



SEPTEMBER 2005

# NavCom

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

Chapter 690 Meets in Hangar #1 of the Sport Aviation Complex at Briscoe Field, 690 Airport Road, Lawrenceville, GA

## Air Academy Students Report to the Chapter

By Debi Huffman

Be sure to be here for our September meeting! This summer EAA 690 sponsored three students who attended Air Academy at EAA HQ. It will be a treat to hear about their experiences at our September meeting on Friday, September 9th. This year's attendees are Stefan Seville of East Cobb Middle School, Robert Bruce and Joey Bennett, both of Creekland Middle School. We would like to thank WB 17 and EAA 6 for contributing Young Eagle credits to help us send these young people to the Air Academy.

## WWII Roundtable and Low Country Boil

On Saturday evening, September 24th, a unique WW-II Aviation Round Table Program and Low-Country Boil will be held in the EAA Chapter building. Aviators Hal Weekley, Joe Anastasia and Pete Ebersole, who flew during the period, will be reminiscing in a forum moderated by Jack Barker.

Seating is limited and early reservations are strongly suggested. Tickets are \$15.00/person in advance, \$20.00 at the door with reservations. For further information or reservations contact Jeff Gwathney at (770) 995-6687 or [j\\_gwathneyone@bellsouth.net](mailto:j_gwathneyone@bellsouth.net).

## Angels of the Air Help Patients in Need

This Saturday, September 3rd at 10:30 a.m., following the Pancake Breakfast, Angel Flight Pilot Larry Bishop will present an informative program highlighting General Aviation's unsung heroes, who use their private aircraft to transport needy patients around the country. Licensed for almost 35 years and Instrument Rated, Larry has been using his been an Angel Flight Pilot for over ten years, flying as many as 75 hours in a given year on their behalf.

## B-17 Tour Comes to LZU Sept 22nd-25th

EAA Chapter 690 will host one of the few flying Boeing B-17 bombers, "Fuddy Duddy," on its only visit to the Atlanta area. "Fuddy Duddy" will be available for a daily schedule of flights and ground tours at Lawrenceville's Briscoe Field. The aircraft will be on display at Aircraft Specialists Jet Center (south side), on Briscoe Blvd. from Thursday, September 22nd through Sunday the 25th from 7:00 AM to 7:00 PM. Pre-scheduled flights will take place in the mornings with tours in the afternoon. Tickets for B-17 flights must be scheduled in advance by calling toll free to (800) 359-6217 or by visiting [www.b17.org](http://www.b17.org) on the Internet. Ground Tours are open to all immediately after the daily flight schedule.

Undoubtedly, the B-17, known as the Flying Fortress, is one of the most famous American aircraft ever built. Designed in 1934 and first flown in 1935, the Boeing B-17 with its four turbo-charged 1,200 horsepower engines and 13 machine guns placed strategically from nose to tail can deliver a 17,600-pound bomb load. Although 12,726 were built, fewer than a dozen are still in the air. The B-17 and its crew of ten were largely responsible for helping bring an end to WW II.



The original "Fuddy Duddy" was assigned to the 8th Air Force, 447th Bomb Group, 708th Bomb Squadron and lost in a mid-air collision over Mannheim, Germany on December 30, 1944.

Our tour "17" was built by Douglas Aircraft in 1944 and used as a VIP transport by General Dwight D. Eisenhower and General Douglas MacArthur following the war. It was acquired and restored to look like the original "Fuddy Duddy" by the National Warplane Museum in 1986.

The presence of such an historic aircraft of the past offers a unique opportunity for individuals, clubs, schools, home school and church groups, etc. to tour the inside of this historic aircraft. At every visit, those once young heroes who flew, manned and maintained these giants of history will make themselves available on site to comment and reflect on their involvement with these machines of the past. Tour admission is free to all WWII veterans.

A continental breakfast, lite lunch and refreshments will be available Saturday and Sunday. All activities are open to the public.



## Chapter 690 Scenes

Photos by Joel Levine



⇐ The annual Post Oshkosh Bash was enjoyed by a large group of members, their families and friends.



↑ No "Bash" could manage without a dedicated Kitchen Crew to serve and clean-up. Thanks to them all!



⇐ Steve Ashby narrated the slide presentation, and an attentive audience was very appreciative.



⇐ The August pancake breakfast featured a special presentation of a flag to aviation buff Josh Cusick by Doug Reid, father of USAF Capt. Daniel L. Reid.



⇐ Certificate of Authenticity Text: This American flag was flown aboard a KC-135 during an Operation ENDURING FREEDOM Combat Air Refueling Mission Over Afghanistan on The 26th Day of May 2005 Especially for Josh Cusick. Signed, Daniel L. Reid, Capt., USAF.



↑ Randy Avera presented a most interesting and timely program about NASA at the August Pancake Breakfast.



## The NavCom

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

Original articles, art and photos are invited and welcome. Submit articles in Word 97 or ASCII format and pictures in jpeg, tif or bitmap format via e-mail to: [lnor@akorn.net](mailto:lnor@akorn.net)

Deadline for submissions is the 20th of each month, unless otherwise announced. The deadline for the October 2005 NavCom is Tuesday, September 20<sup>th</sup>.

