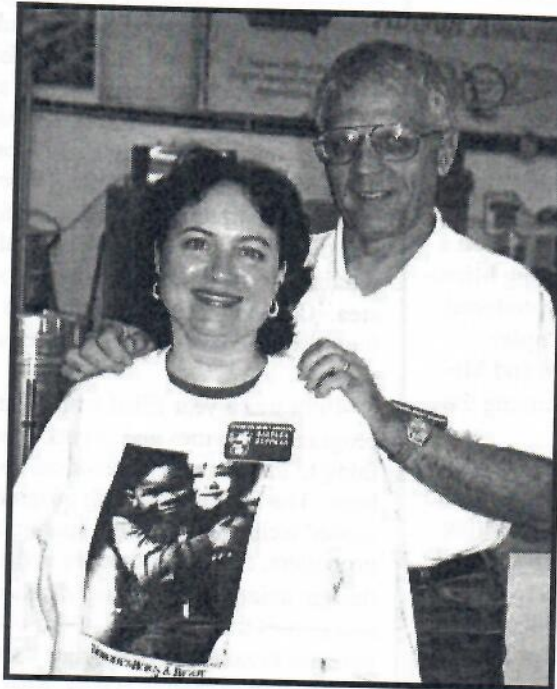




NavCom

December, 1998

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



Volunteers of the month-Barbara and Mike Huffman. See story on page 7.

CHRISTMAS PARTY!

A Chapter 690 tradition is to celebrate the holidays with a dinner and program that will appeal to all the family. It will be held on the regular meeting night - the 2nd Friday - December 11 at 7.P.M. - dinner at 7:30. Each family is asked to bring a vegetable, salad, or dessert that will serve 12 people. The meat, beverages and table service will be furnished. There will be a \$5. charge for each adult. Kids eat free.

The program will include recognition of special accomplishments of members and the awarding of the infamous "Frank Flessel award". The social committee is planning some

special treats for all. Come and enjoy the celebration of the season.

A Special Seasons Greetings from your NavCom team:

Joe Reed-Editor
Alan Langford-Publisher
Larry Bishop-Distribution and Mailing
Jim Garner-Reporter at Large
Margaret Wilcox-Reporter Emeritus

And all those authors who sent in stories this year-we could not have done it without you.

The NavCom

The NAVCOM is the official monthly newsletter of EAA Chapter 690 serving its members and other persons interested in the advancement of Aviation.

Original articles, art, and photos are invited and encouraged. Submit articles in ASCII or Word format and pictures in any format via email to: jdreed@mindspring.com or mail to:

Joe Reed
1098 Hillcrest Ct. NW
Norcross, GA 30093

Deadline for submissions is the Last Sunday of the Month

THE NAVCOM is created on a Pentium 133 computer using Microsoft Publisher 98, and is produced on a **Minolta DI-620 Copier**. Thanks to Alan Langford and Minolta Corporation for printing the NAVCOM each month.

Also thanks to Larry Bishop and his merry band who fold, staple and mutilate the NAVCOM for mailing

In keeping with the spirit of all aviators, permission is hereby granted for the reproduction of the NAVCOM articles by other EAA Chapters provided proper credit is given to the author and to the NAVCOM.

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President's NOTAM

by Frank Wilcox

The year in review:

Another year in the life of Chapter 690 is almost history. In my 16 years of membership each has seemed better than the previous - more members, more member involvement, better meeting facilities, more interesting programs, more social opportunities, more income and expenses, more support of national EAA programs. The list goes on and on. Some would say this is "growth" and it is, but I prefer to term it "maturing". Most if not all are the result of thoughtful improvements where needed, enthusiastic member support and a very strong "can do" spirit. These have become 690 traditions and are the foundation that makes EAA Chapter 690 the outstanding Sport Aviation Center in our area. Carrying these traditions into the future is the challenge that we can all share.

1998 was a year filled with a variety of programs, activities and events - something to interest every one of our members. The monthly meeting programs included technical subjects - spark plugs, propellers, electronic devices and aircraft design; aviation law, flying vacation trips and airport traffic control. Our monthly pancake breakfasts were major social and information exchange events. Also included with the breakfasts were two Flying Start programs, the AeroMart and the successful Fall Classic AirFair.

