



NavCom



Huff, Duane
383 Bethesda Church Road
Lawrenceville, GA 30044

NEWS AND

INFORMATION

FOR THE

GWINNETT

COUNTY

CHAPTER OF

THE

EXPERIMENTAL

AIRCRAFT

ASSOCIATION

New Web Site Location

As of August 1, we have a new web site location.

<http://www.eaa690.org>

Please update your browsers. The old site will be left up for only another month.

Mike Stewart

Young Eagles Report

We have not had a lot of Young Eagle activity this summer. Some of our 690 pilots helped chapter 268 at Cartersville with Young Eagles. A rally has been Scheduled for us on September 23rd. We will be recruiting pilots and ground personnel by E-mail. Join us at the hangar and enjoy a Saturday morning of fun flying.

Duane Huff

Young Eagles Coordinator

September Speaker

Our speaker for the September 9th meeting:

We are honored to have Major General Joel B. Paris III (Ret.) for our September Speaker.

General Paris has a long and distinguished military career.

He is an Atlanta native who served over 2 years in the Pacific during WWII. He has flown over 160 combat missions in various aircraft including the P-47, P51, F84, T-6, C-47, T-29, T-33, and the F-100. General Paris is

September 2000

credited with downing 9 Japanese aircraft and 7 probable.

The General will tell us of his adventures during the war and what life was like for front line pilots during wartime. There will also be a question and answer period. The social hour starts at 7pm with the general meeting starting at 8 PM. See you there.

Chuck Miller

Presidents Notam

Hi gang,

Lots of good things to report this time. Hats off to Duane Huff for stepping up and taking the "Air Fair 2000" chairmanship. Duane has called an organizing meeting at 9am on Saturday, during the pancake breakfast (maybe while your reading this). I know Duane would appreciate your input and help. If you are interested in helping out for the day or just an hour or two, just let Duane or myself know. We will be holding the meeting in the new mezzanine. This will be the first official (unofficially) use of the new addition, again thanks to Duane and his crew and all of the sheetrock work. We are nearing the end of the mezzanine project, so keep an eye open for planned workdays, and if we get enough folks out, we can knock off the rest in short order. We do have fun. We even give our free breakfast tickets for those who show-up (and work).

I am also pleased to announce that Jim Lyons is now our Vice President. Jim is a long time pilot and owns that neat brown Moony on the ramp. Thanks Jim.

As most of you know, Joe Friend has relocated to Florida. Joe is now building a home at Spruce Creek aviation community. Our best wishes to Joe and thanks for the great programs he as set up for us in the past.

If you missed the After Oshkosh Bash last month, you really missed a good time. We had 55 folks, lots of food, great weather and a wonderful round of Oshkosh tales. This including two members who turned left at the Mississippi, rather than right, and ended up in New Orleans.

Chuck Miller

President

Notes from a flight instructor:

Well we are deep into summer, and the density altitudes show it. The old reliable flying machine is a bit sluggish and wants a bit more runway. Even I find it hard to keep up a 5-minute mile pace in my morning runs. (Yeah sure). Remember this when you are loading up the airplane and heading for airports unknown. Along the same lines, when the weather is like this, it seems as though airplanes engines break more often. This is usually when we need them the most, during the high stress time of take off. There have been a number of these types of failures lately, and most did not end up well. By well I mean for the passengers and crew. Airplanes are just so much metal. They can be replaced. In fact that is just what insurance is for. It seems that we forget that just when we should keep it at the forefront of our thoughts. If you do have the misfortune to have an engine failure on take off, remember the number one job of the pilot is to pilot. Of course if there is runway available in front of you, LAND. If not, LAND. Yes land. It won't be where you want. Sure the odds are you will bend the plane, but a controlled forced landing is infinitely better for all involved rather than the alternative. If you are under @500 ft and consider, even briefly, turning back to the airport, you are on your way to ruin. Trying to make it back to "save the plane" has cost many lives. The fact is once that low level turn is started, you will shortly become just a passenger in a metal box. With no power, little altitude, high bank angles, your friendly airplane will turn on you faster than that old junk yard dog we hear so much about. Just do the math. If you start a standard rate turn of 3 degrees per second, it will take you 1 minute to complete the 180-degree turn. With a sink rate of 500 feet / minute, you

