

CHAPTER 690 NAVCOM

April 1994

Young Eagles Rally Soars!

by Duane Huff, Rally Co-Chairman

The Second Southeast Regional Young Eagles Rally was hosted by our chapter on March 19. It was a fantastic success! The Great Pilot in the Sky gave us perfect weather for flying, perusing, eating, and just enjoying aviation. Lack of accidents was an even greater blessing.

Six hundred and thirty-five (635) Young Eagles flew that Saturday, a single-day record in the history of the Young Eagles Program. Over fifty planes and pilots provided the means to the ends. With the skies filled and the taxi-ways overflowing, these people got the job done safely and proficiently with a high level of courtesy and professionalism. They made it happen. At least seventy-four people (by the volunteer sign-up sheet) helped on the ground. They kept the whole young eagle/parent/flight coordination running smoothly. They made it happen, too.

The dedication, hard work, and sacrifices given by each committee member made it a pleasure and a joy to coordinate the event. Each one carried out their responsibilities efficiently and effectively.

Many thanks to Bill Coleman (co-chairman), Alan and Sherry Langford (advertising/promotion), Frank Wilcox (pilot recruiting and briefing), Ben Jeffrey (ground control and auto parking), Gregg Jannokos (static display), Steve Ashby (ground school and preflight) Charlie Sego (ground

facilities/airport authority liaison),

✓Bobbie and Jim Estes (registration),

Bob Zahner (loadmaster), Mike

North (pancake breakfast), Lnor

Levine (fund-raising), Joel

Levine and Richard

Robison (signs), and Sue

Adams (Regional

Coordinator). Thanks

also to all the 690

members who served

under these crew chiefs.

Finally, a special thanks to

all of the non-690 volunteers. I

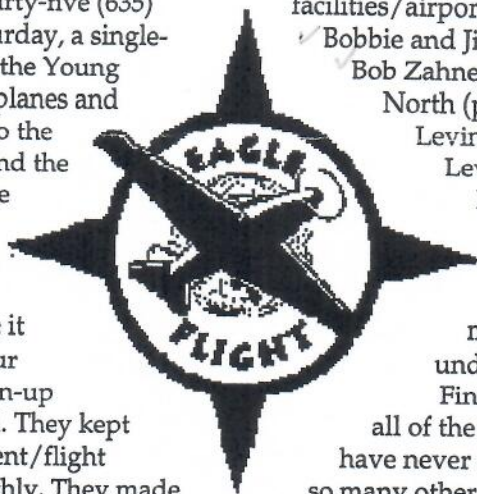
have never seen so many folks from

so many other chapters help at an

aviation event in Georgia. Thanks, we

sure appreciate you!

A special thanks to Tess, who helped answer the HUNDREDS of phone calls, stirred pancake mix, and then continued to lend a hand wherever she could throughout the day.***



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And for those of us who can't get enough...

These are next few Young Eagles Rallies in our area. We had a lot of help from non-690 folks for our Rally. Please seriously consider helping out with someone else's Rally.

- April 23 - Milledgeville - Dan Lindsay of Air Sinclair (912/453-9358; 216 Airport Rd., 31061). Dan REALLY needs our help as he has no EAA chapter associated with his airport.
- June 11 - Peachtree Dekalb Airport - Sue Adams, 986-0644; 672-2666 (beeper). This date is also the "International" Young Eagles Day. Fly someone somewhere somehow.

Young Eagle Rally Sets New Mark

by Steven R. Ashby

When a good idea gets started, it always seems to grow and gather steam. Years ago, in Rockford, Illinois, some visionaries thought it would be a good idea to host a "fly-in" for the aviation faithful. Today, the annual convention and Fly-In at Oshkosh is a mega-event, drawing hundreds of thousands from the four corners of the earth. Not long ago, another good idea was born: the Young Eagle program. Pilots who thought it was a good idea grabbed a hand full of registration forms and started flying the kids from the neighborhood. The idea is starting to snowball. Impromptu after school Eagle Flights have been joined by Chapter-sponsored Rallies and now, Regional Rallies.

As the number of Young Eagles flown gathers steam towards the unbelievable goal of One Million Missions by the year 2000, Chapters from all over the country are hosting bigger and better Young Eagle Rallies and posting some impressive numbers. A new standard was set last March 19, when EAA Chapter 690 in Lawrenceville, Georgia broke all records, flying 635 Young Eagles in a single event.

Planning for the giant event began, appropriately, at another Young Eagles Rally. As Chapter 690 members helped out at the Rally hosted by Chapter 268 in Marietta, Georgia, they noted the successes of the Rally and contemplated some improvements. Four hundred thirty six missions were flown at that Rally and Chapter 690 members surmised, in good-natured competition, that this number could be eclipsed.

Once the Chapter decided to host a large Rally, Duane Huff was placed in command. Duane immediately published the fact that the 6 P's would govern the event, "Prior Proper Planning Prevents Poor Performance." With the assistance of Regional Young Eagles



Steve explains how his plane shoots bullets

Coordinator Sue Kulik, rally planning was divided into bite-sized chunks: Pilots, Ground Control, Loadmasters, Static Displays, Concessions, Young Eagles Preflight Briefing, Facilities, Registration and Publicity. A chapter member was given responsibility for each area. It was up to each section leader to recruit volunteers for each area of responsibility.

