



October 2020 Events and Happenings

Presidents Pitch

WAITING FOR PANCAKES

By: John Morgan

As I write this article we have just completed a very successful Spaghetti Dinner thanks mostly to Steve Ashby who gets this month's SHOUT OUT for preparing all the spaghetti sauce and meatballs at no cost to the chapter. Also a special thanks to Terry and the kitchen crew for all their hard work.

I now look forward to the next pancake breakfast on November 7th provided all the BLUE STATE supporters who are pretty much guaranteed to have a riot whether they win or lose don't burn down our chapter hangar.

I am not going to go into great detail about all that is currently happening at EAA690 so I will just list anything new or those items of importance to note.

1. EAA 690 and Silver Wings Fraternity have joined efforts to award a \$4000 aviation scholarship to Ben Quick who is one of our youth builders that is well on his way to earning his Private Pilot Certificate. The presentation will be made at the November Pancake Breakfast.
2. John Craytor at Advanced Aviation is currently taking applications for the scholarships that they have set up in conjunction with EAA690 to award 20 hours training at 75% off to 2 individuals. I expect those awards to be made in the next 30 days.
3. The runway at KLZU is now open until they close it again to put in the grooves.
4. The Zodiac 601 Flying Club formation meeting will take place @ 11:00 AM November 7th in Hangar 1 after the breakfast.
5. The nominations for MEMBER OF THE YEAR will close on October 31 so get your recommendation in soon.
6. We are looking for members to serve on the BOD and BOT. Four at large positions are open on the Board of Directors and 2 positions are open on the Board of Trustees. Please contact Louis Pucci if you are interested in running for one of these positions. Elections will take place at the Pancake Breakfast member meeting on December 5th.
7. The Christmas Party is still on for Saturday December 12th unless the State of Georgia changes their current Covid 19 gathering rules.
8. Neither the Gwinnett County Airport Board nor the County Board of Commissioners has responded to our repeated attempts to get clarification on the status of a new lease or a lease extension to roll over our current lease extension through 2021. Hopefully we will get some answers after the election when the Commissioners and the Airport Board have installed their new members.

That is all.

Stay Safe!

Chapter 690 NavCom Newsletter

Experimental Aircraft Association Lawrenceville, GA - KLZU

Calendar NOVEMBER 2020

Due to the ongoing Covid pandemic current and future scheduled chapter activities should be viewed as **"Tentative"**. Please check the chapter "Slack" application or, contact one of our chapter officers for updates on future activities.

Sun	Mon	Tue	Wed	Thu	Fri	Sat
1-Nov	2	3	4	5	6	7
		11:30am GOP Picnic	7pm Ground School	7pm BOT Mtg		KLZU 07/25 PLANNED CLOSURE
						8am Pancake Breakfast
						12pm Slack Information Session
8	9	10	11	12	13	14
KLZU 07/25 PLANNED CLOSURE		11:30am GOP Picnic	7pm Ground School	6pm BOD Mtg		KLZU 07/25 PLANNED CLOSURE
		7pm GARS				9am Youth Aviation \ Program Session
15	16	17	18	19	20	21
KLZU 07/25 PLANNED CLOSURE		11:30am GOP Picnic	7pm Ground School	7pm VMC/IMC Club		9am Young Eagles Rally
		7pm GARS Workshop				9am Youth Aviation Program Session
22	23	24	25	26	27	28
		11:30am GOP Picnic	7pm Ground School			9am Young Eagles Rally - Makeup Day
						9am Youth Aviation Program Session
29	30	1-Dec	2	3	4	5
		11:30am GOP Picnic	7pm Ground School	7pm BOT Mtg		8am Pancake Breakfast
						12pm Slack Info Session

Pancake Breakfast
Saturday Nov. 7th
8:00 Am to 10 AM

Young Eagles Rally (Tentative)
Saturday Nov. 21st
10 AM to 1 PM

Chapter Personnel

President John Morgan president@eaa690.org	Vice President Louis Pucci vp@eaa690.org	Secretary Rich Hopkins secretary@eaa690.org	Treasurer Ben Davis treasurer@eaa690.org	Chairman BoD Louis Pucci vp@eaa690.org
Vice Chairman BoD John Post post@eaa690.org	Chairman of Trustees John Morrow jmorow101@gmail.com	Program Chair Kathi Parks kp9611@aol.com	Publicity Your Name Here	NavCom Editor Tom Hilborn editor@eaa690.org

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Pancake Breakfast

November 7th 8 AM

Pancakes, Eggs, Sausage, Biscuits, Gravy and Coffee

\$7.00 donation requested



Breakfasts Guidelines

As all of you are aware of the current Covid-19 situation that continues to affect our community and we have established some guidelines with respect to the breakfast and Covid-19. The breakfast will run from 8Am till 11am.

Upon arrival we will take everyone's temperature; if you should have a temperature please refrain from coming to the breakfast.

If your temperature is greater than 100.4 degrees, you may not enter the hangar.

Sanitizer is available upon entering and we strongly encourage everyone to use it.

All food, condiments, coffee etc., will be given to you by our staff.

Masks are required when not eating.

We will have a limited supply of masks available on a first come first basis. (Kindly donated by John Post).

Please maintain the social distancing guidelines, with the exclusion of family units; while obtaining your breakfast and at the tables.

If weather permits, table outside of the hangar are available.

When a member is finished with breakfast and leaves the table that location is sanitized by one of our volunteers.

Please be aware that any significant changes with the Covid-19 environment may result in cancellation of the pancake breakfast.

Please contact John Morgan or me if you have any questions.

Thanks, Louis

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Chapter Spaghetti Dinner Saturday October 24th



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A Chapter 690 Young Eagles Story

By: Laura and Scott Bruce

Larry Bishop and Duane Huff started Robert, at age 11, on his aviation journey with his first Young Eagle flight in 2004. After that first GA flight, Robert attended EAA 690 meetings and began flying lessons—asking for lessons for birthday and Christmas.



