



News and Information for the Gwinnett County Chapter of the Experimental Aircraft Association November 2001



By Joel Levine

TODAY! We will host a Flying Start Seminar following our monthly First Saturday Pancake Breakfast (8:00 a.m. - 10:30 a.m., rain or shine).

This free seminar is part of the national "Flying Start" program, which was introduced in 1997. Sponsored by the Experimental Aircraft Association and the National Association of Flight Instructors (NAFI), the mission of the Flying Start Program is to recruit new members and help individuals take their first step towards becoming a pilot.

The seminar is open to anyone who has ever thought of learning to fly, but does not know how or where to get started. Registration will begin at 10:00 a.m., and the one-hour program will start at 11:00 a.m. The brief, easy-to-understand presentations include "How High Can I Fly?" by Lanny Pruchnicki (CFI & Proprietor of The Flight School of Gwinnett), "Ground School" by George Steube (CFI & 690 member), "How to choose a Flight School," and explanation of "The New Recreational Pilot Certificate" by Chuck Miller (CFII & 690 member) as well as other key information.

Invite your friends, neighbors, co-workers, significant others, children, etc. Let's share with them how to get started in aviation. Let's share some of the love of flying that our members

enjoy! Participating seminar exhibitors will include Advanced Aviation, Astron Enterprises, Inc. and The Flight School of Gwinnett.

Next month - Elgin Wells Jr. - Getting Started in Aerobatics Come early, stay late! →

Holiday Party Friday Dec 14 (don't miss it!)

By Margaret Wilcox

Be sure to put a big ring around Friday Dec. 14th on your social calendar. That is the date of the EAA Holiday celebration at the chapter building. You won't want to miss this year's event for we will be honored to have an outstanding program. Mr. Hal Weakley, retired Colonel of the Air Force and retired pilot of the EAA B-17 Aluminum Overcast will be our guest and will share a lifetime of interesting experiences as he did this past summer during Oshkosh seminars. 80 years young, Col. Weakley has now officially retired. We are fortunate that he lives in the greater Atlanta area and can join us for this special evening.

Following tradition the evening will start with dinner served at 7:15. The chapter will furnish ham and turkey. Each family is requested to bring a vegetable, salad or desert to feed 12. Beverages and table service will be provided.

Awards and recognitions will be presented to those members who have served the chapter and those who have made unusual progress in aircraft

construction. We will be thanking our retiring officers and welcoming the incoming leaders of the chapter.

This is always a special chapter event and members are urged to bring spouses and family members. The chapter building will not only be decorated for the season but the many improvements in the kitchen and mezzanine will be on display for all to appreciate. Chairpersons for this special event will be Lee and Carol Cramer. →

CAP Hangar Dedicated

By Margaret Wilcox

The Gwinnett County Civil Air Patrol has a new home on Briscoe Field near the control tower. The 200 by 55 ft Quonset hangar was dedicated at a formal ceremony on Oct 13th at which time the building was named for Lt. Col. Will Hargrove. He has been the squadron commander for 10 of the 16 years the squadron has been in existence. They also showed off their new building at an open house Oct 12th to 14th. The building was designed to serve the training and search/rescue activities of the CAP. It has a large aircraft storage area in the end adjacent to the field, a garage on the end adjacent to the highway and meeting rooms and offices in the middle. The local unit includes more than 125 members with about half of them cadets between 12 and 14. According to Lt. Col. Hargrove the building cost \$60,000 and was paid for by funds raised by the squadron and contributions from local corporations. No federal dollars were used.

We know the Gwinnett CAP as good friends. Their cadets are always willing to help out with Chapter 690 activities. They usually get the hard jobs of parking and crowd control. However they do enjoy our pancake breakfasts - their only pay. Chapter 690 congratulates the unit on their success in acquiring such a fine home. We hope to continue our cooperative relationship with the unit. →

Membership Chairman Position

By Dale A. Schonmeyer

As of this writing, we have 190 members for the calendar 2001 year. The records are in good shape and just waiting for someone with an honest interest in the membership of EAA-690 to step forward and offer to take on the responsibility of Membership Chairman starting January 1, 2002.