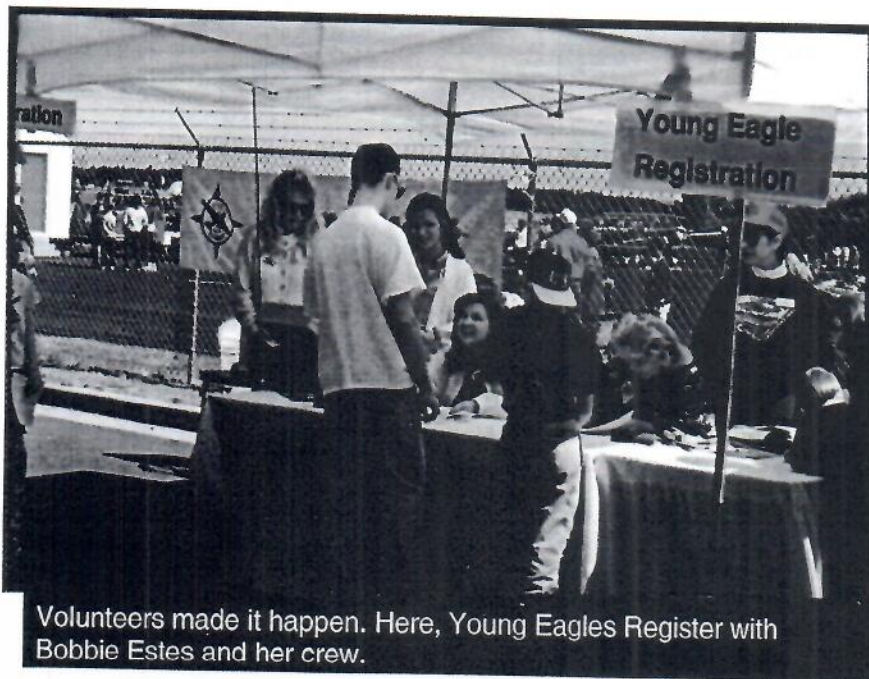
As the results showed, the Prior Proper Planning yielded a great success. Thanks to the efforts of Pilot Coordinator Frank Wilcox, 55 EAA pilots flew missions during the Rally. Aircraft ranged from a J-3 Cub to a DC-3, flown in by Alexander Aero. Pilots came from Chapters 1025 (Stone Mountain), PDK (Atlanta), 468 (Stockbridge), 268 (Marietta/Cartersville), 780 (Athens), 976 (Douglasville), 611 (Gainesville), 38 (Warner Robins), 6 (Griffin/Williamson), and 1011 (Toccoa). Several pilots flew in from Alabama, Tennessee, and South Carolina for the event. One local pilot at the airport was so charged up at what he saw that he went to the Briscoe Field FBO, rented an aircraft, taxied over to the event and promptly joined EAA so that he could fly Young Eagles. Four enterprising pilots flew in one rented aircraft and took turns flying Young Eagle missions.

The fact that the Rally was "incident free" resulted from the coordination of the Ground Control crew and the Loadmasters. Ground controllers directed aircraft into slots on the ramp and Loadmasters guided groups of Young Eagles to each aircraft. Loadmasters coordinated necessary paperwork with the

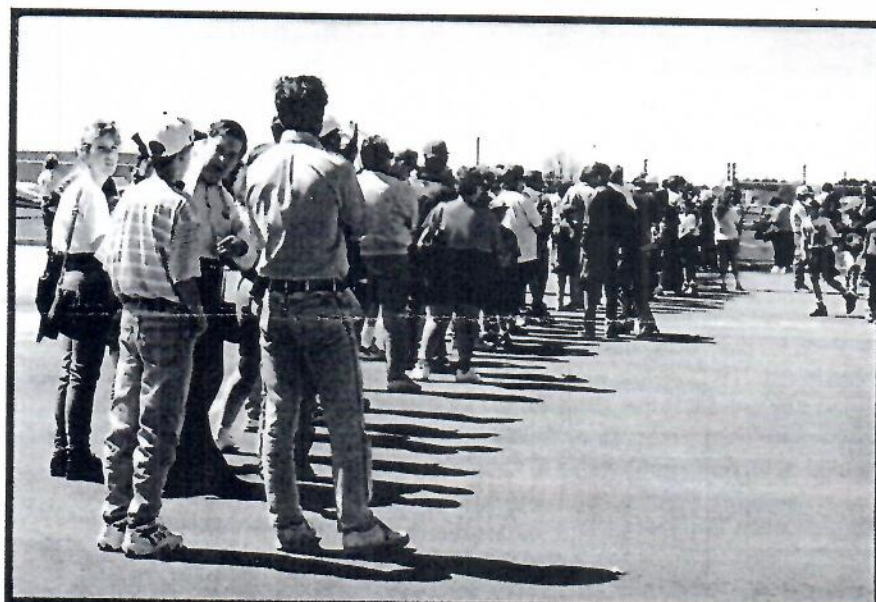
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Smiles were the order of the day



Volunteers made it happen. Here, Young Eagles Register with Bobbie Estes and her crew.



The line to get aboard never got much shorter than this. But as one parent said, "If there wasn't a line, the kids wouldn't be interested!"



