

# CHAPTER 690

# NAVCOM

November 1995

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## Attend the next Meeting!

I usually don't plug the meetings so overtly. We know when they are and were. But this month we have two important items that will be covered. The meeting is at the usual place, the Gwinnett County Airport Administration Office, and at the usual time of 8:00 pm. Please arrive a little early to help with chairs etc. and so that we can start on time as our guest speaker has requested to begin the meeting rather than speak after the break (da noive o' dat guy....)

**Program: Will Izzy park his Lear in our hangar?**

**Speaker: Scott Fuller - a member of the Olympic Committee Program and Airport Commissioner**

Chapter 690, along with all the other entities at Gwinnett County Airport who lease hangars or tiedown space, has an opportunity to rent its hangar to an Olympic visitor. This is an exciting opportunity for the chapter to pay off lots of the building! There are many considerations—to whom do we rent? Do we need special insurance? What is the inconvenience to the chapter? These and many other topics will be covered by Mr. Fuller as the FIRST part of our meeting. Please arrive early to get a seat and as a courtesy to our guest.

### Business Section: Voting on new chapter officers.

The second half of our meeting will entail the election of Chapter Officers for the 1996-98 tenure. The nominees are:

|             |                               |
|-------------|-------------------------------|
| President:  | Steve Ashby<br>Duane Huff     |
| Vice-Pres.: | Peter DiTomaso<br>David Posey |
| Treasurer:  | Sherry Langford<br>Bob Zahner |
| Secretary:  | David Rowe<br>Frank Settle    |

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Please attend the November meeting. Hear about our exciting Olympiad and participate in the democratic process!



# The Building Column

Frank Wilcox

The "To Do" list for Chapter 690 Hangar Cluster is getting shorter in spite of many rainy days during the past month. We listed six in the last issue of the NavCom. All but four have been at least stated. But a new one has been added. Since our approved plans included plumbing drain and vent for the restroom in each building, the county building department requires these to be installed before final sign off of the project. So add restroom construction to the list.

Completed (since the October report):

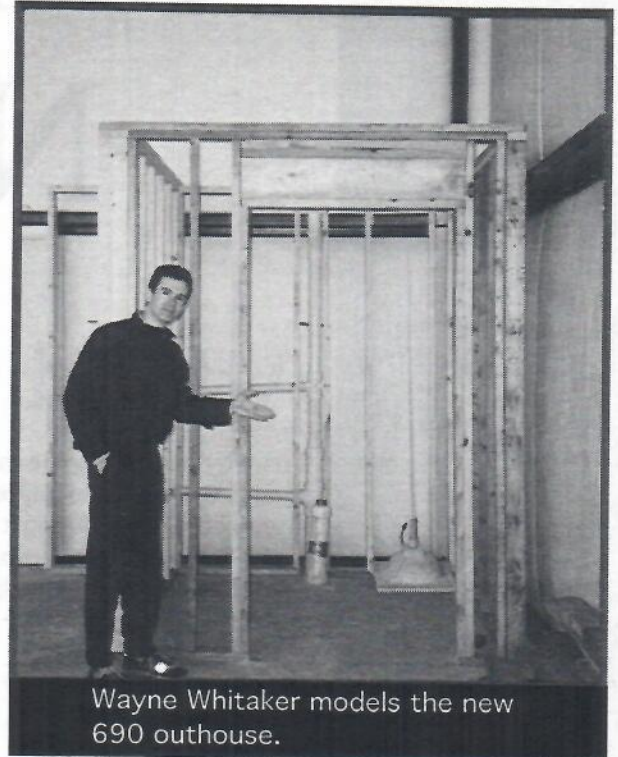
1. Siding on sides and in of each building.
2. Louvers installed in back wall of each building.
3. Sewer connected from hangars to our main line.

Partially completed:

1. Install bifold front door (adjustment/skinning no finished).
2. Install trim, eaves, and downspouts (completed on rear and sides except near front doors).
3. Install electrical systems (started in one).
4. Install restrooms (framed in all hangars).

