



# NavCom

APRIL 2016

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

Chapter 690 Meets in Hangar #1 of the Sport Aviation Complex at Briscoe Field, 690 Airport

## About EAA 690

EAA 690 is a Chapter of the Experimental Aircraft Association, located at [Briscoe Field \(LZU\)](#) in Lawrenceville, Georgia. We are a diverse chapter with over 200 members and offer a wide range of aviation-related activities on a regular basis.

While the Pancake Breakfast and our monthly meetings are the norm, we also are heavily involved in youth education through EAA's Young Eagles program and our Aviation Explorer group. We regularly conduct fly-ins and host historical aircraft such as EAA's B-17 "Aluminum Overcast", the Ford Tri-Motor and Ron Alexander's DC-3.

We have pilots with a wide variety of experience, from former airline and military pilots to general aviation pilots with a private certificate. "Hangar flying" is a fun part of the mix, and our facility is often used for aircraft annual inspections, meetings, special events, and training.

Our technical counselors are some of the best in the business, and willingly donate their time to homebuilders, as they progress through the various phases of constructing an aircraft.

We also have an extensive array of aviation tools for loan to members, and a library full of aviation information. Come join us on the first Saturday of every month at the hangar to enjoy a \$6 Pancake Breakfast, and to learn more about EAA 690

## The Presidents Pitch

By Randy Epstein



### Let's Talk

Over the last couple of years we have seen growth in the chapter. I am always interested in what we can do to make the chapter better. With that in mind we will have a two part program after the Pancake breakfast in May. During the first part I will go over the web sites we have that are available to you as a member to keep you up to date and help keep us all in touch. I've written about our sites in the past, but feel that a live demonstration is the best way to get everyone up to speed.



The second part of our program will be a session of trading ideas to see what you would like us to be doing that would help make us a better chapter. We do have a lot of things going on but feel there are other things we could be doing to get more members involved on a regular basis.

We have a couple of events coming up that we would like everyone to be aware of. The first is Good Neighbor Day at PDK. The date is Saturday May 14<sup>th</sup> from noon to 5:00 pm. We are seeking volunteers to come out and help us man the chapter table. We will have Heidi on hand for the young folks. We will also be working to fill our Summer Camp.

Cont. on page 4



## EAA 690 Membership Report

April 2016

*By Jeanne Ferguson*

As of April 22nd the total Chapter membership stands at 229, made up of 49 Family Memberships, 97 Individual Memberships, and 16 Student Memberships. We are well on our way to topping our goal of 300 for the year but still have some way to go. **You can help.**

If you have friends that are interested in aviation, simply invite them to one of our functions to expose them to our Chapter so they can see and experience what 690 and the EAA are all about. To help, we can offer a Free 6 month EAA National Membership to help get new folks involved using the "Chapter Trial Membership program".

Recruiting new members is a common aspiration for many EAA chapters. Through the Chapter Trial Membership program your chapter can give prospective chapter members a free 6-month EAA general membership trial, which includes the full set of EAA membership benefits at no cost. So, how does it work? After the chapter has identified individuals who have shown an interest in aviation, a chapter representative visits [www.eaa.org/chaptertrial](http://www.eaa.org/chaptertrial) and enters the prospect's information to enroll him or her in the free trial membership. This is truly a full EAA membership as newcomers will receive *EAA Sport Aviation* magazine, access to the members-only area of the website, membership discounts on programs like EAA SportAir Workshops, EAA AirVenture Oshkosh, and more. There's no limit on recruits; however, EAA Headquarters will provide you with a periodic report on your success turning complimentary members in to fully-paid members.

***Lets See How Many New Members We Can Recruit in May.***

## EAA 690 Young Eagles Report

April 2016

*By Duane Huff*

Nineteen is the number for this Young Eagles day. Nineteen volunteers provided the experience for nineteen Young Eagles to fly this Saturday. It was windy and the air was bumpy but the visibility was great.

Our Young Eagles Gals were Barbara Epstein, Mary Hilborn and Lyn Zahner. (There seems to be a name that is missing from this list. If you missed it also, let me know but don't tell J F.)

Art Farmer did the safety briefings and Wes Riddick worked with the simulators in the new simulator room. Other ground Crew were John Bongart, Tom Hilborn, Jason Hilborn, Rich Hopkins, John Reitz, and Alex Straka. President Randy Epstein was also present. I guess to make sure everything went smoothly.



Pilots for the day were; Pat Bratton 2YE, 1 flight, Duane Huff 1 YE, 1 flight, Fred Huppertz 1 YE, 1 flight, Brian Michael 1 YE, 1 flight, John Morgan 2 YE 2 flights, John Post 4 YE, 2 flights. Chris Serra 5 YE 2 flights and Les Williford 3 YE 1 flight. Two parents flew with their Young Eagles. Twelve had flown as Young Eagles before.

**Many thanks to all our Young Eagle volunteers who make our Young eagles program Great!**

# The GREAT 690 CHILI COOK OFF and TRIVIA NIGHT

April 16th, 2016

This annual Chapter 690 fun event was well attend, the Chili was great, the Trivia questions hard (thanks Brian) and everyone had a really good time. Check out the pictures below.

All Manner of Chili from very mild to Get the Fire Hose.



Congratulations to our Chili Cook Off Winners



A Great Desert Selection



Brian MC'ing the Trivia Contest



Trivia Contest Winners, Congratulations to the Winning Team



# NavCom

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

Original articles, art and photos are invited and welcome. Submit articles in Word or ASCII format and pictures in .jpg, .tft or .bmp format via e-mail to: editor@eaa690.org.

Deadline for submission of articles and pictures is the 20th of the month, unless otherwise announced.

Permission is hereby granted for the reproduction of NavCom articles by other EAA Chapters, provided that a proper credit is given to the author and to the NavCom.