This gorgeous Mustang was flown by a true volunteer

pilots and made sure that all children were safely buckled in. Safety was also the main theme of the "Preflight Briefing" given to all Young Eagles prior to flight. The briefer, dressed in his "Top Gun" flight suit to command attention, stressed safety on the ramp and pointed out the safety measures taken by all pilots. Although some of the mechanics of flight were addressed in the briefing, it was kept short to cater to short attention spans and to keep things moving. After each briefing, Young Eagles had the back of their hands stamped to certify their attendance.

The entire ground effort was run by 74 (non-flying) volunteers. Chapter members and their spouses ran registration, static displays and concessions like clockwork. Many parents of Young Eagles volunteered on the spot and were put to work by the Volunteer Coordinators. One pilot, Steve Collins, flew in his beautiful P-51 for a static display (although it was not really static during his fly-by prior to landing). Caught up in the spirit, Collins volunteered as a loadmaster, shuttling kids across the ramp to be loaded into Skyhawks. And some people think that Mustang drivers are stuck up!

Corporate sponsors also ensured the success of the Rally. Everything from porta-potties to John Deere runabouts were provided by local businesses. Trade-a-Plane, Southern Aviator Magazine, Alexander's Aero and Sam Lyons (noted aviation artist) provided complimentary gifts for pilot volunteers and door prizes for ground volunteers. Even Hawthorne Aviation, the local FBO, provided a fuel discount for Young Eagle pilots (although he cringed when the DC-3 taxied by). He ran out of fuel well before the day was over!

When the last Eagle Flight of the day returned to the ramp, volunteers could hardly believe that 635 Young Eagles had flown that day (35 more than the goal). What they will always remember, however, is the smiles, the serious questions (Does this plane shoot bullets out the front?) and the excited conversation between parents and children after each flight. Although Chapter 690 members are proud of the records set that day (most Young Eagles flown, most aircraft and pilots, and most volunteers), they know that records are made to be broken. So how about it?...

NEWS ABOUT

CHAPTER 690

MEMBERS

AND

EVENTS

Calendar of Events

April 8 - Chapter 690 monthly meeting, Briscoe Field Administration Building. Topic: Owner assisted annuals and owner maintenance presented by Dana Vinson of Aviation Gwinnett.

April 10-16 - Lakeland, FL - EAA Sun 'n Fun Fly-In, 813/644-2431.

April ? - Sun 'n Fun Chapter 690 Exchange.

April 23 - Project visit to see John Reynold's replica Wright Flyer. 10 a.m. Please call 325-1138 for directions.

April 30 - Alexander Hangar, Griffin Municipal Airport; 1994 Builders Workshop. 800/831-2949.

May 14 - Stone Mountain Airport - visit to Gary Politzotto's Pulsar. 2 pm.

June 18 - Project visit to Jim Estes' RANS S-12.

July 28-August 3 - OSHKOSH

August ? Chapter 690 post Oshkosh Exchange at the Kuntz palace.

August 20-22 - Gadsen, AL - Aerodrome '94 - WW I Aircraft Fly-In and Airshow sponsored by Lake Guntersville Aero, 205/582-4309.

October 22 - Lenore Airfield (Wilcox hangar) - Project visit to SMARTI Cessna 140.

November 19 - Project visit to Greg Jannakos' Ercoupe restoration.

Minutes of the April Meeting

The March 11, 1994 meeting of EAA Chapter 690 was called to order by President Jim Estes at 8:05 PM. The usual meeting introductions of the attendees were canceled in order to quickly get to the final plans for the Young Eagles Flight Rally. The minutes of the last meeting were accepted as printed in the NavCom last month. Lnor Levine reported that the chapter treasury contained \$X in the checkbook and \$X in the Bldg. Fund CD. Also reported by Lnor: the current status of Membership Dues for 1994 shows 44 renewals from 1993, 2 returning past members, and 7 new members for a total of 53 paid members as of tonight's meeting.

Charlie Sego discussed the status of the hangar. The location for the hangar has been secured. Charlie will be discussing the lease status with Steve Ashby to assure that the proper legal jargon is in the right location on the lease. Steve suggested that a building committee should be established in order to present the chapter with a package concerning the cost of the hangar construction and financing requirements.

Greg Jannakos discussed the project visit to Clyde Schnars' RV-6A project (if only mine will look half that good).

Duane (only 1 n) Huff discussed the Young Eagle Rally status. So far he has mailed out 462 pre-registration forms. Duane has also made numerous visits to EAA Chapters to promote the rally as well as promoting the program on a local radio station, WGUN. Bobbie Estes reported that so far 101 have been returned. (ONLY 500 MORE TO GO!) Bobbie has already prepared the forms that have been returned in alphabetical order and has set up the flight certificates to go with them.

Frank Wilcox reports that he has 50 pilots signed up so far with 45 confirming their attendance. There will be a wide variety of aircraft participating in the rally. Frank also discussed the air route charts that were designed by Joel Levine and produced in color by Alan Langford. These charts and noise abatement procedures will be distributed to all participating pilots. The LZU Pilots Association, Flying Rebels, and the 99's will be sending pilots to the rally.

All of the other Rally Chairmen report that all is ready for the big day on the 19th. All we need now is a sunny day and the 600 kids.

The meeting was adjourned at approximately 10:00pm and moved out to the hangars behind the meeting room to view the ACRO I built by Fred Meyer.

