NavCom

JULY 2016

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

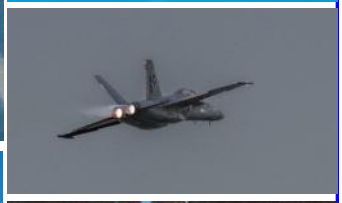
EDITORS NOTE

By Tom Hilborn

The July issue of the NavCom is being published very late, for which I must apologize. Poor planning on my part and a complete lack of internet connectivity at our camping site at AirVenture combined to make publishing during our trip an impossibility.

AirVenture, on the other hand, was great (our third trip there as volunteers). Towing our travel trailer over 3,100 miles for the round trip and camping 12 nights in Oshkosh. Below are several pictures from this years event. (more pics on pg. 18)





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 or .pdf format and pictures in .jpg, .tft or .bmp format via e-mail to editor@eaa690.net. Deadline for submission of articles and pictures is the 20th of the month,

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The NavCom is published electronically on a monthly bases and distributed to Chapter members and other interested parties. Printed copies may be available, upon request.

Your comments and suggestions are always welcome so, please gives us your feedback.

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LZU Glider Display Damaged in Wind Storm

July 7, 2016

The severe storms that came thorough Gwinnett County the first week in July took a toll on the Glider at the entrance to LZU. Both wings were damaged with the left getting the worst of it. Spar damage, upper surface skin mangled and many ribs twisted and bent. Thanks to Gwinnett County for sending a couple of bucket trucks and some very willing and able operators that did the heavy lifting to get the wings removed and transported to the chapter hanger. Thanks also to the volunteers from the Chapter that came out to help.

A decision will be made on whether to repair/replace or modify the wings in an attempt to get the glider back to looking respectable.

EAA 690 Membership Report

July 2016

By Jeanne Ferguson

During the month of June we had the following new members:
Maddie Hale; Jack Blue Irwin-Weyant; David Twining

Here are the numbers:

Family members counted:	135
From 57 Family Membership	
Individual members	114
Student Membership	24
Total Membership	273

Look forward to having more 2015 members renew their membership and more new members join an amazing chapter made up of amazing individuals.

EAA Chapter 690 continues to grow but we still have folks that have not renewed their membership, if you are one please contact Jeanne Ferguson and re-up today. Thanks.

EAA 690 Young Eagles Report

July 2016

By Duane Huff / Wes Riddick EAA 690 Young Eagle Coordinators

July 16th was a very warm 85º day with smooth air. Winds were from the South East at 5 knots and visibility was 10NM. Four of our Volunteer Pilots flew three to five flights for a total of twenty nine (29) Young Eagles flown. 11 of our future aviators had flown previously as EAA 690 Young Eagles.

Our Pilots for The Day: Bill Bell 8 YE, Duane Huff 3 YE, John Morgan 4 YE, and Chris Serra 14 YE.

Our Ground Crew for The Day: Barbara Epstein, Mary Hilborn, Gay Roberts, Jeanne Ferguson, and Lynn Zahner (our Young Eagle Ladies - Registration etc.), Bob Krone and Art Farmer (Safety Briefings), Wes Riddick (Simulator Instructor), John Reitz, Herb Rusk, Jason Hilborn, John Bongart, Dwight Sullivan, Ron Childress, and Tom Hilborn (Loaders and Safety Personnel).

Pilots' Goal for The Year: Strive to get more Young Eagles flown for 2016.

Also, encourage those Young Eagles of age to attend our **Summer Camp for next year, apply for scholarships,** and encourage Young Eagles for the **Aircraft Builds**.

"Thank You" to all volunteers who make our EAA 690 Young Eagles program successful.

Our 2016 Young Eagles Program is souring to new heights…, **"Fly like the Eagles."**