The Young Eagles and other youth programs continued to grow. The annual Hangar Dance, Chili Cookoff, Post Oshkosh Bash and December Holiday Dinner rounded out our social events. Our hope is that each member attended, enjoyed and occasionally worked for several of these events. Planning for 1999 already indicates a similar variety of chapter activities. All members are encouraged to discuss ideas for programs and activities with the Program Committee Chairman Bill Curtis or any chapter officer. This is your organization and we need your ideas of what you would like to have happen.

Recent Events:

A major chapter program that is maturing are the Flying Start seminars. The attendance at the November seminar, 92, far exceeded any of the previous three. Of this group 54 have enrolled in the

ground school and 9 took an introductory flight. Thanks to Sue Adams and all the members who worked for this success. Two more Flying Starts are planned for 1999. Members are encouraged to start now inviting attendees and of course volunteers will be needed to make them successful.

As predicted the November chapter meeting program presented by Sensenich (pronounced Sinsenick) Propellers was interesting and informative. Over 60 members and visitors learned the details of manufacture, care and use of wood and metal propellers from a 30 year veteran of the company. An unusually large number of door prizes were awarded to the attendees by Sensenich - no propellers though. If you weren't there you missed a good one.

Congratulations to Chuck Roberts, Steve Ashby, Larry Bishop and Clyde Schnars, newly elected to the Board of Directors. This is the first term for Chuck. Steve, Larry and Clyde are returning members. Congratulations also to Bob Zahner and Greg Jannakos, newly elected to the Board of Trustees. This is a three year term for the Trustees and a two year term for the Directors. Members of both boards provide essential leadership to the chapter and deserve our appreciation.

During the past year you have noticed the photos and stories of Chapter 690 members appearing in the NavCom. This is a project that both recognizes our volunteer leaders and helps us to become better acquainted. All of us have stories to tell about ourselves that would be interesting to other members. Sue Adams may be asking you for yours soon. Also be sure to notice the picture collages of recent activities posted on the walls of the Chapter Building. Sue is the artist.

We hope to see you at the annual Holiday Dinner Friday December 11th at 7 P. M. - dinner at 7:30. There will be good food, good fellowship and an evening for all of us to enjoy.



Vision Limiting Devices

By Ken Sharp

In the early days of instrument training, the Vision Limiting Device (VLD), such as that used by Jimmy Doolittle, was a complete covering of the cockpit occupied by the instrument student. These students were really in the dark! Later on, a combination of two sheets of colored plastic film was used. An orange layer of plastic was placed on the windows and wind screen of the airplane, and the student wore green glasses. (Or was it the other way around?) No matter, because the two colors combined, and effectively limited the student's view of the outside world. Both of these methods allowed the instructor to see, 'though you have to wonder about looking through the orange plastic to see other traffic.

Later on, a more portable VLD was developed - the dreaded "hood". The hood is plastic contraption that sits on the student's head, and, if properly decorated, made him or her look a little like the pioneer women with their sunbonnets. The first hoods used a headband that was adjusted to the student's head size. On the one I first used, the headband relied on friction to maintain it's size, and friction often failed. Turbulence would make the hood creep down over my eyes until, only by tilting my head way, way, back, could I catch a glimpse of the row of fuses which were mounted on the lower edge of the instrument panel.

Then, some enterprising individual, recognizing opportunity, invented a headband that had a ratchet tightening system. Very much like the clamp that holds the water hose onto the radiator of your car. Now, this was a BIG improvement!

But the hood still has its drawbacks. For instance, as the plastic aged, it would become brittle, and easily cracked and broken. And, new or old, it was a rather bulky item. The instructor spent a lot of time leaning forward to see around the "portable cloud". Traffic from 10 o'clock was a real threat. Another problem was the fact that, unless the student had real discipline about not cheating, it was possible to supplement the information from the instruments with quick glimpses of the outside world around the sides and bottom of the hood.

And then, along came the device known under the trade name of "Foggles". Looking like a cross between goggles and bifocal glasses, the lenses had translucent panels where bifocals have the distant correction, and clear areas where the bifocal has the near, or reading, correction. The design was that only the instrument panel could be seen. Well, mostly. Not everybody's head is the same size, and the distance between the eyes is a variable that the Foggles try to handle with an average size and shape. Again, this is another great leap forward for the student and the instructor. The student is restricted from seeing outside the airplane, and the instructor now has a nearly unimpeded view of the world.

