

NavCom



MAY 2016

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

The Presidents Pitch

By Randy Epstein



What Would We Do Without the Kitchen Crew?

I try my hardest not to forget anyone that helps out with the chapter. Our kitchen crew, headed up by Jill is so awesome that words can hardly describe them. Along with Jill you will likely find David, Lauren, Lee, Walter, Trish, Terri, Georgia, Nancy, Rick and a host of others hard at work cooking us breakfast once a month. It goes well beyond the breakfast though as the chapter has other special events during the year. The Chili Cook-off, OshKosh Bash and Holiday dinner are just three that we do every year.

This year we are working hard to schedule a Spaghetti dinner and a Low Country Boil. These two events will likely see Steve Ashby, Jimmie Rickerson, Lou Rickerson and Lisa involved as well. These two dinners will help us raise money for the chapter's general expenses for the year. The effort put in by all of these folks is just amazing and we need to be sure to let them know how much we appreciate their hard work every time we see them. There are times when some of these folks cannot make it. If you would like to add yourself to the list of helpers, please let Jill know. I'm sure she would be glad to have your name on her call list.

My sincere thanks to all of you that help have helped or will help in the future!!!

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 225 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



EAA 690 Membership Report

May 2016

By Jeanne Ferguson

During the month of May we had the following new members:

Zac Carter, John Morrow and Jeremy Welch

Welcome and hope to see you often!

Here are the numbers:

Family members counted	122
From 51 Family Membership	
Individual members	104
Student Membership	<u>17</u>
Total Membership	242



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

May 2016

By Tom Hilborn

The picture says it all, very low ceiling and poor visibility kept the Young Eagles grounded this past Saturday May 21st. So, everyone gathered at hanger 6 to watch the youth building the Piet and to see the progress on the RV-12. Taking advantage of the opportunity a birthday party was convened for Duane and Bob, happy birthday to two fine gentlemen and, pass the cake please.



EAA Partners with FAA, Dynon for STC Breakthrough to Upgrade Safety, Reduce Costs for Aircraft Owners

EAA, in partnership with Dynon Avionics and the FAA, has been awarded a Supplemental Type Certificate (STC) to install Dynon's EFIS-D10A in certain standard category aircraft. This breakthrough STC enables the inexpensive, but very capable, avionics that have served the experimental and light-sport worlds for decades to finally have a pathway into the type-certificated market. The Dynon system is a direct replacement for a vacuum-driven attitude indicator, and the STC currently applies to the Cessna 150, 152, and 172 series and the Piper PA-28 and PA-38 series. More aircraft are expected to be added soon.

EAA worked extensively with the FAA and Dynon to show compliance with regulations and develop a new certification pathway for safety-enhancing equipment. The long track record of the D10A product line and its conformity to a variety of industry standards helped it become the first device accepted by the FAA in this pioneering effort. In addition to Dynon's proven reliability, the unit delivers a wealth of information to the pilot and even has an integrated angle of attack feature (with the installation of an optional probe). EAA installed the D10A in its 1976 Cessna 172M and submitted to a series of flight tests with an FAA test pilot, which went flawlessly.

EAA intends to begin selling the STC as soon as possible, hopefully later this spring, at a nominal price point in line with its existing autofuel STC. In addition to the D10A, more products are actively being explored as EAA is willing to work with other manufacturers to bring down costs and reduce barriers to recreational flying. Stay tuned for more details!



Pilot's passion: Buford man 'addicted' to helping Patients as volunteer pilot

By Joshua Sharpe

oshua.sharpe@gwinnettdaily.com • May 10, 2016

One day in 2006, Charles George was at the Gwinnett County airport, where he had his plane stored, and heard about an organization called Mercy Flight Southeast. The nonprofit connects volunteer pilots with people who need transportation to medical treatment across the country.

At the time, the Buford resident had a void in his life. His wife of 33 years, Susan, died five years earlier. She had breast cancer, a form which typically claims lives in about nine months.

Susan held on five years. Five years in which Charles settled into a retirement from IBM and dedicated himself to being her caregiver.