He soloed February 26, 2009 on his 16th birthday.



After obtaining his private pilot's certificate at the age of 17, he signed up to be a Young Eagle pilot and flew his first Young Eagle in November of 2010! Later, at the age of 18, Robert decided to get his driver license to get to the airport easier.



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A Chapter 690 Young Eagles Story continued from pg. 5

When it came time to go to college, Robert considered aeronautical engineering as a major but his counselor told him, “You know, doctors own airplanes.” So, Robert went to UGA and graduated with a major in microbiology, then attended medical school, and now Dr. Bruce is a resident anesthesiologist at the University of Tennessee (Larry Bishop’s alma mater) in Memphis.

Robert’s house is only a mile from an airport (MO1) and has an CFI to keep him current on his private pilot certificate and guide him to an instrument rating in the future, as time permits.



Over the years, many 690 Chapter members have inspired and encouraged Robert on his aviation and educational path – Duane Huff, Larry Bishop, Joel Levine, John Morgan, David Balthaser, Herb Rusk, and Debi Huffman to name but a few! The EAA 690 members were there along the way to help celebrate his solo flight, passing his check ride for his private pilot’s certificate and having the opportunity to attend an Aeronica fly-in in Ohio with Duane in his world famous Aeronica.



Robert enjoys his medical residency in Memphis but is slightly envious seeing the FedEx pilots landing at 6am when he is going to the hospital. He would like to be flying too.

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EAA 690 Youth Aviation Program – October

By: Randy Epstein

Progress continued on the Ultra-Lite Pietenpol, R.C. Modeling and BD-6 projects in October. We are still awaiting additional mentors to be able to continue work on the Full-Size Pietenpol. We've had steady youth participation as projects are still limited by mentor participation.

Work on the Ultra-Piet wing is now nearly complete. Next up is the fuselage. Once the covering work is complete, we will begin planning on the best method for hanging the plane from the beams in Hangar 6.

Work on the BD-6 continued in October Andrew Robinson continues to lead with assistance from other mentors. Work continues to focus on the horizontal stabilizer and control surface. Work has continued on the R.C. Modeling project. The group is completing the second trainer kit that we purchased in the beginning of the R.C. Modeling program. Once that kit is completed work will begin on the 1/3 scale Piper Cub. We hope to add an additional mentor with RC background so we can expand that group allowing us to add additional youth to the program. We are thankful for Ken Lightner's leadership on this.

Updates on our two youth that are flying currently. Ben Quick has now completed 30.7 hours. He needs some more solo time and a solo cross country plus his check ride prep to be ready. Ben is working hard to work this out. While flying Ben has also gotten all A's on his mid term grades. Good job Ben!!



No, it's not Halloween yet, Anthony Baker is rib stitching. Hayden Boyer and Josh Foster observe.



Rib stitching demonstration in progress



Lynn Zahner, Duane Huff, Ben Quick and Paul Kyser proud of the work done on the wing.

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EAA 690 Youth Aviation Program – October cont. from pg. 7

Alex has found himself quite busy with school which has slowed his progress some. He is just under 19 hours at this point with 6.6 of that being solo time. He is waiting on scheduling to do his cross country. Alex has also spent a lot of time helping to maintain the AeroVenture's fleet.

Both of these young men should be congratulated on their progress.

The two things we will always need is more mentors and money. There is no requirement for a certain skill set to become a mentor. We're not going to bring you in and ask to lead anything, we need folks to assist in watching the youth and working with them.

I do want to thank Joel Levine, Duane Huff, Keith Oliver, Ken Lightner, Damian Morrissey, Keith Oliver, Lynn Zahner and Nicolas Hammond for their time mentoring.

As far as funding, if you work for a company that makes charitable contributions or know a company that may do that, we would be glad to talk to them about our program and how it is benefiting these young folks. If you would like to donate, any donation you can make is helpful in keeping the program moving forward.



Justin Muscheru gets some instruction from Ken Lightner



Checking the BD-6 Drawings. L to R Anthony Baker, Damian Morrissey, Andrew Robinson and Harrison Curry



Paul Kyser works on the RC Trainer Wing

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Chapter Members Activities, Comments, Observations and Musings

November Runway 7/25 Closure

From: Matt Smith

The next closure is scheduled for Friday, November 13, 2020 at 9:01 p.m. local time. The runway will remain closed for the entire weekend until Monday, November 16 at 7:00 a.m.

The second weekend closure is scheduled to begin on Friday, November 20, 2020 at 9:01 p.m. local time. Again the runway will remain closed for the entire weekend and will reopen on Monday, November 23 at 7:00 a.m.

Please remember that the weekend closures are subject to weather so the schedule may change as we get closer to the dates and the weather forecast gets better. Any changes to the closure schedule will be communicated as quickly as possible.

Zodiac Flying Club

Organization Meeting Will be Held on Nov. 7 at 11am After the Pancake Breakfast

EAA 690 wants to help some individuals form a flying club using a Zenith Zodiac 601 aircraft. The chapter currently owns the aircraft kit and is willing to restore it to flying condition. The estimated expense for a Continental O-200 engine and VFR avionics will allow the chapter to sell the flying aircraft for \$25,000 or less. The chapter would assist the new owners in setting up guidelines for the aircraft to be used to promote aviation locally. The chapter would also provide a long-term low interest loan to the new owners to keep their expenses to operate the aircraft as low as possible. To qualify to be a club member you must have at least a private or sport pilot certificate and a current medical certificate.

PLEASE CONTACT JOHN MORGAN @ 770-823-1713 OR EMAIL AT morganjp@mindspring.com FOR MORE DETAILS. EAA690 MEMBERSHIP IS NOT A REQUIREMENT.

Aircraft Trivia Questions

What does supersonic mean?

- a. Faster than the speed of sound.
- b. Really loud.
- c. Faster than the speed of light

Which of these is a military aircraft?

