

# NavCom

**FEBRUARY 2017**



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

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## **Chapter Business Meeting & Program**

Next Event March 10th. 2017

7:30 PM-10:00 PM

### **Young Eagles**

Next event March 18th. 2017

8:30 PM—12:00 Noon

## **Pancake Breakfast & Program**

Next event March 4th. 2017

Breakfast begins @ 8:00AM

## **The Presidents Pitch**

*By Randy Epstein*



## **Ideas**

I had the opportunity to attend a focus group with GDOT as they are working on a new Statewide Aviation System Plan. The purpose was to get our answers to questions they had about the current state of aviation in Georgia and what we felt about the future of aviation in Georgia. There were questions about the decline in general aviation, ADS-B, the possibility of privatization of ATC, UAVs, decommissioning of VORs, etc.

It was good to be able to represent the general aviation population and also hear the viewpoints of others. The plan will take 16 months to put together and they started working on it a couple of months ago. I've put Kathi Parks in contact with Steve Brian at GDOT in hopes of having him come out for a pancake breakfast program in the near future to explain the process to us and have a Q&A session.

While attending the meeting I had a couple of thoughts I'd like to pass along to you. We all know that general aviation is on the decline. In 2001 there were 5295 general aviation aircraft based in Georgia, by 2015 that number had fallen to 4811. As a chapter we have been working over the past year or two to bring youth into the general aviation fold. Our youth programs are giving young folks a chance to be involved. I'd like to see us step that up a little. One thought I have is to get more of these young folks to Air Venture. I'd like to see some of our members that are flying to Air Venture this year be willing to take a youth along with them.

Continued on pg. 5

# NavCom



The NavCom is EAA Chapter 690's official monthly newsletter serving its members and the general aviation community for the advancement of aviation.

Original articles, art and photos are invited and welcome. Submit articles in Word or ASCII format and pictures in .jpg, .tft or .bmp format via e-mail to [editor@eaa690.org](mailto:editor@eaa690.org). Deadline for articles and pictures is the 20th of the month.

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



### NavCom Editor

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EAA 690 Hanger Ph. 770-339-0804

Your comments and suggestions regarding the NavCom are always welcome. Our goal is to provide a publication that meets the needs of the entire Chapter so, please give us your feedback.

## Pilot Safely Lands Airplane On I-95 In Florida

Reprinted from: Aero-News.Net 'Propwash'  
Daily News Feb. 3, 2017

No Injuries Reported From The Incident.

A 20-year-old pilot safely landed a Piper PA-28 Cherokee on Interstate 95 in Vero Beach early Monday morning, according to the Florida Highway Patrol.



Television station WKMG in Orlando reports that the pilot, Firas Awad H. Alghamdi of Saudi Arabia, landed the aircraft in the southbound lane of I-95 at about 0130 at mile marker 144 in Vero Beach.

Officials said that Alghamdi had taken off from Fort Pierce, FL, and apparently ran out of fuel during the flight. He was the only person on board the aircraft at the time of the incident.

Alghamdi was uninjured in the off-airport landing, and there was no collision with any other vehicle.

The aircraft, which is owned by Ari Ben Aviator of Fort Pierce, was loaded onto a truck and taken to a rest area about 11 miles from where it touched down.

(Image from file. Not incident airplane)

## ANN's Daily Aero-Term Visual Holding

The holding of aircraft at selected, prominent geographical fixes which can be easily recognized from the air.

# BASICMED TO SAVE PILOTS, FAA MILLIONS

Aviation eBrief January 30th2017

January 26, 2017 By Dan Namowitz

**The FAA's new BasicMed program that will soon allow many pilots to fly without a third class medical certificate is expected to save pilots and the FAA millions of dollars over the first 10 years, according to an agency economic analysis.**

Between the rule's effective date of May 1, 2017, and 2026, the net benefit of the rule—expressed as reduced medical certification costs balanced against costs of implementing BasicMed—is projected to be \$67.7 million, according to a regulatory evaluation by the Office of Aviation Policy and Plans, Economic Analysis Division.

