



NavCom

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

August 2001

Today's Special Guest Speaker

By Joel Levine

I'm excited to announce the details of our August "1st Saturday" Pancake Breakfast and Aviation Program - Scott Slade of WSB Radio has arranged for WSB Radio Meteorologist Kirk Melhuish to be our guest speaker - at 10:30 AM on August 4th. Kirk's presentation will be on the topic "What Pilots Need to Know About Thunderstorms."

It will be a great program - Kirk will speak 20-30 minutes and then take questions. He will have information that the FAA doesn't normally include in typical pilot briefings and he's looking forward to speaking to a weather-knowledgeable audience.

Scott Slade, who has supported and promoted EAA Chapter 690 activities in the past (and attended when his schedule has permitted), has made the arrangements and will be there to introduce Kirk. As usual, the breakfast and program are open to the public, so spread the word about this great opportunity to hear valuable information from Kirk Melhuish. Let's make sure we get a good crowd for Scott and Kirk—this will be solid information that we can all use the rest of our flying careers!

For those of you who might be new to Atlanta, in 1999 Kirk Melhuish of News/Talk WSB Radio was voted by the readers and staff of the Atlanta Press Newsweekly as Best Local Weatherperson. He also was chosen

by Atlanta Magazine as the Best Meteorologist in Atlanta. (The magazine selection is made by a popular poll and a panel of experts.) Kirk received state AP awards for Best Newscast and the prestigious "Gabby" Award from the Georgia Association of Broadcasters for Best Documentary for his five-part series "The Truth About El Nino." →

Delta Dyke Visit

By Will Morris



The EAA 690 pancake breakfast and airplane wash in July warranted a special visit from a rather unusual airplane and support crew. Bernie Schaknowski brought in his rare Delta Dyke. Designed in 1962 this one was built from plans by Bernie's father a couple years later. It sports a Lycoming 360 180 HP engine, mechanical retracts, steel tube and fiberglass construction. This baby cruises at 180 kts and comes in at 85 kts for landing. It's unusual protrusions on top of the wings are actually covers for hinges. Yep, you can fold the wings for trailering or just for saving space. This plane has won awards around the world, including the EAA's 1983 Lindy award at Oshkosh. How does it handle?

According to Bernie, "Like a dream!" Accompanying Bernie on his visit were his "support crew" with their "just as clean" collection of motorcycles. Hopefully, Bernie and friends will visit us more often! Thanks for the treat. →

ROY STOUTENBERG REMEMBERED

By Margaret Wilcox

(They also serve who only wait and dream.)

Chapter 690 lost one of its early and more faithful members this month when Roy Stoutenburg, 76 years young, died of multiple brain hemorrhages on July 12th. Roy joined the chapter and was most active during the years when Stone Mt. Airport was our home. He served a term as secretary and later became the chapter historian. During the time when plans were brewing to build a chapter building at the Stone Mt. Airport, Roy served as building committee chairman using his engineering skills to develop plans. But Roy may be remembered best as the one who coined the term "Aviation Enthusiast."

During introduction and project report time at the beginning of meetings, he always answered, "No project. Just an aviation enthusiast."

Roy's love of airplanes began as a boy in Pittsburgh watching airplanes fly overhead and dreaming of being a pilot. He almost succeeded during WWII in the Army Air Force but each time he got close, the proposed program would be canceled. This

included training not only as a pilot, but also as a bombardier and navigator. He finally made it as an electronics technician. He was due to go to the Pacific with a squadron of B-29s when the war ended and along with so many GIs he was discharged. He then studied at Carnegie Tech in engineering, but had to give it up when his father became ill. Work and family responsibilities again interfered with pilot's training and he never accumulated enough hours for his license.

But Roy was an enthusiastic model builder and spent hours in his workshop listening to the Brave's games while tweaking and strengthening his models to make them fly faster. This was remembered by his son Eric, who followed his father into the service and is now a tank commander in the Army. Eric remembers many hours spent in this special father/son activity.