Creating Heidi: The Helicopter Trainer

Part 6: Finishing Up: Tail Rotor System and Electrical

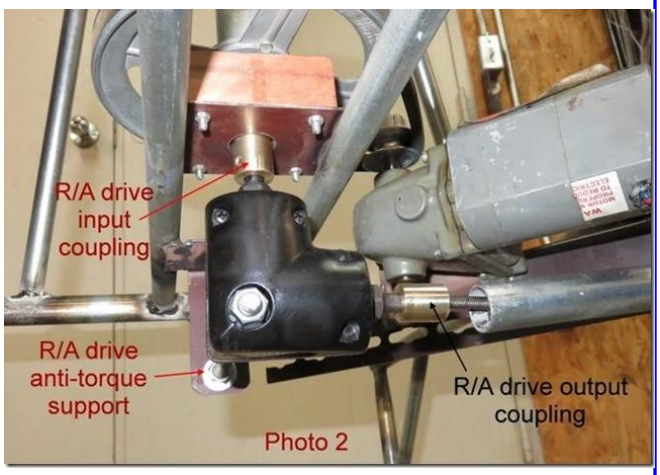
By Chuck Roberts

As mentioned in earlier parts of this article series, Heidi was designed around "found objects" and, furthermore, her development involved quite a bit of experimentation. This was certainly true in the tail rotor system.

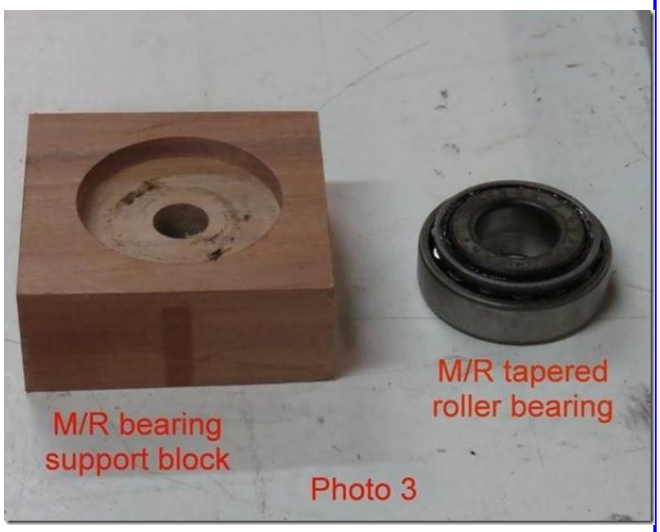
Because the tail rotor (TR) is driven from the main rotor system and is located above the elevation of that system the TR drive system required some means of sending rotational energy around a bend in the drive system. My first approach was to use a flexible shaft from an old gas powered grass trimmer. This proved unacceptable because the "springy-ness" of the drive caused the TR to have a jerky rotation. So I switched to a conventional rigid shaft pair coupled with a universal joint. As shown in photo 1, the 2 shaft sections (of ½" EMT) are cut out on the ends to form ears with holes drilled through them and the u-joint is just a block of hard wood with matching orthogonal holes. When this photo was taken temporary bolts and nuts were used for quick tests. The final u-joint uses aircraft 8-32 bolts and locknuts.

The TR required 2 right-angle (R/A) drives. The (R/A) drives were intended for use with portable drills and I purchased them at "big box home improvement" stores.

Photo 2 was taken from under the left side of Heidi looking up at the base of the main rotor shaft. I chose to use two different R/A drives (shown later at the rear end of the system). I did so because, at the time, I thought the less expensive but quite a bit larger drive would not look as "nice" at the rear of the TR boom. In retrospect, should I build another "Heidi" I would use the same, larger, drive in both locations. As I recall, the more compact all-metal-construction drive was about twice as costly as the plastic-body-construction drive shown in photo 2. Also, the low-cost drive came with an anti-torque handle with a 3/8" bolt which ran through a hole in the drive case. That 3/8" bolt hole made supporting the drive quite easy with a piece of 3/8" threaded rod running over to a support bracket welded to the frame. As purchased, the R/A drive had a standard 3/8" drill chuck screwed onto its "output" shaft. The chuck was removed and a brass adapter was turned on a metal lathe with a 3/8" through bore and 8-32 set screw holes near each end. In photo 2 this is labeled "R/A drive input coupling". A second brass coupling was made to interface the drive's other shaft to the first of the two shafts going to the TR. However, as this photo was taken while I was still experimenting with the flexible shaft, it is shown going into the brass adapter. By coincidence the adapter I turned (as shown) was a perfect fit for the inside of the ½" EMT I used for the TR shafts.



In photo 2, just above the R/A drive input coupling, is the steel plate welded to the frame and, above that, is the bearing support block. Photo 3 shows this block and bearing from above before installation.