will hit the ground just as you roll out. You haven't even started back to the airport until you rolled out. Ok, double the bank. Now your sink rate is 1000-1500 feet per minute. Same outcome. Don't forget that tendency to pull the nose up, as the ground seems to fill the windscreen. Of course the airspeed starts to fall off and the next thing you know, you're a passenger on your way to a wreck. I know the runway seems inviting, but forget it. Find a spot in front of you. Look to the right and left. Small turns can be done. Put it between the trees. I know a guy who landed into trees. He aimed between the trees, letting the wings absorb the impact. He walked away. He remembered to forget the plane. You spent years learning to be a pilot. Don't end your flying career as a passenger. Fly the plane, Captain.
Chuck Miller

Airfair Is Coming

The Air Fair is coming, the Air Fair is coming!

Mothers grab your daughters, Fathers get your sons and RUN don't walk to the Gwinnett County Airport on Saturday October 7th, 2000. It will be the greatest show in earth! A breathtaking spectacle to be remembered for all time.

Ok, maybe I overstated it a bit, but come October 7th, there will be good times for all at Air Fair 2000. Duane Huff has assembled a crack team of folks to provide us and our friends with a fun day of activities. Starting with our classic pancake breakfast at 8am (\$4.00 for pancakes, sausage, juice, coffee and milk), there should be Bi-Plane rides, vendor displays, food, beverages, face painting for the kids, static aircraft displays, Antique aircraft, War Birds, Ultra Lights, Paper Airplane construction and test flying, souvenir sales and more. As usual, admission to the Air Fair is free. Chapter 690 parking attendants at the gate will solicit a \$2.00 parking donation.

If you have any additional activities to recommend or organize, just give

Duane a call at 770-921-4423. Jim Lyons is organizing our vendors. If you have a thought in that area, let Jim know at 770-343-8483. Keep an eye open for volunteer sign-up sheets. You can help out for an hour or a day. It will be fun. See you there

Publisher Needed

After 8 years, yes that's right, 8 years!!, Alan Langford is no longer able to print the NavCom for us. Alan has given his time and effort over the years to this noble cause. He has been printing the NavCom and delivering it to the monthly pancake breakfasts for the ceremonial labeling and folding. We need a new volunteer for this very important task. Basically the publisher is given a copy electronically of the NavCom and must print and deliver to the Pancake breakfast. Please contact Mike Stewart 770.330.3644

Roving Around Air Venture 2000

by Margaret Wilcox

The Oshkosh Fly In, now called Air Venture, grows bigger and more diverse each year. Even without the Concorde, Vimy and Harrier - all promised attractions that failed to show - there was much to interest any aviation enthusiast.

Frank spent most of his days at forums learning what is new in aviation from the experts. Permanent buildings with improved facilities and sound systems are rapidly replacing the tents for the forum presentations. There are now 14 locations each offering up to 5 presentations a day with the topics ranging from aircraft design, homebuilding and ownership; aviation entertainment and history; engines; piloting; restoration and vintage aircraft; speed; technology and research; type clubs; women and families in aviation. In addition there are buildings for NASA and the FAA. The Builders Information Center has been expanded and improved with more permanent facilities for lectures and workshops.

For those interested in shopping for aircraft related merchandise there are four large exhibit buildings with up to 160 booths in each. The outdoor fly market seems to get bigger each year. And throughout the many acres of the show grounds there were numerous outdoor exhibits including our own Fred Meyer and Joe Tate, part of the aerobatics display. It wasn't surprising to see exhibits of automobiles, tractors, scuba diving equipment and other non-aircraft items as the

commercial encroachment is growing at an alarming rate.