Permission is hereby granted for the reproduction of NavCom articles by other EAA Chapters, provided that proper credit is given to the author and to the NavCom.

Thanks to 690's interim "Postmaster" Greg Janakos and his merry band who fold, staple & mutilate the NavCom for distribution and mailing.

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## The President's Pitch

By Larry Bishop



It's September and our biggest event of the year is just around the corner. Fuddy Duddy, the B-17 on the EAA tour this year, is visiting EAA 690 from Thursday, September 22nd, to Monday, September 26th. It will be available for tours and flights Friday through Sunday. Don't miss the dinner and roundtable discussion featuring WW II B17 crew members at the EAA 690 hangar Saturday evening. We need a few more volunteers for this event. If you can help, let Duane Huff, Jim Sweat or me know. We are expecting a large crowd and plenty of good weather. The B-17 will be available for rides and tours. See the details elsewhere in this NavCom.

Every year at this time we start talking about our upcoming election at EAA 690. Our four elected officers (Larry Bishop - President, John Reitz - Vice President, Jeff Gwathney - Secretary and Mike Stewart - Treasurer) will finish their two year term of service at the end of the year. Also, two of our six elected members of our Board of Trustees complete their three year term at the end of the year. The terms of all of the remaining members of the Board of Trustees and all of the members of the Board of Directors continue through 2006. The nominating committee members will be announced at the monthly meeting on September 9. If you are interested in getting more involved in EAA 690 planning and chapter activities, please give me a call or contact one

of the nominating committee members.

Jill Balthaser has volunteered to take over our kitchen and our monthly pancake breakfast as the Mike and Jennifer North start their adventures and travels. Thanks to Jill for volunteering for this and thanks to Mike and Jennifer for all their years of service in the EAA 690 kitchen. Let's give a big hand of applause to Jill, David, and to all who made our Oshkosh Bash dinner a success last month and to Steve Ashby for narrating the AirVenture 2005 slide show.

I would also like to thank the Board to the Trustees, the Over-the-Hill Gang and all the volunteers who helped us get both air conditioning systems operating and for installing new overhead lights in the chapter building. I think everyone will appreciate these changes you have made to the EAA 690 hangar.

Everyone is invited to our Board of Trustees and Board of Directors meetings. Also, since we always have our annual Oshkosh Bash dinner in August in place of our regular Friday night meeting, we have no meeting minutes to publish in the NavCom this month.

Please contact me if you would like to discuss chapter issues or to volunteer to help with our upcoming events.

Larry Bishop  
[LDBishop@mindspring.com](mailto:LDBishop@mindspring.com)  
770-263-7139

## Chapter 690 Young Eagle Update

By Duane Huff, Young Eagles Coordinator



Another first for EAA Chapter 690, though it was a bit on the negative side. At our last Young Eagles rally on August 20th, we had to turn away 16 Scouts because we did not have enough planes and pilots to fly them. I hope to reschedule them for Saturday, September 10th. This will be in addition to our regularly scheduled Young Eagles rally on September 17th. Come help us on these two dates. May we never have to turn away any other Young Eagles.

On August 20th, we did fly 48 Young Eagles. Pilots were Ted Rabenko, John Reitz, Jerry Shingleton, Frank Settle, Charles Schobel, Greg Bitzer, and Duane Huff.

Jamie Painter conducted the pre-flight briefings. Ground Crew included Bill Ferguson, Charles McCormick and Greg Jannakos.

Registration and Certificates were completed by Bonnie McCormick, Jeanne Ferguson and Debi Huffman.

Many Thanks !



## A Dream Come True for Mike Stewart

I was able to hit another milestone Saturday. One which I have been waiting for for quite some time. For about a year I have been envisioning how cool it would be to have a picture of the 6 & 8 in formation together. The 2 planes I built in the same picture.

So Saturday I laid the plans to do just that. Subob (Bob Goodman) was to be the pilot of the 6, and Duanne (Huff) in the Aeronca Chief with the open windows as the photo ship with Michelle taking the shots.

At 0830 I launched off to meet Subob enroute who was coming to LZU to fly the 6. I was able to pick him up on the traffic screen and intercept with the 8. That was pretty darn cool. We landed and I briefed him on the operations of the 6. He was a bit leery of flying a sissy wheel, even



Photo by Michelle Stewart

more leery being caught in a photo flying one. I offered him the 8 but he decided that it was not likely anyone would recognize him in the photo and off we went.

We met not far from the airport and circled with the chief, staying on the outside of the turn to keep our speeds up. Michelle took a hundred pictures and we RTB'd.

This shot is not the best one for the planes, but it definitely captures the sheer delight of Subob flying the 6 and that wonderful training wheel he is enjoying. I now have 2 fighter jocks on record with smiles of delight flying with a training wheel. For the rest of you

fighter jocks who have not been caught with your pants down like this, look out. I'm on a mission to get every single one of you! This picture is priceless.

Best, Kahuna

## What's Going On?

What's going on in the work room at EAA 690? Who ARE those strange young people in our hangar?