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

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

**NavCom Editor**

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**Presidents Pitch cont. from page 1**

The Summer Camp is the second area we need your help. The Summer Camp will take place from Monday June 13<sup>th</sup> through Friday June 17<sup>th</sup>



with optional Young Eagles flights on Saturday June 18<sup>th</sup>. We need your help in getting the word out about the camp. You can point people to our website ([www.eaa690.org](http://www.eaa690.org)) to get information on the camp. We also need volunteers to assist with the camp. The biggest need is Wednesday and Thursday when Brian leads the toolbox and aileron projects. I will have sign-up sheets available at the breakfast.

May is the beginning of our Summer Movie Series. We will show movies for the May, June and July Friday business meetings. The movie for



May will be "UP". It is a great family movie and we hope to have a good turnout. Be sure to put it on your calendar.

That's all for now!!

## Pancake Breakfast April 2nd 2016

By Randy Epstein

I always come away from things like today's Pancake Breakfast so pumped and positive about the chapter. I am so proud to be affiliated with all of you and am so proud of what folks are doing for us. From the awesome kitchen crew (Jill, Lauren, Walter, Lee, Trish, Donna and Toni today) to our mentoring crew for the Youth Build (Rick, Art, Joel and Duane today), or Trustees our Board members that keep us moving forward to members like Chuck Roberts that does awesome projects like Heidi and anyone I've missed. A hearty thanks to all of you. We still have things to accomplish and we'll be looking for folks to help along the way.

Thanks to Chuck Roberts, our guest speaker, for his presentation on Heidi the copter simulator.



A very special presentation was made to Clyde and Sharron Schnars, Clyde received the Wright Brothers Master Pilot award for 50 years of safe flying. The presenter was Mike Mullaney from the FAA Safety office in Atlanta.



The monkey visited the Chapter during the breakfast. The monkey originated traveled to the West Coast and as far east at Chapter 690 via General Aviation. had breakfast, was part of the program, watched the kids work on the Pi Sun-n-Fun with Randy and Barbara as part of his trip back to North Carolina.



# Building the Future of Aviation

By Adi Chackanol

As a chapter we recognize that our pilot population is getting older, not younger. With that in mind EAA 690, in Lawrenceville, GA, decided to launch a youth program. Since 2012 the chapter has provided a one week summer camp for youth age 12-18. The opportunity to expand on this became central to the chapter as it moved forward.

The first venture was to begin a free ground school for youth aged 14 and up. The chapter launched this effort in March of 2015 and has a core group that comes once a month to learn the information that will allow them to pass their FAA Private Pilot written exam. Chapter member, Mike Burns, is a Certified Ground Instructor and has been conducting these classes for the chapter.

Next up was to take this same group and expand on it a bit and teach aircraft construction. The chapter found an Ultra-Light Pietenpol project (<http://www.ragwing.net/fleet/RW01Ultra-Piet.html>) that was partially completed and we purchased it last summer. The fuselage was mostly completed as well as the wing ribs. The chapter put together a mentor group of chapter members with wood and fabric airplane experience and in October they met with the youth for the first time.

The group met initially every other Saturday for three hours. After time that was expanded to every Saturday for four hours. The group started under the guidance of long time member Jerry Fischer who since turned the leadership over to Rick Mathisen and Hugh Colton. The youth spent many hours sanding wing ribs before really getting started on the wings. The wings have taken shape and should soon be ready for varnishing and covering. The vertical and horizontal stabilizer as well the elevators and rudder are varnished and await fabric.

EAA 690 is looking to expand this program and has other projects sitting ready to work on. Much of this has been possible by the recent donation to the chapter of a hangar and its contents by Larry and Laura Bishop. Larry and Laura are long time members of the chapter with Larry having served as a past president and Laura having spent many a Saturday helping with the kitchen crew for our pancake breakfasts. Their generous donation to the chapter has given this program a home. The chapter Board of Directors recently voted to name the hangar the "Bishop Education Center", a truly fitting name.

A key part of the build program is our crediting these young adults with \$7.50 an hour for each hour they put in on the project. The credits will be used for rental of a Cessna 150 owned by the AeroVentures flying club at our airport. The club is under the direction of John Post, a chapter member an at-large member of our board. AeroVentures has several CFI's in the club that have offered to donate instruction time. The chapter will pay for the airplane rental using the credits the youth have acquired working on the project. We look forward to turning out some new pilots.

Our next target is to get a simulator program up and running that will allow the youth to get some virtual experience before moving on to the real thing. This program will be under the tutelage of member Wes Riddick.

We, indeed, are "Building The Future of Aviation".





# UPCOMING AVIATION EVENTS



## Chapter Events

### Pancake Breakfast & Program

Saturday, May 7th at 8:00 AM -11:00 Am

### Young Eagles Flights

Saturday, May 21st at 8:30 AM-12:00 PM

### Chapter Business Meeting & Program

Friday, May 20th at 7:30 PM-10:00 PM

### Monthly Youth Ground School

Friday, May 20th at 7:30 PM-10:00 PM

### GARS Meeting

Tuesday, May 10th at 7:00 PM-9:00 PM

Is anyone in your chapter restoring, building, or recovering an airplane? If so, the upcoming weekend Superflite fabric and paint class might be of interest!

The class is May 14th and 15th in Brasstown, North Carolina. We'll "cover" the fabric basics and go into detail on applying our urethane primer and topcoat. It's \$350 for the class, which includes lunch both days, instructional tools, and a \$150 Superflite gift certificate.

Visit [www.superflite.com](http://www.superflite.com), and sign-up for our eNewsletter, too! Watch us on [youtube.com/superflite](http://youtube.com/superflite)

# Superflite™

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## The Superflite™ Fabric Covering & Painting Workshop

### Workshop Contact

Molly Dean  
3701 Highway 162  
Granite City, IL 62040

Toll-free: 800.323.0611  
Fax: 618.931.0613  
Email: [molly@superflite.com](mailto:molly@superflite.com)

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### Workshop Location

Plane Fun Aircraft  
970 Settawig Rd.  
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## Upcoming Events cont.



### **EAA Chapter 38 Breakfast Buffet Warner Robins**

Airport ID - 5A2, holds a breakfast buffet every 4th Saturday of the month except December. Breakfast 9:00 AM in Hangar 38 on the Airpark strip.