The only way we can keep the records straight, is if you all follow the simple rules of making sure that the Membership Chairman gets the Check and the Membership Profile Form, when you renew. Giving your money and form to anyone else is bad news. I know that you all say, "The information is the same as last year, so I don't need to fill out another form." Well that is partly true, but it is a real help to all involved if you will fill out a new form, as the email addresses change, or phone numbers change. In many cases, we just can't read the numbers on the old form and this lets us make sure we do have all the correct data.

Last year we sent you each a new form with the NavCom, and that was a total waste. I think we got 3 back of over 200 that were sent out. So we will not send them out this year, but we do have them available at the hanger, so please take one and fill it out and return it with your check (or money) to the Membership Chairman at the January 2002 meeting, and we will be off to a great year. Remember,

membership runs from Jan. 1 to Dec. 31, each year.

LETS START 2002 WITH A BANG

As in years past, any new member signing up in November or December, and paying the full year membership fee, will have the membership for the balance of this year, as well as then being fully paid for 2002. A good deal for new members. You old members, pick up the forms at the membership desk and get them filled out and the money and checks back in at the first meeting in 2002. (Jan. 11, 2002) Remember, no forms will be accepted without the money and no money without the forms. We really need a proper up-date on the forms this year.

Thanks for being a great EAA-690 group, and lets all work toward making 2002 the best year ever. →

Interior Work Continues on Building

By Frank Wilcox



Photo by Frank Wilcox

The hood is up and the carpet installed - the latest progress on the interior construction project. Thanks to Tim Fulmer the entire mezzanine area is now carpeted in a lovely shade of gray. Both the carpet and the labor were donated with no cost to the chapter. (See accompanying article.)

Installing the stainless steel grill hood is a different story. The labor was donated - by chapter members. Terry Adams used his forklift to move the hood to the kitchen area. On Saturday October 20th a large group of chapter

members using muscle power lifted it in place for permanent attachment. Still to be added before it is operable are the exhaust fan and the ducting to carry the grease and smoke to the outside.

The new electric pancake grill was initiated at the October pancake breakfast and Chef Charlie Sego was pleased with the operation. Chefs Walter Deere, Mike North, Frank Settle and the other sausage cookers are anxious to try out their new electric grill also, but cannot until the hood is operational. In the meantime they continue to stand outside in the wind and rain to provide the tasty sausage patties that we enjoy at each pancake breakfast.

The kitchen still needs installation of the new cupboards, a deep dish sink and a roll up window that will conceal the kitchen area from the rest of the first floor.

The mezzanine is not only improved with carpet, but it has been furnished with office furniture donated by Mike Stewart. The members and guests of the first Board of Directors meeting to be held in the lounge were seated around the new conference table. Be sure to visit this pleasant room with the great view of Briscoe flight operations. (Are we not happy that the airplanes are flying once again?)

Dale Schoenmeyer has installed two interior doors to divide the mezzanine rooms. Still to be installed are the ceilings and ceiling lights. New desks are located in the technical library room and the office. Barney Barnes has moved the chapter's videos into the technical library where they are available for check-out by members.

After the kitchen and mezzanine work are completed, full attention will be given to the tool and material storage room. Plans have been drawn for layout of workbenches, cabinets and tools. This long anticipated addition to the chapter building will be used by members for aircraft building and maintenance projects. →

Oct. Meeting Program

By Margaret Wilcox

There is an old saying - "when handed a lemon, turn it into lemonade". That is what Chapter 690 member Jim Duncan did last summer. Faced with a lay off, he decided to use the time to do something he had long wanted to do - fly his own plane cross country to Calgary, Alberta where his wife's family live. He owns a newly restored, top of the line 1969 Cessna 150 which was to be his mode of transportation. He invited Lorraine to accompany him, but she declined and booked a commercial flight to arrive in Calgary 10 days after he left home.

Armed with a Magellan GPS, an updated Loran, 15 sectional maps and all the airport information he could obtain he was ready for take off. The trip would take 3 long days of flying - he thought. He left home May 30th heading for Elizabeth town, KY; Danville, IL; and got to Sterling-Rockfalls, IL the first night. Here he encountered his first rain delay. He also received bad news that his wife's mother, whom he would be visiting in Calgary, had died. There was no other choice, but to proceed as planned.

