



MAY 2005

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 Road, Lawrenceville, GA

June Pancake Breakfast To be Followed by 7th Annual Poker Run

By Joel Levine

June 4th is the 1st Saturday in June - and rain or shine it's time for our monthly Pancake Breakfast and annual Poker Run.



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.

(Please contact Larry Bishop at 770-263-7139 if you would be willing to chair this event. It's really easy - and a good way to "get your feet wet" with Chapter 690 activities!)

Briscoe Field Under Attack

Briscoe Field is under attack by land developers. As the outcome of the law suit between Publix and Gwinnett County, several large parcels of land are being considered for a change of zoning approval, opening the door for upwards of 1000 homes. Some of this land is off the east end of runway 25. It appears that the county wants the zoning approved to "make the law suit go away" and will deal with the airport noise issues later.

The re-zoning petitions were tabled by the Planning Board, but were heard by the County Commissioners during the Tuesday, April 26 meeting. A vote on these items, which includes 608 townhomes and

(Continued on Page 7.)

Dr. Chip West to Present Program on Flying Weather

Chapter 690 V.P. John Reitz has announced that on Friday, May 13th, Dr. Charles (Chip) West will present a program on



flying weather, including the weather provided to the Atlanta Center at Hampton, GA and his experiences working with tropical storms and hurricanes.

Dr. West received an AAS in weather technology from the Community College of the Air Force in 1988, a BS in professional aeronautics from Embry Riddle Aeronautical University in 1990, and a MS in Geography and Atmospheric Science from The University of Southern Mississippi in 1998. In 2001 he completed his Ph.D. in Earth, Environmental and Marine Science Education from The University of Southern Mississippi.

Currently the Meteorologist in Charge of the National Weather Service Center of the Weather Service Unit in Hampton, GA, Dr. West leads a team of aviation meteorologists who provide weather support to the Federal Aviation Administrations air route facility. His team provides weather forecasts for commercial and general aviation traffic covering six states in the southeast, including Atlanta's Hartsfield-Jackson and Charlotte's Douglas International airports.

In November of 2004, Dr. West retired as an active member of the U.S. Air Force and Air Force Reserve, 53rd Weather Reconnaissance Squadron (the Hurricane Hunters), based at Keesler AFB in Mississippi, where he was a member since 1984. As an Air Force Reserve captain, he served as an

(Continued on Page 7.)

Chapter 690 Scenes



Photo by Joel Levine

← Bob "Punchy" Powell was our guest speaker at the monthly Chapter meeting on April 8th. It was hard to let him go home as he captivated the attendees with his stories from WWII.

Chapter member Rick Gullett, who loves photography and aviation, shared some tips for taking great photos with us after the April Pancake Breakfast. →



Photo by Joel Levine



Photo by Joel Levine

← Chapter members and guests appreciated the presentations at the April 7th Safety Seminar held in the hangar.

The Georgia Flyers held their monthly meeting at LZU on Sunday, April 10th. →



Photo by Joel Levine



Photo by Jim Sweat

← Fred Huppertz' Bonanza sports a snazzy new paint job. Nice!! ↓



Photo by Jim Sweat

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 20th of each month, unless otherwise announced. The deadline for the June 2005 NavCom is Wednesday, May 25th.

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 interim "Postmaster" Greg Janakos and his merry band who fold, staple & mutilate the NavCom for distribution and mailing.

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The President's Pitch

By Larry Bishop



Except for a couple of storms across central Florida, the Sun 'n Fun Fly-in weather was clear and attendance was good. However, the temperature down there this year felt more like one of the old March Sun 'n Fun Fly-Ins of the 1980's. This year the focus was certainly on the Sport Pilot movement and the Special Light Sport Aircraft (S-LSA). At least eight S-LSA aircraft obtained or were about to receive certification by the end of the show.

Along with the weather, the fly-bys and air shows were outstanding. Mike and Team RV looked good and got everyone's attention as usual. Glacier Girl, the P-38 recovered from Greenland and restored in Middlesboro, flew in the air show almost every day. It was too windy for the hot air balloon launch Saturday morning and the wind chill at the Saturday night air show felt like it was in the 40's.

You know, we have a lot to be proud of here at Chapter 690. Our facility, membership, all the hard work and foresight of our chapter pioneers, along with the variety of our programs contribute to our success. George Cowan and I, representing Chapter 690, along with Patty Hamilton of

Chapter 242, Columbia, SC, were invited to join Troy Toelle of the EAA Chapter Office in Oshkosh and Tom Poberezny for a discussion at the Chapter Leadership seminar in Lakeland. It was a good opportunity to share common chapter issues and successes.

Thanks to everyone who joined us at the Gwinnett Justice Center to show our opposition to a proposed zoning change that would result in several very large residential developments that are currently proposed at the east end of the airport and very close to the runway. I think the concerns of the airport community, the school system and concerns about the additional traffic on GA 316 were heard and understood. Now it's up to the Gwinnett County Commissioners to deny this zoning change and the resulting long term harm to our community.

