Bob could have come back to the U.S. for R and R just before D-Day, but he chose to stay to help bolster the number of pilots ready to support the invasion. He flew around the clock on that historic day and was so ensconced in his seat that he had to be lifted out of the craft by his ground crew.

After flying over 300 combat hours he returned to the states on Dec. 24th, 1944 and lost no time in marrying his high school sweetheart, who has been a supportive wife for 57 years. He became involved with research and testing at Wright Patterson Airfield until the end of the war. He left the Air Corp and returned to college where he got a degree in journalism. Because of his experience with Mustangs he was called back into service in the Korean conflict and tested new equipment on these aircraft.

During his long journalism career (described in the March issue of NavCom) and especially after retirement in 1987, "BlueNose Bob," as he was also nicknamed, has been active in keeping the fighter pilot group together to continue the friendship they formed 60 years ago. He recently returned from Florida where a documentary film was made with eight blue nosed antique aircraft participating. Bob was also very instrumental in the development and completion of the Mighty Eighth Air Force Museum that opened in 1995 in Savannah, Georgia. That is another story, and might be worth another program at a future meeting.

If you missed the meeting on April 12th, you can read the story written by Bob in his book, The Bluenosed

(Cont. on Page 9)



## Bob "Punchy" Powell

(Cont. from page 6)

**Bastards of Bodney.** Many of our members purchased the book and Bob generously gave a copy to the Chapter 690 library, where it can be borrowed. A visit to the Mighty Eighth Air Force Museum is another place where members can learn this great story of courage, daring and success in maintaining our freedom. It was a rare privilege to listen to the wonderful stories from this modest, enthusiastic, warm 81 year old veteran who continues to help preserve the history of a unique time in the history of our country. Thank You, "Punchy."



### EAA FUEL DISCOUNT

David Zorger of Air Specialist Jet Center has generously approved a special discount for gas to EAA members. *To receive the discount, members must register at the Air Specialist Jet Center office - or on the internet.*

(Check at a web-site called [AirNav.Com](http://AirNav.Com). On the site enter LZU and click on Air Specialist Jet Center for fuel information to register.) The registration is for ID purposes and does not require credit card or payment info. The current price (as of 4-24-02) to EAA members is \$2.43/gal vs \$2.58 list, including sales tax.

David is also the gracious host at the Wings Weekend and for 690's annual Hangar Dance. He and his staff have to do a lot of rearranging and other extra work to make their facility available for our use and to promote GA. Please say "thanks" when you get the chance, and let the people at the Air Specialist Jet Center know how much we appreciate all they do for us!

## About Scott Barland

Scott Barland graduated from Mississippi State University in 1959 with a degree in Aerospace Engineering and a commission in the U. S. Air Force. Following three years as an Aircraft Maintenance Officer in the Strategic Air Command, he joined the Lockheed Georgia Company in Marietta. His initial assignment to the Structural Test Lab involved experimental stress analysis and material property determination. Moving to the Flight Sciences Division in 1965, Scott began doing stability and control analysis in support of production aircraft. Over the next 32 years, he worked in stability and control, flight controls, flight simulation, wind tunnel testing, and flight-testing of C-130, C-141, C-5, JetStar, and advanced development vehicles.



## YOUNG EAGLES

By Duane Huff

For April and May I scheduled all the Young Eagles for one Saturday. It may make for a long day, but with Saturdays so tightly scheduled, it is imperative that we try it this way. Our April date was the 20<sup>th</sup>, and we flew 42 youngsters. May 11<sup>th</sup> is our next YE rally. Debi informs me that she has already registered 70 and I have scheduled two small groups. Pilots and ground crew, please reserve May 11<sup>th</sup> to help. We can't do it without you!

We are within reach of our goal of one million Young Eagles internationally by December 17, 2003, the 100th anniversary of the Wright Brothers' flight at Kitty Hawk.. Chapter 690 can be proud of the way we have helped to reach this goal, but we are not there yet. Tom Poberezny, in answer to my question at Sun and Fun, said that the Young Eagles program would continue after 2003 with the support of EAA.

### Thanks for all your help with this program

Thanks to the Pilots who flew on April 20<sup>th</sup> -

Greg Bitzer	Duane Huff
Gene Bromberek	Joel Levine
Lee Craymer	Mike Stewart
James Erler	Forrest Wilson
Chuck Huber	

Thanks to the ground crew (who took applications, assigned Young Eagles to their flights, worked as load masters, printed out Certificates, and helped out wherever needed) -

Michele Bomberek	Lou Friedman
Kim Brooks	David Haskell
Forrest Byrd	Greg Jannakos
Amanda Dodd	Lnor Levine
Bill Ferguson	Frank Wilcox

And thanks to Larry Bishop who worked to help one of the Scouts earn his Aviation Merit Badge.