Then, along came old age. Did you know the eye becomes less flexible with old age. Every one has heard of "hardening of the arteries", and the eyeball begins to lose elasticity when the number of years of use gets up around 40. The muscles

that make the eyeball change shape to allow for the various focal needed can't overcome the stiffness brought on by old age. The obvious answer for a pilot with this condition is to move the controls to the back seat, leaving the instrument panel in the location Orville and Wilbur, and the airplane designer decided it should be. This avoids the near vision problem altogether.

Anyway, with advancing years, the pilot is mandated to wear "corrective lenses for near vision". This is yet another problem for the instrument student. The Foggles aren't really capable of fitting over glasses and we're back to tilting our head, enriching the Chiropractic community.

The cost of a VLD is also of interest. Figure in excess of \$20 to buy either a hood or a set of Foggles. And then, when the hood gets old, buy again. Or, since Foggles are much smaller, when you lose a pair, buy another pair.

Where is all this leading? Filtering down to the user, via the World Wide Web, is a large amount of empirical data. And one bit of data of interest to the aging instrument student is how to obtain a VLD without the troubles listed above. One that hit me right between the eyes was "make your own VLD".

Now this is one of those "OF COURSE!" moments. It's similar to the answer to the question "Can I buy you dinner at the Steak House?" OF COURSE! Or, you hold the winning lottery ticket. Will you take the money? OF COURSE! Or, you're reading a good mystery, and you come to that final bit of information that allows you to say "OF COURSE! The butler did it!". This is one of those moments. "Make your own. OF COURSE!"

But the question now is, how? How do you make your own VLD? Follow these easy steps:

1. Go to the hardware store and buy a pair of safety "glasses". The ones I have are "Polysafe" by Wilson and have side shields on the "temples" (the pieces that go back over your ears). Cost: about three bucks.
2. Sit in your airplane in the same position that you use when you're flying.
3. Put on the safety glasses. They fit over your glasses, should you be so afflicted.
4. Make careful note of where the top instrument in the panel is located in your field of view though the safety glasses.
5. Put tape on the safety glasses to limit you view of the part of the airplane that you're not supposed to see when you're taking your training. Include tape over the side shields so you have no peripheral views.

What kind of tape should you use? You might be tempted to use that black electrical tape that serves you so well for all your other home and auto repairs. But, my recommendation is to use a product like 3M's Magic Mending tape. It is transparent, and in fact, nearly invisible, when used on paper. But when you use it for a VLD, it is translucent. That is, it allows light to pass, but no images.

So, there you have it, a true EAAer's solution to the problem. Inexpensive and effective. OF COURSE!

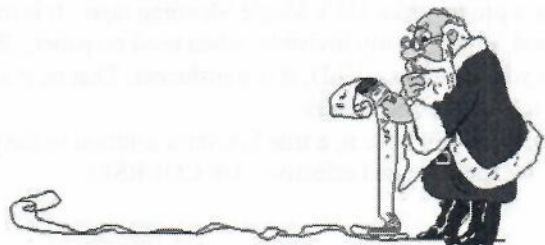
January Pancake Breakfast a Social Time *by Margaret Wilcox*

January 2 is the first Saturday of the New Year and it is also our first pancake breakfast of the New Year. This will be a special one - a free breakfast for all members and friends. It is a way of saying thank you - to all the chapter members who have worked so hard during the past year to make Chapter 690 one of the outstanding EAA Chapters in the nation. It will be a time of fellowship and fun. A time to sit around the tables and share ideas and make resolutions.

Especially will we thank those who work so hard each month to provide the breakfasts. The profits realized provide the resources for upkeep of our chapter building. The pancake breakfasts pay for the electricity, the water, the sewage, the telephone, the computer costs, the lease payments, the insurance and the supplies needed to keep the building well maintained.

There are many members who make this all possible! It starts with the publicity chairman, Joel Levine, who provides leadership in spreading the message that there is a special event on the first Saturday of the month - including an aviation oriented program. Mike and Jennifer North, who have been faithful food chairpersons for many years, are in charge of providing the meal. They take the inventory, purchase all the food, recruit workers and provide the leadership in cooking and serving. They come in on Friday night and set the coffee makers on timers so all is ready for service by 8 A.M. It takes many people behind the counter - a sausage cooker, a pancake batter mixer, a pancake flipper, two people to assist in the service and a cashier. Other important workers who help in preparation are those who see that the building is clean, the tables and chairs set-up, the signs strategically placed so people know where to come and where to park. After the meal someone has to clean-up - wash dishes and tables, clean the cookers, dispose of the trash. Lnor Levine, treasurer, writes the checks to cover the costs and deposits the profits.

