

NavCom

JANUARY 2017



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

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The Presidents Pitch

By Randy Epstein



The Tri-Motor is Coming!



I've been in communication with the folks in Oshkosh and we have a date for a Ford Tri-Motor visit. The Tri-Motor will be available for rides from April 27th to 30th. The plane will arrive at KLZU on April 24th and depart on May 1st. While here, it will be housed in a hangar by Gwinnett Aero. I plan on soliciting sponsorship from the Ford dealers. We, likely, will need other sponsors, either direct dollars or in-kind, to help make the visit a fund raising success for the chapter.

We need to start soon in preparing for this event to be sure we can get the most out of it. We are also looking into scheduling some kind of themed dinner event during the visit to help with additional fund raising. If you have an idea for a theme please send it to me at president@eaa690.net.

Cont. on pg. 13

FAA Announces Aeromedical Reform Rule

New law takes effect May 1

Reprinted from EAA eHotline Jan 12, 2017

January 10, 2017 - Years of effort by EAA and AOPA culminated on Tuesday morning as the [FAA announced regulations](#) that will implement the aeromedical reform law passed last July. [The regulations](#) will be published Wednesday as a final rule, to take effect May 1, 2017. According to the FAA, no changes have been made to the language in the law.

Because it is final, the rule will not go out for a typical public comment period. The FAA also said it would publish an advisory circular describing the implementation of the rule later this week.

"This is the moment we've been waiting for, as the provisions of aeromedical reform become something that pilots can now use," said Jack J. Pelton, EAA CEO/chairman. "EAA and AOPA worked to make this a reality through legislation in July, and since then the most common question from our members has been, 'When will the rule come out?' We now have the text and will work to educate members, pilots, and physicians about the specifics in the regulation."

Tuesday's announcement finalized the highly anticipated measure that was signed into law last July as part of an FAA funding bill. That was the ultimate success of a long effort by EAA and AOPA to bring significant aeromedical reform to pilots flying recreationally and eliminate the time and expense burdens on those holding third-class medical certificates.

The law guaranteed that pilots holding a valid third-class medical certificate issued in the 10 years before the reform was enacted will be eligible to fly under the new rules. New pilots and pilots whose most recent medical expired more than 10 years prior to July 2016 will be required to get a one-time third-class exam from an FAA-designated AME.

The FAA was required to implement the law within 180 days of its signing, or this Thursday (January 12). Since AirVenture 2016, FAA senior leadership has been assuring EAA that the 180-day deadline would be met. Despite the release of the regulations as a final rule, EAA will be reviewing the language carefully to ensure it fully reflects the language and intent of the law.

EAA has [updated its Q&A](#) and will continue to update them to provide the latest information. EAA is also working with its aeromedical and legal advisory councils to provide resources that will help members and their personal doctors understand the provisions of the new regulations.

EAA would like to know how aeromedical reform will affect you. E-mail your thoughts to editorial@eaa.org.

About EAA 690

EAA 690 is a Chapter of the Experimental Aircraft Association, located at [Briscoe Field \(LZU\)](#) in Lawrenceville, Georgia. We are a diverse and active chapter with over 250 members offering a wide range of aviation-related activities on a regular basis. While our Pancake Breakfast and monthly meetings are the norm, we are also heavily involved in youth education through EAA's Young Eagles program (third Saturday of each month) and our Aviation Explorer group. We regularly conduct fly-ins and host historical aircraft such as EAA's B-17 "Aluminum Overcast", "Ford Tri-Motor" & the historic DC-3.



Our technical counselors are some of the best in the business and willingly donate their time to homebuilders as they progress through the various phases of constructing an aircraft. We currently have a youth project in hanger 6 building a Pietenpol fabric covered all wood airplane from plans as well as a Vans RV-12 light sport all metal kit being assembled by the chapter adults. See the latest report on these project elsewhere in the NavCom.

We have pilots with a wide variety of experience, from former airline and military pilots to general aviation pilots with a private certificate. "Hangar flying" is a fun part of the mix, and our facility is often used for aircraft annual inspections, meetings, special events, and training. We also have an extensive array of aviation tools for loan to members, and a library full of aviation information. Come join us on the first Saturday of every month at the hangar to enjoy a \$6 Pancake Breakfast, and to learn more about EAA 690.



