



**APRIL 2003**

# NavCom

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 Road, Lawrenceville, GA



The EAA Aviation Foundation has created an exciting and middle school standards filled program. It has shown great success in getting students to learn about science, math, and many other subjects under the guise of doing a team project about aviation.

Metro Atlanta has 10 Wild Blue Wonders teams working hard to prepare themselves for a late spring local competition. The teams include Middle School students from around the metro area. Teams are each composed of 5 members who will compete at a date and place yet to be determined. The teams will be keeping a "log book" of their progress, learning about aviation history, weather, pilotage, writing a skit about a specific aircraft or aviator, and building and flying a rubber band powered airplane. The innovative curriculum combined with the thrills and challenges of competition provide inspiration and motivation for students with an interest in flight. As part of our preparation, a trip to visit the Museum of Aviation at Warner Robins is being planned. The winning team will travel to Oshkosh in July, all expenses paid, to compete for the national title. The winning national team will travel, compliments of EAA HQ and the Ford Motor Company, to Kitty Hawk for the December 17 festivities.

This is a great opportunity for our young people. Any teacher who might be interested in becoming involved next year is encouraged to contact Debi Huffman at [debi.huffman@fernbank.edu](mailto:debi.huffman@fernbank.edu) 678-874-7136 for specific information. Additional information can be found at [www.wildbluwonders.com/](http://www.wildbluwonders.com/)

## Come Have Dinner at the Hangar

Join the camaraderie at the pre-meeting dinner gathering on April 11<sup>th</sup>. This month's menu will feature barbecue and trimmings. Beverage and dessert are included.

Come to the hangar a little early before the meeting on Friday - around 6:30 would be good - and join us for food, fun and fellowship. A minimum donation of \$7.50 for adults and \$3.50 for children under 12 is suggested. Any profits from the pre-meeting dinners will benefit the Chapter's scholarship fund.

## Aviation Career Enrichment (ACE), Inc.

If you know of someone between the ages of 9 and 18 who is fascinated by airplanes and space ships, curious about overcoming the natural force of gravity, who always wanted to fly in the atmosphere or in space, then ACE wants to put them in the pilot's seat!

ACE is a nonprofit program dedicated to youth. It is run by volunteer FAA certified pilots, mechanics, and flight/ground instructors. Some of the ACE volunteers are themselves graduates of the Weekend Academy.

Career opportunities in aviation lie in many areas. ACE offers actual flight training, and its career exploration program provides exposure to other aviation careers through field trips, guest speakers and hands on experiences.

Examples of careers explored are aerospace engineering, aerospace medicine, air traffic control, aircraft mechanics, aircraft fabrication, assembly and many others. ACE is supported through gifts and grants from its former students, foundations, companies, individuals, and a nominal tuition from its student participants. ACE is tax exempt under the rules of the IRS section 501(c)(3).

The ACE Weekend Flight Academy operates Saturdays from 9 - 12. Interested persons are invited to visit our operation at Atlanta's Fulton County Airport, "Charlie" Brown Field.

Julius Alexander, founder & CEO of ACE will be our guest speaker on Friday, April 11<sup>th</sup>. Please see his biography on page 8 of this issue.



## Recent Chapter 690 Scenes

Photos by Frank Wilcox



⇐ Pam Hollis' program, "The Best Safety Device for any Aircraft," was pertinent for any pilot or student pilot. Pam is the founder of LIFT Flight Training.

The Judges at the Annual Chili Cook-Off ⇒ (Deann Reid, Bryan Goggans & Judy Arnold) seemed to be enjoying their assignment.



⇐ Event co-chair Margaret Wilcox and Charlie McCormick check as side dishes are set up on the serving table while the judging is completed at the Cook-Off.

Members, families and guests chow down ⇒ on the delicious Chili Cook-Off food.



⇐ First place Chili Cook-Off winner Jennifer North gets her prize from event co-chair Michelle Hurley.

### An Unofficial "Young Eagle" ⇒

Joel and Lnor Levine's 3 year old grandson Andrew had to be coaxed out of the cockpit after his first flight with his "Pa" and Dad Alan. He was ready to go up again!





## 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 welcome. Submit articles in Word 97 or ASCII format and pictures in jpeg, tif or bitmap format via e-mail to: [lnor@akorn.net](mailto:lnor@akorn.net)

Deadline for submissions is the 15th of each month, unless otherwise announced. **The deadline for the May 2003 NavCom is Friday, April 18th.**

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

Thanks to 690's "Postmaster" Barney Barnes and his merry band who fold, staple & mutilate the NavCom for distribution and mailing.

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## The President's Pitch

By Duane Huff



Emory Geiger, our speaker at the last pancake breakfast, gave us a very interesting and thought provoking program. Especially his insight into the workings and politics of the LZU Airport Authority - which was eye opening. We are very glad he has chosen to join Chapter 690 and hope he can help us in many ways, including the AOPA airport security program.