As always, if you have ideas, suggestions or just want to talk about EAA Chapter stuff, please call or send me an e-mail.

Larry Bishop
770-263-7139

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Upcoming Aviation Events at EAA 690

Pancake Breakfast and Program
Monthly Meeting
Young Eagle Rally

1st Saturday, 8:30 am
2nd Friday, 8:00 pm
3rd Saturday, 9:00 am

Board of Trustees
Board of Directors

Tuesday, May 31
Tuesday, June 6

Wild Blue Wonders Competition
Aviation Day Camp

Saturday, May 14
July 5 - 9

AirVenture, Oshkosh, WI

July 25 - 31

B-17 Rides and Tours
EAA 690 Fly-in

September 22-25
Saturday, September 24

Chapter 690 is one of the most active EAA chapters in the country. Our strength comes from our members, whose participation is welcome. Join us at meetings and events. Lend a hand and be a part of a great group!

Pilot's Account : F-18 Hornet Emergency Night Recovery . . By Barricade

From: Barney Gill 10th Ranger

Here's a personal story of an F-18 Hornet's recent recovery by barricade . . at night . . on an aircraft carrier in the Pacific.

[Note: the barricade is a 20 foot high net that stretches across the carrier's deck to "catch" airplanes during extreme emergencies.]

"Oyster, here. This note is to share with you the exciting night I had the other month. It has nothing to do with me wanting to talk about me. But it has everything to do with sharing what will no doubt become a better story as the years go by. So....

There I was .. 'manned up' a hot seat for the 2030 night launch about 500 miles north of Hawaii. I was taxied off toward the carrier's island where I did a 180 degree turn to get spotted to be the first one off Catapult # 1. They lowered my launch bar and started the launch cycle. All systems were 'go' on the runup. And after waiting the requisite 5 seconds to make sure my flight controls are good to go, I turned on my lights. As is my habit I shifted my eyes to the catwalk and watched the deck edge dude and as he started his routine of looking left, then right. I put my head back against the head rest.

The Hornet cat shot is pretty impressive. As the cat fires, I stage the afterburners and I am along for the ride. Just prior to the end of the stroke .. there's a huge flash .. and a simultaneous .. B-O-O-M ! And my night world is in turmoil.

My little pink body is doing 145 knots or so and is 100 feet above the black Pacific. And there it stays -- except for the airspeed, which decreases to 140 knots. Somewhere in here I raised my gear. And the throttles aren't going any farther forward despite my Schwarzeneggerian efforts to make them do so.

From out of the ether I hear a voice say one word: "JETTISON !" Rogered that! And a nano second later my two drops and single MER [about 4,500 pounds in all] are Black Pacific bound. The airplane leapt up a bit but not enough. I'm now about a mile in front of the boat at 160 feet and fluctuating from 135 to 140 knots. The next comment that comes out of the ether is another one-worder: "EJECT!" I'm still flying . . so I respond . . "Not yet . . I've still got it."

Finally, at 4 miles ahead of the boat, I take a peek at my engine instruments and notice my left engine . . doesn't match the right. (Funny, how quick glimpses at instruments get burned into your brain.) The left rpm is at 48% even though I'm still doing the Ah-Nold thing. I bring it back out of afterburner to military power. About now I get another "EJECT!" call.

"Nope! It's still flying."

At 5 1/2 miles I asked tower to please get the helo headed my way as I truly thought I was going to be

'shelling out.' At some point, I thought it would probably be a good idea to start dumping some gas. But as my hand reached down for the dump switch, I actually remembered that we had a NATOPS operation prohibition against dumping fuel while in afterburner. But after a second or two [contemplating the threat of the unnecessarily burden] I turned the fuel dump switches on. Immediately [I was told later] . . A SIXTY FOOT ROMAN CANDLE . . BEGAN TRAILING BEHIND. At 7 miles I started a (very slight) climb to get a little breathing room. CATCC control chimes in giving me a downwind [landing pattern] heading . . and I'm like: "Ooh . . what a good idea" . . and I throw down my tail hook.

Eventually I get headed downwind to the carrier at 900 feet and ask for a Tech Rep [Manufacturer's Technical Representative]. While waiting, I shut down the left engine. But in short order, I hear Scott "Fuzz" McClure's voice. I tell him the following: "OK Fuzz, my gear's up . . my left motor's off . . and I'm only able to stay level by using minimum afterburner. And every time I pull it back to military power, I start down at about a hundred feet per minute."

