

NavCom

APRIL 2017



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

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The Presidents Pitch

By Randy Epstein



EAA 690 Youth Member Soloes

The story starts back in September of 2015. The chapter started a ground school program in March of 2015 but we wanted to go beyond just that. In September, we got the opportunity to use a hangar that would allow us to begin our youth build program. Along the way we also picked up an Ultra-Light Pietenpol project for our youth to work on. The goal was to help youth get involved in aviation and give them an opportunity to earn flight training. We made a deal with a local flying club, AeroVentures, to rent a Cessna 150 from them and a commitment by their CFI's to provide some free instructional time.



The program took off and we had a good regular group attending and making great progress on their airplane while learning new skills and how to use tools they had never seen or heard of. Now we fast forward to 2016, and a young man named Jeremy Welch contacted me about our program and how it worked. We had several phone conversations. On May 7th, Jeremy joined us for the first time at one of our sessions. Jeremy attended when possible as he depends on his parents for transportation, being only 15 years old at the time. As he was attending, we had more phone conversations about the requirements for solo and for completing his private certificate. He also spoke of mowing lawns and such to earn additional money on his own for his training.

As we moved into this year, Jeremy got in touch with John Post of AeroVenture and began his flight training. Through the chapter, Jeremy had earned 8 hours of flight time and through his hard work had earned additional money to continue past that point. Jeremy set a goal to solo on his 16th birthday on March 30th. He was on track and came out to fly on that Thursday, but as all pilots do had a bad day and did not get signed off.

Cont. on page 3

Chapter Business Meeting & Program

Next Event May 12th. 2017

7:30 PM-10:00 PM

Young Eagles

Next event May 20th. 2017

8:30 PM—12:00 Noon

Pancake Breakfast & Program

Next event May 6th. 2017

Breakfast begins @ 8:00AM

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 300 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). 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.

Visit our web site for more information: WWW.EAA690.ORG

NavCom

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.

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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.

EAA 690 Youth Member Soloes cont. from pg. 1

Saturday, April 1st was the date of our pancake breakfast and as our early arrivals began to show up we noticed John and one of his club members standing just outside the hangar with a handheld radio. John and Jeremy had flown that morning and John had signed him off to solo. A group of us had now gathered and we watched with anticipation as the 150 took off and headed around the pattern. We've all been there and can remember that feeling of lifting off and still hearing your CFI in your ear reminding you all the way around the pattern and that feeling of how quickly the airplane now climbs without the extra ballast. Soon, we could see the 150 on final for the runway and watched it touch down and then lift off again for trip number two, followed by trip number three. We were all very excited as our first youth member had soloed. He taxied in and we all got to celebrate with Jeremy, and his family.



Everyone one went into the hangar and enjoyed some breakfast. We decided to hold the shirt cutting ceremony as a part of the breakfast that morning and share it with our membership. We have framed the shirt tail and it will hang proudly in our youth build hangar for all to see and dream about their opportunity to have their shirt tail hang alongside it. Jeremy has now submitted a scholarship application to the chapter to assist with his ongoing training. As you might imagine, Jeremy has a goal of taking his check ride on his 17th birthday. I'm looking forward to next March 30th. Congratulations to Jeremy Welch on achieving his first solo last April 1st on his way to his pilot certificate. Jeremy is one of our youth builders on the Pietenpol, attends the chapter ground school and is a former Young Eagle. His instructor, our own John Post, is very proud of this young man and his accomplishments.

TRIBUTE TO RON ALEXANDER

Excerpted from the "Candler Field Museum Newsletter" April 2017

By Susan Coile

A Celebration of Life for Ron Alexander was held on March 25, 2017 to honor our beloved friend and leader. There was great anticipation of this event. Would there be great sadness with tearful sharing of memories? Would there be laughing and the telling of tall tales? Could there be a way to truly honor someone who had given so much to so many? The day itself was a beautiful day with strong breezes to waive the American flags that Ron flew so proudly around the airport. The mixture of guests in attendance was a perfect representation of how Ron could bring together multiple generations from every walk of life. Never before have I known a person who could create a place where everyone from eight to eighty would feel equally at home and as a valued member of his airport family.

