



NavCom

February, 1998

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



Bob Mackey addresses workshop attendees

**9 States * 35 Chapters
* 115 Chapter Leaders
Represent the best of
the best in the South-
east at the First Chap-
ter Leadership Work-
shop held at Briscoe
Field, Lawrenceville,
Georgia.**

Sue Adams
Workshop Coordinator

The January 31st **Leadership Workshop** was the first in the 1998 national tour of the new chapter leadership skills workshop. Master of Ceremony Bob Mackey, EAA Chapter Executive Director along with Alan Shackleton, EAA Director and Chapter Advisory Council member, focused on sharpening the skills, talent and resources all of us have within ourselves.

Over 115 EAA members representing 35 chapters from 9 states across the Southeast participated in the one-day workshop. Interests varied from that of the homebuilt, warbirds, ultralights and experimental. Questions of the how-to's and the what-ifs were asked by all.

(Continued on page 4)

The NavCom

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

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

Joe Reed
1098 Hillcrest Ct. NW
Norcross, GA 30093

Deadline for submissions is the First of Each Month

THE NAVCOM is created on a Pentium 133 computer using Microsoft Publisher 97, and is produced on a **Minolta CF-900 Color Copier**. Thanks to Alan Langford and Minolta Corporation for printing the NavCom each month.

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

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

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President's NOTAM

Proud! Proud! Yes we are proud of our chapter building and the success of most of our activities, but when representatives of the EAA National Chapter Office and members of 26 other chapters from the Southeast are impressed, we can really be proud. These people were among the 114 attendees to the EAA Leadership Workshop held January 31st. They asked many questions about our building - selection, cost, leases, financing, use, etc. Other chapters are interested in having a 'home of their own'. Most expressed complements not only for our building, but the way we provided registration, a continental breakfast, lunch, seating arrangements and equipment. In other words - '690 really knows how to organize and carry out a large activity. Nearly all of our officers, board members and committee chairs attended - outstanding. My thanks to all who contributed time and talent in hosting this, the first regional workshop in the U.S. It will be featured in Sport Aviation.

Planning is well underway for two major chapter social events. The revival of our popular 'Chili Cook Off' is scheduled for Saturday February 21st. This will be a fun event for the entire family. (See the inserted brochure) The annual Hangar Dance is scheduled for Saturday April 4th. The Blue Notes will again provide the music with their big band sound of WWII era songs. Mark your calendar, invite your friends. This promises to be a big night and can be a good fund raiser, as well. (More details in March NavCom.)

Congratulations to Larry Bishop and Charlie Sego. Larry was reelected Chairman of the Board of Directors. This is his 3rd year - lots of experience. Charlie is the new Chairman of the Board of Trustees. Having served on the Board, Charlie is also experienced for his position. We are fortunate to have these well qualified members willing to take leadership responsibilities.

Please notice the new sign over the door of the chapter building. Thanks to the combined efforts of Jim Garner and Joe Reed, everyone now knows where our chapter is located. This was a major effort and we all appreciate it, Joe and Jim.

A colorful 3ft by 10ft banner is now owned by the chapter which identifies our

Sport Aviation Center and EAA chapter location on Airport Road. This 'temporary sign' will be used until we have permission to erect a permanent sign. The banner was used for the EAA Workshop and will be displayed for all events.

Congratulations to all chapter members. We have made the final payment to the underwriters who generously loaned money for construction of our building. We are now debt free. Early in the planning and constructing phases some doubted this day would come. It has. We still have a balance in the bank to start the new year. This 'can do' spirit is alive and well in Chapter 690.

Finally each member who has not yet supported the funding for the interior construction in the chapter building should seriously consider doing so. Nothing can be started on this chapter approved project until funds are in hand. To date 213 of the 468 Phase I square feet have been purchased. This leaves 255 remaining. If each member would buy 1, 2, 3 or 4 square feet at \$25 a square foot, we would be well on our way to building the mezzanine floor. Think of it, we are now debt free from our initial building program. These new improvements will make the building even more usable and enjoyable. It would be great if every member's name appeared on our progress board several times. Is your name there yet? Please talk to Lnor Levine about your contribution today!