- a. F-17
- b. A-300
- c. Boeing 727

Answers on page 16

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2021 SUMMER CAMP update

By: *Gay Roberts*

Do you have or know of a young person 12 – 18 years old that is enthusiastic about all things aviation? If so, please let them know about our Aviation Summer Camp! For 12 – 15 years old we have hands-on, STEM oriented aviation sessions (Alpha and Bravo Groups) for one week in June. Dates of the camp are June 14 – 18 from 9:00 am to 4:00 pm. Charlie Group is for 16 – 18 years old who are interested in earning their pilot's license. This Group will have ground school and flight instruction. The cost for Alpha and Bravo is \$300.00 and \$375.00 for Charlie Group. Enrollment forms for the camp will be available by the end of the year. If you have any questions or would like to put your name on the list to receive an enrollment form, please contact Gay Roberts, Camp Registrar, at 770-630 8567 (cell) or researcher.r@comcast.net.

Tentative Summer Camp 2021 Schedule

	Monday June 14	Tuesday June 15	Wednesday June 16	Thursday June 17	Friday June 18
Limit 10	Alpha	Alpha	Alpha	Alpha	Alpha
9:00-12:15	Welcome 0.25 hr John Morgan Hangar 1 Model Aviation 3.00 hrs Joel Hangar 1	Composites for Aviation 3.25 hrs Chuck Hangar 1	Composites for Aviation 3.25 hrs Chuck Hangar 1	Drones & Competition 3.25 hrs Dakoda Ben Hangar 1	Tool Box 3.25 hrs Brian Hangar 6
LUNCH 12:15-12:45					
12:45-4:00	Composites for Aviation 3.25 hrs Chuck Hangar 1	Composites for Aviation 3.25 hrs Chuck Hangar 1	Composites for Aviation 3.25 hrs Chuck Hangar 1	Tool Box 3.25 hrs Brian Hangar 6	NASA/Rockets 2.5 hrs Hangar 1 upstairs Lance Walthall Speaker TBD 0.50 hr Closing Remarks 0.25 hr John Hangar 1
Limit 10	Bravo	Bravo	Bravo	Bravo	Bravo
9:00-12:15	Welcome .25 hr John Morgan Airfoils/Wind Tunnel 3.0 hrs Chuck Hangar 1 Lecture Upstairs Hands-on Downstairs	Tools 1.5 hrs Joel Hangar 6 Careers 3 Speakers TBD 1.75 hrs Hangar 1 Upstairs	Aileron Kit 3.25 hrs Brian Hangar 6	Electronics 3.25 hrs GARS and Joel Headset Project Hangar 1 Upstairs	Welding 3.25 hrs Fred Meyer Hangar 6
12:15-12:45					
12:45-4:00	Advanced Model Aviation 3.25 hrs Joel Hangar 6	Flight Planning/Sims 3.25 hrs Francois Wes? Jeremy ? Max ? Hangar 1	Aileron Kit 3.25 hrs Brian Hangar 6	Drones & Competition 3.25 hrs Dakoda Ben Hangar 1	Heidi 1. hr Chuck Hangar 1 Aviation Activ. 1.5 hrs Speaker TBD 0.50 hr Closing Remarks 0.25 hr John Hangar 1

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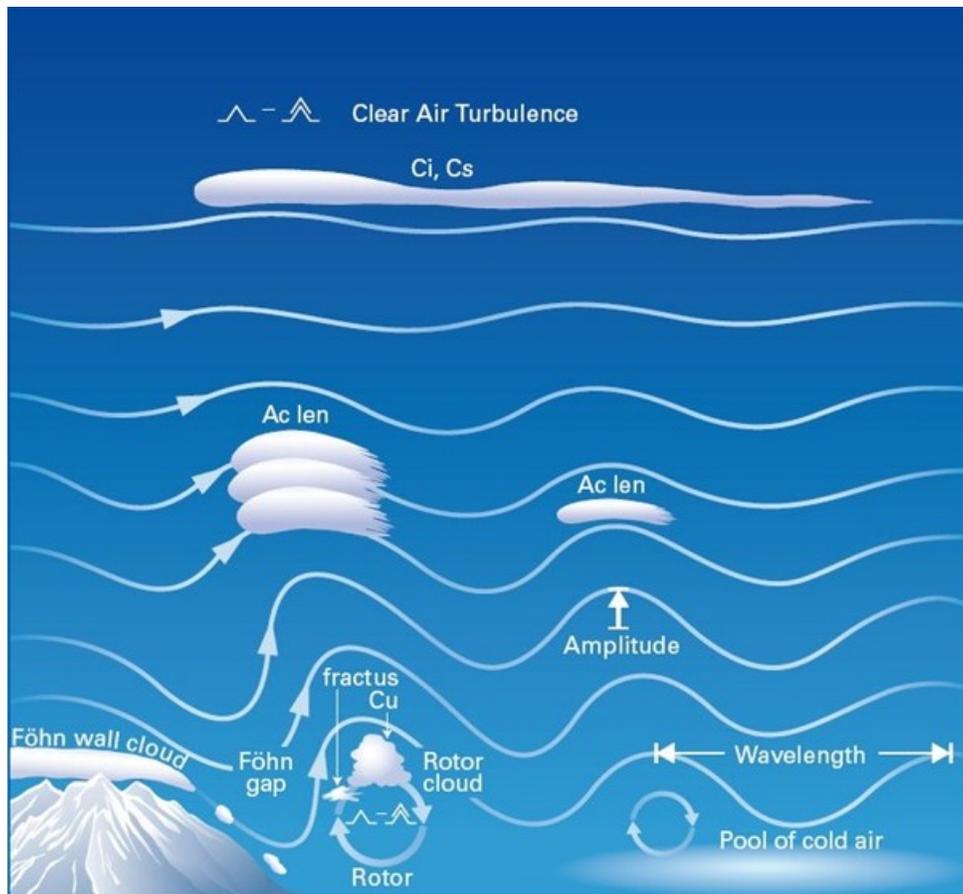
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It was just a quick check flight

By: Hugh Colton

I regularly visit Omarama, the premier gliding site located on the South Island of New Zealand. Earlier this year whilst I was there a good friend of mine was coming from Australia for a short stay and we planned to fly the Omarama Gliding Club's two seater, a Schempp Hirth DuoDiscus, a 20 meter wing span glider that has a 45:1 glide ratio. One morning after the weather briefing I was having coffee with Trevor Mollard, the OGC chief flying instructor. I asked him if I needed any special clearance to fly the Duo from the back seat. He replied "Why don't we go and have a quick check flight?" The 'quick' check flight turned into a fun 460 Km (288 mile) flight in wave.