Debi's Fernbank Engineering kids are gearing up to build a Monerai Sailplane, and we are helping out! The Air Acres Aviation Museum donated the partially completed project to Fernbank to give these students aircraft construction experience. The DeKalb Technology High School, South Campus will be completing the fuselage and wings at their facility. The Fernbank kids will build the control surfaces at EAA 690 under the advisement of Duane Huff and Debi Huffman. When completed, the glider will be assembled and painted at the high school and donated to the Georgia College of Aviation Technology. We hope to complete the work at EAA 690 by the end of 2005. We will be working Saturday afternoons and Wednesday evenings. Anyone interested in coming by to visit or help guide us, please come on out!



## WELCOME NEW MEMBERS

*Preston Bennett*

*Ed Larkin*

*Rick Gibson*

*Skip Monaghan*

*Don Hall*

*Doug Ripley*

*Allen Jorgensen*

*Rita Shingleton*

*Bridgett Jorgensen*

*Wentzel Stewart*

*Pascale Krumm*

*Jean Toxen*

## Please Help!!

We need help publicizing the visit of the B-17. This is an opportunity to share an important piece of history with the community, and also provides the Chapter with a fundraising opportunity while helping to raise funds needed to keep the B-17 flying. Please feel free to copy the poster on page 5 of this NavCom (black and white copies will do) and distribute it to neighbors and co-workers. Color posters will be available at the hangar for posting in public buildings and businesses.



# B-17

## FLYING FORTRESS

*Aluminum Overcast*



### EAA 690 Fly-In/Drive-In to See the . . . Return of the Flying Fortress

September 23-25, 2005  
Fri, Sat, Sun 7:00 AM - 7:00 PM

**GWINNETT CO. AIRPORT**  
Aircraft Specialists Jet Center Ramp (southside)  
500 Briscoe Blvd., Briscoe Field (LZU), Lawrenceville, GA

DAILY FLIGHT TIMES	
8:00 AM	11:00 AM
8:45 AM	11:45 AM
9:30 AM	12:30 PM
10:15 AM	1:45 PM

B-17 Flights & Ground Tours, Static Aircraft Displays,  
Food (Sat & Sun), Continuous Photo Op's

#### **SPECIAL SATURDAY EVENING PROGRAM - 7:30 PM**

WW-II Aviation Panel Discussion and Low-Country Boil  
\$15/person in advance, \$20 at the door with reservation  
Proceeds to Support Youth Aviation Programs  
(Reservations Requested - Limited Seating Available)

visit [www.eaa690.org](http://www.eaa690.org) or call (770)995-6687 for more information

#### **MISSION COST:**

**\$355**

per person (EAA Members)

**\$395**

per person (non-Members)

Note: EAA Membership is available for \$40

#### **Daily Ground Tours:**

Held after flight operations have stopped for the day.

Adults: \$6, Students: \$5, WWII Veterans FREE

Children under 8 (accompanied by adult) FREE

\$10 per family (adults & children under 18)

Special group rates are made available for schools and large tours. Limited availability. Please call for group reservations.

All dates and times are tentative and subject to change due to weather or other causes.

**Call 800-359-6217**  
for reservations and inquiries

Visit the B-17 website at [www.b17.org](http://www.b17.org)  
e-mail: [b17@eaa.org](mailto:b17@eaa.org)



# *Fly the Fortress!*

EAA's B-17 bomber "Aluminum Overcast" is an example of the American heavy bomber that helped turn the tide of battle in World War II. You can see and tour this historic airplane — and actually *fly a mission!*



## RETURN FLIGHT

By Preston Bennett

"Morning, Preston. Ready for a ride?"

A seventeen-mile trip shouldn't be a big deal, but I felt my heart speed up as I saw Duane waving to me from in front of the hangar at Lawrenceville's Briscoe Field. Then I saw the object inside the hangar and felt a surge of excitement. I was about to take a ride in a small plane for the first time in years.

"You bet I am."

Duane and I had met the day before, when we had lunch with a mutual friend. Upon discovering our common interest, we had become instant buddies, boring our friend with talk of planes and flying. I was fascinated to learn that Duane had restored a 1947 Aeronca Chief, which had been manufactured much earlier than the plane I had owned some forty years earlier. When he called the next morning and invited me to fly with him over to Winder to gas up his plane, I jumped at the chance.

Learning to fly back in the sixties was something I had long dreamed of doing. I trained in a Piper Colt, flying out of St. Petersburg, usually up to Brooksville, sometimes down to Sarasota. Later, after relocating to Atlanta, I acquired a Piper Tri-Pacer, similar to the Colt but with four seats versus two.

Duane, a retired music teacher, pushed his eight-hundred-pound blue and yellow beauty out onto the apron and invited me to inspect her. I did the customary walk-around and did, in fact, find something wrong: he hadn't replaced the gas cap. He probably would have discovered the problem, but I was pleased with myself for finding it first.

She was a knock-out, small but sleek, with a feature that intrigued me: she had a tail wheel instead of a nose wheel. I had never flown or (other than in airliners) even ridden in a "tail-dragger," and I wondered if we would be able to see over the up-pointed nose during taxi and take-off.

"No problem," said Duane. "We can see all right."

And of course we could. Within minutes we were holding short of runway seven, meaning a compass heading of seventy degrees, waiting for an approaching plane to land and clear the runway.

"Aeronca three-four-two-zero-echo, clear for take-off," said the air traffic controller.

