

CHAPTER 690 NAVCOM

May 1994

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Sun'n Fun '94—Another Record!

The 20th running of the BULL, a.k.a., Sun 'n Fun 1994 is in the record books. As in years past, new crowd and aircraft records were set. Almost 750,000 people passed through the imaginary turnstiles, as compared to less than 650K last year. More than 3,000 showplanes registered and controllers reported 35,000 air operations through Thursday—up from 20K the previous year. Forums, eateries, port-a-lets, phones, camper registrations, and vendors all increased in number by about 30% over last year's blow-out. SNF now rivals OSH on many levels.

So much for the more officious stuff. We had a great time in the land of sunshine and oranges. Wayne Whitaker, my dad (Bob) and I drove down in Wayne's arrest-me red parts-hauling Mazda. We camped in a neat grotto-like extension of the "wannabe" campgrounds. Our site was near a new addition to SNF—the "Potential Pilots' Playground." Even though there was potential for lots of shrieking kinders, the seclusion and shade of the site was too tempting to pass it up. Since we arrived on Wednesday, most great spots were already taken anyway. As it turned out, we never heard the kids, even though the Playground had lots of visitors. Thursday we ran over to Tampa and picked up Richard Robison. He flew down on ValuJet, and probably beat our gasoline bill! If only it was this cheap to go to OSH...

This was my second visit to SNF, the first being in 1992. I went to the opening weekend in '92 and only the last few days this year, so a direct comparison is difficult to make. However, the crowds on Thursday easily surpassed the crowds I saw on Saturday in '92. Things have really grown. In '92, SNF had just raised the SNF Museum Building. This year,

they had it stuffed to the rafters with interesting and odd aircraft, engines, and memorabilia. Though much smaller than it's counterpart in Oshkosh, the level of presentation is right up there. Future reference for those new to SNF: Save the museum for the afternoons. In the pm, it either rains or is blisteringly hot in central Florida. The museum provides a roof and AIR CONDITIONING.

Another HUGE improvement was traffic control. In '92, we zipped in from Tampa and got almost all the way to the field until we hit traffic. Then, with the airshow almost directly overhead, we waited and waited and waited—for almost two hours! This year, apparently through advanced planning and lots of municipal help, I never saw traffic jams. In fact, we never waited in the car for anything.

The forums were exceptional. The one on Sterling engines (external combustion engines) by Darryl Philips was truly educational. Machado did his usual job at making us laugh while teaching us something. HBO premiered a movie about Amelia Earhart. Diane Keaton starred. It pretty much rotted, but the photography was great and they showed it in the AIR-CONDITIONED FAA building.

The best, of course, was Paradise City, the ultralight and light plane area. As far as I'm concerned, just shut down everything else and let's all go flying in a flivver! This year, the flivvers included tons of powered parachutes and an aerial motorcycle (the AirBike). There was even an ultralight towing an ultralight sailplane!

So many toys, so little time. If you have any SNF photos or anecdotes you'd like to see in the NavCom, send them on in!...

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The Building Column

by Frank Wilcox

After a year's hiatus the Building Column will be resumed in the NavCom. The suspension was, of course, because the chapter building project was put on hold until the airport administration could provide the area designated for lease to Chapter 690. This has essentially been arranged with paving of the ramp and tie down areas to be started soon. With this progress the Building Committee was reactivated by the president and its membership announced at the April chapter meeting. Information and progress concerning the chapter building program will again be reported in this column of the NavCom.

The Building Committee met on April 22, 1994 at the airport administration building. A tour of the proposed building site was conducted by Charlie Sego. This site is at the west side of the newly graded area, west (towards Lawrenceville) of our present meeting building. Of particular note is the immediate availability of water and sanitary sewer connections. Chairman Frank Wilcox then led a review and discussion of the building committee organization and responsibilities. Each member has been assigned to one or more of five subcommittees. Each subcommittee will do the detailed research, planning, implementing and follow-up of the specific portion of the building program assigned to them. Coordination and recommended decisions will be the responsibility of the entire committee. The final approval of all major decisions and the overall program is the responsibility of the chapter membership. Chapter members are encouraged to discuss ideas, comments and concerns throughout the building progress with members of the committee. Discussions on a specific aspect of the program can be directed to the chairman of a subcommittee responsible for that item.