I just continue trucking downwind . . trying to stay level . . and keep dumping fuel. I think I must have been in afterburner for about fifteen minutes. At ten miles or so I'm down to 5000 pounds of gas and start a turn back toward the ship. I don't intend to land but I don't want to get too far away. Of course, as soon I as I stuck in that angle of bank . . I start dropping like a stone. So I end up doing a [shallow bank] 5 mile [radius] circle around the ship.

Fuzz is reading me the single engine rate of climb numbers from the 'book' based on temperature, etc. And it doesn't take us long to figure out that things aren't adding up. One of the things I'd learned about the Hornet is that it is a perfectly good single engine aircraft . . flies great on one motor. So why do I now need blower [afterburner] to stay level?

By this time, I'm talking to the Deputy CAG (turning [duty] on the flight deck) and CAG who's on the bridge with the Captain. And we decide that the thing to do is climb to three thousand feet and 'dirty up' [gear and flaps down] to see if I'm going to have the excess power needed to be able to shoot a night approach for a landing.

I get headed downwind . . go full burner on my remaining motor . . and eventually make it to 2000 feet before leveling out below a scattered layer of puffy clouds. And the 'puffies' are silhouetted against a half a moon which was really, really cool. I start a turn back toward the ship . . and when I get pointed in the right direction . . I throw the gear down and pull the throttle out of after-burner.

(Cont. on Page 5)

Pilot's Account : F-18 Hornet Emergency Night Recovery . . By Barricade

From: Barney Gill 10th Ranger (Cont. from Page 4)

Remember that flash/boom . . that started this little tale?

[Repeat it here] . . Boom! I jam it back into afterburner, and after three or four huge compressor stalls [and accompanying deceleration] the right motor ' comes back.' I'm thinking my blood pressure was probably 'up there' about now . . and for the first time, I notice that my mouth has dried up.

This next part is great. You know those stories about guys who deadstick crippled airplanes away from the orphanages and puppy stores and stuff and get all this great media attention? Well, at this point I'm looking at the picket ship in front of me, at about two miles, and I transmit to no one in particular, "You need to have the picket ship hang a left right now. I think I'm gonna be outta here in a second." I said it very calmly but with meaning. The picket immediately pitched out of the fight. Ha! I scored major points with the heavies afterwards for this. Anyway, it's funny how your mind works in these situations.

OK, so I'm dirty and I get it back level and pass a couple miles up the starboard side of the ship. I'm still in minimum blower and my fuel state is now about 2500 pounds. Hmmm. I hadn't really thought about running out of gas. I muster up the gonads to pull it out of blower again and sure enough... flash, BOOM! I'm thinking that I'm gonna end up punching out and tell Fuzz at this point "Dude, I really don't want to try that again." Don't think everyone else got it . . but he chuckled.

Eventually I discover that even the tiniest throttle movements cause the 'flash/boom thing' to happen so I'm trying to be as smooth as I can. I'm downwind a couple miles when CAG comes up and says, "Oyster, we're going to rig the barricade."

Remember, CAG's up on the bridge watching me fly around doing blower donuts in the sky and he's also thinking I'm gonna run outta JP-5 fuel. By now I've told everyone who's listening that there a better than average chance that I'm going to be ejecting. The helicopter bubbas - God bless 'em - have been following me around this entire time.)

I continue downwind and again, sounding more calm than I probably was, call the LSO. "Paddles, you up [listening]?" "Go ahead" replies "Max" Stout, one of our LSO's. "Max, I probably know most of it, but do you want to shoot me the barricade briefing?" So, in about a minute . . he went from expecting me to 'punch out' . . to have me asking for the barricade brief [so he was hyperventilating]. But he was awesome to hear on the radio though . . just the kind of voice you'd want to hear in this situation.

He gives me the barricade brief. And at nine miles I say, "If I turn now will 'it' be up when I get there? Because I don't want to have to go around again."

"It's going up right now, Oyster. Go ahead and turn." "Turning in, say the final bearing." "Zero six three," replies the voice in CATCC. "OK, I'm on a four degree

glide slope and I'm at 800 feet. I will intercept glide slope at about a mile and three quarters then reduce power."

When I reduced power : Flash / boom! [Add power out of fear.] Going high! Pull power. Flash / boom! [Add power out of fear.] Going higher!

[Flashback to LSO school....] All right class, today's lecture will be on the single engine barricade approach. Remember, the one place you really, really don't want to be is high. O.K.? You can go play golf now."] I start to set up a higher than desired sink rate the LSO hits the "Eat At Joe's" wave-off night lights." Very timely too. I stroke the AB and cross the flight deck with my right hand on the stick and my left thinking about the little yellow and black ejection handle between my legs.

No worries. I cleared that sucker by at least ten feet. By the way, my fuel state at the ball call was [now low] at 1.1. As I slowly climb out I punched the radio button saying . . again, to no one in particular : "I can do this." I'm in blower still and CAG says, "Turn downwind." After I get turned around he says, "Oyster, this is gonna be your last look [at the boat in the dark below] so you can turn in again as soon as you're comfortable."

