



NavCom

NEWS AND

INFORMATION

FOR THE

GWINNETT

COUNTY

CHAPTER OF

THE

EXPERIMENTAL

AIRCRAFT

ASSOCIATION

Minutes of EAA Chapter 690

June 2000 Meeting

Tom Dubrouillet, Secretary

Don Roberts Reporting

July Meeting 7/14/00

The meeting was called to order by President Chuck Miller who also led the Pledge of Allegiance. Customary self introductions followed.

Secretaries report, Don Roberts, substituting for Tom Dobrouillet made motion to accept the minutes of the June 2000 meeting as published in the Nav Com.

Seconded by Joel Levine and accepted by consent.

Membership Chairman Dale Schonmeyer reported 198 paid members.

Treasurer Charlie Sego reported Chapter is doing well financially and for all members to think about tool needs for the future workshop and to think about tool donations, please don't bring tools until workshop is complete and can be locked.

Publicity Chairman Joel Levine reports he has new pancake breakfast flyers ready.

August breakfast speaker will be Dale from Continental Engines, topic will be "Care And Feeding Your Engine".

Nine aircraft were washed at the July breakfast.

Young Eagles Chairman Duane Huff reported 7 Young Eagles flown after July breakfast.

No date set for next Young Eagle Day.

Announcements, Duane Huff reported 6 members worked the previous Saturday and installed the sheetrock on the bathroom ceiling and kitchen areas, as well as, tape and mud. We will need some additional wiring in the workshop, which should not be a problem since

August 2000

all inspections have been completed except the final.

President Miller reported he had met the new airport manager Mr. Matt Smith from San Jose, California.

Charlie Sego reported he had met the FAA Rep for this region and new taxiway project is now fully funded and construction will be moving ahead.

President Miller also noted that we need someone to accept and lead our fall Air Fair project. Bill Curtis has done an excellent job the last two years and has compiled the "how to's" in notebook form and cd-rom. Some positions on this project have already been filled... Joel Levine - Publicity, Jim Lyons - Vendors, and Larry Bishop - Ramp Activity.

President Miller also reported, only 1 person has showed for hangar cleaning the last two months. The chapter hangar is mopped and tables cleaned prior to each pancake breakfast on the prior Wednesday at 7:30 pm. We need 4-6 volunteers for this. If volunteers are not found we will be forced to hire outside help.

President Miller politely admonished the chapter for lack of volunteerism and issued an Executive Directive that will allow work crew members to receive a coupon for free pancake breakfasts in the future.

New Business, Ed Tamas suggests we form a flying club here.

Greg Jannokos encourage all members to attend Project Visits.

Webmaster Mike Stewart suggests a "domain" for our chapter on the internet which will have more storage capacity and save us money.

Guest speaker failed to show, so we enjoyed some extra time to visit old friends and get to know new ones.

Acting Secretary Don Roberts 706-265-4201

New Web Site Location

As of August 1, we have a new web site location. <http://www.eaa690.org>

Please update your browsers. The old site will be left up for only another month.

Mike Stewart

Hanger Cleaning

We voted during the July meeting to have a scheduled day for hanger cleaning. The purpose of the cleaning is to have the hanger ready for the

monthly meeting. The cleaning day will be each Wednesday before the monthly meeting at 7:30. As a REWARD for those attending, each member will receive a free pancake breakfast that month for their efforts. Congrats to Greg Jannakos, Larry Bishop, Ted Mathews, Maggie Minton, Ray Minton, Don Roberts, David Rowe and Joel Levine for being the first recipients of a free breakfast.

EAA690 featured on Oshkosh site.

The chapter was, and is still, the featured chapter on the national EAA website. A great review was given on the chapter and the flying start program, as well as other exciting items. You can take a look at http://www.eaa.org/chapters/feature_690.html

Congratulations to all the members for maintaining such a great chapter.