The subcommittee chairmen and their general responsibility are:

1. **USE Subcommittee** Chairman: Frank Wilcox
Responsible for establishing the purpose(s) of the chapter building and the general concept of a facility suitable for the implementation of this purpose(s)
2. **SITE Subcommittee** Chairman: Charlie Sego
Responsible for all building site development and coordination with the airport management as well as all contracts, leases and agreements. They will also provide liaison with all other construction on the Chapter 690 leased properly.
3. **CONSTRUCTION Subcommittee** Chairman: Roy Stoutenburg
Responsible for developing the specifications, selection and construction of the chapter building.
4. **INTERIOR Subcommittee** Chairman: Andy Anderson
Responsible for developing the specifications, selection and construction of the interior configuration and the furnishings of the chapter building.
5. **FINANCE Subcommittee** Chairman: John Connelly
Responsible for developing, accounting and dispensing all of the funds required to construct and furnish the chapter building.

Building committee members and subcommittee assignments are:

Frank Wilcox	General Chairman and Use	Andy Anderson	Use and Interior
Charlie Sego	Use and Site	Mike North	Interior
Steve Ashby	Site	Lnor Levine	Interior and Finance
Roy Stoutenburg	Use and Construction	Greg Jannakos	Interior
David Posey	Construction	John Connelly	Use and Finance
Duane Huff	Construction		

Calendar of Events

- May 13 - Gwinnett County Briscoe Field Admin. Bldg. (8 pm) - Chapter 690 May meeting. Topic: BFR requirements presented by Micheal Hollingsworth of Advanced Aviation.
- May 14 - Stone Mountain Airport - visit to Gary Politzotto's Pulsar. 2 pm.
- May 14 - Lafayette, GA - Airshow
- May 14 - Gaffney, SC; State Line Ultraport - 6th Annual Spring Fun Fly-In. Clark Summey (803)461-3888.
- May 14-15 - Rome, GA - Chapter 709 Mayfest Fly-In, Car show, pancake breakfast.(706) 543-1828.
- May 21 - Griffin, GA - Chapter 6 second Annual Fly-In. (404) 461-9682.
- May 21 NAS Atlanta - Airshow
- May 21 - Tifton, GA; Georgia Agrorama - Georgia Pilots Breakfast Club 9-11 am. Chuck Ruddy (706) 561-5413.
- May 21-22 - Marion NC - Steen Aero Lab 3rd Annual Skybolt Fly-In/Open House. (704) 652-7382.
- May 28 - Rogersville, TN; Hawkins Co (RVN) - EAA 442 Fly-In. (615) 246-2719, 7-9 pm only. Rain date: 29 May.
- May 28-29 - Toccoa, GA - Chapter 1011 Memorial Day Weekend Fly-In and Young Eagles Rally. R.W. Moore, (706) 779-3446.
- May 28-29 - Chattanooga; Lovell Field - Airshow. Tom Snow (615) 894-6234 days or 886-5647 eve.
- June 3-4 - Bartlesville, OK; Frank Phillips Field - Biplane Fly-In Airshow, National Biplane Assn. Charles Harris (918) 622-8400.
- June 4 - LaGrange, GA - Georgia Pilots Club Fly-In. 9-11 am. Chuck Ruddy (706) 561-5413.
- June 4-5 - Lebanon, TN - EAA 863 5th Annual Wings Over Lebanon Fly-In. EAA Warbird Squadron #1 Meeting. (615) 452-8742.
- June 4-5 - Myrtle Beach, SC - Sun-Fun Airshow. Marilyn Chewning (803) 626-7444.
- June 4-5 Clanton, AL; Lake Mitchell - Seaplane Pilots Assn. Ware Island Retreat Fly-In Fun Day and FAA Seaplane Safety Seminar. Betty Norris or Richard Meyer. (205) 249-4167.
- June 4 - International Young Eagles Day. Fly a kid somewhere somehow. Chapter 690 will be helping the PDK chapter by running a Pancake Breakfast at PDK in the morning and helping with Young Eagle activities through the day. This is our chance to begin repaying all those who helped at our Y.E. Rally!**
- June 11 - Decatur, AL - EAA 941 7th Annual Fly-In. (205) 355-5770.
- June 11 - Russellville, AL; Russellville Muni (M22) - RV-3, 4, and 6 owner/builder/pilot gathering. Jerry (205) 332-0050. Rain date June 12.
- June 11 - Gadsden, AL, Gadsden Muni (GAD) - EAA 1048 2nd Annual Fly-In Cook-Out. Charlie Bennett (205) 492-7137.
- June 18 - Project visit to Jim Estes' RANS S-12.**
- June 18 - Huntsville, AL; Moontown Airport - 2nd Annual Chapter 190 Father's Day Fly-In. Camping, poker run, spot landing. Rick Nelson (205) 539-7435; Frank Fitzgerald (205) 882-9257.
- June 18-19 - Rhinebeck, NY; Old Rhinebeck Aerodrome - Cole Palen Dedication and Memorial Air Show. (914) 758-8610.
- June 19 - Ozark AL; Army Aviation Museum - Georgia Pilots Breakfast Club. Chuck Ruddy (706) 561-5413.
- June 26 - Louisville, GA - Georgia Pilots Breakfast Club - Chuck Ruddy (706) 561-5413.
- July 1994 - Earth - For 5.5 days, the comet Shoemaker-Levy 9 collides with Jupiter. Galileo space probe and Hubble scope set to film.
- July 1-3 - Gainesville, GA - EAA 611 26th Annual Cracker Fly-In. (404) 889-1486.
- July 28-August 3 - OSHKOSH**
- August ? Chapter 690 post Oshkosh Exchange at the Kuntz palace.**
- August 20-22 - Gadsden, AL - Aerodrome '94 - WW I Aircraft Fly-In and Airshow sponsored by Lake Guntersville Aero, 205/582-4309.
- Sept. 9-11 - Atlanta; Clayton Co./Tara Field (4A7; the old "Bear Creek") - Regional IAC Contest hosted by IAC Chapter 3. Lloyd Wittenburg (706) 412-8838.
- October 22 - Lenore Airfield (Wilcox hangar) - Project visit to SMARTI Cessna 140.
- November 19 - Project visit to Greg Jannakos' Ercoupe restoration.
- Christmas 1998 - Earth - Eros asteroid 'near' rendezvous.

