



# NavCom

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

May 2001

## Wings Weekend

Chuck Miller

"I promised to let you know the status of the insurance for our Wings activities. I am pleased to report that we have received the Class I coverage for the chapter, and an additional policy that covers us in the event of a problem in other activities that weekend. There was no cost to the chapter for the additional coverage.

This should put to rest our concerns and allow us to have a great time that weekend. Sue and staff have worked harder than ever to bring together a first class event. The programs are excellent and the activities are all intended to make us better pilots. Get involved and get registered."

Thanks  
Chuck Miller  
President, 690

The seminar schedule has been posted on the Chapter Website as well as the Wings Website. You must be registered to attend the seminars, exhibits and/or to fly. Please don't miss an opportunity to participate. This should be an absolutely fantastic aviation weekend!  
→

## Young Eagles

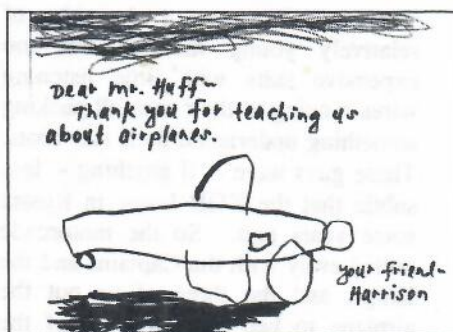
By Will Morris

April has been a month of activity and with it history has been made. Thanks to the pilot's and volunteers participating in Young Eagles, several young people have been formerly indoctrinated into the wonderful world of aviation. For the pilots the rewards



Photo by Jeff Putnaube

are obvious. Those smiles and "head in the clouds" look that so many leave with make it all worth while. Duane Huff is no stranger to witnessing these first hand experiences. In a recent letter from Harrison Mead the words he wrote said it all. (See Picture Below) Who knows where these flights may lead. The next Charles Lindberg, the next Amelia Earhardt? Only time will tell. In the mean time the pilots and volunteers at EAA 690 will continue to make the dreams come alive. →



## EAA 690 HANGAR DANCE

By Jeanne Miller

The date has finally been selected, the EAA Annual Hangar Dance will be

held at the GMD Aviation Hangar on October 6, 2001 from 8:00 p.m. -12:00 p.m.. The Atlanta Blue Notes will be playing their sentimental and exciting 1940s swing music. We have been offered free dance lessons from Mr. Brian Spinsley of the Locurtos Ballroom studio. We need to find out how many people would be interested in taking these lessons and what would be the best timing - a one day workshop (3-4 hours) or 4 separate one hour classes spaced about a week apart. Please e-mail me or call me to let me know if you are interested. My home e-mail address is [jmmiller@bellsouth.net](mailto:jmmiller@bellsouth.net) - home phone is 770-729-1840 - cell phone is 770-313-0563.

If you are interested in finding out more about the band or the dance studio, the web site for the Blue Notes is: [www.mindspring.com/~blunotes/](http://www.mindspring.com/~blunotes/) Brian's website is: [www.locurtosballroom.com/studio\\_frame.htm](http://www.locurtosballroom.com/studio_frame.htm) →

## Gorbi!

By Harry Ballance

On Tuesday, a couple of weeks ago, I had a rather interesting charter for a four day period. Last week, Steve, the Director of Operations for Georgia Jet, called me up and said that he had a rather high profile charter for this week, and did I ever have, at any time in my life, a security clearance. I related that I had one a gozillion years ago when I was a tender, young 1st Lt. in the service of my country. To which he then said that as a result of the potential charter, I was probably going to have some sort of "routine background check" done on me, and



had I done anything along the lines of Bill Clinton to get it revoked. I replied that I was pretty much an innocent, and was rather curious as to what the chatterer was all about. He then let me in on the fact that the prime passenger on the special charter was to be none other than Mikhail Gorbachev, the former President of the Soviet Union and the one responsible for tearing down the "Iron Curtain." I must admit that I experienced a certain amount of disbelief that it would ever happen, but I thought that it would all be very interesting. I mean that Gorbachev, in his heyday, controlled more raw power than any man in the world. Period. He could launch a preemptive missile strike at any time against any place; he controlled the largest armies and navies in the world, and did not have the system of checks and balances to constrain him that we in the western world have associated with our aggressive tendencies. However, a little study on the Internet indicates that he renounced all of the power in favor of the more altruistic goals of Glasnost and Perestroika.