EAA 690 Membership Report

January 2017

By Jeanne Ferguson

EAA Chapter 690 continues to grow but we have plenty of room for more. Please invite your friends to join us for Pancake Breakfast, Young Eagles, or one of our great guest speaker events. So Very exciting to start a new year with an amazing Pancake Breakfast and all the chapter renewals paid there, checks and on-line. As of January 24, we have had 138 membership dues paid: 66 Individual Members; 31 Family Members; which listed 72 individuals. 138 does not include approximately over 40 Youth Members.

In late December and January we have had the following new members:

Ron Blecha Buddy Paulk Nelson Jones

Reactivating Members: Charles Dowdell and Louis Gregoire.

We will have a spot set up at the Pancake Breakfast on February 4, 2017 for you to renew!!!!!! Payment can be made cash, check, or credit card. Payment can also be made at mkt.com/ea690.

Membership applications are available on ea690.org for new and reactivating members, and applications are available in the box inside the hangar door.

Chapter membership is \$30 a year for individual, \$40 for family and \$10 for students over the age of 18. Students under 19 are free.

We encourage membership in EAA National Organization, dues are \$40 a year for individual memberships and \$50 a year for family memberships.

If you have any questions, just send e-mail to info@ea690.org.

EAA 690 Young Eagles Report

January 2017

By Duane Huff

Yet again our Young Eagles program feel victim to very poor conditions with a 200' ceiling (or lower). This is the second month in a row that our Y.E. event had to be cancelled.

Y.E. has been rescheduled for Saturday Jan. 28th beginning at 8:30, lets all pray for fair weather. Rumer has it that Joel Levine will bring Donuts.



AeroSports Update:

U.S. Senate Language Supports Backcountry Airstrips

“This Demonstrates That The RAF Mission Is Worthy Of Federal Endorsement”

Reprinted w/permission: Aero-News.Net 'Propwash' Daily News 1-6-17

The Recreational Aviation Foundation (RAF) reports that the annual Appropriations process is underway in Congress, and the RAF is pleased to point out language that supports backcountry airstrips is included in the Senate Transportation Appropriations Committee report at the request of Montana’s U.S. Senator Steve Daines.



“Increasing accessibility to public lands and providing another recourse in case of emergencies is great news for Montana pilots and passengers,” Senator Daines said. “Montana ingenuity is providing a roadmap for planes to get to previously inaccessible resources,” he added.

Senator Daines had crafted language specific to Montana, but it was broadened to cover Federal lands. The official Transportation and Housing and Urban Development budget report was approved by unanimous consent.

On page 30, it reads: Landing Strips—The Committee finds that backcountry landing strips on Federal lands are important assets to the national aviation infrastructure. The Committee recommends the FAA assist Federal Land Managers, including but not limited to the Bureau of Land Management, United States Forest Service, and National Park Service in charting airstrips located on Federal Lands that are and may be useful for administrative, recreational, and emergency purposes.

“This demonstrates that the RAF mission is worthy of federal endorsement,” RAF President John McKenna said. “We understand that this moves the needle, since Committee action can initiate agency action, getting closer to boots on the ground,” he added.

McKenna credits the efforts of the RAF and its aviation partners for emphasizing the importance of recreational access to federal lands to policymakers. “Thanks to Montana’s Senator Daines for creating a template that we’d like to see carried across the country,” he said.

The Recreational Aviation Foundation was founded by a group of Montana pilots who realized the threat of recreational airstrip closure was of national concern. They also recognized that there was the need for a unified effort by pilots everywhere to protect public recreational opportunities. The RAF is dedicated to preserving existing airstrips and actually creating new public-use recreational airstrips throughout the United States.

(Image of John McKenna and Montana U.S Senator Steve Daines provided in RAF press release)





The NavCom is EAA Chapter 690's official monthly newsletter serving its members and the general aviation community for the advancement of aviation.

Original articles, art and photos are invited and welcome. Submit articles in Word or ASCII format and pictures in .jpg, .tft or .bmp format via e-mail to editor@eaa690.org. Deadline for articles and pictures is the 20th of the month.

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.

