



# NavCom



## JUNE 2018

**News and Information about Chapter 690  
Experimental Aircraft Association  
Lawrenceville, GA - LZU**

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### **Pancake Breakfast Fly-In**

Next event July 7th 2018  
Breakfast begins @ 8:00AM

### **Chapter Business Meeting**

Next Event July 13th 2018  
7:30 PM-10:00 PM

### **Young Eagles**

Next event July 21st 2018  
8:30 PM—12:00 Noon

## Presidents Pitch

*By: Brian Michael*



I find myself writing the President's Pitch quite unexpectedly. Billy Stewart decided that it was in his and the chapter's best interest to step down as president. Personally, I haven't been a part of the chapter as long as many others, but I cannot think of any past president of the chapter who has opted to resign. I want to extend my most sincere thanks to all that Billy has done to help the chapter during his short tenure. We are now well on our way to having our lease renewal behind us. We also have a good start to finding avenues to fund the many initiatives we'd like to undertake regarding our youth programs as well as other chapter functions via the newly formed fundraising committee.

I'm hoping to only be serving as president temporarily. My time will come, but now is not the right time. As of the writing of this message, Randy Epstein, Gay Roberts and myself are compiling a list of candidates who are willing to serve as president of the chapter. Our by-laws require that we have up to 3 candidates. Once we have a list of candidates, we will hold an election to have the winning candidate serve the remainder of Billy's term.

In other news, over the past month we've held several Young Eagle rallies and our annual summer camp. The first Young Eagle rally was for the Tuskegee Airman summer camp. I personally was not able to attend, but I've been told the event was a success. In return, the Tuskegee group brought lunch for all who took part. The very next day several chapter members headed up to Triple Tree for the first annual Young Aviators Fly-in. And last, but not least, we finally managed to stave off the weather to hold our own Young Eagle rally on June 16th. In an effort to ensure safety at the rally, we've reinstated the pilot and ground crew briefings before the rally begins. Tom Hilborn had some great information to hand out to the ground crew, and hopefully both ground crew and pilots benefitted from the session. We will continue to improve upon this crucial part of our Young Eagle rallies as time goes on. Our annual Aviation Summer Camp wrapped up on June 15th. I'll have more about the camp in a different article. Many thanks to everyone who help make these events a success!

Our Board of Trustees is working hard on ensuring both hangars are satisfactorily maintained. During our discussions with the airport authority for renewing our lease of the hangars, the authority made it known that they expected to see certain maintenance steps performed on a regular basis. One of these items is ensuring the seals in the roof are adequate to prevent leaking. The Board of Trustees is in the process of assessing options, with a likely work party event to be scheduled in the fall of this year. If you'd like to help, please contact Louis Pucci.

As always, I'm looking for ways to make the chapter better. I'd love to have us hosting events and having the entire membership be active participants. If you have any ideas on things we can do, or bring back that we used to do, please send them my way.



# UPCOMING AVIATION EVENTS



## Chapter Events

Rich Programs, Rewarding Experiences, come join the fun.

### Pancake Breakfast & Program

The first Saturday of every Month  
Next event July 7th 2018  
Serving 8:00 - 10:00 AM (see pg. 3)



### Chapter Board of Directors Meeting

The second Tuesday of every Month  
Next Event July 10th 2018  
7:00 PM - 9:00 PM (see Notams for details)



### Chapter Business Meeting & Program

The second Friday of every Month  
Next Event July 13th 2018  
7:30 PM - 10:00 PM



### Young Eagles

The third Saturday of every Month  
Next event July 21st 2018  
8:30 PM - 12:00 Noon

### GARS Meeting (Gwinnett Amateur Radio Society)

The second & third Tuesday each Month  
Next events July 10th & 17th 2018  
7:00 PM - 9:30 PM



### Monthly Youth Ground School

Watch for EAA 690 Notams announcing future  
Youth Ground School Schedules



<https://www.facebook.com/groups/ea690/>



<https://www.instagram.com/ea690/>



<https://twitter.com/ea690>

## Upcoming Events cont. from pg. 2

### *Editors Note:*

Be on the lookout, there will be **"Special Edition Summer Camp NavCom"** in addition to your regular NavCom this month.

## **Pancake Breakfast July 7th**

Breakfast begins at 8 AM, Program begins at 10 AM

### **Guest Speaker: Mr. Richard Hogan**

Commuter Craft, LLC founder, Richard Hogan, has more than 35 years of profitable business experience in design, marketing and management, including several business startups. A pilot with a considerable kit-building background, he has completed advanced aircraft design courses led by world renowned designers. This wealth of experience provides a solid foundation for the company, now and into the foreseeable future.