Roy who wasn't able to attend as many meetings after we moved to Lawrenceville, but we could count on him bringing his wife Peg to the Christmas dinners. Because he kept his dream alive and never gave up on his enthusiasm for aviation, we are all richer for knowing this quiet, steady man who put family and church first and continued to dream about airplanes. He will be missed. →

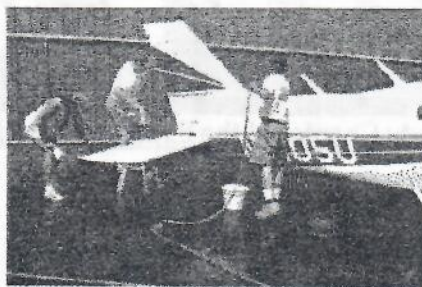
Airplane Wash a Big Hit!

By Will Morris



July's airplane wash turned out better than expected. The teams who worked hard at getting the planes in and out could barely keep up with the

demand. Here are some pictures taken by George Guerin to help relive the moment and to show appreciation to everyone involved. Thanks!!! →



OWLS HEAD MUSEUM

by Frank and Margaret Wilcox

On a tiny little peninsula halfway up the Maine coast is a museum that will thrill and intrigue those who love old modes of transportation. The Owl's Head Transportation Museum is recognized for its landmark collection of pioneer era (pre 1930) aircraft complemented by an exciting display of historically significant automobiles, carriages, bicycles, motorcycles and engines. Most are in operating condition and demonstrated for public events.

The Sunday we visited there was a special Antique Aeroplane Show. We saw flying demonstrations with a Sopwith Scout, a Nieport, Spad and a

Fokker 'Red Baron' tri-plane. The Fokker flying a distance from the crowd that could not be criticized by the FAA, demonstrated its great maneuverability. The pilot put it through loops, spins, stalls, steep turns all to prove that this plane did have the capability to make the "Red Baron" a WWI flying ace. We also remember it as the plane Snoopy, the Peanuts character, challenged while flying his Sopwith Camel. Rides were offered in early Stearman and Waco, both open cockpit of course. Inside the museum was an original Curtiss Jenny, an S.E. 5 (without covering), a 1911 Curtiss Pusher and the very first Bellanca ever built. Aside from the Curtiss Jenny all the other planes were reproductions.

Anyone interested in restored cars and motorcycles would also enjoy this museum. On that day we saw a vintage auto extravaganza of 400 classic autos from the 50s and 60s. It was very exciting to watch these gems of a bygone day roll onto the field, one by one, driven in by their proud owners. Lots of memories were rekindled for us as we found models of all the cars we owned during those years. Rides were offered in a Model T touring car and a Model T bus.

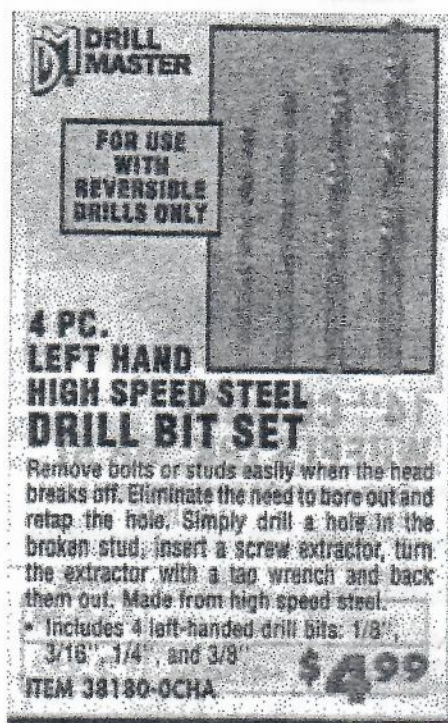
In the permanent displays there are many fascinating old autos including one special exhibit depicting the history of station wagons with wooden sides. There is a special room for aircraft engines featuring demonstrations and a building for restoration of ancient aircraft.

The museum is especially proud of the replica F.E. 8, a WWI British Fighter, which has been flying since 1980 when it was presented to the museum by Jack Gardner, a WWII Navy pilot who later flew for American Airlines. We had the good fortune to meet Jack while camping near Camden, Maine. In a future issue of the NavCom will be the story of how this plane was built in Calif. and Jack's delivery flight from there to Maine (lo & slo).

→

Left Handed Drill Bits???