Heidi cont. on pg. 5

Creating Heidi: cont from pg. 4

Photo 4 shows the parts involved in transmitting rotational energy from the M/R system to the T/R system although the bearing support block isn't shown. The Pulley-to-R/A-drive shaft is, unfortunately, oriented "backwards" in the photo. One end of this shaft is 3/8" diameter and the other end is ½" diameter. This is because the pulley has a ½" bore and the R/A drive coupling has a 3/8" bore. However, the 3/8" end is pointing to the pulley; which is wrong. Also note the 3/8" end has a sloping taper at its base while the ½" end has a hard shoulder. The large diameter portion of the shaft is a slip fit into the inside of the tapered bearing and the ½" end then slips all the way through to the top of the pulley thereby providing centering alignment of the pulley over the bearing. As the original set screw boss on the top side of the pulley was turned down to fit into the bottom of the 1" EMT M/R shaft, a through-bolt passing through the M/R shaft, the pulley boss, and the drive shaft locks all three parts together. As all three parts are locked together and supported by the bearing and its block there can be no bending motion to stress the shaft at the transition from the ½" diameter to the large diameter (hence no need for a taper at this point). However, the bottom end of the shaft (the 3/8" end) goes into the coupling which, in turn, fits over the input shaft of the R/A drive and that drive is only supported by the anti-torque threaded rod. Therefore there is significant potential for bending forces which would fatigue and crack the shaft at a hard transition. Hence the gentle

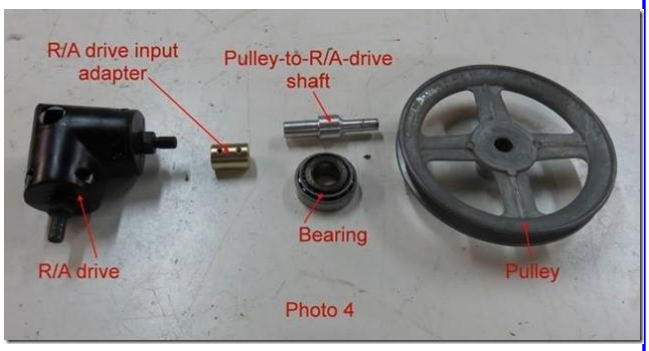


Photo 4


Photo 5

The R/A drive used at the rear of the T/R system is shown in photo 5 along with the end of the drive shaft. The drive shaft is the second piece of ½" EMT referred to earlier and one can see the brass bushing soldered into the end to fit the input shaft of the drive. In this photo the drive happens to be facing to the right but as installed it faces to the left.

Photo 6 shows the drive temporarily clamped in position along with the T/R output shaft assembly, it's support bushing block, blades, links, and swashplate.


Photo 6

The T/R output shaft assembly is a piece of ½" EMT with an adapter brazed into the end mating with the R/A drive. The adapter is the core of the drill chuck which came on the drive turned down on a lathe to fit into the EMT. The T/R blade spar (around which the blades rotate to change pitch) is a piece of 7/16" copper-plated ground rod which is soldered to the output shaft as it passes through the shaft.

Fabrication of the T/R shaft went thusly:

After the EMT was cut to length and the spar hole was drilled across the end, a Dremel tool with a sanding drum was used to remove all the coatings inside the EMT in the spar end to ¼" beyond the spar hole. Dirt was temporarily packed inside the EMT from the other end up to this ¼" boundary, the shaft was clamped vertically, the spar was inserted through the spar hole and the entire end of the EMT was filled with solder. Once cooled, all of the dirt was removed. The Dremel was then used to clean all coatings from inside the EMT at the R/A drive end and the adapter was brazed in place.

Heidi cont. on pg. 6

Creating Heidi: cont from pg. 5

Photo 7 shows the T/R drive system completed as it was at that time. As shown, here, the anti-torque push-tube is simply split and the end of the swashplate belcrank goes through that split with an 8-32 bolt serving as the pivot. Both ends of the push tube have since been shortened and have standard aviation spherical rod ends installed to remove back-lash.

The electrical system is simply a single gang conduit box bolted to a plate which is welded to the frame with a flexible cord strain relief on the line cord side and flexible conduit (a.k.a. "Greenfield") on the other side to protect the flexible leads coming out of the gearmotor. After painting, the switch cover received printed labels to indicate switch function and positions.