He took off again on June 1st heading across IA and managed to avoid a tornado, saw his first "windmill farm" and flew on to Mitchell SD. He found out how trusting westerners can be when he stopped at Chamberlain on the Missouri River and purchased gas, used the facilities including a phone and never saw a human. He finally got to Belle Fouché, SD on the Montana border when the weather became a real hazard. He was stranded for 4 days with sleet snow, winds, lightening and thunder. He rented an old police car at the airport to get about town where he soon became known as "the stranded pilot."

There were more weather delays at Broadus, MT and more adventures like a horse on the runway. At Roundup, MT he found an off airport flying service that only came when

called, the "high class" motel that cost \$35 a night and plenty of jack rabbits on the runway. All the people he met were friendly and gave him advice about how to get over the mountains. He crossed the border with the help of friendly custom agents and made his way to his destination. The trip with 22.7 flying hours (1984 miles) had taken 11 days.

The return trip was also affected by weather. In fact to avoid bad weather he changed his route and from Belle Fouché flew south over Mt Rushmore and Crazy Horse to northwest Nebraska. In Hot springs SD it was so warm he could not climb so used thermals to gain altitude. He flew on through Colorado, Kansas and Oklahoma. He said it seemed like the bad turbulence was going with him. He finally flew out of it in Arkansas and from there it was smooth flying through Tennessee and home. The total trip was 4260 miles in 44.3 ours averaging 99 mph. The trip home took 9 days. Jim said the flight watch folks were friendly and helpful especially out west. He filed flight plans every step of the way.

Jim illustrated his presentation with photos and these, along with his colorful narrative gave all of us in the audience the feeling that we too had taken a flight across country in a Cessna 150. Thanks Jim for Sharing your fun with the chapter. ➔

The DC-3 Adventure

By Bill Coleman, AA4LR, PP-ASEL

The Opportunity - There are times in life where the opportunity to do something special finds you. When one of my co-workers asked me if I'd like to take a ride on a DC-3, I naturally said, "yes." But this wasn't just any DC-3, this was Ship 41 -- the first DC-3 that Delta had acquired in their inventory back in 1940.

Ship 41 had flown from 1940 until it was retired in 1958, and was sold to other parties. Delta's historical society had gone looking for in the early 90's,

and brought back from Puerto Rico in 1993. It has been completely restored to mint condition.

So, how did I wrangle a seat on this historic aircraft. Just lucky, I guess. My employer has Delta as a customer, and our contact had arranged it. Seems Delta's President and COO, Fred Reed, was going to be flying from the Delta Fly-In in LaGrange, GA back to Hartsfield, and then the aircraft would be returning. Since there were some extra seats, we agreed to be ballast.

Getting There - Saturday October 20 dawned with the best VFR weather I'd seen in a long time. With such perfect flying weather, it would be a shame to drive to a fly-in. I had not flown since April. Our plane was down for 6 weeks for annual inspection, and I had been busy with other projects late into the summer. When I was finished—the horrible acts of September 11, 2001 intervened. VFR flying was prohibited below the Atlanta Class B airspace -- known as the "Enhanced Class B" or ECB.

Since the Lawrenceville, GA airport is in the ECB, our plane had been grounded. Well, almost. The FAA had changed the rules in the ensuing weeks to allow dual instruction flights, as well as student solos. Since one of my airplane partners, Martin, is a student, we arranged to have the plane moved to Winder, GA, which is outside the ECB.

From Winder to LaGrange isn't a straight shot. Well, let's just say if you flew that way, you'd have to go THROUGH the ECB, which might get you shot down. As hard was we'd worked to get outside the ECB, I'd now have to fly around it. This meant flying straight south to an imaginary point known as SINCA, then flying west to LaGrange.

I'm usually a little anxious before any flight. It's normal. Once I'm in the air, I'm ok. The FAA places a large burden on pilots, since we're required to familiarize ourself with all information regarding the flight. That's a tall order. With all the changing notices in the weeks after

September 11, the job is more difficult. That and the fact that I hadn't flown since April made for just a bit more anxiety. (Although such a flight is perfectly legal since I'd be going alone)

Compounding this was the tight schedule. LaGrange was going to close their airspace from noon until 1:30 pm for an aerial demonstration. They really wanted all aircraft on the ground by 11:30am. Since I had to be at the DC-3 by 2:30 pm, and I didn't want to risk missing a chance if they went early, I elected to plan to arrive before 11:30am.