Aviation lost a good friend December 22 when Jerry Blue passed away after a long illness. Jerry was a friend of EAA 690 and a long time "resident" of Stone Mountain Airport. Jerry and his wife Barbara, after they both "retired" from Eastern Airlines, could be found daily working on a project in their hangar, fraternizing with the regular characters who made Stone Mountain Airport a special place or getting someone an old classic or warbird part from one of his many contacts in aviation. Jerry's life was immersed in general and sport aviation and those of us who knew him from "the old days" of 690 will certainly miss him. The chapter extends its condolences to his wife Barbara.

Minutes of EAA Chapter 690 January 1998 meeting

Wayne Whitaker, Secretary

Meeting was opened by incoming Chapter President Frank Wilcox, who pointed out that Past President Duane Huff's restored Aeronca Chief has once again brought fame to its owner: 3420E is on the cover of the current issue of Private Pilot magazine.

Former Treasurer Sherry Langford gave her final treasurer's report: \$1,190.69 received in December, bills for the month totaled \$851.95. At the end of 1997, Chapter 690 had 143 paid members.

President gave committee reports. Board of Trustees report: plans for hangar interior work are completed and ready to submit to building authority for approval.

President Wilcox reminded membership that we still have to repay the financial underwriters for their contribution to the original hangar construction program, in addition to raising funds for the interior program.

Member Larry Seescholz suggested getting a payphone for the hangar. Now that payphones are deregulated, we might be able to get one cheap. Some discussion of the issue, which was referred to the Board of Trustees.

After the close of the business meeting, there was a series of announcements, including information on 1998 chapter committees, which include: Standing committees:

Budget & Finance, Chair Dennis Kaas
Promotion & Publicity, Chair Joel Levine
Newsletter, Chair Joe Reed

Appointed committees:

Program, Chair David Haskell
Membership, Chair Dale Schonmeyer
Technical support, Chair Clyde Schnars
Technical library, Chair Barney Barnes
Food Service, Chair Mike North
Social, Chairs Charles and Jeanne Miller
Hospitality, Chair Karen Roberts
Equipment & Furnishings, Chair David Posey
Legislative, Chair George Strube

The program for the evening was a talk on air traffic control by Gwinnett tower manager Bob Welch.

Don't miss the February Meeting.....

The speaker for the February chapter meeting will be our own **Steven Ashby** who will give a talk and show a video about his flight to the Bahama Islands.

Weather Stuff - By Jim Glaeser

How good are you at deciphering the ICAO weather reports?

Sequence of information:

METAR (Aviation Routine Weather Report) or **SPECI** (Non Routine or Special Report)

Type of report; ICAO station identifier; Date and time of report; modifier; Wind; Visibility; RVR; Weather phenomena; Sky conditions; Temperature/Dew Point group; Altimeter; Remarks.

TAF (Aerodrome Forecast) - Type of report; ICAO station identifier; Date and time of origin; Valid period date and time; Forecast meteorological conditions.

Descriptors - applying to precipitation or obstructions to visibility:

TS.....thunderstorms
DR.....low drifting
SH.....showers
MI.....shallow
FZ.....freezing
BC.....patches
BL.....blowing
PR.....partial

Precipitation - there are nine types in the METAR code:

RA.....rain
DZ.....drizzle
SN.....snow
GR.....hail (greater than 1/4")
GS.....small hail/snow pellets
PE.....ice pellets
SG.....snow grains
IC.....ice crystals
UP.....unknown precipitation

Obstructions to visibility - there are eight types:

FG.....fog (vsby less than 5/8 mile)
HZ.....haze
FU.....smoke
PY.....spray
BR.....mist (vsby 5/8 - 6 miles)
SA.....sand
DU.....dust
VA.....volcanic ash

Other - there are five categories of other weather phenomena

SQ.....squall
SS.....sandstorm
DS.....dust storm
PO.....dust/sand whirls
FC.....funnel cloud (+FC...tornado)

Look for more WX stuff from Jim Glaeser in the future

(Continued from page 1)

Exchanging of examples, experiences, and thoughts soon filled the air. EAAers helping other EAAers succeed.