Mike Stewart

200 kts in a C-130 at Naught Feet

By Submarine Captain
Wayne Whitaker

On a Saturday morning in June, a group of EAA 690 members got a chance to fly a virtual Lockheed C-130 Hercules. We started this adventure by gathering in front of a building prominently marked "Eastern Regional Flight Simulator" near Dobbins AFB. The group of general aviation pilots who dared to pit their light-plane skills against the full-motion simulator were Larry Bishop, Tim Fullmer, Duane Huff, Greg Jannakos, Ken Sharp, Bob Zahner, and Wayne Whitaker. Instructor Mark Julicher met us inside the door, gave us a talk about the C-130, and showed us one of the 1000-shaft-horsepower turboprop engines, four of which power the C-130. This one was displayed on a stand. It's a lot of motor, and the

thought of flying with four of them made me feel a little thoughtful. Mark then led us to the simulator room, which is about the size of a large hangar. The sim itself was basically a C-130 cockpit section perched atop an array of hydraulic arms, all controlled by computer. The sim is programmed to precisely duplicate the performance and handling of a real C-130. Once inside (there was plenty of room for all of us on the flight deck), with the rear door shut and the computers running, the feeling of flight was quite realistic. Mark informed us that this is a full-motion simulator, capable of generating two G's in certain directions. He cautioned those of us standing behind the pilot's seat to hold on once the maneuvering started. Duane got the first shot at the left seat. When Ol' Duane took off from an air base and "flew" us over Little Rock, the rest of us stood behind him on the darkened flight deck and marveled like a bunch of school kids at how convincing the sim was. We could feel little bumps of mild turbulence in the Arkansas summer heat, and see trees, buildings, and the Arkansas River below. The plane banked when turning, the nose came up on climbs and dropped on descents. I swear I could feel G-forces in tight turns. When it taxied over the runway you could feel the bumps of the expansion joints! Duane made a satisfactory landing in the big plane. I guess if you can fly a Chief, you can fly anything. We all had to get used to steering on the ground, including the start of the takeoff roll, using a little wheel just to the left of the pilot's seat. The co-pilot (Mark) held the yoke while the pilot used his right hand for the throttles and his left for the "steering wheel," which as we all learned was a very sensitive device. When rotation speed was reached, the pilot abandoned the little wheel and grabbed the yoke. The pilots in our group had a variety of experience levels, but everyone (well almost everyone) acquitted themselves well. We all remarked that Tim Fullmer seemed particularly smooth on the yoke. As you might expect,

flight instructor Ken Sharp got the "No Drama" award for best flight and best landing by far. He had some prior multiengine experience, and it showed. By contrast, Bob Zahner made a most exciting landing, slewing about the runway. We kidded him about it, but the truth is he did quite well to get the 70-ton beast down at all: while in flight Mark killed the number three engine on him! The aircraft was immediately reusable after Bob's landing, and that was our criterion for a successful touchdown. Greg Jannakos did well too, though he kept trying to steer it on the ground using the yoke instead of the nosegear wheel. Too much Ercole time I guess. Larry Bishop seemed to fly effortlessly over Arkansas, like he was sitting in his Mooney instead of flying a cargo ship that resembled a 4000-hp doublewide. The training benefits of the simulator were immediately apparent after Bob's "engine failure." Using computer screens aft of the pilots' seats, an instructor could program in a wide variety of weather phenomena and mechanical emergencies. Training with this extremely realistic virtual experience could keep a pilot really sharp without endangering expensive equipment (not to mention people). Mark commented that C-130s are often used on low-level missions, dropping troops or supplies, and he encouraged us to blast through the weeds ourselves. Many of us did, and we were frequently shocked when we would suddenly encounter power lines or some other obstacle, hidden until the last moment by the terrain. At 200 knots they were there and gone before the pilot could react, though nobody in our group hit them. Another valuable lesson. We were all impressed by the computer-generated trees, barns, churches, etc that went zipping by as we enjoyed risk-free and legal low flight. Mark cautioned us about bank angles at chicken-kickin' altitude: too steep while too low and you might stuff the tip of one of those long wings into the ground. The performance of the C-130 is amazing. Tim dropped us onto a runway that seemed barely long enough for Skyhawk. Bob made the takeoff from that field, over a large building at the opposite end, starting off with a full-power runup against the brakes. That big ol' truck of an airplane floated off with plenty of runway to spare, a mighty impressive short-field demonstration. Mark had jokingly commented at the start of our sim session that everyone who checks out in the sim has to fly under the big bridge across the Arkansas River at some point. I decided that when I got my turn, I'd tackle the bridge. After all, I had "experience" in this area, having flown a virtual Sopwith Camel under many bridges in my "Red Baron II" World War I computer game. I knew that trick, or so I thought. My FAA-unapproved intentions were reinforced when, just as I sat down in the left chair, Mark

