



August, 1998

# NavCom

NEWS AND  
INFORMATION  
FOR THE  
GWINNETT  
COUNTY  
CHAPTER OF  
THE  
EXPERIMENTAL  
AIRCRAFT  
ASSOCIATION



Joel Levine, Dave Haskell, Frank Settle and Sue Adams getting the job done at the EAA690 Aerowash 98.

## His car was old; he was older still.....

"Not much going on today" he said. I looked up, and then out at the runway.

"Wouldn't say that. One on final, one turning crosswind, one running up on the taxiway," I replied.

"Oh, good. Good. You know if there's any banners?"

"I saw four in the air. They'll likely be here in another 20 minutes" I told him.

"Oh, good. Good." I looked at him again. He was obviously limping. One foot was at an odd angle, and his walk was very unsteady. Must have lost his medical, I thought.

"You come out here to watch the banner towers?" I asked him.

"Oh, I just come out to watch the planes. Re-live old times. Haven't flown in 40 or 50 years..."

I looked at him again. Yeah, he was that old. Would I be that old one day, hanging around the airport, watching the young guys doing what I couldn't? Maybe. Maybe...

"You know, I'm going to go up and shoot a few landings anyway. You want to go along for the ride?"

"Oh, that would be fine. Just fine."

He followed me to my hangar, and I pulled out the plane. He had a hard time climbing in, but seemed determined. A lot of the flexibility and strength was clearly gone. He was amazed at the amount of instrumentation in my panel. He recognized the gyros, but was amazed that a civil aircraft would have an artificial horizon. He had never even heard of LORAN.

A quick runup and we were rolling down the runway.

*Continued on page 5*



# The NavCom

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

Original articles, art, and photos are invited and encouraged. Submit articles in ASCII or Word format and pictures in any format via email to: [jdreed@mindspring.com](mailto:jdreed@mindspring.com) or mail to:

**Joe Reed**  
1098 Hillcrest Ct. NW  
Norcross, GA 30093

## Deadline for submissions is the First of Each Month

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Also thanks to Larry Bishop and his merry band who fold, staple and mutilate the NAVCOM for mailing.

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

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# President's NOTAM

by Frank Wilcox

Chapter 690 members continue to amaze me. Not only do you faithfully support our programs and activities, but when it is announced that there is no planned program for a monthly meeting the attendance is as good or better than ever. Included in the 60 or so who attended the July meeting were 12 new members, visitors and guests. The fellowship time following the lively introduction of members and the short business meeting was very welcome on a warm evening when the hangar door could be open and we could circulate in and out freely.

Congratulations again to Sue Adams for her selection as one of the recipients of the EAA 1998 Major Achievement Award. This announcement was printed in the last NavCom as a last minute news item, but I want to say how proud we can be to have this recognition come to one of our members. We all know she deserves it for her many activities on behalf of EAA, both locally and nationally. Those of us who will be at Oshkosh will plan to be present when the presentation is made on Thursday evening of the convention.

Thanks to all who helped make our co-sponsorship of the Alexander Sportair Workshops a smashing success. Elgin Wells and Larry Bishop provided space in their hangars for the composite and fabric covering workshops while the sheet metal workshop and introduction to aircraft building were held in the Chapter Building. 47 students attended and all were impressed with the facilities and organization provided by our chapter. Continental breakfast and lunch were provided both days by the Food Service Committee. The new soft drink fountain was the center of attraction both days. We thank Mike North for this welcome contribution to our facilities.

Speaking of food it has been announced that The Flying Machine restaurant is now open 10 A.M. to 10 P.M. seven days a week. Members can now catch a bite while enjoying the Briscoe Field air activities. Also check out the reasonably priced (\$5.95) Sunday Brunch from 10 to 3.

The Social Committee is working on the 'Post-Oshkosh Bash'. A vote of the members at our last meeting set the date for Friday evening August 14th, our regular meeting night. Details can be

found elsewhere in the NavCom. Vice President David Haskell will be at the podium while Margaret and I continue our post Oshkosh trip through the north country. Sorry to miss this always enjoyable event.