The opening few minutes gave all of us a better understanding of how EAA began with a single vision, a short introduction to the business side of EAA, and the annual convention in Oshkosh, WI.

We then all shared in creating a checklist of our concerns, frustrations, and perceived weakness one felt within their chapter. Open discussion helped one soon realize we all have the same challenges.

An exchange of experiences, recommendations, and general ideas were eminent that high energy and positive attitudes from all attendees was quite exciting to see. Brainstorming from all helped will problem solving.

Tom Poberezny said, "It's important to provide chapters with ways to build on their strengths and help them become even more effective in the future."

The Chapter Leadership Workshop has been a tremendous skill, confidence and leadership training opportunity. All of us who attended are now a part of aviation history. We are its link to the future.

We, at Chapter 690, feel this event has been our contribution in sharing our experiences both successful and not so successful on a one-to-one basis with other chapter leaders and exchange ideas to build a more active and stronger core of both members and chapter structure.

Project Visit - Greg Jannakos

See a new, one of a kind, right off the drawing board, unlimited aerobatic, beautiful, wish I had one - MEYERS 360. Project visit Feb. 14, 10am to noon, at Fred and Joe's airplane factory. 4265 Lilburn Industrial Blvd. Call if you can't find it 770-806-9098. Go to Lilburn Route 29. at Bever Ruin Road, Stay on Bever Ruin south, and it changes name to Arcado. Cross thr RR tracks, and watch for Lilburn Industrial on the right. Third building on the right. Look for their sign, you can't miss it.

JANUARY MEETING REPORT

The first chapter meeting of 1998 held Jan 8th at the Chapter Building is now history. Frank Wilcox, the new president, conducted the business meeting introducing ideas for organization of the chapter under his term of office.. The official business can be read in the secretary's minutes.

Following a social break Bob Welsh Air Traffic Manager at Gwinnett Airport Control Tower spoke. He thanked the chapter for inviting him and expressed his admiration for EAA. Mr. Welsh explained the FAA has contracted the control tower management of many smaller airports to private companies. This airport is contracted by the RVA Co. The controllers are well trained and the operation is efficient, saving the government significant money. He is a retired FAA controller as are many of the controllers. The local tower is manned by 5 full time and 1 part time controller with 2 in the tower most of the time. 60% of the traffic is itinerant (that is, flying in or out, to or from another destination) and 40 % is local (pattern flying, mostly students.).

Mr. Welsh spoke of future plans to upgrade the airport such as widening the run-up areas and new taxiway to exit the runway. ARF to be controlled by computers is in the planning stages.

During a question and answer period he stressed the need for all pilots to avoid irritating the airports noise sensitive neighbors. The old runway is under consideration as a movement area. He expressed a need for the tower (when it is manned) to have control over the runway lights rather than the pilots. This would in his opinion make night flying more safe.

Mr. Welsh left some questionnaires for pilots who use the airport to complete. These give pilots an opportunity to express their level of satisfaction with the tower operation, and are needed by the management company as they negotiate new contracts with the FAA.

Bits and Pieces - from Ye Olde Editor

We need your articles for the NavCom! You do not need to be a prize winning author, just tell it in your own words. You can scribble it on an old grocery sack or email it to me. I can decipher most text files, Word, ASCII, Dos text - you name it. If you have a photo with your story mail it to me. We use the actual photo in the NavCom (that is why the pictures turn out so well). Your picture will be returned if requested.

Your article might not be used in the next issue but we will get it in as soon as possible. The size of each issue is either four, eight or twelve pages in length. Sometimes we have more than four but less than eight - so something has to be moved to the following issue. I have lots of open space for the March issue so get out that typewriter and have at it!

A Note from the Board of Trustees —

The wonderful growth of the chapter membership also means growth in the number of vehicles parked at chapter events. At the monthly chapter meetings, parking is permitted in front of the chapter home (hanger #1), but at other chapter events during the morning and afternoon, parking must be moved to the old taxiway so that planes can move freely about the ramp in front of the hangers. Please stay clear of the turn in front of hanger #1. When parking on the old taxiway, please park at an angle on either side. Both sides can be utilized and still allow room for cars to pass through in both directions.