At the march meeting, Pam Hollis' program, "The Best Safety Device for any Aircraft," was pertinent for any pilot or student pilot. Very well done Pam! Many complimentary comments were given about the program.

The Board of Directors continues to work diligently to keep the programs and activities of the chapter cruising along smoothly. We are grateful to the chapter for supporting the proposal to join SERFI. This should prove to be a great fly-out for the chapter and an opportunity to serve the flying community on a regional level. It could also prove to be a learning experience that will help us as we plan our GAFI Fly-Ins.

As you probably know already, Greg

Jannakos has agreed to help Tim with the Fly-outs and already has one planned. Look for information and sign up to go on the EAA 690 web page. Also you will not get this NavCom before Sun 'n Fun, so I am hoping and praying that all who go will fly and drive safely, have a great time, and return home refreshed and invigorated.

A committee has been formed, with Mike Stewart as chairman, to study the feasibility of building additional hangars under the auspices of the chapter. More about this as the work progresses.

GAFI (Greater Atlanta Fly-In) - plans are progressing very well. Volunteer your help to Mike Stewart or Tim Fulmer for the Fly-In.

Finally, we had a great day weather-wise for last Saturday's Young Eagle rally. A total of 62 Y.E.s were flown. Thanks to all who participated as our Ground Support Team and Y.E. pilots.

A reminder, that we are together in EAA 690 for Flying, Fellowship, Food and Fun. "Keep 'Em Flying," as Pam Hollis exhorted us to do, with recurring training, to keep pilot proficiency.

## Young Eagles Soar at LZU

By Debi Huffman



March 22 was a perfect day for Young Eagle Flights in Lawrenceville. Because of less inviting weather that cancelled two other flight days, we flew 62 Young Eagles to make up for them! To do that we even started flying at 7:45 a.m. We couldn't have pulled off such a fantastic feat without the help of our dedicated YE team.

Pilots that day included: Mike Stewart, Duane Huff, Larry Bishop, Lee Craymer, Michael Kiah, John Reitz and Chuck Huber. Loadmasters: Charlie McCormick, Bill Ferguson, Dave Haskell, Greg Janakos, Maggie Minton, Ray Minton and Walter Deere. Registration: Bonnie McCormick, Jeannie Ferguson and Debi Huffman. We had so many volunteers that Lnor was able to sell lots of fun things at the AeroShope!

As of the last posting on the EAA web-site, 889,196 Young Eagles have flown with 110,804 to go between now and December. If you know a young person between the ages of 8 and 18 who would be a prospective Young Eagle, contact Duane Huff [duanehuff@yahoo.com](mailto:duanehuff@yahoo.com) or Greg Jannakos [gpiann@juno.com](mailto:gpiann@juno.com). Young Eagles Flights - a wonderful way to introduce youths to the experience of flight!



## 2003 Chili Cook-Off

By Michelle Hurley, Hospitality Chairman

The weather on Saturday March 15<sup>th</sup> was dreary, windy and cool, but a great evening for chili! Even though we had more salads than chili, The EAA Chapter 690 Annual Chili Cook-Off was a success. We had four chili's to judge, in the categories of "Classic" (Jennifer & Mike North), "Antique" (Margaret & Frank Wilcox), "Homebuilt" (Susan and Frank Settle), and "Warbird" (Lee Olsen – ouch!). Since we only had 4 to judge and didn't fill all the categories (we were missing an "Ultra Light"), we decided to just judge from First through Fourth places.

Our excellent judges were Deann Reid, Bryan Goggans and Judy Arnold. They really took their jobs

seriously, enjoyed the tasting, and came up with the rankings as follows:

First Place: Jennifer & Mike North  
Second Place: Susan & Frank Settle  
Third Place: Lee Olsen  
Fourth Place: Margaret & Frank Wilcox

They were all exceptional and we thank them for contributing their recipes! "Thank you" also to all of you that brought salads, munchies, and condiments.

We all had a great time and I look forward to an even better cook-off next year!

*Please see Cook-Off photos on Inside Front Cover.*

## Chapter 690 Fly-Outs

By Greg Jannakos

I have volunteered to help Tim Fulmer with arranging and coordination of Fly-outs for Chapter 690. So that we can better serve the membership, I would like to gather the following information. Please use e-mail or phone to respond:

Thanks, Greg Jannakos  
770-277-1637  
[gpiann@juno.com](mailto:gpiann@juno.com)

1. How many Fly-outs should be held during the calendar year?
2. How far would you be willing to travel for the Fly-outs?
3. Would you be willing to stay overnight if necessary?
4. Would you like to camp out during some Fly-outs?
5. Do you want to be included in the e-mail list for Fly-outs?
6. What are the best/worst months for you to participate in Fly-Outs?
7. Name:
8. Phone:
9. E-mail Address:

Editor's Note: *This excerpt from EAA e-HOTLINE Volume 3, Number 14 dated March 28<sup>th</sup> makes it even harder than it might otherwise be to understand what happened in Chicago on Sunday, March 30<sup>th</sup> & Monday, March 31<sup>st</sup>.*

## CHICAGO MAYOR GETS HIS WAY; EAA DECRIES TFR IN CHICAGO

March 22, 2003 - Despite the lack of any specific, credible intelligence of a terrorist threat, the FAA and TSA created a temporary flight restriction for the city of Chicago late Friday evening, focusing on the downtown skyline area. Earlier this week, Chicago Mayor Richard Daley protested loudly that Chicago was at risk and requested airspace restrictions on the scale of the Washington, D.C./Baltimore and New York Airspace Defense Identification Zones (ADIZ). However, FAA and the Transportation Security Administration (TSA) denied the mayor's requests, maintaining the threat to Chicago and other major cities is not at the level of Washington and New York. A temporary flight restriction was issued via FDC Notice to Airman (NOTAM) 3/2290 set to take effect at 11:00 am CST on Saturday March 22.

EAA is extremely displeased with the Bush Administration's decision to give in to political pressure in lieu of credible threat intelligence. "Department of Homeland Security (DHS) officials had stated that they would not introduce more widespread restrictions unless intelligence points to a specific target or



credible threat," EAA Executive Vice President Bob Warner said. "Yet they are seemingly caving in to Mayor Daley, who has a history of spurious requests to severely restrict airspace above his city. We call on the FAA and DHS to stick to their word; either produce the specific, credible intelligence of a terrorist threat, or cancel this TFR."

This action will not close Meigs Field (CGX), however, arriving and departing aircraft must remain over Lake Michigan. Northbound departures will need to make an immediate right turn upon takeoff to remain clear of the restricted airspace.



## City Uses Storm-Troop Tactics to Close Meigs

Information re: the Meigs Outrage in this issue of the NavCom has been taken from the following web-sites: [www.eaa.org](http://www.eaa.org), [www.aopa.org](http://www.aopa.org), [www.nbaa.org](http://www.nbaa.org), [www.aero-news.net](http://www.aero-news.net) and from the EAA's e-HOTLINE, Volume 3, Number 14 dated March 28<sup>th</sup>.

### GA Leaders Discuss Meigs Situation

March 31, 2003 - EAA President Tom Poberezny joined a group of general aviation organization representatives via teleconference late Monday afternoon to discuss Chicago Meigs Field's abrupt demolition and how to prevent this tragedy from happening elsewhere. Meigs is truly unique because it's not bound to remain open per FAA grant assurances as are other airports, but the GA leaders are committed to coming up with a solution that will prevent the same thing from happening at other airports around the country. "All the aviation organizations expressed extreme outrage at the cavalier way in which this was handled, which was against not only the aviation community but public opinion, based on surveys," Poberezny said.

During a late-Monday morning press conference at City Hall Daley says he tore up Meigs Field for public safety's sake and to spare citizens "months and

maybe years" of contentious debate. "We have done this to protect the millions of people who live, work and visit downtown Chicago in these uncertain times," the mayor said. "The safety of the entire city has to take precedence over the wishes of a handful of private pilots and business people." Daley admitted the city knew of no specific terror threats involving a private aircraft. The truth is Daley has been trying to close the lakefront airport for years, last year's deal to keep Meigs open for 25 years notwithstanding.

"The nature of the actions taken by the city under the cover of darkness indicates that there was not public support for this action," EAA President Tom Poberezny said. "We will continue to work with the Friends of Meigs Field and others in trying to save the airport. All options will be quickly investigated."

### FRIENDS OF MEIGS TO CITY: FOR HOMELAND SECURITY, CLOSING MEIGS IS THE RISKIEST THING POSSIBLE

Chicago, IL – The City of Chicago used surprise and shock tactics to start demolishing Meigs Field, the world-renowned airport serving downtown, ripping up runway without notice in the dark of night under police guard. "We are in shock," said Rachel Goodstein, president of the Friends of Meigs Field. "The City of Chicago had agreed to keep Meigs Field open until 2026," she said, citing a December 2001 agreement between Mayor Daley and Governor Ryan.

The demolition came without warning, when dozens of heavy earth-movers descended on Meigs shortly after it closed at 10:00 P.M. Sunday night. The Friends of Meigs only received warning via news media inquiries. When Friends of Meigs representatives tried to visit the airport to talk to officials about the situation, they were turned away from the area by armed police.

"We understand that the City is trying to use 'homeland security' as an excuse to destroy Meigs without notice," said Goodstein. "Of all of the possible things they could do, that's the worst possible for public security. If there is a security issue at an airport, you work with the users to resolve it in the least disruptive manner, you don't destroy millions of dollars of taxpayer property."