So on Tuesday, it all came about. Bob and I ferried from LZU to ATL at 07:30 in the morning for a 09:00 departure to Denver (APA). It was the first time I had flown into ATL since my retirement, and I felt rather melancholy about my reentry. The Challenger is a lot smaller than the MD-11, but the basic techniques were the same. As one relatively experienced airline pilot told me when I first started flying for Delta, one doesn't look behind them to see how large the aircraft is that they are piloting. President Gorbachev and his entourage arrived a little bit late, but they were all, except for one apparent KGB bodyguard, very cordial, although most of them spoke little or no English. That was okay, because I spoke no Russian. We loaded them all on the aircraft and sallied forth to Denver for his speaking engagement.

Somehow, I just assumed that since he was on a speaking tour, President Gorbachev spoke fluent English. After two days, thus far, on the road with him, I don't think so. He smiles a

lot and one thinks he understands, which he actually might, but everything is basically done through one of several people with him who speak English and Russian. I sort of wonder how a man who doesn't really speak English goes on a speaking tour in America. This morning in Denver I asked Pavel -- one of his assistants and a man of obvious military lineage -- if he would pose for some candid pictures with Gwen, the Flight Attendant, and me. I sort of wanted to set up the shots, but all I got was something like "Let's do it NOW," so we did it now. Pavel -- and I'm not certain whether he did it in the spirit of Glasnost or out of concern that my Nikon was actually a concealed weapon -- used my camera and took a one picture of each of us with the former President of the USSR. Security out of Denver was sort of lax, but coming into Norman, Oklahoma, it was as if they emptied all of the donut shops within a hundred mile radius of Oklahoma City of cops. Every cop in Oklahoma wanted to have something to tell the boys at the bowling alley. There was a news helicopter taking footage of us on final approach, and lots of people doing the same from the ground. The security and limousine procession looked a little more like what I would have expected for someone of Gorbachev's stature. Then, too, there were a whole slug of relatively young men in not too expensive suits with little listening wires running to their ears, all packing something underneath their suit coats. These guys were -- if anything -- less subtle than the KGB I saw in Russia some years ago. So the motorcade pulled away with the Captains and the Kings, and the three of us put the airplane to bed and gave all of the leftover bagels and smoked salmon to the lineboys at Norman.

Tomorrow we go to BNA, where I will see my friends Steve and Brenda Sachs, and with luck, fly with him in his Stearman. I am also going to try to get "the MAN" top autograph his picture of me, so that I can hang it in the hallway next to the picture of me as a young "killer" 2nd Lt. who was pledged to save America from the

Godless communist hordes. Ah!, how age mellows one. He and his entourage are acutely very nice people. The man in charge of the speaking tour apparently likes me/us, and talked to me today about doing a six week flying engagement in the fall of the year for another high profile passenger. His take is that he likes the way I/we fly. He says that a lot of the young guys aren't as smooth, and they simply don't have the experience that a retired airline pilot has. Interesting that we can fly someone like Mikhail Gorbachev but we are too old to fly the great unwashed masses who use the airlines as their mode of transport. Is this a "Dictatorship of the Proletariat" or not? Charter flying, while certainly not anything as remunerative as Delta, has its interesting moments. More later.

Best, Harry Ballance.

The author retired from Delta Air Lines after thirty five years. He is a graduate of Washington and Lee University, with a BS in Chemistry. With Delta he served as a Captain on the MD-11, and flew the inaugural B-777 flight into ATL from London in May of 1999. He currently flies a Canadair Challenger for Georgia Jet, based in LZU. →

## EAA 690 April Meeting Minutes

*Chapter Secretary Tom Dubrouillet*

President Miller called the meeting to order and led the Chapter in the Pledge of Allegiance. Motion was made, & seconded to accept the March minutes as published in the Nav/Com. The motion carried. 25 members and guests were in attendance.

Frank Wilcox, reported on the building project. All the upstairs walls are framed out. Electrical conduits have been added to the outer wall. A work party is planned for April 28, to install tile in the tool room and kitchen area. 6 to 8 volunteers are needed.



Thanks to Bob Zahner for installing a new water heater. The unit is operated by a timer located in the bathroom.

Membership Chairman Dale Schonmeyer reported that we have 151 members paid up for year 2001, and one paid up for 2002, and 2003!