Turf runway, 2833x130, CTAF 122.9.

### **Western North Carolina Air Museum Hendersonville, NC**



Founded in April 1989 by three members of the Western North Carolina aviation community, Dennis Dunlap, Bill

Schreier and Ken Stubbs the museum has almost a dozen aircraft. Admission is free. Donations are welcome. Gifts and souvenirs are available.

A private grass strip 8NC9 is adjacent to the museum. Hendersonville's 0A7 paved runway is parallel to the grass strip.



### **Beechcraft Heritage Museum Tullahoma, TN**

A vintage aircraft museum that houses over 30 Beech models from Travel Airs to a Starship. Located at the south end of KTHA

### ***DELTA GOLDEN WINGS***

### **Proudly Announces Its THIRD ANNUAL FLY-IN / DRIVE-IN**

Wednesday May 18, 2016

The 2016 FLY-IN/DRIVE-IN is sponsored by Delta Golden Wings along with the Candler Field Museum to foster the camaraderie of Delta pilots, Clipped Wings, Pioneers, and friends. Fly or drive your airplane or special car and we will place it on display for all to admire. But you don't need an airplane or special car to participate...just come and join the fun!

Delta Golden Wings, Inc.  
**DELTA PILOTS REUNION**  
Fly In / Drive In

Sponsored by DELTA GOLDEN WINGS & CANDLER FIELD MUSEUM  
in support of the CANDLER FIELD YOUTH MENTORSHIP PROGRAM

**WEDNESDAY MAY 18, 2016 | 9AM — 4PM**  
BREAKFAST AND LUNCH WILL BE SERVED AND WE WELCOME YOU TO STAY FOR DINNER!  
A \$3 PER PERSON DONATION IS REQUESTED.  
PEACH STATE AIRPORT (GA2) HWY 362, WILLIAMSON, GA 30292

[www.deltagoldenwings.com](http://www.deltagoldenwings.com) [www.candlerfield.com](http://www.candlerfield.com)

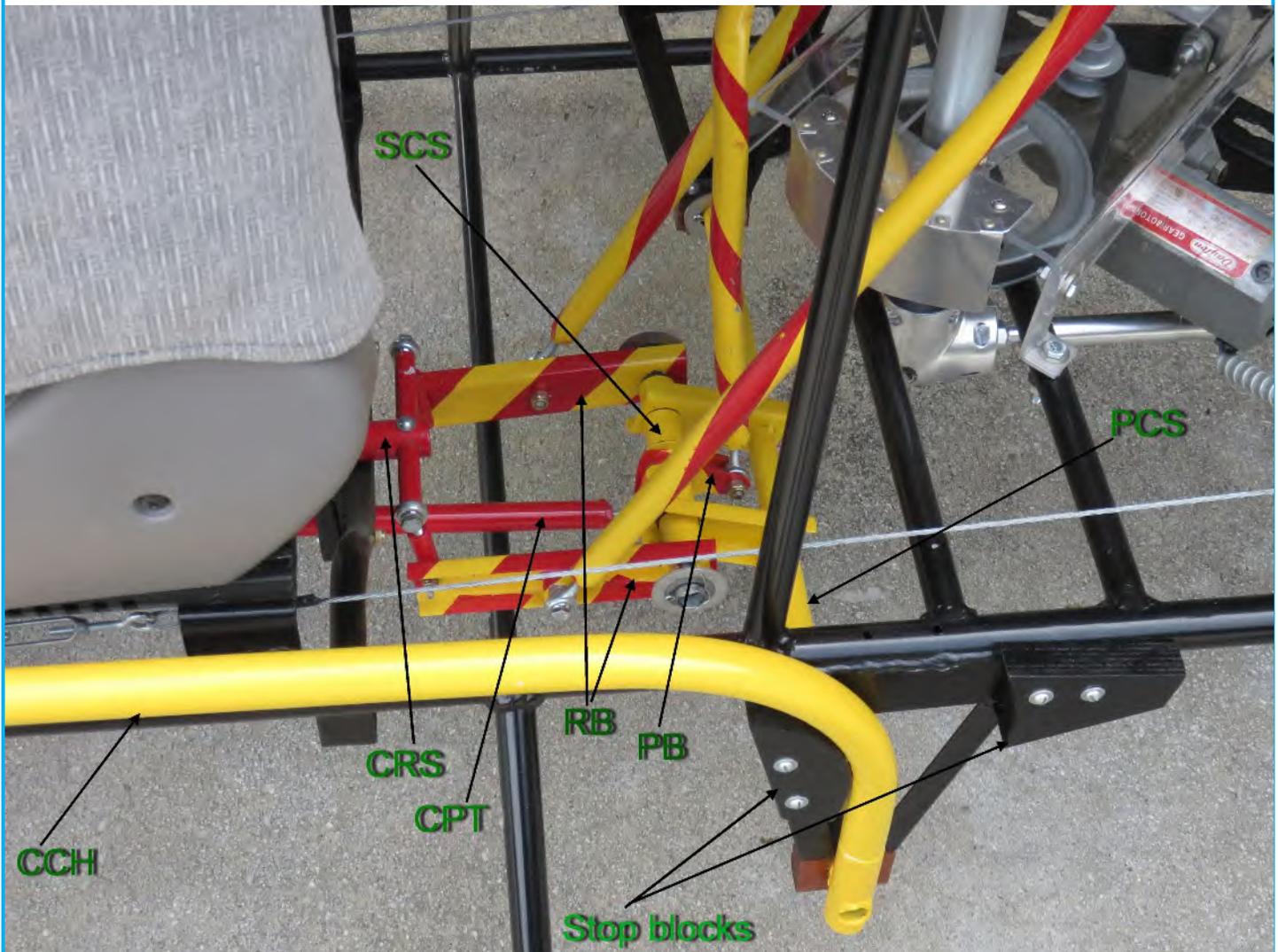
We make a concerted effort to verify the content of the NavCom is accurate and up-to-date however, readers are advised to verify with a third party before making plans or taking acting based on the information provided here. Programs and planned activities can and often are changed, modified or cancelled without notice.