By Joel Levine



Were you ever called upon to go get a smoke shifter or perhaps a tent stretcher? Well, if you were in the scouts or military or worked for any industry that had unique names for specific tools, someone was sure to send you on a wild goose chase when new to the organization. After a recent visit to the Delta Maintenance Base I know that they have some specific "tools" that can send a neophyte mechanic on a long search. Well how about a "left handed drill."

In this case it does exist - and it can be very handy for the aircraft owner/builder who has to remove the infamous stainless screw (or any other type screw) with a bad head. As an aircraft owner of fifteen years, I'm here to tell you that I have ruined my share of Phillips Head screws and have had to drill them out, or worse. The left-handed drill bit is a potential answer to the problem. Using a bit with a reverse helix, and obviously turning it in the opposite direction, the heat and friction from the turning motion will in many cases loosen or

even back the screw out enough to remove it without damaging the base material.

Now you ask, what do I have to pay for this marvel of the hardware store. Well you're not going to find them in the average hardware store and if you're brave enough to ask, be prepared for the proverbial "smoke shifter" laugh behind your back. 99% of the clerks you ask will have never heard of the "Left Handed Drill Bit" and may even think that you are pulling their leg. I know of only two sources (although I'm sure that there are more) - Snap-On and Harbor Freight. Snap-on, item no. DBLS-105, no doubt are of better quality but at \$32.25 for a set of five. Harbor Freight has them on the web and in their catalog for sale for the fantastic price of \$4.99 per set. Item No. 38180-OCHA contains 4 left handed bits ranging from 1/8" through 3/8". Check them out at www.snap-on.com and www.harborfreight.com. They work - you won't go wrong. →

Upcoming Events

By Jim Lyons

Saturday, August 11 - Annual Post Oshkosh Bash. Bring your Oshkosh war stories, pictures and family along with a side dish or dessert for 10-12. The Chapter will provide the meat and drinks. **This is in lieu of the Friday night meeting.** Starting time - 5:00 PM Rain or Shine. Here is an opportunity for some ride sharing or at least an opportunity to get the family out to see what has taken place in your air-conditioned hangar/building.

Friday, September 14 - Eric Washburn and Keynan Jackson, the two recipients of the Chapter's 2001 EAA Youth Academy Scholarships, will give us a first hand report of their Oshkosh academy experience. Both are active members of the PDK CAP Squadron. Meeting starts at 8:00 PM in the Chapter Building.

Friday, October 12 - This past June, Chapter member Jim Duncan flew his

Cessna 150 a total of 4,260 miles over an 11 day period to Calgary, Canada and back. Jim will share his flight experiences with the Chapter. Meeting starts at 8:00 PM in the Chapter Building.

EAA 690 July Meeting Minutes

Chapter Secretary Tom Dubrouillet

President Miller called the meeting to order and led the Chapter in the Pledge of Allegiance. 35 members and guests were in attendance.

We had the program first with our guest speaker Dan Kendall of DLK Aviation at McCullomb. Dan's topic was airframe corrosion.

Mike Stewart plans to start his RV6A engine for the first time tomorrow.

The treasurer reports that the Chapter is solvent.

Publicity Chair Joel Levine reports that on July 21 at the Covington Airport Event - The President of the Pearl Harbor Survivors Association will be speaking. Ed Stembridge will have Cub Scouts "camping out" in the hangar. The Airplane wash last weekend washed 12 airplanes. The August pancake breakfast program is Severe Weather. The September program is Aviation Chart Clinic, and the Blue Mountain Avionics EFIS.

Ron Mulvaney - Chairman of the Good Neighbor Day - Oct 6 EAA 690 will assist the Airport on the Gwinett Airport Open House. We'll have a pancake breakfast in the morning then help GMD with the open house from 10 to 3PM. They are planning on Large Scale RC Models, Warbirds, and Classic cars so far. The hangar dance will follow at 7:00PM →

The NavCom

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

Original articles, art and photos are invited and encouraged. Submit articles preferably in an MS Word format, however ASCII format will also be accepted. Pictures can be in almost any format. Submit via email to: willow55@atl.mediaone.net or mail to:

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

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

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

In keeping with the spirit of all aviators, permission is hereby granted for the reproduction of the NAVCOM articles by other

EAA Chapters provided proper credit is given to the author and to the NAVCOM.