Photos by Joel Levine



4-25-17

A message from Regina Alexander

I wanted to express my appreciation for the assistance provided by many of the members of Chapter 690 in Ron's Celebration of Life. Ron and I always felt a part of Chapter 690 and always enjoyed our time spent there. Your Chapter has been a great support of Candler Field and of Ron's vision for the youth program.

On behalf of the Alexander family please accept our sincere thanks.

Trump's aviation plans probably won't fly in the Senate

From: The Charlotte Observer, April 11, 2017

BY CURTIS TATE ctate@mcclatchydc.com

Senators from rural states fear the economic consequences of taking that responsibility away from the FAA and letting big commercial airlines disproportionately influence how the system operates.

They also think the plan to tax takeoffs and landings to pay for the new system would make it more costly to fly smaller, private planes.

Powerful members of Congress who control the purse strings, meanwhile, don't want to lose oversight of air traffic control.

An inevitable clash looms.

Just last week, after the top White House economic adviser said private planes and business aircraft "probably" would not pay takeoff and landing fees under Trump's plan, stakeholders from small town mayors to organizations representing private pilots came to the Senate to testify against it.

They have some powerful allies in the chamber who oppose any changes that they see weakening congressional supervision of the U.S. aviation system.

In February, four top members of the Senate Appropriations Committee wrote Sens. John Thune, R-South Dakota, and Bill Nelson, D-Florida, the chairman and ranking member of the Senate Commerce Committee, that separating air traffic control from the FAA would make it less accountable to the public.

"It does not appear to make sense to break apart the FAA, an essential part of our success in aviation," wrote Sens. Thad Cochran, R-Mississippi, Patrick Leahy, D-Vermont, Susan Collins, R-Maine, and Jack Reed, D-Rhode Island. "The public would not be well-served by exempting any part of the FAA from essential congressional oversight."

Other senators oppose Trump's plan to abolish Essential Air Service, a program that supports commercial flights to 170 rural airports across the country.

Earlier this month, a bipartisan group of 21 senators wrote Collins and Reed that these places depend on the program to support economic development and access to life-saving medical services and disaster response.

"Without this program, these communities would lose air service as airlines would move to only serve more profitable markets," they wrote. "That would leave some communities hundreds of miles away from the nearest large-or medium-hub airport."

At a Senate Commerce Committee hearing last week on rural air service, those opposing Trump's plans for aviation found a sympathetic ear in lawmakers.

"If you care about rural America, you better care about rural America's airports," said Sen. Jerry Moran, R-Kansas.

"This is quite a slap in the face" to rural communities, Sen. Gary Peters, D-Michigan, said about Trump's proposal to eliminate Essential Air Service.

The opposition to Trump's aviation plans sets up an inevitable clash between lawmakers and the White House.

Congress must reauthorize the FAA by Sept. 30, and the air traffic control changes will be a sticking point. The House Transportation Committee approved a bill early last year to privatize U.S. airspace, but it never got a vote in the full House. The Senate didn't take up the matter.

Last week, Gary Cohn, the director of the White House National Economic Council, said other countries had updated their air traffic control systems, "so we know it's relatively easy to do."

"It's kind of insulting that we're not the first to do air traffic control; we're the last to do air traffic control," Cohn told a group of corporate executives at a White House town hall event.

Late last month, a group of U.S. officials toured Nav Canada, the Canadian air traffic control operator, which was separated from the government in 1996.

The delegation included Transportation Secretary Elaine Chao, Rep. Bill Shuster, R-Pennsylvania, who chairs the House Transportation Committee and Sen. Roy Blunt, R-Missouri, who chairs the Senate Commerce Committee's aviation subcommittee.

Cohn enlisted the help of the executives from a variety of industries gathered at the White House to convince general aviation interests to buy into privatization.

He also called on House Majority Leader Kevin McCarthy, R-California, who attended with the executives, to bring key skeptics in Congress on board.

"They like that \$40 billion or \$50 billion a year flowing through their hands," Cohn said of lawmakers. "If we actually privatize air traffic control, they won't be able to touch the money."

EAA 690 Membership Report

April 2017

By Jeanne Ferguson

As of April 26, we have the following numbers:

Individual Memberships – 94 Family Memberships – 49 (which lists 119 family members)

Youth Memberships – 32, Total: 245

In April we had one new member: John Flock.