## Creating Heidi: The Helicopter Trainer

### Part 3: Mixing Unit and Rotor head design and fabrication

By Chuck Roberts

With the exception of yaw control (the moving of the nose left and right) all of the flight control of a helicopter is accomplished via the components residing at the top of the main rotor shaft. That is: pitch, roll, climbing, descending and hovering all occur as a result of the pilot's inputs to only the cyclic and collective controls in the pilot's two hands. Movement of the individual cyclic and collective controls comes together in the Mixing Unit (MU) shown below. There are many designs used in MU's ranging from the very simple mechanical, as used in Heidi, through the extremely complex using hydraulics and/or electronics.



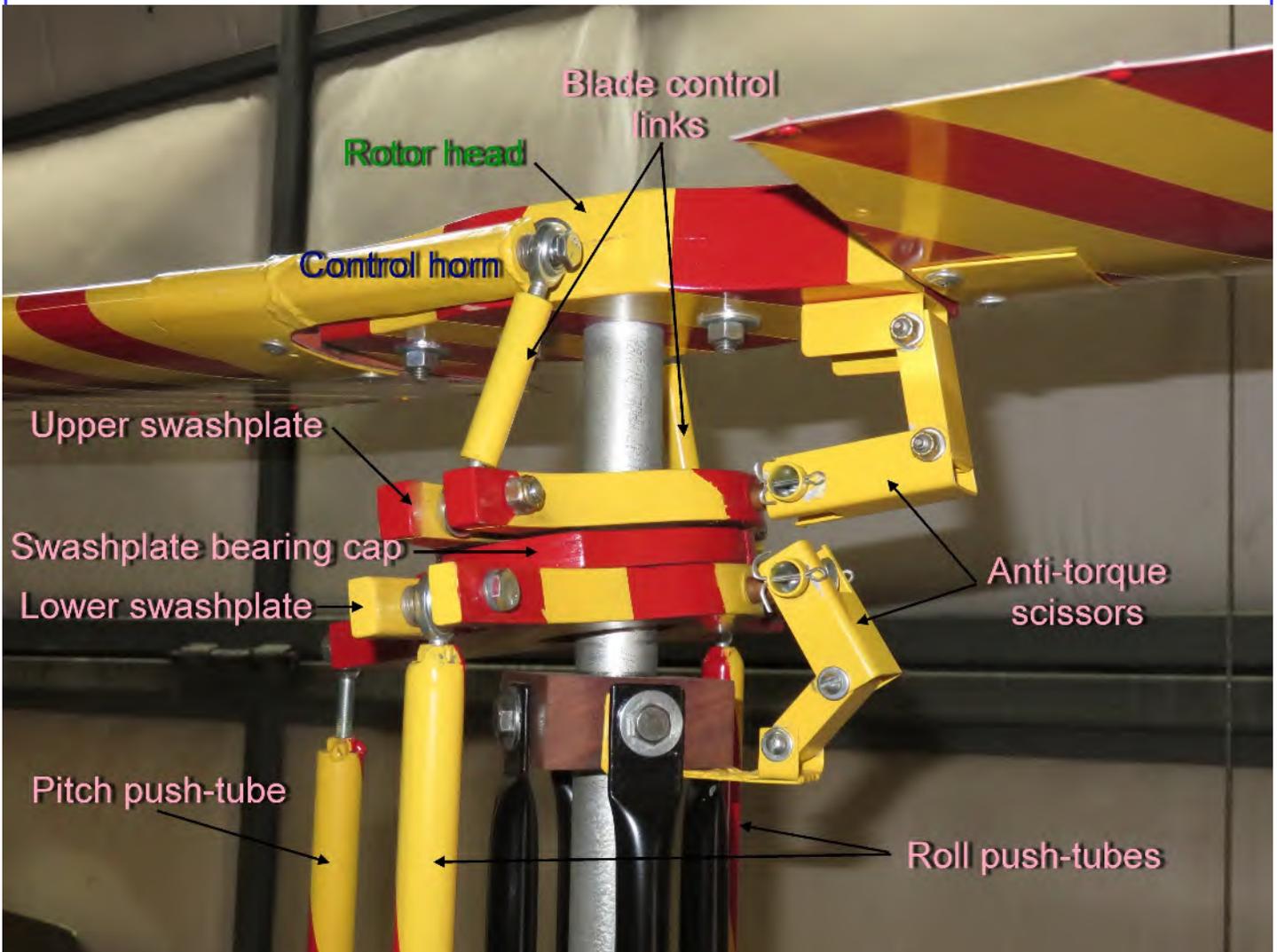
Heidi's MU is seen from the left in the photo above. One can see the Collective Control Handle (CCH). It curves down and is welded to the Primary Collective Shaft (PCS). As the pilot pulls up on the CCH the curved part moves away from the front stop and is limited in travel by hitting the back stop. This limits the rotation of the PCS to about 30 to 40 degrees. Welded to the (PCS) are two short channels which, in this photo appear to be slanting up to the left at about 30 degrees. The Secondary Collective Shaft (SCS) runs through and is supported by these channels. So, all the parts which are purely collective are yellow.

Cont. page 10

Heidi cont. from page 9

Moving the cyclic control left to right causes the Cyclic Roll Shaft (CRS) to turn and moving the cyclic fore to aft causes the Cyclic Pitch Tube (CPT) to move fore to aft. Therefore, all the parts which are purely cyclic are red. The SCS provides the fulcrum points for the two Roll Belcranks (RB) and the one Pitch Belcrank (PB). Because these belcranks all share the same fulcrum shaft (the SCS) which moves with the collective and these belcranks each move as a result of the cyclic moving, the output of these belcranks is a mixture of both collective and cyclic. Thus, they are painted red and yellow striped as are the three push-pull tubes which go up to the rotor head.