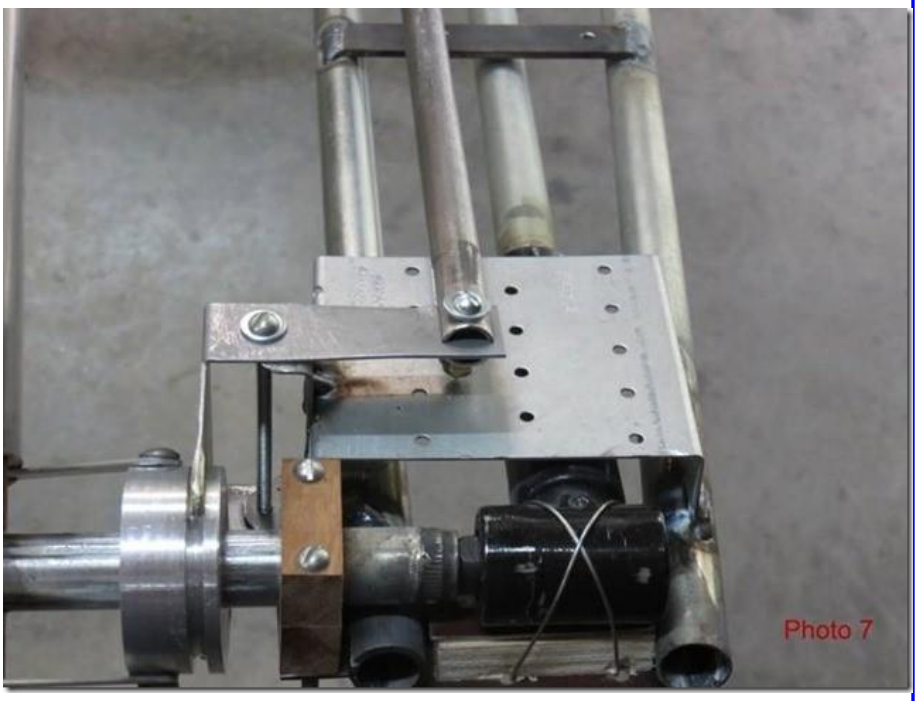


Photo 7

Finishing Up

It became apparent, after loading and unloading Heidi into and out of the pickup truck, her tail rotor blades needed to have protection which brought about the guard loop around her T/R blades.

Her transporter was a reinforced plywood deck with the swivel casters bolted underneath. Putting her on and off this transporter and having to take the transporter everywhere she went turned out to be a real pain in the neck! To correct these issues 4" common door hinges were welded to the frame and the casters were welded to the hinges. This gave Heidi a retractable landing gear. When Heidi has her gear "extended" (that is: the hinges are closed and the casters are under Heidi) her weight holds them underneath her. However, if the weight is removed from a caster (for example going over some irregularity in the pavement), the caster will "flip" out from underneath Heidi effectively "retracting" the gear. To prevent this, small spring clamps are chained near each hinge and clamped around the hinge leaves to hold the hinges closed. Because these spring clamps only need to hold the weight of the hinge leaf and caster they do not need to be large.


Photo 8

Lastly, Heidi started out not having any signage. Our EAA chapter didn't have any general purpose signage to take along to the shows where Heidi appeared. So that people, who saw her at the shows, would know where she came from and what her role is we made permanent signs bolted to each side. The signs show our EAA chapter 690 logo and the simple tag line which reads: "Heidi, the helicopter trainer".

Photos 9 through 12 show Heidi as she is today (see page 7) The changes shown all stem from the experiences of taking Heidi to many requested "shows".

Heidi cont. on pg. 7

Creating Heidi: cont from pg. 6


Photo 9


Photo 10


Photo 11


Photo 12

About EAA 690

EAA 690 is a Chapter of the Experimental Aircraft Association, located at Briscoe Field (LZU) in Lawrenceville, Georgia. We are a diverse and active chapter with over 250 members offering a wide range of aviation-related activities on a regular basis. While our Pancake Breakfast and monthly meetings are the norm, we are also heavily involved in youth education through EAA's Young Eagles program (third Saturday of each month) and our Aviation Explorer group. We regularly conduct fly-ins and host historical aircraft such as EAA's B-17 "Aluminum Overcast", "Ford Tri-Motor" & Ron Alexander's historic. DC-3.

Our technical counselors are some of the best in the business and willingly donate their time to homebuilders as they progress through the various phases of constructing an aircraft. We currently have a youth project in hanger 6 building a Pietenpol fabric covered all wood airplane from plans as well as a Vans RV-12 light sport all metal kit being assembled by the chapter adults. See the latest report on these project elsewhere in the NavCom. We have pilots with a wide variety of experience, from former airline and military pilots to general aviation pilots with a private certificate. "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 $6 Pancake Breakfast, and to learn more about EAA 690

FAA Emergency Revokes Pilot's License For Flying 7 Pound Drone. But Was FAA's Revocation Legal?