"Businesses, pilots, and many non-flying citizens-people are outraged by what the mayor did. To come in the middle of the night and do this...the only reason was to prevent a lawsuit... what he virtually admitted."

Goodstein was equally appalled that nobody-not the FAA, U.S. or Illinois DOTs, not even the Meigs tower knew of the plans to destroy the runway. "This smacks of totalitarianism... It is nothing but an unmitigated... fear-mongering land-grab, plain and simple," Goodstein said. "The city is much safer with a towered airport

monitoring all air traffic. The fire department is now 10 miles further away which makes boaters less safe. Children with emergency medical situations are less safe. This was a shortsighted decision. The mayor is taking advantage of fear to get something he always wanted."

Also speaking at the FOM conference was Bev Dunjill, Pres. of the Tuskegee Airmen's DOD chapter based at Meigs. Dunjill, a veteran pilot of World War II and Korea, spoke on behalf of EAA's Young Eagles program, which has contributed more than 6,000 names to the world's largest logbook. The overwhelming majority of the kids flown were inner-city kids, which provided them with a structured, fun introduction to the world of flight, but now their ability to experience flight has taken a huge blow.

"Throughout the years, Meigs Field has proven its value, both from an economic standpoint and as well as from a social standpoint," Poberezny added. "Thousands of kids have enjoyed EAA Young Eagles flights there. Numerous organizations and hundreds of volunteers have worked diligently on behalf of the airport."

...Meigs regularly handles medevac flights and air-sea rescue operations for the lakefront & downtown high rises—it also is the facility responsible for control of all air traffic over downtown Chicago. "Meigs Field protects us from what the Mayor fears," said Goodstein. Meigs' control tower controls all traffic within 4 ½ miles of downtown. Since September 11, 2001, security has been tighter at Meigs than any other small airport in the state. Goodstein said, "If this (Meigs) was a national security issue, they could block the runway with trucks. We all know this is not a national security issue."

EAA's Legal Advisory Counsel is exploring legal options. EAA will provide updates as info becomes available.



## CHICAGO NEWSPAPERS, OTHERS JOIN AOPA IN CONDEMNING MEIGS CLOSURE

Chicago Mayor Richard M. Daley is drawing near universal condemnation for his middle-of-the night raid to close Merrill C. Meigs Field. Editorials in Chicago's two major daily newspapers used phrases like "banana republic general" and "naked exercise of power" to describe the mayor and his tactics.

General aviation associations, the air traffic controllers union, and even the FAA voiced strong concerns about Daley's tactics. But perhaps the strongest condemnations come from the Chicago papers. Editorials in the Chicago Tribune and the Chicago Sun-Times attacked Daley for ignoring the democratic process.

The Sun-Times said today, "When Mayor Daley was re-elected ... we praised his 'record of effort and accomplishment' that had 'earned the trust of a broad spectrum of this city.' That record was tarnished and that trust broken late Sunday as, without any advance notice or public discussion, the city vandalized its lakefront jewel, Meigs Field."

The editorial continued, "Daley insisted that a lack of

congressional action [on a bill that would write into federal law a handshake agreement to keep Meigs open and fund O'Hare expansion] voided his deal with the governor — his word is good only if Congress endorses it? — and claimed that making his plans public would have been 'needlessly contentious.' "Needless' to him, perhaps. But not to those... who want our city government to operate in the light, not in the dark."

In its editorial, the Chicago Tribune said, "The Tribune has supported keeping Meigs as an airport rather than turning it into a park, as Daley had reluctantly vowed to do. But the issue here is not planes versus trees. The issue is Daley's increasingly authoritarian style that brooks no disagreements, legal challenges, negotiations, compromise or any of that messy give-and-take normally associated with democratic government."

"By his actions," the Tribune continued, "Daley announced that agreements with other officials, or with the public, are only valid until he changes his mind or comes up with a different idea."

## Aviation Organizations Were No Less Condemnatory

John Carr of the National Air Traffic Controllers Association said, "Clearly, the mayor didn't think his policy choices could either figuratively or literally withstand the light of day. It's the epitome of arrogance." Ray Gibbons, the president of NATCA's Chicago local, added, "Meigs' closure adds complex and higher volumes of traffic to this area's overburdened, understaffed facilities. At some point in time, the safety of the flying public will be compromised."

FAA Administrator Marion C. Blakey said, "We at the FAA were concerned to learn this morning of the decision to close Meigs Field. Already, we have heard from members of the general aviation community, and we share their concern. Removing any centrally located airport from the system only diminishes capacity and puts added pressure on O'Hare and Midway airports."

The EAA is continuing to encourage and support measures by Chicago-area groups regarding Meigs Field. The secret destruction of the historic airfield has already been roundly criticized by Chicago-area media and business groups.