Minutes of the April Meeting

The April 8th meeting of EAA Chapter 690 was called to order at precisely 8:07 PM by our illustrious leader, Jim Estes, with the obligatory introductions. Jim made several announcements to which I wasn't paying attention. Jim also asked that the membership give some consideration to who we might want to nominate for a Major Achievement Award to be presented at this years convention.

OLD BUSINESS: Frank Wilcox was requested to continue as chairperson of the hangar committee. Andy Anderson, Steve Ashby, Greg Janakos, Roy Stoutenberg, Lnor Levine and Mike North will work with Frank. Frank reported that he and Steve were working on the lease arrangements. The parking ramp, foundation and possibly the floors must be in by the end of the summer or early fall.

NEW BUSINESS: Recognizing that as he got older and he was getting more and more forgetful, Harold Stalcup volunteered to build the chapter another sausage grill before he forgot how. Harold's offer was given an Oink of approval.

Theresa Coleman moved that Chapter 690 extend its full support to the PDK Chapter's Young Eagle effort on June 11. The motion was seconded by Joel Levine and passed by the membership. Lnor Levine moved that 690 provide the pancake breakfast at the Rally free of charge to the pilots and split the profits with them as a show of support. The motion was seconded by Jeff Boatright and after some discussion tabled until further information was made available.

REPORTS: The next project visit is scheduled for April 23 when the chapter will visit John Reynolds and his 1903 Wright Flyer.

TREASURERS REPORT: Lnor Levine announced that the check book balance was \$4,414.22 plus \$7,000 in the CD fund. Lnor reported that the CD would mature shortly and that the proceeds would be placed in a savings account. This was being done to assist getting to the funds as they were needed for the building project. The Pancake Breakfast at the Young Eagle Rally netted \$15.13 after expenses of \$491.87. Enough non-perishable supplies (not sausage) were left over for the next breakfast to net a substantial profit. And Finally Lnor reported that the Chapter was up to 53 paid members. Eleven former members had not yet sent in their dues and would be sent bills as a gentle reminder. (She's just that subtle around the house too.)

NAV-COM: Jeff was thanked for yet another great NAV-COM. He reported that the photos used would be returned after Alan and Sherry Langford return from the EAA Newsletter Publishers Convention in Lakeland. A double "DO-MO" to both Jeff and Alan for a marvelous job once again. Just think what they could do if the Yen were not so strong!

Duane Huff read a letter sent to him by Sue Adams, Regional Coordinator and qualified SNJ Co-Pilot from Chris Simpson. The membership was reminded that Chris was the thirteen year old lad that was so motivated at the Young Eagle Rally. Certificates of Appreciation were handed out to all who participated. Duane wanted to thank all with a certificate but was afraid that he had missed some since not all volunteers had signed in.

April's program was Danna Vincent who gave a very interesting presentation on owner maintenance. The meeting was adjourned at 10:00 PM.

Respectfully submitted,

Joel Levine
Substitute Secretary and Wordsmith.