Forbes Logistics & Transportation

JUN 27, 2016 @ 06:50 PM

John Goglia, contributor

I write about the ariline industry and aviation safety. Opinion expressed by Forbes Contributors are their own.

A precedent-setting FAA enforcement case is being fought before a National Transportation Safety Board administrative law judge over the emergency revocationof private pilot Ralph Rebaya for his allegedly improper commercial operation of a 7 pound drone. Until the FAA's newly announced small UAS rules go into effect in August, a commercial drone operator is required to hold a manned aircraft license.

Mr. Rebaya's case is the first time the FAA has revoked a manned aircraft license for flying an unmanned aircraft. Although the FAA warned some time ago that pilots could lose their manned aircraft licenses for flying a small drone, it is surprising to me that the FAA actually took this drastic action, especially on an emergency basis. According to the FAA's order, which was issued June 1 although the flights actually occurred in December of last year, Mr. Rebaya's alleged conduct was so egregious that "an emergency exists requiring immediate action …with respect to safety in air commerce or air transportation." I will let you read the FAA's complaint and decide just how egregious Mr. Rebaya's alleged actions were. I find it hard to understand why it took the FAA six months to decide that an emergency existed or how Mr. Rebaya's alleged conduct – even if true – rises to a level that warrants taking away his right to fly manned aircraft. In addition to questioning the FAA's conclusion that the drone flights in question warrant revocation of his pilot's license, Mr. Rebaya's attorney, D. Damon Willens, of Los Angeles, challenges the FAA official's authority to issue the revocation order.

Mr. Willens filed a motion today asking the NTSB judge to toss out the FAA's revocation asserting that the FAA official who issued the order did not have the legal authority to do so. This is a stunning and unprecedented claim, in my experience. I can't recall a single case in my almost ten years as a Member of the NTSB responsible for reviewing appeals of FAA enforcement cases that a case was challenged because the official did not have the legal authority to take the action. According to Mr. Willens, the emergency revocation was issued by the FAA's Deputy Chief Counsel even though the regulation delegating authority to issue revocation and suspension orders did not include the Deputy Chief Counsel. This is particularly disturbing to me because an emergency order is the most significant sanction the FAA can impose since it immediately revokes a pilot's license – and in this case his right to operate a drone commercially – without the traditional due process requirements of notice and a hearing first. Mr. Rebaya's license was revoked on June 1, the day the emergency order was issued, and remains revoked today. Requests for comment from the FAA on the legal authority of the Deputy Chief Counsel to issue revocations was not immediately responded to.

I checked with noted aviation attorney Kathleen Yodice – a long-time advocate for aircraft pilots and a former FAA attorney – about the significance of this case. According to Ms. Yodice: "The FAA is normally very diligent about maintaining the appropriate delegations of authority within the agency so that any legal actions are taken in accordance with law and procedure. It is right for us to expect this sort of diligence from our Federal government. For the FAA's Chief Counsel's office to issue a document over the signature of someone who has not been properly delegated the authority to take an individual's livelihood away is disturbing."

Ms. Yodice raised a point worth passing on to anyone subject to FAA investigation: "…it makes me wonder if this sort of critical omission has occurred before but that someone who is not represented by counsel could not know to challenge the authority of the person signing the document."

Progress Report
EAA Chapter 690 RV-12 Project

If you would like to donate and help move this project forward you can go to the Square Marketplace today to donate. Please be sure to note that your donation is for the RV-12 project
For more details visit rv12.eaa690.net

Progress Report
Chapter 690 Youth Pietenpol Build

UPCOMING AVIATION EVENTS

Chapter Events

Join us, bring a friend and have some fun with your fellow EAA 690 Chapter members.

Pancake Breakfast & Program
The first Saturday of every Month
Next event
Aug. 6th at 8:00 AM-11:00 AM

Chapter Business Meeting & Program
The second Friday of every Month
Next Event
Aug. 12th at 7:30 PM-10:00 PM

Monthly Youth Ground School
The third Tuesday of every Month
Next event
Aug. 16th at 7:00 PM—8:30 PM

GARS Meeting
The second Tuesday of every Month
Next event
Aug. 9th at 7:00 PM—9:30 PM

Upcoming Events cont.