If you, as a member of Chapter 690, have not taken a turn at helping with a pancake breakfast, 1999 is a good time to resolve to offer your services. The faithful few who come each month will be happy to teach you the skills needed. The other way that all members can support this monthly fund raiser is to come to eat and to bring friends and neighbors. Spread the word among your associates that something good is happening at Briscoe Field on the first Saturday of each month.



New Directors and Trustees Elected at November Meeting—

Four members were elected to the Board of Directors at the November meeting. They are Larry Bishop, Steve Ashby, Chuck Roberts and Clyde Schnars. These members along with the elected officers set the policies and oversee the operation of the chapter. The term of office for directors is two years.

Two new members were elected to the Board of Trustees. They are Greg Jannakos and Bob Zahner. These members will join Charlie Sego, David Posey, Don Roberts and Duane Huff on this board which is in charge of the care and maintenance of all the chapter facilities and property. The term of office for trustees is three years.

Aviation Explorer Post 533

November started out with a very interesting speaker, Mike Lozano of the FAA. Mike educated the Aviation Explorers on the career opportunities within the FAA and the training required to become a candidate for those careers. He also discussed how aviation accidents are investigated and described several accidents during 1998, including showing pictures of the accident scenes. On the Saturday following this meeting, a number of the Explorers participated in the Chapter Flying Start Seminar and tours of the LZU Control Tower.

At our second November meeting, our speaker was Chris Houman, former Navy F-14 RIO (Radar Intercept Officer) and currently a Lt. Commander in the Naval Reserves. Chris really gave the Explorers a detailed look at military aviation and life on an aircraft carrier, as well as the importance of "looking good" in a jet fighter. Many of our Explorers who are interested in military flying spent some extra time speaking with Chris Houman. The remainder of the meeting was spent building model rockets for the upcoming rocket launch activity.

At 10:00 AM on Saturday, Nov. 21, after discovering 30 minutes earlier that our planned launch site had been fenced off the day before, we gathered at our reserve location - a large open field next to Eastside Medical Center. Twenty Aviation Explorers prepared to launch the rockets they had built at our meeting, plus some additional rockets. The rockets provided by the Post were all the same, and were judged on artistic style as decorated by the rocket-building teams with magic markers and stickers. They were also judged by the quality and consistency of their flights (at least three each), with only one launch earning the title of "Most Threatening to the Spectators." We also scored another Private Pilot on Nov. 21 as Scott Haslup passed his Private Pilot Checkride.

Our meetings in December are on the 7th and the 21st. We will begin two parallel subjects: our newer members will be participating in a private pilot ground school "light" (it is light so that our meetings are not too much like school), and our older members will begin working with Chapter member Duane Huff to build jigs for wing ribs. Later, the entire Post will participate in using these jigs and other items to build and cover an airplane wing.

Continued on page 5

Minutes of EAA Chapter 690 November 1998 meeting

Wayne Whitaker, Secretary

Business meeting held after the program, which was an informational seminar on propellers.

Minutes of last meeting approved as published in the NavCom.

Secretary Lnor Levine said funding for the first phase of interior work on the hangar was almost complete, with only \$550 remanding to complete phase one. Last month's Air Fair netted the chapter \$2,199.11. Lnor has 1999 EAA calendars for sale, as well as EAA hats, \$10 each.

Board of Trustees Chair Charlie Sego reported that county approval of plans for phase one of hangar interior work is still pending.

Membership voted for four members for Board of Directors: Chuck Roberts, Larry Bishop, Clyde Schnars, Steve Ashby.

Membership voted for two members for Board of Trustees: Bob Zahner and Greg Jannokos.

Membership also voted for Outstanding Chapter Member for 1998, winner to be revealed at chapter holiday dinner next month.

Publicity Chair Joel Levine has keys to chapter hangar available for new members. Also has posters for upcoming chapter events, such as pancake breakfast activities, which need to be posted. Next pancake breakfast, December 5, will feature a hot-air balloon seminar.

Chapter Activities Chair Sue Adams gave a report on the recent Flying Start program. This was the fourth Flying Start hosted by chapter 690, and the best attended one yet. Out of 84 attendees, we had 55 prospective pilots sign up for ground school. As of the meeting night, 35 people had taken a Discovery Flight. Next Flying Start will be held in March of 1999. Sue has posted in the chapter hangar photo collages of the Flying Start event, and of the recent Air Fair. Sue also reported that the FAA will hold a safety seminar at the Gwinnett County Airport Administration Building, on Thursday Nov. 19, The 17 Most Popular Ways to Fall Out of the Sky.