Flight is tied to fond memories of Charles' and Susan's marriage. In 1974, the husband talked his bosses into holding his job a year while he and the wife "lived out of the back" of a plane. They sold their house, took the money and took off.

They flew wherever they wanted, up and down the east coast. When it got too cold, they headed south.

When the cash dried up, they got jobs and decamped for metro Atlanta. They got rid of the plane. Charles thought he'd flown enough and went decades without it.

Then, in 2006, five years after Susan's death, an opportunity came up to buy a plane. Then came the day at the airport in Lawrenceville.



He attended a meeting to get information about Mercy Flight Southeast. In it, he saw a chance to fill the void of being a caregiver. Instead of to his wife, he started volunteering his time, resources and skills to complete strangers.

"They don't stay strangers for long," he says

He learns their stories and he remembers them, such as the couple from Macon who he took to Knoxville, Tenn., on his first flight for the charity. Or the man who's had hairy cell leukemia, a rare cancer of the blood, for decades, bouncing from one treatment to another.

Right now, there is a 36-year-old man in Florida with little girls at home who need him. He has a form of carcinoma. He needs help getting to get to Nashville, more than 600 miles away from his home, to a clinical trial.

On Thursday, Charles is going to take him in his "lovingly restored" Mooney M20C. The plane was made in 1974, the year Charles and Susan rambled free.

Charles sounds like he was looking forward to Thursday's trip. It's a chance to help people, the pilot's passion.

"It's almost like an addiction," he says. It helps him sleep well at night. It also

helps with the void left by Susan's death.

The pilot's passion recently earned him an award from the nonprofit. He's the 2015 Georgia "Pilot of the Year" for Mercy Flight.

In a news release, Steve Purello, volunteer pilot and CEO of Mercy Flight, said Charles "exemplifies the dedication of our Mercy Flight pilots who are so generous in their efforts to ensure a passenger receives the necessary medical care they need."

The award is hardly a surprise. Charles already won in 2012, 2013 and 2014.

Asked about latest the honor, Charles says it's nice and humbling, but the first words from his mouth are most telling: "It is indeed an honor to be able to serve my fellow man."

Reprinted with permission—Gwinnett Daily Post

NavCom

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

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

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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, gives up your feed-back.

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Donations Are Needed, Please Help!

A good friend to EAA 690, Tom & Deb Schmid need our help. On April 7th, around 4:00 AM their house of 22 years was destroyed by fire and is a total loss. You may know that Deb is the Commander of the CAP Squadron at LZU and has attended many of our events. We all know the Schmid's and their tireless work giving themselves to others, and volunteering in the Civil Air Patrol, working with the Masons, and in general being a leading light in the community.

If you would like to contribute to the Schmid Family you may do so by sending a check to the chapter clearly marked for "The Schmid Family" or go to our marketplace and making a general donation making sure to use the note feature to let us know it is for "The Schmid Family"

I know we can count on the EAA 690 community to help, thanks!

Aerobatic Pilot Lost In PDK Airshow Accident

Greg Connell Lost In Pitts Biplane

ANN regrets to report that airshow pilot Greg Connell was killed at an airshow, Saturday, at the Peachtree DeKalb airport.

The event, the DeKalb-Peachtree Airport's Annual Good Neighbor Day Airshow and Open House, was a one day event that had reported a long and extensive safety record to this point. The accident reportedly took place at approximately 1630 local time.

Video of the accident shows Connell flying a routine with his friend, Gary Ward (in an MX2 monoplane), in which they made an opposing pass, and Connell climbed sharply to the left of the airshow line, pulling through the top, and doubled back to descend on a 45 degree downline, with a series of rolls, before impacting the ground (in what appears to be a nearly flat, wings level, attitude) and coming to a stop. The wreckage caught fire shortly after impact but CFR resources appeared to be on scene fairly quickly. Regardless of the fire, the impact did not appear to be survivable.