EAA Sponsored SPORTAIR WORKSHOPS
TIG WELDING

Saturday, August 20 - Sunday, August 21

Address: Atlanta Aerospace - Located On Griffin Spalding Airport
129 Sky Harbor Way, Griffin GA 30224

Register for this event:

Contact: EAA SportAir Workshops Phone: 800-967-5746 Email: sportair@eaa.org

Pricing - you must sign in to your account on EAA.org as a member to receive member pricing:
EAA members: $349
Non-members: $389* Includes trial membership
Course length: 2 days

TIG welding is fast becoming the welding method of choice for people building their own aircraft. (TIG stands for Tungsten Inert Gas and is also known as Gas Tungsten Arc Welding (GTAW)). The ease with which you can weld both 4130 chromoly tubing and aluminum and the high quality welds make TIG welding a perfect match for aircraft construction

Free Custom Welding Helmet
EAA SportAir Workshops will provide a **free custom EAA TIG Welding helmet** ($200 value) to anyone who registers for and successfully completes an EAA SportAir Workshop TIG Welding course.

Saturday, Aug 27, 2016

7th Annual Big Toy Day and Fly-In, Lexington, NC

Davidson County Airport (KEXX), Lexington, NC

7th Annual Big Toy Day is August 27, 2016 from 10am to 2pm. Hosted by Communities in Schools of Lexington/Davidson County and Fly High Lexington. Davidson County Airport, Lexington, NC - KEXX. Come out and see airplanes, cars, boats, motorcycles and more. Enjoy Lexington style barbecue too! Fly-in Features: Discounted fuel pricing. First 5 to fly-in will receive 1 free "Fly High Lexington T-shirt or Hat.

Website: http://www.flyhighlexington.com

avidson County (EXX)
More info from AirNav.com
Get the METARs and TAFs for this Event!
Latitude: 35-46-52.1000N
Longitude: 080-18-13.6000W
Elevation: 733
Fuel: 100LL Jet-A+
CTAF: 122.8
Unicom: 122.8

Upcoming Events cont.

Featured speaker scheduled for our Pancake Breakfast August 6th, 2016

Ms. Zellie Rainey Orr

RESEARCHER • HISTORIAN • CONSULTANT • AUTHOR

Zellie Rainey Orr is a native of Indianola, MS. An award-winning historian, researcher and consultant, she champion causes worldwide impacting diversity and inclusion. The mother of two daughters, Kai and Nia, she resides in Smyrna, Georgia.

Pursuing a BA in Journalism, Zellie studied at Los Angeles City College (L.A., CA) and San Fernando Valley State College (Northridge, CA) and at corporate institutes in Long Grove, IL and Boston, MA.

A barrier breaker, Zellie was one of five black students to desegregate Indianola High School (Indianola, MS 1967), 1st black Personal Lines Underwriter, Kemper Insurance (Los Angeles, CA 1977); 1st black female Personal Lines Underwriter, Commercial Union Insurance Co. (Atlanta, GA 1980); 1st black Technical Writer, Windsor Group Insurance Co. (Atlanta, GA 1993); 1st woman elected President of Atlanta Chapter Tuskegee Airmen, Inc. (GA, 2011).

Assuring the contributions of unsung heroes are remembered, her efforts promote tangible recognition worldwide. Among these are, naming of 56-unit apartment complex in honor of deceased Civil Rights Pioneer, Charlie Scattergood; locating (60 years later) burial site of Tuskegee Airman, Quitman Walker, in Belgium; erecting of State Historical Markers; discovery of "missing" 1949 USAF Weapons Meet "Top Gun" Trophy won by 332nd Fighter Group. (Trophy's now reposed at National Museum of USAF at Wright-Patterson AFB in Dayton, OH and available for viewing by the more than 1.2 million visitors who tour the facility annually); 'renaming' of Camp Creek Parkway in metro-Atlanta, "Tuskegee Airmen Parkway." The 12-mile State Highway, ends at world's busiest airport (Hartsfield-Jackson Atlanta International Airport).