President Frank Wilcox noted that chapter 690 members were featured again this month in Sport Aviation. (*Editors Note: Read the excellent article by our own Jim Garner*).

Membership Committee Chair Dale Schonmeyer reported that the chapter has 193 members as of meeting night.

Chapter 690 First Lady Margaret Wilcox reminded members of next month's holiday dinner. Meat and beverage is furnished, members should bring a side dish with enough to serve at least 12 people.

Young Eagle Coordinator Bill Coleman reminded members that the last Young Eagle rally of 1998 will be held at the next pancake breakfast, Dec. 5, 9 a.m. to noon.

The Great Airplane Race

A Japanese company and an American company decided to have a human powered airplane race. Both teams practiced hard and long to reach their peak performance before the race. On the big day of the race, the Japanese won by a mile. Afterwards, the American team became discouraged and morally depressed. The American management decided that the reason for the crushing defeat had to be found. A "Measurement Team," made up of senior management was formed. They would investigate and recommend appropriate action. Their conclusion was that the Japanese team had eight people pedaling and one person steering. So American management hired a consulting company and paid them incredible amounts of money. They advised that too many people are steering the airplane and not enough people are pedaling.

To prevent losing to the Japanese again next year, the team's management structure was totally reorganized to four steering Supervisors, three area steering Superintendents, and one assistant superintendent steering manager. They also implemented a new performance system that would give the one person pedaling the airplane greater incentive to work harder. It was called the "Pedaling Team Quality First Program," with meetings, dinners and free pens for the pedaler.

"We must give the pedaler empowerment and enrichments through this Quality First Program." The next year, the Japanese team won by two miles. Humiliated, the American management laid off the pedaler for poor performance, halted development of a new airplane, sold the old airplane and canceled all capital investments for new equipment. Then they gave a High Performance Award to the steering managers and distributed money saved as bonuses to the senior executives. From *Flight Plan* John McClellan, Editor Kingwood, Tx

Congratulations

I'd like to congratulate three of 690's members on behalf of Ed Jeziorny, The Flying Start Program, and EAA on their personal achievements in aviation.

During November—**Ryan Gaddis** soloed on his 16th birthday, **Steve Halsup** and **Jeanne Miller** passed their Private Pilot check rides! Congratulations for all of 690. Thank you both. Sue Adams, Flying Start Coordinator & Chapter Advisory Council member.

Aviation Explorer —continued

We are looking at starting some radio controlled aircraft (RC) activities, so if any Chapter members have RC equipment that they want to donate to the Post, it would be greatly appreciated. We are also in need of a tall metal storage cabinet with doors so that we can store our supplies and training materials. Please contact Steve Halsup at Work: (404) 471-0048 or Home: (770) 931-1631.



Events Calendar



Saturday, Dec. 12, 1998

McMinnville, TN

Fly-in country ham breakfast at Warren County Memorial Airport (RNC). Call the airport at 931-668-7050 for more information.



Wednesday-Thursday, Dec. 16-17, 1998

Kill Devil Hills, NC

The First Flight Society will observe the 95th anniversary of man's first powered flight on Thursday, Dec. 17. The Man Will Never Fly Society Internationale will hold its annual banquet at 7 p.m. Wednesday at the Comfort Inn at Nags Head, preceded by a social hour. Commemorative activities take place Thursday at the Wright Brothers National Memorial at Kill Devil Hills. A luncheon banquet at the Comfort Inn follows the ceremonies. Formal ball will be held that evening at the Ramada Inn. Contact Al Jones at 252-441-2424 or send e-mail to dec17@firstflight.org for more information.



Saturday, Dec. 19, 1998

Collegedale, TN

Collegedale Pilots Club/EAA monthly fly-in breakfast at Collegedale Airport (3M3). Call the airport at 423-236-5008 for more information.



Saturday, Dec. 19, 1998

Dawson, GA

EAA Chapter 354 monthly pancake breakfast fly-in at Dawson Municipal Airport (16J). Call Ron Acker at 912-888-2828 for more information.



Sunday, Dec. 20, 1998

Darlington, SC

South Carolina Breakfast Club meeting at Branham's Airport (6J7). Call Anne Hawkins at 803-432-9595 for more information.