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 Sonerai 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

Tools, Books, and Video Tapes

The following are Chapter-owned items. The use of tools, videos, or books is free to chapter members. The materials are not free, but are inexpensive. Frank Wilcox (978-2403) is keeper of the tools. Barney Barnes is film and book custodian (923 7896)
(Note: Films out of sequence denote either repeats or members of series)

Rivet squeezer
Nicopress tool
Spark plug cleaner and capping tool
Piston ring compressor pliers and bands
Set cylinder base wrenches
Timing indicator
Torque wrench
Instrument hole cutter, (2-1/2" & 3-1/8")
Tube bending tool, set plier type
Cable tension tester
Tachometer checker
Compression tester
Spark plug lead tester
Magneto timing light & lock, Bendix
Coaxial cable (antenna)
Wire--20 & 22 g. (light and radio)

New tools:
Tube flaring set
Rivet removal tool kit
Cleco kit (pliers, clamps, clips)
Right-angle drill kit - screw-type bits
360o rivet puller
Starter wire
Rivnut puller kit

EAA CHAPTER 690 BOOKS AND VIDEOS

1. EAA basic woodworking
2. EAA basic aircraft welding
3. EAA composite construction
4. Duane Cole VFR tips
5. Safe pilot overwater flying, wake turbulence, winter flying, take off/landing, basic radio, start
6. Prescott Pusher elevator trim tab kit # 102
7. Prescott Pusher
8. To Fly
9. F4 mishaps, aeronautical mishaps, history of rigid airships
10. Voyager
11. Stits fabric covering
12. Blue River covering

King series

13. Weatherwise
14. Complete aerospace review

15. Rules to fly by
16. Communications
17. Practical piloting
18. Flying the Citation
19. VFR with confidence
20. IFR with confidence
21. Complete Jeppeson chart rev.
22. Takeoffs & landings
23. Hangar flying w/ a pt

ABC Wide World of Flying Series
24. ABC Wide World of Flying v1 #1
25. ABC WWF v1 # 2
42. ABC WWF v1 #3 Learjet, stereo intercom, Skylane, NDB, Lasertrak, Tsunami
26. ABC WWF v1 # 4
57. ABC WWF v2 #5 (@ Harry Goetting)
58. ABC WWF v2 #7 @
59. ABC WWF v2 #8 @
60. ABC WWF v2 #6 @
61. ABC WWF v3 #9 @

EAA Oshkosh Series
27. EAA Oshkosh 87
28. EAA Oshkosh 88
29. EAA Oshkosh 89
68. EAA Oshkosh 90
70. EAA Oshkosh 91
76. EAA Oshkosh 92

30. EAA Eagle hangar dedication "A Call to Wings"

34. Book index of Sport Aviation, Vintage Airplanes, Sport Aerobatics, Experimenter, & Warbirds, 1953 1990.

35. Book service manual for Stinson 108

36. Book miscellaneous Essco catalogs. Copies available

37. Book Red Eagle aviation spin seminar reprints

38. Book AN, NAS, & MS hardware handbook

39. EAA Salute to Sport Aviation Sun n Fun 90

40. EAA basic aircraft painting

Sporty's What You Should Know Series
43. 2 (2 tapes) practicing landings* *(on loan from b.C.Barnes)

44. Sporty's wysk vol 3 (2 tapes) your first solo*
45. Sporty's wysk vol 5 (2 tapes) your dual x country*
71. Sporty's wysk vol 6 (2 tapes) your solo x country*
74. Sporty's WYSK Vol. 7 (2 tapes) -Your Private Pilot Test*

46. C'mon geese*

47. Arrl new world of amateur radio
48. Tactical technology a overview of tactical systems division** (**Rockwell Int.)

49. AGM 130 smart bomb.**

50. Hellfire missile.**

51. Plans Aeroline hangar door

AOPA Series

52. AOPA WX flight planning & the pilot includes safety pamphlet with same name (#52a).
53. AOPA go/no go wx decisions
54. AOPA evaluating in flt wx

55. Posa carburetors by Rex Taylor (Reinhart Kuntz)

56. Murphy Aviation "Renegade" aerobatic bi plane (+ Bob Barton)

63. The Petrel Amphibian (Fr) +

64. Warbirds the feel of combat (shell) donated by Frank Flessel

65. VFR approaches to Oshkosh

66. J 3 piper cub service man. (R. Beyer)
67. EAA memorial wall (7 31 91)

69. Building the Rutan composites

72. Sun 'n Fun 92 VFR arrival procedures

73. Morton buildings. Donated by Steve Ashby.

75. Short Wing Piper News, Sept/Oct 89 thru May/Jun 91 (10 issues). Donated by Daniel Arellano.

77. Kit Planes (2 tapes) donated by Steve Yothmet.

Postcards from



The new AirBike from TEAM Aircraft is just like an aerial motorcycle. Wayne plays rebel without a clue