The weather forecast indicated possible wave. This is a meteorological phenomena where a smooth flow of air passes over a mountain range, and on the downwind side experiences what is called an hydraulic jump, where the airflow rises almost vertically, typically to over 20,000', but is known to reach 100,000'.



For a glider pilot the key entry point is to find the rotor under the rotor cloud and climb in the up going part, in what is often extremely turbulent air.

When I fly my own glider I carry with me a device called an Oudie. This is a small handheld computer with a built-in GPS. It offers many capabilities including a moving aviation map display, a visual and audio variometer, audible and visual airspace warnings, and a flight data recorder that records latitude, longitude, and height very 2 seconds.

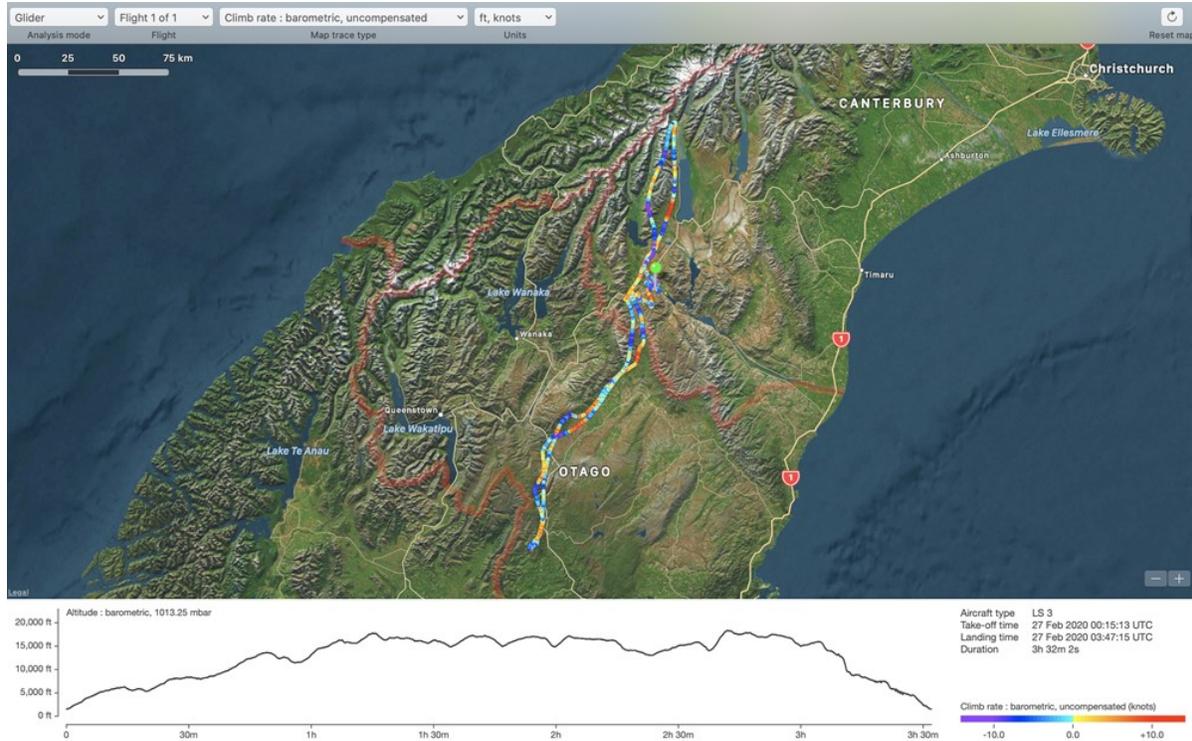
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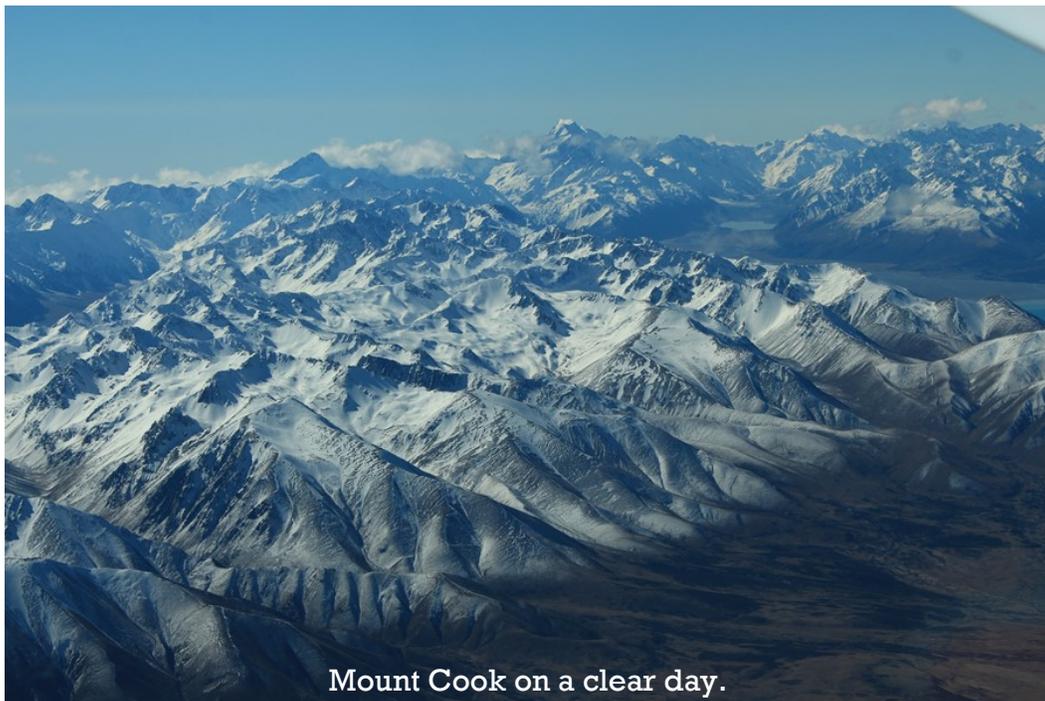
It was just a quick check flight cont. from pg. 11