said, "Somebody's got to fly under the bridge." I smugly told him I was the man for the job. I made a squirrely take-off and flew really low towards the river. I immediately noticed how heavy and unresponsive the big Hercules felt in flight. The elevator trim is an essential component to keep from wearing yourself out on this mighty bird. My planned fly-under was further complicated by two low bridges in front of the bigger bridge. Because of my concern for the smaller bridges, I intentionally flew just a little high over the river. I figured I could drop down after I crossed the last low bridge, duck under the big bridge, and pull up. And the plan actually worked, except for that last part. The Herc just wouldn't pull up fast enough, or maybe I just couldn't pull the yoke hard enough to generate the G I needed. I hit the water, the sim stopped immediately and the screen went red. It occurred to me that a C-130 is somewhat less maneuverable than a Sopwith Camel. Well, I felt bad that I was the first one to crash the sim, but it was an extreme circumstance. The instructor went back to the computer screens and reset the program so that we were climbing away from the river, right above where I hit. He told me to try it again. I did a 360, came back from the opposite direction, skimmed the river and swooped under with no problem. No low bridges to distract me on this side of the bridge. What was it Luke Skywalker said about attacking the Death Star? "Just like Beggar's Canyon back home!" Then came the real challenge: landing the thing. I lined up for the runway and Mark talked me through the final approach. Something went wrong, I guess my descent rate was too high, and wham, I got the dreaded red screen upon touchdown! I was the only pilot in our group to crash on landing, which was a bit humbling. No low bridges to blame this time. Thank goodness Mark set us up on final again and let me have a second chance. Next time around I made an adequate landing. Well I

popped a tire, and we limped off the side of the runway onto the grass. The plane was not immediately reusable. Mark had to go back and change the tire by resetting something on the computer. After everyone had their turn in the sim we headed for lunch. We ate at the Marietta Diner, and when our meal was over, Ken Sharp picked up the tab! Thanks to Duane Huff and Mark Julicher for arranging this adventure, and thanks to Ken for a great lunch. I want to get the same group together at my house.

LZU has a new manager

Taken from AJC

Gwinnett County has named a new airport manager, filling a vacancy that had existed since October. Matthew L. Smith, formerly the airports business manager for the county of Santa Clara, Calif., will start at Gwinnett County Airport/Briscoe Field on June 26. Smith was responsible for the budget for three general aviation airports. He also negotiated new leases with tenants and made sure existing tenants complied with their lease agreements. "We are very pleased to have Matt coming on board," Gwinnett Department of Transportation Director Brian Allen said. "In his professional career, he has demonstrated experience in the areas of expertise we need." Gwinnett's airport has had past problems with its lease agreements, which tenants found to be unfairly administered. The leases were inconsistent, as was enforcement of the agreements, according to a 1998 internal audit report. The agreements were changed for all tenants in April to pull in the same amount of revenue --- \$142,000 a year --- while gaining consistency. Smith replaces John Ferguson, who left last year to join an engineering and consulting firm in Montgomery. Allen said the search took so long because officials had a difficult time finding someone with enough experience to run one of the busiest airports in the state.