Connell was a regular at a number of SouthEast airshows, flying a number of Pitts variants. His airshow website notes that he was, "...raised in North Augusta, SC. Greg graduated from North Augusta High School, where he lettered in Football and Golf. He graduated from the University of SC in 1988 with a Bachelors degree in Finance. Currently he lives in the Twin Lakes Airpark in Trenton, SC, with his lovely wife, Ginger. Ginger usually accompanies Greg on his trips and flies with him during his aerobatic maneuvers. Greg began his flight training in 1989, his instructor was, local aviation legend, Al Patton. Al Patton also instructed Greg's dad, Charlie, in the early 1960's, before Greg was even born. The two families became and remain close friends. Greg is a commercial pilot with multi-engine and instrument ratings. He also has an FAA aerobatic waiver card. His encouragement towards his instrument and commercial ratings came from his mentor, the "infamous" Charlie Davis. Charlie was also the one who initiated Greg's aerobatic training. His good friend, Gary Ward, is now his aerobatic instructor. Greg also helps Gary, part-time, with the globally recognized Gary Ward Airshows team."

ANN will post more information as it becomes available... but we send our heartfelt prayers and condolences to Connell's friends and family.

FMI: www.pdkairshow.com, www.facebook.com/gregconnellairshows, www.gregconnellairshows.com

Reprinted with permission from the Aero-News.Net 'Propwash' Daily News May 16, 2016



"HIEDI" MAKES A ROAD TRIP

Fulton County Arts & Aviation Community Open House was held Saturday, April 16, 2016. Our own John Slemp was in attendance helping with the display and explanations for Chuck's "Heidi" helicopter trainer. John said the turnout was good and he was kind enough to supply these pictures of some of the folks that stopped by for a visit. Thank you John.



Photo's Curtesy of:

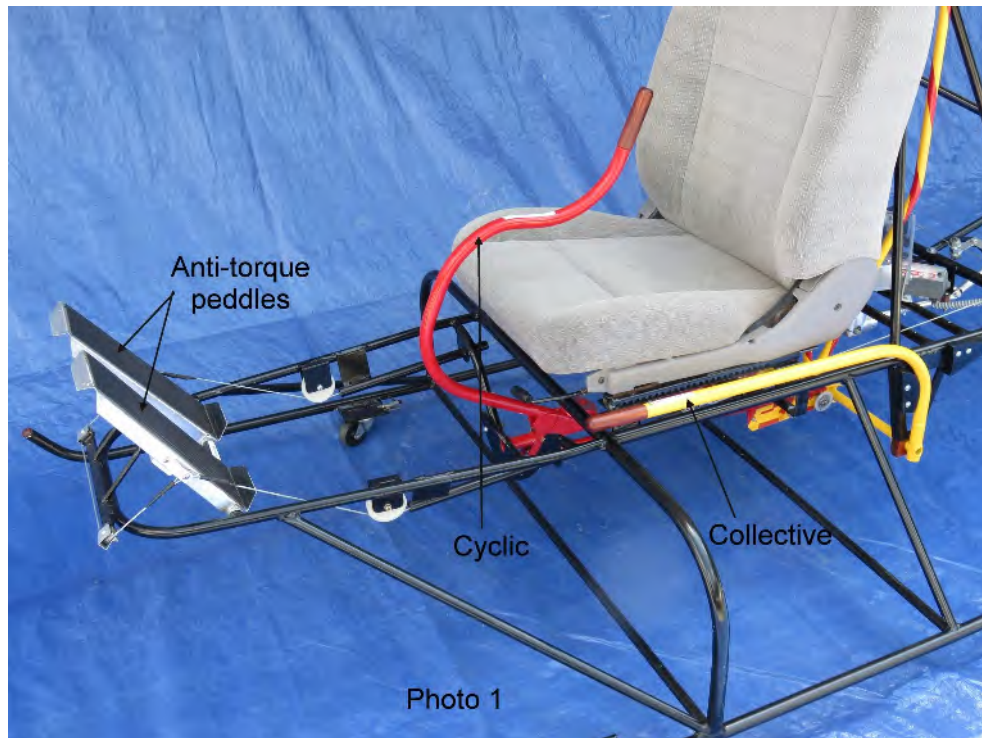


Creating Heidi: The Helicopter Trainer

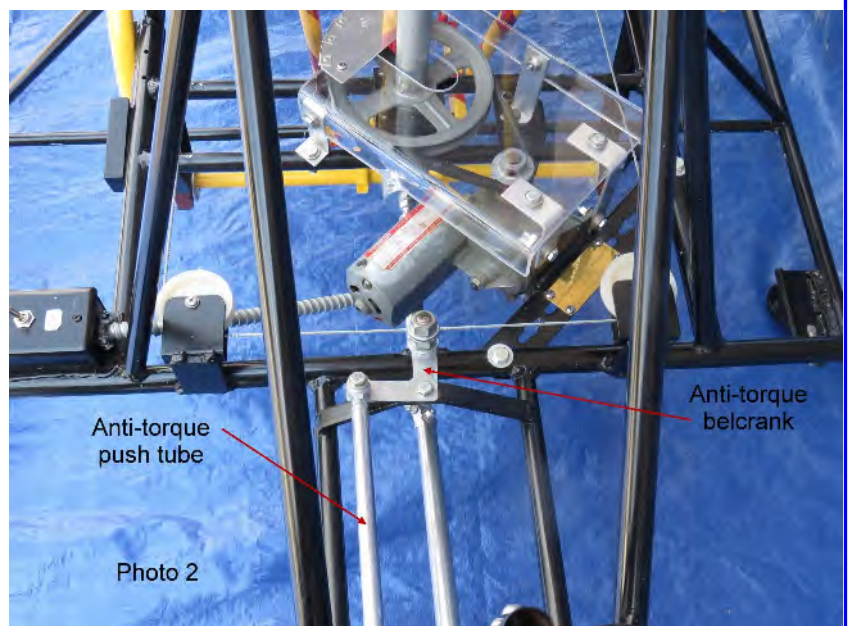
Part 4: Hand and Foot Controls

Chuck Roberts

In the previous article we discussed the construction and operation of the control mixing unit and the rotor head but didn't mention how the inputs to the mixing unit are generated by the pilot. Furthermore we didn't even mention the anti-torque system. While the anti-torque rotor and drive system is the subject of a later article we will discuss herein the pilot input to that system. In photo 1, below, one can see the three "pilot input controls" which are: cyclic, collective, and anti-torque peddles. Note the anti-torque peddles operate a cable loop such that when one peddle is pressed it pulls the cable on its side of the loop while feeding slack to the other side of the loop. This is the only use of control cables in Heidi.



In photo 2 one can see the rear portion of the cable loop and the split-bolt where the loop connects to one side of the anti-torque belcrank. As the peddles are moved fore-to-aft the split-bolt will move left-to-right which causes the other end of the belcrank to move fore-to-aft and, thusly, causes the anti-torque push tube to move fore-to-aft. The manner in which this causes the anti-torque rotor pitch to change will be discussed in a later article.