Yet to be started:

1. Siding on front of each building (awaiting completion of bifold doors).
2. Connect sewer from test manhole to county main by county (it's on their schedule).
3. Install water service from county main to each building (as weather permits).
4. Secure certificate of Development Conformance from the county.



Wayne Whitaker models the new 690 outhouse.

Provided the weather cooperates, all of the outside work can be completed in the next "two weeks" (quote from Charlie Sego). The interior work (electrical and restrooms) are the responsibility of the individual hangar owners. This interior work in the 690 hangar, coordinated by Dale Schonmeyer, is scheduled for Saturdays. Workers needed!

Contractors have been contacted to construct the aprons joining the hangar floors to the ramp. This should move along quickly once the final contract has been signed. While this is not part of the requirement to obtain official occupancy from the county, it is essential for making the hangars usable for aircraft storage.

We can see the light at the end of the tunnel as we continue with this big project and look forward to its completion. Interior improvements to the Chapter hangar will depend on the labor of the chapter members and the resources available. Outside, we can level the space behind the hangars, do general clean-up, plant grass, etc. Our goal is to hold our December meeting, the annual Holiday Party, in our new home!



The EAA Hangar Cluster circa 5 November 1995



As many of you know, Andy Anderson is battling cancer. Here is a reproduction of his thank you to us.

3 Nov 1995

JEFF,

PLEASE CONVEY MY THANKS  
TO ALL OUR MEMBERS IN THE  
NEXT NAVCOM FOR THEIR MANY  
CARDS, THOUGHTS, AND PRAYERS  
TO ME DURING MY RECENT  
ILLNESS AND SURGERY. I ALSO  
ENJOYED THE BASKET OF PLANTS  
AND FLOWERS I RECEIVED WHILE  
STILL IN THE HOSPITAL.

I'M NOW STARTING MY BATTLE  
WITH THE REMAINING CANCER  
THRU CHEMOTHERAPY. IT WILL BE  
A LONG BATTLE SO KEEP THE  
PRAYERS GOING.

AS I RECOVER I'LL BE BACK  
AMONG YOU ALL AGAIN.

THANKS, ANDY

P.S. I'M STILL VIDEOTAPING THE HANNAH

"I will give thanks with all my heart in PROGRESS FOR OUR  
the company and assembly of the just." ARCHIVES.  
Psalm 111:1

ANDY

May the Lord  
bless you for your kindness  
as you have blessed me  
with your thoughtfulness.

Thank You

## Calendar of Events

November 10 - Chapter meeting at Gwinnett County Admin. Bldg. 8 pm. Topic: Olympic Dreams and Officer Elections  
December 8 - Chapter 690 Holiday Party at Admin. building or at The Chapter Hangar!! Fraternize at 6:30, eat at 7:15.

The Usual Suspects...

First Saturday - Winchester, TN (BGF)

Second Saturday - Rome, GA (RMG); Gadsden, AL (GAD)

Third Saturday - Collegedale, TN (3M3); Sevierville, TN (3A9)

Fifth Saturday - Fort Payne, AL (4A9)



## Georgia Pilots Breakfast Club has a New Start!

Sue Adams

I've been quite involved with the Young Eagles Program since its inception. Through this program I met another great supporter, Chuck Ruddy, a Young Eagle Field Representative formerly of Columbus, Georgia. He founded the Georgia Pilots Breakfast Club about two years ago.

At the end of 1994, he was transferred to Washington, DC and finds it too difficult to run this unique organization from there. We've been discussing its future over the months and after an unsuccessful state-wide search for a successor, and knowing my involvement with the Sunbirds, he convinced me to take to the skies to continue this endeavor.

I know Chapter 690 sponsored a Georgia Pilots Breakfast this past year, and I look forward to their selection of this year's dat. Anyone needing information about GPBC should contact Sue Adams at 770/613-9501 (home/fax) or 770/672-2666 (beeper).