The grass area adjacent to the chapter home has been seeded and fertilized. Parking is not permitted on the grass area simply to give that area a chance to grow into a nice, level stand of green next spring.

So, all members are asked to be mindful of this and park accordingly. Your Chapter officers are aware of the problem and are studying ways to improve parking space and maintain safety and convenience. >Subject: Chapter Raffle

Chapter Notes *by Joel Levine*

With the new slate of officers comes some realignment of responsibilities. Along with my responsibility for reporting the general status of the chapter building (Frank is quick to correct me when I call it a hangar) for the Board of Trustees, Frank has asked me to be the “keeper of the keys.” As is the established policy, every member so wishing may purchase a key to the “building” for \$1.50. The keys are numbered and a log is kept. I will have a dozen keys at the February meeting for those members so requesting. Remember, these keys are for our access to the building. Keys are not to be given to any non-member.

The Chapter Building (even though it looks, feels and sometimes even smells like a hangar), is the property and responsibility of every chapter member. With that comes certain restrictions and perks. I guess access to the Levine Latrine is sort of a perk. Those who know me, and have flown with me, realize it's more of a necessity than a perk.

More to the point, the Board of Trustees will be posting guide lines for the use of the building within the next few weeks. Additionally, the guide lines will be published in the Nav-Com for all to review. A 1998 sign-up sheet is posted on the bulletin board and is the key to the use of the building. Every chapter member has an equal right to the use of the facility. The board asks that we all read and understand the usage rules and that we sign-up, in advance, to use the facility. Don Roberts has been charged with the task of collecting the \$10.00 per day usage fee voted on by the membership. Don has asked that anyone signing up to use the facility include his/her name and “N” number.

The Continuing Saga of the SX-300 *by Vince Lyons*

When we last saw our intrepid hero, he was off to the hinterlands to retrieve a new aircraft. here's the rest of the story....

I flew out to Dallas the morning of December 22nd to meet Keith Phillips, a retired Air Force Colonel who has experience with flying the SX-300. We met up at the DFW airport and caught a shuttle to Fort Worth /Meacham field, where the hot little red aircraft was waiting as promised. After exchanging greetings and paperwork (and a sizable check) with John Barnett, Keith and I fired up N83JH at about 1:00 pm for the trip home.

Taxi, departure and climb-out were uneventful. We cruised beneath the Dallas Class B airspace at 220 kts, familiarizing ourselves with the feel of the aircraft. As we were cleared to climb to our cruise altitude of 5500 feet, a little red light came on above the alternator field circuit breaker. Leveling, I reset the breaker, only to see it trip again almost immediately. Now hitting along with a 246 knot groundspeed on the GPS, we turned off most of the electronics and started looking for a place to land. Damn.

After setting down uneventfully in Tyler, Texas, we discovered a quirk in the SX-300 design. You can't get the lower cowl off unless the aircraft is up on jacks. With about 400 lbs hung from the tail to balance that big engine. Hoo-boy. Fortunately, there was a helpful FBO and some genuinely interested and friendly mechanics on the field. At Tyler Aero, we soon had my new toy in various pieces and determined that, indeed, the alternator had eaten itself. We ordered an alternator and a voltage regulator for next morning delivery, phoned home with the news that we were unavoidably detained, and found a room at the (Holiday) inn. Karen was very understanding, and calmly agreed to go to Atlanta's Hartsfield Airport at 0500 the next morning to get my father and step-mother, who were arriving from Colorado to spend Christmas.

The next morning, Keith and I got up, and after performing the usual morning ablutions, I noted that the plastic cup which had contained my right contact lens was now empty. Keith had just brushed his teeth..... We took apart the sink trap, but to no avail. Now driving one-eyed, to the airport we returned to await the new parts. The Weather Channel showed thunderstorms over Dallas.

At the Tyler aerodrome, we enjoyed biscuits and gravy for breakfast and drummed our fingers while watching for the Fedex guy. I found a local optometrist who called my doc in Conyers and quickly replaced my flushed lens. By the time I returned binocularly to the field, the parts were there. It's now 1115 central time. I called Karen to report the news and my hoped-for departure in an hour or so. She asked if I'd seen the Weather Channel lately....thunderstorms over the Gulf coast, moving north.