I flew the DAY pattern and I lost about 200 feet in the turn and like a total dumbs___ I look out of the cockpit as I get on centerline and " that 'NIGHT THING' about feeling that I'm too high "GRABBED ME . . and [in error] I pushed down further to 400 feet [above the dark water].

I got kinda irked at myself then as I realized I would now be intercepting the four degree glide slope in the middle . . with a flash/boom every several seconds all the way down. Last look at my gas was 600-and-some pounds [100 gallons] at a mile and a half. "Where am I on the glide slope, Max ?" I ask. And I hear a calm "Roger Ball." I know I'm low because the ILS [needle] is waaay up there.

I can't remember what the response was but by now the ball's shooting up from the depths. I start flying it but before I get a chance to spot the deck I hear : " Cut, cut, CUT !" I'm really glad I was a ' Paddles' for so long because my mind said to me "Do what he says Oyster!" and I pulled it back to idle. My hook hit 11 paces from the ramp. The rest is pretty tame. I hit the deck . . skipped the one, the two and snagged the three wire and rolled into the barricade about a foot right of centerline.

Once stopped, my vocal cords involuntarily shouted, "VICTORY!" The deck lights came on bright . . and off to my right there must have been a . . ga-zillion cranials and eyes watching.

You could hear a huge cheer across the flight deck. After I open the canopy and the first guy I see is our huge Flight Deck Chief named Richards. And he gives me the coolest personal look . . and then two thumbs up.

I will remember all of that forever.

(Cont. on Page 7.)



INSPIRING THE NEXT GENERATION WITH AVIATION AS ONLY THE EAA CAN!

Robert Bruce and Joey Bennett, both of Creekland Middle, and Stefan Seville of East Cobb Middle will be attending Air Academy this summer with the help of scholarships from EAA 690, EAA 6 and WB 17. Our President, Larry Bishop was Robert's Young Eagle pilot and sponsor. To show Robert's enthusiasm and passion for flight, he has already logged 1.7 hours of actual flight instruction! His flight experiences have influenced him change his career aspirations from being a chef aboard Air Force One to being the PILOT! Duane Huff was Joey's Young Eagle pilot, and the FAMOUS Aeronca Chief captured his aviation attention! For the last three years, Joey has been interested in aviation. His sister gave him a flight simulator video game and a neighbor took him to the Delta hangar to look at some of the big birds! Since then he can't get enough aviation books to read and he wants to be a USAF pilot! Chapter members may recognize Stefan as a scholarship recipient last year. He is old enough to attend the next level and excited about the opportunity to do so! Stefan has immersed himself in Aviation journals, books and models and feels that his interest in geography, meteorology and technology are a perfect match with aviation to pursue a future career in aviation.

EAA 690 and WB 17 have also generously provided partial scholarships to two Young Eagles, Jeremy Newland and Marcus Morman to participate in Aeroscholars, the EAA distance learning course for high school students. Marcus was an Air Academy scholarship recipient last summer as well. Jeremy and Marcus are planning to participate in the construction of a Monerai II sailplane beginning this summer. They both plan to become aeronautical engineers and private pilots as well. So, you see, our generosity toward youth today is helping to influence their decisions for the future!

Joey, Robert and Stefan will be our guest speakers at the September 9 EAA 690 Chapter meeting. You'll want to bring your young friends to hear them and in turn to be inspired by their experiences.

Dr. Deborah J. Huffman
Aeronautics Instructor
DeKalb County Schools
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156 Heaton Park Dr. NE
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For Young Eagle Flight updates - www.EAA690.org

Wild Blue Wonders at Chapter 690

By Debi Huffman

Chapter 690 is helping to continue the Wild Blue Wonders Program. This year's Competition will be in the Chapter Hangar on Saturday, May 14th, from 8 A.M. to 4 P.M.

We will need judges for the following:

- Flight Planning (MS 2002 simulator)
- Checkride (Jeopardy like aviation trivia)
- Runway (skit)
- Log Book (scrapbook like)
- Free Flight (rubber band powered model timed flights)

Also, we will need help with lunch. We'll serve sub sandwiches, but will need a couple of people to help serve and clean up.

Please contact me if you can lend a hand.

Telephone: 678-874-7136

E-Mail: debi.huffman@fernbank.edu

Remember to visit the AeroShope for Chapter logo clothing, decals, patches, and mugs. (Father's Day is coming!)

The Monthly 690 Calendar

To help you plan ahead – here's when we have our regularly scheduled events.

Pancake Breakfast and Program	1 st Saturday, 8:30 a.m.
Monthly Meeting	2 nd Friday, 8:00 p.m.
Young Eagle Rally	3 rd Saturday, 9:00 a.m.
Board of Trustees	Tuesday evening, prior to the Pancake Breakfast at 7:30 p.m.
Board of Directors	Tuesday evening, prior to the Monthly Meeting at 7:30 p.m.