The flight line was filled with an amazing number of aircraft - warbirds, homebuilts, classics and antiques. Some special planes on display this year were: NASA's Super Guppie, Save-A-Connie Lockheed Super Constellation, Delta Airlines Restored DC-3, Drug Patrol Lockheed P3V, Fighters - F-14, 15, 16 and 18., AH-64 Attack Helicopter and of course the Aluminum Overcast B-17 which was offering rides as was the EAA Ford Tri-motor. The 1930s Golden Age of Racing was represented by several restored or replica racing planes which gave demonstration of the Thompson Trophy races each day.

The Theater-in-the-Woods was the scene of programs each night including a pre-convention special program. (Dick Rutan gave a vivid description of his flight to the North Pole). Here each evening awards were presented, special people recognized and special programs presented. A Night with Auto Racing Legends (who also have a passion for aviation) was a popular presentation. Another was a group of Earthrounders - pilots who have flown around the world. Entertainment included Mike Snyder (country music), the Wisconsin Singers, Airmen of Swing (Big Band music), a tribute to John Denver by Cooke and the Barber Shoppers. Ron Machado was back again with his humorous stories.

The afternoon Air Shows drew huge crowds as always. The war birds gave a reenactment of some phase of World War II, the Korean War or the Vietnam War on several days. There were 19 different individuals or groups who preformed at the seven air shows including the popular Red Baron Squadron and the Northern Lights. Missed were the French Connection team which were tragically killed last May while practicing and venerable Bob

Hoover who, though present, his aircraft was not. He may be back next year. Each show was opened by the Liberty Parachute Team.

Sean D. Tucker won the Championship Air Show Pilots Assoc. competition with a different phase flown each of four days.

Frank and I arrived early to find a spot under the trees in Paul's Park.

This year we had plenty of room for our Chapter 690 friends, but none came. Our neighbors were visitors from Venezuela, the Check Republic and over 40 people from South Africa who set up a tent city.

We noticed more families with children, more bicycles, more golf carts and on the grounds more automobiles with VIPs going somewhere(?). The campers filled more fields than ever before and the airplane parking extended to row 145 in the south forty which added to the number in the north forty which was full. Where do all these people and aircraft come from? All over the world! What draws them - the greatest airplane extravaganza in the world. But just wait until 2003 - that will be the year of the really big show. Better make your reservations for accommodations now

Jim Clarkson's Name Added to Memorial Wall

by Margaret Wilcox

In a special ceremony on Monday July 31st eighty three persons were recognized as their names were added to the Memorial Wall for the year 2000. Among them was the name of James S. ³Jim² Clarkson, former member and friend of Chapter 690. Jim died last summer while on a cruise to Alaska. As a memorial to Jim, his great interest in aviation and his many visits to Oshkosh, his family chose to honor him this way. Each person whose name is on the wall is also remembered in a Memorial Wall album that is maintained in the Fergus Chapel. The album, one for

each year, includes biographies and photos provided by the family and friends. Attending the ceremony for Jim were his wife, Betty, her sister and Frank and Margaret Wilcox.

Asa Mosley - Outstanding Air Cadet.

by Margaret Wilcox

When Chapter 690 chose to use our Young Eagle Flying credits to help send Asa Mosley to the EAA Air Academy during AirVenture this year, we made a wise decision. Asa was one of the outstanding cadets, according to Jim Hoake, Chapter 468. In fact he did so well that he has been invited back to the Academy next year as an intern and be a leader with next year's group.

This young man has an impressive resume for a 15 year old. Maybe we can invite him to share it with us at a future Chapter meeting.