The term "rotor head" is used differently by various authors. To this point I've used the term to mean all which is at the top of the main rotor shaft to include the parts that join the rotor blades to the shaft as well as the parts that control the blade movements. From this point on I will use the term rotor head to mean only those parts which attach the blades to the shaft as there will be a separate discussion of the swashplate assembly later.



Before discussing the specific rotor head groups it is necessary to point out why all of these groups exist. As the rotor spins each blade experiences an "air speed" as a result of that rotation. However, if the helicopter is also moving, the blades also experience "air speed" as a result of that movement. For the blade which is moving (at that moment) into the oncoming air its air speed is the sum of the rotational speed and the movement speed.

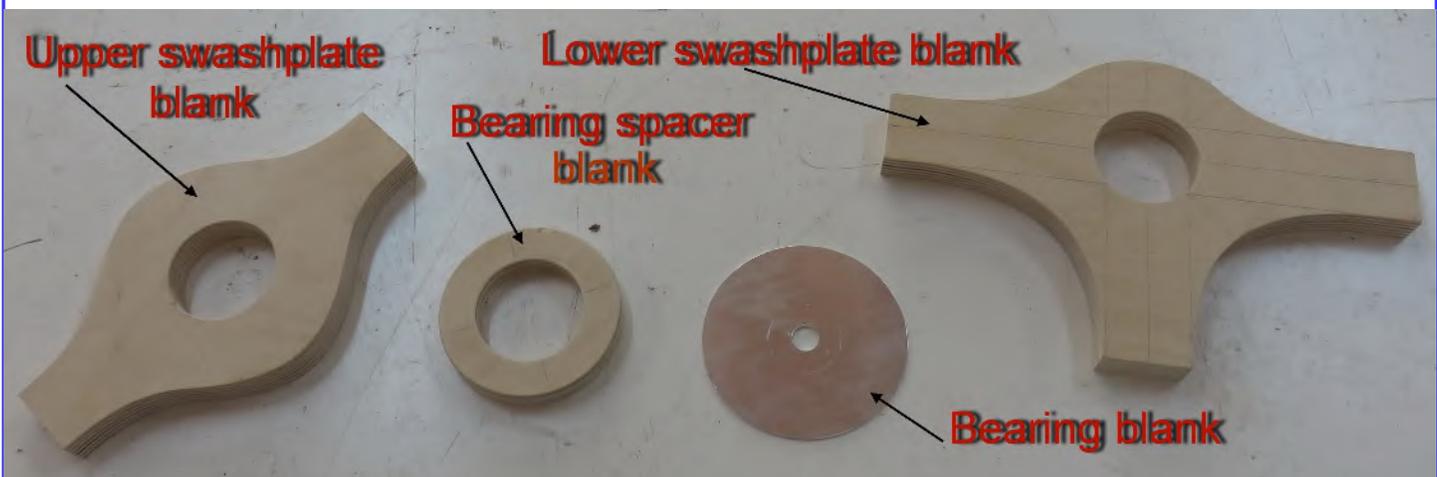
Cont. page 11

Heidi Cont. from page 10

At that same time the opposite blade (for a two-blade design) experiences an air speed which is the difference between the rotational speed and the movement speed. It is this difference in air speed of the blades which causes what is called "flapping" that must be accommodated.

Helicopter rotor heads fall into three basic groups: rigid, semi-rigid, and articulated (often called fully articulated). In the rigid design the head is fixed to the main rotor shaft and the blades must flex as they flap. Heidi's head is a rigid design for the simplicity of fabrication. However, it should be pointed out that Heidi's blades are also rigid (will not flex) for simplicity even though it violates realistic design. Because rigid rotor heads require flexing blades, which shorten their lives, they are rarely used. Semi-rigid heads wobble along the length of the blades allowing one blade to flap up while the other flaps down. In the semi-rigid design the blades do not need to flex, hence increasing their lives. In the most sophisticated two-blade helicopters and all helicopters with three or more blades one encounters the articulated head design. In this design each blade is attached to the rigid head via some form of flexible coupling allowing the blade to flap and to lead or lag the head's rotation by a few degrees. The main reason this system is found on all helicopters with three or more blades is there isn't the "opposite blade relationship" as seen with only two blades. With three or more blades when one blade is experiencing the maximum air speed the other blades are in various stages of lesser air speed. Thus, they must be able to flap independently of the other blades, which leads to the articulated head.

Now, I'd like to turn our attention to the place (or thing) where it all comes together: the swashplate assembly. Referring to the photo above, one can see most of the parts which make up this assembly (upper swashplate, swashplate bearing cap, lower swashplate, and anti-torque scissors). Note the silver main rotor shaft passes through the assembly but doesn't touch it as the hole in the assembly is much larger than the shaft. This is to allow the assembly to pitch and roll (wobble) without touching the spinning shaft. The assembly is supported by the pitch and roll push-tubes. As seen in the photo the push-tubes are at their lowest position because the collective handle is at its lowest position. As the tubes move up and tilt (pitch and/or roll) so too does the assembly move up and tilt. The lower anti-torque scissor prevents the lower swashplate from turning by locking it the frame in a rotational sense. The upper anti-torque scissor locks the upper swashplate to the rotor head forcing the upper swashplate to turn with the rotor head. The bearing between the upper and lower swashplates allows this rotation while sending the pitch and roll information from the MU to the rotor blades.