“We have always believed third class medical reform would have significant savings for both pilots and the FAA, and this analysis confirms that belief,” said David Oord, AOPA senior director of regulatory affairs. “Those savings can now be spent on modernizing the existing fleet, advanced training and certificates, and hopefully, more flying.”

The analysis estimated that BasicMed will reduce costs by about \$382.9 million through the elimination of time spent by pilots completing medical applications, traveling to medical examinations, and the cost of the exams. The savings include an estimate of the cost burden of special issuance medicals and follow-up examinations, and direct savings to the FAA of about \$1.8 million.

The \$382.9 million in savings would be offset by \$315.1 million in costs incurred for physical examinations of participating pilots by a state-licensed physician every 48 months under BasicMed; the medical education course pilots must complete every 24 calendar months; and an increase in National Driver Register checks on pilots under age 40.

Nearly \$54 million in savings will be realized in the first year of BasicMed alone, the largest annual savings over the first 10 years. Part of that, the FAA said citing 2013 data, is based on an estimate that 13 percent of third class medical certificates are special issuances, and that “327,324 pilots with a special issuance or expired medical certificate will need to complete the medical education course in 2017.”

The analysis' assumptions leave some room for error, such as the unknown number of pilots who may choose not to participate in the voluntary BasicMed program and continue seeking medical certificates.

“The analysis assumes that if you had a special issuance and/or lapsed medical you would get back into flying,” Oord said. “We are hoping a significant portion do.”

Here are highlights of the operations allowed under BasicMed, the new alternative to medical certification.

Aircraft specifications: Up to six seats, up to 6,000 pounds (no limitations on horsepower, number of engines, or gear type)

Flight rules: Day or night, VFR or IFR

Passengers: Up to five passengers

Aeromedical factors: Pilots must take a free online course every two years and visit their personal physician every four years

Altitude restriction: Up to 18,000 feet msl

Airspeed limitation: 250 knots indicated airspeed

Pilot limitation: Cannot operate for compensation or hire

Learn more about BasicMed, and what you need to do in order to be able to fly under it starting May 1, in AOPA's Fit to Fly resources section.

## 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 300 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). We regularly conduct fly-ins and host historical aircraft such as EAA's B-17 "Aluminum Overcast", "Ford Tri-Motor" & the 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.



Visit our web site for more information: [WWW.EAA690.ORG](http://WWW.EAA690.ORG)

## Presidents Pitch continued from pg. 1

As a chapter we can purchase their Air Venture passes and they can be responsible for their food, etc. while there. I'd be interested in knowing how many of you would be interested in participating in this. There are plenty of details to work out before this happens and we will be working on those.

The second idea I have pertains to the increasing use of UAVs for commercial as well as hobbyist use. We know there are rules established for their operation, but do not know how well the rules are being complied with. I'd like to see the chapter develop and host some UAV seminars this year as an outreach to the community. We could cover the rules that are most pertinent and talk about operation around airports. This would also give us an opportunity to draw some of these folks into the chapter so they become a part of the aviation community.

We'll talk more about these ideas as we move forward this year. I'll end by saying thank you to all of those that participate in our various programs. Your involvement makes the chapter a fun thing to be involved in. Of course, our goal is to get more folks involved in all of our programs. Thanks for all you do, I appreciate it very much.

## Attention Chapter Members

We are looking for a chapter member that would be interested in speaking about aviation to a kindergarten class at Lilburn Elementary on either April 14, 21 or 28 between 8:45 and 10:40. Presentation would be to three separate groups.