Project Visit after May Pancake Breakfast

Details on project (time and place info on page 12). A Smith Mini-Biplane, which I'm presently storing for a friend. The project is for sale, open to offers. If you're not in a project mood you still can review a very interesting plane. The metalwork for the fuse is complete, including landing gear and controls. The emphanage is complete, not covered. Wings ribs and spars are built & varnished. Most hardware is made.

Dr. Chip West (Continued from Page 1.)

airborne instructor meteorologist flying WC-130 aircraft into hurricanes for the purpose of location and measurement. He acted as the mission director, coordinating research and measurement profiles using satellite imagery, highly precise measurements and meteorological data on a mission by mission basis. He worked with airborne meteorological equipment as the senior scientist in severe weather situations.

Prior to coming to the National Weather Service Center, he worked as a Physical Scientist and Director of Education and Training for the U.S. Naval Oceanographic Office at the Stennis Space Center in Mississippi. He held the responsibility for education and training for the US Navy's oceanography and hydrography communities. Concurrently, he was the Navy's meteorological and hydrological satellite expert for the purposes of fleet education, researching current satellite technology and image interpretation techniques for assimilation into Navy forecast centers, and developing and delivering new remote sensing courses for both the meteorology and oceanography communities.

From 1994 through 1997, he worked as the Science Operations Officer (SOO) at the Department of Defense Joint Weather Training School, developing and teaching new weather forecasting techniques to Department of Defense and foreign national weather forecasting students.

Dr. West is a pilot, earning his private license in 1987. He flies out of Covington and plans to build a Velocity Experimental aircraft as time permits.

Emergency Night Recovery (Cont. from Page 5)

P.S. You're probably wondering what gave the motor problems. When they taxied that last Hornet over the catapult . . . they forgot to remove a section or two of the rubber cat seal. When the catapult shuttle came back [to hook me up], it removed the cat rubber seal which was then inhaled by both motors during my catapult stroke. Left engine basically quit even though the motor is in pretty good shape. But it was producing no thrust and during the wave-off one of the LSO's saw "about thirty feet" of black rubber hanging off the left side of the airplane.

The right motor . . . the one that kept running . . . had 340 major hits to all engine stages. The compressor section is trashed . . . and best of all . . . it had two pieces of the cat seal [one 2 feet and the other about 4 feet long] sticking out of the first stage and into the air intake. God Bless General Electric! By the way, maintenance data showed that I was fat on fuel -- I had 380 pounds (61 gallons) of gas when I shut down.

Again, remember this particular number as in ten years [of story telling] when it will surely be . . . "FUMES MAN . . . FUMES . . . I TELL YOU!

Oyster, out."

Doug

Ed. Note: Thanks to Duane Huff for submitting this story.

Briscoe Field Under Attack

(Cont. from Page 1)

small-lot homes was postponed until May 17th.

It was noted at the planning Board meeting, that another group, all wearing red shirts, made a very dramatic impact at the meeting. It was suggested that we as a group wear blue shirts to likewise show unity, and many of those who attended did so.

Many of the people who presented opposition views re: the re-zonings complained of already crowded schools and traffic congestion. Several pilots expressed concerns that it would inhibit growth of Briscoe Field (including improvement grants that have already been applied for), would result in noise complaints as are prevalent around Peachtree-DeKalb Airport, and possible flight restrictions.

According to the Gwinnett Daily Post of Wednesday, May 4th, the Planning Commission tabled votes on additional rezonings that would allow 627 townhomes in the Dacula schools cluster. Staff writer Bryan Brooks wrote: "After each rezoning case was deferred, successive waves of red-shirt clad citizens -- the color indicated their opposition to the proposed development -- left the Gwinnett Justice and Administration Center."

Pushed back until June 21st were still more rezonings that would allow 428 townhomes on Cedars Rd. in the Gwinnett Progress Center industrial park, and 199 townhomes on 115 acres at the 1400-1500 blocks of Alcovy Road.

It would behoove the users of LZU to show a united front at these meetings. Remember, you do not have to live in the county to be concerned for the welfare of "our" airport. We will keep you informed of updates via "NOTAMS."

It was noted that the commissioners mentioned several times the e-mails that they received regarding the rezonings. Please consider sending letters or e-mails to the commission members.

Items to consider:

- The sheer number of noise complaints these new homes could generate
- Restricted hours of operation
- Displaced thresholds
- The lessons to be learned from PDK
- Road congestion around the airport
- Overcrowding in the local school system
- The increased infrastructure in the vicinity of Briscoe/Progress Center that 1000+ homes would require (grocery stores, shopping, schools, etc.)

For further information go to the county web sight at www.co.gwinnett.ga.us or the Gwinnett Daily Post at www.gwinnettdaily.com/.

