



NavCom

SEPTEMBER 2002

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

TEAM RV to Present an Introduction to Formation Flying



Have you ever been to an Air Show and watched a precision team of aircraft fly in formation and wondered how they kept that formation while rolling, looping and maneuvering yet maintained safety? On September 7th, Chapter 690 members Bob Goodman and Michael Stewart will present a program entitled, "Everything You Wanted to Know About Formation Flying But Didn't Know Who to Ask," an introduction to the art of flying in tight formation safely.

Goodman and Stewart are co-founders of "Team RV," a group of experimental aircraft builders and flyers, dedicated to the preservation of demonstration formation flight. The group, started in Atlanta, spans 4 states. Says Stewart, "Originally, I had really no idea what formation flight was until good friend and former military fighter jock Bob Goodman in his Subaru powered RV-4 came up on my wing one day and gave me a taste of what formation flight is about. Since that day over the lake, and I remember it like it was yesterday. I have been bitten by the bug and we began organizing local guys into the challenging and fun world of formation flight."

The program will begin at 10:30 a.m., immediately after the "First Saturday" Pancake Breakfast. An opportunity for questions and answers will be provided at the conclusion of their presentation.



**Program on
Angel Flight
to be Presented by
Larry Bishop**

Saturday, October 5th

Join us at 10:30 a.m., after the Pancake Breakfast.
Please see the article on Angel Flight on Page 4.

Let's Put Out The Welcome Mat



Our special guests at the Chapter's meeting on Friday, September 13th will be Jordan Dunbar, Stephen Gorkes and Jeremy Sampson. These three fine young men were the recipients of this year's Chapter 690 Scholarships and attended the Air Academy in Oshkosh this summer. We look forward to seeing them and having them share their experiences with us.

2002 Annual Fall AirFair



Saturday, September 21, 2002 • 8:00 AM – 3:00 PM

Fall AirFair Update

By Dave Haskell

Plans are moving along and the AirFair is coming together. The Delta TravelAir will be present. Steve Collins from PDK will bring at least one of his bi-winged aircraft for rides during the day. On the news that Harley Davidson Motors has signed on as an Oshkosh sponsor, the H.O.G. (Harley Owners Group, a direct marketing arm of Harley Davidson Motor Corp. sponsored locally by Stone Mountain Harley Davidson) has been invited to breakfast and to stay as long as they can. Invitations to area EAA Chapters and WarBird 17 have been sent and the Ercoupe Group is being contacted to attend as well. Publicity has been sent and posters were released earlier this month for distribution.

The committee is working on other items for the day and if we have good weather, we should have an outstanding time. I still need volunteers to register on the 690 web-site. Your indication to volunteering helps in allocating resources. Larry Bishop will head up the crew for the ramp & Patrick Bell heads the crew for parking.

Parking will be very different this time, but should work well for bringing the public to the Sport Aviation Center. We will swing traffic across the grounds of what was the County Maintenance Building and then through fencing, removed with County blessing, onto the field behind the chapter hangar on the other side of the drainage ditch.

And so we look forward to September 21st...

Scenes from Previous AirFairs - How Things Have Changed!



⇐ The Pancake Breakfast "kitchen staff" at the 1988 AirFair included Ed & Mary Booth, Margaret Wilcox, Ken Sharp and Maxine & John Henderson. The faces may have changed through the years, but Margaret hasn't missed very many of our breakfasts.

Collecting money from the breakfast were (from right) Donna Forbes, Jennifer North and Steven North. ⇐



⇐ The 1990 AirFair Pancake Breakfast line at the T-Hangar at Stone Mountain was long throughout the morning.

We got a snazzy new sign for the 1990 AirFair ⇐



↑ Our "new" food stand, designed, constructed, and carefully set up for each event, was "state of the art" at the time.

Scene outside the Chapter Hangar at a more recent AirFair at Gwinnett's Briscoe Field. ⇐



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

Deadline for submissions is the 15th of each month, unless otherwise announced. **The deadline for the Oct. 2002 NavCom is Monday, Sept. 16th.**

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



"Lest We Forget"

Derric Johnson, a college quartet member with me, became a well known choral director, composer, clinician and author. He wrote a patriotic choral piece entitled "Lest We Forget" with music and narration that chronicled the struggles and achievements of our country's early history. Not being creative, I would like to borrow Derric's title for this article. "Lest We Forget," Chapter 690 was chartered in August of 1980. The charter is on the wall in the hangar with the names of the charter members. Let's not forget those who worked hard to get Chapter 690 started at the Lawrenceville Airport. Ken Sharp, one of the charter members, is a current member of EAA 690.