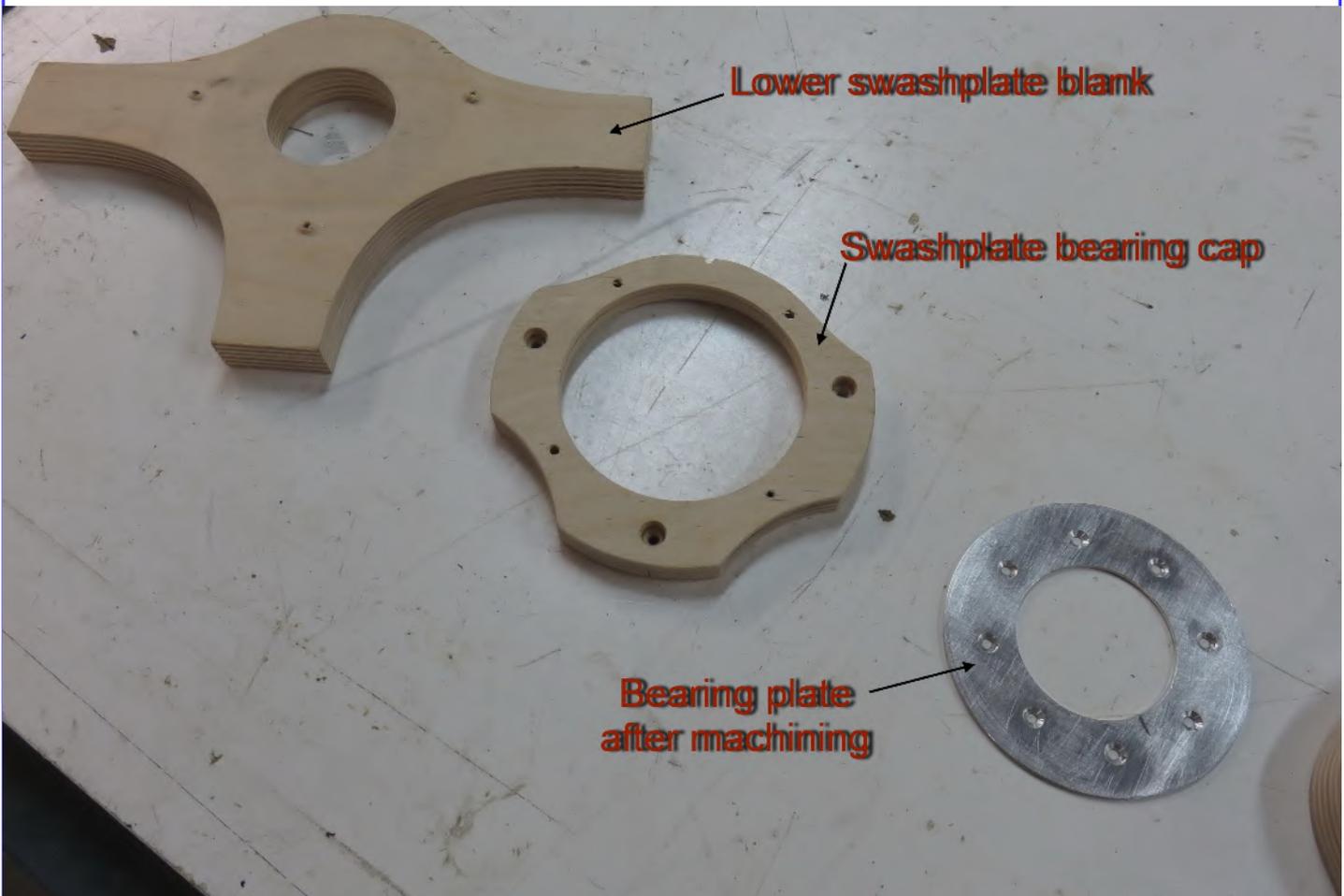
Most of the parts of the rotor head and swashplate assembly are made of void-free Baltic birch plywood. The rotor head is two pieces of  $\frac{3}{4}$ " glued together while all of the swashplate assembly is made of  $\frac{1}{2}$ " Baltic birch plywood. In the photo below one sees the blanks for the swashplates, bearing spacer, and bearing. Once finished and assembled, the spacer and bearing are concealed inside the assembly shown above.

Cont. page 12

Heidi Cont. from page 11

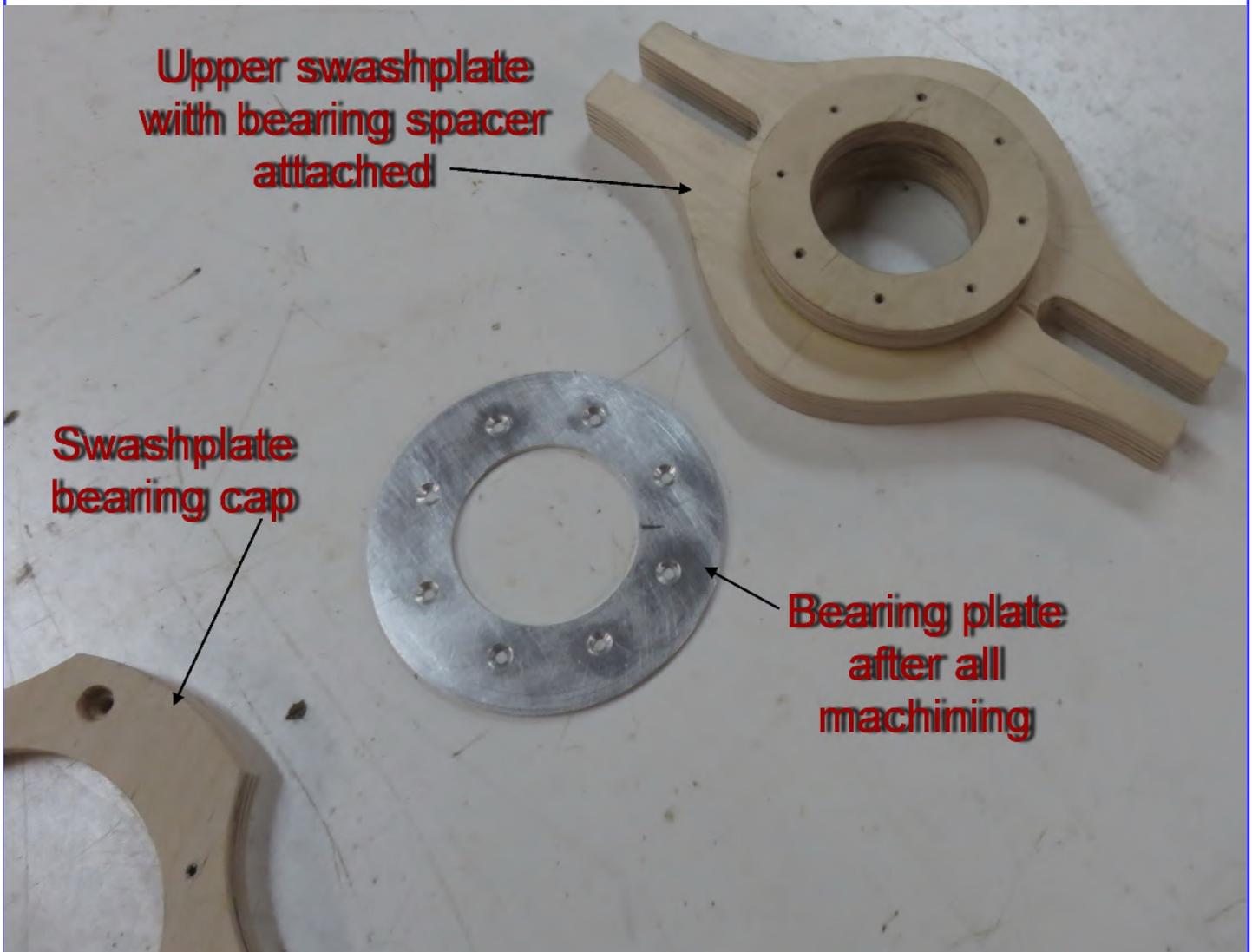
The items of interest in the photo below are the swashplate bearing cap and the finished bearing plate. The lower swashplate and bearing cap are shown with their top surfaces visible while the bearing plate is shown with its bottom surface visible. Not seen is a recess turned into the other surface of the cap which allows the plate to sit inside the cap.