ON THE ROAD

with Frank and Margaret Wilcox

While traveling in the cooler climate of the north this summer, we have visited other air museums besides Oshkosh. We share some of our experiences in this issue of the NavCom. Nestled in the New York Hudson River Valley is a grass airstrip where the early days of aviation are relived every summer weekend. This is the Old Rheinbech Aerodrome where you can return to the early days of adventure and romance in the sky. Visitors see outstanding pioneer, WWI and barnstorming aircraft in action while listening to the roar of rotary engines and smelling burnt castor oil. These are either original aircraft or accurate copies which are powered by original engines. The show is enhanced by costume and melodrama. It includes the antics of the "non pilot local Farmer who takes off in a Piper Super Cub and thrills the crowd with his hair raising low level aerobatics, a good demonstration of the barnstorming flights of the 30s. From the pioneer era skilled pilots fly a 1911 Bleriot XI and another 1913 aircraft, both powered by a rotary engines burning castor oil. The Bleriot is controlled by one stick for the wings and another for the elevators, of course a throttle-but no brakes. The WWI demonstration pitted the French 1915 Newport 11 against the German 1917 Fokker DR-1 Triplane. In addition to the afternoon show, visitors can view ancient aircraft in 4 museum buildings. The displays are divided into the Wright Brothers era, WWI and the Lindberg era. Some are still in the restoration process. Also available are open cockpit biplane rides in a 1929 New Standard D-25. Old Rheinbech Aerodrome was developed over many years by Cole Palen (1925-1993), who first became fascinated with aircraft while growing up in upstate New York. After serving in WWII (in the infantry) he used his GI Bill to learn to fly and become a licensed mechanic. While working at Roosevelt Field he discovered some T-6 aircraft stored in the back of a hangar. When these came up for sale he mortgaged everything he had to buy them. He later took them to his mother's farm near Rheinbech N.Y. and the restoration began. The air shows started in 1959 and have continued. A corporation took over the operation after Palen's death in 1993 so his dream continues to thrill aviation enthusiasts and will for years to come. If you are ever in the area, this is a must stop. The museum is open daily thru Oct. even though the airshow is only on the weekends.

KALAMAZOO AIR ZOO

Later in our travels we stopped at the Kalamazoo, Michigan Aviation History Museum, which features WWII aircraft. Included in their inventory of over 60 planes are four Grumman

Cats - the Wild Cat, the Hell Cat, the Tiger Cat and the Bear Cat. Also on display are a B-25 a C-47, the Grumman F-14 Tom Cat, a Mig 15, an F-86 and many military training planes. In addition to the display building there are restoration buildings where the many museum volunteers devote hours to restoration and maintenance of the aircraft. Volunteer docents take groups through this restoration area many times during each day. Hanging from the ceiling is a huge CG-4A Waco Glider used to drop men behind the German lines. We saw a Douglas SBD dive bomber that met its demise in Lake Michigan during testing 50 years ago. It has been retrieved from the bottom of the lake and is now being restored. In addition to the aircraft there are many displays of WWII memorabilia including diaries of persons who served, some of whom were POWs. There is a special room devoted to the Guadalcanal Campaign in the South Pacific early in WWII. For kids of all ages there are mock cockpits and virtual reality simulators. This is a place where an aviation enthusiast can spend a day, as we did. But if you cannot visit before the year 2003, don't despair for there are plans for a new expanded facility called the Legacy of Flight which they claim will be America's premier flight destination in the world of virtual reality. We plan to return, maybe you will want to join us.

Publisher Needed

After 8 years, yes that's right, 8 years!!, Alan Langford is no longer able to print the NavCom for us. Alan has given his time and effort over the years to this noble cause. He has been printing the NavCom and delivering it to the monthly pancake breakfasts for the ceremonial labeling and folding. We need a new volunteer for this very important task. Basically the publisher is given a copy electronically of the NavCom and must print and deliver to the Pancake breakfast. Please contact Mike Stewart 770.330.3644

Meeting Change

Due to the scheduling at Oshkosh, the Friday Monthly has been changed to **Saturday August 12 at 7:30pm**. Bring your Oshkosh stories.