Duane turned onto the runway and applied full throttle. The small engine certainly didn't pin us to our seats, but the familiar sound brought back memories.

On a similar hazy day long ago I had taken off from a field not far away, with a couple of friends, bound for Athens and a football game. We enjoyed our short flight, caught a ride to the stadium, and watched Georgia defeat somebody. Our flight back was uneventful, and the day became one to remember.

I noted by the compass that we were on a heading of 90°, due east, and glanced at the other instruments.

Our cruising speed of only 70 mph was about equal to that of the cars I saw below us on Hwy 316. Not many other instruments; planes were simpler in the forties. Duane had added a two-way radio, plus a GPS unit to offset the absence of a VOR navigation receiver.

"GPS is better," he said.

Fifteen minutes later we entered the pattern at Winder. Since the field had no control tower, Duane contacted Unicom and advised that we were landing on runway five.

"Gas is thirty cents a gallon cheaper here, for some reason," he said.

A quick mental calculation told me that, net, net, the flight was costing Duane more than he was saving. He would have known that, of course, and must have made up an excuse to take me for a ride in his pride and joy. Being a private pilot is not always a matter of dollars and cents.

While Duane gassed up, I chatted with a fellow who had just completed the same task. He was an Air Force veteran who had built his own plane from a kit. Shiny aluminum all over, with full instrumentation. What a beauty. I could imagine how he spends his weekends. And today was only Thursday.

After having a soft drink and chatting with a couple of pilots in the lounge, we headed back to Lawrenceville, careful to stay clear of National Guard helicopters operating out of the same field.

"Want to take it?" asked Duane.

All right! I noted the compass heading of 270°, due west, took the yoke, and got on the rudder pedals. I was immediately reminded of a sensation from long ago: The slow plane seemed to hang from a string, with small dips and twists but no noticeable forward motion. My touch was anything but delicate, and I was not surprised that I skidded and wobbled.

"This is a real 'rudder' plane," he said, offering me a welcome excuse.

"Uh huh."

The haze persisted, limiting visibility to four or five miles, and I now noticed that the air was slightly bumpy. Plenty good for safe flying but somewhat short of ideal, reminding me of another day long ago when conditions were considerably worse.

I was flying back from Knoxville, where I had attended a Tennessee football game. There were scattered clouds, and I encountered heavy turbulence along the foothills of the Appalachians. Attempting to avoid it, I did a three-sixty and climbed to a higher altitude, but the problem persisted. I remembered that I had just passed the Chatsworth airfield, so I decided to go back there and wait for better conditions. I landed, waited a while, and tried again. The turbulence had eased up, and I expected a smooth flight the rest of the way.



## RETURN FLIGHT (Continued from Page 6)

A little later, as I approached Atlanta, the ceiling began to drop. And I needed to cross the city to reach Gunn Airfield on the other side. By this time feeling somewhat "snake-bit," I began to worry that, flying VFR, I couldn't maintain enough altitude to remain safely above the broadcast towers, which extended a good thousand feet into the sky.

As an inexperienced pilot, I suddenly developed a desire to stand on the ground and think things over. I knew I was near Dobbins NAS, so I tuned to their frequency to let them know I was coming for a visit.

"Not recommended," the controller said. "Can you make Kennesaw?"

I could have, but by this time I was pretty nervous. Besides, I could see the Dobbins runway. I knew I could land there without worrying about getting lost in weather.

After further conversation, I received clearance to land, with instructions to follow the vehicle that would meet me at the off-ramp. I did so and was surprised, upon killing my engine, to learn that military personnel wanted to search my cargo hold. But I wasn't carrying anything dangerous or illegal, and I considered this a small price to pay for being back on solid ground.

I waited in their pilots' lounge until the weather cleared and I received permission to depart. I finally reached my destination, several hours late but glad to be home. An altogether unsatisfactory outing.

I had many good flights after that and no further problems with weather. On the whole, my flying experiences were positive, but this particular flight stuck in my mind and helped me make an easy decision to sell my Tri-Pacer when my next relocation came along.

"This is a good day for flying," I said, as I returned to the present and handed control back to Duane.

He smiled, not reading my thoughts but obviously agreeing.

As we approached Lawrenceville, we were again directed to runway seven. Duane made his second smooth landing of the day, and we taxied back toward the hangar.

"We're back," he said.

Yes, I thought, we're back. We've had a nice flight to Winder and back. And I've had my own private flight into the past and back. I understood how people like Duane and the Air Force guy could get so caught up in flying that it became a major part of their lives. More power to them. And although it had not become an obsession to me, I had to admit that it was something I wouldn't have missed for the world.

"Nice landing," I said.

I've now joined the Experimental Aircraft Association Chapter of which Duane is a member. Luckily for me, one doesn't have to be a pilot or even a wannabe to get in. I know I'll enjoy hanging around planes and pilots for a while. But I don't think I'll catch the flying bug again.



Vinyl EAA Chapter 690 window stickers have been donated by RCGI/Pardue and the Alcovy Professional Sign Company, both of Monroe, GA. The stickers are on sale in the AeroShope for \$3.00.

### Get Your NavCom Via E-Mail

Get your copy of the NavCom faster and in full color. Save the Chapter the postage and save a tree. Send your current e-mail address to NavCom Editor Lnor Levine at: [LNOR\\_L@BELLSOUTH.NET](mailto:LNOR_L@BELLSOUTH.NET).