If interested contact Randy Epstein, email: [president@eaa690.net](mailto:president@eaa690.net)



# Chapter Happenings

## February 4th Pancake Breakfast

Our honored speaker for this event was Mr. Dale Hartsfield, the 2nd cousin twice removed (or 4th cousin if you prefer) of the late Mayor of The City of Atlanta. The namesake of Atlanta's Hartsfield/Jackson International Airport, Mr. William Berry Hartsfield, served as Atlanta's Mayor 1937-1941 and 1942-1961, the longest term of any Atlanta Mayor.

The presentation by Dale gave us lots of information on the history of the Airport and the role that his distant cousin had in bringing the Atlanta Hartsfield/Jackson International Airport to life. Thanks Dale for a very informative talk.



## Super Bowl LI Party Feb. 5th

A nice turn out and a great assortment of Chile's, Dips, Chips, Cheese, Crackers, Cookies and Cake, no one went home hungry. We had a good time even if the home team didn't prevail. What a game, domination in the first Half by our Falcons and an unlikely comeback in the 4th quarter by the Patriots.



Thanks to Randy and Joel for getting the TV signal into the hanger, the image on the 70' was great.

## Business Meeting, Feb. 10th

Randy Went over current chapter business and brought everyone up to speed on the upcoming Ford Tri-Motor visit. The Tri-Motor is a great fund raising opportunity for the chapter and will need a number of volunteers to make it's visit a success. Watch Chapter Notam's for details.



# EAA 690 Membership Report

February 2017

By Jeanne Ferguson

As of February 25, we have had 187 membership dues paid: 76 Individual Members; 39 Family Members; which lists 85 individuals.

In late since January 24 through February 25 we have had the following new members:

Sanford Asman, Paul England, William Etheridge, W. Greg Huseh, Ryan Riviere

Those members that have paid their dues, don't forget to pick up your membership cards, to save yourself \$1.00 for a delicious Pancake Breakfast.

Payment can be made at [mkt.com/aaa690](https://mkt.com/aaa690).

Membership applications are available on [aaa690.org](https://aaa690.org) for new and reactivating members, and applications are available in the box inside the hangar door.

Chapter membership is \$30 a year for individual, \$40 for family and \$10 for students over the age of 18. Students under 19 are free.

We encourage membership in EAA National Organization, dues are \$40 a year for individual memberships and \$50 a year for family memberships.

If you have any questions, just send e-mail to [info@aaa690.org](mailto:info@aaa690.org).

## ***Dues are Due!***

EAA Chapter 690 is one of the most active chapters in the Nation. To help keep it that, way we need everyone to update and maintain their membership.

It's easy to pay your dues, see Jeanne or Barbara at any Chapter event and pay by cash, check or credit card. If you prefer, go on-line and pay using Market Place by following these easy directions:

Go to: <https://mkt.com/aaa690>

Scroll down to the membership area and select among the 6 member options

Choose Qty of memberships

Click on: Add to Cart

Click on: Checkout

Complete the form and click on: "Place Order"

Our membership is the very fabric of Chapter 690. Without your strength and support the chapter cannot continue to be the success that it is.

**Please Join or Renew your Membership today!**

## **EAA 690 Young Eagles Report**

### ***Young Eagles January 2017***

*By Duane Huff*

Young Eagles canceled for the third month in a row. But we were able to have a make up date on Saturday 28th. It was cold but very bright with the sunshine. Winds were strong 12 to 14 knots but almost straight down the runway. While waiting for take off on Foxtrot, I saw Randy land and turn off on Golf. My take off was short and when I landed I was able to turn off on Foxtrot.

Eight pilots flew twenty seven (27) Young Eagles nine of whom had flown previously. Pilots and the flights flown are as follows: Pat Bratton 3YE, 1 flight; Randy Epstein 5 YE, 2 flights; Duane Huff 2YE, 2 flights; Brian Michael 5 YE, 2 flights; John Morgan 3 YE, 1 flight; Chuck Roberts 2 YE, 2 flights, Chris Serra 4YE, 2 flights and Bill Thomason 5 YE, 2 flights.