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



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

FAA Has Issued Nearly 23,000 Commercial Drone Certificates Translates To More Than 300 People Per Weekday Being Certificated

From Aero-News.Net 'Propwash' Daily News 12-21-16

They knew it was going to be popular, and they were right. The FAA is reporting that since they released rules for commercial drone operators on August 31, more than 28,000 people have applied to become professional UAV pilots, and nearly 23,000 certificates have been issued.



Recode.com reports that when you do the math, it means about 300 people have been issued a commercial drone certificate each weekday since the rules were announced ... and it probably took a few days for the first applications to work their way through the system.

But the number of certificates issued, or even the number of applications, is dwarfed by the number of registered small UAVs in the United States. More than 550,000 aircraft have been registered with the FAA since it became a requirement to do so last year. The FAA is registering about 2,000 drones per day, according to the report.

If you're planning to become a commercial drone operator, and you don't already have pilot certificate of some type, you can expect to do a lot of studying, and spend about \$150 on the aeronautical knowledge test required for the certificate.

EAA 690 Member Activity

Chapter member Donald Beach built a test fixture using a manometer to test his airspeed indicator on his new Grumman airplane.



Guest Speaker Jan. 7th, 2017

Our Very Own Hugh Colton was the guest speaker for the Pancake Breakfast on Jan 7th, 2017. Hugh presented a program on his experiences soaring in the Southern Alps of New Zealand. A nice crowd turned out to enjoy Hugh's exploits.



EAA 690 Member Activity cont. from pg. 7

Glider Wing Repair Project

As you all know the wings on the Glider that sits atop the pedestal at the entrance to Briscoe Field were severely damaged last year during a wind storm. The wings were removed (as reported earlier) and are now in the process of being shortened in preparation for them being re-installed. The report below is an update on the progress of the work being done by Chuck Roberts and his team.

By Chuck Roberts

Great news from the glider wing repair project team!

This picture (taken on Saturday, 1/7/17) shows the right wing almost complete. If one looks closely at the root end of the wing one can see the last section of the trailing edge panel has not been attached. That's because I didn't have the secondary spar reinforcement copied for the left wing. I now have that task complete and have finished assembly of the right wing. It is tied up standing on end in my hanger waiting for the left wing completion.

I now have the left wing spars (main and secondary), ribs, and tip section skin cleaned of the epoxy which was used in the original construction. The epoxy was very poor as it didn't bond the skin to the ribs nor spars but certainly did make a huge mess to clean up! The ribs are attached to the spars and the tip section of skin is clamped in place to determine if the slight amount of main spar bend that remains ($9/32''$) is acceptable for assembly. I'm very pleased to announce I can proceed with the assembly. I have the balance of skin to cut which includes making a pattern for the compound-curve cut of the skin where it meets the fuselage. Once that piece of skin is cut and fitted to the tip section skin the rest of the assembly is just a matter of drilling, deburring, and riveting a zillion rivets! John Slep and I will be busy!



Progress Report EAA Chapter 690 RV-12 Project

By Joel Levine

Margot Moe who several years ago participated in the Chapters Aviation Explorer program and Young Eagles joined several others on the RV build on her recent visit back to Lawrenceville. Margot, now an Avionics Technician for Safe Flight Instrument Corporation in White Plains, New York spent the afternoon helping out. Another Chapter 690 success story.



The gang gathered to work on little pieces of the RV-12 and do a little hanger flying.



If you would like to donate and help move this project forward you can go to the [Square Market-place](#) today to donate. Please be sure to note that your donation is for the RV-12 project
For more details visit rv12.eaa690.net

Progress Report

Chapter 690 Youth Pietenpol Build

Getting ready to match drill the Pietenpol wing attachment fittings.



Starting to install the control mechanics.