Since 1991 Mr. Hogan has held a private pilot's license, and is deeply involved in the aviation community, including as an EAA chapter officer for 18 of the last 23 years. Mr. Hogan has worked diligently to create an advanced line of transportation vehicles and possesses the necessary education and experience in physics, aeronautics, materials engineering, business and technology to successfully launch this company.

**All You Can Eat Pancakes, Biscuits & Gravy, Sausage, Orange Juice and Coffee  
Only \$7.00**

**Join us for great food, good company and entertaining programs.**

## **Summer Camp Guest Speaker Mr. Vince Oviedo**

Currently I have approximately 36 cumulative years as an Air traffic controller. I started my career in the United States Navy in 1976, spent 12 years there and got out in 1988. I worked as a controller for NASA at Wallops Island Flight Facility in Chincoteague, VA. In 1996 I relocated to the great state of Georgia and have been here at the Lawrenceville, Gwinnett tower/airport since July 16th I will be celebrating 22 years of service here.

I currently reside in Braselton, GA with my wife. We raised five children, 3 girls and 2 boys, all of which have grown and flown the coop so to speak. For me, Air traffic control is one of my life's passions. I can't see doing anything else. Thank you again and we will see you on the 12th.



Events cont. on pg. 4

## Chapter Events and Happenings

### Triple Tree Aerodrome Young Eagle Rally – June 08, 2018

**By: Kathi Parks**

When I was first approached about our chapter hosting the Young Eagle Rally during the Young Aviators Fly-In, I was anxious. My big fear was weather. Not much we could do about it, but, just the same, didn't want to think about disappointing potential Young Eagles. The stress accelerated when we began recruiting pilots and volunteers. EAA Chapter 249 jumped on board to manage since they were very close to Triple Tree. Then EAA announced International Young Eagle Day Worldwide (!) June 9th. With so many eventful things happening at Triple Tree on the 9th, our Rally was changed to the 8th. That was the best news we could expect! Then we were reminded about pilots occasionally have to work for a living, had other commitments, and/or were out of town. Throwing caution to the wind, I knew we would get the pilots and volunteers to fly the Young Eagles. The weather was gorgeous, the volunteers were generous, and we were the first event to jump start the Young Aviators Flyin at 0900am on June 8th.

Thanks to Dale Ellis, Young Eagle Co-Ordinator of EAA 249, we had the perfect fly-in area that did not conflict with any other space, safe and sound. Thanks to Billy Stewart, President of EAA 690, we had the computer and printer to create logs, registration forms, and certificates! Our dedicated ground crew, Hugh Colton, Louis Pucci, Nate Griffith, and Bob Krone, all drove up from the Atlanta area. They made sure to keep the kids in the designated areas until they could board the aircraft. EAA had their video team filming several kids. Parents and Grandparents were beaming! We had 10 planes – mostly RVs- arrive in time to kick-off the first International Young Eagles Rally. We had 42 youth - Scouts, Aviation Enthusiasts, Recruits and dedicated future pilots that flew throughout the day. Our 1st Young Eagle was Conner Brettschneider, an 8 year old who made friends with his pilot, Tim Crouch, quickly. I'd like to see what he is flying in 10 years!! Kudos to Mary Kight for assisting me with the registration. It started out slow until we had a long line! Everyone put forth effort to pitch in. All in all, everyone maintained their calm, and we're very happy to say it ran smoothly. Cayla McLeod and Ryan Hunter, the creators of this big event, checked in to make sure we had everything we need and take notes to apply to next year's Fly-In. The date is not definite, but with these two at the helm, it will happen!

It is with gratitude that we acknowledge the following pilots that flew 42 Young Eagles:

Tim Crouch – EAA Chapter 249; Jared Yates- EAA Chapter 731; Jeff Gold – EAA Chapter 249; Vic Syracuse – EAA Chapter 2568; Randy Mayfield – EAA Chapter 249; Gordon Fowlkes – EAA Chapter 690; John Morgan – EAA Chapter 690; Danny Kight – EAA 249; Dale Ellis – EAA 249; Stanley James – EAA Chapter 1047; John D. Young- EAA Chapter 825; and Pat Finucane – EAA Chapter 249.

Thanks to all that made this happen. As they say it takes a village . . . but we had a great time!



This young man was our First Young Eagle at Triple Tree Aerodrome, Connor Brettschneider. Eight years old, his mind is made up, he wants to fly!



Events and Happenings continued on page 5

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## Board of Directors Report

***By: Brian Michael, Chairman of the Board of Directors***

The Chapter's Board of Directors met at the chapter hangar again with a full agenda of items to discuss. Since we really were not able to discuss many items back in May, we had a lot to catch up on. Up for discussion was the Tuskegee Airmen Young Eagles Rally, and the Young Aviators Fly-in, as well as our own Young Eagles Rally. Thankfully we were able to get in all three events, as we're running a little behind this year in flying Young Eagles, due to weather. Our Youth build program is doing amazing with over 4,330 total hours accumulated by our youth in building and learning about airplanes. As I'm sure we all do, the board loves to hear the sheer number of positive things that are happening down in hangar #6.