Our Young Eagles Gals, who do a great job with all the paper work , were Jeanne Ferguson, Kathi Parks and Gay Roberts.

Art Farmer and Bob Krone conducted our safety briefings and Wes Reddick instructed the students on the simulators.

Ground crew/ safety officers were Aimee Walthall, Steve Elrod, Rich Hopkins and Louis Pucci.

This was a good start for 2017 which is the twenty fifth anniversary of Young Eagles. To celebrate this year our goal is to have each and every pilot fly at least twenty five (25) Young Eagles. We can get a great start on this next month when we will have thirty (30) Sea Cadets come for Young Eagle flights. They will bring lunch for all pilots and ground crew. Pray for flying weather on the 18th. Of February.

Many THANKS! To all who make our Young Eagles program successful.

## **EAA 690 Young Eagles Report**

### ***Young Eagles February 2017***

*By Duane Huff*

Silky smooth air greeted us on our first flights of the day. Later in the day we had light rain but we managed to fly all 33 Young Eagles and two Eagle flights.

Pilots who flew were; Dave Balthaser 2YE, 1 flight, Pat Bratton 6YE, 2 flights, Randy Epstein 10 YE, 4 flights, Duane Huff 2YE, 2 flights, Fred Huppertz 8 YE, 3 flights, John Morgan 3YE, 3 flights, and Chris Serra 3YE, 1flight.

Young Eagle Gals that do all the paperwork were Jeanne Ferguson, Mary Hilborn, Kathi Parks, Gay Roberts and Lynn Zahner.

Bob Krone did the safety briefings and Wes Riddick managed the simulators.

Safety officers / load masters were Dennis Cosgrove, Tom Hilborn and Lois Pucci.

Thanks to the Sea Cadets for a delicious lunch and cleaning the hangar after the event.

Thanks to all who participated and made this a great Young Eagles day.



# **NOAA Releases First GOES-16 Image from Harris Corporation-Built Imager and Ground System**

Aero-News.Net 'Propwash' Daily News Jan. 26th, 2017

The National Oceanic and Atmospheric Administration (NOAA) has released the first image taken by Harris Corporation's Advanced Baseline Imager (ABI) aboard their next-generation weather satellite. The image taken from the Geostationary Operational Environmental Satellite-16 (GOES-16) is of Earth's full western hemisphere with detailed cloud and water features.



## **EAA Celebrates 25 Years Of Young Eagles Several Events To Be Held During The Year**

This year marks the 25th anniversary of the Young Eagles program, which began in 1992 and has provided more than 2 million young people ages 8-17 with an introduction to the world of personal aviation.

To celebrate, EAA has planned a variety of events and activities throughout the year beginning with a special 25th anniversary exhibit in the EAA AirVenture Museum. The exhibit will share the history and impact of the Young Eagles program through photos, videos, and interactive displays.

Starting with the February 2 issue of e-Hotline, EAA will also be sharing one Young Eagles success story per week for the 25 weeks leading up to AirVenture Oshkosh 2017.

AirVenture 2017 attendees are invited to join EAA for a birthday cake celebration and show their pride in the Young Eagles program with special 25th anniversary T-shirts and hats that will be available during the convention. EAA will also host a Young Eagles volunteer dinner on July 26 to thank those who make the Young Eagles possible and successful.

As a special thank you to pilots who fly Young Eagles during this anniversary year, EAA has created a commemorative prop card and a set of decals. Pilots who fly at least one Young Eagle will also receive a letter of thanks from EAA. In addition, a special 25 for 25 pin will be given to pilots who fly at least 25 Young Eagles during 2017, and they will also receive recognition on the Young Eagles website.

Additional details will be announced as they are finalized.

By [Paul Bertorelli](#) | January 28, 2017

Swift Fuels says it's pushing hard to market its 94UL unleaded aviation fuel to more airports and that the infrastructure is in place to refine and distribute it virtually anywhere in the U.S. At this week's Sport Aviation Expo in Sebring, Swift's Chris D'Acosta told *AVweb* that UL94 can be burned by about 65 percent of the U.S. general aviation fleet. The remaining aircraft require 100-octane fuel.