The flight data can be replayed after a flight, or exported on a microSD card and viewed on a regular computer. As I hadn't planned anything special for this flight I did not change the glider type, hence you'll see below in the screen capture shots the aircraft type is an LS3 which is my personal glider.



Here's the screen shot from the Oudie flight recorder data file showing the entire flight.

The flight began at the green pushpin, after climbing and getting into the wave I proceeded south to where the wave appeared to end, then north, passing west of the airfield at Omarama towards Mount Cook. A wall of cloud prevented me from reaching Mount Cook and then back south to Omarama.



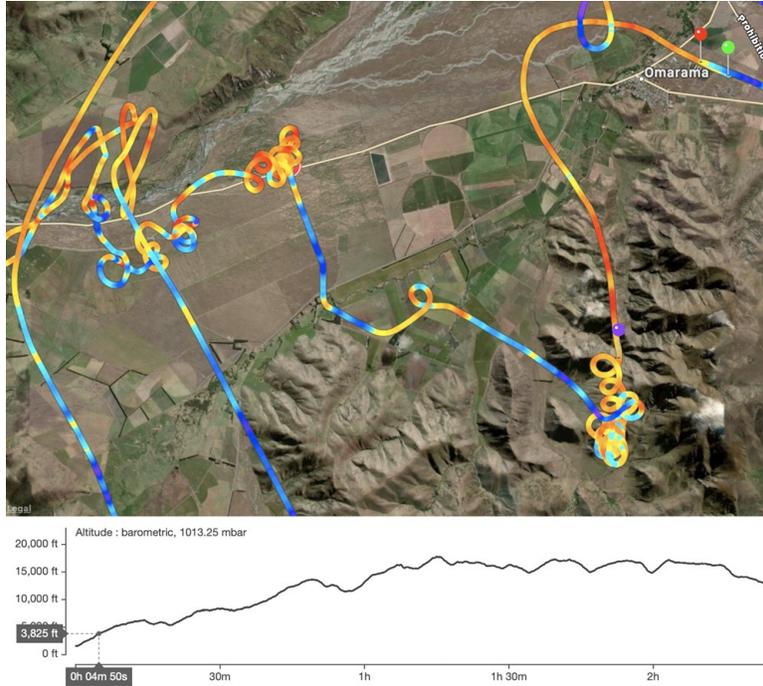
Mount Cook on a clear day.

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It was just a quick check flight cont. from pg. 12

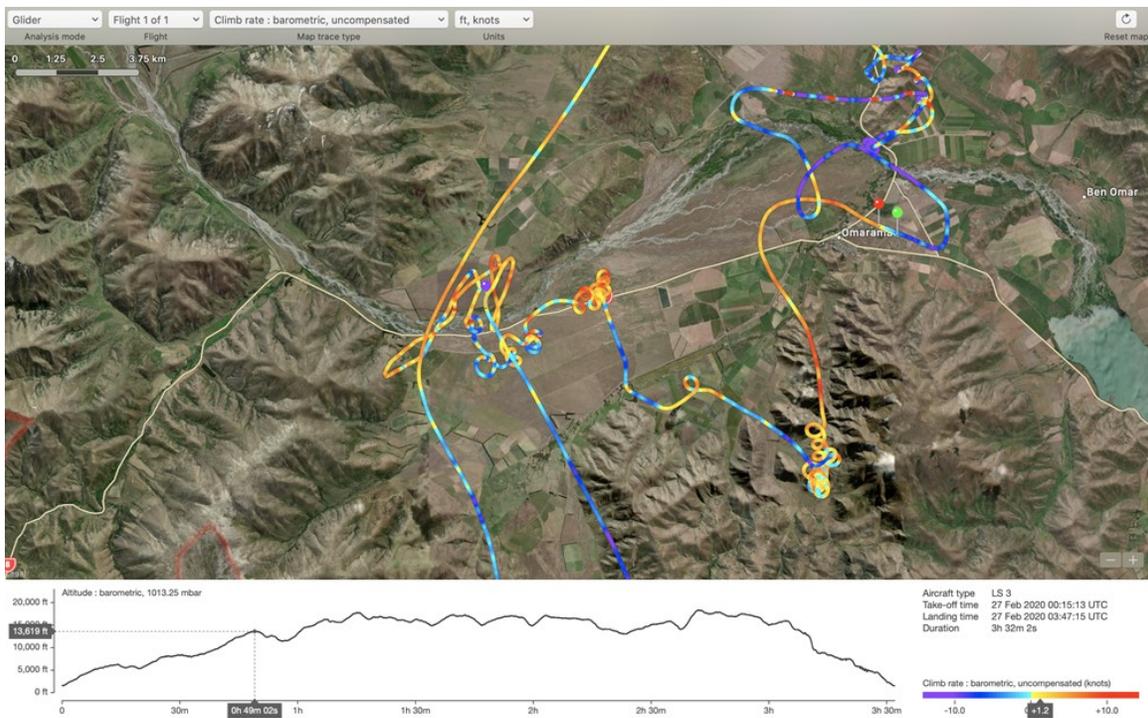


Below is a more detailed analysis of the flight.

The takeoff roll behind the tow plane commenced at the green pushpin on the runway at Omarama airport which is at 1380' above sea level. I took a 2500' tow releasing at the purple pushpin and turning right into ridge lift on the mountain to the south of the airport. The time scale shows that the release was just before 5 minutes of flight at a height of 3825' above sea level.