Additionally, a few maintenance issues and their related costs were made known to the board. These were regarding seals for the door and roof to ensure the hangars are in good working order. No decisions have been made yet on accomplishing these tasks, but we are looking good for having them addressed well before they are an issue.

There has been a great deal of talk and interest regarding the RV-12. We all know that the chapter cannot operate a flying aircraft. The question remains, what will we do with it when the construction completes? At this point there are several options on the table, and each one is being carefully considered. The plan for now is to continue building on the RV-12 until it is completed, then look for a suitable owner, unless a buyer presents themselves before then. I think everyone involved is hoping to find a home for the RV-12 close to the chapter.

With regards to hosting aircraft, we were too late to get on the calendar for either the Tri-Motor or B-17 for this year, but in talking to the current owner of Ron Alexander's former DC-3, we're hopeful to host it for a day or two to give rides. Other events were discussed, like the low country boil and spaghetti dinner. No dates set, but hopefully we will be able to get something on the calendar soon.

Finally, the board did decide that it is in the chapter's best interest to keep hangars #1 and #6 going forward. The infrastructure that is already setup, the convenience of the locations, and the costs involved with making changes, were all important decision factors. Shortly after the board meeting, a memo was sent to the airport authority with our decision. That being the only outstanding question the airport authority had for us means that now all we can do is wait for their official counter offer to our renewal proposal.



# My Experience at EAA Chapter 690

**By: Jeremy Welch**

On the 30th of March 2018 I was privileged to join the ranks of pilots by obtaining my Private Pilots Certificate. Even more so, I was honored to have met my long awaited goal at the youngest legal age of 17. I had prepared for and anticipated for this milestone for over two years by studying and putting forth every effort so that my goal would be met. Often I would sacrifice countless hours studying aviation material to prepare for my upcoming flight lesson or required test. All of these actions provided me with the outcome I desired, however, the road which my aviation journey traveled upon was not laid by my efforts, but by the support I received from the members of EAA Chapter 690.

The foundation of my aviation journey was Chapter 690's Youth Build Program and its mentors, who volunteer their time with the youth. The program was established so that youth like myself could be provided monetary assistance with the cost of obtaining a pilots certificate by participating with the construction of a Ultra-Lite Pietenpol. We are allowed one hour of flight training per every ten hours we work on constructing the plane. This is made possible through several flight instructors who volunteer their time to match the credit hours we have earned.

Every Saturday of the month, the build sessions are scheduled beginning at 9 am and ending at 1pm. We systematically proceed through the aircraft plans and complete each step as guided until the desired result is obtained. With each section complete (i.e. fuselage, wings, and empennage) the project begins to have the appearance of an airplane. What has been very inspirational to me has been the sacrifice of the mentors. Each Saturday morning they arrive ready and joyful to help the youth and most of them are at hanger #6 (where the plane building takes place) every session teaching us and sharing with us their vast knowledge of aircraft construction since May of 2016, I have been an active participant in Chapter 690's youth program. I have come from knowing absolutely nothing of how an airplane is built, nut and bolt sizes, operation of specific machines and tools, and precise measurements to being fairly comprehensive with the operation of aircraft construction. Reading the airplane building plans used to be extremely difficult and I would often be confused as to what exactly I was looking at, now looking at the plans and translating its information is like reading a book, or sometimes like a novel because they can still occasionally make my head spin. My work in Hanger #6 has ranged from sanding wood, cutting metal, installing control cables, to rebuilding an engine.

Ultimately, I have been afforded the opportunity many people never get the chance to do and it has provided me with experience which has translated into my flying and everyday life. Every time I move the elevators, push the rudder pedals, or command the throttle, when I fly, I know exactly what makes them move because of my experience constructing an airplane.

Another privilege which I was able to benefit from by participating in the chapter's youth program was the ground school, taught free of charge, by experienced chapter members. Each session provided me with a more in-depth understanding of all of the problems found in the Private Pilot Written Test. Not only did I gain knowledge of what to expect on the test but more importantly I was given fantastic tips which guided me along my journey to obtaining my Private Pilot Certificate, and still help me today. Their assistance proved to be valuable because I was able to pass my written test with a score of 98%.

Since joining Chapter 690 over two years ago, I have watched the youth program blossom into something extraordinary. Several more projects have been added which the youth are currently working on, including a full seize Pietenpol and a BD-6, along with the single seat Pietenpol which is nearly complete. There is now a waiting list to join the build program due to the increase in interest since the program was established. Ground school is offered, still free of charge, three times per month and over four youth belonging to the program are undergoing flight training, with hopefully many more to follow.