The first fly-in in that the chapter participated in, at Briscoe Field in 1980, is memorable for me because the Chief and I won the spot landing contest. Fly-Ins, AirFairs and Bi-Plane Fall Classics have been an annual activity from the beginning. These have been planned to attract the public, to inform them and to give them a positive experience centered around airplanes. Some have been very successful and some not so successful. One at Stone Mountain, where there were Stinson, Tri-motor and helicopter rides, was very memorable and successful. Then there have been some, due primarily to bad weather, that were not as successful as planned. Think of all the volunteers who have planned, organized, set up, taken down, and worked hard at these events each year. Let's not forget these volunteers, the funds raised for the chapter, and the community relationships they established.

Remember Chapter 690's involvement with Young Eagles. From the beginning we have participated in the program, at area rallies and hosting our own. In

March 1994, Chapter 690 hosted an area rally where 635 Young Eagles were flown. Then there is the handicapped young lady who was given a Y.E. flight at Stone Mountain that completely changed her quality of life. Her story started the EAA Young Eagle Humanitarian Award, and was awarded to Chapter 690 member Steve Ashby. We have consistently flown Young Eagles and have helped reach the goal of 1,000,000. At this time, over 815,000 have flown. Think of all the pilots, flight hours, and ground crew that has been freely given to this great program. Special recognition goes to Bill Coleman who was Young Eagle coordinator for six years. The chapter has also given five scholarships to the Air Academy over the last two years.

The F.B.O. at Stone Mountain was full to capacity and spilling out the door on meeting nights. What to do? Building a hangar / meeting place at the Stone Mountain airport seemed to be the answer. Permission was granted, a spot prepared, a block retaining wall built, and then we could not get permits to build. At one point during this time, the Executive committee assessed each member \$100.00 to go toward the building fund. (Some members left the chapter over this assessment.) Also dues were raised from \$12.00 to the current \$30.00. Plans were made and some work went toward renovating an old house for a meeting place, but this was also denied us. Then under the capable leadership of Charlie Sego we moved back to LZU, and met in the Administration Building. This was a great meeting place, heated and air conditioned. But we still wanted and needed a place of our own. Thus the EAA Sport Aviation Complex was built. Remember how long it took to get it built, and especially the series of "Two Weeks" at the end. Once in the building, the membership quickly doubled and has increased to over 200 members. During this time of building, members gave donations of \$100, \$500 and maybe even more to the hangar fund.

(Continued on Page 10)

If you are flying around the southeast from New Orleans to Augusta or from Washington to West Palm Beach and hear this call sign, you'll know I'm out doing what I enjoy most about flying and that I have a special passenger on board. As a pilot, co-pilot or volunteer, you too can get involved in Angel Flight and use your aviation skills to provide a very worthy community service. Here's a little background information on Angel Flight and what you can expect as an Angel Flight pilot. If you would like to learn more, please join us for a presentation and discussion at 10:30 a.m. on October 5, 2002, after next month's "First Saturday Pancake Breakfast."

Angel Flight is a one of several nationwide volunteer organizations that offer free air transportation to medical patients who have personal and medical needs to travel long distances to and from medical facilities. Many patients require ongoing regular treatment at distant hospitals like the MD Anderson Cancer Center in Houston, Thompson Cancer Survival Center in Knoxville, Duke University Medical Center or the National Institute of Health in Baltimore. Some patients fly with Angel Flight due to their remote location or because it is difficult or impossible for them to use other means of transportation. My Angel Flight passengers have ranged in age from six weeks to 81 years old.

Regional Angel Flight organizations are based around the US and generally cover three to five states each. Locally, we are served by Angel Flight of Georgia based at PDK and Angel Flight of the Southeast based in Leesburg, Florida. Most organizations require pilots to have a minimum of 250 hours and generally encourage low time and non-instrument rated pilots to first fly as co-pilot. Regular pilot orientation sessions are available and pilots donate their time, aircraft (owned or rented) and their expenses. Missions are usually scheduled several weeks in advance and are available on a web-site so that pilots may select their own missions based on date, time, origin, destination, number of passengers and total weight. If you are an active Angel Flight pilot you will receive a telephone calls from the mission coordinator looking to fill an upcoming or a last minute mission. There's never any pressure to take a mission and there is never any pressure or questions regarding cancellations due to weather or other issues. You will always have a mission coordinator available to you 24 hours per day on a toll-free number to assist with any problems. You will be encouraged to file a flight plan using an Angel Flight call sign when you have a patient on

board or if a repositioning leg of the flight is time critical for the patient. I have found that while using the Angel Flight call sign, most air traffic controllers will offer priority handling such as direct routing, vectors around weather and deviations to assure a sooth ride.

My typical mission has been about two to two and a half hours each way. Last weekend for example, a lady requiring heart surgery in Baltimore was flown from her Pensacola home to Atlanta by a Griffin based pilot. I transported the patient from Atlanta to Winston Salem and a third pilot took her to BWI in Baltimore. A patient flying from Atlanta to Houston will typically change planes in Jackson or Hattiesburg, Mississippi.