The arrival at the airport and preflight was uneventful, with the exception of a nose wheel that needed a bit of air. I managed to take off before 10 am.

The flight was very peaceful, almost boring. At 4500 feet MSL, I could see 20-25 miles in haze. Before arriving at LaGrange, I didn't see a single other aircraft in the air, save for one near Covington. It was almost as if I had the world to myself. Near LaGrange, however, I could hear multiple aircraft talking to the temporary tower. Boy, was he busy. I called him several times, but he never answered me specifically until I was on short final. Whew! My landing wasn't very pretty, but it was safe.

On the Ground - I was there! Early. Now I had three hours to kill before the ride. Well, nothing pleases an airplane buff more than being at an airport with a bunch of aircraft. More than 50 planes had flown in. I spent time talking to several pilots, some of whom had flown in their homebuilt planes.

Only problem with fly-ins is the somewhat less than extortionate pricing. I bought a gyro and a lemonade for lunch—which came to \$8.00. Add in all the fuel I'd burned getting there from Winder and back, and it was more like \$58.00. Ouch.

The "3" - I wandered around looking for my co-workers. Around 2:15 pm, I camped out under the wing of the "3". The sun was merciless. I was hot and getting sunburned. But the ship's wing was large and made a great parasol. I figured the couldn't move the plane without me noticing.

Ship 41 is beautiful. I'm sure it never looked this nice when it was in service. Most of it is bare aluminum, and it has a healthy shine to it. I've owned a bare aluminum plane, so I know it takes hours and hours and hours of elbow grease to keep it the sheen to that surface. If it

weren't for all the odd curves, Ship 41 would make a passible mirror.

Delta had three employees, dressed in 1940's era Kakis. (Well, the clothes are the same style and cut as from the 1940's) They prepped the plane for flight, adding oil (the plane holds 58 gallons of oil!), inspecting the airframe, and wiping away any oil or smudges.

The procedures for entering the plane was well orchestrated. First, you had to turn around and pose for a picture taken by the Delta photographic department. Then, you had to put cloth booties around your shoes, and white gloves on your hands. One of the Historical Society members gave my camera an evil look and asked that I be careful and not scratch anything. Hey, with a restored-to-better-than-new 60-year-old plane, they aren't taking any chances.

Inside was even more spectacular than the outside. Dressed out in a cream with green and chrome trim, the interior looked like it had never been used. The galley at the rear was gleaming stainless steel. All the seats were covered with plastic. You'd have thought the plane was just delivered from the factory.

We each took seats. A DC-3 is much like and much different from a modern airliner. The seats are a bit wider and more comfortable than modern coach seats. There's only room for three seats on a row, so 2/3 are window, and 2/3 are aisle. (Two seats on the left, one on the right) Each seat has the familiar air vent, reading light switch, and a call button. The back of each seat had a copy of LIFE or TIME magazine from 1940, lovingly preserved in plastic. Overhead was a bin, although it was much smaller and had no hatch like modern airliners. The windows have square corners, not rounded, giving a hint that the DC-3 isn't pressurized.

Don't expect beverage service. Not that they didn't have it in 1940, but it would be too big a risk to the restoration. And even though each seat has an ashtray, anyone lighting up would be asked to leave the plane. Forcibly. In flight.

Perhaps the biggest difference of the DC-3 is how she sits on the ground. Since it is a taildragger, the floor slopes downward to the tail while on the ground. In the air, everything is level. But on the ground, you have to climb up hill to take a seat, or downhill to exit.

The Flight - We awaited our flight with much excitement. Each engine started with

a rumble and a lot of smoke, as the big radials are apt to do. But inside, they were surprisingly quiet during taxi.

Takeoff was very different from a modern airliner. First, it was very long. Initially, we were rolling down the runway with the nose way in the air. After several seconds the tail came up, and we stayed that way for what seemed to be a long time. Then as the tail dipped a bit, we rose into the air.