UPCOMING AVIATION EVENTS



Chapter Events

Don't be left out, bring a friend and have some fun with your fellow EAA 690

Pancake Breakfast & Program

The first Saturday of every Month
Next event February 4th. 2017
Serving 8:00-10:00 AM



Chapter Business Meeting & Program

The second Friday of every Month
Next Event February 10th. 2017
7:30 PM-10:00 PM

GARS Meeting

The second Tuesday of every Month
Next event February 14th. 2017
7:00 PM—9:30 PM



Young Eagles

The third Saturday of every Month
Next event February 18th. 2017
8:30 PM—12:00 Noon

Monthly Youth Ground School

Watch for EAA 690 Notams
announcing future Youth Ground
School Schedules



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Upcoming Events cont. from pg. 11

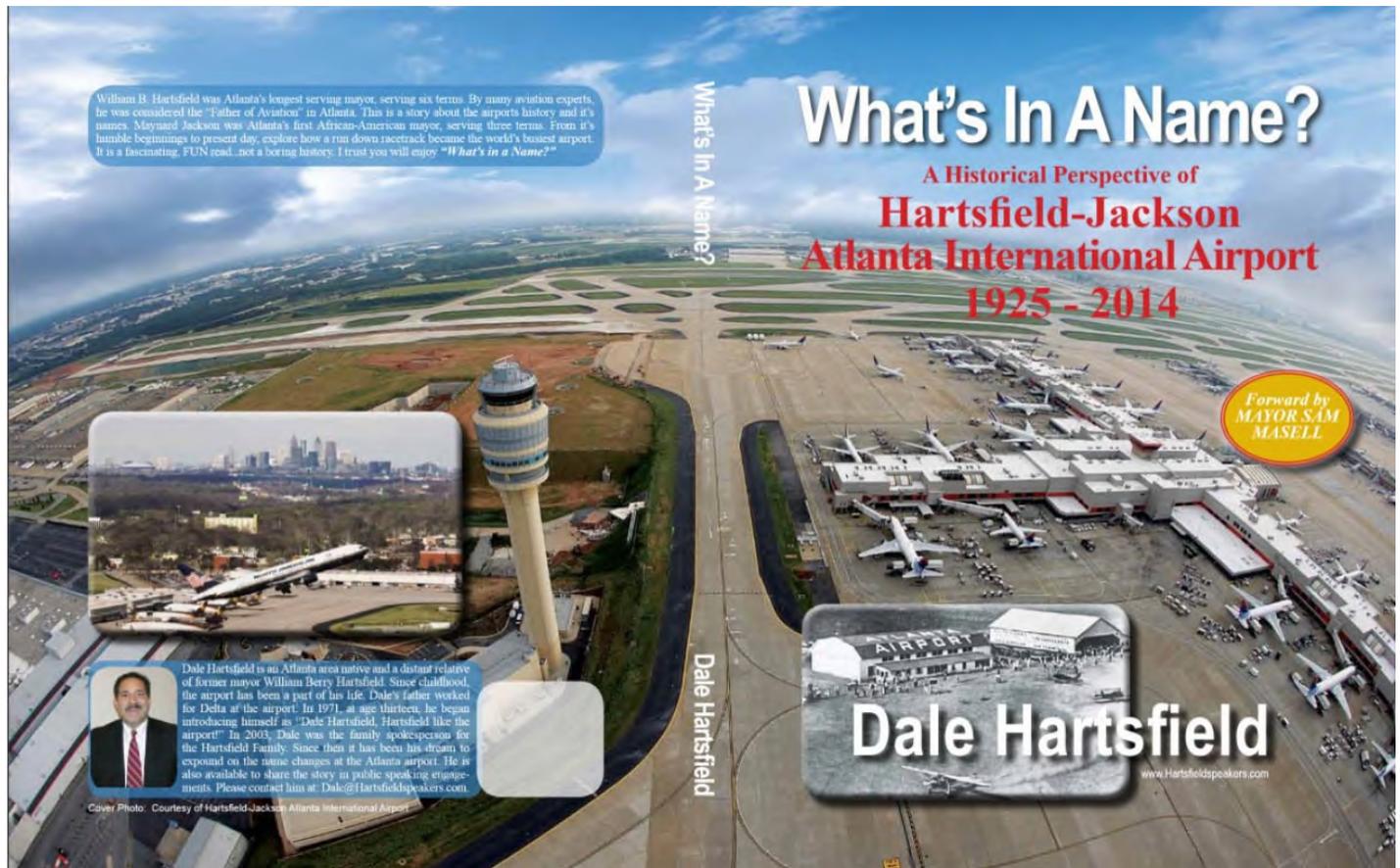
EAA 690 is proud to have Mr. Dale Hartsfield as our guest speaker for the **February 4th, 2017 Pancake Breakfast**. Please plan to join us to enjoy what promises to be an interesting and fun time.