Saturday, Dec. 26, 1998

Dayton, TN

Rhea County Civil Air Patrol monthly fly-in breakfast at Mark Anton Airport (2A0), 7:30-11 a.m. Call Wanda Fulmer at 423-775-8407 for more information.



Sunday, Dec. 27, 1998

Salisbury, NC

EAA Chapter 1083 Monthly Pancake Breakfast Fun Fly-In at Rowan County Airport (RUQ). Begins at 7:30 a.m. Contact Jack Neubacher at 704-636-1864 or fly4fun@salisbury.net for more information.



Saturday, Jan. 2, 1999

Swainsboro, GA

Monthly fly-in at Emanuel County Airport (SBO). Food served 11 a.m.-3 p.m. Fly market. Call Don Gay at 912-237-7281 for more information.



Saturday, Jan. 2, 1999

Lawrenceville, GA

EAA Chapter 690 pancake breakfast fly-in and aviation program at Gwinnett County Airport (LZU). Breakfast 8-10:30 a.m. Contact Joel Levine at 770-394-5466 or jlevine@akorn.net for more information.

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

Thank You Volunteers

Barbara and Mike Huffman

By Sue Adams, CAC

My desire to fly airplanes began thousands of years ago when I was in the fifth grade and checked "Amelia Earhart" out of the library so many times that our librarian offered to give me the copy. But I never thought that I'd actually have a chance to make my dream come true. I guess aviation is as much in my blood as it was in Bessie Coleman's, Amelia Earhart's, or Beryl Markham's.

One of my fondest aviation dreams is for us to locate and purchase a Steen Skybolt that Michael built and then sold to John Denver years ago. In fact, it's the one in the aviation film that Denver did for EAA in the late 80's. If we cannot locate the plane then I hope that we can build another Skybolt.

Michael and I are married and between us have populated the earth with five, sweet children, ages 15 -32. And we've completed that responsibility.

I was pleased to have the privilege of attending the last Flying Start ground school and passed my tests and have been recommended to take my FAA test, for which I am now studying.

We are attending, and now volunteering, at most of the 690 events and are bringing friends. I am finding that I particularly like talking to and greeting first-time guests or members about the chapter and all of the support and activities we have to offer.

Besides my learning to be a good pilot, we want to attend Oshkosh next year, and continue our association with all of our new EAA 690 friends. There is so much to learn - so many friendships to make!

I'd also like to say just a quick word about Don and Karen Roberts who took the energy to make it just a little easier for us to come into the chapter as "new" members. We need more folks like them who are willing to go just a little bit out of their way to visit with and make guests and new members feel at home. Their friendliness was greatly appreciated.

Mike Huffman

Mike has been a member of Chapter 690 for about 8 or 9 months now. He has volunteered time at the breakfasts and AirFair and where ever help has been needed. I originally received an eight-page biography from Mike, however, with the limited space can only touch upon a few of his life's highlights.

I have been a pilot, aircraft designer/builder/restorer, and A&P mechanic for a long time. My interest in aviation dates back to 1965, when I was a graduate engineering student at Rensselaer Polytechnic Institute in upstate New York. After graduation in 1966, I moved to Detroit to work for General Motors and began flying lessons soon after. Early in 1968 I got my Private Pilot rating. By that time I knew that airplanes and flying would be a big part of my life, to the point of being a career choice. My first homebuilt was a Jeannie's Teenie, a very poor design that appeared in Popular Mechanics in 1968.

Restored a Skybolt with a partner who had become acquainted with John Denver, who was interested in owning it. To make a long story short, we sold him ours and that provided me a little working capital to start a business. Later, I installed a new engine and prop for John and painted the airplane in a striking scheme John had designed, and the airplane was featured in the EAA film "Wings on Dreams" and another of John's television specials. Another one of the projects I had acquired was a 1940 Fairchild 24 with a 165 Warner. Also, during that same period, I completed a Bede BD-8.

Up through 1984, I continued the business, but by that time, several things had happened that caused me to become disillusioned with aviation.

From 1985 through 1988, my involvement in aviation was on a quiet personal basis only. A very good friend went in with me on a Piper Tri-Pacer, which we converted to the taildragger configuration. And during that time, I got word that John Denver was planning to sell the Skybolt, and Tom wound up buying it. We enjoyed flying it for a couple more years.