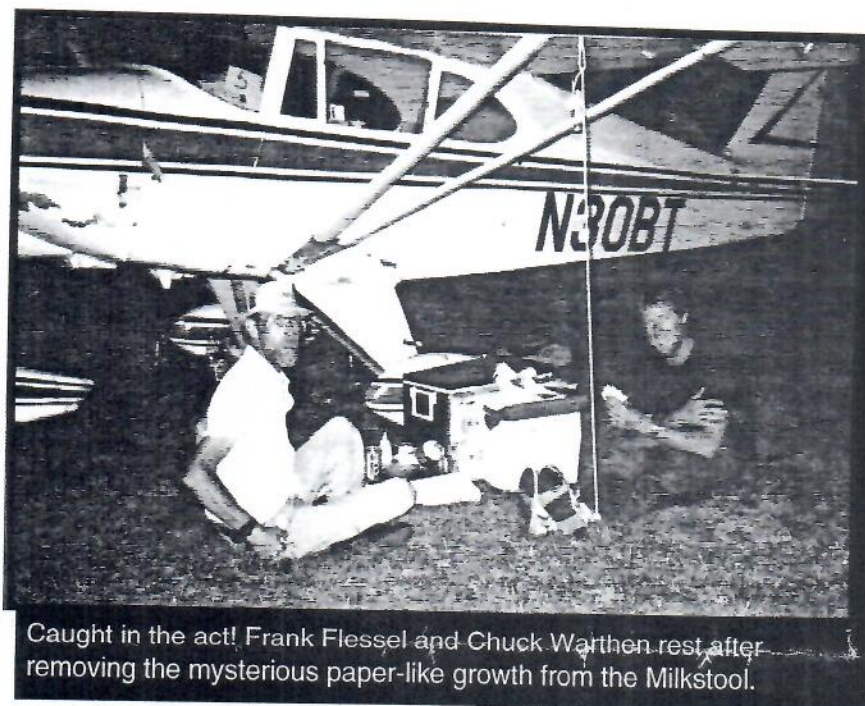


From the very latest to the very old. This Curtiss Robin had a varied career. A little Hollywood, a little moonshine...

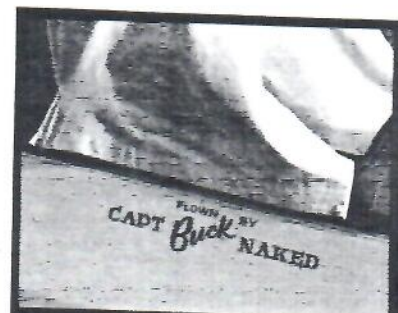


The ol' J-5 Standard hopped rides all week long.