In the photo below the spacer has been glued to the upper swashplate and then turned on the lathe to reduce its thickness such that, when the bearing plate is screwed to it, the overall thickness is slightly less than the thickness of the cap. To assemble this system one turns the cap upside down and slips it over the spacer; then the bearing plate is placed in the cap's recess and screwed to the spacer with eight small wood screws. This assembly is then flipped over, placed onto the top of the lower swashplate and attached with three large wood screws.

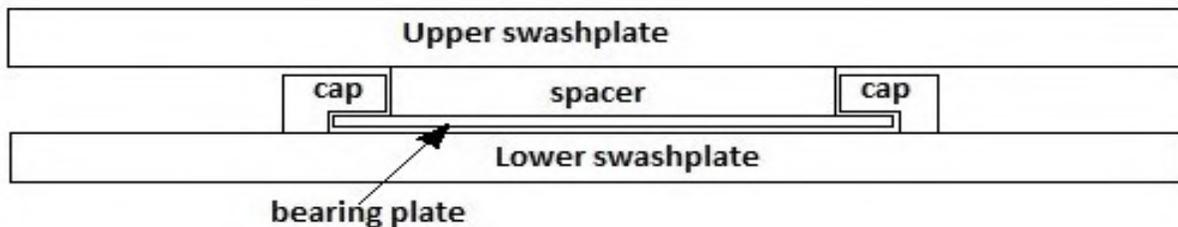


Below is a simple cut-away drawing of the assembly without showing the screws. The spacer is glued to the upper swashplate and the bearing plate is screwed to the spacer. The cap is screwed to the lower swashplate thereby allowing the upper swashplate, spacer, and bearing plate to rotate while the cap and lower swashplate remain locked to the frame to prevent rotation.

Cont. page 13



Below is a simple cut-away drawing of the assembly without showing the screws. The spacer is glued to the upper swashplate and the bearing plate is screwed to the spacer. The cap is screwed to the lower swashplate thereby allowing the upper swashplate, spacer, and bearing plate to rotate while the cap and lower swashplate remain locked to the frame to prevent rotation.



The moving parts of the Mixing Unit and the swashplate assembly were, without a doubt, the most challenging parts of this project to conceive and fabricate.

Watch this space for the next article on **"Creating Heidi"**

# EAA 690 Chapter Store



Toys  
Mugs

Books  
Desk Art

Games  
Oil Test Kits

Patches  
Puzzles

Cozies  
Models

Flags  
Shirts

690 Coffee Mugs	\$15	Gift Cards (set of 8)	\$10
Water Bottles	\$12	Ceramic Coasters (set of 4)	\$10
Oil Analysis Kits		\$12	

**Personalized Large Coffee Mugs are available by special request**  
contact Ronald Hlozansky  
[skee5@bellsouth.net](mailto:skee5@bellsouth.net) or by phone 770-435-2104

## Have something Aircraft Related to sell? Why not post it in the NavCom?

Members can send pictures and a brief description of your treasure for sale and have it posted for all to see, send to [editor@eaa690.org](mailto:editor@eaa690.org) Be sure to include your contact information so the eager buyer can reach you directly.

## *KITFOX AIRPLANE DONATED to Candler Field Museum*

This nicely built Kitfox III was donated to Candler Field Museum on March 1st by Mr. Brian Courtois. Brian's father, Charles Courtois, built the airplane in 1994 . Unfortunately he passed away recently. Brian heard about the Candler Field Museum Youth Program and decided to contribute this airplane to the program. The airplane will be sold, and the money used in the Youth Program. We are most appreciative of this donation,

**If anyone has an interest in purchasing the airplane and trailer please call 770-467-8318.**



## Hello Fellow Flyers

I have a Lycoming A1A o-360 narrow body for sale L-4998-36. I took it out of my Comanche. A/P took it apart, yet he said everything is there. Rear left cylinder failed on me. There was no compression so I took it to an A/P. The A/P took off the front left and rear left cylinders and showed me some cam wear. The A/P showed me the rear left cylinder had the valve seat coming away from the head.

The log book has 1184 hours since complete overhaul. Log book shows overhaul 2.1.1993 You can go to <http://www.sustainedflight.com> to pull the logs and pictures.