In the pod-cast recorded at the show, D'Acosta said about 40 airports are selling Swift's UL94. "We've got lots of places that are taking the fuel. One of the issues about the fuel is the availability of spare tankage. So there are private users or airports that have taken steps to put tankage in place to allow people to buy the fuel," D'Acosta said.

Currently, UL94 is produced and distributed from near Swift's Lafayette, Indiana, headquarters, but the company says it can be refined by many refiners and production could be ramped up quickly. Swift's UL94 appears to retail for a price between what mogas typically sells for and the current price of 100LL. About 100 U.S. airports offer mogas, but because there's pressure on refiners to absorb ever more ethanol production, the availability of so-called E0 is threatened. D'Acosta said this might represent an opportunity for Swift if the tankage becomes available.

"Pilots who are flying it really love it. We have consistently good reports," D'Acosta said of 94UL. "There's things about our fuel that autogas can't compete with. So we just have to make those things clear. The mechanics who have torn down engines and looked at them have all said very positive things," D'Acosta said.

Meanwhile, Swift continues to work with the FAA's Piston Aviation Fuels Initiative to complete testing on its 100LL replacement fuel. Swift, along with Shell, has a candidate fuel that's supposed to be ready for market after 2018. Engine and airframe testing is scheduled to last through the end of 2018 and some 20 engine test cells are also collecting data on the two replacement fuels. A dozen aircraft have been selected to carry on the flight testing.

D'Acosta said he believes PAFI is on track on deliver a fuel by 2018 or shortly thereafter. "Working in a broad program ... it's understandable to expect there to be some slowdowns or periods where deadlines might be missed. But I think everyone is working with passion and diligence. We speak to the FAA and regularly to the OEMs all the time," D'Acosta said.

## Progress Report EAA Chapter 690 RV-12 Project

This picture is a table full of miscellaneous bits and pieces that are being moved, inspected, sorted and stored. The job of keeping up with all the items owned and in the possession of the chapter and the minutiae that this entails is never ending. Thanks to Joel Levine for the picture and description.



If you would like to donate and help move this project forward you can go to the [Square Marketplace](https://www.squaremarketplace.com) today to donate. Please be sure to note that your donation is for the RV-12 project. For more details visit [rv12.eaa690.net](http://rv12.eaa690.net)

### **The Sea Cadets Visited for Young Eagles in February**

Below is a note of thanks from the "Sea Cadets" Ensign Johnson

TO: EAA Chapter 690

Please allow me to once again thank your entire organization for the work that you do for the youth in our community. Please find attached a picture of our battalion outside your hanger from our visit 18FEB17. May you all have fair winds and calm seas.

Respectfully,

D. Johnson, ENS. NSCC

2745th Seabee Battalion



# Progress Report

## Chapter 690 Youth Pietenpol Build

**Paul working diligently on the scalloped boot cowl**



**Applying Epoxy Varnish on the inside of the Fuselage**



**Four Builders Drilling Parts of the Control System**



Drop by Hanger 6) and see the youth project taking shape.



# UPCOMING AVIATION EVENTS



## Chapter Events

Join in, 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 March 4th. 2017  
Serving 8:00-10:00 AM



### **Chapter Business Meeting & Program**

The second Friday of every Month  
Next Event March 10th. 2017  
7:30 PM-10:00 PM

### **GARS Meeting**

The second Tuesday of every Month  
Next event March 14th. 2017  
7:00 PM—9:30 PM



### **Young Eagles**

The third Saturday of every Month  
Next event March 18th. 2017  
8:30 PM—12:00 Noon

### **Monthly Youth Ground School**

Watch for EAA 690 Notams announcing future Youth Ground School Schedules



## Upcoming Events cont.

### EAA 690 Pancake Breakfast, March 4th. 2017 Guest Speaker Mr. Zak Clement

Aviation has been a part of Zak Clement's life forever. His father Gordon was a corporate pilot and had a passion for flying that Zak now shares. Growing up in Lawrenceville, he has been coming to LZU and EAA 690 since he was just a boy. The family kept a Bucker Jungmann biplane on the field at LZU for a number of years before moving it to a private grass strip in North Georgia.