Love the fact that we continue to grow in memberships. Look forward to seeing everyone often.

Payment can 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 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. Spread the word!

EAA 690 Young Eagles Report

April 2017

By Duane Huff

Prayers were answered and we finally had a great day weather wise for flying Young Eagles. Light, a little chop but great visibility made flying great.

Twenty four (24) were flown by nine (9) pilots; Bill Bell 3 YE, 2 flights, Pat Bratton 6 YE, 2 flights, Gordon Fowlkes 1 YE, 1 flight, Duane Huff 2 YE, 2 flights, Fred Huppertz 1 YE, 1 flight, Chris Serra 6 YE, 2 flights, John Morgan 1 YE, 1 flight, John Post 3 YE, 1 flight and Bill Thomasson 1 YE, 1 flight. Nine had flown previously.

Bill Bell, John Morgan and John Post each made an Eagle Flight.

Our Young Eagle Gals, that do all the hard labor of paper work, were Barbara Epstein, Jeanne Ferguson, Mary Hilborn, Gay Roberts and Lynn Zahner.

Dennis Crosgrrove did the safety briefings and Wes Reddick instructed on the simulators. Linemen/safety officers were Tom Hilborn, Rich Hopkins, Brian Michael and John Reitz. Jason Hilborn helps by giving out the Young Eagle forms as the Young Eagles come into the hangar.

If you read this article and have not participated in a Young Eagle rally you should try it, you'll like it.

Thanks again to all that make EAA 690 Young Eagles GREAT!



Florida High School gives students a leg up on aviation careers

From: AVIATIONeBRIEF AOPA March 29th, 2017

FERNANDINA BEACH, Fla. – If you've ever thought about flying drones or becoming a pilot, the best time to start, as with most professions, is at a young age. The Aerospace Technology classes at Fernandina Beach High School are offering students that option.

Flight instructor and teacher Keoki Gray began this curriculum several years ago with the intent of getting kids interested in the FSCJ aviation program at Cecil Field in Jacksonville. The high school course started out teaching students the information they would need to pass the FAA exam for a private pilot license, according to Gray.

After a low initial success rate, the curriculum underwent some changes and became what it is today.

"So, they gave me a little bit of leeway and we came up with a different program instead that introduces kids to physics thru model rocketry the first semester and then more complex aerodynamics using model airplanes and quad-copters during the second semester," said Gray.

Students in Gray's class learn the basics of aviation via textbook and video flight simulators in the classroom. Students then build foam board model airplanes, equipped with battery-operated propellers, which they will use to put to the test what they've been studying.

Needless to say, learning to fly these somewhat fragile model airplanes requires practice, a little tape and a good amount of decent weather. When the planes inevitably do break, students head back to the classroom and work together to fix them.

Gray says he's seen a lot of engagement on the students' part since changing the curriculum to include drones, model rocketry and airplanes.

"I can see their eyes light up and some of them tell me it's their favorite class, which still kind of blows me away sometimes," Gray said, "but I think the fact that it's a lot of hands-on, a lot of problem-solving, they actually get to see what they're capable of doing and I think that's a big deal for them."

So much so, students from Gray's classes have gone on to pursue professional careers in aviation. Several have even enrolled at Embry-Riddle Aeronautical University in Daytona, according to Gray, while others have pursued licenses after graduating.

One of the biggest components that remains a part of Gray's class, despite changes in the curriculum, are the written tests fashioned after the actual FAA Private Pilot-Airplane Rating exam. These tests give the up-and-coming pilots a look at what they'll face when pursuing a career.

Conveniently enough for former student Seth Lendry, the Fernandina Beach Municipal Airport – located less than five miles from the school – has proved to be an excellent place for him to continue his pursuit. Lendry, who has already earned his private pilot's license, is now pursuing his commercial license in hopes of working for an airline one day.

"For me, it was more kind of learning the ground school of your private pilot's license," Lendry said of his experience in Gray's classes. "So, planning flights and we did somewhat of a simulation of the written exam that you take for your private pilot license and that kind of made me see what I'm about to be getting into."