Zellie's achievements/credits include: **Newspapers:** New York Times, USA Today, Atlanta Journal Constitution; **Televised Media:** Digital Ranch Productions ("*Tuskegee Airmen Aviation Dogfights*" via History Channel), Lucasfilm "Red Tails" Documentary ("*Double Victory*" via History Channel), CNN (w/Fredricka Whitfield), NFL Films ("*Charlie's Comet*"); **Museums and Libraries:** Smithsonian National Museum of African American History and Culture (Wash., DC), U. S. Postal Museum (Wash., DC), Harry S. Truman Library & Museum (Independence, MO), National Cowboys of Color Museum (Ft. Worth, TX), Chanute Air Museum (Rantoul, IL), Maxwell AFB Historical Research Agency (Montgomery, AL), National Park Service (Tuskegee, AL), Kennesaw State University Museum of History & Holocaust Education (Kennesaw, GA); **Books:** "*Heroes In War – Heroes At Home: FIRST TOP GUNS*", Holt McDougal 8th Grade Social Studies ("*Georgia: A History of Change and Progress*"); "*Tuskegee Airmen: An Illustrated History*", "*High Flyin"* a coloring and activities book.

Among her numerous awards: The National Museum of Tuskegee Airmen "Distinguished Service Award"; Tuskegee Airmen, Inc. "Presidential Award"; Alva Temple Chapter of Tuskegee Airmen, Inc. "Distinguished Service & Dedication Award"; Who's Who in America; Who's Who In The World.

Upcoming Events cont.

CAF Atlanta Warbird Weekend To Host AVG Flying Tigers 75th Anniversary.

Largest Gathering Of P-40 Warhawks Since The Type Was Retired

A squadron of World War II P-40 Warhawk fighter aircraft will descend on **Dekalb-Peachtree Airport (KPDK) Sept 24-25, 2016** to celebrate the third annual Atlanta Warbird Weekend. The event at the Chamblee, GA airport is a community effort led by the Commemorative Air Force (CAF) Dixie Wing, the Georgia Chapter of the world's largest WWII flying collection.

This year's program will celebrate the 75th anniversary of the American Volunteer Group (AVG), nicknamed the Flying Tigers. AWW will host the largest gathering of P-40 Warhawks since the retirement of the aircraft type in 1954, with at least nine of the historic planes at the airport. The Curtiss P-40 was highly associated with the Flying Tigers and was the third most-produced fighter plane of WWII. Very few are still flying and the AWW event will be a rare opportunity to see these aircraft together.

"We can add to this collection of vintage fighters if we can raise additional funds before the event," said Mo Aguiari, CAF Dixie Wing marketing officer and AWW co-chairman. "There are several other P-40 owners willing to bring their aircraft to this gathering if we can raise the money to cover their expenses," Aguari said. "This will be even more spectacular if we can add to the group already scheduled to appear. The CAF is actively seeking sponsors or public donations to help bring more P-40s to AWW."

The Flying Tigers were recruited under presidential authority and commanded by Claire Lee Chennault. The shark-faced nose art of the Flying Tigers remains among the most recognizable images of any individual combat aircraft or combat unit of World War II. The AVG Flying Tigers Association will celebrate its reunion in conjunction with the AWW. Presentations at AWW, and leading up to the event, will be organized to educate and connect the public with the historical significance of the American Volunteer Group. "We have chosen to honor the Flying Tigers and to support the AVG Flying Tigers Association mission to preserve, respect, inform, educate and keep alive the accurate history of the AVG," said Aguiari. "In just seven months of intense aerial combat, the AVG earned a lasting niche in aviation history."

"Atlanta Warbird Weekend in 2015 exceeded attendance and participation projections, "said Jay Bess, CAF Dixie Wing leader and AWW co-chairman. "Community support has been amazing and it really brought history alive in honor of our veterans. Aviation and veterans' groups, museums, local municipalities and individuals are volunteering to help us share the story of World War II aviation history." Atlanta Warbird Weekend will be open from 9 a.m. to 4 p.m. each day Sept. 24-25 at the Dekalb-Peachtree Airport.

We make a concerted effort to verify the content of the NavCom is accurate and up-to-date however, readers are advised to verify with a third party before making plans or taking acting based on the information provided here. Programs and planned activities can and often are changed, modified or cancelled without notice.

June 28th, 2016
From Randy Epstein,

It makes me sad to have to pass along the news of the passing of Lisa Rickerson. Lisa was a big part of the 690 family and attended many events with us.

She will be missed greatly, but know that God has gained a true angel today.