Zak soloed on his 16th birthday in the flight school of Gwinnett's C-152. He was fortunate to receive his initial formal instruction from Ernie Schnaak. Before graduating high school in 2012, Zak earned his Private Pilot Certificate out of Lawrenceville.



Zak continued to fly for fun on the weekends while he attended the University of Georgia. He was checked out in the family Bucker and enjoyed teaching himself aerobatics in this fine machine. He also made a point to come back to 690 to help out with the Aviation Summer camp every year.

## A flying poker run in Murfreesboro and beyond

Murfreesboro Aviation has announced that they will be hosting a flying poker run on Saturday, March 18, 2017. The event is open to all qualified pilots, their families, and passengers.

At 2:30 pm the participants will present their cards as a poker hand. The best hand wins! The cost to enter is \$50 per hand (you may buy more than one hand), with Murfreesboro Aviation adding \$250 to the final pot. The winner will receive half the pot with the other half going to THE CHILD ADVOCACY CENTER OF RUTHERFORD COUNTY ([WWW.CACRUTHERFORD.ORG](http://WWW.CACRUTHERFORD.ORG)). The Child Advocacy Center is a non-profit agency that serves child abuse victims, child sexual abuse victims, and drug endangered children, along with their non-offending parents, grandparents, and family members.

The poker run includes the following airports

- Shelbyville Municipal (KSYI)
- Tullahoma Regional (KTHA)
- Warren County Memorial (KRNC)
- Lebanon Municipal (M54)
- Murfreesboro Municipal (KMBT)

Any questions can be directed to Murfreesboro Aviation Owner Jim Gardner, or General Manager Blake Tumbleson at (615) 494-1900 or [fly@BoroAv.com](mailto:fly@BoroAv.com). Jim Gardner, the owner of Murfreesboro Aviation stated, "These are always fun events and a great way for fellow aviators and their families to get to meet each other and spend some time together".

# OUTSTANDING FLIGHTS: Blazing the Air Mail Path in Alaska

Reprinted from: EAA Vintage AirMail, Feb. 2017

Carl Ben Eielson was one of Alaska's most famous pioneer bush pilots. He had many OUTSTANDING FLIGHTS, one of which was making Alaska's very first air mail test flight on February 21, 1924.

It was a 280 air mile winter flight from Fairbanks to McGrath in a DeHaviland DH-4 open cockpit biplane over very hostile territory. It was completed successfully in just a few hours. (By dog team, in winter, this route averaged 18 days to complete.)

On Eielson's return flight, however, a few problems surfaced as he relates in the following article.

Eielson was born in Hatton, North Dakota in 1897 and learned to fly during World War I. After discharge from the U. S. Army Air Service in 1919 he enrolled in law school but alternated his studies with barnstorming tours in the Midwest to satisfy his interest and love of flying.

In 1922 he accepted a position teaching at a high school in Fairbanks, Alaska, but soon devoted his future to flying full time for a company that delivered supplies and passengers to mining camps and settlements around Alaska.



Great History, for the full story visit <http://eaavintage.org/outstanding-flights-alaska>

## Gone West—Doris Lockness

From AOPA Aviation eBrief Feb. 9, 2017

Farewell to a flight pioneer. Three days before what would have been her 107th birthday, El Dorado Hills resident and pilot phenomenon Doris Lockness died of pneumonia Jan. 30.

Decades before the feminist movement, Doris flew small airplanes during World War II as part of the Women's Air Force Service Pilots. The select group of women was called on to test and ferry aircraft by the U.S. Army Air Forces. Of the 25,000 women who applied to join, only 1,074 were accepted, including Doris.