NBAA President Jack Olcott said, "Due process be damned" best describes the actions of Chicago Mayor Richard Daley when he ordered demolition of the sole runway at Meigs Field shortly after midnight on Monday morning, March 31, 2003. By dawn, large "X"-shaped portions of concrete had been carved out of the landing surface, disabling the airport that Mayor Daley has opposed for years... Since no advanced warning was issued and the actions came to the FAA as a complete surprise, the mayor's actions stranded 16 aircraft, their owners left facing the probable task of disassembling their craft and trucking them to a takeoff facility. Aircraft that had filed for Meigs were diverted en-route only as ATC became aware of the mayor's actions. Furthermore, destroying a facility that can be used in a time of crisis is contrary to serving public safety. Nor was the

action coordinated with the Transportation Security Administration (TSA) or based upon any known threats of expected terrorist attacks.

Clearly the actions of Mayor Daley emphasize the need for Federal preemption for all security directives. No public official, no matter how powerful, should be allowed to flaunt Federal authority by taking unilateral "security" actions. Will every town council with an anti-airport agenda take similar action, thus compromising our air transportation system?

More importantly, will the Department of Homeland Security, TSA and the FAA roll over on this affront to their authority? We trust that these agencies will step in immediately to restore control over our nation's vital resources, which are at risk of being severely compromised if not destroyed by duplicitous politicians. The Federal government must act before further destruction occurs that renders Meigs beyond repair and before other facilities throughout the nation are shut down.

Let us not allow these challenging times to be an excuse for empowering overzealous politicians and compromising the rule of law.

According to the AOPA, "Mayor Daley may have won the battle with his sneak attack on Meigs Field, but the war is far from over." Taking a line from Revolutionary War hero John Paul Jones, AOPA President Phil Boyer said, "We have not yet begun to fight. Pilots around the world are incensed by Daley's wanton destruction of Meigs. We're going to use every guerilla tactic in the book to restore that airport. And if in the end that fails, at the very least we'll make Daley feel the pain... Students of history may remember that John Paul Jones was outgunned and nearly sunk, yet he forced the British captain to tear down his colors and surrender. Today's general aviation pilots are no less determined than those sailors."



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	Debi Huffman	770-483-0245	<a href="mailto:debi_huffman@fc.dekalb.k12.ga.us">debi_huffman@fc.dekalb.k12.ga.us</a>
	Lee Craymer	770-995-0735	<a href="mailto:lcraymer@sprintmail.com">lcraymer@sprintmail.com</a>
	Dave Ostergaard	678-482-0491	<a href="mailto:daveo@america.net">daveo@america.net</a>
	Mike North	678-580-1192	<a href="mailto:gmnorth@attbi.com">gmnorth@attbi.com</a>
	Larry Dickinson	770-458-6825	<a href="mailto:wdickins@gpc.peachnet.edu">wdickins@gpc.peachnet.edu</a>
	Bill Ferguson	678-714-9741	<a href="mailto:jmarief@bellsouth.net">jmarief@bellsouth.net</a>



The worldwide reaction against Chicago Mayor Richard M. Daley's destruction of Meigs Field airport has been universal. To sum it all up, AOPA commissioned Wes Oleszewski, creator of the Klyde Morris cartoon strip, to create special cartoons for AOPA Online. Here's one of the strips.



## The Next Air Czar

By Tim Fulmer

It is with a re-instilled faith in the merits of volunteerism that I am pleased to announce that Mr. Greg Jannakos has graciously stepped forward and volunteered to be the Air Czar Adherent. Greg will work with me to find, organize and execute exciting fly-out activities for the remainder of 2003.

More importantly, Greg will become the official EAA Chapter 690 Air Czar beginning in January '2004 and will continue what I hope will be a long lasting tradition of organized fly-out activities.

Bear in mind that there will come a time in a year or two when Greg will also be looking for a successor for this exciting and prestigious position. Are you up for the challenge? Be thinking about it and be ready to rise to the occasion when it becomes available.

In closing I just want to thank Greg for his dedication to EAA 690; WAY TO GO GREG!

Please take the time to respond to Greg's questionnaire re: Fly-Outs on page 4, to help with Fly-Out planning!

## Limited Offer

**4 gallons (only) of JetSol -**

**The fantastic cleaner that we use in our annual airplane washes - will be available in the AeroShope for \$35 each.**

## JULIUS ALEXANDER, Founder and CEO of Aviation Career Enrichment (ACE)

Julius J. Alexander, Jr. was educated in the Atlanta Public School system, graduating from Booker T. Washington High School in 1954. He attended Tuskegee Institute (re-named Tuskegee University in recent years) for one school year. Having been exposed to aviation through the Air Force ROTC program at Tuskegee, Alexander took flying lessons between his first and second year of college while working full time to earn money to continue school. His first solo was in a Piper J-3 Cub on January 22, 1956.