Within another 9 minutes I had climbed to over 6000'.

It was clear that the soaring conditions were good and Trevor suggested that I should try and get into the wave. I moved to the west, pausing twice on the way. Note the position of the purple push pin.



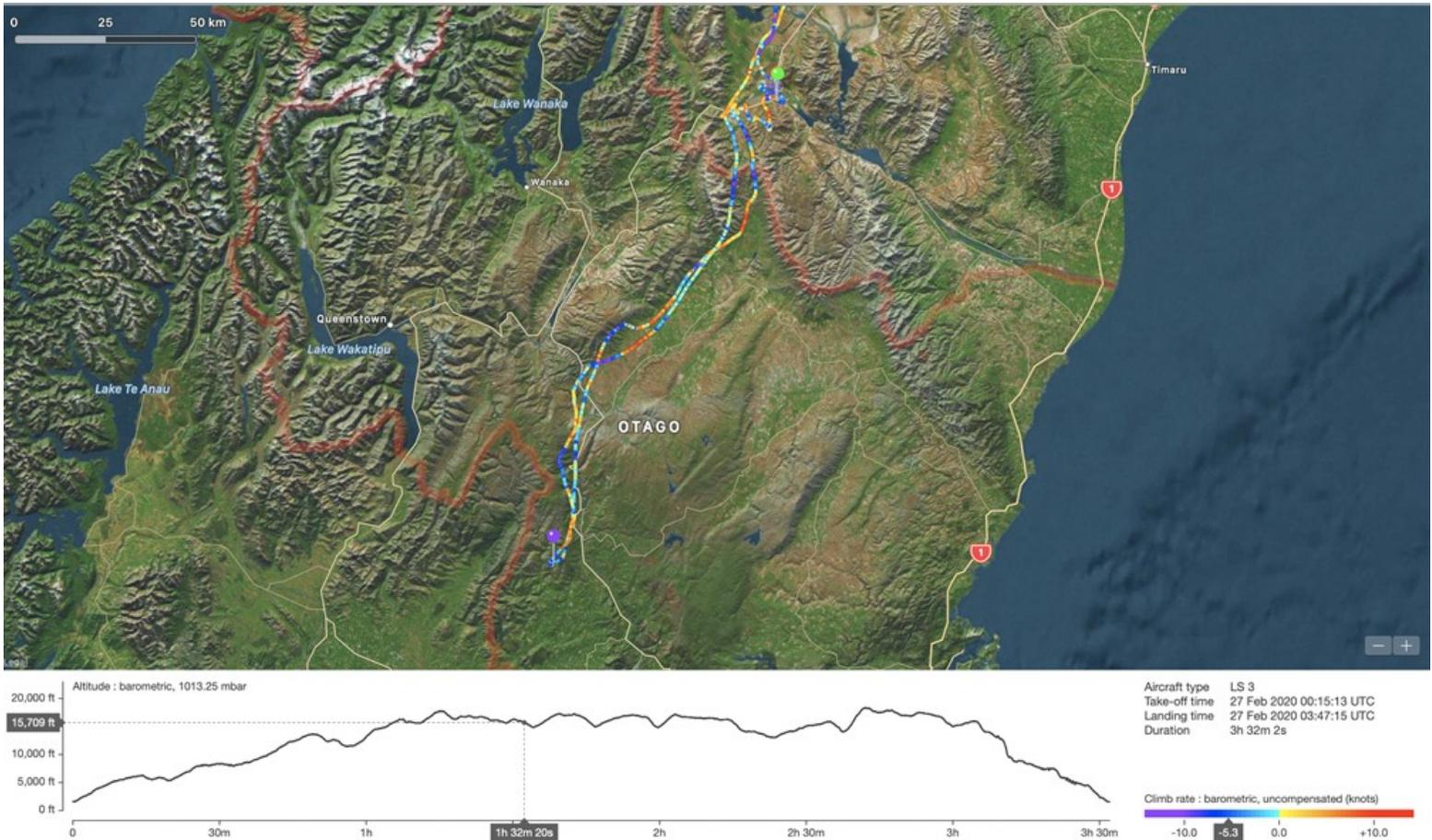
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It was just a quick check flight cont. from pg. 13

I had reached 13,619' in 49 minutes. This was the last time that I circled to gain height.



I flew 90 miles south in 43 minutes typically at 80 knots, but speeding up to 100 knots or more if I was liable to bust the 17,500' ceiling, or slowing if the lift significantly reduced. As the altitude graph shows the lift was weakening so I slowed and turned back north. I retraced the route, but at about halfway the best lift was slightly to the west. I was forced to fly at up 120 knots not to bust the 17,500' height limit, and I came within 138 meters of entering the Queenstown airport airspace. It would have been impossible to fly this accurately using a paper map, whereas the Oudie was showing the exact distance to the boundary line.