Publicity Chair Joel Levine reported that the Wings Weekend is May 4, 5, 6. Chapter 690 had articles about us in the Southern Aviator and the Flyer. June is the Poker Run, July is an Airplane wash.

Young Eagles Chair Duane Huff reported that Chapter 690 has 30 YE to fly on Sat April 14 we need pilots and ground crew. And we still need one more young person to send to the Oshkosh Aviation Camp.

Frank Wilcox reported for Greg Jannakos that we need a volunteer work party on Thursday May 3<sup>rd</sup> to move tables, and chairs across the airport for the Wings Weekend. There are also two project visits scheduled for April 28. A Stits Flitterbug, and a Pietenpol see the NAV/COM for details.

**OLD BUSINESS** – No old business.

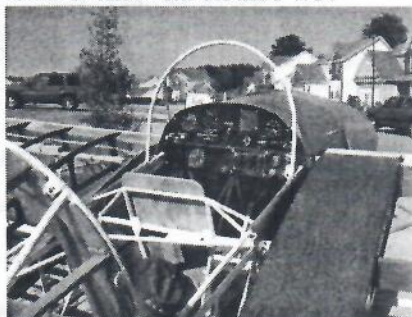
**NEW BUSINESS** – Chuck Miller informed the Chapter that as of this meeting, the National EAA has not accepted 690's request for insurance coverage for the Wings Weeked. The issue was opened for floor discussion. Several points and issues were discussed. The discussion was tabled pending Joel speaking to Sue Adams and Chuck talking to National EAA early next week. If the Chapter is required to vote on any further action on this issue it will be facilitated via email. (See Wings Weekend article which announces the resolution of this matter)

Duane Huff is organizing a Chapter Fly Out to a field about 30 miles north of Knoxville, TN to visit the restoration of one of the P38's rescued from the ice. The planned date is May 12<sup>th</sup>. Call Duane for details. ➔

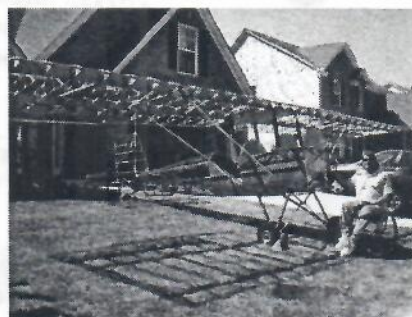
## EAA 690 Project Visits

By Greg Jannakos

Saturday, April 28, we had a chance to visit two projects back to back. The first on was Dave Ostergaard's Stits Flitterbug, to be powered by a Continental A65. Dave is almost ready to cover and work on the FWF.



Second was Paul Morton's Pietenpol, to be powered by an Continental O100. Paul is nearing completion of the framework and covering the control surfaces.



Included are pictures were taken during the visit. ➔

# 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 preferably in an MS Word format, however ASCII format will also be accepted. Pictures can be in almost any format. Submit via email to: [willow55@atl.mediaone.net](mailto:willow55@atl.mediaone.net)

or mail to:

**William Morris**  
2347 Melinda Dr.  
Atlanta, GA  
(404) 325-8982

**Deadline for submissions is the SUNDAY BEFORE THE PANCAKE BREAKFAST**

THE NAVCOM is edited by Will Morris and published by Dr. Debi Huffman. Also thanks to Barney Barnes and his merry band who fold, staple, mutilate and mail the NAVCOM each month.

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

**President:**

Chuck Miller 770-729-1840  
[chuckmiller@email.com](mailto:chuckmiller@email.com)

**Vice President:**

Jim Lyons 770-343-8483  
[jflyons@flash.net](mailto:jflyons@flash.net)

**Treasurer:**

Charlie Sego 770-736-3900  
[csego@yahoo.com](mailto:csego@yahoo.com)

**Secretary:**

Tom Dubrouillet 770-640-5573  
[tomcat588@aol.com](mailto:tomcat588@aol.com)