In the fall of 1956, Alexander enrolled in Morehouse College, in Atlanta, and graduated in 1959 with a BA in English. He was hired by the Atlanta Public School System as an English teacher at Luther Judson Price High School. During this time he was a free-lance photographer and reporter in the midst of the Civil Rights Movement. Alexander earned his pilot's license in 1964 and in 1965 he was selected to teach an aviation course at Price. He later taught aviation at O'Keef, Booker T. Washington and Brown High Schools.

Combining his interest in photojournalism and aviation, in 1968 Alexander wrote a major article for Science Activities magazine, a national education publication, entitled, "Wings For the Black Ghetto." The article conveyed the success Alexander had experienced in using the aviation class and flying as a tool for academic improvement and self esteem for students at Price H.S. While teaching, he earned FAA certifications as a ground instructor, commercial pilot, multi-engine pilot, and CFI for single and multi-engine airplanes.

Alexander moonlighted as a television news reporter and photographer for the local CBS affiliate, WAGA TV in his last four years as a high school teacher. In 1974 he resigned from the Atlanta Public Schools to become the assistant to the director of PR for the Lockheed Georgia Company, later to become Lockheed Martin Aerospace Corporation.

Alexander founded ACE in 1980. The youth motivation program operates a Weekend Flight Academy for young-sters between the ages of 9 and 18. ACE has received very positive publicity. Feature stories on this unique program have appeared in the Atlanta Journal-Constitution Weekend edition, the Marietta Daily Journal and its affiliated Neighbor newspapers. In 1992, an editorial appeared in the Atlanta Journal saluting Alexander and ACE. TV news features have appeared on CNN and locally on Fox News, WXIA and WGNX.

He retired from Lockheed in 1997 after 23 years as a Sr. Public Relations Representative. Primarily a weekend pilot for 47 years, Alexander has logged over 9,000 hours and has taught 142 pilots. A dozen of his former students are now flying with major airlines, including his son.

Alexander is married to the former Jo Ann Sims of Atlanta. They have four children and nine grandchildren. His son, Patrick, flies the Boeing 757 for Northwest Airlines. His daughter, Julie is also employed in the airline industry as a flight attendant for Delta Air Lines. Two other daughters, Karen and Carmen are professionals in the medical field.



# First Flight Centennial Pavilion Takes Shape

## News from the First Flight Centennial Organization

Under ominous skies, the Pavilion is literally flying into place. Last week, the Sprung/Waltd Construction team made short work of lifting the structural aluminum beams into position for the Auditorium section of the Pavilion. The Exhibit Hall and Entry (to the right of the Auditorium) are already up and under cover. We look forward to welcoming visitors to the First Flight Centennial Pavilion as early as Memorial Day, and the Pavilion will be a centerpiece of activities on site during the Celebration.



Visit [www.firstflightcentennial.org](http://www.firstflightcentennial.org) for information about the Ribbon-Cutting Ceremony to be held on May 21, 2003 at Wright Brothers National Memorial.

## 2003 Centennial of Flight Lecture Series at



156 Heaton Park Drive, N.E., Atlanta, GA 30307



The year 2003 marks a full century since the Wright brothers' first powered flight. To recognize this milestone in the history of civilization, the U.S. Centennial of Flight Commission has organized a national celebration.

Fernbank Science Center, along with the local aerospace industry and aerospace enthusiasts throughout Georgia, proudly hosts a series of special events throughout 2003. All are open to the public and free of charge.

The Fernbank Science Center Centennial of Flight Lecture Series is scheduled for the Planetarium Theatre on Fridays (unless otherwise noted) from 6:30 p.m. to 7:45 p.m. There will be a reception and opportunity to meet the speakers afterwards. Call 404-378-4311 or visit the web-site <http://fsc.fernbank.edu> for details. **NOTE: The listing below includes the latest event and program changes known as of 4-3-03.**

### April 18

From the Golden Age to the  
Space Age  
Roger Launius

### April 25 - 27

Dobbins Airshow

### April 26

GA Aviation Hall of Fame  
Induction Ceremony - Robins

### May 1 - 14

Wright Flyer and Spirit of St.  
Louis Exhibits at FSC

### May 2

Wright Experience  
Charles Taylor Story  
Howard DeFoor

### May 9

100 Years of Aviation:  
From the Wrights to the 21st  
Century  
Mike Merritt & Andy Zimmerman

### May 16

The C-5 Story: Three Winners  
From Georgia  
Bernie Dvorscak

### May 20 - Tuesday

Last of the Gentle Giants:  
USS Macon  
Tom Ray

### May 30

Hypersonic Vehicles  
Chuck Kettering

### June 6

Nothing "General" About  
General Aviation

### June 14 - Saturday

PDK Neighbor Day

### June 20

Media Aviators  
Scott Slade, Miles O'Brien, Dave  
Hirschman, Dan Ronan, Steve  
Craig, David Lee, & Jack Barker

### July 11

Legacy of Apollo  
NASA Astronaut

### July 18

NASA Spinoffs:  
From Space Into Your Home  
Jim Gerard

### August 1

Careers: What's Out There For You?