The chapter is constantly participating in aviation events, some of which I have had the opportunity to volunteer at. They include the Ford Tri-Motor and B-17 rides and the monthly Young Eagles rally all of which I have volunteered as ground crew for. After obtaining my Private Pilot Certificate I am committed to flying in the Young Eagles rally with the hope that my aviation journey will inspire others to pursue the same goals I have. Currently commercial aviation is undergoing a serious pilot shortage, so now is a time of success for aspiring pilots like myself. It is my dream that my passion for aviation will be a witness to others so that I can give to this generation of pilots what has been given to me by the members of EAA Chapter 690 and all those who have contributed to my aviation journey.

Blue Skies! Jeremy Welch

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## Chapter 690 holding Seventh Annual Summer Camp

**By: Gay Roberts**

The Camp was initially conceived by Dr. Debi Huffman in 2012 as a six year plan. Year one campers would attend 690's Alpha Camp for 12 and 13 year olds; year two these campers would attend Air Academy's Young Eagle Camp in Oshkosh. Year three, 14 and 15 year old campers would be back at KLZU for our Bravo Camp and year four these campers would go to Air Academy's Basic Camp in Oshkosh. In year five 16, 17 and 18 year olds would attend our Charlie Camp and the sixth year these campers would return to Oshkosh for Air Academy's Advanced Camp. While it is not necessary to follow or complete the six year plan we do encourage it. The Alpha and Bravo Camp emphasize hands-on experiences using tools to work with wood, fabric, and metal materials in the manner they are commonly used in aircraft construction. There are also sessions in Model Aviation, Drones, ATC, Airfoils/Wind Tunnel, Career Talks and helicopter basics for the Alpha and Bravo campers. Charlie Campers experience flight time and ground instruction, with cooperation from Bruce Buell, owner of Advanced Aviation. Thank you Bruce! We have added a second Charlie Camp for the first time this year! Thank you John Post, Fred Huppertz, Jeremy Welch and AeroVentures Flying Club for stepping up to facilitate the extra interest in the Charlie Camp!

Young Eagle credits earned by 690's pilots flying Young Eagles on the 3<sup>rd</sup> Saturday of each month are used to help defray the transportation costs of our youth going to Air Academy. This year 2018, we have 4 youth attending Air Academy camps in Oshkosh. Way to go campers!

**Editors Note:**

Be on the lookout, there will be "**Special Edition Summer Camp NavCom**" in addition to your regular NavCom this month.

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## Georgia Tech Project Update

On Saturday 2<sup>nd</sup> June 2018, EAA members and Georgia Tech students, Vaibhav Kumar and Raphael Blanes, presented their research project on making general aviation safer at the EAA 690 chapter meeting and pancake breakfast. Vaibhav and Raphael are members of the Georgia Tech Flying Club and have been awarded \$20,000 to find and solve problems in General Aviation. On, June 2<sup>nd</sup>, they presented their first prototype of Pilot Angel, a mobile application designed to assist the pilot in Aeronautical Decision Making when the pilot is fatigued, spatially disoriented, overwhelmed by task saturation and losing situational awareness. The Georgia Tech team believes Pilot Angel is the best solution to Loss of Control (LOC), the leading cause of fatal accidents in General Aviation (GA), especially in Experimental Amateur Built Aircraft (EA-B).

Pilot Angel is a mobile application designed to assist the pilot in Aeronautical Decision Making when the pilot is fatigued, spatially disoriented, overwhelmed by task saturation and losing situational awareness. Pilot Angel incorporates an emotional analysis artificial intelligence (AI) software based on face recognition to diagnose the emotional state of the pilot in real time. Psychological and Physiological condition of the pilot, in response to external environmental conditions such as inadvertent VMC to IMC or internal conditions such as fatigue, manifests as emotions which the AI can interpret and analyze. Using deep learning methodologies, the AI is able to detect emotions such as fear, panic, surprise, attention, fatigue and engagement level of the pilot and read facial expressions such as furrowing and raising of eyebrows and widening or closing of eyes. Pilot Angel can also couple with AHARS output from commonly used AHARS sources in ADS-B IN solutions used in Amateur-built aircraft such as Stratux and assist in upset recovery. The mobile application provides audible and visual feedback with direct instructions on corrective actions for the pilot. The corrective action is designed to aid the pilot in making sound aeronautical decision making and follow his/her training. Pilot Angel is easy to implement and scale on amateur-built aircraft. It requires a tablet and AHARS source which are becoming ubiquitous in general aviation. Additionally, it also requires a pilot facing camera and an audio connection to the headphone ¼" jack. They expect hardware to cost around \$400-\$500, excluding the tablet and AHARS source.