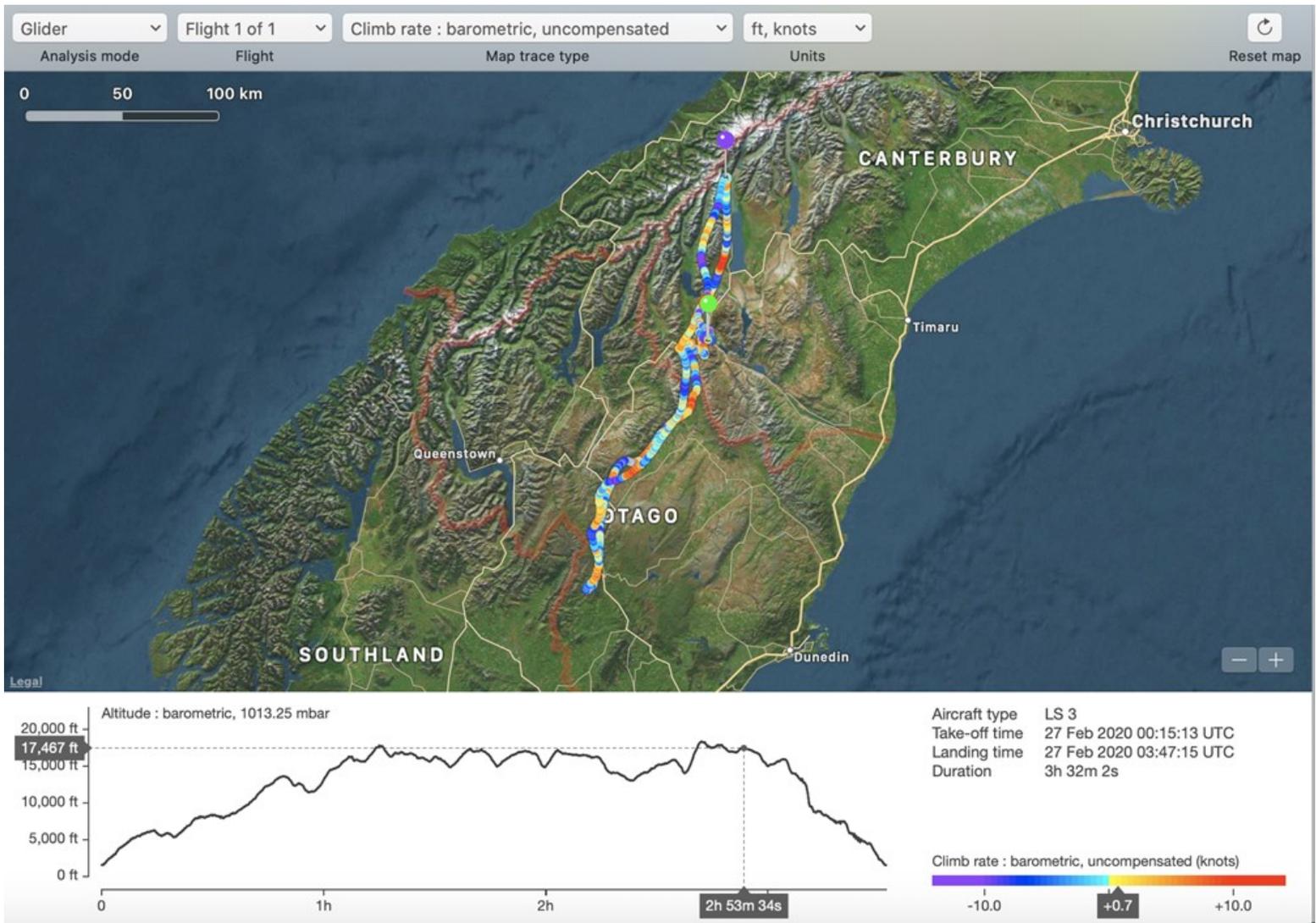
Passing west abeam Omarama I continued north towards Mount Cook, the highest mountain in New Zealand (12,218'). Unfortunately there was a solid wall of cloud about ten kilometres south of the peak so I decided to turn back south. North of Lake Ohau there is no VFR height limit, but the top of the cloud wall was at least 10,000' higher than the height that I was flying, and as we were using cannulas for oxygen a climb to 30,000' was not practical. We had been airborne for 2 hours 53 minutes having flown 240 miles.

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It was just a quick check flight cont. from pg. 14



The last 48 miles was all downhill. Trevor asked me if I had had a recent BFR. It was five months ago, but why not take the opportunity? Rather than just burn off the height Trevor had me demonstrate various manoeuvres including recovering from winch launch failures, incipient spins, spiral dives and stalls from various attitudes.

As the time/altitude trace above shows landing took place 3hrs 32 mins 2 secs after takeoff having covered 288 miles.

Check ride passed.

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NavCom Feature “AEROGRAPHS”

Photo courtesy of John Slemp, “AEROGRAPHS Media Productions”

<https://www.aerographs.com>



This is the cockpit of the restored B-17 called “Ye Olde Pub”, a part of the Erickson Aircraft Collection. Photographed last fall at Dekalb Peachtree Airport.



©2019 John Slemp

Aircraft Trivia Answers from page 9

What does supersonic mean?

- a. **Faster than the speed of sound.**
- a. Really loud.
- c. Faster than the speed of light

Which of these is a military aircraft?

- a. **F-17**
- b. A-300
- c. Boeing 727

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From the President and Vice President:

1. The Chapter is looking for members to run for the 4 Members-at-Large positions on the Board of Directors (BOD) in December. This is for a two (2) year term of office.
2. We are also looking for 2 members to fill 2 positions on the Board of Trustees (BOT) for a 2 year term.

We are looking for one or perhaps two members to fill the Publicity Chair position. Now is your opportunity to become more engaged with the guidance of the chapter. Please consider placing your name as a nominee for one of these positions.

Send your nomination or acceptance to
president@eaa690.org; or vicepresident@eaa690.org;
or contact any member of the Board of Directors.

Elections will be at the December Pancake Breakfast

Quote for the Month

Reprinted from: AERONEWS Network/Propwash 10-25-2020

"SpaceX believes that fully and rapidly reusable rockets are the pivotal breakthrough needed to dramatically reduce the cost of access to space to enable people to travel to and live on other planets. While most rockets are expendable after launch — akin to throwing away an airplane after a one-way trip from Los Angeles to New York — SpaceX is working toward a future in which reusable rockets are the norm."

Source: Quoted from a recent SpaceX statement accompanying info and background celebrating the 100th successful launch of a SpaceX Falcon rocket.

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Young Eagles Report August 2020

Duane Huff & Wes Riddick, Young Eagle Coordinators

By: Tom Hilborn

We don't have a formal YE's report for October. However, Ben Davis was kind enough to share photos with us of a couple YE flights he made during the rally.

There were three pilots that flew a total of 9 flights with 14 Young Eagles.

Pilot	Flights	YE's Flown
Ben Davis	3	4
Alex Kirkland	3	4
Brian Michael	3	6

Be sure to thank these pilots for their continued support of our Young Eagle Program.