### August 8-10 - Friday - Sunday

(Saturday - Silent Auction)  
Incredible Age of Aviation Air  
Show at Atlanta Motor Speedway

### August 15

EAA - The Dream of Eagles:

Vintage Warbirds  
Aerobatics Homebuilts  
Seaplanes Ultralights  
Kids Programs  
Paul Poberezney  
Air Academy Kids



## In Memorium

Chris Smisson died Saturday, March 22, 2003 while performing at an airshow at Tyndall AFB, Florida.

An international pilot for Delta Airlines, Chris flew Boeing 757s and 767s. He loved and flew many types of aircraft, and was rated as a glider CFI. An accomplished member of the Airshow Unlimited Aerobatic team. At the time of the crash Chris was flying his Russian Technavia SP-95 as part of a faux race between his aircraft and a jet powered truck in the Gulf Coast Salute 2003 Airshow.

Chris was the U.S. Intermediate Glider Aerobatic Champion in 1989, and was a member of the 1991 US team when they won a team medal in international competition. Chris was a member of EAA chapter 976 in Carrollton, GA. He was an asset to the aviation community and will be deeply missed.

Our prayers go out to the Smisson family and friends.

## Classifieds

Ads run for 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. This limit is set to keep the ads current and effective. Ads will be dated with month and year at the time of submission or renewal.

### Lowrance Airmap GPS - \$400 Like New Condition

Complete with Yoke Bracket, DC Power Cord, RS232 Adapter Cord, Remote Antenna Cable and Hard Carrying Case.

Available for chapter members to "Test Fly"

Jim Garner 770-921-7588

2/03

### Aircraft Lot for Sale

2 1/2 acre Hanger-only lot for sale at Spring Valley Air Park, 6GA4. Air park is approx. 3 miles south of Loganville off of Hwy. 81. Runway property is 3700 ft. with 2400 ft. currently usable. County water and electricity are available at the front of the lot but not connected. \$18,900.

Contact: Mark Napier (day) 770-236-6980 (evening) 770-682-3725

3/03

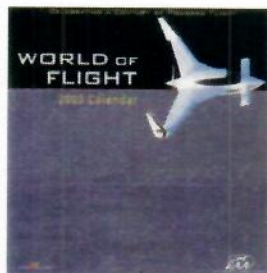
### 1/3 Share available for Cessna 172-M @ PDK

Offered with radio / nav upgrades that are in process to include Garmin 430 IFR Cert GPS, G340 audio panel and GI-106A indicator.

\$22,000. Contact John or Scott for details @ 404-365-3578

4/03

## Visit the EAA AeroShopper



Now Reduced

### The EAA 2003 World of Flight Calendar

List Price \$12.99  
Sale Price \$9.00

On sale for \$8 -  
Chapter 690  
logo mugs

Also on Sale -  
Oil Analysis Kits  
\$12.00 Each



### 2003 EAA AEROCRAFTER DAILY DESKTOP CALENDAR

Daily Desktop Calendar Devoted To "Grassroots" Aircraft You Can Build And Fly

Plane after beautiful plane that will inspire you to start the project of your dreams, building your own aircraft!



### Signed Books -

**The Lost Squadron** - Story of The Greenland Expedition  
By David Hayes

**Haunting of a Sky Warrior** - By Steve Ward

**FLYBOY** - A novel by Robert L. Belt

**Thunder in the Tummy** - By Joel Elman

**Attention Grandparents and Busy Parents of Young Children - We have a very special book available to let your children or grandchildren know that even though you're not always able to be with them - you always love them! I Love You All The Time**

**Check out the other Novelties, Patriotic and Aviation Items on Sale in the AeroShopper.**





Friday-Sunday • May 2-4, 2003

A Special Opportunity for all pilots and CFI's to enhance proficiency with **Annual** participation in the **FAA Wings Safety Program!**

**An Invitation to All Pilots & CFIs**

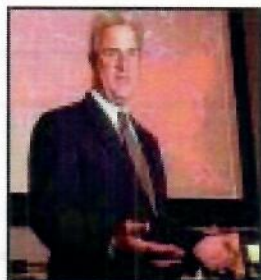
**Come Join Us For The  
4th Annual  
GEORGIA WINGS WEEKEND**

**Special Notice!**

In conjunction with the Georgia Wings Weekend

**The regular Chapter 690  
1<sup>st</sup> Saturday Pancake Breakfast  
will move to the South Side of Briscoe Field  
Program after the breakfast by Doug Baxter  
of Honeywell Bendix Aviation Products**

**Georgia Wings Weekend Announces  
A Very Special Keynote Speaker**



Following Saturday evening's dinner and awards, this year's special guest speaker is Ben Sliney.