I would like \$4000 for it. Depending on where you are I might load it into the airplane and deliver it to you. The engine is sitting in an office at KPDK. Call Mark 563-508-6275 or email [Mark.Clark@ContinuousTouch.com](mailto:Mark.Clark@ContinuousTouch.com)



Classified Ads cont.

## House for sale

Owner is Brian Schoonmaker and the next-door neighbors are Ken & Sheryl Sharp.

3 beds 3 baths 1,648 sqft Located at 186 Deerfield Lane, Eatonton, GA 31024

Truly CUSTOM 3/2 home with vaulted ceilings, open floor plan and split bedrooms located in secluded airport community. House is finished in cedar and rock as is the 2700ft<sup>2</sup> hangar (read that as super garage if you are not a pilot)/ heated shop with high volume compressor and half bath/garage.

PRICE INCLUDES 2-PLACE AIRCRAFT



See the complete listing on the web site below:

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

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



# Chapter 690 Youth Piet Progress

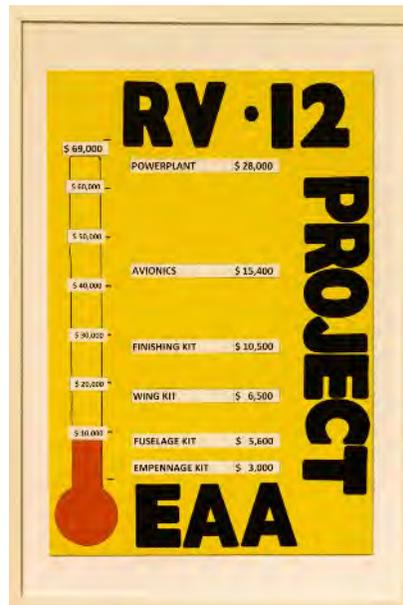
The Chapter Youth have made tremendous progress on the Pietenpol build down in hanger 6. The photos below attest to the skill and precision being applied to this exciting project. If you haven't visited Hanger 6 to see everyone in action you are missing a treat.

Thanks to all the adult mentors for their diligence and effort to keep this project moving forward.



## EAA Chapter 690 is building an RV-12 LSA Airplane

Would you like to donate to move this project forward? Your help is greatly appreciated and, is tax deductible as EAA Chapter 690 is a 501c3 NonProfit organization. Go to the Square Marketplace today to donate. Please be sure to note that your donation is for the RV-12 project. For more details visit [rv12.eaa690.net](http://rv12.eaa690.net)



# NavCom

## Attention Pilots, Volunteers and Chapter Members

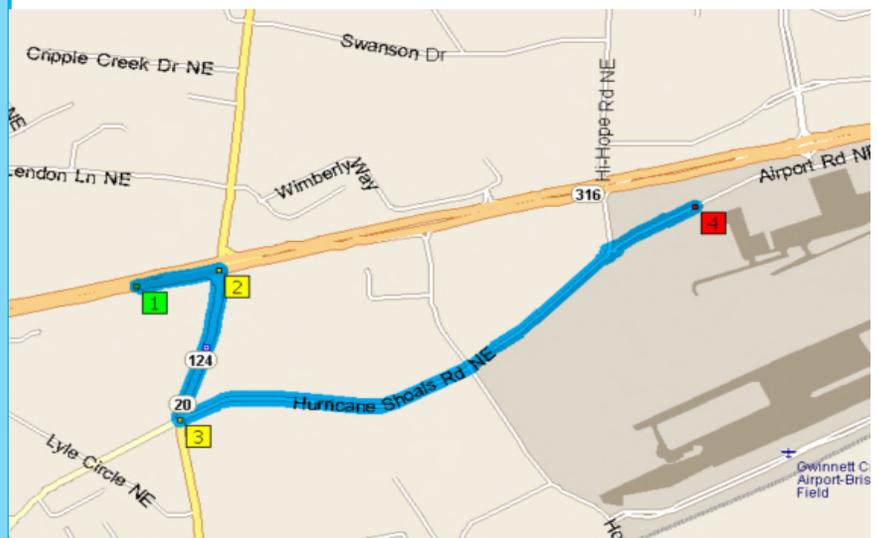
Please send us your comments, notes or full blown articles regarding your experiences both past and present, include pictures if you got'em. Your input to the NavCom adds flavor, color and interest to our publication. Don't worry if you are not a writer, our large professional staff of copy writers, editors, typesetters and letterpress operators are at your disposal and eager to assist. (don't expect miracles, we will do our best). Your input is welcome and appreciated.

Email to [editor@eaa690.org](mailto:editor@eaa690.org)

## Directions to EAA 690

I-85 North to GA-316

Take GA-316 to Hurricane Shoals Rd NE and turn right (South)  
Go to Airport Rd NE and turn left, Go to 690 Entrance on the right.



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

### Annual Chapter Dues

Chapter 690's Fiscal and Membership Year begins on January 1st. Dues are due and payable on the 1st of January. Dues may be paid at meetings, mailed to our membership chairman, Ms. Jeanne Ferguson or paid on-line. To pay online visit the Chapter web site, [www.eaa690.org](http://www.eaa690.org) and click on "Membership" then follow the prompts for the type of membership you wish to apply for.

### Chapter Badges Available

New members badges can be found pinned to the tie on the Chapter bulletin board next to the main entrance to the Chapter hanger. For anyone that needs a replacement name badge or would like to get one of the new full color badges please see Duane Huff during any Chapter function.

### E-mail Update and Request

Chapter members and other interested friends of Chapter 690 are alerted and reminded of chapter planned activity, timely aviation news and other items of interest via NOTAMS sent by our President Randy Epstein. To be sure you continue to receive these informative announcements please notify Jeanne Ferguson, [jmarief@bellsouth.net](mailto:jmarief@bellsouth.net) if you have a change in your preferred email address.

### Your Assistance is Requested

As always, our great chapter runs best when we have volunteers that will step up, pitch in and get involved. Announcements are made at most chapter functions for those projects and activities where we need additional volunteer help. Please lend a hand, your help is needed and greatly appreciated.

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