Transplant missions are always dramatic and usually flown as a "Lifeguard" flight for both the patient and the harvested organ. Charles was on a transplant list and at 10:30 p.m. his beeper had a message, "We have a heart for you." After a few quick phone calls, Angel Flight pilot Carlos flew Charles to Tampa for the surgery. Charles went home on his birthday and, two years later, he's out playing tennis.

Tina was told she had a terminal illness and to "go home and make your final plans." She continued to search for help and found a doctor in Miami who offered her hope. Her treatment required her to travel to Miami frequently but her insurance did not cover her transportation. Tina survived for almost six years because she was able to get the treatment and the free transportation she needed.

Steve lived in Gainesville, Florida, and had lung cancer. His hope for survival was that he was accepted into an experimental treatment program at the Thompson Cancer Survival Center in Knoxville. Steve traveled to Knoxville every two weeks for treatment via Angel Flight for over seven years. I flew with Steve many times over that period and it was remarkable to see his strength and his progress.

Not including other nationwide organizations such as AirLifeLine and Corporate Angel network, Angel Flight will complete approximately 2500 missions just in the southeast this year. Nationwide Angel Flight is projecting 35,000 missions in 2005 or one mission launched every 30 minutes. As pilots and aviation enthusiasts, we need your help. If you are looking for a great excuse to go out and fly or just be around airplanes and airplane people, you can contact Angel Flight at www.angelflightse.org and www.angelflight-ga.org.



YOUNG EAGLES

By Duane Huff

A clear, calm, and cooler morning greeted us as we gathered together Saturday August 17th for a Young Eagles event. Eighteen Scouts and siblings along with their parents were there for their Y.E. experience. The pre-flight briefing was conducted and each was given a flight and awarded their certificate. Several parents were taking photos of their grinning children as they came out the planes and received their certificates. Instructor pilot Ken Sharp gave the ultimate Young Eagle experience. On his flight, Ken landed at Winder and Gainesville so that each Y.E. could experience flying the Skylane from the left seat. Other pilots were Larry Bishop, Michael Kiah, and Chuck Roberts. Ground crew were Frank Wilcox, Lnor Levine, Greg Jannakos, Bill Ferguson, Harry Hooper, Doug Forester, Dave Ostergard, and Reinhart Kuntz. I had flown two other Y.E.s during the week so a total of 20 forms were sent to Oshkosh.

Upcoming Young Eagle Events are scheduled for the following Saturdays: September 7th, September 14th, October 12th, November 2nd and November 16th.

Your help will be appreciated by the "regular" Y.E. pilots and ground crew volunteers, and especially by the Y.E.s. (Please see notes in right column.)

"We are paid best for the things we do for nothing"
Derric Johnson

AeroShoppe

**Come to the 690 AeroShoppe -
for an interesting assortment of
Aviation, Patriotic and Scientific Gifts.**

We stock a reasonably priced selection of old favorites and new merchandise.

- Chapter 690 Logo Mugs
- NEW - Colorful Plane Babies
- NEW - Stuffed Patriotic Jets
- NEW - Colorful Plane Pillows
- Uncle Sam Pins
- Planes-on-a-String & Airplane Kazoos
- Hand Carved Vans Airplane Banks
- Aviation books - signed by authors
- Coming soon - 2003 EAA Calendars

WELCOME NEW MEMBERS

Tom Butler	John Kempster
Gordon Clement	Michael McKenna
Mike & Vickie Diluigi	James Welsh
Nathan Hay	

Notes from Some of our Young Eagles

5-16-02

Dear young Eagles pilots,
Thanks for flying me. I liked when we went over the school. I liked the sites. Thank you for taking me up Mr. Bombererck.

Your friend,
Jamie Price

May 16

Dear Mr. Bromberck and Young Eagles,
Thank you for letting me fly. I saw my house, a water tower, and my school. Especially Mr. Bromberck, thank you for letting me be the captain. Thank you all for pointing my dad in the right flying direction for flying.

Your friend/captain
Robert P. Smith the 5 or soater

Dear Young Eagles Pilots

Thank you for letting me experience a flight on a small airplane. I had so much fun. The best part was when I got to see my school and my house. It was great. I especially want to thanks Mr. Bomberck for taking me up. I hope you reach your goal of getting 1 million kids up in the air. I really liked it

**Your passenger
Josh price**

Aviation on the Web

AVflash is a twice-weekly summary of the latest aviation news, articles, products, features and events featured on AVweb, the Internet's Aviation Magazine and News Service. www.avweb.com

Subscribe go to their "Member Services" menu at www.avweb.com/signup.

Some of the Latest news covered by AvWeb includes the following:

TOWER TOURS ARE BACK, AND (SURPRISE!) THEY HAVE BEEN FOR MONTHS... Access to FAA towers, which were off-limits after 9/11, is available again ... and has been since March, though few have heard the news.