September 11, 2001 was Ben Sliney's first day on the job as National Operations

Manager of the Air Traffic Control System, the chess master of the air traffic system. Mr. Sliney, a New York lawyer, who once sued the FAA on behalf of air traffic controllers, now walks the floor of the center - a room that resembles NASA's Mission Control. His decision to "Empty the skies" meant that 4500 planes had to land at airports hundreds of miles from their planned destinations. Ben Sliney is a special guest you do not want to miss! Hear what he has to say about the terrorists, the reactions within the center and US airspace as we know it today. **Reserved Seating ONLY**

**Inspector Authorization Renewal Course FREE**

Aircraft mechanics have the very important responsibility of keeping our planes operating safely and efficiently. The mechanic completing the work and but the inspector approving the work must stay current in all areas of information. Class size is limited. Pre-registration is required at [www.wingsweekend.com](http://www.wingsweekend.com)

A Flying Companion Course is offered on Saturday. A special 3-hour ground school for companions of pilots who want to feel more comfortable in their pilots' small airplanes. The course includes basic aerodynamics, explanations of aircraft controls, instruments and avionics as well as basic navigation, chart reading and emergency procedures. The course is open to all companions of pilots, all student pilots and any person who may be considering taking flying lessons but needs more information. There is **NO CHARGE** for this course. Class size is limited. Pre-registration is required for either the Saturday AM or PM course.

Georgia Wings Weekend welcomes another member of the aviation family - the rotary pilots and CFIs - to the 4th Annual Georgia Wings Weekend.

**Pre-Registration** is a must and can be done on-line at [www.wingsweekend.com](http://www.wingsweekend.com). On-site check-in will begin at 7 A.M. Friday, Saturday and Sunday. Pilots are encouraged to come early to choose their Instructors. Pilots will get additional benefits by attending as many ground safety seminars as possible during the weekend. The program can be complete in one day, assuming an Instructor/Pilot schedule can be arranged. Training flights will be conducted in the pilot's own personal aircraft. If you do not have an airplane, bring a rental aircraft from your favorite FBO or Flight School. Hotel and auto rental information can be found on-line at [www.wingsweekend.com](http://www.wingsweekend.com). Transportation is also available to and from your hotel.

For additional information, please check the Georgia Wings Weekend web-site, or feel free to call Safety Counselor Sue Adams 770-613-9501.



# NavCom

Newsletter of EAA Chap. 690

Editor: Lnor Levine  
1340 Nerine Circle  
Dunwoody, GA 30338

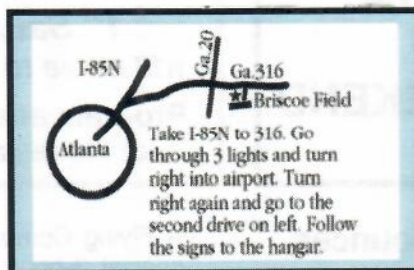
## Come Join Us!

**Regular monthly meetings** — On the 2<sup>nd</sup> Friday of every month (except for August's Post Oshkosh Bash). In the Chapter Building at 8:00 p.m. Hangar flying before & after!

**Pancake Breakfast and Aviation Program or Activity** — On the 1st Saturday of every month, in the Chapter Building.

Breakfast served 8:00 – 10:30 a.m.

**Free programs start at 10:30 a.m.**



### APRIL MEETING -

**Friday, April 11, 2003 at 8:00PM**

Program - Julius Alexander, founder & CEO of ACE (Aviation Career Enrichment) will be our guest speaker.

**Visit the EAA 690 Web-Site at [www.eaa690.org](http://www.eaa690.org)**

## LEADING GA ORGANIZATIONS CONTACT PRESIDENT BUSH REGARDING MEIGS FIELD

Photos from [www.aopa.org](http://www.aopa.org)



According to an article on the EAA web-site [www.eaa.org](http://www.eaa.org) on April 2<sup>nd</sup>, six of the nation's leading general aviation organizations, including EAA, are delivering a letter to President Bush urging that federal officials make it clear that homeland security decisions are a federal matter, and to prevent unilateral local actions such as the closing of Meigs Field in Chicago on March 31.

EAA was joined by AOPA, NBAA, GAMA, NATA and HAI in signing the letter, which asks the federal government to act and "not stand idly by as our nation's airports and airspace face a patchwork of restrictions and closures via local and state power grabs."

Chicago mayor Richard Daley claimed that he closed Meigs, by bulldozing runways under cover of darkness early Monday morning, for "homeland security reasons." That claim was made despite an admitted lack of evidence that Meigs or those who operated from the facility presented any credible threat to local security.

The six GA organizations also stated that it was urgent to "address what has occurred in Chicago and to prevent a repeat of this situation in other locations," urging the White House to reaffirm federal authority over security matters affecting the nation's air transportation system.