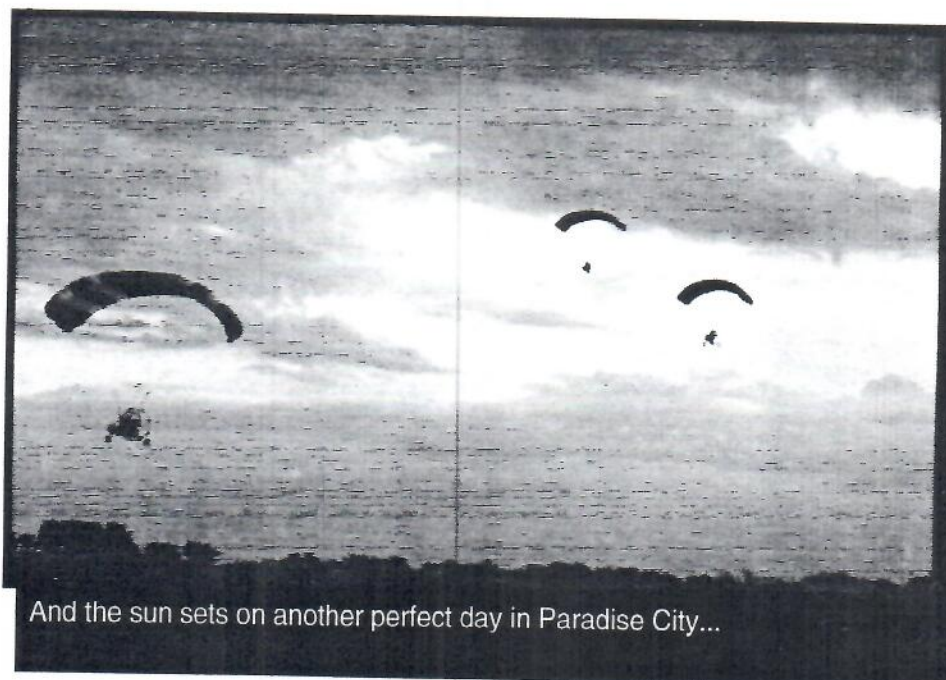
Sun 'n Fun 1994



Caught in the act! Frank Flessel and Chuck Warthen rest after removing the mysterious paper-like growth from the Milkstool.



Pietenpol—low and slow for sixty years!



And the sun sets on another perfect day in Paradise City...

How to Enjoy Oshkosh (even if you're not wild about airplanes)

by Margaret Wilcox

Frank and I have gone to Oshkosh for 11 consecutive years and have stayed as long as two weeks some years. I have had a good time even though I'm not very excited about airplanes. It seemed to me that there may be spouses or significant others of aircraft enthusiasts in the chapter who might be interested in learning how it can be an enjoyable experience if your idea of a summer vacation is not looking, talking, and sharing about airplanes. That is what goes on at Oshkosh, but there are other activities in and around the airshow that can be fun, too. I will describe a few.

First there is the weather. There have been times when it was hot or wet during the airshow and most people remember and like to share this information so you may think it is not pleasant there. This Old Yankee who never got used to Southern summers can't wait to get to Wisconsin where the sky is clear, the humidity low, the sunshine bearable, and the breezes cool. I don't even mind if the breezes blow the fragrance of the nearby dairy herds across the fields. In fact, having grown up on a dairy farm, those "fragrant odors" are wisps of nostalgia for me.

My next greatest joy is shopping. There is an outlet mall just across the highway from the airshow, and the free shuttle busses run every half hour every day. Not only is the ride free, but we all get big shopping bags and lots of coupons designed to lure the EAA shoppers into the stores. It takes time to shop an outlet mall if you are going to find bargains, and this old depression baby really loves a bargain.

Tours are offered to nearby places of interest. These have always provided me with an opportunity to learn while I'm enjoying sight-seeing, nice lunches, and other shopping forays. In Oshkosh there is the Payne Art Center and Arboretum, which is in a beautiful old home built by a lumber baron. In nearby Neenah is the Bergstrom-Mahler Museum that holds one of the world's finest collections of glass paperweights. Fon du Lac has the finest unified collection of Oberammergau woodcarvings at the famous Cathedral Church of St. Paul. There is an abundance of historical spots in the Fox River Valley where

the industries were first lumbering and then paper. There are cheese shops, antique malls, even a tour of a dairy farm. The transportation for these tours is in Greyhound buses and is usually free or for a nominal fee. Tour mates are interesting people from all parts of the world.

On the grounds of the airshow are other activities planned to interest spouses. There is a special seminar tent where the hourly offerings are of general interest to women. Each year a four hour seminar is offered for "flying companions." There is a crafts tent where a new craft is offered every hour. There is a cinema room, but you won't see the latest flicks; most of the films are about airplanes, but what do you expect? It only takes a mild interest in airplanes to enjoy the nearby EAA Museum, one of the best in the world.

The evening programs in the Theater in the Woods offer some wonderful presentations about special people in aircraft and their experiences. For several years as different groups have been honored, we have learned about WWII and the part airplanes and flyers played in that great conflict. The astronauts have been honored as have been the crews of the Concorde, to mention just a few. If you don't know the difference between a rudder and a vertical fin you can still enjoy these programs. Each evening there is musical entertainment such as the Kids from Wisconsin, a group of high school students, talented in singing and dancing, chosen from all over the state who perform the special show they will present later at the Wisconsin State Fair. The Sweet Adelines sing one night, the Barber Shop Quartet another, and the Air Command Orchestra, always a favorite, plays oldies from WWII on yet another night. There are other special performers that keep the program moving along and the evening always ends with a movie (about airplanes, of course) that can keep the night owls entertained until the wee hours.

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Volunteering is another way to spend time at Oshkosh if you are not interested in the fly market and the exhibition halls that abound in every known marketable item even remotely connected with aircraft. There are innumerable opportunities for volunteers as the whole show is run by volunteers. It is a great way to meet interesting people. Operation Thirst provides the food for other volunteers who cannot leave their posts. I greeted the itinerant pilots one year as they checked in and paid their fees. Frank said I was very inefficient, though, as I engaged them all in conversation which of course held up the line.