You can learn more about Pilot Angel on <http://Pilotangel.us> . The young students are eager to get feedback and advice from the EAA community. They are also building tools for Aircraft ownership and Maintenance tracking. Email them at [vaibhavkumar@gatech.edu](mailto:vaibhavkumar@gatech.edu) and [rblanes31@gmail.com](mailto:rblanes31@gmail.com) if you are willing to meet with them and share your ownership and maintenance experience.

Events and Happenings continued on page 8

# Heidi & Winston go to Cub Scout Camp

**By: Chuck Roberts**

As many of you know, Heidi and Winston had an appointment to appear at the cub scout summer camp in Monroe, GA today. Tom Hilborn and I took them over this morning and set up indoors (thank goodness for air conditioning!). We presented Heidi to the scouts first and were met with serious attention and good questions. Then we presented Winston; showing how he works and demonstrating how a test airfoil behaves in the tunnel.

The method of the summer camp class was explained so the scouts understood our summer campers experimented with their own airfoil designs, tested them in Winston, and then made another airfoil and tested that to learn how their modifications changed the performance. Again, absolute, constant attention and questions which showed they grasped the concepts and issues. Could not have been a better event for us. The individual scouts had even made, in advance, thank-you cards for us (I believe there are 15 in the stack).

After the "show" was over and Tom and I were packing up several of the adults came over and "oohed and aahed" over Heidi's design and construction. In my thank-you note back to them I will make sure they know we are eager to come back to show to other appropriate groups in their area. Another seed has been planted. By the way, the majority of the scouts are already age-eligible for Young Eagles.

We left the standard Y.E. brochures onto which Gay had stapled our chapter business card. The scout leader said she would make sure each parent got a copy. I made sure the scouts knew the business card has information on the back and to make sure their parents are told.

Tom and I felt this was an outstanding event for us.



## Update from Steven Agudelo

I just finished my first week down in NAS Pensacola and it really is living the dream. I want to thank you guys and all of EAA for your huge role in my career process, as of now there are 150 people in the pool to start flight training and I'm the only one that has a PPL. The average wait for the first stage (IFS) is 4 months but since I have my license I should be starting the second phase (API) in 5-6 WEEKS. This would have literally been impossible without your help. What you did for me and what you are all doing for the other students is truly remarkable.

My dream for EAA 690 is to come back to visit and the hanger be filled with shirt tails or at least if you guys could please have my Pietenpol finished up so I can test it out. Thank you all again.

Very Respectfully,

Steven Agudelo



## Chapter Pancake Breakfast Guest Speaker Award June 2nd, 2018



Welcome back Rick McCrary, Sled Driver and friend of EAA...Rick talk about some of his more interesting flights in the SR-71 including this engine explosion departing Andrews AFB; and an engine fire at speed and altitude over the North Atlantic ending with a 200kt single engine approach to minimums and landing on a snow packed runway in Norway!

Very entertaining with lots of follow up questions. Thanks Rick for taking the time to come back to 690 and, enjoy the prized speaker mug. Presented here by chapter president Billy Stewart.



## Please Say Thank You!

Your chapter is fortunate to have **Kathi Parks** working to provide interesting and pertinent speakers for our events. The next time you see Kathi, please tell her what a great job she is doing.

## Tuskegee Airmen Summer Camp

June 7th EAA Chapter 690 once again hosted the Atlanta Chapter of the Tuskegee Airmen summer camp and flew **27** youth as Young Eagles. This has become an annual event and we want to thank our pilots, ground crew and registration folks for volunteering their time and energy for this worthy activity.



## RUSTY PILOTS AT COBB COUNTY INTERNATIONAL-MCCOLLUM FIELD RYY

Saturday, July 14 9:00am - 12:00pm  
Kennesaw, GA

Instructed by AOPA presenter John McGonagill.

Life may have gotten in the way, but the dream of flight can be yours again. Returning to the skies is not as difficult as most rusty pilots think. We're inviting you back in the cockpit and will help you get there. Come and participate in this Rusty Pilots program with fellow lapsed pilots. We will help you understand what's changed in aviation since you last took the controls and brush up on your aviation knowledge. The Rusty Pilots program is developed by AOPA in partnership with local flight training providers in order to create the best environment for getting you back in the air and a part of the general aviation community.

It is easier than most people think – no FAA check ride or test. Might not even need a medical Plus, by attending, you'll be getting two to three hours of ground instruction towards your flight review!

Address: 1800 Airport Road, Kennesaw, GA 30144

Hosted By: SWT Aviation & Superior Flight School

Instructed By: AOPA Presenter John McGonagill

To pre-register for this event click here, event Website/Registration Link:

<https://ww2.eventrebels.com/er/Registration/StepRegInfo.jsp?ActivityID=25594&StepNumber=1>

Rusty Pilots Program Contact Email: [RustyPilots@AOPA.org](mailto:RustyPilots@AOPA.org)

Contact Phone: 301-695-2000

### **Editors Note: New Chapter Fund Raising Committee**

EAA 690 has formed a fund raising committee with the express purpose of facilitating the growth of our chapter. We have many programs that serve our community and without adequate funds going forward we cannot grow.