Planning continues for our "EAA 690 Fall Classic Air Fair". The committees have been designated. Now the chairmen need the help of all members to make this another outstanding Chapter event. Please volunteer a few hours. Contact Steve Ashby or Bill Curtis to discuss where your talents can best be used.

Finally everyone should look at the Square Foot Fundraiser Board, noting that the Phase I section is almost filled. The chapter recently received a significant contribution from an anonymous donor. Because of this there are only about 100 square feet yet to subscribe. With our membership pushing 160 we can surely fill these last few squares before the Fall Classic Air Fair on October 3rd. Let's do it!!!

## Notes from Ye Olde Editor:

You will have noticed that the NavCom is not in color this month. Alan Langford, our publisher, is swamped and doing the newsletter in color is very time consuming. Alan spends as much—or more—time publishing the NavCom as I do putting it together.

Bob Mackey at EAA headquarters just announced that the Chapter 690 newsletter was selected as one of the "Top Ten" newsletters in the EAA organization. We have a shot at being number one. I feel that Alan's publishing efforts are the main criteria for this honor.





## Thank You, Volunteers, Bob & Lynn Zahner

Bob and Lynn were originally EAA members in Tallahassee, Fl in the 1970's. When relocating to the suburbs or Atlanta in 1991 they joined 690 at Stone Mountain. A few of the volunteer contributions the Zahners have made to 690's activities include: the B-17 Tour flights, loadmaster for Young Eagles flights, served breakfast to the balloon pilots during the Balloon Festival, helped oversee the construction of the hangars at the EAA Sport Aviation Center, chairman of airplane rides at the last few Bi-plane Classic Fly-Ins, and has donated the use of their hangar over the last couple of years for the annual Hangar Dinner-Dance, and at the annual airplane wash fundraiser got out the soap, creeper, and hose to lend a friendly hand.

Lynn says:

"When I was in my twenties, a guy named Bob tried to impress me by taking me up in small planes. One day he let me take the yoke myself. Needless to say, I was impressed, for I married him soon after. As time passed, Bob stopped flying. I hated to see his talent go to waste, so I decided to pique his interest by learning to fly myself".

"As any pilot can tell you, the four forces controlling flight are lift, weight, thrust, and drag. However, for the student pilot the relevant parameters are time, talent, motivation, and money. Rarely does one individual possess all four in sufficient quantities. Suffice it to say, I took a whole year to get my private license, and four more to get my instrument rating, which allows me to fly through the clouds relying solely on cockpit instruments".

"Every pilot has unforgettable moments, and loves to talk about them. About two minutes after my instructor left the airplane for my first solo, I realized that I would have to learn to control my emotions as surely as I controlled the pitch and power. Mastering the fear is as important as mastering the maneuvers. A few solos later, while practicing a technique called the soft field takeoff, I was caught off-guard by a gust of wind banging at my tail. The airplane reacted like a weathervane, turning off-center and losing power.

This situation, close to the ground, has brought more than one flying career to a gruesome end. My hands quickly reacted with the appropriate control inputs to recover control. I could fill this article with my experiences, but that would be greedy".

"Expensive, time-consuming, and frustrating, I wouldn't trade a dollar, an hour, or a tear. Many have tried to explain the lure of flight. Countless writers more talented than I have given up in defeat. What is it about a gorgeous blue sky that irresistibly tempts us to pollute it? Why are three circuits around the patch more relaxing than three martinis? My scientific background leads me to speculate that the sunlight streaming through the cockpit induces beneficial changes in brain chemistry. Learning to maneuver a massive piece of metal through the sky builds more confidence than any other activity I can think of. I wish I could persuade more women to learn to fly. If more of us flew more often, there would be less PMS in the world. Whenever someone asks me if I've been flying lately, I always answer, "not enough!"

THANK YOU VOLUNTEERS BOB AND LYNN  
FOR ALL YOU DO!