He managed a number of company-funded and contracted research projects and wrote or co-authored more than 150 engineering reports and research works. An Associate Fellow of the American Institute of Aeronautics and Astronautics, Scott received a Distinguished Service award for his work on the AIAA Flight Simulation Technical Committee. Since his retirement in 1997, Scott guest lectures at Tuskegee University on aerospace engineering subjects and consults on engineering research programs. He is an aircraft expert witness and litigation consultant to aviation law firms in the Southeast and serves on the Board of Directors of the International Cessna 170 Association. He is a licensed Commercial pilot and Flight Instructor and has completed the training and experience requirements for the A & P Mechanic license. He owns a classic 1953 Cessna 170B based at VPC.



## Aviation Book Reviews

My name is Dave Ostergaard and I have been a member of 690 for a couple of years now and have recently been honored by being elected to the Board of Directors. So far I have no specific duties yet, a job for which I am eminently well qualified. It has been my pleasure to belong to EAA chapters in Buffalo, New York; Aurora, IL; and Detroit. In the early 1990's several of us started chapter 932 at Galt Airport (10C) in McHenry, Illinois. That is a truly wonderful thing about belonging to EAA. No matter where you go in the country, no matter how many times you have to move, it is easy to find a sense of belonging by simply joining a new chapter. It is far easier to find and belong to a new EAA chapter than it is to find a new doctor or even a new church.

My previous airplane ownership includes 2 Piper Colts (PA22-108). Both were nice clean little planes and I enjoyed doing as much maintenance on them as time and the FAA would allow. My Current building project is a Stits SA6B (M) Flut-R-Bug. I've been a licensed pilot since 1976.

I come by my love of sport aviation and airplanes honestly. My father was a pilot, as were my uncles

and grandfather. Granddad made a business of purchasing surplus JN-4 Jennies, and rebuilding them for resale. He learned to fly in an OX-5 powered Curtis Pusher. Family legend has it that he flew exhibition flights in Curtis Pushers at state fairs. Later in life he owned a successful custom aircraft cover business, selling custom Irish linen covers all over the U.S. by mail order. He was one of the early advertisers in Trade-A-Plane and the holder of a pilot's license with a number in the low 300's signed by Orville Wright.

As a sales engineer for a non-destructive testing firm, I find myself spending a lot of time on the road. To pass the time more quickly I listen to books on tape and read everything I can get my hands on about the subject of aviation. It is almost as hard for me to drive past a used bookstore as it is to pass a small airport. If you will indulge me, I would like to offer some reviews of books I've read. In this way perhaps you will find out about some reading material that may be of interest to you. Anyway, I think it would be a great way to share my love of reading and aviation.

Just to show off, I'm going to start by reviewing three books simultaneously.



**"The Hardest Day"** by Alfred Price.  
**"Pastoral"** by Nevil Shute  
**"Bomber"** by Len Deighton

*I'm talking about these books as a unit because they all deal with the subject of Aviation in World War II.*

"The Hardest Day" was published in the late 1970's in England and subsequently printed in 1980 in the U.S. It is an account of one day early in the Second World War (August 18, 1940) and was published by Charles Scribner's Sons Publishers of New York.

There have been scores of books written about every aspect of World War II. This one is unique in several ways. It deals with real people and what was going on in their lives. The author, in fact, remembers the day vividly although he was only a child at the time. He has gone to great pains not to pass judgment on any individuals no matter what side they were on. He realizes that the pilots, crews, and civilians alike were all subject to the whims of their leaders, good or bad. We follow the lives of the pilots on both sides until they meet in the sky over England.

Mr. Price also has gone to great pains to discuss each aircraft's weaknesses and strengths and the role it played in the ensuing battles. In addition he thoroughly describes England's defenses and the personal and technical side of their implementation. He obviously understands his subject well and is able to impart his knowledge in an interesting and exciting fashion. In fact, I could hardly put this book down once I started it. The

text is supplemented with maps of England depicting the routes taken by the German aggressors and the location of their target airfields. Thirty-three pages of photos are included as well.

If you would like to read a book that deals with the technical side of WWII aircraft and aviation defense as well as the human aspects of aerial warfare this is an excellent choice.

Both Nevil Schute and Len Deighton deal more with the human aspects of the air war and how it affected people's lives. What is unique about "Pastoral" is that it was written in real time. That is, the forties. It deals with the day to day, or more appropriately, night to night lives of Wellington Bomber crews. It is a novel written from the point of view of the English, and is a wonderful story.