CALIFORNIA NIXES MATCHING FUNDS: Small airports in California are out of luck when it comes to getting help from the state.

AMATEURS AIM FOR SPACE: A group of civilian space enthusiasts plans to launch the world's first amateur space rocket next month.

Details of these stories and many more are available in AVweb's NewsWire at <http://www.avweb.com/newswire/news0235b.html>.

This'n That

If you are not receiving NOTAMs from Chapter 690 (and of course everyone wants to, right?) you may have to notify your ISP that you wish to receive broadcast e-mails from jlevine@akorn.net. Bellsoth.net and others are using filters that stop broadcast e-mail messages.

AVIATION COMMUNICATIONS



From "There I was... flat on my back" by Bob Stevens

Excerpt from the North DeKalb Neighbor Dated August 21, 2002

EDITOR'S NOTE: This may be of special interest to you: If you live in DeKalb County and/or are based at DeKalb Peachtree Airport, if you want the option to fly in to PDK occasionally, or if you care about supporting General Aviation. The italics are mine.

Possible FAA grant raises ire of county

By Mark Hoerrner
DeKalb Neighbor Staff Writer

A proposed \$2.47 million grant from the Federal Aviation Administration intended for resurfacing taxiways and reducing engine noise at DeKalb Peachtree (PDK) divided commissioners at the August 14 commissioner's meeting.

"We're going to have more planes, more use and it's an industrial use," said District 6 Commissioner Judy Yates, noting she was concerned about additional noise in the area.

District 5 Commissioner Hank Johnson sided with the airport.

"We've got to have some practical concerns," he said. "I would hope the opponents of the airport would help us to do that."

The board approved a motion to defer the item for two weeks. The delay will put the board's Aug. 27 decision just three days away from the grant's Aug. 30 deadline with the FAA.

More than \$1.47 million of the grant is slated for use in resurfacing taxiways, a move some see as paving the way for PDK handling larger aircraft than the currently allowed 75,000 pounds-and-under designation. The remaining \$1 million will be for the first phase of a sound reduction plan.

While commissioners voiced conflicting concerns over noise pollution and pavement safety issues, DeKalb County CEO Vernon Jones said that he was adamantly against accepting the grant.

"I'm against heavy airplanes, I am against expanding the airport on every level," he said. "And if it falls apart, maybe they will close it and we'll be done with it."

Lee Remmell, airport manager for PDK was absent from the meeting for personal reasons, but Marion Evans, a noise environmentalist with the airport, said the repaving would be the first at PDK in over a decade.

Evans said management has consistently juggled funds which should have been directed into repairs to assist in the buyout of residences and properties in the area. The buyouts are intended to create a sound barrier around the airport in Chamblee.

Johnson said the airport was of great economic importance to the community.

"I think it would be ridiculous not to take federal money," he added. "I don't know (why) we can't vote on this today."



UPCOMING AVIATION EVENTS



Sunday, September 8, 2002 - Camden, SC - South Carolina Breakfast Club Fly-In - Web-Site: www.eaa242.org

Friday, September 13, 2002 - Lawrenceville, GA - EAA Chapter 690 Meeting at 8:00 P.M. in Chapter Building - Hear about their experiences in Oshkosh from 690's 2002 Air Academy Scholarship Winners

Friday, September 13 to Sunday, September 15, 2002 - PEACHTREE CITY, GA, GA - WINGS OVER DIXIE 2002 - Confederate Air Force, Many Warbirds, Other Top Performers, www.dixiewing.org/

Saturday, September 21, 2002 - Lawrenceville, GA - EAA Chapter 690, Annual Fall Fly-In & Pancake Breakfast at LZU, 770-339-0804. E-mail: jlevine@akorn.net Web-Site: www.eaa690.org

Sunday, September 22, 2002 - Barnwell, SC - South Carolina Breakfast Club Fly-In - Web-Site: www.eaa242.org

Wednesday, September 25 to Sunday, September 29, 2002 - Newnan, Georgia - 27th Annual International Cessna 120/140 Association Convention at Newnan Coweta County Airport (CCO). Charlie 770-927-6179. E-mail: cwilson193@aol.com

Saturday, September 28, 2002 - LaFayette, Georgia - Annual Fly-In. Sponsored by the Barwick LaFayette Airport Advisory Committee. E-mail: Rwestb943@aol.com

Saturday, Sept. 28 & Sunday, Sept. 29, 2002 - Bessemer (Birmingham), AL - Wings and Wheels - Aeroshell Aerobatic Team

Friday, October 4 to Sunday, October 6, 2002 - Evergreen, Alabama - EAA Southeast Regional Fly-In - Web-Site: www.geocities.com/~serfi Phone: 334-578-1707

Saturday, October 5, 2002 - Lawrenceville, GA - EAA Chapter 690, Introduction to Angel Flight & Pancake Breakfast at LZU - 770-613-9501. E-mail: jlevine@akorn.net Web-site: www.eaa690.org

Friday, October 11 to Sunday, October 13, 2002 - Louisville, KY - Handicapped speed and proficiency race to benefit the Make A Wish Foundation. Starts at Louisville KY with fly-in pancake breakfast on Saturday morning. www.kvasf.com

Friday, October 11, 2002 - Lawrenceville, GA - EAA Chapter 690 Meeting at 8:00 P.M. in Chapter Building. Program on P40s by Robert Starnes.