And if none of this appeals to you, bring along your favorite books, find a spot under a tree, and relax. If you are camping, as we do, there will be no electricity, so don't plan to watch the soaps. There are motel rooms if you book a year in advance with all their conveniences, but the facilities at the grounds are acceptable. The shower rooms are clean and the water usually warm enough. The "Metros" are numerous and

clean; just bring along your finger wipes. There is a store on the camp grounds where food can be bought, so you don't have to go into town.

It is also fun to eat out and most of us have a favorite restaurant or two in town that we like to visit. Usually the chapter members get together to share one meal. The fresh lake fish is something I always enjoy. The ton people are friendly and welcome us. They know how many dollars EAA brings into their economy.

Another advantage of going to Oshkosh is the going and coming if you can find the time for some side trips to places of interest. The Wisconsin Dells are near. The vast country of Canada is just a few hours drive (or less if flown). Nearby Michigan and Minnesota abound in beautiful lakes.

So don't put up too much a fight if your aviation enthusiast wants to go to the big airshow. Try it once and I'll bet you will have a good time. If you want more information, call me anytime.

From My Point of View...Limits

by Jim Estes

What could be more appropriate than preparing this viewpoint message about flying than writing it at 6,500 feet while ferrying home a Skylark C-175? Actually, I only made some notes up there and did the writing part after I got home. You know the old story about not being able to chew gum and walk at the same time...

At any rate, can you believe that we are already one-third of the way through 1994? Time seems to pass so quickly! I've heard that this is a sign of getting old; I would prefer to believe that it's a sign I'm living a full life and enjoying the experiences immensely. If it is, then part of that enjoyment comes from participating in the EAA and being part of a chapter that has the sharing, the caring, the common interests that pull such a diversified group of

people together. Although our club had many attributes of which to be proud, it is the cohesiveness and concern for working together that stands out the most to me. That we happen to love flying is an added plus. I hope everyone in our chapter has a goal to make our organization a place where all people feel welcome to enjoy the aviation experience to its fullest.

With this in mind, we will be facing one of our biggest challenges in recent history: The Chapter 690 Hangar Project. But I'm not worried. We have the organizational ability, the talent, the enthusiasm, and the strength to meet this challenge head on. I hope everyone in our club will participate with ideas, time, and their own special talents to make it successful. It's going to be a *big job*, but it will be *big fun*.

From My Point of View...Safety

by Jim Estes

Editor's note: Due to poor timing, Jim's previous message was missed. Here it is, and it's even more timely for the PDK Rally as there will be LOTS of inexperienced workers because their chapter is so new. Come on out and lend a hand on June 11!

There is no telling how many books and articles have already been written on the subject of safety. But, I feel there is always room for one more, especially in light of our upcoming Young Eagles Rally. By all indications, we will be handling a *large* crowd of kids, parents, and other guests on the 4th. It will be great fun and rewarding both personally and for aviation in general, I'm sure. However, in the midst of all this activity, please keep in mind how important all safety details are to a successful event.

In all of the pre-rally meetings, Duane and others have commented about the plans for a safe outing, but on the day of the event, it could be easy to get caught up in the fun and

excitement going on and something could get overlooked.

We have all probably handled kids around airplanes before and realize how enthusiastic and anxious they become. One of my favorite pictures from the archives of our NavCom is a shot of Frank Flessel as he watchfully and carefully leads a group of new Young Eagles to their awaiting plane.

One more thought for the PDK Young Eagles Rally: Remember to wear EAA and Chapter 690 pins, hats, etc. Help the visitors recognize someone who can help them. And Hey! Y'all be careful up there!

EAA's Young Eagle Program

The brand new Piper Archer gracefully leaped from runway twenty-five and took to the air like a soaring eagle I held my breath as the small, metallic, white plane climbed higher and higher into the royal blue sky. I finally released my breath as I took in the majestic view and discovered, to my surprise, a whole new world. So high above the hustle and bustle of the earth's surface, I felt as if I owned the heavens.

Before I knew it, I was flying this miraculous machine. It responded to every millimeter of movement of the wheel. About twenty minutes later, the pilot requested that I turn the plane around and head back towards the Gwinnett County Airport. I tilted the wheel ever so slightly and the horizon shifted to one side. My eyes raced across the panel laid out before me, watching each dial and trying hard to keep within the limits set by my pilot. Soon the pilot took control of the plane and our breath-taking flight ended with a slightly bumpy landing. We taxied back to our tie-down area and as I reluctantly set my feet back on solid ground, I felt certain that I wanted to pursue a career in aviation.