I look forward to the challenge of promoting aviation through fun flying in the state of Georgia.

## Sue Adams Appointed Accident Prevention Counselor

Just as Denis Caravella started in Chicago as the Accident Prevention Specialist in DuPage, I was appointed his first counselor. I continued to support his endeavors for the six years in Illinois and then for another year after moving to Atlanta. After two years of assisting the FAA in the promotion of the Accident Prevention Program here in Georgia, I am now Accident Prevention Counselor in Atlanta. I'm excited about this appointment and look forward to the promotion of aviation through safety education.

If Chapter 690 or others in our aviation family would like to inquire into sponsoring a Safety Education Meeting or the Wings Program, call me at 70/613-9501.



This man now wishes he had sent in that article, but it's too late! Too late! Hahahaha!

Don't let this happen to YOU!

CONTRIBUTE TO  
THE  
NAVCOM!!



# LIFESTYLES OF THE RETIRED AND FLYING

The Huffs Take a Summer Air-Tour of Wisconsin and the East Coast

Wayne Whitaker

As Duane and Tess Huff related the adventures of their cross-country to Oshkosh and on to Maine, I found myself admiring the courage and confidence it took to face the elements and the miles in the little Aeronca Chief. I figured Duane must have many hours of serious cross-country time to fearlessly tackle a month-long excursion like that. Then he revealed to me that in his years of flying he has logged only a few long cross-countries, and none approaching the grand tour he and Tess planned for this summer.

There are several hurdles to clear on the homebuilder's path to the annual Wisconsin fly-fest. Just finishing that project may be the biggest. Getting it there is next hardest. Of course building and flying are lots of fun, but challenges must be met along the way. Duane met them all and with such craftsmanship that his project achieved a well-deserved reward, Best of Class. That's the really thick icing on Duane's cake.

The flying part of the adventure started at Lenora airstrip last July 22, with a takeoff at 8:40 a.m. Mike North acted as navigator on this first leg. Nature presented challenges right from the start: Though the day dawned clear, Duane and Mike soon faced cloud buildup in their path. Duane was contemplating crossing one of many ridges in Tennessee, but he didn't like the look of the weather ahead, nor the idea of being squeezed between clouds and that fold of hard earth. So he made a precautionary 180 and backtracked a bit to Marion County-Brown Field. While he was

After a brief wait on the weather at Marion County, Duane took off again and made the day's final destination, Bowling Green, Kentucky, in a few hours. Duane showed me his log of the trip, and I noticed that few of the legs were over three hours, and many were less than two. I have heard other pilots of light aircraft, such as Rinehart Kuntz of Der Kricket fame, voice similar preferences for short legs. After a few hours of travel they are ready to take a break before blasting off to the next destination. Frequent rest stops keep them sharp for the next cross-wind landing, plus you get to meet interesting people, some of whom might even help you figure out your GPS.

Their first overnight stay in Bowling Green was typical of the Huff's trip to Oshkosh: the ground crew, including Bill, Theresa and Catherine Coleman, and Duane's better half Tess, met Duane and Mike at the airport with a camping trailer.

Here's the teamwork spirit of EAA at work again. Along with the Colemans, the trailer is co-owned by Chapter 690 members Bob and Lynn Zahner.

Thanks to the availability of the trailer, plus beds offered by numerous relatives, Duane and Tess only had to stay in a motel twice during their entire month-plus journey. As was only fair, on the trip north the trailer-towers took turns playing navigator for Duane. Duane grinned as he recalled Bill Coleman's



The Intrepid Aviator!

waiting for rain showers to pass, Duane struck up a conversation with a local pilot who gave him some valuable tips on programming and actually navigating with a GPS unit. The gist of his advice was not to bother programming all the various stops on a long leg. Just punch in your next destination before takeoff, using the easy three-character airport identifier. If your next stop isn't in the GPS data base, plug in the longitude/latitude and navigate to that.