EAA 690 Ground School

Up until the end of July, Brian has been hosting an online ground school every Mon, Wed, and Fri from 8-9pm. As of Aug 1, the new ground school schedule is Wed evenings from 7 to 9pm (posted on chapter calendar). The best way to keep in touch on the schedule is to join Slack, if you are not already on it. You can join Slack by going to this link

https://join.slack.com/t/ea690/shared_invite/zt-4y85xsgx-oyLTtp8M8SZAYVBml5i0vw

Once on Slack you should join the #ground school channel. The link for the ground school session is posted in the channel. The link to join is <https://join.freeconferencecall.com/ea690> but you should check on the channel in case Brain needs to change the schedule.

See you online!

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Chapter Officers and Board Members



President
John Morgan



VP/Chairman BoD
Louis Pucci



Secretary
Rich Hopkins



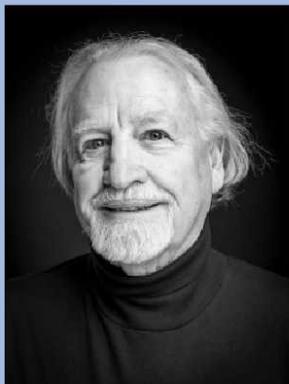
Treasurer
Ben Davis



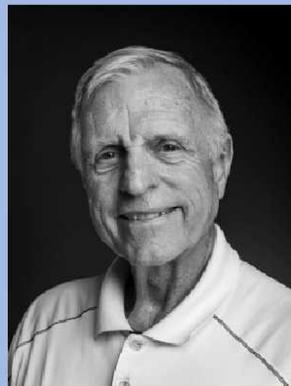
Member at Large
Gay Roberts



Chairman BoT
Johnny Morrow



Member at Large
Jimmie Rickerson



Member at Large
V. Chair BoD
John Post



Member at large
Kathi Parks

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Love to fly (or want to learn)? Join AeroVentures Flying Club!

You don't need to own a plane to enjoy flying! By joining AeroVentures Flying Club, you'll have access to the club's well-maintained fleet as well as to training from our certified flight instructors.

Founded in 2012 at Gwinnett County airport (LZU), the club now has over 60 members of all ages and backgrounds — from student pilots to certified flight instructors — to those who simply enjoy flying.



Our Cessna 172 planes are popular trainers

Benefits of AeroVentures Flying Club membership:

- Convenient Lawrenceville, GA location; easy access from anywhere in metro Atlanta
- Hangared, well-maintained aircraft including:
 - Cessna 150 (2 seater)
 - Cessna 172N Skyhawk (4 seater)
 - Cessna 172TAA Skyhawk (4 seater, commercial trainer)
 - Piper PA-28-151 (4 seater)
- Competitive, affordable hourly rates for aircraft rental
- Experienced certified flight instructors available for all levels of flight training from beginner to commercial rating



The Cessna 150 is an affordable rental

For more information on AeroVentures Club membership:

Web Site: www.flylzu.com
Email: jpost@4tsi.com
Call: John Post at (770) 595-0684

Listing 910239

AERO TERM

Reprinted from AERONEWS Network/Propwash 10-26-2020

Expedite

Used by ATC when prompt compliance is required to avoid the development of an imminent situation. Expedite climb/descent normally indicates to a pilot that the approximate best rate of climb/descent should be used without requiring an exceptional change in aircraft handling characteristics.

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No Job is Too Big, No Job is Too Small

Listing 712221

Chapter Web Site: WWW.EAA690.ORG

Visit Chapter 690's Social Media Sites for the latest updates and information.



<https://www.facebook.com/groups/ea690/>



<https://www.instagram.com/ea690/>



<https://twitter.com/ea690>

Want your business or event listed in the NavCom or, have something for sale?

Send your info to: Tom Hilborn editor@ea690.org

Please Include: High Res Pictures in tiff, bmp, or jpg format, Description of event or item(s)

Your contact info: Name, Phone Number and Email address

A Donation to EAA 690 for your listing would be appreciated

Chapter 690 NavCom Newsletter

Experimental Aircraft Association Lawrenceville, GA - KLZU

EAA 690 is a chapter of the Experimental Aircraft Association, located at Briscoe Field (LZU) in Lawrenceville, Georgia. A diverse chapter with over 250 members we offer a wide range of aviation-related activities. While the Pancake Breakfast and our monthly meetings are the norm we regularly conduct fly-ins and are heavily involved in youth education through EAA's Young Eagles program, youth aircraft build projects, summer camps, ground schools and simulator instruction. We frequently host historical aircraft such as EAA's B-17 "Aluminum Overcast", the Ford Tri-Motor and DC-3 to benefit, educate and entertain the local community. Our technical counselors are some of the best in the industry, and willingly donate their time to our youth builder programs and homebuilders as they progress through the various phases of constructing an aircraft. We have pilots with a wide variety of experience from former airline and military pilots to general aviation pilots with private pilot certificates. "Hangar flying" is a fun part of the mix and our facility is often used for aircraft annual inspections, meetings, special events, and training. We also have an extensive array of aviation tools for loan to members and, a library full of aviation information.

Come join us on the first Saturday of every month at the hangar to enjoy a \$7 Pancake Breakfast and, to learn more about EAA 690 please visit our web site: www.eaa690.org

DUE TO COVID-19 PLEASE CONFIRM ALL CHAPTER ACTIVITY BEFORE ATTENDING

Directions to EAA 690

From Atlanta, I-85 North to GA-316, Take GA-316 to Hurricane Shoals Rd NE and Turn Right
Go to Airport Rd and Turn Left, Go to 690 Airport Road on your right



The NavCom is the official monthly newsletter of EAA chapter 690. Please send original articles, art and photos for inclusion in future issues of the NavCom to: Tom Hilborn, Email: editor@eaa690.org or call 404-406-6638 for more information. 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. Your input, comments and suggestions are always welcome.

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