Then, in 1989, I moved to Atlanta, GA, selling the Pacer and many of my other aviation-related possessions. And from then until about two years ago, my involvement in aviation was only peripheral. I did eventually build a house at Whispering Pines, an airport community between Snellville and Conyers and I helped a friend work on a couple of homebuilt airplanes, but I had essentially not flown since 1989.

Then about two years ago, I met the love of my life, who was to become my beautiful wife Barbara. Among many other adventuresome pursuits we found we had in common, I learned that Barbara had always wanted to be a pilot. About that time, I gained access to flying privileges in a Grumman Tiger and the two of us took several trips. Barbara was hooked on flying and I was hooked on her. We joined EAA Chapter 690 (rekindling my years of interest and participation in EAA Chapter 10 activities in Tulsa) and Barbara participated in the Flying Start ground school.

Then, a few months ago, we bought a half interest in a BD-4 homebuilt airplane that has been sitting for a few years. Since then we have been spending weekends at the airport putting it in shape to fly. On November 21, we flew it for the first time. Although I have made a lot of "first-time" flights in homebuilt airplanes, it is always a very sober experience. But this time, everything went well and, except for the normal first-flight things that do not work right, it was very successful.

So it is that I come to the end of the story (only for now). I have loved aviation for many, many years and, even during the time when I was not flying, I was always nostalgic for it. Now, with Barbara, I have a second chance, a chance to rekindle that love together. Her new and fresh enthusiasm for aviation is contagious, and mine is restored, perhaps a little quieter and a little less driven than before. This time perhaps I can wake up and smell the 100 octane! I cannot wait to find out what is next!

Thank you, Mike and Barbara for all you do,

Classifieds

For Sale: Magellan Skyblazer GPS . 1996 version includes all accessories as follows: dc power cable 9 to 32 vdc, yoke mount, 2 antennas-(detachable quadrafilar helix antenna, and active antenna with six ft. coax cable and heavy duty suction mount, carrying case, 3 AA batteries, users quick reference guide. Unit has all features including PC updateable Jepperson database. Like new operating unit. Suction mount antenna sometimes intermittent performance and likely needs attention. \$599 new, it's yours for \$200. Dick Seiders 770-972-3727

For Sale: Bendix-King KX-99 handheld radio (aircraft) NAV-COM / Purchased new 1994 excellent condition. Price today is \$595.00 Will sell for \$425.00. Sony DAT TCD-D7 recorder. Purchased new in 1995. Very little use. Excellent condition. \$425.00 Marantz portable Cassette PMD 430 stereo/ will run on batteries/ ac adapter / dolby b / dbx / speed adjustment / super buy at \$325.00 Call Bill Bailey 770-934-7756 or 770-330-1839 or e-mail billbailey@mindspring.com

For Sale: BD-5A with the new "B" wings for SALE. Construction of Aircraft is complete. Needs engine, avionics and paint. Will Sell for First Reasonable Offer. Snellville, Georgia. Keith Dove 770.736.0674 Fax 770.736.2758 keithdove@mindspring.com

For Sale: I have purchased a new GPS and would like to sell my Lowrance Airmap. This is the model with the obstruction database and the LiMh battery. Complete with all accessories. (This is the 5 channel version.) Like new, less than 1 year old. Works GREAT!. \$500. - For \$625 I will include one of our ATMs (<http://www.cmm-atm.com>). Thanks Chuck Miller 770-662-5633 (office) email: cmm@america.net

For Sale: I would like to trade my shares in the Cessna 140 that the EAA690 --Stone Mountain Aircraft Restoration Team (S.M.A.R.T.I.) is restoring for a homebuilt project. The Cessna 140 is on the gear with the wings ready to recover and the engine ready to assemble. Contact me for details. I will consider any type of project. Earl Evans, phone 770-229-8670 or e-mail at Katgone@AOL.com

Wanted: One or two partners for my Ercoupe. If interested call Greg Jannakos 770.277.1637 after 5:00PM or gpjann@mindspring.com

For Sale: David Clark headset/microphone model H10-13.4 (the lightweight model) new in the box and comes with an extra set of Flo-Fit Gel Ear seals. New price was \$310.00. Asking price \$250.00. Call 770-614-6898 or email mbolson2@mindspring.com for more info

Produced on the Minolta
DI-620 Copier

December Dinner
Friday, December 1
7:00pm at the Chapter Han-

Newsletter of EAA Chapter 690
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NavCom