## THANK YOU VOLUNTEER, CHARLIE SCHOBEL

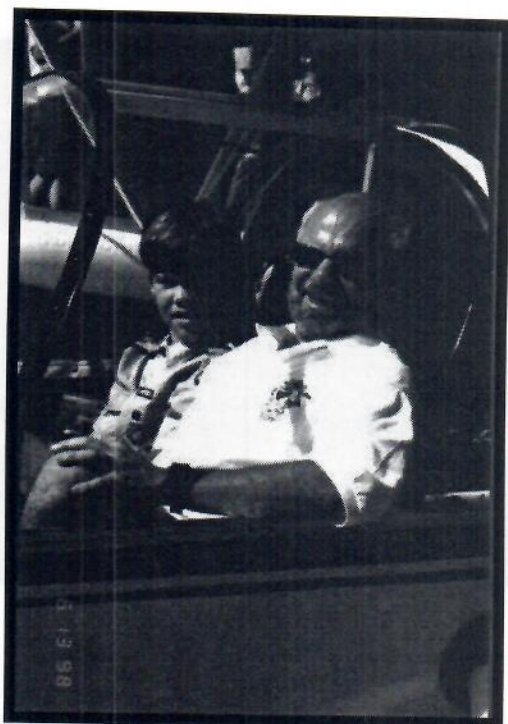
About two years ago after a call to EAA Headquarters looking for a chapter to join, I visited several chapters and chose to join 690. It seemed to have the best team of members. I needed to learn more about homebuilding an aircraft. It took about a year and the advise of the Technical Advisor and First Flight Program to complete the construction of the Searey, a two place amphibian with a Rotax 914 turbocharged and intercooled engine.

I keep the Searey in Hiawassee, a town just north of Helen, Georgia in my garage in a shed but keep the propane tanks outside.

I also have a hot air balloon and I used to have a helicopter. I used it flying coast to coast to see the USA. I have a glider rating but I don't use it often.

My volunteer efforts are concentrated on the Young Eagles program and really like it. In addition to flights at the Sport Aviation Center at Gwinnett, here in the picture with Nicholas Orlosky on 98' Young Eagles International Day, I also have been giving rides in the mountains where I keep the plane on Lake Chatuge. Many of the kids there have never been close to a plane.

*Thank you Volunteer, Charlie for all you do.*



## EVERYTHING YOU WANTED TO KNOW ABOUT SOARING – AND NOW YOU HAVE SOMEONE TO ASK

August 1st is the "first Saturday" in August and time for EAA Chapter 690's monthly Aviation Program and Pancake Breakfast. This month's program promises to be one of the best of the year!

Fernando Silva, Managing Director and Partner in Kurt Salmon Associates in Atlanta will address the group and answer questions on the art of sailplane flying; Fernando, with 20 years competitive soaring experience, will discuss the techniques and skills required using his new Schleicher, ASW-27 15 Meter Class racing sailplane. The ASW is a state of the art carbon fiber sailplane with a 50:1 glide ratio.

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### August Meeting Notes

The format usually done for Chapter meetings will be set aside and we will have a pot luck dinner. The meal will be grilled hamburgers. Members are requested to bring their favorite trims - potato salad, cole slaw, chips and we will need some hamburger rolls. Afterwards we will hear from members who went to Oshkosh Airadventure '98 of their experiences of the week.



# Minutes of EAA Chapter 690 July 1998 meeting

Wayne Whitaker, Secretary

Minutes of last meeting approved as published in NavCom.

Treasurer's report: \$300 in outstanding debts, with adequate reserves in regular chapter account. Airplane wash a financial success. Also, an anonymous chapter member has arranged for a grant of \$2000 to be awarded to the chapter building fund. Treasurer's report accepted.

Board of Directors Chair Larry Bishop proposed a discounted chapter membership fee for students, similar to the system used by EAA national. After some discussion, it was decided to bring the matter before the board of directors at their next meeting, to determine how to define a "student" and what the fee should be.

Chapter membership applauded Don Roberts for his work in getting a new chapter sign on our hangar. The chapter secretary thanks Don and President Frank Wilcox for tracking down my wandering air compressor, which has been missing for many months.