Minutes of the March 31, 2005 Board of Trustees Meeting

The EAA Chapter 690 Board of Trustee meeting for April was held on 3/31/05 in the Chapter Hangar @ 7:30 P.M.

Attending:	Lnor Levine
Duane Huff	Larry Wallis
Larry Bishop	Bill Ferguson
Joel Levine	Lee Olson

First order of business was a review of the open action items:

1. Lights have been installed under the stairwell.
2. Mercury Vapor lights for overhead use in the hangar area have been delivered to the tool room. We need a timer(s) for these lights. Also need to leave some fluorescent lights in place for quick use because of the slow restart time of the mercury vapor lamps. Duane will ask approval of the Board of directors for installation of these fixtures.
3. The inoperative heater by the front door was found to have a burned wire that supplies the blower motor. This disables both heating and air conditioning for that unit. Some spare wire was left hanging overhead by the heater for use in repairs. The repair will be delayed so as to occur with the installation of the overhead mercury vapor lighting fixtures.
4. In regard to repair of the vinyl parts of some of the chairs, Duane will ask Forrest Wilson for advice about suitable products.
5. The BOT decided to discard the icemaker machine rather than install it. The icemaker requires considerable maintenance to assure a clean and sterile product, and we decided to use bagged ice.
6. An EAA690 sign is located next to the road. We desire to be able to do a quick change-out between several signs. To facilitate this, we need to install two (or more) pipes into the ground so that different signs can just be dropped into place.

7. The deadbolt lock on the front door needs to be repaired. Some examination was done, and it will be examined and repaired or disabled at a future workday. There is no perceived risk, because we have two other functioning locks in place on that door.

8. We need to discard or mount the pair of dynamic LED signs that are reposing in the toolroom. At next workday we will try to get these working, and decide what to do with them.

9. The outside light by the front door does not extinguish automatically. Need to examine it to determine if it is controlled by a photocell, and repair if appropriate.

10. There was some discussion about installation of a timer-controlled water line at the front of the EAA hangar. Duane will ask David Posey about preferences for that line.

11. The baseboard moulding in the bathroom needs to be repaired or reattached to the wall. Added this to the open item list to remind us to do it.

Outstanding items:

A. Copies of Hangar Use" guidelines are needed, J. Shingleton will make copies.

B. Estimate of cost for 4x8 Chapter sign required, J. Shingleton will research.

C CHAPTER WORK DAY IS SCHEDULED FOR SATURDAY APRIL 9th, 10 A.M.

These minutes represent the highlights of the meeting. If I have omitted anything you believe needs to be included please let me know and I will reissue.

Respectfully submitted,

Larry Wallis

Secretary

EAA Chapter 690 Board of Trustees

ANNUAL CHAPTER DUES ARE DUE

Chapter 690's Fiscal and Membership Years begin on January 1st - so chapter membership dues are due at the first of the year. They can be paid to membership chairman Glenn Clark at meetings or mailed to Lnor Levine at 1340 Nerine Circle, Dunwoody, GA 30338. There is an application form on page 9 of the January NavCom. Forms are also available at meetings or on the chapter web-site: www.eaa690.org.

Please include e-mail address and family information. Renewing members are requested to complete a form if there are changes to your e-mail, address, phone, project status, etc.

Chapter dues may also be paid on-line through PayPal. Select the Membership Folder in Web Links. Annual Chapter dues are \$30 and \$40 for a family membership. Checks may be made to EAA Chapter 690.

Articles and photos by Chapter 690 members are welcome for publication in the NavCom. They will be published on a space available basis at the discretion of the editor. Content of submissions is subject to editing. Please submit articles in WORD 97 or ASCII format and pictures in jpeg, tif or bitmap format via e-mail to: lnor_l@bellsouth.net.

Minutes of the April 8, 2005 Monthly Meeting of EAA Chapter 690

- The meeting was called to order by John Reitz, Vice President
- Pledge of Allegiance
- Introductions of Guests and Members
- Approval of the March 11, 2004 monthly meeting minutes as published in the April NavCom.
- The next Pancake Breakfast is on Saturday, May 7th. Program is Air Racing with Dr. Aaron King.
- The next monthly meeting is Friday, May 13th. Program on Weather by Dr. Charles West
- Upcoming events were announced:
 - Board of Trustees meeting – Tuesday, May 3rd. Everyone is invited to attend.
 - Board of Directors – Tuesday, May 10, 2005. Everyone is invited.
 - Georgia Flyers Dinner – April 10th, 3:00 p.m.
 - Young Eagle Rally – April 16
 - Next B-17 / Fly-In planning meeting - April 26th
 - Sun-n-Fun at Lakeland, FL – April 12 – 18
- Wild Blue Wonders State competition at EAA hangar – May 14
- Youth Aviation Day Camp, Fernbank / EAA – July 5 – 9
- EAA B-17 at EAA 690 / LZU – September 22 – 25
- Committee Reports –
 - Publicity - Joel Levine
 - Food Services - Mike North
 - Finance – Mike Stewart
 - Board of Directors – Jamie Painter
 - NavCom - Lnor Levine
 - Project Visit – Greg Jannakos
 - Board of Trustees - Duane Huff
 - Young Eagles – Duane Huff
 - Youth Activities – Debi Huffman & Duane Huff
- After a brief break for coffee and snacks we had a presentation by Bob "Punchy" Powell, WW II P47 and P15 pilot
- The meeting was adjourned.