**EAA690 Hangar:** 770-339-0804





# Events Calendar



Visit the EAA 690 Website at <http://www.eaa690.org>

May 5 - LAWRENCEVILLE, GA - Chapter 690, Wings Weekend & Pancake Breakfast, 770-613-9501, [jlevine@akorn.net](mailto:jlevine@akorn.net)  
 May 5-6 - FORT LAUDERDALE, FL - 2001 Air & Sea Show, 954-527-5600, [www.airseashow.com](http://www.airseashow.com)  
 May 6-12 - MARATHON, FL - Florida Race Pilots Assoc sponsors the 17th Annual Great Southern Air Race, [www.airracing.org](http://www.airracing.org), 904-325-3175  
 May 11 - PUNTA GORDA, FL - Chapter 565 Fly-In/Young Eagles Rally, 941-627-1700, [thaverv@earthlink.net](mailto:thaverv@earthlink.net)  
 May 12 - PRATTVILLE, AL - Prattville Airport sponsors a Spring Fly-In, <http://prattvilleairport.8k.com/>, 334-365-3508  
 May 19 - PALM BEACH, FL - Chapter 203 Breakfast/Young Eagles Rally, 561-818-9100  
 May 19-20 - HUNTSVILLE, AL - Chapter 190 Annual Fly-In/Young Eagle Rally at Moontown Airport (3M5) 256-880-8136, [phantom-ii@usa.net](mailto:phantom-ii@usa.net)  
 May 26 - COLUMBUS, GA - Chapter 677 Young Eagle Pancake Breakfast, 706-587-3563  
 June 2 - LAWRENCEVILLE, GA - Chapter 690, Poker Run & Pancake Breakfast, 770-613-9501, [jlevine@akorn.net](mailto:jlevine@akorn.net)  
 June 2 - MARATHON, FL - Chapter 1241 Young Eagle Rally, 305-743-0835, [www.midkeyseaa1241.com](http://www.midkeyseaa1241.com)  
 June 8 - MURFREESBORO, TN - Chapter 419 Fly-In/Young Eagles Breakfast, [EAA419@aol.com](mailto:EAA419@aol.com)  
 June 9 - AUGUSTA, GA - Chapter 172, International Young Eagle's Day, 706-790-4365, [garner49@home.net](mailto:garner49@home.net)  
 June 9 - PUNTA GORDA, FL - Chapter 565 Pancake Breakfast/Young Eagle Rally, Charlotte County Airport, 941-627-1700, [thaverv@earthlink.net](mailto:thaverv@earthlink.net)  
 June 9 - ENTERPRISE, AL - Chapter 351 Fly-In, Elba Municipal Airport (14J), 334-897-1137  
 June 9 - INTERNATIONALLY - International Young Eagles Day, 920-426-4831, [www.youngeagles.org](http://www.youngeagles.org)  
 June 9 - SALISBURY, NC - Rowan Co. Airport (RUQ) Sponsored Boys & Toys Airport Fun Day, 336-752-2574, [lebrown@infoave.net](mailto:lebrown@infoave.net)  
 June 9 - LANCASTER, SC - Annual Spring Fly-In at (LKR), 803-283-2099  
 June 9-10 - WILMINGTON, NC - Coastal Carolina Air Show at ILM, 910-772-7983  
 June 9-10 - PELL CITY, AL - Chapter 1320 "Air Fair 2001," St. Clair Co. Airport, 205-369-9727  
 June 16 - HUNTSVILLE, AL - Chapter 190 Breakfast at Moontown Airport (3M5), [phantom-ii@usa.net](mailto:phantom-ii@usa.net), 256-880-8136  
 June 23 - MARIETTA, GA - Chapter 268 Fly-In Breakfast/Young Eagle Rally, 770-529-9023  
 June 23-24 - REELFOOT LAKE, TN - Chapter 453 & aviation enthusiasts sponsored Ultralight Gathering, 573-222-8555, [deckard@sheltonbbs.com](mailto:deckard@sheltonbbs.com)

Monthly Pancake Breakfast  
**EAA Chapter 690**  
**Lawrenceville Airport**  
**8:00 to 10:30 AM**



## First Saturday

May 5 - GA Wings Weekend ([www.wingsweekend.com](http://www.wingsweekend.com))  
 June 2 - Poker Run  
 July 7 - Airplane Wash

**NOTE: Monthly Membership Meetings will always be the Friday following the Pancake Breakfast at 8:00 PM unless otherwise noted.**



**2001**  
**Georgia Wings Weekend**  
[www.wingsweekend.com](http://www.wingsweekend.com)

**Friday-Sunday**  
**May 4-6, 2001**  
**@Gwinnett Co.**  
**Airport (LZU)**

## HELP WANTED

### Adult Air Scout Leader Needed

The Air Explorer Post needs our help. EAA 690 holds the charter for the post, provides a meeting place and some background support.