Budget and Finance Committee Chair Dennis Kaas reported that expenses for chapter building, including things like electric bill, insurance, ground lease, etc. came to \$2400 last year. May be higher next year due to air conditioning bills and other expenditures.

Promotion and Publicity Committee Chair Joel Levine reported that chapter members washed six aircraft after the monthly pancake breakfast last weekend, which happened to coincide with the Fourth of July. Next month the pancake breakfast program will be a soaring seminar, complete with a glider flown into the airport. Joel has posters promoting the various chapter events, and urged members to help distribute them. Joel also reported that he has keys to the chapter building, which can be issued to new members for a fee.

NavCom Editor and chapter Webmaster Joe Reed reported that as of meeting night the chapter has 157 members.

Food Service Committee Chair Mike North, limping after a scuffle with an 800-lb Coke machine, said he could use some extra volunteers to help provide lunches for Alexander Sportair Workshops, to be held over the weekend in the chapter building.

Social Committee Co-Chair Jeanne Miller said the chapter's annual post-Oshkosh bash will be held the regular chapter meeting night, Friday August 14. Date was chosen by vote among chapter members present.

The chapter has its own popcorn machine, thanks to Scroungemaster David Posey. His next trick will be to conjure up a water fountain. The chapter already has a soda fountain, thanks to Mike North.

Chapter President reminded members to post on chapter chalkboard if they're going to Oshkosh, and if they might have an extra seat in a car or plane for another member.

Greg Jannakos will be showing aircraft to visually impaired

youngsters on Thursday, July 16, from 9:30 a.m. to 1 p.m. He could use a few volunteers to help with this visit, as well as a high-wing and a composite aircraft. He also reported that the next project visit would be to Dick Seiders' RV-6a, on July 18. Directions are in the NavCom. Dick has the quick-build version of the popular RV kit.

Acting Fly-Out Flight Leader Joe Reed said he will lead a formation to Gainesville for their fly-in July 11. The next fly-out will be to Luthersville, GA, August 15, for a fly-in hosted by EAA Chapter 6.

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## *His car was old..... Continued from page 1*

At about 200 ft I told him to go ahead and put his feet on the rudders and take the yoke. I don't normally let pax have that much control that low, but I had a good feeling about him. Sure enough, his hand was as steady as mine. The touch and goes could wait - I was going to let him play.

We flew around low and slow for maybe half an hour. He was amazed how little rudder the TriPacer needed until I explained about the bungees. He had a bit of trouble at first holding altitude in turns - he would pull the nose up as he rolled in and climb. His experience with heavy, marginally powered planes showed. Despite decades of inaction, he was still very obviously a pilot.

And the stories he had. He had seen those white cliffs of Dover, nursing home a twin engine bomber with the control linkages to one engine shot out, the hydraulics gone, one engine stuck at 35 inches. He circled over the field while the crew pumped down the gear, but nothing he did would change the power setting. He didn't want to land single engine so on his turn to base he pulled back the good engine, stood on the rudders along with his copilot, and used differential thrust to turn final. Then he simply killed both engines and landed dead stick.

He had stories of his primary training in a Taylorcraft, flying backwards in a stiff wind and landing in pastures for practice. He told of a time when he had picked his field and was coming up short. He was waiting for the instructor to call the go-around until finally, at about 50 feet, he called it himself. Instead, the instructor took the plane, dove into ground effect, flew to the fence, popped over it, and landed in the field. I wondered what people would think of that now. All the while, as he told the stories, he was flying the plane with a smoothness that was coming back.

Eventually we went to a local field so I could shoot my landings. I don't generally practice emergency procedures with pax but he was different. I idled the throttle and flew my pattern in emergency mode, staying close and high and then slipping off the extra altitude. To him it seemed perfectly normal. Of course you idle the throttle and control glideslope by slipping - how else would you do it?

*Contained on page 7*





# Events Calendar



**Saturday, Aug. 15**

**Dawson, GA**

EAA Chapter 354 monthly pancake breakfast fly-in at Dawson Municipal Airport (16J). Call Ron Acker at 912-888-2828 for more information.