Visibility was tremendous. We could easily seem 30 or more miles. Instead of heading for the rarefied air of 10,000 feet or more as in a jet, Ship 41 remained close to the ground. (On the return trip, I read the altitude as 4,000 feet MSL.) We spotted all sorts of features on the ground. As we got close to Hartsfield, we saw several Delta jets off to the right, on approach for the parallel runway. Naturally, they were flying faster, and passed us.

The DC-3 cruise speed is about 150 knots. That's 40 knots faster than the Cessna 172 I fly. Coast-to-coast in a DC-3 would be a long flight, and would require at least one fuel stop.

Inside at cruise is rather noisy. It isn't the air moving by the plane, as in a jet, but the vibration of the engines themselves. It doesn't seem too loud, but if you try to speak to someone, our voice dies out in just a few feet. Each of us had an opportunity to move forward during the flight and visit the cockpit. That's something that you wouldn't see in a modern airliner.

The DC-3 has all of its luggage storage between the cabin and the cockpit. So, there's quite a bit of space between the crew and passengers. The actual cockpit is tiny, and way up into the nose of the aircraft. Looking at the pilots surrounded on almost all sides by aircraft, you'd have thought that sort of merged with the ship. The view out the cockpit window was somewhat limited, due to the large instrument panel, and the fact the pilot's feet are deep into the plane's nose. The Cessna 172 offers more to see.

The cockpit had been beautifully restored. Each instrument, knob and handle had been cleaned, refurbished and repainted. Most of the instruments were originals, although there was some deference to modern equipment. I spotted a modern back-up gyro, as well as a whole suite of modern radio and navigation equipment. Even a Garmin GX50 GPS was stuffed up under the glareshield.

Landing at Hartsfield was different. After we taxied to the ramp, we were allowed to get out and stretch our legs. I'd never been so close to active jetliners. We were just a few hundred feet from one of the runways. The whole time we were on the ground, the planes never did stop taking off and landing.

Fred Reed and his group departed, and a smaller set of passengers returned to LaGrange in the DC-3. The flight back was somewhat more subdued—much of the initial excitement had passed.

Still, it was a distinct pleasure to fly on this majestic ancient airliner. I've only flown in one other WW-II era, multi-engine aircraft, and the DC-3 was much more comfortable than the B-17.

Getting Back - I'm afraid I didn't notice too much on the return flight of the DC-3. I was thinking ahead to my own flight back to Winder, and the time pressure I faced. I had told Theresa I would be back at home by 6:30 pm, since we were expecting dinner guests at 7:00 pm. Since we didn't return to LaGrange until nearly 5:00 pm, I wasn't going to make it.

A quick preflight revealed nothing tragic had happened to the plane in the last seven hours. They had closed the temporary tower, and after I figured that out, I was quickly in the air again, on the long, quiet and almost boring flight. Other than a couple of airliners deep in the ECB, I saw no other aircraft on the way back to Winder. At 5500 feet MSL, the air was much cooler than on the ground. After being overheated much of the day, I welcomed it.

Much of the haze from the morning had burned off, but I could still see 25 or more miles. But there's not terribly much to look at in that part of Georgia. Plus the sun was casting long shadows on the ground. I was worried it might go down before I reached Winder. I suppose I should have acquainted myself with the sunset time for the day. As it turned out, the sun was still way above the horizon when I finally reached Winder.

Once I completed all of the post-flight chores, it was 7:15pm. Uh, oh, I thought, I'm really gonna get it. I still had to drive back home from Winder, and I was already 15 minutes late. However, Theresa was very understanding. She seemed more amused than dismayed. I finally made it home just after 8:00pm—a little

embarrassed, but with memories that will last a lifetime.

October. Minutes

*by Michael Stewart, substituting for
Tom Dubrouillet*

The meeting began with the pledge of allegiance and an acceptance of the September minutes as published. Charlie Sego reports the treasury is sitting at \$16,700.00 at the close of September.

Frank Wilcox's building update was very exciting as the grill and stove are working and plans to install the hood/fan assembly in the coming weeks. Also Tim Fulmer is working on getting the carpet upstairs installed.

Dale Schonmeyer reported 190 members and he is looking for a new membership chairperson. Interested parties should contact Dale.