## 2001 EAA Calendars

Now available in the 690 Aero Shoppe.  
 Get yours now - and they make great gifts.  
 List price \$10.95. On Sale for \$10.00.



# Classifieds

Starting with the March issue of NavCom, we will be running ads for a total of 3 months. If you would like to continue the ad for an additional 3 months you must request it through the editor by e-mail, snail mail or phone call. There is no problem with keeping them running, but we need to get old ads weeded out or the new ads will become ineffective. All ads will be dated with month and year at the time of submission or renewal.

**For Sale:** 1 - David Clark H10-60 Headset - \$225.00 - Sigtronics Transcom II 4 way Portable Intercom - \$140.00 Alan Langford 770-339-3674 [alang@mindspring.com](mailto:alang@mindspring.com) 03/01

**For Rent:** One bedroom apartment on airstrip near Snellville. Tie down

available. Utilities and cable TV included with rent. No smokers. No pets. No Children. \$500 a month. \$550 furnished. Frank Wilcox 770-978-2403 or

[frankwil@mindspring.com](mailto:frankwil@mindspring.com) 03/01

**For Sale:** One seat pack parachute - \$300.00 Also, one wheel and 1 brake set for sale: McCauly 6.00-6, for Cessna 182 through 210, or homebuilt from 2,500-3,500 lbs. Forrest Wilson, 404-292-5613,

[forrestw@mindspring.com](mailto:forrestw@mindspring.com) 03/01

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

clear this other out. [He is looking for Hyperbipe parts, too.] Cecil can be reached at the Lafayette Airport at 706-638-7071. 03/01

**For Sale:** I would like to trade my shares in the Cessna 140 that the EAA690 --Stone Mountain Aircraft Restoration Team (S.M.A.R.T.I.) is restoring for a homebuilt project. The Cessna 140 is on the gear with the wings ready to recover and the engine ready to assemble. Contact me for details. I will consider anytype of project. Earl Evans, phone 770-229-8670 or e-mail at [Katgone@AOL.com](mailto:Katgone@AOL.com) 03/01

**For Sale:** Large Hangar Lot at Spring Valley Airstrip in Loganville. The associations owns the runway, which is great! \$15,000. Sheryl Black/Ken Sharp 770-979-4233 04/01

## Shorts Between the Headsets!

Following are accounts of actual exchanges between airline and control towers from around the World.  
Submitted by Tom Morgano

During taxi, the crew of a US Air departure flight to Ft. Lauderdale, made a wrong turn and came nose to nose with a United 727. The irate ground controller lashed out at the US Air crew screaming, "US Air 2771, where are you going? I told you to turn right on "Charlie" taxi way; you turned right on "Delta". Stop right there. I know it's difficult to tell the difference between C's and D's but get it right." Continuing her lashing to the embarrassed crew, she was now shouting hysterically, "God, you've screwed everything up; it'll take forever to sort this out. You stay right there and don't move until I tell you to. You can expect progressive taxi instructions in about a half hour and I want you to go exactly where I tell you, when I tell you, and how I tell you. You got that, US Air 2771?" The humbled crew responded: "Yes Ma'am". Naturally, the "ground control" frequency went terribly silent after the verbal bashing of US Air Flight 2771. No one wanted to engage the irate ground controller in her current state. Tension in every cockpit at LGA was running high. Shortly after the controller finished her admonishment of the U.S. Air crew, an unknown pilot broke the silence and asked, "Wasn't I married to you once?" →

A DC-10 had an exceedingly long roll out after landing with his approach speed just a little too high. San Jose Tower: "American 751 heavy, turn right at the end, if able. If not able, take the Guadeloupe exit off of Highway 101 and make a right at the light to return to the airport." →

It was a really nice day, right about dusk, and a Piper Malibu was being vectored into a long line of airliners in order to land at Kansas City. **KC Approach:** "Malibu three-two-Charlie, you're following a 727, one o'clock and three miles."

**Three-two-Charlie:** "We've got him. We'll follow him."

**KC Approach:** "Delta 105, your traffic to follow is a Malibu, eleven o'clock and three miles. Do you have that traffic?"

**Delta 105** (long pause and then in a thick southern drawl): "Well... I've got something down there. Can't quite tell if it's a Malibu or a Chevelle, though."