She was the 55th woman in the world to earn a commercial helicopter license and went on to gain additional licenses to fly seaplanes, gyroplanes, hot air balloons and gliders and was active in her flying passion until the brink of the 21st century.

Born in 1910, Doris was raised in Ohio but moved to California with her husband and young family during the Great Depression. They lived next door to a small airport, which, coupled with her fascination with the young aviation pioneer Amelia Earhart, were key reasons that Doris started flying in 1939.

Do you have something airplane related (or not) for Sale or a service to offer? Why not list it in the NavCom for all the Chapter Members to see.



### **Attention Pilots**

Chapter member Mike Huffman now has an Inspection Authorization addition to his A&P Mechanic certificate and would consider working with owners of type certificated aircraft to perform annual inspections on an owner assisted basis. If you are interested, please contact Mike at 770-548-1206 or email to: [sportaviation@gmail.com](mailto:sportaviation@gmail.com).



### **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](mailto:iluvatar111-690@yahoo.com) Cell: 678-457-5920



### **Chapter Coffee Mugs Now Available**

RPH Imprints is proud to offer the exclusive 15oz coffee mug imprinted with Chapter 690's logo and sectional. These mugs are microwave and dishwasher safe. Your order will ship within 48 hours. You can also click on Customize Your Mug and import your images and create your own coffee mug.

**Only \$15.00**

RPH has been doing the Speaker Mugs for over 3 years. I am honored to now offer the same type of Mug to EAA 690 Chapter members. Shipping is to one address and cost is a flat rate of just \$6.95.

Visit the web site below to place your Chapter or Custom Mug order.

<http://coffeemugsondemand.com/product/15-oz-eea-690-custom-mug/>

For more info contact Ron Hlozansky Phone: 678-653-7244 Web Site: <http://coffeemugsondemand.com>



Do you have something airplane related (or not) for Sale or a service to offer? Why not list it in the NavCom for all the Chapter Members to see.

## 1946 Cessna 120 N89510

**\$19,500**

SN#8546 (TT 3684)

C-85-12 SN#3816-6-12 (TT 3684)

SMOH 512 (overhauled by Poplar Grove Airmotive)

New Cylinders/Pistons

Overhauled Carburetor

Overhauled Oil Cooler

New Curtis Oil Drain Valve

Contact Tom Gray

KJZP Jasper, GA

770-735-4460



Aero-Fabricators Cessna 150 Exhaust  
Slick Mags - Rebuilt May 2016  
Bracket Air Filter  
Screw On Oil Filter  
Alternator 60A  
McCauley 1A90 CF7146  
Cleveland Brakes (rebuilt 2015)  
Sealed Continental Battery (recently rebuilt battery box)

Scott 3200 Tail Wheel  
Garmin GNC 250 Nav/GPS  
RT359A Mode C Transponder  
P.S. Engineering PM-501 Intercom  
Lowrance Airmap 2000c GPS Map  
New interior/paint (Hooker Harnesses)  
Full Logs/Manuals  
Bruce Fuselage Cover (Always Hangered until this month)

The NavCom needs your input. All pilots and those interested in aviation have stories to tell and we need yours. Please consider putting your experiences in writing and share them with the rest of your chapter members. Your story, anecdote, reminiscing, musings and thoughts will add interest and color to our publication. Remember, the editor sometimes just needs items to fill space so how about some help.

Please include pictures if you can, send your items to "Editor@eaa690.net" attn. Tom Hilborn

**Visit the EAA 690 Chapter Website at [www.eaa690.org](http://www.eaa690.org)**

### 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



### 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.

### 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](http://www.eaa690.org) and click on "Membership" then follow the prompts for the type of membership you wish to apply for.

### 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.

### 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](mailto:jmarief@bellsouth.net) if you have a change in your preferred email address.

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