(Continued on page 7)



Events Calendar



Saturday, Feb. 14

Rome, GA

Rome, GA (RMG). EAA Chapter 709 Pancake Breakfast, Richard B. Russell Airport, Phone 706-291-6981



Thursday, Feb. 19

Lawrenceville, GA

F.A.A. Aviation Safety Program "How to save money on your annual inspection" and "How well do you know your A&P mechanic". Gwinnet administration & justice center auditorium, 75 Langley Drive, Lawrenceville, GA. Call Sue Adams 770-613-9501 or Jesse Dooman 770-564-0578 for more information.



Saturday Feb. 21

Lawrenceville, GA

EAA690 Chili Cook-Off and game-a-thon at the EAA690 hangar from 3:00pm - 7:00pm



Saturday, Feb. 21

Chattanooga, TN

Collegedale Pilots Club monthly fly-in breakfast at Collegedale Airport (3M3). Call the airport at (615) 236-5008 for more information.



Saturday, Feb. 28

Toccoa, GA,

Toccoa, (TOC) EAA Chapter 1011 Fly-In Pancake Breakfast. Phone 706-779-3446



Saturday, Feb. 28

Dayton, TN

Rhea County Civil Air Patrol monthly fly-in breakfast at Mark Anton Airport (2A0), 7:30-11 a.m. Call Wanda Fulmer at (615) 775-8407 for more information.



Saturday, March 7

Winchester, TN

EAA Chapter 699 monthly fly-in breakfast at Winchester Municipal Airport (BGF). Call Scott Scarborough evenings or weekends at (615) 967-1991 for more information.



Saturday, March 7

Lawrenceville, GA

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



Sunday, March 8

Russellville, AL

Monthly fly-in at Russellville Municipal Airport (M22). Call Hans Pauli of Quad City Aviation at (205) 331-9000, 332-9906 or 486-3170 for more information.



Saturday & Sunday March 21-22,

LaGrange, GA

Spring Fling hosted by Southern Eagles Soaring at the LaGrange-Callaway Airport (LGC). All EAA Pilots & families are invited to celebrate the new season with us. Fun Fly-In, Winch launch demos, BBQ Dinner, Evening Programs, Camping, Bon-Fire, Displays and demos by Sailplane & Motorglider dealers... (SZD Gliders & Katana Xtreme Motorglider...) Bring your parachute and have it repacked by a master rigger. Please call ahead so we know how many BBQ dinners to have. Check our website for further info: www.mindspring.com/~gmlawler/ses/ or contact: Chris Ruf (404) 378-8648

Saga of the SX300 (Continued from page 5)

We made pretty good time getting the SX-300 back together, mounting the new parts, re-cowling, getting her off jacks and test running the engine. I wrote a medium-sized check for the repairs, then I called Flight Service and was told the "if you can get off in the next twenty minutes, you'll beat the weather...". I thanked the nice man, called Karen to say we were on our way, and she sweetly agreed to go once again to Atlanta Hartsfield Airport, this time to pick up my step-brother and his friend, and to then take the whole gang to my mother's where dinner was scheduled that night. I'd call when we got to our local airport. I walked around the corner into the FBO just as the thunderstorms hit. East Texas Thunderstorms are pretty impressive. Hail amidst the deluge and all that.

I'm a little slow sometimes, but I know when I'm licked. Karen was actually relieved when I called to report our decision to rent a car to Dallas and take Delta back to Atlanta. She'd leave my car there for me. And handle her two mothers-in-law at dinner. Along with my kids. I love her.

Keith and I got to our house about 2330. We got up at 630 the next morning (Christmas eve), and he and I with my father along for company flew the Bellanca to his home at Spruce Creek Fly-In, an airport community south of Daytona. We sent my son Chris to Hartsfield this time, to get my other step-brother and his wife who were coming in from Salt Lake City for Christmas. Dad and I got back from Florida mid-afternoon, after doing a west-end-around to get past the thunderstorms that were plaguing the whole Southeast that week. Karen told me I wasn't going ANYWHERE until after Christmas. We all finally were together.