# Answers to last Month's Crossword

1	A	I	L	2	E	3	R	4	O	5	N		6	P	7	T	8	V		9	O	10	B	S
	N			11	A	E	R	O					12	I	N	T	13	A	K	E				
	G			14	A	V		R					15	L	T		16	T	A	T	A			
	L		17	N				18	I	D				O		19	L	O	Y	A	L			
20	E	21	L	E	V	22	A	T	O	23	R	T	24	R	I	M								
			A			25	R	C		26	I	A	C		27	B	E			28	P			
		29	P	30	I	31	T	C	H		32	D	G		33	F	O	L	I	O				
35	M	E	S	H		36	Y	D			38	E	39	S		40	M	A	S	H				
41	F	L	A	R	E			E					42	T	43	A	B	L	E					
	G		44	Y	O		45	R	S	46	C		47	A	T				E					
					48	T	49	R	I	C	Y	50	C	L	E	G	51	E	A	52	R			
53	E	54	L	55	A	T	E		E			56	A	L			X							
57	L	I	R	L			58	I	N				B		59	U	60	M					B	
		61	P	E	E	62	L	E	D			63	L	64	O	G	O						O	
65	I	S	A			66	C	A	S			67	E	X	H	A	U	S	T					

\*\*\*\*\***FOR IMMEDIATE RELEASE**\*\*\*\*\*

DeWitt Whittington  
Public Relations Chairman  
Virginia State EAA Fly-in  
406 N Mulberry St  
Richmond, VA 23220  
804-358-4333, fax 804-355-4424  
[n3850q@yahoo.com](mailto:n3850q@yahoo.com)

### **Free Oil Offer For Pilots Attending the 5th Annual Virginia State EAA Fly-in**

Richmond, VA - March 24, 2001---**One free case** of ExxonMobil Elite 20W-50 engine oil per plane will be given each pilot who flies his plane to the Virginia State EAA Fly-in. The ExxonMobil General Aviation Industry Manager-Americas, Steve Sunseri, today announced free oil as part of a major sponsorship commitment to the 5th Annual Virginia State EAA Fly-in scheduled for June 9-10 at Dinwiddie County Airport (PTB). **The case of free oil will only be available for pickup on site and will be limited to supplies on hand at the fly-in.** Pilots who register will also be offered the opportunity to be contacted later for announcements of other ExxonMobil promotional savings and offers.

In addition , ExxonMobil will be providing the smoke oil and Elite engine oil for the air show performers . Of particular interest to pilots and plane owners will be a technical forum presented each day on oil and lubricants. Elite 20W-50 is a semi-synthetic piston engine oil with exceptional anti-rust and anti-wear characteristics and is the first new oil certified for the general aviation market in over 10 years. It is fully certified and compatible with all current piston engine oils available on the market.

The 5th Annual Virginia State EAA Fly-in's home for the fifth year is the Dinwiddie County Airport (PTB). The airport's 5000 foot runway will be augmented by a parallel grass runway for ultralights and a powered parachute circle. The fly-in is a growing East Coast event offering a full range of activities including a daily air show and pancake breakfast, vendors, forums, aircraft judging, children's tent, Young Eagles flights and a Fly Mart. Further information is available from [www.vaeaa.org](http://www.vaeaa.org) or by calling 804-358-4333.



Dr. Debi Huffman  
Executive Director  
EAA State Fly-In  
14000 Highway 21  
Norcross, GA 30092  
Phone: 770-447-4434  
Fax: 770-447-4434

## Free Oil Offer For Pilots Attending the 5th Annual Virginia State EAA Fly-In

Richmond, VA - June 24, 2001 - The first year of ExxonMobil Elite 10W-50 engine oil per plane will be given each pilot who flies his plane to the Virginia State EAA Fly-In. The ExxonMobil General Aviation Industry Manager, Steve Sanchez, today announced free oil as part of a major sponsorship commitment to the 5th Annual Virginia State EAA Fly-In scheduled for June 9-10 in Dinwiddie County Airport (PTW). The case of free oil will only be available for pickup on site and will be limited to one case per plane. Pilots who register will also be eligible for a special opportunity to be contacted later for announcements of other ExxonMobil promotional programs and offers.



# NavCom

May 2001

Published By: Dr. Debi Huffman  
Edited By: Will Morris  
2347 Melinda Drive  
Atlanta, GA 30345



**Bishop, Larry**

6527 Rosecommon Drive  
Norcross, GA 30092