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Events Calendar



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

August 4 - LAWRENCEVILLE, GA - EAA Chapter 690, Severe Weather/Thunderstorms Program & Pancake Breakfast. Contact Sue Adams, 770.613.9501

August 11 - PUNTA GORDA, FL - Chapter 565 Pancake Breakfast/Young Eagle Rally, Charlotte County Airport, 941-627-1700, thayerv@earthlink.net

August 11 - PELL CITY, AL - Chapter 1320 Fly-In Breakfast, 205-338-9500

August 18 - HUNTSVILLE, AL - Chapter 190 Breakfast at Moontown Airport (3M5) 256-880-8136, phantom-ii@usa.net

August 25 - CARTERSVILLE, GA - Chapter 268 Fly-In Breakfast/Young Eagle Rally, 770-529-9023

September 1 - LAWRENCEVILLE, GA - EAA Chapter 690, Aviation Chart Clinic * Pancake Breakfast. 770-613-9501.

September 8 - MUSCLE SHOALS, AL - Chapter 615 Cotton State Fly-In at the Northwest Alabama Regional Airport, 256-767-2015

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

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

September 8 - WILSON, NC - Chapter 1047 Annual Fly-In, 252-446-5588

September 8-9 - ORANDO, FL - AeroElectric Connection sponsored Weekend Seminar, 316-685-8617, www.aeroelectric.com

September 15 - TITUSVILLE, FL - Chapter 866 "Smilin' Jack" Fly-In, (X21) 321-269-0803

September 21-23 - CULLMAN, AL - Cullman Airport and Wallace State College Helicopter Dept sponsored 7th Annual North Alabama Rotorcraft Fly-In, wscf-it@cnet.com, 256-775-1011

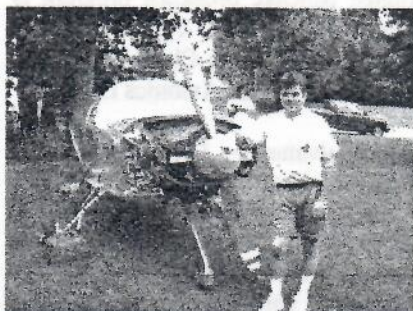
September 22 - MARIETTA, GA - Chapter 268 Fly-In Breakfast/Young Eagle Rally, 770-529-9023

September 22 - ASHEBORO, NC - Chapter 1176 Aerofest 2001, 336-879-2830

September 22-23 - LEBANON, TN - Chapter 863 Annual Chapter Fly-In at (M54), LWILLI6318@aol.com

Projects Visit

By Greg P Jannakos



Saturday, July 14, 2001 was a great day for Mike Stewart. Mike picked this day to fire-up his Lycoming 320 for the first time. Mike is in the final stages of building a RV6A, a project he started some years ago from a standard kit. Several onlookers, both friends and EAA690 members, watched while the engine beached and burped into life. There is some tweaking to do before the FWF satisfies Mike, but this usually is standard with experimental projects. Of other noteworthy items is Mike's instrument panel. He has a full IRF panel and state-of-the-art navigation quipment. Take a look at his RV the next time you get a chance. Included are some photos of this memorable day. Good job Mike.

First Saturday

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



Aug 4 -- Severe Weather -- Thunderstorms
Sept 1 -- Aviation Chart Clinic
Oct 6 -- Fall Classic Air Fair
Nov 3 -- Flying Start Program
Dec 1 Introduction to Aerobatics

NOTE: Monthly Membership Meetings will always be the Friday following the Pancake Breakfast at 8:00 PM unless otherwise noted.
NOTE!!! The AUGUST meeting will be held on Saturday the 11th.

Classifieds

Ads run for a total of 3 months. If you would like to continue the ad for an additional 3 months you must request it through the editor by e-mail, snail mail or phone call. There is no problem with keeping them running, but

we need to get old ads weeded out or the new ads will become ineffective. All ads will be dated with month and year at the time of submission or renewal.