The SX is still in Tyler. I hope to get Keith or another ferry pilot to get it here in the next week. I'll keep you posted.

LATE UPDATE!!

YIPPEE!!!!

The SX-300 got here (thanks again, Keith!). I think most of you got part one of the adventure story from before Christmas.

Keith and lovely bride Linda drove to Fort Worth to deliver his SX-300 wing to mate up with the fuselage, and then she kindly dropped him off in Tyler, Texas to retrieve 83JH. Of course, there was a bit more to do.....replacing the brake pads late in the afternoon on Friday.....He was up and airborne Saturday a.m., and got to Covington airport around 1230 on the 17th. With the tailwind, he reported hitting 270 kts!!

We had lunch and went flying, general Familiarization, touch-and-goes, slow flight/airwork. Linda was slogging across East Texas and Louisiana. We checked in with her and planned to take him to meet her in Meriden, Mississippi.

Dark was approaching, so we fired up the trusty ol' Bellanca and headed west. I left him to continue the drive and flew back to Covington.

Sunday morning I went to the airport and studied systems, learning the cockpit layout, and then went flying in the pattern and to some nearby fields for landing practice. Took a lunch break and went up again that afternoon. This time I went to Gwinnett County Airport, a hotbed of general aviation activity and home of EAA Chapter 690. O.K., so I wanted some "ooohs" and "aaahhs".....

No-one was home at the Chapter 690 hangar. I got out the manual for the GPS and a Yak taxied by (this is a Russian-made aerobatic aircraft for the uninitiated out there) with "Leonard D. Pace" stencilled on the side.

I knew a guy in high school named Leonard Pace.

We were on the wrestling team.

He went to Dental School....HMMMMM.....

Well, of course it WAS him, and we had a long chat about aircraft and airspeed and aerobatics and small worlds and the like. I flew home, and am continuing to learn about the new toy.

Vince Lyons

What is your Project?

We are attempting to assemble a Display Board showing all aircraft projects our members have "completed". They can be aircraft you have built or restored. The Display Board will include a brief description and a picture of your completed aircraft. It will give you a chance to show off your pride and joy. It can also be beneficial to the rest of the chapter members by giving them a contact if they are working on or are interested in a similar project. It might also encourage others to complete their project.

Please send a picture and the following information to: Clyde Schnars at 10435 Turner Road, Roswell, GA 30076. If you have any questions E-mail: schnars@mindspring.com or phone 770/442-0624.

4"x 6" Photo of your completed aircraft (it would be nice to have you in the picture)

Builder(s) Name _____

Aircraft: (make & model) _____ N _____
(ex: Van's RV-6A)

Engine: (make & model) _____ hp
(ex: Lyc O-360 180hp)

Prop: (make & model) _____
(ex: Hartzel C/S)

First Flight (date) _____

Remarks: _____

EAA Chapter 690 Board of Directors Meeting

January 22, 1998

In attendance: Sue Adams, Larry Bishop, L'Nor Levine, Clyde Schnars, Charlie Sego, Wayne Whitaker, Frank Wilcox.

At this first meeting of the year, new Board officers were chosen:

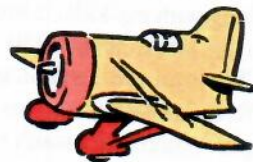
Chairman -- Larry Bishop
Vice Chairman -- Sue Adams
Secretary -- Wayne Whitaker

Chairman of the Publicity and Promotion Committee, Joel Levine, urged the Board to vote on a new name for the event previously known as the Biplane Fall Classic, so that Joel can begin publicity efforts in a timely manner. A new name was under consideration because chapter members had suggested expanding the scope of the event to include all types of aircraft. Discussion during the Executive Council meeting revealed that possibly some non-biplane owners felt left out because of the emphasis on bipes.

In order to be as inclusive of aircraft types as possible, the new name unanimously chosen by the Board was "EAA 690 Fall Classic Air Fair."