Respectfully submitted, Alan Langford

Chapter 690 Hams Picnic Round The World

by Joel Levine

It's been discussed several times among a few of the Amateur Radio Operators (Hams) in the Chapter, and perhaps this is the year we can put an EAA Chapter 690 Amateur Radio Field Day station on the air. For those of you who aren't familiar with this, every year Hams around the world participate in a radio contest to test their emergency preparedness. It's a twenty-four hour effort to contact as many other ham radio stations, using any of the standard means of communications available to hams in all parts of the world, by radio as possible. Typically, call signs, signal reports and locations are exchanged by single sideband (voice) or Morse code (CW).

Within the ranks of EAA there is a large cadre of Ham Operators. Every week there are two Radio Nets that meet on the air made up wholly of EAA members. Within Chapter 690 there are at least twelve Ham Radio Operators of whom I am aware.

Field Day Weekend is June 25-26th. If enough of our ham member are interested, we would enter as "EAA Chapter 690 Field Day Operation," set up as a multi-operator, multi-transmitter station perhaps operating from a hangar at Lawrenceville Airport. Depending upon the interest level, we would operate using a generator or from Georgia Plunder and Looting using wire antennas on Sideband, and if enough interest on CW also.

This is a fun event for Hams and non-Hams alike. I'd be happy to organize the activity if enough interest exists. Please let me know (394-5466) by the next meeting if you're interested enough to help set up a station and operate, _ _

73's Joel, WA4HNL

Ben Jeffrey Leaves!

Chapter 690 member Ben Jeffrey has accepted a position in Amherst, Mass. Ben has been in 690 for several years and has supported the chapter in many ways, most notably as the Chapter's AirBoss for the last few years. He also helped many members with the wiring of their projects.

Ben is building an Ultra-Piet and has his Fly-Baby project for sale (925-2852). The decision to build and the first few building tasks were outlined by Ben in previous NavComs.

Ben's job may allow for some travel down South, so hopefully this won't be the last we see of him. Good luck Ben!

For Sale

- 1968 Cessna 150. 200 SMOH. Trspdr, Mode C (ACK), intercom, ELT, MK 12 radio, King 145, ADF, Audio panel/MKR BKN REC, wheel Pants. \$14,500. Based at Lenore, N50132. Ken Sharp 404/979-4233 (H), 404/750-6025 (W).
- 1990 Soneral II. 75 TTSN. Greg Jannakos 296-0937
- Placard Labels made to order. Greg Jannakos, 296-0937
- Fly-Baby project. Excellent workmanship. Ben Jeffrey, 925-2852

1994 Chapter 690 Chili Cook-Off Sizzles!

The Annual Chapter 690 Chili Cook-Off was really hot this year! The weather, though, was nice and cool. Thirty-five folks showed up at Frank and Margaret Wilcox's home and aeroworks bearing seven pots of chili. This turnout is amazing considering the maximum effort we put forth for the Young Eagles Rally and that it was Easter weekend.

Several folks arrived by air. Terre and Sue Adams came in the SNJ. I had no idea that plane could land comfortably at Lenore, but people tell me he never used more than half the runway. Some other folks (unidentified to me) arrived in a Tiger. Steve and Patrick Ashby and Wayne Whitaker made the long flight from Stone Mountain in Steve's 172.

The festivities began with hangar flying (what else) and degenerated into a painting lesson. Seems Duane Huff is so anxious to get his Chief airborne, he went out to the hangar and began spraying a white base coat while the chilies warmed up. Several guests cheered him on.

Finally the chilies were pronounced hot enough to

peel paint, so the serious portion of the day began. I wasn't there, but I'm told by three independent sources that this year the chilies were HOTHOTHOT!

Of course, you can't get a bunch of EAAers together without some sort of competition. This year all judges were women (finally, the chilies weren't rated on simply how masochistically painful they were!); Sherry Langford, Mavis Dunahoo, and Lnor Levine. The winners are:

Classic (best overall): Steve and Patrick Ashby

Antique (old family recipe): Margaret Wilcox

Warbird (hottest): Harold Stalcup

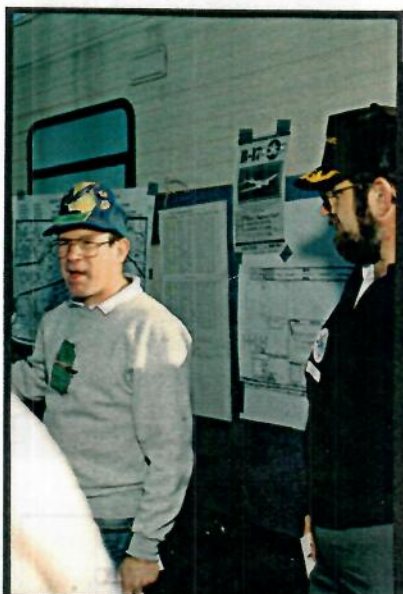
Homebuilt (different): Theresa Coleman

Contemporary (the new generation chili): Bobbie and Jim Estes

P.S. to Lynn Zahner: Next year we will have an Ultralight category. She made a great low-salt, low-fat, tofu chili.

As always, THANK YOU Frank and Margaret for your great hospitality!