Frank Wilcox Wins the Nestle Foods Gift Basket

by Margaret Wilcox

Chapter 690 was represented on the stage of the Theater in the Woods stage at Oshkosh again this year. No awards for achievement, but Frank won one of the number one Nestle gift baskets awarded in a drawing held each evening during the evening program. The basket included many Nestle products and a ³Bugs Bunny² which he can share with his grandsons. Nestle Foods sponsors the Theater in the Woods, the on-ground buses and trams and the KidVenture area at the museum.

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: mstewartga@yahoo.com or mail to:

Michael Stewart
270 Leigh Kay Drive
Lawrenceville, GA 30045
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Deadline for submissions is the Last Sunday of the Month

THE NAVCOM is NOT produced on a Minolta DI-620 Copier. Thanks to Alan Langford and Minolta Corporation for printing the NAVCOM each month in the past, then bailing on us when we really needed them.

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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EAA 690 Project Visits.

TDB. Greg... Hook us up with some project visits.

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in a special ceremony on Monday July 1st. The eight new members were recognized as their names were added to the Memorial Wall for the year 2001. Among them was the name of James S. Clark, a former member and friend of Chapter 690. Jim died last summer while on a cruise to Alaska. As a memorial to him, his great nephew, Clayton, had his name added to the wall. Clayton's family chose to place his name on the wall in the same way. Each person whose name is on the wall is also remembered in a Memorial Wall plaque that is maintained in the Chapter Chapel. The plaque one for

Jim Clarkson's Name Added to Memorial Wall

The theme of the Woods was the series of programs each night including a pre-convention special. Program 1, "The Woods" gave a special presentation of his flight to the (North Pole) from each evening. There were several special programs presented. A Night with Jim Clarkson (who also gave a special presentation) was a popular presentation. Another was a group of Entertainment - photos who have been around the world. Entertainment included Mike Taylor (a very funny man), the Western Swing, Aerial of Swing (Big Band music), a tribute to John Denver by Gordon and the Hooten Choppers. Ron McArthur was back again with his humorous stories.

The afternoon Air Show drew huge crowds as always. The war birds gave a demonstration of some of World War II. The Korean War on the Vietnam War on several days. There were 19 different individuals or groups who performed in the seven air shows including the popular Red Bull Squadron and the Northern Lights. Mixed with the crowd, a Commemorative team which was especially killed in May while performing and receiving the

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Classifieds

For Sale: 2 - David Clark H10-60 Headsets - \$225.00 each 1 - Sigtronics Transcom II 4 way Portable Intercom - \$140.00 Alan Langford 770-339-3674 alang@mindspring.com

For Give Away: RV-6/6a Fuselage jig. Wood, in tact right now, will be through with it sometime in July. I can help transport if needed. Will be dismantled soon. Save \$\$ and time. Mike Stewart 770-330-3644

For Sale: New Maule Tailwheel 8" Solid Rubber, New wind driven generator, whiskey compass, Old style AH and DG, Cessna 328 T 720 Channel, Misc instruments. Contact Dave Ostergaard, 678-482-0491.

For Sale: Complete (new) hydraulic disc brake and wheel kit for A/C up to 1100 lb. gross. Includes tires, tubes & mounting hdwr; \$200. Tail wheel, axle, glass rod spring and mounting bracket (new) ;\$100. Frank Wilcox 770-978-2403 or frankwil@mindspring.com

For Sale: Wheels/brakes for sale: McCauly 6.00-6, for Cessna 182 through 210, or homebuilt from 2,500-3,500 lbs. Forrest Wilson, 404-292-5613, forrestw@mindspring.com

Projects for Sale - Cecil Whaley of Lafayette, GA is trying to clean out a hangar of experimental projects he has - cheap, he says. Available are: * 2 Pitts Special airframes/misc. parts such as control surfaces, pushrods, bell cranks, and a good wobble pump. * Cherokee II vintage sailplane from the 30's * Dragonfly project * Hummelbird project He is trying to focus on the completion of a Hyperbipe project, and would like to clear this other out. [He is looking for Hyperbipe parts, too.] Cecil can be reached at the Lafayette Airport at 706-638-7071.