Minutes of the April 5, 2005 Board of Director's Meeting

Attending Members:

Larry Bishop
Jeff Gwathney
Duane Huff
Lnor Levine
Mike North
Jamie Painter
John Reitz

Absent Members:

Mike Stewart
Jim Sweat

Visitors:

Debi Huffman
Jennifer North

The meeting was called to order by Jamie Painter, Chairman.

The following reports were made:

- Financial – No Report. Mike Stewart not present.
- Board of Trustees
 - See BoT meeting minutes
 - Proposed lights for hangar – Approved by BoD
 - Proposed Fire Extinguisher Inspection – Approved by BoD
 - Saturday, April 9 is hangar clean-up day
 - Looking for someone to repair hangar chairs
- Food Services
 - Lunch will be served Saturday, April 9, hangar clean-up day

- Programs
 - Monthly meeting programs scheduled through July
 - Pancake breakfast meetings scheduled through July
- Membership
 - Total renewals are ahead of last year
- Library
 - Ted Rabenko is making good updating library
 - New Shelves are installed
- Young Eagles
 - Flights scheduled April 16, June 18, July 16
 - Aviation Youth Camp will be July 5 - 9
- Fly-outs
 - None scheduled at this time, Mike Stewart not present

New Business

- B-17 / Fly-In Status
 - Next planning meeting is Tuesday, April 26
- AirVenture Scholarships
 - Approved three student positions this year

There was no further business. The meeting was adjourned.

B-17 / Fly-In Committee Meeting Changed

The original meeting date was changed to allow members to attend the April 26th Gwinnett County

Board of Commissioners Meeting. The meeting has been re-scheduled for Tuesday, May 10th at 7:30 p.m. It will be held in conjunction with the Board of Directors' Meeting. All members are invited to attend.

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.

E-Mail Address Changes

To contact NavCom editor Lnor Levine, please send info and articles to LNOR_L@BELLSOUTH.NET

To contact Publicity Chairman Joel Levine, please send your info to JLEVINE@BELLSOUTH.NET

Over time, many chapter members have changed e-mail addresses. Notices of Chapter activities are bouncing back. If you are not currently receiving 690's NOTAMS and would like to keep abreast of current news, updates about activities and periodic reminders, please send your current e-mail address to Joel at JLEVINE@BELLSOUTH.NET



PLAN AHEAD NOW -

You won't want to miss 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.

WANTED - HANGAR SPACE

Trying to potentially find space in one of the large chapter hangers for my nearly completed RV6A. Expecting it to be complete this Spring.

Kaeye Wehrell
2556 Old Orchard Trail
Marietta, GA 30062
770-993-9421
kwehrell@zakhug.com



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hankandmyrna@juno.com

2751 Stonessmith Ct.,
Tucker, GA 30084



Happy
Mothers
Day!

I have a 25 gal fuel tank, never used, professionally welded. I also have assorted pieces of aircraft spruce (clear). These items are what remains of an aborted project. I would like to dispose of these items should anyone be interested in having them. I also have some ceramic cloth to be used as firewall. Should you know of someone who could use such items I would appreciate hearing from them. Thank you.

Don M. Alspaugh
196 Comstock Court
Lawrenceville, GA 30044
770-995-5286 or donalspa1@bellsouth.net

Engine For Sale:

Lyc 200HP IO-360-A3B6D
with accessories.

Engine log included and
available for review.

3944 TT, 1716 SMOH
\$8500.

Mike McKenna
770-962-7064
mmckenna@bellsouth.net

4/05

FOR SALE 1/3 SHARE OF A CLASSIC C-150 - \$8500

Airplane totally rebuilt.. Engine rebuilt including 4 New Millennium (high Compression) cyls., with approx. 180 hrs. since rebuilt.

New door panels
New headliner
New Nose Bowl
Plane stripped and repainted
Front Strut rebuilt
New Steering Rods and Boots
New Tach

Rebuilt starter and generator
New air box.
New vacuum pump
Oil filter added
New baffling.
Annual in Oct or Nov.
New carpeting installed.