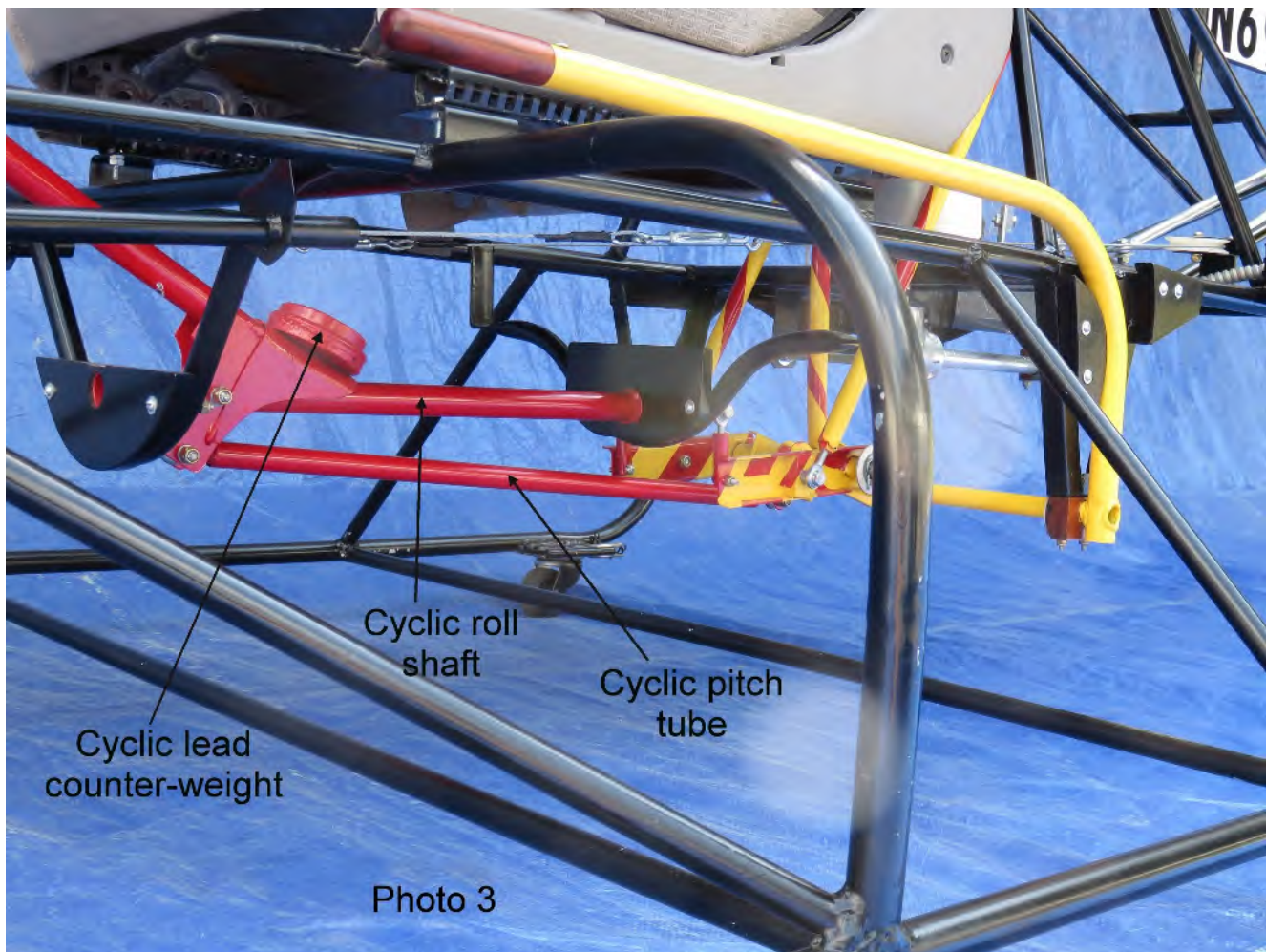
Creating Heidi cont. on pg 9

Part 4: Creating Heidi cont.

The main components of the cyclic control are shown in photo 3. Because Heidi was designed to accommodate "pilots" ranging in age from 12 to adult the seat was selected to provide significant fore-to-aft movement (it came from the front passenger seat of a Nisan Altima car). This movement required the cyclic control to be formed (bent) to go around the seat throughout this fore-to-aft range. This resulted in significant mass of tubing forward of the pivot bolt where the control connects to the roll shaft. Without some form of counter-balance the cyclic control would have fallen forward whenever it was not being held. Hence the lead counter-balance shown.

As the cyclic is moved left-to-right it causes the cyclic roll shaft to rotate as the two are connected via a pivot bolt. When the cyclic is moved fore-to-aft it causes the cyclic pitch tube to move fore-to-aft. These movements cause the associated belcranks in the mixing unit to move as discussed in the previous article.

The lifting of the collective handle provides the collective input to the mixing unit which was also discussed in the previous article.