# Happy Labor Day

### Military Wisdom

"Cluster bombing from B-52s are very, very accurate. The bombs are guaranteed to always hit the ground."  
- USAF Ammo Troop

"It is generally inadvisable to eject directly over the area you just bombed." - U.S. Air Force Manual

"Whoever said the pen is mightier than the sword obviously never encountered automatic weapons."  
- General Macarthur

"Don't ever be the first, don't ever be the last, and don't ever volunteer to do anything."  
- U.S. Navy Swabbie

"Bravery is being the only one who knows you're afraid." - David Hackworth

"Five second fuses only last three seconds."  
- Infantry Journal

"Aim towards the Enemy."  
- Instruction printed on US Rocket Launcher

"You, you, and you ... Panic. The rest of you, come with me." - U.S. Marine Corp Gunnery Sgt.

"Any ship can be a minesweeper ... once."  
- Anonymous



## KATRINA'S WRATH FELT EVERYWHERE

From [www.eaa.org](http://www.eaa.org)

August 31, 2005 - The thoughts and prayers of EAA and its members throughout the world are with the victims and those still being threatened by Hurricane Katrina in the Gulf Coast region. EAA President Tom Poberezny expressed the thoughts of the organization, "This is truly a national tragedy, one that transcends all segments of society. We send our thoughts and prayers to those residents who have lost loved ones, who are now struggling to survive, those who lost their homes, their livelihoods. We're shocked and grieving along with them." EAA pledges its help however it can as soon as civic, state, and federal officials give the word.

The state aviation departments and their personnel are currently dealing with emergency life-and-limb situations relating to the catastrophe and are unable to address any issues other than the emergency at hand. EAA members are advised to wait at least several days before attempting to contact their state officials.

The EAA Insurance Plan, represented by Falcon Insurance Agency, advises those owners/operators in the affected regions that the entire insurance industry is busy collecting and organizing files of their insureds, assembling their "CAT" (Catastrophe) teams to prepare for the deluge of policy claims. Falcon is also preparing a database of aircraft repair facilities for its policyholders.

Bob Mackey, a Falcon vice president, stressed that policyholders do not need to rush to report aircraft damage claims immediately, as Falcon realizes people have far more important primary needs to deal with.

EAA Chapters in unaffected areas and in nearby states can contact the EAA Chapter office at [chapters@eaa.org](mailto:chapters@eaa.org), if they can help with available hangar storage, ramp space, or other aviation related support items.

### TFRs in Place

The FAA has issued a series of Notices to Airmen (NOTAM) that create temporary flight restrictions (TFRs) over hurricane-ravaged areas of Louisiana, Mississippi and Alabama. These NOTAMs are in effect

until further notice, and from the thorough devastation caused by Katrina portrayed in media reports, that could be an extended period of time.

Check with EAA AeroPlanner for the latest information, including graphical representation of TFRs. Restricted airspace is established to protect persons and property on the surface or in the air from hazards associated with the effects of the hurricane, critical infrastructure losses, and emergency operations; to provide a safe environment for relief and law enforcement aircraft operations; and to address the loss of radar, air-ground communications, and air traffic control (ATC) services.

Only hurricane disaster relief aircraft such as medical evacuation, law enforcement, first responder, and other emergency operations-related flights in direct support of federal, state, and local agencies are authorized to operate within the TFRs.

### Aviation Laboratories New Orleans Facility Closed

Aviation Laboratories, a leading provider of laboratory services to EAA members, has been forced to temporarily close their New Orleans (Kenner) facility due to Hurricane Katrina. The laboratory provides critical and time-sensitive analysis of engine fluids, including oil, hydraulic fluids, and fuel for the general aviation industry.

Aviation Laboratories suffered only minimal damage from the hurricane (at 5 feet above sea level, it is a high point in Kenner and will not flood), there are no water or power services to the area and laboratory personnel are under mandatory evacuation orders, so the laboratory has been temporarily closed.

For customers who sent samples to the Kenner facility last week, please contact Aviation Laboratories so they can track the shipment. Other customers planning to send samples, should send them to the Houston laboratory at Aviation Laboratories, 5401 Mitchelldale Street, Suite B6, Houston, Texas 77092.

Those with questions or who need additional information, please contact Aviation Laboratories at 800/256-6876 or [sales@avlab.com](mailto:sales@avlab.com). If you know of anyone who may not have received this e-mail message but uses Aviation Laboratories for their laboratory services, please pass this message along to them.

## HURRICANE AFTERMATH AFFECTS EAA ACTIVITIES

From the EAA e-hotline September 2, 2005 Volume 5, Number 42

**B-17 Appearances Canceled; Sport Pilot Tour Stop On Hold** September 1, 2005 - Because of the devastation left by Hurricane Katrina, EAA has cancelled its B-17 "Allied Victory Tour" stops at Montgomery (Ala.) Regional Airport on Sept. 27-28 and New Orleans Lakefront Airport scheduled for Sept. 30-Oct. 2. Advance flight reservations made for those tour stops will be refunded.