Later, I strolled among nine or ten exotic planes, some from the past, others from the present, and even a few that looked like they came right out of the future. Everywhere I went, warm smiles greeted me and soon I became very comfortable about asking the pilots questions about their planes and the principles of aeronautics. That night I lay in bed reliving my day in my mind. I fell asleep dreaming about the future and all the "Young Eagles" of today that will mold it. If it wasn't for the Experimental Aircraft Association, I might never have had this incredible experience.

Chris Simpson
Eight grade
Dacula Middle School
14 years old

International Young Eagles Day is June 11

Please participate in a Young Eagle Flight on that Saturday. This is a good time to catch up on all those flights that fell through the cracks.

Or, it's a good time to start flying Young Eagles.

The new PDK EAA chapter is holding a Rally. Chapter 690 will help with the pancake breakfast. If you would like to join in the fun, call Sue Adams: 986-0644 or 672-2666(beeper).

Insuramerica Aviation



4250 U.S. Highway 78 ❖ Lilburn, Georgia 30247
(404) 985-8200 ❖ FAX 985-0319 ❖ Toll Free (800) 654-7892

March 21, 1994

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1600 Peachtree Street, N.W.
Atlanta, Georgia 30309

Dear Jim:

My two sons, ages 14 and 16, had quite a day Saturday at your "Young Eagles Flight Rally." Each got to go up and actually operate the aircraft. They enjoyed the static displays as well as the actual flight they were able to take. They were close by as I met some of my insurance customers and they heard me speaking to several other friendly people.

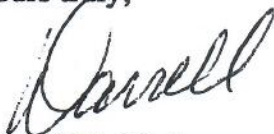
Their exposure to aviation in this way was very favorable and indeed memorable. I expect they will both want to take flying lessons.

I think this is a wonderful thing that the "EAA" does to introduce young kids to aviation. General aviation sure needs an economic shot in the arm since there are very few small aircraft being produced today. There are many opinions of what needs to be done to stimulate the industry but most would agree that an advised populace with a favorable outlook on general aviation would be most beneficial.

I was impressed with the level of organization present in carrying off the event - from the pre-flight briefing to the Load master assigning aircraft, the personal escort to the aircraft, and the control of very heavy traffic. Very impressive!!

I wish you every success in the "Young Eagle" program. Perhaps we can supply a few volunteer workers for next year's rally.

Yours truly,



Darrell M. Hyde
Executive Vice President

Chapter 690 NavCom is published by, for, and about the local (Gwinnett County and vicinity) chapter of the Experimental Aviation Association. EAA is made up of over 300,000 aviation freaks from around the world. There are about 1000 local chapters. The association's annual convention in Oshkosh, WI hosts nearly 1,000,000 (that's one million) guests every year. Chapter 690 is rather more modest, though we have our moments. Most members are active pilots and over half are building or restoring their own aircraft. Several of our members have been recognized at the national and international level for contributions to aviation. We recently hosted the world's largest Young Eagle Rally, where more than 600 young people were given airplane rides for free. In the Fall, we host one of the largest Biplane Fly-Ins in the South. If you would like to join an exciting, involved, and fun-loving organization, think about Chapter 690. Our membership chairman, Duane Huff, will treat you right if you call him at 921-4423. We meet the second Friday of every month, 8 pm in the Administration Building of the Gwinnett Co. Briscoe Field Airport.

Local Monthly Fly-Ins:

1st Sat.	Winchester, TN	Winchester Muni (BGF) B'fast	Dan Greeson (615) 967-0143
2nd Sat.	McMinnville, TN	Warren Co (RNC) B'fast	Joe Howard (615) 668-4806
3rd Sat.	Chattanooga, TN	Collegedale (3M3) B'fast	Pilot's Club (615) 236-5008
3rd Sun.	Russelville, AL	Russellville Muni (M22)	Hans Pauli (205) 332-0050

Thanks to Dave Shaw, Editor of *Talefeathers*, newsletter of EAA 268.

Quick Calendar

May 13 - Briscoe Field Admin. Bldg., 8 pm - Chapter monthly meeting. Topic: BFR requirements & Q/A session presented by Michael Hollingsworth of Advanced Aviation Training.
May 14 - Stone Mountain Airport - visit to Gary Politzotto's Pulsar. 2 pm.
June 11 - International Young Eagles Day. Chapter 690 does breakfast at PDK, helps with their YED.

DUANE K. HUFF
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