Saturday, October 12, 2002 - Burgaw, NC - Chapter 297 Fall Fly-In and Pig Pickin, Contact Information: 910-392-9141 - E-mail Address: spicer@wilmington.net

Saturday, October 12, 2002 — Hartselle, AL. Rountree Field (5M0). Wings Over Hartselle (Open House). Fly-In, Food, Music, Plane Rides, Balloon Drop, Spot Landing, Prizes. Contact Kim Prince, 256/773-1130; E-mail flygrl1025@aol.com.

Wednesday, October 16 to Sunday, October 20, 2002 - Tullahoma, TN - Beech Party 2002 - A Homecoming. Staggerwing/Twin Beech 18/Beech owners/enthusiasts-sponsored by the Staggerwing Beech Museum & Twin Beech 18 Society. Call Karen Garrick for more information - 931/455-1974.

Friday, October 18, 2002 - Hendersonville, NC - Stinson Club Fly-In at Hendersonville Airport 0A7 - Contact: Leon Audino - 3105 Hickory Hill Road, Hendersonville - E-mail: laudino@bellsouth.net - Web-Site: www.aeromar.com/swsc.html

Saturday, October 19, 2002 - Dawson, Georgia - EAA Chapter 354 Country Breakfast and Young Eagles Fly-In 3rd Saturday of each month. E-mail: joeg317421@msn.com

Saturday, October 19, 2002 - Rome, GA - EAA Chap. 709 - ~~Homebuilt~~ Homemade Hamburger Fly-In - 11AM to 1PM

Saturday, October 26, 2002 - Lawrenceville, Georgia - Annual EAA 690 Big Band Hangar Dance at LZU, 8pm to midnight. 770-339-0804 (Leave Message) E-mail: daveo@america.net - Web-site: www.eaa690.org

Saturday, November 2, 2002 - Lawrenceville, Georgia - EAA Chapter 690, Flying Start Seminar & Pancake Breakfast at LZU, 770-613-9501. E-mail: jlevine@akorn.net Web-site: www.eaa690.org

Friday, November 8, 2002 - Lawrenceville, GA - EAA Chapter 690 Meeting at 8:00 P.M. in Chapter Building. Program on their Alaskan Adventure by Duane & Tess Huff.

Friday, November 8 - Saturday, November 9, 2002 - Daytona Beach, FL. Adams Mark Resort. Wings & Waves: Embry-Riddle Celebrates the Centennial of Flight. Free, family oriented air show. Encore performance of last year's show that drew more than 200,000 spectators. Web-Site www.embryriddle.edu.

Saturday, November 9 & Sunday, November 10, 2002 - Perry, Georgia - Wings Over Georgia Airshow at Perry-Houston County Airport (PXE). Glenn Anderson 478-987-9548. E-mail: glsuson@QuixNet.net

Saturday, November 9, 2002 - Millen, GA - Low-Country Boil Fly-In, For Info: 706-547-3607 E-mail jcm2@earthlink.net

Note: Chapter 690 Events are in Bold. All other events are subject to change. Please confirm info with contacts listed.

News from the EAA e-HOT LINE

General Aviation Since 9/11/01

September 11, 2001 was a day that changed America and the world, and cast commercial and general aviation in a new light. To help media outlets prepare their coverage of this day's events, or those who may be asked about aviation's role in it, EAA has created a brief Frequently Asked Questions sheet. The FAQs address how GA operations have been affected over the past year and can assist EAA members and Chapter officers to answer these questions. Our goal is to help the public understand more about GA and its critical role within the nation's transportation system.

What is different about private flying a year after the unprecedented events of last September?

General Aviation in the U.S., already one of the most regulated modes of transportation in the nation, became even more so in the past year. Hundreds of new restrictions have been enacted, forcing pilots - more than any other group - to comply with a constantly changing list of airspace regulations affecting where, when and how they fly.

Pilots understand the need for some new security measures, but the rules' constantly changing has created confusion. Pilots must deal with rules that sometimes change on a daily or weekly basis.

Is General Aviation a threat?