In 2003, Dale Hartsfield was the family spokesman for the Hartsfield family when the City of Atlanta renamed the airport, Hartsfield-Jackson Atlanta International Airport.

The controversy prompted Dale to write *What's in a Name?* Although not an author, he wanted to express his views and his perspective on the succession of names of the "world's busiest airport."

Dale Hartsfield is a native of Atlanta growing up near the airport. He loves public speaking and teaching. He enjoys speaking at both Christian and secular events. He is a man of high moral character and integrity striving to live according to his strong beliefs and principals. His incredible story telling is a learning experience combined with education, suspense and humor.

Dale is a graduate of Kennesaw State University and also attended Georgia Southern University and Atlanta Christian College. He is a veteran of the U. S. Marines Corps. He is married to his wife, Amy for over 30 years, has two grown children and seven, yes 7 grand children.



William B. Hartsfield was Atlanta's longest serving mayor, serving six terms. By many aviation experts, he was considered the "Father of Aviation" in Atlanta. This is a story about the airport's history and it's names. Maynard Jackson was Atlanta's first African-American mayor, serving three terms. From it's humble beginnings to present day, explore how a run down racetrack became the world's busiest airport. It is a fascinating, FUN read...not a boring history. I trust you will enjoy "What's in a Name?"

What's In A Name?

What's In A Name?
A Historical Perspective of
Hartsfield-Jackson
Atlanta International Airport
1925 - 2014

Forward by
MAYOR SAM
MASELL

Dale Hartsfield is an Atlanta area native and a distant relative of former mayor William Berry Hartsfield. Since childhood, the airport has been a part of his life. Dale's father worked for Delta at the airport. In 1971, at age thirteen, he began introducing himself as "Dale Hartsfield, Hartsfield like the airport!" In 2003, Dale was the family spokesperson for the Hartsfield Family. Since then it has been his dream to expound on the name changes at the Atlanta airport. He is also available to share the story in public speaking engagements. Please contact him at: Dale@HartsfieldSpeakers.com.

Dale Hartsfield

Dale Hartsfield
www.HartsfieldSpeakers.com

Cover Photo: Courtesy of Hartsfield-Jackson Atlanta International Airport

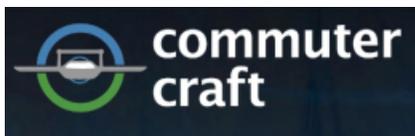
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EAA 690

Member Activity Continued from pg. 8

Don, Louis, Duane, Chris and Zack with the help of Ron and Joel (not shown) moved the balance of the Stinson to the storage hangar. Boy are there a lot of parts!

Thanks guys for your effort on this.



Joel and Andrew Levine visited Richard Hogan in his new and spacious Commuter Craft production facility located in Cartersville. The production equipment not in view here is functional and starting to build the initial assemblies.



The President's pitch Cont. from pg. 1 The Tri-Motor is Coming!



If you can be a part of the committee to help with this event please send an email to trimotor@eaa690.net. Help will be needed with marketing, planning and manning the event. Please indicate what area you can be helpful.

I will be ordering info cards for this event and hope to have them by the February breakfast so we can start getting them out. Once they are available please take some and pass them around to friends and others. This is an effective marketing technique to get the message out. You can also leave a handful at some businesses and/or restaurants that have business card holder.

The chapter is in the process of selling for project airplanes acquired over the years. We have a 1946 Stinson 108 that has been metalized. We have a Sonerai 2L, a Europa Mono-wheel and a Smith Mini plane. If you are interested or know someone that is please see myself, John Morgan or Brian Michael to look at these projects. We have not set a price on these as yet, but do want to move them. All proceeds will go into the Youth Program and Youth Scholarships.



Do you have something airplane related (or not) for Sale or a service to offer? Why not list it in the NavCom for all the Chapter Members to see.