The Biggest Young Eagles



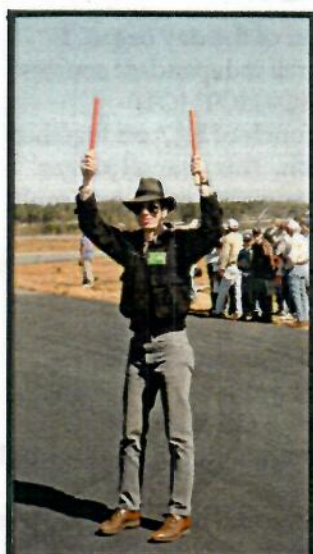
Joel Levine briefing pilots. Due to his and Frank Wilcox's efforts, the kids had fun and safe rides because pilots were given specific goals.



Lnor Levine and Linda Kuntz sold collectibles and toys. Through their efforts and those selling breakfasts, we actually made a profit on the Rally even though we gave away over 200 meals!



"Folks, this is your captain speaking. We are #7 in line for take-off." At one point, there were 17 planes holding and *eight* on short final!

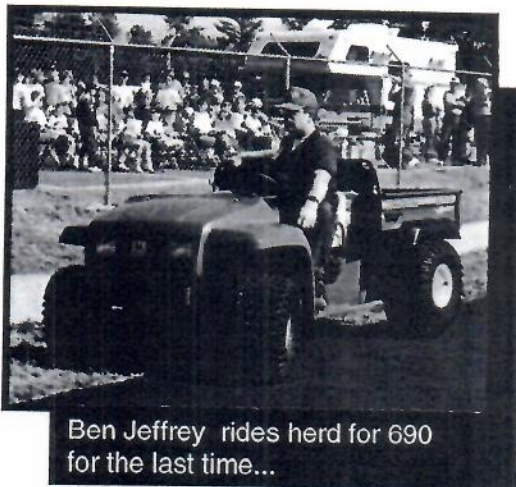


And ah one and ah two...Tank you boyse.



Subcommittee chairs and a derelict. L-R, back: Duane Huff, Charlie Sego, Ben Jeffrey, Lnor Levine, Jim Estes, Bobbie Estes, Bob Zahner, Theresa, Bill, & KE Coleman, Sherry & Alan Langford, Mike North, Steve Ashby. Front: Frank Wilcox, Joel Levine, Sue Adams, Jeff Boatright, Greg Jannakos.

Rally Ever !!



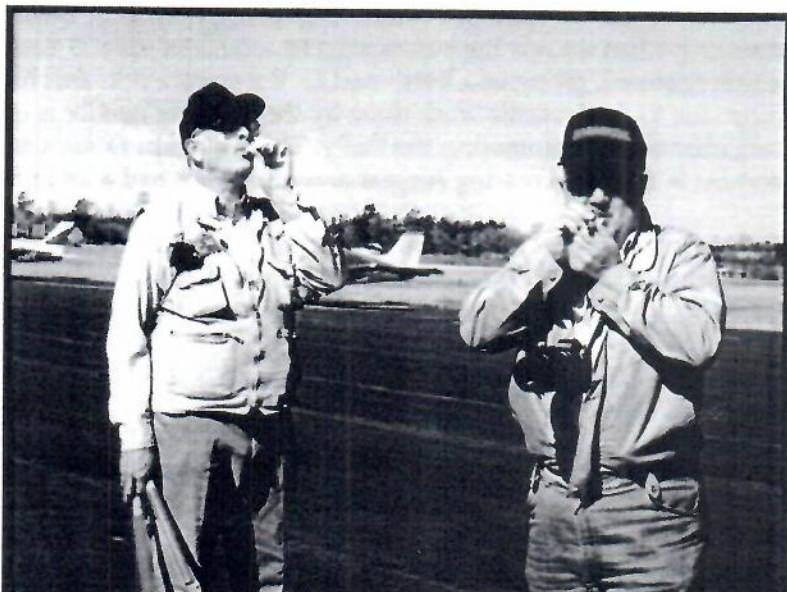
Ben Jeffrey rides herd for 690 for the last time...



Danny White came from S.C. to help us fly Young Eagles



From Cubs to DC-3s to everything in between. We had it all. Over 50 planes and pilots flew over 600 Young Eagles, a single-day record!



The Kazoo Patrol with their rendition of "Off We Go, Into the Wild Blue Yonder..." (David Posey and unknown soldier)



Sure



Not Sure

Harold Stalcup Directed Planes

From My Point of View...Limits

by Jim Estes

I had occasion last week to visit the world headquarters for Coca-Cola here in Atlanta. Many of you probably also have been there and seen the Rotunda at the entrance, but what caught my attention, and has really been driven home to me for the last few days, were some words from Coke's past chairman of the board and Atlanta civic leader Mr. Robert W. Woodruff. This may not be an exact quotation, but the plaque said something like, "There is no limit to what can be accomplished by someone if they don't mind who gets the credit."

After seeing what was accomplished by Chapter 690 at our recent Young Eagle Rally, I can tell you that if there is any truth in Mr. Woodruff's statement, then we have no limits, because I never saw such a group of people more willing to give someone else the credit for a good job. This carried through to all sub-committees and each individual. All I heard the days surrounding the Rally and during the Rally was how well someone else's area was handling our overflow crowd of enthusiastic Young Eagles.

Everyone was stretched with the heavy workload. Based on the number of pre-registration form submitted and estimations from the member teams making visits to Scout troops, church groups, schools, etc., we knew the tally would be big and we were as prepared as well for a big event as we knew how, but this happening was BIG! In fact, I understand it was the largest one-day Young Eagles Rally held by any chapter, anywhere, in the Experimental Aircraft Association, including Oshkosh. (Yes, that's a challenge to other chapters).