Joel Levine reports he has several programs lined up for next year. Closing out this year is the November Flying Start program and for December Elgin Wells Jr. will give a seminar on flying aerobatics.

Mike Stewart gave an update on the 2002 election nominees. They were unchanged as published in the September NavCom.

Jeannie Miller reported over 200 people attended the Hanger Dance with revenues est. at \$3485.00 and a profit to the chapter est. 1678.98. Jeannie received a round of applause for her efforts for a job well done.

Duanne Huff reported that the Young Eagles program is ready to resume as soon as VFR out of LZU is allowed.

Frank Wilcox made a plea to member to get involved with the chapter by participating as an elected member of an office. Please contact Mike Stewart, chapter election nominee chairman, if interested in holding office. There are many opportunities to support the chapter. Webmaster, publishing, NavCom editor, membership chairperson,

officer, trustee, and various other committees.

Dale Schonmeyer reported that he built an unknown type R/C model now currently hanging from the ceiling of the chapter hanger. Apparently this model sat in a box in a corner for sometime and Dale took the initiative to get it completed. No word on weather it flies as good as it looks.

The meeting concluded with the chapter singing happy birthday to Mike North, pancake breakfast coordinator, who just turned 50. →

The NavCom

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

Original articles, art and photos are invited and encouraged. Submit articles preferably in an MS Word format, however ASCII format will also be accepted. Pictures can be in almost any format. Submit via email to: willow55us@yahoo.com

or mail to:

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

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

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

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

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Chapter Information & Misc. Items of Interest

By Lnor Levine

Come to the November Meeting

Vote for our new officers for the next two years, and... cast your vote for the **Outstanding Chapter 690 Member**. We have many dedicated and hardworking members from whom to choose, and we have accomplished much this year. Example: Just look at the mezzanine! Need an idea? Here's a list of our previous Members of the Year:

1984	Harold Stalcup
1985	Harold Stalcup
1986	Frank Wilcox
1987	Harold Stalcup
1988	Donna Forbes
1989	Mac Forbes and Ken Sharpe
1990	John Henderson
1991	Jeff Boatright
1992	Steve Ashby
1993	Charles Sego
1994	Mike & Jennifer North
1995	Duane K. Huff
1996	David L. Posey
1997	Sue Adams
1998	Joel Levine
1999	Lnor Levine and Frank Wilcox
2000	Tim Fulmer
2001	?

The balloting is secret and the recipient will be presented the award at the December Holiday Banquet.



Thanks a Bunch!

We received some wonderful gifts this month that we wanted you all to know about, and for which we are most appreciative.

Thanks to Tim Fulmer, the carpeting for the mezzanine was donated by Preferred Commercial

Floor Covering in Canton, Georgia. Then the carpeting was professionally installed by Bob Bitz. Anyone who has seen this done knows what a job that is! Thanks so much!

The next marvelous gift was most of the furniture needed for the upstairs lounge, library and office. Mike Stewart was re-doing his offices, and graciously offered us a large conference table, 4 desks and lots of comfortable chairs. Along with the comfortable sofa donated this summer, we have a great start on the finishing touches needed for the mezzanine. Thanks Mike!

Be sure to take a look at when you are at the hangar next time!

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



first Saturday

- Nov. 3 – Flying Start Program
- Dec. 1 – Introduction to Aerobatics
- Jan. 5 – Changes in Aviation Insurance – Doug Johnson Insuramerica
- Feb. 2 – Dealing with Cockpit Emergencies – Dave Hirschman
- March 2 – Wing-n-It – General Aviation on TV, Jeff Tate
- April 6 – Sport Pilot Review and Update (Sun-n-Fun Week)
- May 3, 4, 5 – 2002 Georgia Wings Weekend
- June 1 – Poker Run

Watch for announcement of more of next year's First Saturday programs and activities

Come Join Us

Regular monthly meetings – Held on the 2nd Friday of every month (except for August's Post Oshkosh Bash). In the Chapter Building at 8:00 p.m.
Hangar flying before and after!

Pancake Breakfast and Aviation Program or Activity –
In the Chapter Building.
Breakfast served 8:00 a.m. – 10:30 a.m. Programs start 10:30.