Hanger Space Needed at or Near LZU

Dwight Sullivan needs a home for his
Avid Flyer N921DS

Dimensions are as follows:

Wingspan: Flight: 24' 3"; Folded: 7'8"

Length: 17'11" without tow dolly; 19'10" with tow dolly. NOTE: once in storage the dolly can be rotated almost 90° to the long axis of the plane reducing the needed storage length to the basic length of the plane.

Height with the tail elevated on the tow dolly: Forgot to measure but it's less than 8' because that's the height of the door of the storage building I'm now using.

Sharing hanger space would be good as well.

Contact Dwight, email: iluvatar111-690@yahoo.com

Cell: 678-457-5920



Attention Pilots

Chapter member Mike Huffman now has an Inspection Authorization addition to his A&P Mechanic certificate and would consider working with owners of type certificated aircraft to perform annual inspections on an owner assisted basis. If you are interested, please contact Mike at 770-548-1206 or email to:

sportaviation@gmail.com.



EAA Chapter 690 Classified Ads

FOR SALE

PHANTOM X1 503 DCDI E DRIVE

\$5,900

ASKING PRICE SLASHED • 301 hours on 1 pull 503, 3 blade Warp Drive ground adjustable prop, new plugs, Oversize pod, custom landing ear, tundra tires, 12 gal alum tank electric fuel pump, BRS (repack req) ICOM IC-A20, strobes king post & tail, new leading edge covers, fresh annual, spare parts, CAD disc & drawing for reproducing windscreen, records from day 1, delivery possible located 0GE5 Cleveland GA \$5900 OBO N2484X • Contact Lee M. Olson, Owner - located Suwanee, GA



Chapter Coffee Mugs

Now Available

RPH Imprints is proud to offer the exclusive 15oz coffee mug imprinted with Chapter 690's logo and sectional. These mugs are microwave and dishwasher safe. Just select how many and add to cart. Then click on view cart and proceed to check out. Fill in the shipping and billing info and pay with PayPal. Your order will ship within 48 hours. You can also click on Customize Your Mug and import your images and create your own coffee mug. We print your coffee mugs in the U.S.A. and your satisfaction is guaranteed when you order from us. Every order is hand processed by an expert artist, and we have our service team here seven days a week to assist you.



Only \$15.00

RPH has been doing the Speaker Mugs for over 3 years. I am honored to now offer the same type of Mug to EAA 690 Chapter members. I seem to get this one question about ordering. *Some of the members want to put an order together.* Shipping is to one address and cost is a flat rate of just \$6.95.

Visit the web site below to place your Chapter or Custom Mug order.

<http://coffeemugsondemand.com/product/15-oz-eea-690-custom-mug/>

For more info contact Ron Hlozansky
Phone: 678-653-7244 Web Site: <http://coffeemugsondemand.com>

"The Mugs don't care what you put in Them."

Send your listing requests to: editor@eaa690.net

Be sure to include pictures, a detailed description and your contact information.

Upcoming Events cont. from pg. 12



Type of Presentation: Bob Heath explains the history of the U-2 Blackbird program and describes his experiences in flying "The Dragon Lady" as a USAF pilot.

Synopsis: A product of Kelly Johnson's legendary "Skunk Works" at Lockheed, the ultra-high altitude U-2 is one of the few aircraft that have seen over 50 years of service in the U.S. Air Force. Former U-2 pilot and Dixie Wing Maintenance officer Bob Heath will discuss aspects that make this bird unique and will describe his experience in flying it.

EVENT: Flying the U-2 Dragon Lady

Title: Bob Heath explains the history of the U-2 Blackbird program and describes his experiences in flying "The Dragon Lady" as a USAF pilot.

Date: February 18, 2017

Guest: Col Bob Heath - Former U-2 pilot

Aircraft: PT-19, T-6 Texan, T-34 Mentor

Moderator: Rick Ector

Admission: \$ 10.00 - Free for CAF members & Active duty military

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

Email to "Editor@eaa690.net"

Visit the **EAA 690** Chapter Website at www.eaa690.org

Directions to EAA 690

I-85 North to GA-316

Take GA-316 to Hurricane Shoals Rd NE and Turn Right

Go to Airport Rd NE and turn left

Go to 690 Entrance on the right



Chapter Badges Available

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

Annual Chapter Dues

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

Your Assistance is Requested

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

E-mail Update and Request

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

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