For Sale: Cessna VOR indicators IN-514R, IN-514B \$90 each, Cessna 3-in-1 engine gauge (mech. oil pressure, elec. cyl and oil temp) \$100, Cessna 4 inch attitude indicator yellow tagged in 97 \$120, Turn and Bank, missing data plate \$45, VSI in m/s \$60. email for pics. prothe@wewill.com 12/2/99

For Sale: Zero time Jabiru 2200 cc 4 cylinder motor.. 80 Hp @ 3300 rpm and complete weight is 123# with alternator, starter, and exhaust. Certificated in Europe. \$7000 HAPI VW 1834 cc aero converted motor. Never run. Has one Mag and one CDI ignition plus dual plugs. 60 HP. \$2500 Help me clear out the basement.. Consider trades. email for digital pictures Ron DeWees 404 876 3481 rdewees@avana.net 10/19/99

For Sale: CHALLENGER II "STANDARD", always hangared, 503 W/Dual Carbs. Excellent workmanship. 25 Hrs. total time. Fiberglass nose & center section. Raised cockpit mode kit -- tinted w/shield, shldr. harnesses, 6" Alum wheels/tires, upholstered seats & interior, 2-tone blue/white. Extras: elect fuel guage, remote radio antenna, brakes, 5" Hagge Alum wheels/tires, 50' cable housing, carb. splitter kit, plugs, 4 X 8 tinted lexan & parts for doors, extra paint/fabric. Optional: ICA 21 Icom t'ceiver, Garmin GPS89. Price in \$13,500 range, negotiable -- plz. call: "C.F." or Carol @ (706) 235-0644 (Rome, GA) 8/29/99

For Sale: 1982 Steen Skybolt- 200 HP AEIO360..Christian Inverted fuel and oil 600 TT AF !00 SMOH 100 Fact.New Prop- New Mx11 Comm. Collins encoding transponder. Magellen GPS -New Red Leather interior -A&P built always hangared never rained on. Open cockpit or bubble on back and closed front. No competition aerobatics....GREAT LOOP AND ROLL AIRPLANE....Excellent flyer extremely well built. Builder in Atlanta area and to answer any questions.This is a one builder airplane, not one of these three or four builders along the way and no real records of who was good or not good etc. Call 770 232 9303 or 404 257 1610. 8/17/99

For Sale: Perfectly built RV8 empenage with electric trim and Variprime interior (600\$). Also for sale 28 years of Sport Aviation (300\$) less then a 1\$ each. Call Carl Bell 770 263 7998. 8/16/99

For Sale: Lycoming O-235-C1 Engine with 1190 Hours since new. Includes Bendix Mags, Harness, Plugs, Starter, Alternator, Fuel pump, Exhaust stacks, and baffeling. Also included is an engine stand. Engine is located in Chattanooga TN and belongs to a customer. Price is \$5,500.00. Contact Earl Evans after 6:00 pm or E-Mail to AvmtEarl@aol.com. 770-229-8670. 8/12/99

For Sale: 1994 Pulsar. \$25,000 Firm.

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

For Sale Grumman Tiger, 1977 #470, 1300TT, Imron white with teal/rose trim in AG design 1997, professionally installed lt. gray naugahyde/cloth-inset interior with new belts 1997, KX175B, Narco #2 com & nav (dual ILS), King ADF & DME, Century IIB, Northstar GPS60, Insight StrikeFinder, Precise Flight SVSIII, PS Engineering 4pl. intercom, Sensinich prop, hangared Atlanta since at least '93, 4 yrs. good oil analysis records, complete logs, no damage history. It was my TLC'd keeper; lost medical. \$65,000. Call Walt Bannerman, Atlanta GA 770.393.8248. 8/1/00



NavCom

August 2000

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