The Board considered a proposal for a chapter banner, to be displayed on the road near the entrance to the Sport Aviation Center. Since a permanent sign is prohibited at this time, the thought was that a removable sign in the form of a banner could be displayed temporarily to direct the public to events such as ground school, Young Eagles, workshops, the Air Fair, etc. President Frank Wilcox checked prices on various banner types and sizes. After considering the many options researched by Frank, the Board chose a three-foot-by-ten-foot white banner, with black letters (including some in red for highlights), plus the chapter logo in color. The banner is made of fabric-reinforced vinyl, with metal grommets for tying to a fence or mounting posts.

Sue Adams asked the Board whether the chapter should hold one or two Flying Start Programs in 1998. One such program has already been scheduled for the first Saturday in March (03-07-98). Due to the success of previous events, the Board decided on a second Flying Start, to be held the first Saturday in November (11-07-98).



Members: Have you paid your dues yet? To continue receiving the NavCom you must be a paid-up member!

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February Meeting
Friday, February 13
8:00pm at the Chapter Hangar

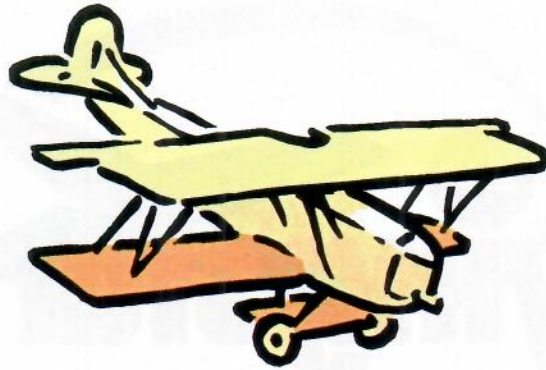
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Larry Bishop

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EAA 690 chili cook-off & game-a-thon

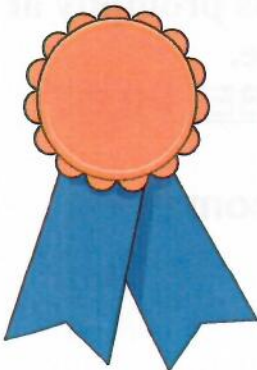
EAA Hangar at LZU Briscoe Field

Saturday February 21, 1998 from 3:00pm - 7:00pm

All members and friends of the chapter and their families are invited. The meal will be served at 5 o'clock.

It is time again for the annual testing of the culinary arts of Chapter 690 members and friends. Chili is the menu. Bring your favorite recipe cooked to perfection so you can be a prize winner. Prizes will be awarded in the following categories: **Antique** (that old family recipe); **Warbird** (hottest), **Homebuilt** (unusual ingredients and taste); **Classic** (best -overall) and **Ultra-light** for those conscious of nutritional standards). If making chili isn't your thing, bring a salad or dessert to share. Drinks, condiments and table service will be provided. Fly-in, drive in or hike-in but do come and bring your family, friends, relations and any interested persons who like airplanes and chili.

As always there will be hangar talk, but since that does not interest all family members, Social Chairpersons, Jeanne and Chuck Miller, promise to have some other activities and table games. Newer members to the chapter may wonder why we say 'annual chili cook off' when they have never heard about such an event. For many years this was an annual event for Chapter 690. However in recent years other events took precedence. By popular demand the tradition has been revived. Come and find out what good chili cooks we are. You may be a winner!





A VERY SPECIAL FLYING START SEMINAR IS ABOUT TO HAPPEN SATURDAY, MARCH 7th

Chapter 690 has been chosen as one of the first visits made by the new EAA Flying Start Administrator, Ed Jaziorny. His plans for 1998 include the making of a new Flying Start and training video for the EAA Flying Start program.

CHAPTER 690 HAS BEEN SELECTED TO BE OF PART IT.

The Cessna Corporation's new 1998 Skyhawk will be on static display at the Sport Aviation Ramp. Demo rides will be offered after the seminar.

Enjoy breakfast between 8-10:30am. Seminar starts promptly at 11:00am. Bring your Sunday-best smile.

AND DON'T FORGET TO BRING A 'WANNA BE' PILOT FRIEND.

Let's give Mr. Jaziorny a real **Southern Welcome!**