For Sale: Challenger II. All factory options including doors, heater, luggage pods, GPS, radio and much more. Licensed Experimental. \$11,500 Call Joe Reed 770-466-5359 08/01

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

For Sale: EBC 302VR elt beacon, has voice and phone jacks, good condition, \$125.00 plus postage and ins., removed from my cessna 170 for a upgrade to a 503 model. Thanks.
ovscott @mindspring.com 08/01

HELP WANTED

Adult Air Scout Leader Needed

The Air Explorer Post needs our help. EAA 690 holds the charter for the post, provides a meeting place and some background support.

Available for sale in the Chapter 690 Aero Shoppe

The Lost Squadron – By David Hayes
The story of the Greenland Expedition and the recovery of a P-38. Signed by Pat Epps. \$40.00

Thunder in the Tummy – By Joel Elman
"...The Hilarious Flying Adventures of a Private Pilot.

Shorts Between the Headsets!

Aviation Definitions

Airfoil: Reynolds Wrap for manufacturing aircraft wings.

Airspeed: Speed of an airplane. Deduct 25% when listening to a Navy pilot.

Angle of Attack: Pick-up lines that pilots use.

Arresting Gear: A Policeman's equipment.

Bank: The folks who hold the lien on most pilots' cars. **Barrel Roll:** Sport enjoyed at squadron picnics, usually after the barrels are empty.

Carburetor Icing: A phenomenon happening to Aero club pilots at exactly the same time they run out of gas.

Cone of Confusion: An area about the size of New Jersey located near the final approach beacon at an airport.

Crab: The squadron Ops. Officer.

Dead Reckoning: You reckon correctly, or you are.

Engine Failure: A condition which occurs when all fuel tanks become filled with air.

Firewall: Section of the aircraft specially designed to let heat and smoke enter the cockpit.

Glide Distance: Half the distance from an airplane to the nearest emergency landing field.

Hydroplane: An airplane designed to land on a wet runway, 20,000 feet long.

IFR: A method of flying by needle and ripcord.

Lean Mixture: Non-alcoholic beer.

Motor: Word used by student pilots and Yankees when referring to the engine.

Nanosecond: Time delay built into the stall warning system. **Parasitic Drag:** A pilot who bums a ride back and complains about the service.

Range: Usually about 30 miles beyond the point where all fuel tanks fill with air.

Rich Mixture: What you order at the other guy's promotion party.

Roger: Used when you're not sure what else to say.

Roll: The first design priority for a fully loaded KC-135A.

Service Ceiling: Altitude at which cabin crews can serve drinks.

Spoilers: The Federal Aviation Administration.

Stall: Technique used to explain to the bank why your car payment is late.

Steep Bank: Banks that charge pilots more than 10% interest.

Tactics: What a clock sounds like when it needs fixing. **Tail Wind:** Results from eating beans, often causing Oxygen deficiency in the immediate vicinity.

Useful Load: Volumetric capacity of the aircraft, as regarding weight of cargo.

Up: A chant used by pilots taking off from Colorado Springs, who want to discover the meaning of life.

VOR: Radio navigation aid, named after the VORtex effect of pilots trying to home in on it.

Yankee: Any pilot that asks Houston tower to "Say again".

Zero: Style and artistry points earned for a gear-up landing.

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Classifieds

Add ads for a term of 3 months.
If you would like to continue the ad for an additional 3 months you must request it through the editor by e-mail, email, mail or phone call. There is no problem with keeping them running but

we need to get old ads renewed out of the way and will become ineffective. All ads will be shown with month and year of the time of advertisement.
For Ads: Call or E-mail: 404-444-4444
Include: Name, Address, Phone, Email, and any other relevant information.
Call or E-mail: 404-444-4444

For Ads: 404-444-4444 or 404-444-4444
Include: Name, Address, Phone, Email, and any other relevant information.
Call or E-mail: 404-444-4444

HELP WANTED

Adult Air Scout Leader needed.
The Air Explorer Post needs our help. EAA 690 holds the chair for the post, provides a meeting place and some background support.

Available for sale in the Chapter 690 Area
Shoppers

The Last Bookstore - By David Hager
The story of the Great Book Store and the journey of a
5-12 Signed by Post: 140-00
Thunder in the Tummy - By Joel Egan
The 1980s Flying Adventure of a Private Pilot



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August 2001

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