It's important to remember that U.S. General Aviation has never been involved in a terrorist or harmful attack. The events last Sept. 11 involved hijacked airliners on regular commercial routes. In that respect, General Aviation has a safer security record than such common items as rental trucks (Oklahoma City bombing 1997), cargo vans (World Trade Center 1993), small boats (USS Cole 2000) and even backpacks (Atlanta Olympics 1996). General Aviation aircraft lack the payload, momentum and destructive ability to cause even a fraction of the damage that occurred last Sept. 11. In fact, most vans or SUVs have greater destructive potential than the average small aircraft.

Does that mean no extra security precautions should be taken?

Not at all. Security awareness is certainly heightened in the U.S. over the past year, and General Aviation has played its part to enhance security and deal with threats, real and perceived. The National Security Act signed by President Bush in December 2001 contained specific provisions for General Aviation security, including flight training for foreign nationals and for large charter aircraft.

In addition, EAA and other aviation organizations advanced common-sense security recommendations to federal officials last December, including photo ID licenses for U.S. pilots, securing of airplanes with control locks or in locked hangars, and airport watch

programs, among others. This offers enhanced security with a minimum cost and inconvenience to thousands of law-abiding pilots.

Is it true that small airports have not increased security measures since Sept. 11?

No. Local airports have significantly enhanced security measures in the past year, as have local flight schools and aviation businesses. Stronger rules for international flight students in the U.S. have also been enacted.

EAA has strongly encouraged pilots to heighten their awareness at their airport and take responsibility for their aviation property and that belonging to their neighbors.

To apply the standards used at major commercial airports to every airfield in the nation would not significantly change the minimal risk of a terrorist act, but would bankrupt many communities that support and rely on their local airport.

What's the future for General Aviation?

While it's impossible to predict the future, EAA and other aviation organizations are continuing to offer ideas to federal authorities that provide the important balance between necessary security and the freedom of flight that is an important part of nation's transportation system - a privilege held responsibly by General Aviation pilots for nearly a century.

To read the complete FAQs sheet, visit <http://www.eaa.org/ga/faqs.html>

ICAS Scholarship deadline Oct. 15

The ICAS (International Council of Air Shows) Foundation is accepting applications for six \$1,000 scholarships to be awarded in 2002. Scholarships are for various flight training objectives--from tailwheel flying to aerobatic instruction and include:

The Jan Jones Memorial Scholarship--For a female private pilot, to be used for aerobatic flight training.

The French Connection Memorial Scholarship--For a certified flight instructor (CFI), to be used for aerobatic flight training. Both a male and a female recipient will be selected.

Charlie Hillard Memorial Scholarship--For individual between ages 18 and 30, to be used towards flight training.

Red Barons Memorial Scholarship--For a U.S. citizen, age 16 or older, to be used for tailwheel aircraft operations or aerobatic flight.

Leo Loudenslager Memorial Scholarship--For an enlisted member of the Navy Blue Angels team to be used for flight training.

For more information and applications, visit the ICAS Foundation web-site at www.icasfoundation.org. Application deadline for application is October 15, 2002.

An Open Letter to Chapter 690 Members

We'd like to thank Margaret Wilcox and the North Family and all who so faithfully show up to cook and clean for the pancake breakfasts on a regular basis. Their efforts bring so much to the chapter.

So much information is shared during the breakfasts and lasting friendships are formed. New, hardworking members have been drawn into the chapter over pancakes and enthusiasm for new projects has grown there. The chapter events are publicized and experts are on hand to answer questions during those hours. We're glad for the money raised, but we're deeply grateful for the efforts of the people who make possible so much that is the heart of EAA.

Sincerely,

Dave and Jeannie Ostergaard

Chapter Fly-Out & Camp Out to SERFI

By Tim Fulmer

Middleton Field (GZH)
Evergreen, AL
LZU to GZH = 219 nm

More info is available
on the SERFI web
site.

The event runs Friday, October 4th through Sunday October 6th.

We plan to make our debut en masse at the Southeastern Regional Fly In. This will be an overnight camp-out event. We will camp as a group under the wings of our planes.

Ground transportation of "marked" camping gear (tents, coolers, sleeping bags, etc.) will leave at 9:30 a.m. on Friday morning October 4, 2002. Coolers should be topped off with ice so that they maintain their coolness until their owners arrive by plane. Tim will re-ice for you - just pay him for ice. NOTE: Camping gear & empty coolers will not be returned to the EAA 690 hangar until Wed. evening Oct. 9th.

Fill all available space with eager EAA 690 members, the more the merrier! Dining and shower facilities are available. Admission \$5 /day or \$10 entire event, Camping \$20. Equipment transport will be the cost of a lockable U-Haul trailer divided between all of us. Tim needs no reimbursement for fuel. If we can borrow a lockable trailer, then there will be no cost for this.

Shrimp boil will be held for 690 participants on Saturday night. Small donation may be required.