If you are interested in look-see... Contact Frank 770 923-6149
PS includes other (+s)

09/04

Sun 'n' Fun 2005



Thanks to Lee Olson for sharing some of his great pictures from last month's Annual Sun 'n' Fun in Lakeland.

Formation Flight at it's Best -

← An F-4 flies with a P-51, an F16 and a P-38

↪ A flight of RV's, including 690's own Mike Stewart.



↑ Now, that's a B-25!

THE "ALL AMERICAN" – A FAMOUS WWII PHOTO OF A STRICKEN B-17

Thanks to Steve Rausch for submitting this article.

An attacking German Bf 109 fighter tumbled through the tail of a 97th Bomb Group B-17F named "All American" on a mission to Tunis, Tunisia, on February 1, 1943.

Flyers in other B-17s were astonished to see the stricken bomber pitch up, recover, and keep flying. An airman aboard the Flying Flint Gun snapped a photograph that would become famous.

It shows "All American" struggling to make it home with no port horizontal stabilizer and a terrible gash through the fuselage. The photo was sent home with the following message: "Censor, Should there be some law, rule, or regulation against sending the



Photo from the National Archives/Army Air Forces

picture below to my wife, please seal the flap above and return--- It is an unduplicateable shot and one I should hate to lose."

The "All American" made it back to Biskra, Algeria, with all aboard safe.

Aircraft Parts & Hardware

A large number of aircraft parts and hardware, some AN and some not, has been donated to the Chapter. The parts, available in the Chapter Workshop, are not certified. They are available for members to use, at their own risk. (Donations for use of these parts are gladly accepted.)

The B-17 is Coming!!

The B-17 will return to Briscoe Field in September. Details of the visit have not been finalized, but planning has begun to host this magnificent plane. Flight and tour info will be coming soon. Come to the Committee Meeting on May 10th at 7:30 p.m., and help Chapter 690 plan a great visit. Watch the NavCom and visit the chapter web-site for info as it becomes available.

NavCom

Newsletter of EAA Chapter
690

Editor: Lnor Levine
1340 Nerine Circle
Dunwoody, GA 30338



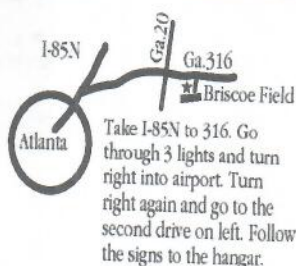
Place Stamp Here

Come Join Us!

Regular monthly meetings —
On the **2nd Friday** of every month
(except for August's Post
Oshkosh Bash). In the Chapter
Building at 8:00 p.m. Hangar
flying before & after!

**Pancake Breakfast and Aviation
Program or Activity —** On the
1st Saturday of every month, in
the Chapter Building.

Breakfast served 8:00 - 10:30 am



APRIL MEETING

Friday, MAY 13th, 2005

Program — "Flying Weather"
by Dr. Chip West of the
National Weather Service
Center in Hampton, GA.

Visit the EAA 690 Web-Site at www.eaa690.org



**Chapter 690
Young Eagle Update**
Duane Huff, YE Coordinator

Young Eagles flown in April increased our EAA 690 total by Thirty-Three. On Saturday, April 16th, our regular monthly YE day, seven pilots flew twenty-six young eagles. Those pilots were Bill Bell, Chuck Huber, Duane Huff, Fred Huppertz, Mike Kiah, John Reitz, and Jim Sweat. The ground crew included Bill Ferguson, Jeff Gwathney, Lee Hockman, Greg Jannakos, Dave Knowles, and Charles McCormick. Jeanne Ferguson and Bonnie McCormick handled the registration and printing the certificates.

David Balthaser flew two and I flew five other Young eagles during the month to complete the total of thirty-three. Pilots, fly Young Eagles every chance you get, and when you do, please give me the registration forms to send in, so that I can keep records of those flights.

May 21, is our next Young Eagles rally, and we have two large Home School groups registered to come, plus any students that will come from Fernbank. Many thanks to all who participate in the Young Eagles program.

The NavCom is Available On-Line

The current issue of the NavCom, and the archived issues from January 2002 forward, are available for download - in full color at www.eaa690.org.

We are hoping to save substantial postage costs by distributing the chapter newsletter by e-mail or download. Please notify me if this will be a possible mode of delivery for you. So far over 100 members and friends of Chapter 690 have signed up for e-mail delivery or notification of posting. Your preference!

Thanks for your assistance with getting this new delivery technology implemented.

Lnor Levine, NavCom Editor
LNOR_L@BELLSOUTH.NET

Project Visit after May Pancake Breakfast

Smith Mini-Biplane Project Visit - Saturday, May 7th
Time: 1300 until 1500, following Pancake Breakfast
Place: Greg Jannakos' Workshop
1921 McConnell Rd., Grayson, GA 30017
Tele: 770-277-1637 E-Mail: gpjann@Juno.com

Project details are inside on page 6