The NavCom

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

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

or mail to:

Michael Stewart
270 Leigh Kay Drive
Lawrenceville, GA 30045
770-277-9686

Deadline for submissions is the Last Sunday of the Month

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Also thanks to Barney Barnes and his merry band who fold, staple, mutilate and mail the NAVCOM each month.

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

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Events Calendar



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

Georgia

Saturday, July 1, 2000

Lawrenceville, GA

EAA Chapter 690 pancake breakfast fly-in and airplane wash at Gwinnett County-Briscoe Field (LZU). Reservations for airplane wash requested. Contact Sue Adams at 770-613-9501 or msadams@mindspring.com for more information.

Saturday, Oct. 21, 2000

Dublin, GA

EAA Chapter 1195 annual fly-in at WH 'Bud' Barron Airport (DBN). Call William Kea at 912-272-5889, Frankie Bracewell at 912-984-5483 or Fred Houston at 912-275-0029 for more information.

Alabama

Wetumpka, AL

EAA Chapter 822 Fly-In at Wetumpka Municipal Airport (08A). 9 am.-5 p.m. Contact Al Cunliffe at al.cunliffe@eds-gs.com for more information.

Friday-Sunday, October 6-8, 2000

Evergreen, AL

10th Annual South East Regional EAA Fly-In at Middleton Field (GZH). Airshow, judging, workshops, vendors. Call 334-578-1707 for more information.

Tennessee

Saturday-Sunday, June 17-18, 2000

Greeneville, TN

Warbird Airshow 2000 at Greeneville/Greene County Municipal Airport (GCY). Korea FAC re-enactment, military fly-bys, static display. Call 423-638-4111 or 423-727-5460 for more information.

EAA 690 Project Visits.

June 10 - Mike Stewarts RV-6A, visit cancelled due to conflict with Young Eagles Event

June 17 - Dick Seiders project visit, cancelled, he has to move.

July 15 - Jim Walsh's project visit is still scheduled for July 15th. A Sonex project

Classifieds

For Sale: 2 - David Clark H10-60 Headsets - \$225.00 each 1 - Sigtronics Transcom II 4 way Portable Intercom - \$140.00 Alan Langford 770-339-3674 alang@mindspring.com

For Give Away: RV-6/6a Fuselage jig. Wood, in tact right now, will be through with it sometime in July. I can help transport if needed. Will be dismantled soon. Save \$\$ and time. Mike Stewart 770-330-3644

For Sale: New Maule Tailwheel 8" Solid Rubber, New wind driven generator, whiskey compass, Old style AH and DG, Cessna 328 T 720 Channel, Misc instruments. Contact Dave Ostergaard, 678-482-0491.

For Sale: Complete (new) hydraulic disc brake and wheel kit for A/C up to 1100 lb. gross. Includes tires, tubes & mounting hdwr; \$200. Tail wheel, axle, glass rod spring and mounting bracket (new) ;\$100. Frank Wilcox 770-978-2403 or frankwil@mindspring.com

For Sale: Wheels/brakes for sale: McCauly 6.00-6, for Cessna 182 through 210, or homebuilt from 2,500-3,500 lbs. Forrest Wilson, 404-292-5613, forrestw@mindspring.com

Projects for Sale - Cecil Whaley of Lafayette, GA is trying to clean out a hangar of experimental projects he has - cheap, he says. Available are: * 2 Pitts Special airframes/misc. parts such as control surfaces, pushrods, bell cranks, and a good wobble pump. * Cherokee II vintage sailplane from the 30's * Dragonfly project * Hummelbird project He is trying to focus on the completion of a Hyperbipe project, and would like to clear this other out. [He is looking for Hyperbipe parts, too.] Cecil can be reached at the Lafayette Airport at 706-638-7071.