2001 Raffle Garmin 195 GPS

Donated by Joe Friend

The raffle proceeds will pay to sponsor one young person to the EAA Air Academy at Oshkosh.

*DONATION \$10.00 – Limited to 90 tickets
(45 Sold So Far – Halfway to Our Goal)*

Drawing will be held upon the completion of ticket sales.

WINNER NEED NOT BE PRESENT TO WIN!

See Lnor Levine at the regular monthly meeting, pancake breakfast or other chapter events.



Events Calendar



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

November 2-4 - LAKE LAND, FL - Wings 'n Things, 863-644-2431

November 3 - LAWRENCEVILLE, GA - EAA Chapter 690, Flying Start Program & Pancake Breakfast. 770-613-9501.

November 8-10 - FT. LAUDERDALE, FL - Aircraft Owners and Pilots Assoc. sponsored AOPA EXPO 2001, 301-695-2162, warren.morningstar@aopa.org

November 10 - MILLEN, GA - Chapter 172 Low-Country Boil Fly-In, 706-547-3607, icm2@earthlink.net

November 10 - PUNTA GORDA, FL - Chapter 565 Pancake Breakfast/Young Eagle Rally, Charlotte County Airport, 941-627-1700, thaverv@earthlink.net

November 10 - PELL CITY, AL - Chapter 1320 Fly-In Breakfast, 205-338-9500

November 17 - MARIETTA, GA - Chapter 268 Fly-In Breakfast/Young Eagle Rally, 770-529-9023

December 1 - LAWRENCEVILLE, GA - Chapter 690 Introduction to Aerobatics Program, 770-613-9501

December 1 - MARATHON, FL - Chapter 1241 Young Eagles Rally, 305-743-0835

December 1 - FORT PIERCE, FL - Chapter 908 Pancake Breakfast at St. Lucie International Airport, 561-464-0538

December 8 - PUNTA GORDA, FL - Chapter 565 Pancake Breakfast/Young Eagle Rally, Charlotte County Airport, 941-627-1700, thaverv@earthlink.net

December 8 - PELL CITY, AL - Chapter 1320 Fly-In Breakfast, 205-338-9500

December 8 - MERRITT ISLAND, FL - the Brevard Aviation Assoc & the Merritt Island Air Service Pancake Breakfast benefit for the Marine Corps Reserve "Toys for Tots" Campaign

Classifieds

Ads run for a total of 3 months. If you would like to continue the ad for an additional 3 months you must request it through the editor by e-mail, snail mail or phone call. There is no problem with keeping them running, but we need to get old ads weeded out or the new ads will become ineffective. All ads will be

dated with month and year at the time of submission or renewal.

For Sale: Warren Knight Propellor Protractor
Current model - 23-1990 w/ manual Asking
\$350.
Call Dick Richards - 770-935-1211 08/01

For Sale: EBC 302VR elt beacon,has voice and
phone jacks.good condition,\$125.00 plus

postage and ins.. removed from my cessna 170
for a upgrade to a 503 model. Thanks.
ovscott@mindspring.com 08/01

For Sale: Garmin GPS 195 - \$695.00 Includes
manuals, carrying case, external antenna, yoke
mount. Alan Langford (770) 339-3674
alang@mindspring.com 09/01

Shorts Between the Headsets

FLYING HUNTERS

Two hunters got a pilot to fly them into the far north for elk hunting. They were quite successful in their venture and bagged six big bucks. The pilot came back, as arranged, to pick them up.

They started loading their gear into the plane, including the six elk. But the pilot objected and he said, "The plane can only take four of your elk; you will have to leave two behind."

They argued with him; the year before they had shot six and the pilot had allowed them to put all aboard. The plane was the same model and capacity. Reluctantly, the pilot finally permitted them to put all six aboard. But when the attempted to take off and leave the valley, the little plane could not make it and they crashed into the wilderness.

Climbing out of the wreckage, one hunter said to the other, "Do you know where we are?"

"I think so," replied the other hunter. "I think this is about the same place where we crashed last year."

Events Calendar

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

When: 24-25 November 2001 - Where: Ft. Worth, TX - Why: To celebrate the 50th anniversary of the EAA Chapter 690 and the 50th anniversary of the EAA Chapter 690.

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