SIGN UP NOW... Don't wait!

Contact Info: www.eaa690.org (preferred)
or call Tim at home if you have no internet
access (770-962-7837)

Copies of Aircraft Records

Contributed by Barney Barnes

AIRCRAFT REGISTRATIONS ON CD-ROM: For just \$5, the FAA will burn all the documents pertaining to any U.S.-registered aircraft on a CD in PDF format. The FAA keeps records of applications for registration, evidence of ownership, security agreements, mechanics liens (and their releases) and lease terminations. On the airworthiness side, it keeps track of airworthiness certificates, major repair and alteration reports and the like. It seems the FAA's Aircraft Registration Branch has replaced its antiquated microfiche and hard-copy filing system with a computerized data bank, plus CD burner.

NOTE: See details in AVweb's NewsWire at <http://avweb.com/n/?35a>.

The CDs are available for any aircraft that wasn't taken off the U.S. Civil Aircraft Register before 1984. You can get your own CD by faxing 405-954-3548 or online at a new governmental "Do It Yourself" Web site: <https://diy.dot.gov/> . Click through on "Federal Aviation Administration" then "Aircraft Payments" then "Request for Copies of Aircraft Records" ... no one said they'd make it easy.

The Aircraft Registration Branch will download each day's requests at the beginning of the next federal workday. They will be combined with requests from all sources and processed in order of receipt. Allow at least two weeks for delivery. Actual response time depends on the record's availability.

Oil Analysis Kits Now Available in 690's AeroShope

On August 3rd Mark K. Smith, Technical Administrator, Certified Lubrication Specialist and Oil Monitoring Analyst for Skywatch of Norcross, GA., presented a program on oil analysis. Mark is the first person in the U.S. and only the second person worldwide to gain all three STLE certifications.

Now that we know the value of having the oil analyzed regularly, the chapter has had an opportunity to become a dealer for Skywatch. We are selling the Oil Analysis Kits for \$12 each.

2002 Post Oshkosh Bash

By Margaret Wilcox

Post Oshkosh Bash! Who knows where the name came from? It is a long standing traditional event with Chapter 690, a chapter that just passed its 22nd anniversary. With such a history, there are bound to be traditions too precious to be broken and too much fun to miss. So almost 70 people gathered at the chapter building on Saturday afternoon August 10th for the annual POST OSHKOSH BASH.

What did we do? We talked and ate and took airplane rides and looked at old pictures and shared stories. Builders asked builders about their projects and the problems associated with their projects. Advice was given and questions answered. Members became better acquainted and new friends were made.

Did we talk about the AirVenture event held in Oshkosh, Wisconsin each summer? Oh, yes! President Duane Huff told about his fantastic trip with Board of Directors Chairman Mike Stewart - flying in Mike's RV6 and skirting weather problems, but actually arriving at their destination much faster than if he'd flown his award winning Aeronca. Mike told about the thrill of flying formation with the other RV6s, a brand new experience for this 1st year owner of his own well built airplane. A special guest was Mike's flying buddy from South Carolina, Danny Kight, who flew in especially for the Bash.

He too flies an RV6 and was part of the formation flying. Another member told of his successful search

in the AirVenture "fly market" for an old magazine with a picture on the cover of the Bucker Jungmeister, the very airplane that he rebuilt and is now flying. His own copy of that magazine had been decimated over the years and now he has a "new" copy. A miracle find in Oshkosh, WI!

Who was responsible for this event? The chairpersons were Charles and Bonnie McCormick. They purchased the meat and buns, arranged for the beverages and table service and had the serving tables ready to receive the delicious salads, vegetables, fruits and desserts that the members brought to share.

Who were the chefs? Secretary Lou Friedman, wife Sally and daughter Laura, and Publicity Chairman Joel Levine cooked the fat hamburgers, long hot dogs and juicy brats which were served up with all the condiments, lettuce and tomatoes. Scott Solberg and Lou provided the grills. That was some meal!

A special treat was the presentation of a check for \$7714 to President Duane by Terry Adams. This represented the chapter's share of the revenues for hosting the B-17 bomber May 2nd through the 8th at both Briscoe Field and Peachtree-DeKalb Airport. It came as the result of a great deal of hard work by many chapter members and the rewards will be a nice boost to the chapter treasury.

The President's Pitch (Continued from Page 3)

Some members even loaned large sums of money at no interest to get the hangar built. Loans for the hangar construction were paid off and the interior project started. Funds for the project were raised through \$25 a square foot donations. Remember all those who contributed funds, and that all the physical work of construction was completed by chapter members and friends. Chapter 690 should be proud and very thankful for the facility, programs and activities that we have.

Lest we forget, it is not just the B-17 visits, or pancake breakfasts, or Air Fairs, or Flea markets, or airplane washes, or assessments, or donations, or Square Foot sales, but all of these combined to raise the funds for our building and activities. But lets not forget, the primary purpose of all this is to promote

Recreational Aviation/Fun Flying among our members and the public.