Beyond any doubt, the design and fabrication of the cyclic and collective controls and mixing unit were the most difficult puzzle in making Heidi. However, it was a lot of fun!

Progress Report

EAA Chapter 690 RV-12 Project



Robert's son Will, a Aerospace Student at GT, torquing the stab servo



John and Robert adding rudder fairing



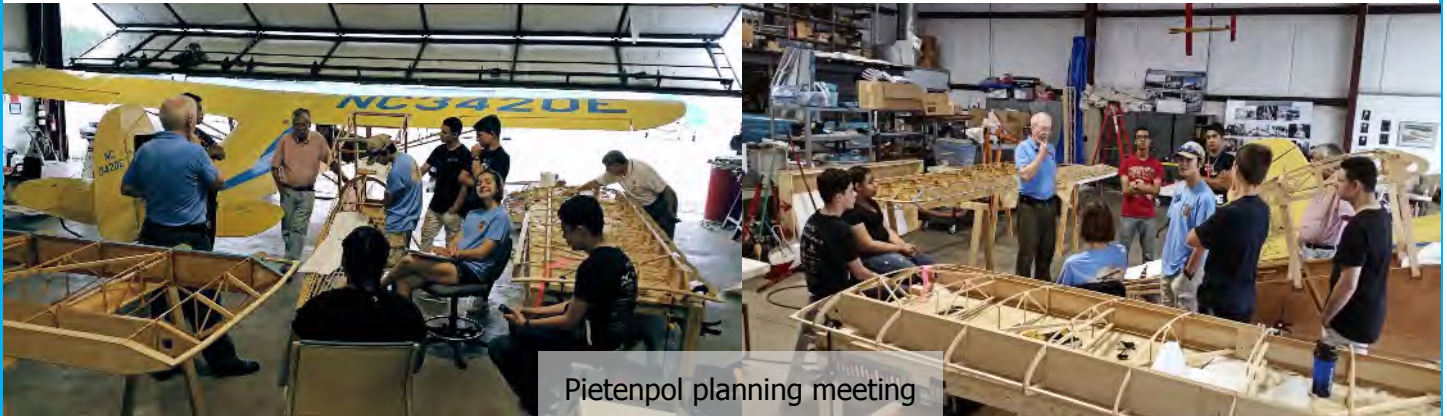
Fuselage kit arrived on 5/17



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

Progress Report

Chapter 690 Youth Pietenpol Build





UPCOMING AVIATION EVENTS



Chapter Events

Please come out and join us for the fun and comradery

Pancake Breakfast & Program

The first Saturday of every Month

Next event

Saturday, June 4th at 8:00 AM-11:00 AM

Chapter Business Meeting & Program

The second Friday of every Month

Next Event

Friday, June 10th at 7:30 PM-10:00 PM

Monthly Youth Ground School

The 3rd Tuesday of every Month

Next event

June 21st at 7:00 PM—8:30 PM

GARS Meeting

The 2nd Tuesday of every Month

Next event

June 14th at 7:00 PM—9:30 PM

Huntsville Executive Airport

(KMDQ), Meridianville, AL

Saturday, Jun 4, 2016

SOFH Military Heritage The Save Our Flying Heritage organization is sponsoring a fly-in and static display. Static displays of a UH-1 Gunship, and L-19, several military aircraft as well as amateur built aircraft. The event is to the public at no charge.

BG Robert Stewart Ret., the first Army Astronaut, will be signing autographs. Free airplane rides for 8-17 young people. UH-1 Huey and AH-1 Cobra available. Rides can be purchased for \$70 for the UH-1 Huey and \$310 for the AH-1 Cobra.



SATURDAY 4TH OF JUNE
 AIRPLANES • FOOD • LIVE MUSIC
 LIVE MUSIC BY THE FREEDOM BELLES AND BONNIE RIDGE BLUEGRASS
 GATES OPEN AT 11:00 AM PEACH STATE AIRPORT
 HWY 362 WILLIAMSON GA (770) 467-8318

Upcoming Events cont.