"Bomber" is an incredible effort by Mr. Deighton. His wonderfully successful effort was to tell the story of both sides of the conflict impartially. He makes no attempt to judge the right or wrong of either side. He tells the stories of the people who were only small parts of a very large whole. There are characters that are allies, who are despicable, Axis characters that are likeable. People that you wish would die don't and others that you hope will live, perish.

I recommend all three books. Each can stand on its own, but if you can get through all three, I believe you will have a good overview about what the European bombing campaign was really about.



## Welcome New Members

Jeff Auen  
Jim & Lynn Hayes  
Gordon Shippey  
"Turbo" Tom Wyatt

**We're so glad you joined us!**

## This'n That

Congratulations to Jeff and Bett Patnaude, proud new parents of Trevor Lloyd Patnaude. Trevor weighed a whopping 9 lbs. 4 Oz.'s and was 20 inches long.

Jeff says to stay tuned for photos on their web-site!  
<<http://patnaude.home.mindspring.com/htm>>

Glad to hear that Bill Daley is recovering from surgery, and hopes to be back in the air soon.

Here's hoping that Tess Huff has a quick recovery from her bad fall. (A friendly neighborhood dog pushed her down.)

Thanks to Don Roberts who made several trips to bring the furniture that the Strickland's donated to the chapter.

Attention New Members - Hangar keys are available at meetings from Joel Levine for a \$1.50 fee.

Congratulations to Scott Solberg on his new IA Certification!

Is the grin on Lou Friedman's face related to his new Kolb Mark III Classic?

Seen at Sun 'n Fun, outside the Sky Dive Office. Now there's a PR person with a sense of humor!

Thanks to Lou Friedman for this and other photos from Lakeland. (See cover and page 11.)



**2002**  
**July 23 - 29**  
EAA's 50th Annual Gathering

★ CELEBRATE THE FREEDOM OF FLIGHT ★

### Special Theme Days Planned for AirVenture 2002

Organizers are busy putting the finishing touches on EAA's Theme Days Celebrations which will feature special events and activities each day. Visit <http://www.airventure.org/> for the latest information on all of the exciting plans!

**SHARE-A-RIDE** Chapter 690 "Air Czar" Tim Fulmer will help organize a ride sharing effort for AirVenture. If you are flying (or driving) to Oshkosh, and have room in your plane, car or camper, let Tim know. He will try to match you up with someone who would like to hitch a ride and share expenses.

Contact Tim at 770-962-7837 or e-mail him at [thefulmers@mindspring.com](mailto:thefulmers@mindspring.com)  
Or find him at the next chapter breakfast or meeting.



The EAA Activities Center will sponsor an airplane quilt block contest at AirVenture. Entries will be framed and displayed at AirVenture 2002 along with the ribbon winner.

Squares can feature vintage and contemporary aircraft, as well as propeller designs. All quilt blocks will be returned after AirVenture unless donated to the EAA museum. Deadline for entries, with a completed entry form, is July 1, 2002. Judges will include members of the Oshkosh Quilters Guild and other EAA volunteers.

Obtain entry forms from Carol Stadler, Activities Center Chairman, 114 W. 23rd Ave., Oshkosh, WI 54902, or [stadler@worldnet.att.net](mailto:stadler@worldnet.att.net).

Look for copies of the Special April/May issue of The AutoPilot magazine. Published for the Atlanta area Aviation Community by Bob Rosenberg, it's a well produced publication. The new issue has feature articles on the Georgia Wings Weekend and on the B-17's Freedom Tour as well as many other interesting articles. They also have a web-site that's worth checking -

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



## Minutes of April 2002 Meeting of EAA Chapter 690

*Respectfully Submitted by Sally Friedman*

The Chapter held its April meeting on April 12, 2002 and was brought to order by Duane Huff at 8:00 p.m. Attendees introduced themselves. Debi Huffman announced that Fernbank will be celebrating the Centennial of Flight with a year long celebration that will be connected with the local community and state wide activities.

The minutes from the last meeting were accepted as published in the NavCom. Thanks to Wendy Solberg for her efforts. No Board of Trustee or Board of Director's meeting was held this month because of Sun & Fun. Duane Huff gave the treasurer's report in Mike Stewart's absence. We have approximately \$18,000 in our checking account and are solvent. Lee Craymer announced the Chapter has 178 paid members. Frank Wilcox reported the food service area is in good shape and almost finished.

Wings Weekend is coming soon and more volunteers are needed to help with B-17 tours. If anyone wants to fly in the Wings Weekend, please register. Joel Levine, Publicity Chairman, requested that all members help find places where we can put up posters to promote the B-17. If you know of a place to put up posters to aid in the publicity for the weekend, please contact Joel. Volunteers are also needed to help move equipment out of the EAA hangar for the Wings Weekend. Able bodies and pickup trucks are requested to report at 10:00 on April 27<sup>th</sup>. Mike North has requested assistance with the food service during Wings Weekend as he will be unable to attend.