FLABOB AIRPORT OWNER PASSES

Tom Wathen, owner of Flabob Airport in Riverside, CA, passed away on June 20th. Tom was 86 when he died. He was responsible for saving California's historic Flabob Airport from becoming a housing development. He went on to establish the Tom Wathen Center, a nonprofit organization based at the airport with a mission to educate young people.

Tom was a very active aviation supporter and owned several airplanes including the 1934 de Havilland DH.88 pictured below. He will be missed.

EAA 690 Chapter Store

New Items will be arriving soon, watch this space for Details.

Got something airplane related (or not) for Sale or need something? Why not list it or make a request for it in the NavCom for all the Chapter Members to see.

EAA Chapter 690 Classified Ads

House for sale

Owner is Brian Schoonmaker and the next-door neighbors are Ken & Sheryl Sharp. 3 beds 3 baths 1,648 sq ft Located at 186 Deerfield Lane, Eatonton, GA 31024 Truly CUSTOM 3/2 home with vaulted ceilings, open floor plan and split bedrooms located in secluded airport community. House is finished in cedar and rock as is the 2700 ft2 hangar (read that as super garage if you are not a pilot)/heated shop with high Volume compressor and half bath/garage.

PRICE INCLUDES 2-PLACE partially completed kit AIRCRAFT. Fuselage on the gear, wings structurally complete, new engine, covering materials and the electrical stuff needed for completion.

See the complete listing on the web site below:
http://www.zillow.com/homedetails/186 Deerfield-Lane-Eatonton-GA-31024/2099896982_zpid/

Got something airplane related (or not) for Sale or need something? Why not list it or make a request for it in the NavCom for all the Chapter Members to see.

Hanger Space Needed at or Near LZU

Dwight Sullivan needs a home for his Avid Flyer N921DS

Dimensions are as follows: Wingspan: Flight: 24' 3"; Folded: 7'8"

Length: 17'11" without tow dolly; 19'10" with tow dolly. NOTE: once in storage the dolly can be rotated almost 90° to the long axis of the plane reducing the needed storage length to the basic length of the plane.

Height with the tail elevated on the tow dolly: Forgot to measure but it's less than 8' because that's the height of the door of the storage building I'm now using.

Sharing hanger space would be good as well.

Contact Dwight, email: iluvatar111-690@yahoo.com
Cell: 678-457-5920

Send your listing to: editor@eaa690.net
Be sure to include pictures, a detailed description and your contact information.

Pictures from AirVenture 2016

NavCom

Attention Pilots, Volunteers and Chapter Members

Please send us your comments, notes or full blown articles regarding your experiences both past and present. Include pictures if you got'em. Your input adds flavor, color and interest to our publication. Don't worry if you are not a writer, our large professional staff of copy writers, editors, typesetters and letterpress operators are at your disposal and eager to assist. (don't expect miracles, we will do our best). Your input is welcome and appreciated.

Email to "Editor@eaa690.net'

Directions to EAA 690

I-85 North to GA-316

Take GA-316 to Hurricane Shoals Rd NE and turn right

Go to Airport Rd NE and turn left, Go to 690 Entrance on the right.

Visit the EAA 690 Chapter Website at www.eaa690.org

Chapter Badges Available

New members badges can be found pinned to the tie on the Chapter bulletin board next to the main entrance to the Chapter hanger. For anyone that needs a replacement name badge or would like to get one of the new full color badges please see Duane Huff during any Chapter function.

Your Assistance is Requested

As always, our great chapter runs best when we have volunteers that will step up, pitch in and get involved. Announcements are made at most chapter functions for those projects and activities where we need additional volunteer help. Please lend a hand, your help is needed and greatly appreciated.

Annual Chapter Dues

Chapter 690's Fiscal and Membership Year begins on January 1st. Dues are due and payable on the 1st of January. Dues may be paid at meetings, mailed to our membership chairman, Ms. Jeanne Ferguson or paid on-line. To pay online visit the Chapter web site, www.eaa690.org and click on "Membership" then follow the prompts for the type of membership you wish to apply for.

E-mail Update and Request

Chapter members and other interested friends of Chapter 690 are alerted and reminded of chapter planned activity, timely aviation news and other items of interest via NOTAMS sent by our President Randy Epstein. To be sure you continue to receive these informative announcements please be sure to notify Jeanne Ferguson, jmarief@bellsouth.net if you have a change in your preferred email address.

Our mailing address is:

EAA Chapter 690
690 Airport Road
Lawrenceville, GA 30046