You Can Learn the Secrets of Aircraft Building in Two Days Griffin, GA | June 11-12, 2016

Take hold of your dream of building your own aircraft! Get the skills, confidence, and hands-on experience you need with **EAA SportAir Workshops**.

These popular weekend workshops will launch you on the most satisfying and rewarding adventure of your life - building your own aircraft. You'll get hours of hands-on practice with the guidance of an experienced instructor. Best of all, we provide the facility, tools, and expertise to help you achieve your goal.

TIG Welding

TIG welding is fast becoming the welding method of choice for people building their own aircraft. Learn how at this weekend workshop!

It's a small investment that will pay off in many ways. Save time and money by getting it right the first time with the knowledge you've gained from this valuable workshop experience!

Two-day fee for each course is \$349 member, \$389 nonmember. *Workshop alumni receive a 10% discount. Groups of two or more receive a 15% discount.**

A promotional banner for Aircraft Spruce & Specialty. On the left is a small red and white biplane. To its right, the text reads: 'Aircraft Spruce & Specialty offers discounts on supplies to workshop participants in recognition of their efforts to take the next step to build or restore an aircraft. Discount sheets and catalogs available at the workshop!'

Aircraft Spruce & Specialty
offers discounts on supplies to workshop participants
in recognition of their efforts to take the next step to
build or restore an aircraft.
Discount sheets and catalogs available at the workshop!

*Nonmember pricing includes a one year complimentary membership. Discount is applied during payment processing. To get the group discount, you must pay for all attendees with the same credit card. Discounts are not cumulative. For more information on SportAir Alumni discounts, or to talk with an EAA staff member, please call 800-967-5746.

Upcoming Events cont.

Cry Havoc! An A-20 Is Coming to AirVenture Oshkosh

May 12, 2016 - Of the more than 7,000 Douglas A-20 Havocs built for U.S. and Allied forces during World War II, just a handful survive, and, as far as we know, only one flies—and it's coming to Oshkosh. The twin-engine light bomber and attack aircraft is part of Rod Lewis' Lewis Air Legends collection based in San Antonio, Texas. Lewis Air Legends is also the owner of the beloved P-38F *Glacier Girl*, as well as the well-known Reno racer *Rare Bear*, a highly modified F8F-2 Bearcat.



Lewis' Havoc was built in 1943 as an A-20G, is powered by two 1,700-hp Wright R-2600s, armed with seven 7.7mm (.303 caliber) machine guns (six Brownings, one Vickers) and could carry a bomb load of 4,000 pounds. The airplane was previously owned by the Lone Star Flight Museum, but has since been fully restored to its original, stock military configuration. AirVenture Oshkosh 2016 is expected to be the A-20's first official public display since the restoration.

Photo credit: Scott Slocum

Greenville, SC Civil Air Patrol Squadron Plans Open House Event To Be Held Saturday, May 28

Greenville Composite Squadron (CAP), the local unit of the Civil Air Patrol, is hosting an open house on Saturday, May 28th, from 11 a.m. until 2 p.m. at the squadron headquarters adjacent to the Greenville Downtown Airport South Ramp.

According to Major Ron Hardgrave, squadron commander, the entire community is welcome to attend and learn more about celebrating its 75th anniversary this year, on its sixtieth year of operation. The open house is designed to create a greater awareness of CAP's presence and contributions in the community.



ron commander, the entire community is welcome to attend and learn more about celebrating its 75th anniversary this year, on its sixtieth year of operation. The open house is designed to create a greater awareness of CAP's presence and contributions in the community.

Members of the squadron will be present after Greenville Downtown Airport's 4th Annual Take Flight 5K Run to greet visitors and explain CAP's three primary missions. Civil Air Patrol provides emergency services, cadet programs and aerospace education for youth and adults.

(Source: Greenville Composite Squadron news release)

Reprinted with permission, Aero-News.Net 'Propwash' Daily News May 16th, 2016

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.