Duane found that this method was easier to remember, and easier to actually fly with, than attempting to program in a long sequence of destinations for each day's flying. As a regular user of GPS, I can relate. No matter how long your trip is, what matters most is your next airport.

apprehension as they flew toward Brazil Clay County airport in Indiana. The visibility was low, and Bill, being the sensible pilot that he is, wondered aloud whether they should consider turning around. "We're gonna make it," Duane replied. Here's where the GPS came in handy, because Duane knew they were only a few miles away from the airport, and visibility was adequate to get them that far. They landed to wait out the weather. Bill called Flight Service and got what Duane described as a sensible, direct, "pilot-to-pilot" sort of weather briefing that is all too rare these days. The briefer told them that visibility was better just a few miles further north, and if they felt comfortable departing the airport, they would find much



better flying very soon. A Stearman was hopping rides at the airport that day, and Duane noticed that the old biplane was easily visible even in the distance. So he took off, headed north, and as predicted was soon rewarded with skies so clear even Bill relaxed.

These brief weather layovers—and I'm talking a few hours at most—were typical of Duane's experience on the whole adventure. An encouraging example for those of us considering entering the wide world of serious VFR cross-countries.

In fact, his trip is encouraging in another way as well. It's nice to know a no-electrics, no-transponder light aircraft can still be safely flown across our crowded jet-propelled nation (with a little help from GPS).

The low 'n' slow path has its own special rewards. For example, each airport Duane stopped at along the way has some story associated with it. While pre-flighting the Chief in Lake Village, Indiana, one morning, he found a note on the yoke: "Hi Duane, great to see your beautiful Chief. If you're on your way to Oshkosh, I'll see you there." The note was signed "Jim Thompson," who happens to be president of the Aeronca Association. Duane met up with Jim in person not long after finding his note. Turns out Jim was driving past the airport when he saw a particularly noteworthy Chief sitting on the tarmac. He stopped to investigate and found out the aircraft was Duane's.

Pleasantly fateful meetings such as this were a highlight of the trip. During one stopover, Duane saw a Pitts with the name Bill Thomas on the side. Duane asked around: was that the same Bill Thomas who used to live near Duane's childhood home in Olean, New York, and who flew out of the local airport back then? Yes it was, and in fact he had an office on the field. Duane met with him, and the two hashed over old times. Duane now has an autographed copy of a book on aerobatics written by Thomas, who won in the Unlimited category at the '73 World Championships, among other aerobatic victories.

Upon arrival at Oshkosh, Duane (with Mike North as co-pilot) followed the published procedures exactly, finding Ripon and the railroad tracks that lead to the field. As they followed the tracks Duane monitored the handheld, his only radio contact with the outside world. As he listened to the tower it occurred to him that the it was operating in normal traffic mode—Duane realized he was early, and the convention special approach rules hadn't gone into effect yet! Despite repeated attempts to contact the tower using the handheld, Duane had no luck communicating. Mike then asked Duane what he was going to do, flying incommunicado into what was, even before the

official start of the convention, one of the busiest airports in the world. Duane said simply, "I'm gonna land." With years of successful nordo experience behind him, that's what he did, finding an opening in the traffic on downwind and landing safely at Oshkosh.

As all 690 members know by now, Duane's restoration won Best In Class—Aeronca Chief. In fact, many chapter members knew before Duane and Tess did. They blasted off for the rest of their aerial vacation on August 1 (sans ground crew from now on), before the awards ceremony. Frank and Margaret Wilcox happened to be at the Theater in the Woods as the trophies were being presented. Duane said Margaret heard them announce the winner for Aeronca Champ, and she knew Chief was next. They listened intently and sure enough, Duane was the winner. Frank took the stage and got the handsome



plaque in Duane's absence. Duane stressed how appropriate it was for Frank to be the one to accept the award, since the Chief was restored in Frank's hanger, and Duane benefited greatly from Frank's technical know-how.