How can you help? Talk to your acquaintances and business contacts to see if their companies offer grants to charitable organizations (your chapter is a 501(c)(3) and as such donations are tax deductible).

**You don't have to ask for money**, we will do all the grant submissions and solicitations, we just need you to point us in the right direction.

Please send any contact info you have to Billy Stewart, [bssailor@bellsouth.net](mailto:bssailor@bellsouth.net)

**Chapter 690 Needs Your Help!**

# EAA 690 Membership Report

June 2018

**By: Randy Epstein, Treasure**

Our membership is currently at 251 consisting of 46 family memberships, 106 individual memberships, 4 paid students and 37 free students. New members this month are Russell and Alicia Young and Joshua Foster. Be sure to introduce yourself to them.

I am currently working through the rolls and will be purging members that remain unpaid and inactive. I will also be purging names from our non-member list. If you know a friend or acquaintance that is interested in aviation, be sure to tell them about EAA 690 and invite them to our next event.

If you haven't already renewed your membership payment can be made at [mkt.com/ea690](http://mkt.com/ea690).

Membership applications are available on [ea690.org](http://ea690.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.

New member's membership fee is prorated by month, which is listed on the back side of membership application. We encourage membership in EAA National Organization, dues are \$40 a year for individual memberships and \$50



We finally had great weather for our Young Eagles Rally. Sixty four Young Eagles (**64**) were flow and three (**3**) Eagle flights. There were 29 Young eagles that had flown before.

We had eight pilots flying and they were: Chuck Roberts 14 YE, 5 flights, John Post 4 YE, 4 flights, Bill Bell 6 YE, 2 flights, Jeremy Welch 7 YE, 3 flights, Fred Huppertz 5 YE, 2 flights, Chris Serra 12 YE. 4 flights, John Kimmons 12 YE, 4 flights, and John Morgan 4 YE, 4 flights. If I remember correctly John Kimmons and John Morgan flew the Eagle Flights.

Jeanne Ferguson, Gay Roberts, Shirley Oliver, Barbara Epstein and Aimee Michael were our Young Eagle Gals doing ALL the paper work that is necessary for our Young Eagle Rally's.

Duane Huff conducted our Pre-flight briefings. Ground Crew consisted of Tom Hilborn, Billy Stewart, Hough Colton, Jason Hilborn, Steve Mersal, Rich Hopkins, Brian Michael. Ben Davis, John Morrow, Dwight Sullivan, Frenke Rodrigues and Lee Olson.

Brian Michael did a pre-flight briefing with the pilots and Tom Hilborn conducted an orientation with the Ground Crew at the beginning of the Rally.

We all had a wonderful time and anyone is welcome to come help us. Many THANKS! To all these volunteers who make our Young Eagle Rally's successful.

For More information on our Young Eagles Program please  
contact Duane Huff: [duanehuff@yahoo.com](mailto:duanehuff@yahoo.com) or Wes Riddick: [wes.riddick@delta.com](mailto:wes.riddick@delta.com)

# Youth Program Update

**By: Randy Epstein**

The Ultra-Piet has been up on wheels for a few weeks now. Because of Summer Camp it had to be moved into the storage hangar temporarily. Last weekend it was moved back to the Bishop Education Hangar and we took that opportunity to get a picture of our current youth and mentors with it. This plane is the original project we used to kick off the youth build program. The pictures highlight the progress over the two and a half years the program has been in place. Three of our mentors, Joel Levine, Hugh Colton and Art Farmer have been with us the entire time and we must mention Rick Mathisen as the guiding light during the early part of the program.



Because of the dedication of the mentors, youth and CFI's at AeroVenture, primarily John Post and Fred Huppertz, we have minted two new private pilots, one of whom is now in the Naval Aviator program and we have two more on the way in the near future and several in the earliest stages of their training.

I hope all members of EAA 690 are proud of this program. It has put the chapter in the spot light with national organization and we are looked to when other chapters are looking to do something similar. We have had eighty-two young folks participate over the life of the program and we have seen these youth learn things they never imagined they might learn. We have parents that assist when they can with the mentoring which has been very helpful. We are always on the lookout for new mentors to join us. We don't ask that you volunteer every week, but any time you can give will be appreciated. Don't miss out on this opportunity to be a positive influence in a young person's life.



In March of last year we added the full-size Pietenpol to our projects and now a Continental A65 that will power it when it is complete. In August of last year we began construction on a BD-6 which added an aluminum airplane to our repertoire. The full size Piet was a donation of Joseph Pirkle and the BD-6 is a donation by the Bede Family Foundation. The addition of these projects allowed us to add youth to the program.