This is the start of chapter 690's twenty-third year. Please remember all the past officers, chairpersons, organizers and board members who have brought us this far. Keep a positive attitude about the chapter and help your elected officers promote new programs and activities.

Lest we forget, we are in this together, and let nothing hinder us from having good times Flying, having Fun, eating good Food, and Fellowship one with the other.

In conclusion, a quote from Derric's book - Excellence is never an Accident. If you try to improve another person by setting a good example--- then you are really improving two people.

In Memoriam -- Former Chapter 690 member and longtime EAA supporter Orville V. Scott, Jr. (O.V.) died on Tuesday, September 3rd at the age of 77. He was a charter member of Chapter 1025. O.V. received his Ph.D. in Physics from M.I.T. He is survived by his wife Peggy, two children and 3 grandchildren.

Some Chapter 690 Scenes



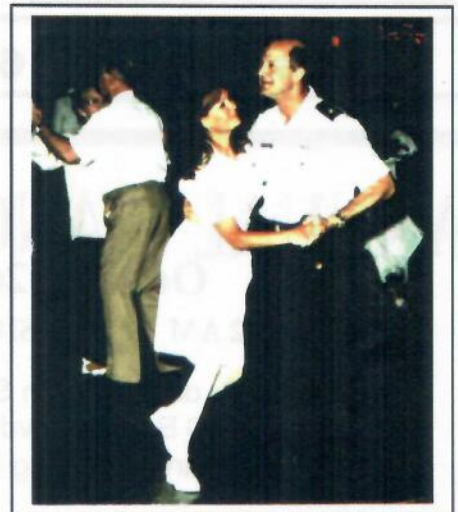
Sue & Terry Adams and the "big check" that Terry presented to Chapter 690 on behalf of EAA. The B-17 proceeds were for our members' hard work in support of the publicity, rides, tours and merchandise sales during this Spring's visit to Briscoe Field and PDK. ➡

➡ Members gather and enjoy some Hangar Flying at the Annual Post Oshkosh Bash. Some other members were participating in Friendship Flights. Please read Margaret Wilcox's article about the event on page 10.



Dancers enjoy themselves on the spacious dance floor while the Blue Notes play.

On the right are Dr. Steve and Holly Leonard. ➡



⬆ Above, the 19 Piece Atlanta Blue Notes play at one of our first hangar dances. We quickly outgrew our facility, and were graciously offered the use of a large commercial hangar on the South side of the airport. The Zorgers have agreed to host the event again this October 26th. Chairmen Dave and Jeannie Ostergaard say that Bob Zahner will again set out the delicious dessert table.

You've heard of Beanie Babies, of course. ➡ Well, we now have plush Plane Babies, stuffed plane pillows and plush F-15s for sale in the AeroShoppie. Great gifts for the coming holidays!



NavCom

Newsletter of EAA Chap. 690

Editor: Lnor Levine

1340 Nerine Circle

Dunwoody, GA 30338

Come Join Us!

Regular monthly meetings – Held on the 2nd Friday of every month (except for August's Post Oshkosh Bash). In the Chapter Building at 8:00 p.m. Hangar flying before and after!

Pancake Breakfast and Aviation Program or Activity – First Saturday of every month, in the Chapter Building.

Breakfast served 8:00 – 10:30 a.m.

Free programs start at 10:30 a.m.

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Thanks to Minolta Corporation

SEPTEMBER MEETING -

Friday, Sept. 13, 2002 at 8:00PM

Program – Chapter 690's 2002 Air Academy Scholarship Winners will tell us about their experiences in Oshkosh.

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

ANNUAL HANGAR DANCE

October 26, 2002

7 PM - 12 AM • MUSIC STARTS AT 8 PM

Location - on the South Side of Briscoe Field
510 Briscoe Blvd. - Hangar 8
Same Building as Flying Machine Restaurant



Featuring the Fabulous Big Band Sounds of

The Atlanta Blue Notes

Coffee, "Pop" & Desserts

Military & '40s Attire Encouraged
(But Not Required)

\$35/Couple, \$20/Single (In Advance)
\$45/Couple, \$25/Single (At the Door)

Make Checks Payable to EAA 690
Send to: EAA HANGAR DANCE
% Dave & Jeannie Ostergaard
2595 Kirkstone Drive
Buford, GA 30519

For Additional Info:
daveo@america.net

Leave Message At:
770-339-0804



September 11, 2001

We remember the victims at Ground Zero, at the Pentagon and aboard the Airplanes.

We honor the heroes who gave so much in the rescue and recovery efforts.

We give thanks for all those who are serving in the new War on Terrorism, who serve to protect our freedoms, which we must never again take for granted.

God Bless America