In addition, the scheduled New Orleans stop for the EAA Sport Pilot Tour, scheduled for November, has been placed on hold. EAA officials have contacted

local organizers in Reserve, La., just west of New Orleans, and are determining whether any activities are possible or practical for the next several months.

Schedule updates for the B-17 "Allied Victory Tour" and the EAA Sport Pilot tour will be posted on [www.eaa.org](http://www.eaa.org), as well as the [www.b17.org](http://www.b17.org) and [www.sportpilot.org](http://www.sportpilot.org) websites.

EAA's thoughts and prayers continue to be with those in the stricken areas, and the organization is checking with federal and state officials to determine suitable ways for EAA members to assist with any relief efforts.



## Minutes of the August 9, 2005 Board of Directors Meeting

Respectfully submitted by Jeff Gwathney, Secretary

### Attending Members:

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

Absent Members: Mike Stewart

### Visitors:

Joel Levine	Lee Olson
Jennifer North	Dave Rowe

Meeting called to order by Jamie Painter, Chairman.

The following reports were made:

- Financial – No Report. Mike Stewart not present.
- Board of Trustees
  - Meeting was earlier today (August 9)
  - Work day August 25 Scheduled for:
    - Install new hangar lights
    - Repair heat/air systems
    - Pest control
    - Install new water line to front door
  - Minutes will be published in the NavCom
  - George Cowan memorial. Proposal for joint memorial w/ Macon Chapter to be reviewed next month.
- Food Services
  - Mike and Jennifer North have their CDLs, have taken new jobs that require travel
  - Jill Balthaser will take over Food Services

- Programs
  - Monthly meeting programs October through December not firmed up yet.
  - September program – AirAcademy Scholarship recipients will speak
  - Pancake breakfast programs scheduled through December. Posters sent.
- Publicity
  - Looking for new chairperson for next year
- Membership
  - Bills have been mailed to members who have not renewed
  - 2 new members last Saturday
- Library
  - Cataloging has started
- Young Eagles
  - Flights scheduled August 20
  - Flights scheduled September 17th
- Fly-outs
  - None scheduled at this time. Mike Stewart not present

### New Business

- B-17/Fly-in Status
  - Next planning meeting follows this meeting (August 9)
- Angel Flight
  - Approved Angel Flight request to set up a table/display at our next Pancake Breakfast

There was no further business. The meeting was adjourned

## Minutes of the August 30, 2005, Board of Trustees Meeting

Respectfully submitted by Larry Wallis, Secretary

The EAA Chapter 690 Board of Trustees meeting for September was held on Tuesday, August 30, 2005, in the Chapter Hangar at 7:00 PM, and was immediately followed by the B-17 planning meeting.

### Attending were:

Larry Bishop	Lee Olson
Bill Ferguson	John Reitz
Marie Ferguson	David Row
Duane Huff	Jerry Shingleton
Joel Levine	Jim Sweat
Lnor Levine	Larry Wallis

The board noted the work items accomplished on the on the preceding work days, Thursday, August 25 and Tuesday, August 30. The items completed were:

1. Installation of four metal halide floodlights overhead in the hangar, including conduit runs, wiring, and timers. The illumination level of the hangar is more like daylight now.
2. Repair of the overhead heating and air conditioning units in the hangar. All the HVAC units are operational now.
4. Changed the electric water heater to a hardwired installation from a plug-in connection.
5. Sprayed the perimeter of the hangar for spiders.

Our sincere thanks go to the members and friends who donated their time and effort, loaned tools and equipment, and in general contributed to the accomplishments and enjoyment of the day.

### The hard-working group consisted of:

Don Roberts	Jim Sweat
David Row	Fred Huppertz
Lee Olson	Larry Wallis
Bill Ferguson	Larry Bishop
Greg Jannakos	Duane Huff
Walter Deere	Frank Settle

A side benefit on Thursday was the arrival of a Lancair Columbia 350 airplane. The airplane was a factory model constructed by the Columbia Aircraft company (a completely separate entity from the Lancair homebuilt group), and was demonstrated by a salesman for Columbia Aircraft. This plane has an advertised cruise speed of 191 knots, and one of the coolest instrument panels (large dual multi-function displays) I have seen lately. And at this time, the airplane has a 100% safety record. The salesman took Larry Bishop and Karen Roberts (Don's wife) for a demonstration flight. Upon their return, I was reminded of the time I first checked out in a Grumman Cheetah. I couldn't get the smile off for a week.

The other item acted on by the board was a vote to spend \$45-50 for 22 sets of rubber chair feet to replace existing plastic ones that have deteriorated.

The updated excel spreadsheet of open action items (dated 08/30/2005) is attached to this email.

These minutes represent the highlights of the meeting. If I have omitted anything of significance, please let me know and I will reissue.



## Classifieds

Ads run for 3 months. If you would like to continue the ad for an additional 3 months you must request it through the editor by e-mail, snail mail or phone call. This limit is set to keep the ads current and effective. Ads will be dated with month and year at the time of submission or renewal.

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

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

New door panels  
New headliner  
New Nose Bowl  
Plane stripped & repainted  
Front Strut rebuilt  
New Steering Rods & Boots  
New Tach  
Rebuilt starter and generator  
New air box  
New vacuum pump  
Oil filter added  
New baffling  
Other (+s)

For a look-see...  
Contact Frank 770 923-6149

8/05



### PLAN AHEAD NOW -

You won't want to miss Chapter 690's meetings and activities.