For Sale: Cessna VOR indicators IN-514R, IN-514B \$90 each, Cessna 3-in-1 engine gauge (mech. oil pressure, elec. cyl and oil temp) \$100, Cessna 4 inch attitude indicator yellow tagged in 97 \$120, Turn and Bank, missing data plate \$45, VSI in m/s \$60. email for pics. prothe@wewill.com 12/2/99

For Sale: Zero time Jabiru 2200 cc 4 cylinder motor.. 80 Hp @ 3300 rpm and complete weight is 123# with alternator, starter, and exhaust. Certificated in Europe. \$7000 HAPI VW 1834 cc aero converted motor. Never run. Has one Mag and one CDI ignition plus dual plugs. 60 HP. \$2500 Help me clear out the basement.. Consider trades. email for digital pictures Ron DeWees 404 876 3481 rdewees@avana.net 10/19/99

For Sale: CHALLENGER II "STANDARD", always hangared, 503 W/Dual Carbs. Excellent workmanship. 25 Hrs. total time. Fiberglass nose & center section. Raised cockpit mode kit -- tinted w/shield, shldr. harnesses, 6" Alum wheels/tires, upholstered seats & interior, 2-tone blue/white. Extras: elect fuel gauge, remote radio antenna, brakes, 5" Hagge Alum wheels/tires, 50' cable housing, carb. splitter kit, plugs, 4 X 8 tinted lexan & parts for doors, extra paint/fabric. Optional: ICA 21 Icom t'ceiver, Garmin GPS89. Price in \$13,500 range, negotiable -- plz. call: "C.F." or Carol @ (706) 235-0644 (Rome, GA) 8/29/99

For Sale: 1982 Steen Skybolt- 200 HP AEIO360..Christian Inverted fuel and oil 600 TT AF 100 SMOH 100 Fact.New Prop- New Mx11 Comm. Collins encoding transponder. Magellen GPS -New Red Leather interior -A&P built always hangared never rained on. Open cockpit or bubble on back and closed front. No competition aerobatics....GREAT LOOP AND ROLL AIRPLANE....Excellent flyer extremely well built. Builder in Atlanta area and to answer any questions.This is a one builder airplane, not one of these three or four builders along the way and no real records of who was good or not good etc. Call 770 232 9303 or 404 257 1610. 8/17/99

For Sale: Perfectly built RV8 empenage with electric trim and Variprime interior (600\$). Also for sale 28 years of Sport Aviation (300\$) less then a 1\$ each. Call Carl Bell 770 263 7998. 8/16/99

For Sale: Lycoming O-235-C1 Engine with 1190 Hours since new. Includes Bendix Mags, Harness, Plugs, Starter, Alternator, Fuel pump, Exhaust stacks, and baffeling. Also included is an engine stand. Engine is located in Chattanooga TN and belongs to a customer. Price is \$5,500.00. Contact Earl Evans after 6:00 pm or E-Mail to AvmtEarl@aol.com. 770-229-8670. 8/12/99

For Sale: 1994 Pulsar. \$25,000 Firm.

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

For Sale Grumman Tiger, 1977 #470, 1300TT, Imron white with teal/rose trim in AG design 1997, professionally installed lt. gray naugahyde/cloth-inset interior with new belts 1997, KX175B, Narco #2 com & nav (dual ILS), King ADF & DME, Century IIB, Northstar GPS60,

Insight StrikeFinder, Precise Flight SVSIII, PS Engineering 4pl. intercom, Sensinich prop, hangared Atlanta since at least '93, 4 yrs. good oil analysis records, complete logs, no damage history. It was my TLC'd keeper; lost medical. \$65,000. Call Walt Bannerman, Atlanta GA 770.393.8248. 8/1/00

WALT BANNERMAN

Walt Bannerman
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NavCom

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