WWII fighter pilot who flew THROUGH the Eiffel Tower to take down a German plane dies in Virginia aged 92

William Overstreet Jr., a former captain in the U.S. Air Corps, passed away recently at a hospital in Roanoke, VA. He famously flew his P-51C 'Berlin Express' fighter beneath the Eiffel Tower in Nazi-occupied Paris in 1944, lifting the spirits of French troops on the ground.

In the spring of 1944 Bill and his P-51C, the 'Berlin Express' were near Paris when the scene that is immortalized in the artwork by Len Krenzler of Action Art that leads this article took place. Bill had followed this Bf109 from the bombers he was escorting when most of the German fighters left. The two planes had been in a running dogfight. The German pilot flew over Paris hoping that the heavy German anti-aircraft artillery would solve his problem and eliminate Overstreet and the 'Berlin Express,' though Bill managed to get some hits in at about 1500 feet. The German's engine was hit, and Bill stayed on his tail braving the intense enemy flak. His desperation undoubtedly growing, the German pilot aimed his plane at the Eiffel Tower and in a surprising maneuver, flew beneath it. Undeterred, Bill followed right behind him, scoring several more hits in the process. The German plane crashed and Bill escaped the heavy flak around Paris by flying low and full throttle over the river until he had cleared the cities heavy anti-aircraft batteries. An artist's depiction of the dramatic moment shows Overstreet in his P51 Mustang chasing an ME 109 under the Eiffel Tower in Spring 1944.



Cont. page

Overstreet Cont. from page

For his valiant service, the French ambassador to the United States presented Overstreet with France's Legion of Honor at the National D-Day Memorial in Bedford in 2009. Before the ceremony, Overstreet had previously said that, if he lived long enough to receive the Legion of Honor, he would be accepting it in memory of his fallen brothers. In particular, he wanted to pay tribute to a friend, Eddy Simpson, who died fighting the Nazis on the ground so his comrades, including Overstreet, could escape. After the award was pinned to his lapel, Overstreet said: 'If I said, "Thank you," it wouldn't be enough,' before adding: 'What more than "thank you" do you need?'

After flying further missions, including a top secret escort mission, his tour of duty ended in October 1944 and he returned to the U.S. He went on to teach at a gunnery school in Pinellas, Florida and when he was released from active duty, he remained on the Reserves. After finishing his service, he returned to the U.S. and became an accountant but he continued to attend veterans events.

He went on to work as General Manager of Charleston Aviation in West Virginia before moving to Roanoke in 1950, where he worked as an accountant until he was 65. Before his death, he also worked with numerous charities and veterans groups, appearing at air shows and gatherings with fellow veterans. He was preceded in death by his wife, Nita.

Anne Mason Keller, Overstreet's niece, said of her uncle: 'He was a fighter, he was always a perfect gentleman. He was concise, focused with a delightful sense of humor and a twinkle in his eyes. 'He was always humble. Whenever the press interviewed him, he said, "I didn't do anything, we were a team."

Bill Overstreet is pictured at an event, Warbirds Over the Beach, in 2013.

RIP Bill Overstreet Jr.



EAA 690 Chapter Store

Everything On Sale!

Discounts

Buy Now

Specials



Bargains

Deals

Save \$\$

We need to move out our current inventory to make room for new items. Please place your orders with Randy, early and often.

Toys

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Patches

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Mugs

Desk Art

**Oil Test
Kits**

Puzzles

Models

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Personalized Large Coffee Mugs are also available by special request

contact Ronald Hlozansky

skee5@bellsouth.net or by phone 770-435-2104

House for sale

Owner is Brian Schoonmaker and the next-door neighbors are Ken & Sheryl Sharp. 3 beds 3 baths 1,648 sqft 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 2700ft² 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 AIRCRAFT



See the complete listing on the web site below:

[http://www.zillow.com/homedetails/186 Deerfield-Lane-Eatonton-GA-31024/2099896982_zpid/](http://www.zillow.com/homedetails/186-Deerfield-Lane-Eatonton-GA-31024/2099896982_zpid/)

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



Send your listing to: editor@eaa690.net.

Be sure to include pictures, a detailed description and your contact information.

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.

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