The details of the event will be covered in other articles in the NavCom, but I want to reemphasize the important ingredient that 690 was able to capture: It makes each of us feel good to see another member doing well. Please keep the encouraging words flowing!

From the Registrar's Desk

by Bobbie Estes

It was my pleasure to be at the very beginning of the Young Eagles Rally with the Registration crew. Because of high winds the night before the Rally, we were unable to set up our registration tent. This meant we had to start setting up the day of the Rally much earlier than planned. Even though the rides were not scheduled to start until 9:00, we had our first enthusiastic Young Eagle anxiously standing in front of my table at 7:20! Things never slowed from that point until late in the afternoon. We knew we were either in big trouble or that the Rally was going to be a great success when we saw the busses start to arrive. Of the 635 Young Eagles flown, about 300 were preregistered, giving us a head-start on the paperwork. This high number of pre-registrations was due to the fantastic work done by the Chapter members that visited various groups and organizations in promoting the Rally. Thanks again to my crew. Everybody pulled together and made the day a roaring success and I think we had a lot of fun in the process.

Editor's note: What Bobbie is too modest to mention is that her work did not stop with the end of the Rally. She and Jim and some of their helpers still had tons of paperwork, much of it repetitive and difficult, that took up several more evenings of "spare" time. Hats off to these folks for a super job!

Chris Simpson

We all hope that the Young Eagles Program fosters an appreciation for sport aviation in the hearts of American youths. Most of the kids we flew enjoyed their flights, but probably on the level of an amusement park ride. That's OK. If they were all as fanatical about it as we are, it would be a pretty one-dimensional world. However, I think a few kids REALLY got something out of this. I know Chris Simpson did.

Chris has always been interested in flying. However, after his Young Eagle Flight, we can't get rid of him! He hangs around the hangars at LZU, cleaning planes, sweeping up floors, and asking questions non-stop. He's now writing a big term paper on historical aviation figures in Georgia, and is going to get to interview some. He also wants to try out for the Air Academy. This is what the Young Eagles Program is all about, and we made it happen.

Rally Wrap-Up

In case you didn't get enough of the Young Eagles Rally, here is a compendium of factlets (as my boss says).

Pilots: Frank Wilcox recruited folks willing to donate their time, gas, and experience towards flying Young Eagles. Joel Levine and Alan Langford made color-copy maps of the proposed Eagle Flight route, with wind contingencies. Frank had 52 pre-registered or committed pilots beforehand. Twelve of these could not make it. However, 15 pilots simply "dropped in" the day of the event! Thus, we had a total of 55 pilots flying 53 aircraft on 19 March 1994 (Some pilots came together in the same plane). They came from all over the state and a few from beyond (One pilot flew down from South Carolina in a Tri-Sonerai.) Chuck Gutke flew 40 Young Eagles in a Cherokee 6. Steve Dunahoo flew 33 in his Cessna 172. Frank tells me that even though they were bone-tired, the pilots "loved it, loved it, loved it!"

Volunteers: Seventy-four people registered as volunteers. That's a pretty neat trick when you consider that we only have about 50 members in Chapter 690! The trick, of course, was all the help we got from friends, spouses, and EAAers from other chapters. As noted in Steve Ashby's article, we had help from almost every chapter in North Georgia. I think part of this great response was all the campaigning our chairpeople did at various chapters' meetings. I have never seen so many members from other chapters volunteering for an event in Georgia. Importantly, though, I also have never seen so many Chapter 690 members volunteering at one event. We plan to send a Certificate of Appreciation to all volunteers on the sign-up sheet. Please accept our apologies if you do not get one. Some folks didn't know to sign in, so they may not get one. Please know that we appreciate your efforts at the registration desks, the breakfast cafe, loading Young Eagles, policing the grounds, advertising the event, and any other tasks. There was just so much work done that I can't even remember all the activities!

Static Displays: Greg Jannakos arranged for 18 projects/aircraft to be on display for the Young Eagles and the non-flying guardians. Chuck Warthen, Bob Barton, and Frick & Frack had their works-in-progress out to give the public a feel for Experimental Aircraft. (Hey Bob!) Although the Alexander Aeroplane DC-3 was not supposed to be a static display, it lost four GALLONS of oil on the way up from Griffin (only 48 miles), so instead of flying Young Eagles, tours were given. I think a lot of the kids got a kick out of looking in the wheel well and seeing everything covered in oil. One big attraction was the portable smokehouse put on by the Gwinnett County Fire Department. No, it wasn't for preparing meats, it was a miniature house that "caught on fire" to demonstrate to youngsters (and their parents) the importance of having smoke detectors and an fire egress plan.

Breakfast etc.: Mike North ran the pancake breakfast. 210 breakfasts were served. We need another griddle! All the Young Eagles and volunteers got free food, though donations were accepted. Williams Brothers sold lunches. They ended up running out of food! In fact, they didn't bring nearly

enough food or workers as they had no idea we would be so successful.

Physical Plant: Charlie Sego did a fantastic job getting us port-a-lets, John Deere runabouts, and clearing things with the airport authority. These are truly "behind the scenes" and possibly under-appreciated tasks, yet the day of the event, Charlie did trash detail! Another example of how we made this thing such a great success (now Charlie's turning red).