Our regular 1st Saturday Pancake Breakfasts feature aviation programs or activities. Our meetings, on the 2nd Friday of each month, include programs on a variety of topics.

### MATHIS AIRPORT HANGAR FOR RENT

30' X 40', cement floor  
Hangar #2  
On flight line -  
\$300/month

Steve Leonard  
770-843-3284  
sdl701@yahoo.com

7/05



770-326-6040

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### Privately owned T-Hangar

(Big enough for a Cessna 182) on the North side of McCollum Airport (RYY) is for sale and immediate availability. Phone (770) 587-5645 or e-mail [squarf@bellsouth.net](mailto:squarf@bellsouth.net)

6/05

Flying club membership available for a New Diamond Star DA40 with Autopilot, G1000 and Weather download based at LZU.

Only 2 memberships left. Call Charlie at 404-983-1813 for more information or a demo flight.

8/05

**HANGAR FOR SALE** - Port-A-Port, Executive I, approx 40' X 33'. excellent condition. Folds for travel by road using a 2+ inch ball. Have wheels. Located at Pickens Co., off of I575 (I515). \$17K.

Will Warren, 770-926-6007.

8/05

**For Sale** - 1962 Mooney M20C 3100 hours ttaf, 880 SMOH engine, 25 SPOH. 300 hours on new Hartzel 3 blade prop. IFR certified, tanks just resealed. Full King stack with KLN90A moving map gps. Located at Covington airport. \$44 K OBO

Contact Ron DeWees,  
404 876 3481 or 404 936 3481 Cell

8/05



**RV-6A For Sale.** 0-360 A1A 180hp Fuel Injection, Hartzell Constant Speed prop, Dual Electronic Ignition, IFR, Smoke system, 1400hrs TT Airframe, Engine and Prop.

N686MS is a fully equipped ready to fly cross country cruiser and is fully aerobatic. Loaded with goodies. More details at [www.mstewart.net](http://www.mstewart.net)

\$86,000 Serious inquires only, please. Contact Mike at [mstewartga@yahoo.com](mailto:mstewartga@yahoo.com) or 678.571.9319 cell.

9/05

**WANTED:** Members and spouses to help make the B-17 visit a success. In addition to raising funds to help maintain this historical aircraft, this is a major fundraising opportunity for Chapter 690. Please plan to lend a hand with this event.

### Oooops!

*Someone gave me info for a classified ad and I can't find it. Please send/give it to me again.*



I am interested in a part-time position — permanent / temporary. My background is in Market Research and Marketing but I am open to different challenges. I have a MBA in Marketing.

Please contact Laura 770/822-9143.

Having a son who is an aviation nut gets expensive!

9/05



## EAA SUGGESTIONS WOULD HELP SOLVE ULTRALIGHT, PILOT CONVERSION DILEMMA

From EAA e-Hotline, Volume 5, Number 40

August 18, 2005 - In official comments submitted to the FAA this week, EAA provides several solutions that would facilitate timely and orderly transition and compliance with the year-old Sport Pilot/Light-Sport Aircraft (SP/LSA) rule. The comments were made in response to the United States Ultralight Association's (USUA) petition for a two-year extension to various transition deadline dates placed on the ultralight community.

SP/LSA stipulates specific deadlines for ultralight pilots and instructors to certificate as sport pilots and SP instructors, and for two-place ultralight trainers and so-called "fat" ultralights to be certificated and registered as LSA.

Under SP/LSA, "fat" ultralights and two-place ultralight trainers must be registered as "experimental light-sport aircraft" (E-LSA) by January 31, 2008; ultralight pilots must certificate as sport pilots (passing a written and a practical test) by January 31, 2007, if they want prior ultralight flight time to count toward SP flight experience. Ultralight instructors must certificate as sport pilot instructors (passing a written and a practical test) by January 31, 2008, if they want to receive credit for prior ultralight instructing time. After January 31, 2010, E-LSA trainers can no longer be used for compensation or for hire.

USUA has petitioned the FAA to extend the deadlines for transitioning ultralight pilots, instructors and vehicles by an additional two years. USUA also seeks a two-year extension of the training exemption that allows two-seaters to be used for training purposes. EAA maintains that not enough time has passed since the SP/LSA effective date (September 1, 2004), and it's unclear what, if any, additional time would be needed to facilitate the transition of ultralight vehicles and pilots, since impressive progress has been made in the first year under SP/LSA.

"It's really been an outstanding effort by the entire SP/LSA team to reach the milestones that we have," said Randy Hansen, EAA Government Relations Director. "In less than one year, the milestones (see below) could not have been accomplished without the combined and fully coordinated efforts of the FAA, EAA, ASC, USUA, ASTM, the ultralight industry, and dedicated members of the ultralight community."

### Major SP/LSA milestones:

- \* Newly created aircraft manufacturers have received 13 Special Light-Sport Aircraft (S-LSA) category and class certificates;
- \* 93 Sport Pilot Examiners (SPE) have received category and class endorsements;

\* 49 Sport Pilot Instructor Examiners (SPIE) have received category and class endorsements;

\* More than 400 individuals have taken the SP airman knowledge test;

\* 137 initial Sport Pilot Instructors have received category and class endorsements;

\* 450-plus individuals have been issued Sport Pilot Student Certificates;

\* More than 30 individuals have been approved and trained as Light-Sport Aircraft DARs; and

\* Approval has been granted to two entities to conduct LSA Repairman - Inspection qualification courses.