Duane was already in <sup>mt Vernon, Ohio,</sup> Warsaw, Indiana when he got the word from his son, Ken, that he had won the award. In his excitement he told the airport manager. The manager replied, "Well, in that case we can't tie this airplane down here. A plane like this deserves a hangar." And the elusive covered parking was found for this special Chief.

Duane and Tess crossed Illinois, Indiana, Ohio and the northwestern tip of Pennsylvania to visit his hometown of Olean, New York (at a field elevation of 2135, Cattaraugus County/Olean is the highest airport in the state). They pushed on east and north, across New York, Massachusetts and New Hampshire. At one stop along the way, Duane saw some gentlemen working on an Aeronca Champ. As soon as they saw Duane's Chief, they asked him for advice on installing a headliner. Duane gave them assistance and thereby passed along some of the Aeronca lore he has amassed over the course of his restoration.

The aviating couple eventually reached their ultimate destination, Maine. They visited in Waterboro with family and friends for two weeks before beginning the trek back to Georgia. On their way home they passed through (or over) portions of



New Hampshire, Massachusetts, Rhode Island, Connecticut, New York and Pennsylvania. Along the way they saw the stacks of the infamous Three Mile Island nuclear plant; actually spent the night in a motel in Pottstown, Pennsylvania, and saw C5a's in the pattern as they passed near Dover Air Force Base.

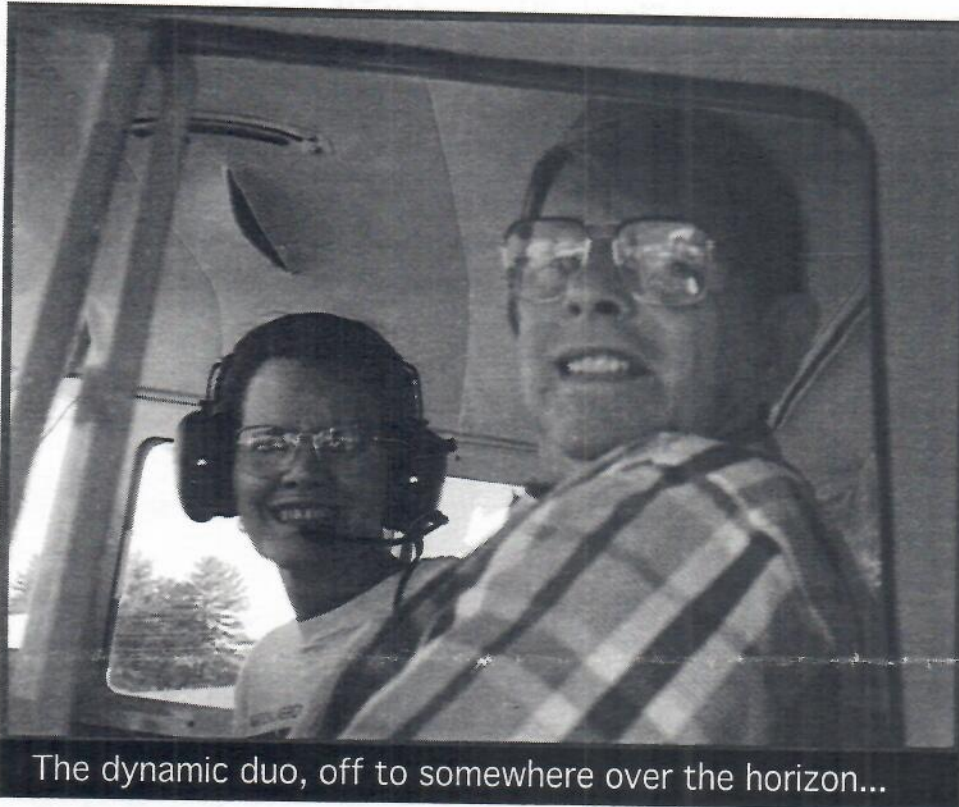
And in Salisbury, Maryland, Duane, being the Young Eagles booster that he is, flew five youngsters in the award-winning Chief. These eager passengers were his

own grand-nieces and nephews, now properly introduced to the wonderful world of sport aviation. Tess caught their expressions on video after they completed their flights; some were jumping up and down with excitement, while others just grinned and quietly said, "wow!"