Raffles: We had several prizes donated to the effort that were raffled off over the day. The winners were:

- Linda Kuntz (Buford): Print of P-51
- Philip Burgess (Toccoa): \$50 Alexander Aero chit
- Kurt Schmaedig (Jonesboro): Stan Lyons print
- Kathy Parks (Lawrenceville): Trade-A-Plane subscr.
- Greg Elrod (Juliette): Southern Aviator subscription

Thanks to all those who donated prizes. This was a nice touch.

Money: Lnor Levine says we made a modest profit. Much of this is due to her efforts at the merchandise sale booth. She and Linda Kuntz could sell ice to Eskimos! Of course, we were not looking to net anything, so this is money for jam.

Overall: The Rally was a success because of the volunteers. Every single person found a job and did it intelligently. It's kind of scary! Thank you again. Sorry if I missed someone, but I too had tasks over the day and I didn't get to pester nearly as many people for their Rally experiences as I would have liked.

CONGRATULATIONS TO US ALL.



Ken Shakes and Bakes His Way Through the Rally

by Ken Sharp

So, what is a pilot doing, standing in the hot sun, wearing a ridiculous hat and apron, cooking pancakes? Seems a strange way to operate. I wonder if the time is log-able? And, does one log hours, or pancakes? There doesn't seem to be a column for pancakes in the logbook. And I noticed there was a gap exceeding 90 days since last I was PIC. (Pancakecooker In Command.)

I must admit, there was one time when a lot of people got off a bus, paid for their breakfast, and then caused an enormous swell in the waiting line, that I wondered that we would ever catch up.

But the well practiced team of breakfast servers stood their ground, and mixed, and fried, and poured, and cooked their way out of their backlog. Takes talent, intellect, persistence, and guts to keep cooking in that kind of environment, and all told, we served over 200 people.

Then, after eating my own cooking, off to the airplane.

By 11:00 AM, the line waiting for rides was half way across the parking lot. Amazing! Where did they all come from? Taking Young Eagles one at a time doesn't seem to make much of a dent in that kind of a line. Actually, one-at-a-time doesn't make ANY dent in a line of that size! It just doesn't show. In the following 6 or so hours, (4 hours flight time) 8 young people found out what the inside of a Cessna 150 looks and feels like. I recorded all their names to be logged somehow. This in addition to the "Biggest Logbook in the World" being developed by Headquarters.

Some seemed impressed, some seemed unimpressed, and one seemed sick. I can tell you, that bar-b-que chicken (or whatever it was) was positively lethal. It was then that I wondered what is a pancake cook doing sitting in a noisy little airplane. Seems a strange way to operate, but at least I wasn't wearing a ridiculous hat and apron.

By the way. I heard an interesting statistic on the radio the other day. Seems that one person in a hundred is schizophrenic. Do you know what that means? A full 1% of the population of the world is, well, um, NOT WELL. In the United States, that means approximately 2.4 million people. And, only about 650,000 people are active pilots. After seeing the line waiting for a ride, the line waiting to take off, and the line waiting to land, it causes doubt about the mental state of people associated with, and interested in, airplanes.

Be that as it may, I have requested that I be placed on the waiting list of the vendor that arranged for our weather. Simply outstanding. And I applaud the folks that did all the planning, organizing, and working that made that day so successful.

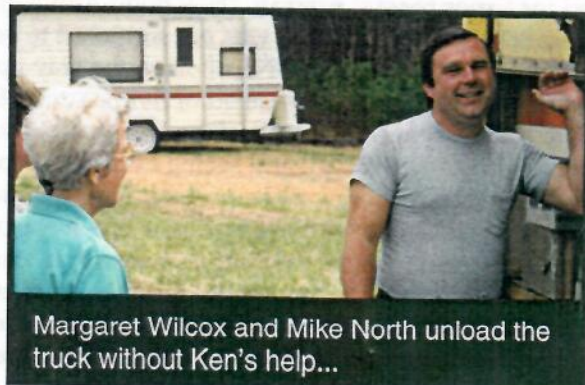
I apologize for one thing, though. I offered (promised?) to help unload the truck the next day. But I had a chance to go flying. So, I went flying. Well, what would you have done? Sorry, guys! •••



Ken whips up a little something in the kitchen. Tess Huff and Margaret Wilcox serve the food while the North men salute in the presence of greatness.



Wanting to see what his pancakes look like the second time around, Master Pilot Ken Sharp takes out a Young Eagle in the Red Ghost



Margaret Wilcox and Mike North unload the truck without Ken's help...

Bill Coleman Solos!

After 5 years of waiting and 35 hours of instruction, I finally soloed!

Why so long? Well, there's a story.

I took my first instruction in February of 1989. Logged a few hours before I bought a Cessna 150 with a partner in May. About the time I bought the plane, I found out that I might have trouble getting a medical. Sure enough, the FAA took a dim view of my history of childhood epilepsy. I got depressed. I didn't take any more instruction for more than a year. It took 2.5 years just to fill up the first page of my logbook. I took only 3 lessons in 1990, 2 in 1991, 2 in 1992. In early 1993 I logged four flights in my Sylvia Catinella's PA-28, but not my 150.

The FAA had indicated that I might qualify for a waiver if I could show ten years off medication and free of neurological symptoms. This is double the normal clinical measure. I had been taken off medication in 1983, so I had a long wait until 1993.

In the meantime, I encouraged my wife to get her license. She did in June 1991, and we've flown a few flights together. My partner accumulated over 125 hours, but he never did get his license. In January of 1993, he opted to sell his half to me.