Two significant obstacles remain for ultralight owners and operators: First, once an ultralight vehicle is registered and the FAA issues an N-number, it cannot legally be flown until the airworthiness certificate is issued and the pilot is FAA-certificated. Second, a practical test to obtain an FAA certificate cannot be administered in an aircraft unless it is registered and certificated for airworthiness. With the lack of Designated Airworthiness Representatives (DARs) and Sport Pilot Examiners (SPEs), this "chicken-and-egg" situation could prevent owners from legally flying their aircraft for extended periods of time.

EAA strongly encourages the FAA to allow two-place ultralight owners to register their aircraft, obtain an N-number, and continue to operate, fly, and inspect their aircraft under the rules of FAR Part 103 or the two-place ultralight training exemptions until they can obtain an airworthiness certificate. Also, EAA urges FAA to allow pilots to take their practical tests in those aircraft that are registered with an N-number but not yet certificated with an airworthiness certificate.

Other issues noted by EAA, but not mentioned in the USUA petition: FAA should continue to develop reasonable standards for LSA repairmen-maintenance qualification course work; allow SP instructors, pilot examiners (SPE), flight instructor/examiners (SFIE) to retake their practical test per 14 CFR 61.49(b)(2) and 61.405(b)(2)(iii) without having to provide an aircraft that is certificated for spins, and allowing weight-shift control (WSC) student pilots and SP/SPI/SPE/SFIEs to receive flight training, logbook endorsements, flight reviews and practical tests in WSC aircraft that were certificated as airplanes or powered gliders prior to the implementation of the SP/LSA rule.

EAA also urges FAA to acknowledge the personal construction of aircraft (E-LSA and amateur-built) as an acceptable aeronautical activity under the Airports Grants of Assurances, therefore allowing airport hangars to be used for this purpose.



Logo hats in assorted colors are available in the AeroShoppe.

\$12.00 each.

Long ago, two young brothers wondered what forces caused a spinning toy propeller to rise into the air. By 1903, their curiosity took dramatic form above the sands of Kitty Hawk. - Unknown



# NavCom

Newsletter of EAA Chapter 690  
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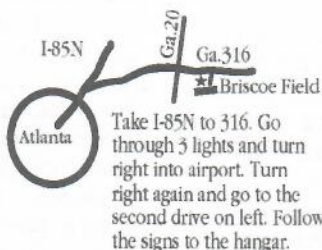
Place Stamp Here

## Come Join Us!

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

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

Breakfast served 8:00 - 10:30 a.m.



## SEPTEMBER MEETING

**Friday, September 9<sup>th</sup>, 2005**

Program — Air Academy Students Report to the Chapter on their experiences this summer.

**Visit the EAA 690 Web-Site at [www.eaa690.org](http://www.eaa690.org)**

## Program on New Sport Aircraft



Jon Hansen of The Hansen Air Group, based at McCollum Airport in Kennesaw, GA will present a program on some of

the new Sport Aircraft that are being certified after the October 1st Pancake Breakfast.

According to information on their website <[www.HansenAirGroup.com](http://www.HansenAirGroup.com)>, whether you are just beginning the adventure of flight, looking for a cost effective alternative to IFR training, cross country travel, or just want the pleasure of day VFR flight, Tecnam Aircraft is the aircraft of choice.

With spacious designs, economical performance melded together with renowned Italian fit and finish, Tecnam Aircraft meets the requirements of the most discriminating.

What the Europeans have enjoyed for years is now available in the US as Light Sport Aircraft.

Light Sport Aircraft are innovative.

Light Sport Aircraft are economical.

But mostly, Tecnam Light Sport Aircraft are just plain fun!

## ANALYSIS: SPORT PILOT IS ONE YEAR OLD

Thursday's (September 1, 2005) first anniversary of the sport pilot/light-sport aircraft rule marks an inaugural year highlighted by amazing advances in infrastructure and aircraft, along with a clearer picture of the challenges that must still be met to fulfill the promise of these new categories of airplane and pilot certification.

Over more than a decade of direct involvement and leadership on the rule, EAA finds the one-year anniversary of what's commonly known as the "sport pilot rule" a point of celebration and renewed motivation to continue to build access for those who wish to participate.

"Some in the aviation community are amazed at how quickly airplanes and interest in sport pilot emerged after the rule became reality last September," said Earl Lawrence, EAA's vice president of industry and regulatory affairs, who also chairs the ASTM International committee that created the consensus standards for light-sport aircraft. "EAA's long involvement with the rule, however, told us that the interest would be very high for both potential sport pilots and the light-sport aircraft that they'll fly. We've seen many parts of the infrastructure take shape and new aircraft come to the marketplace."

Lawrence added that the substantial progress has been made in the first 12 months of an entirely new rule. A number of challenges remain, though, before a full, vibrant sport-pilot community can take shape. (For more info, visit [www.eaa.org](http://www.eaa.org))