**Saturday, Aug. 22**

**Memphis, TN**

EAA Chapter 182 monthly fly-in breakfast at General Dewitt Spain Airport (M01). Contact Gilbert Pierce at (901) 755-3060 or [gilpierce@aol.com](mailto:gilpierce@aol.com) for more information.



**Saturday, Sept. 5**

**Lawrenceville, GA**

EAA Chapter 690 pancake breakfast fly-in and aviation program at Gwinnett County Airport (LZU). Breakfast 8-10:30 a.m. Contact Joel Levine at (770) 394-5466 or [jlevine@akorn.net](mailto:jlevine@akorn.net) for more information.



**Friday-Sunday, Sept. 11-13**

**Falls-of-Rough, KY**

22nd annual Sport Aviation Weekend at Rough River State Park (2I3). Plane camping, aircraft judging, seminars, awards banquet, doorprizes. Sponsored by Kentucky chapters of EAA. Call (800) 325-1713 or (502) 257-2311 for more information.



**Saturday, Sept. 12**

**Muscle Shoals, AL**

EAA Fly-In at Muscle Shoals Regional Airport (MSL). Call James Thompson at 256-757-1165 for more information.



**Saturday, Sept. 12**

**Sparta, TN**

Fly-In Barbeque at Upper Cumberland Regional Airport (SRB). Door prizes. Call Tony Slater at 800-961-4299 for more information.



**Saturday-Sunday, Sept. 12-13**

**Atlanta, GA**

Innaugural Wings over Dixie Airshow at Peachtree City-Falcon Field (FFC). Airshow and warbirds. Sponsored by Dixie wing of American Airpower Heritage Foundation. Call Jim Friday at (770) 631-2469 for more information.



**Saturday-Sunday, Sept. 12-13**

**Camden, SC**

Second annual Palmetto Aeroplane Classic at Woodward Field (CDN). Judging, awards, camping, airplane rides. Sponsored by EAA Chapter 1132. Call (803) 432-3095 for more information.



**Saturday-Sunday, Sept. 12-13**

**Winston-Salem, NC**

1998 Air Classic Airshow at Smith Reynolds Airport (INT). Theme is Women in Aviation. Harrier demo and static displays. Call 336-661-1363 for more information.

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





## Technical Corner

On July 18,, 1998 fourteen people had the pleasure of visiting Dick Seiders' new project, a RV6A Quick Build. Dick has converted his garage into his airplane factory, which is completely finished in the inside so that he can enjoy the winter months with his project. Dick even painted the floor. Will look forward to visiting this project in about another year, providing it's not flying by that time. Thanks Dick for opening your factory to us, and thanks for the coffee, cold drinks, and donuts.

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## Flying Start Facts

Last November we got our first pilot to matriculate from a Flying Start program, his name Tom Rispens.

In the month of June we got our first international member, Paul McAllister from Sidney Australia who was transferred to Milwaukee on business. He got his certificate with Eric Whyte, EAA and NAFI member being his instructor.

Jon Cumpton from Lake in the Hills, IL. got his private pilot certificate in July. Vern Jobst was his examiner, and Ole Sindberg his instructor. All three are EAA members in Illinois.

Just this last week, we have our first female pilot, Michelle Blankenship! Michelle was inspired by her Grandfather, who was a military man, to get her license. Michelle is an EAA member from Lawrenceville's Chapter 690!

Forward information about a Flying Start Student you know to Sue Adams, Flying Start Coordinator, , so that we can recognize them in their achievements. There is something exciting brewing, and I want to be able to make sure that we give everyone the opportunity to be recognized for their efforts.