By June of 1993, I found a senior AME who was willing to help me get a waiver. During the next three months, we carefully worked to document my medical condition. This included hospital tests, visits to a neurologist, and the assistance of my regular doctor. In October, I finally took the medical exam and patiently waited for the results.

In the meantime, I resumed flight instruction. Some thunderstorm damage to my plane was finally fixed in August (another long story), so I took a couple of lessons then, one in September, one in October, and two in December.

January 9, 1994, my first child Katharine Elizabeth was born. Two days later, I found a letter from the Department of Transportation. In it was a special medical good for 1 year. (Third class is usually good for two)

Now the instruction got serious. Two flights in January, three in February. Had the weather been better we might have taken more. Already five flights in March.

March 22 was a beautiful day in the Atlanta area. Clear, warm and dry. Visibility about 10-12 because of a bit of a high pressure dome. Winds were almost nonexistent, perhaps a light (<3 knots) breeze out of the southwest.

I didn't think I would solo. Sunday's lesson didn't go well. At one point I felt that all the control inputs I made were wrong. I was having a lot of trouble judging if I was high or low on approach. Landing 13 at Winder (WDR), I felt I was always too close to the localizer antennas.

At 5:50 pm we took off out of Stone Mountain (00A). Stone Mountain is a nice little airport, but doing pattern work there is always a bit difficult. The runway is short (2800'), and there are trees off each end. It is easier to fly to a local airport such as Winder, Gwinnett County (LZU) or Convington (9A1) with longer runways and fewer obstructions.

First landing at Winder went well. Usually my instructor Sylvia



Post-Solo Bill and his Young Eagle Wannabe, Katherine Elizabeth

doesn't "count" the first landing, since coming into the pattern is somewhat disorienting to low-time students. But this one was OK. The only thing I missed was putting in the last 10 degrees of flaps (30 total). Landing with 20 degrees is easy, but you land faster and make a shallower approach. Sylvia wants me to use 30 degrees on calm days.

Next two landings were uneventful. Second approach was delayed because another pilot made a extended base-leg entry into a sweeping final. He didn't even bother to make the radio calls. Why do people do this? This is not the type of entry published in the AIM. Grrrr.

We were using runway 23, so I didn't have to sweat the localizer antennas off 13. 23 is shorter, about 3600', and two planes shot NDB approaches into 31 while we were there. A few extra radio calls and lots of vigilance made it safe.

After the third, Sylvia asked me how I felt. I told her I felt scared. She decided it was time anyway. I thought about all the things I was supposed to know how to handle. We really hadn't done that many power-off landings or go-arounds. If the engine quit, how would I handle it?

A brief run-up, a test of Sylvia's handheld, and a quick prayer ("God, don't let me screw up.") and I was ready to depart 23 ALONE.

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"Bill Solos" cont.

Once the wheels came off the pavement, I was too busy to be scared. Sylvia had told me to expect better performance solo. I really expected 31U to climb like a homesick angel. It did climb better, but not as much as I expected. The only difference I noticed was on downwind. For the first time I was out of the white arc (>100 mph) at low cruise power. Wow.

At the threshold, carb heat, throttle back, slow up, 10 degrees flaps, trim for 70 mph. Gee, this isn't so bad. I think I waited just a bit to turn base. 20 degrees, turn final. How do I look? I'm damn glad the VASI is working, so I can check myself. I think I look OK, but the VASI indicates I'm low. Add a handful of power. Ah, there's the glideslope.

Now the hard part. Gotta keep the nose down. I'm pushing 65 mph, which is the low end of my approach speed. I'm fighting my natural instinct to pull up. 1/4 mile final, 30 degrees flaps. Looks good, but I gotta keep that nose down. Holding 65 mph right to the threshold.

Roundout about 1 foot off the runway. Hey! That's good. Since I have most of my flaps hanging out, I'm trying not to flare too quickly, else I'll balloon. This has been a problem before. Easy, easy. What's that sound? The mains must be on the ground. Darnn! I landed too flat. Nose wasn't above the

horizon. I mentally berate myself as I pull off the runway. (Turns out the nose wheel was off the ground, so it was an OK landing)

"Winder Traffic, Cessna 31 Uniform is clear runway 23 and has survived his first solo circuit. Winder."

Pilot in a Baron waiting to depart 23 calls with his congratulations. I taxi down to pick up Sylvia. She gives me the thumbs up.

It is almost 7:00, and the sun has just slipped below the horizon, so we call it a day. Still have a 20 minute flight back to Stone Mountain. At night! I had never done this before. Flying into Stone Mountain at night is hard because the LIRL is difficult to pick out from the street lights. Fortunately, the Wal-Mart north of 17 is easy to spot. So you kinda fly the Wal-Mart NDB approach.

I got a little help with my first night landing. Weird when you can see the lights but not the runway.

I went home and called all my aviation friends to tell them the good news. After years of waiting, it sure felt good to have finally done it myself. •••

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Quick Calendar

- April 8 - Briscoe Field Admin. Bldg., 8 pm - Chapter monthly meeting. Topic: Owner maintenance presented by Dana Vinson of Aviation Gwinnett.
- April 23 - Project visit to John Reynold's Wright Flyer replica.
- April 23 - Young Eagle Rally in Milledgeville. 912/453-9358

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