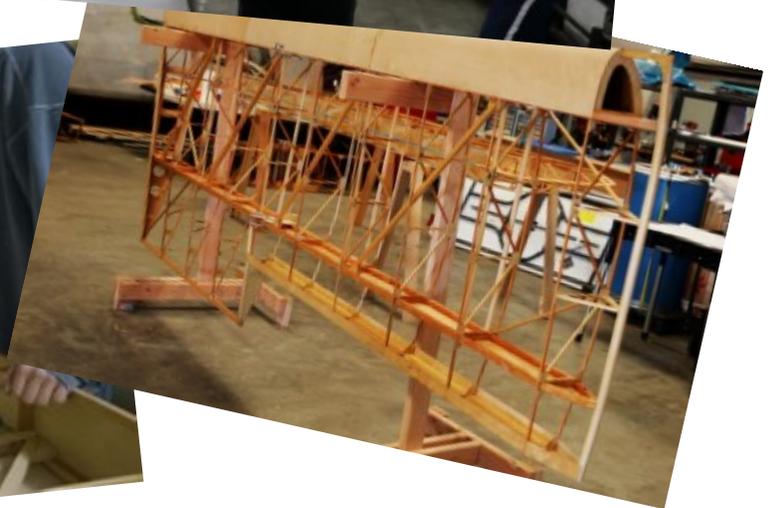
As always we are on the lookout for donations and fund raising ideas to keep this program moving forward. If you know of or work for a company that would be willing to donate please let us know. One of the best ways to get someone to donate is to get them out to the airport on the

third Saturday of the month so they can see our Young Eagle program in operation and see the youth build in progress. It is even better if they have children age 8-17 and bring them along to fly as a Young Eagle.

Once again, thank you for your support of this program.

Youth Program pictures continued on page 13

# Youth Program Update continued from page 12



# Progress Report EAA Chapter 690 RV-12 Project

**By: Joel Levine**

In spite of the hot weather, progress is being made on the RV-12. For the summer months at least work sessions have been moved to Tuesday and Thursday morning. The canopy rear portion is in place and work is progressing on the front portion – with great care! Thanks or is it tanks to Gordon and John the fuel tank was completed and it holds air, with fuel yet to be determined. With these projects all but completed can the gear be far behind?

Here are some pictures that show the incredible precision that the RV-12 builders have achieved in bringing this airplane to life. Please make a visit to hanger 6 and see this project in person, it's worth the trip.



## Conyers pilot helps youth spread their wings through Young Eagles flight program

*Reprinted with permission from "On Common Ground News" May 18, 2018*

*By: Mackenzie Morgan*

Chuck Roberts stands next to his 1947 Stinson 108-1 in the driveway of his home, which is located in a secluded fly-in community also known as an airpark. This is the same style aircraft Roberts' paternal grandmother flew during his childhood.

I had no idea when I woke up May 10 I would be flying a plane. It was a regular day and as I headed to my interview, I thought about what I might ask a retired pilot. When I arrived at my subject's home, I was amazed to find a plane parked in the yard. Before I had time to process how the plane got there, my dad, Glenn Morgan, who is publisher of On Common Ground News, and I were greeted by the plane's owner, Charles "Chuck" Roberts.



Roberts, who will celebrate his 74th birthday in June, recently completed his 300th mission as a retired aviator as part of the EAA's "Young Eagles" program. Founded in 1992, the Young Eagles mission is to inspire the next generation of aviators by providing free demonstration airplane rides to youths ages 8–17.

We were eager and honored to meet Roberts and tell his story to our community.

Roberts lives in a gated "fly-in community," or airpark. All of the residents in his community share a main runway, forming their very own mini airport. As you enter the community, the main drive doubles as a taxiway where airplanes have the right-of-way since they don't have the ability to reverse. When not in use, residents park their planes on their property in a hangar, which is essentially a garage for an airplane. After giving us a brief history of his plane, Roberts invited us into his home to talk about how he got into aviation and his involvement with the Experimental Aircraft Association (EAA)'s "Young Eagles" program.

"I was born and raised in aviation. I caught the flight bug as a child and I always wanted to be a pilot, but my actual background is in computer science and engineering," Roberts said.

Born into a family of aviators, Roberts' paternal grandmother was a commercial pilot and flight instructor; his father was an Army Air Corps (Air Force) fighter pilot and Pearl Harbor survivor and his older brother was a career army pilot who did two tours in Vietnam. Although Roberts was surrounded by planes as a youth, he didn't get licensed until age 33 when an opportunity presented itself while working as an engineer for an aviation radio manufacturer.