Sue Adams EAA Flying Start  
AirVenture '98 Co-Chairman



## Center For The Visually Impaired visits Chapter 690

By Greg Jannakos

On the morning of July 16, Chapter 690 had the pleasure of hosting a visit to our hanger and viewing of our aircraft by a group of youngsters from the Center For The Visually Impaired. The youngsters aged ranged from two months to early teenagers and were accompanied by one or both parents. In all we hosted forty-two people. The youngsters got to sit in and try their hands at the controls of the aircraft, as well as viewing, touching and feeling both the outside and inside of the aircraft. Many thanks to the EAA690 members who hosted the group: Mary Bromberki, Barney Barnes, Ed Tamas, Sue Adams, Greg Jannakos, and better late than never Duane Huff. Special thanks to Mary and her husband, brand new members, for opening up their Piper so that the children could actually sit in and touch and feel what an airplane is all about. Mary even had the children put on the headsets and listen to the control tower. All in all everyone seems to get what they came for, and especially the club members. It was a 'Feel Good' time for all of us.

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## His Car Was Old...*Continued from page 5*

The look in his eyes... It will always haunt me, I think. Both joyful, at being back in the air, and, somehow, wistful. Why did he stop flying, as so many did when the war was over and they left the service? I'll likely never know; somehow it seemed wrong to ask. He had his reasons, I'm sure. Maybe good ones, maybe not. Did he regret his decision? I don't know. But he was there in the glory days. He saw a kind of flying that most of us will never see. In a way I really envy him.

I hear a lot about how important it is to give a kid a ride. And I guess that's right - they are the future of aviation. And in a way, I guess what I did had no practical purpose, unlike a Young Eagle ride or some such. He is likely too old to ever fly again. He is not the future of aviation - merely a bit of its living past.

I hope never to say goodbye to the sky, but sometimes life doesn't quite work out as we might wish. And I hope that if I'm ever that old man, hanging around the airport, watching the planes, some kid will give me a ride. For old times sake.

Michael Masterov PA-22-150 N3653P "Patches"



# Classifieds

**For Sale:** Anyone interested in Lycoming 0-320 cylinders please let me know. I am changing the present ones for a 160 hp conversion. Bill Bailey 770-934-7756

**For Sale:** Lycoming 0-235-C1B 1608 Hrs TTSMN, Mags and Carb \$4000 OBO Don Glasser 770-975-0977

**For Sale:** Bowers Flybaby 90-95% completed. Includes A-65 engine, A-65 instruments mounted. Lots of extras included with sale. \$6000 OBO. Call John 912-272-7718

**Wanted:** Good, low cost, panel mount 360/720 radio, 12 volts. Greg Jannakos 770-277-1637 gpjann@mindspring.com

**Wanted:** I am interested in buying a complete set of A&P hand tools as specified by Delta Airlines for their mechanics. Joe Cox 770-393-2193

**For Sale:** Complete Q2 kit, all parts, supplies and avionics for sale. Asking price \$2500.00. Bob (770) 656-5346 goldnhome@prodigy.net

**For Sale:** BRAND NEW 0-320 A2D 150 hp with lots of accessories like starter, baffles, oil cooler and lines, carb with all AD updates, fuel pump, mags and harnesses. This is a conical mount. COMES WITH factory fresh metal SENSENICH prop 74/58 and prop bolts. Will sell the whole caboodle for 15,750. Gary Polizzotto 770-507-9050 w-404-523-1000

**For Sale:** A&E 11'-6" Catalina 2500 Awning for Popup Camper Aluminum Case with fold out self supporting supports \$250.00 (770) 339-3674 Alan or Sherry Langford

**For Sale:** Vans RV-6A sliding canopy Quickbuild Build kit for sale. Inventoried and complete with plans and manual, minus the emp and finish kit. Wings, fuselage, flaps, and ailerons are mostly riveted. Includes electric flap, all flight controls, and hardware. Has been inspected by an A&P/RV builder. Will sell for less than Van's price. Prefer you pickup since I cannot ship - a couple of trips in a pickup truck will do it if you are local to the Atlanta area. Save on the retail price, shipping charges, crating charges, and get a big jump on the project. Contact Chris Browne at 770-441-5158 (work) or 770-887-5642 (home). Email: Cbrowne714@aol.com

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August Meeting  
Friday, August 14  
8:00pm at the Chapter Hangar

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