Mike also generously presented the Chapter with a beautiful intarsia mosaic made by his father which was placed on the wall above the kitchen.

Tim Fulmer reported that the next Fly-Out will be to the Okefenokee Swamp. All those interested in paddling with the alligators should sign up on the chapter web-site. A big day is planned for the Young Eagles on April 20, 2002. Dave and Jeanie Ostergaard will chair the Hangar Dance. Volunteers are still needed to chair the Post Oshkosh Bash. Applications should be presented soon to nominate candidates for the Air Academy scholarships. The Chapter intends to send two young people, possibly three, this year. The deadline for submissions is May 1.

The meeting was adjourned and Bob "Punchy" Powell, fighter pilot, author, and hero spoke to the membership.

### Classifieds

Ads run for 3 months. If you would like to continue the ad for an additional 3 months you must request it through the editor by e-mail, snail mail or phone call. 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.

### For Sale

'94 Cadillac Seville SLS  
White Diamond Exterior  
Heated Tan Leather Seats  
Excellent condition -

Inside & Out  
Top Mechanical Condition  
Asking \$9000

Call Frank Wilcox  
770-978-2403 05/02

### For Sale:

#### RV-8 Wing & Tail Kits

Tail kit is complete except for installing fiberglass tips. Left Wing is about 80% complete including fuel tank, Duckworks landing light and Gretz Aero pitot tube mount installed. Skins ready to be riveted on.

Both aileron and flaps are complete. All parts are internally primed. Included is second Duckworks landing light kit and fuel sending unit for right wing and electric elevator trim servo and mounting kit.

Workmanship is excellent. Project is located in Columbus, GA. \$6000.  
Contact Tripp Myrick @ (706) 660-8082  
or e-mail tmyrick@wans.net

### FOR SALE - Lyc. 0235 CI (with logs).

Approx. 1520 Hrs. T.T. Needs: pistons & rings & cyl. O.H. Bottom end rebuilt by Piedmont Aviation, but needs to be opened due to expired shelf time. Complete with mags. on motor mount, but no carb. Asking \$2500. Tom Wilson (770) 279-1161 or (770) 925-2764 - Lilburn. 02/02

### For Sale: Garmin GPS 195

Price reduced to \$495.00  
Includes manuals, carrying case, external antenna, yoke mount.

Alan Langford  
(770) 339-3674  
alang@mindspring.com\_04/02

# Happy Mothers Day



## Sun n' Fun 2002 - As Seen by Lou Friedman



← Steve Ashby prepares to board Schweitzer 333 Turbin Helicopter for a demo ride.

View of Linder Field from the Schweitzer Helicopter →

Sunrise in the  
↙ Campground



An F-15 departs the field for Air Show ↓



← "Miss Sun 'n Fun" gets a ride in a Courtesy Cart

Getting ready for a demo flight in a Kolb Mark III ↓



← Planes from 3 Different Eras Fly in Formation -  
An F-15, an F-86 and a P-51





# NavCom

## Newsletter of EAA Chap. 690

Editor: Lnor Levine  
1340 Nerine Circle  
Dunwoody, GA 30338

## Come Join Us!

Regular monthly meetings – Held on the 2<sup>nd</sup> Friday of every month (except for August's Post Oshkosh Bash). In the Chapter Building at 8:00 p.m. Hangar flying before and after!



Pancake Breakfast and Aviation Program or Activity – First Saturday of every month, in the Chapter Building.

Breakfast served 8:00 – 10:30 a.m.

Programs start at 10:30 a.m.

The NavCom is printed on the Minolta CF2001 Color Printer/Copier

Thanks to Minolta Corporation

## May Meeting -

Friday, March 10, 2002 at 8:00PM

Scott Barland will present a program on Flight Simulation of Windshear Encounters in the Lockheed C-5 Galaxy.

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

## Plaque Presentation at April Meeting

Mike North presented a beautiful wood carving of the Chapter logo to President Duane Huff. Mike's Dad, George North, made two beautiful intarsia mosaics, and the larger of the plaques now hangs in the Chapter Building above the Kitchen window.

Intarsia is the art of utilizing the natural colors of beautiful woods and assembling the carved pieces in a 3D mosaic. Thank you Mike and George for the wonderful gift.



## New Chapter Mugs



*A Sample of the Chapter Mug*

Joel Levine says that the new chapter 690 mugs will be here this month.

The 4 color 11 ounce mugs are dishwasher safe and microwaveable. The mugs will be on sale in the Aero Shoppe.