The retired aviator said that he loves inspiring kids to take an interest in STEM-related careers including aviation. He said flying is an attractive way to get kids curious in the STEM field, even if they don't necessarily become pilots.

Roberts is part of a network of more than 50,000 volunteers from around the world who enjoy recreational flight and dedicate their time and aircraft to the effort. Pilots in the Young Eagles program explain the safe operation of airplanes and principles of flight before the short trips and participants become official Young Eagles. The names of the pilots and the participants are also included in the "World's Largest Logbook," which is on permanent display in the EAA AirVenture Museum in Oshkosh, Wisconsin and online through the Young Eagles' website. As of May 14, 2018, the Young Eagles program has flown 2,090,238 kids between the ages of 8 and 17, according to the EAA's website.

[Cont. on pg. 16](#)

## Conyers pilot cont. from page 15

After the interview, Roberts offered to take us out for a fly in his 1947 Stinson 108-1, the same model he grew up riding in as a boy alongside his grandmother. How could we say no? Getting in the plane was a breeze for me, but not for my 6'4-foot-tall dad. After maneuvering his way into the backseat of the small aircraft, we were provided a special pair of protective earphones, which enabled us to communicate with one another as well as hear real-time air traffic control broadcasts. Once safety belts were secure, we taxied down the driveway onto the main road and over to the runway. Once we reached the end of the runway, our pilot performed a final checklist and we throttled down the runway at top speed propelling us into the air.

I watched Conyers disappear into tiny patches of brown and green land and gray asphalt. It was exhilarating to say the least. In just a few short minutes, I could see Lenora Park in Gwinnett County, historic Stone Mountain and the Rockdale reservoir at Randy Poynter Lake. I quickly discovered that flying is electrifying. Our guide turned the wheel over to me. I mashed down on the pedal and turned the control yolk (steering wheel) left and then right, soaring through the blue sky right alongside the birds. I never imagined a little black girl from Stone Mountain, Georgia with a degree in journalism, would be flying a plane. It just doesn't happen every day especially on deadline. I gave the wheel back to Roberts and soaked up the rest of the experience by taking in all of the views.

OCG News staff writer Mackenzie Morgan posing for a photo after flying a 1947 Stinson 108-1 belonging to retired Conyers pilot Chuck Roberts.



Roberts says he still gets a thrill from flying planes after becoming a licensed pilot over four decades ago.

"Flying solo for the first time borders on a religious experience. Almost every pilot will tell you that you never lose the thrill of taking off. When you climb out away from the world and the world drops away from you, there's always a thrill in that – you never get over that feeling."

Roberts said it is this feeling he wishes to share with young people in hopes of sparking more interest in aviation.

Roberts and his wife, Gaye, are also helping coordinate this year's Young Eagles summer aviation camp in Lawrenceville.

"I'm not a pilot, but I like to go," said Mrs. Roberts, who enjoys accompanying her husband on flights. "I just think it's very unique and it's not something everybody does so it kind of gives kids something special. It's something they have to work towards and I think when you work towards something you value it more. When they accomplish becoming a pilot or airplane mechanic, they've really earned their wings," said Mrs. Roberts.

### Aviation Summer Camp for Kids

EAA Chapter 690 is offering an immersive aviation-focused STEM program at the chapter hangar at the Gwinnett County Airport in Lawrenceville. The camp runs June 11-15 with a free Young Eagles flight on Saturday, June 16. Topics covered in the weeklong camp include aircraft construction methods, principles of aeronautics, R/C modeling, helicopter flight, ground and flight instruction and visits to select facilities located at Briscoe Field. Students in 7th through 12th grades may apply.

For more information about the summer camp, visit [www.eaa690.org](http://www.eaa690.org). To learn more about the Young Eagles program, visit [www.youngeagles.org](http://www.youngeagles.org).

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. The NavCom is distributed to over 500 aviation minded people every month.

### Chapter 690 has Stage Platforms for sale

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# About EAA 690



EAA 690 is a chapter of the Experimental Aircraft Association, located at Briscoe Field (LZU) in Lawrenceville, Georgia. A diverse chapter with over 250 members we offer a wide range of aviation-related activities. While the Pancake Breakfast and our monthly meetings are the norm we regularly conduct fly-ins and are heavily involved in youth education through EAA's Young Eagles program, youth aircraft build projects, summer camps, ground schools and simulator instruction. We frequently host historical aircraft such as EAA's B-17 "Aluminum Overcast", the Ford Tri-Motor and DC-3 to benefit, educate and entertain the local community.

Our technical counselors are some of the best in the business, and willingly donate their time to our youth builder programs and homebuilders as they progress through the various phases of constructing an aircraft. We have pilots with a wide variety of experience from former airline and military pilots to general aviation pilots with private pilot certificates. "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.

## 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



**NavCom**

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