Another highlight of the trip home was crossing the Chesapeake Bay in Maryland. The little Chief, powered by its trusty 65 hp Continental, was over water for 15 minutes. Duane carried life jackets for he and Tess just in case!

Duane was amazed at the many times on this trip he ran into someone he knew or some other reminder of home. In Lincolnton, North Carolina, he had one final experience: He was surprised to find pamphlets of the Acro I and Atlantis (kits are manufactured in Gwinnett County) displayed in the local FBO. He inquired and discovered that the father of one of the principals behind the Acro I lives nearby.

On the last day of their Midwest and East Coast Tour, Tess and Duane flew from Lincolnton to Pickens County, South Carolina to nearby Winder for one more fuel stop before home. On August 30, after 53 flight hours, they returned the Chief to its nest at Lenora field. So what's next for the continental travelers? Duane wants to make the trip to Sun 'n' Fun next spring, and he mentioned the National Aeronca Convention in Middleton, Ohio, so more adventures and more awards could be in store for Duane, Tess and the famous Chief.



The dynamic duo, off to somewhere over the horizon...

## Young Eagles

On Sunday October 29, the usual suspects from Chapter 690 flew 17 young eagles from Gwinnett County airport. These newly flight-initiated individuals are all members of Aviation Explorer Troup 533.

Fortunately, the high winds of the day before had died down, and the young eagles had a smooth first ride in clear autumn skies.

Pilots included Duane Huff, Steve Ashby, Steve Dunahoo, Larry Bishop and Todd Osborne. Ground staff consisted of Mike North, Greg Jannokos, Bill Coleman, Frank Settle, David Posey and Tess Huff.

### FOR SALE

For Sale: Van's RV-6A Empennage & Wing Kit: Wing inc. factory-assembled main spar. All plans and assmby video tapes incld. \$4700; Garmin 55 AVD GPS Receiver: Yoke mount with est. power plug, remote antenna cable. \$500; HobbyAir Power Fresh Air Respirator: Single mask system. Never used. 50' airline. \$275; All For Sale by Alan Langford, 339-3674

For Sale: 1968 Cessna 150, 230 hrsSMOH Approx. 5700TT, AT-50A XPDR + ACK Mode C; Intercom, ADF, MK-12B (360) King KX-145 (720), Audio panel/MKR BCN REC, Wheel pants - red & white, has lots of TLC; 7/95 annual - \$15,500 Firm, N50132 - based at Lenora, Reason: Need full 4 place; Ken Sharp (770) 979-4233 (H); (770)750-6025



# Chapter 690 Holiday Party

The annual holiday celebration will be held at Gwinnett County Airport on Friday evening, 8 December 1995. The question is...will it be held in the new Cheater Hangar or in the Administration building? Come and find out!

We will gather at 6:30 pm for refreshments and conversation. Dinner will be served at 7:15. Each family is asked to bring their favorite vegetable, salad, or dessert to serve 12 people. Meat, rolls, beverages, and table service will be provided. The charge is \$6 per person.

Our special guests will be Sam and Vickie Lyons, local aviation artists who have participated in many chapter events. The old officers will be thanked and the new officers installed. Special awards will be presented. The dress is as festive or casual as you desire. It is important that we know how many to expect so please sign up at the November meeting or call Frank and Margaret Wilcox at 978-2403. If your plans change after making a reservation, please cancel even up to the afternoon of the party. We look forward to a great celebration for Chapter 690 has much to celebrate in this very successful year.



## Chapter Calendar

November 10 - Chapter 690 monthly meeting at Gwinnett County Admin. Bldg. 8 pm. Topic: I. Olympic renters. II. Elections!

Larry Bishop  
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