It's not for everybody, as the students in Gray's class might tell you, but for those who are curious about flying planes or may just be interested in drone photography, this class could be worth the credit hours.

"It's something if you're interested in aviation it will kind of really give you a broad sense of all the different aspects," Lendry said. "You got rockets and stuff like that, you've got the model plans and the more pilot side of it and it's just something to kind of really give you an idea of what it's all about."

© 2017 WTLV-TV



Former Aerospace Technology student, Seth Lendry, earned his private pilot license after graduating from Fernandina Beach High School and is now pursuing his commercial license. (Photo: Jordan Ferrell)

U.S. drone registrations skyrocket to 770,000

From AVIATIONeBRIEF March 29, 2017

by Kaya Yurieff @kyurieff March 28, 2017: 11:18 AM ET

There are a lot of drones in the United States -- and the number is growing rapidly.

More than 770,000 U.S. drone registrations have been filed in about 15 months, the Federal Aviation Administration's Michael Huerta said at a conference on Monday.

That's an increase of 100,000 in the past three months alone. At the Consumer Electronics Show in Las Vegas in January, FAA administrator Huerta said the agency had recorded 670,000 drone registrations at that time, as Recode noted.

"We're ushering in a new age of American aviation: the unmanned aircraft era. And it's moving at a quicker pace than anything we've seen before," Huerta said in a speech at the second annual FAA Unmanned Aircraft Systems Symposium on Monday.

While this figure has often been reported as the number of drone owners, the breakdown is a bit more complicated. Individual "hobbyists" receive just one ID number for all the drones they own, while anyone other than hobbyists, which primarily consists of commercial users must register each drone separately.



The FAA made it mandatory to register drones starting in December 2015, and the agency expects usage to keep climbing. Last week the group released estimates predicting the number of small hobbyist drones in the United States will triple to about 3.55 million in 2021 from 1.1 million in 2016.

Related: Forget your old alarm system. This drone will protect your house.

But challenges remain, Huerta said in Monday's speech. "Introducing these operations into our airspace also introduces a unique set of challenges. There are obvious safety questions. What happens to people on the ground if a drone flying overhead fails?"

He also pointed to security concerns: "How can we make sure unmanned aircraft don't gain access to sensitive sites?"

To address these difficulties, the FAA is launching a new Aviation Rulemaking Committee comprised of aviation, tech, law enforcement and safety personnel to help create standards for identifying and tracking unmanned aircraft.

The agency is already testing tools to detect unauthorized drone operations and other critical infrastructure, Huerta said. The FAA has also issued over 37,000 "remote pilot" certificates, which allow people to fly drones for commercial purposes in specific conditions.

Related: UPS drivers may tag team deliveries with drones

Companies are also trying to tap into the potential of drones.

Last month, UPS (UPS) successfully tested a drone that launched from atop its delivery car. Drones could one day help the company deliver packages in rural areas. Meanwhile, Amazon (AMZN, Tech30) made its first drone delivery in the U.K. last December and plans to expand the service to dozens of customers close to its British facility soon.

"The biggest failure in life is never trying."

Debbi Fields,
entrepreneur

Progress Report EAA Chapter 690 RV-12 Project

Construction on the RV-12 has been on hiatus for a few weeks as we await the arrival of the wing kit. We believe "Crating" of the wing kit will take place on the 24th and will ship shortly thereafter. All that is left is for Joel to make the payment.

A question that is sure to be discussed in the near future is, what will the finished RV-12 look like. Here are a number of paint schemes that have been done by others.



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

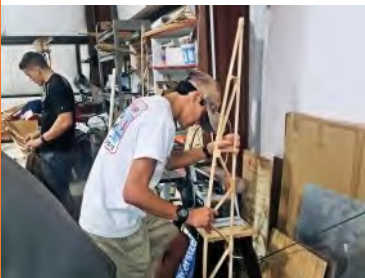
Chapter 690 Youth Pietenpol Build

By: Joel Levine



Learning to torque the fasteners is key to setting up the control system

Here Biya sizes the control horn for a smooth interference free fit.



Work has begun on the full size Pietenpol wing ribs with new jigs and materials.

Alex shown here smoothing the gussets on the larger rib. His experience building R/C models transfers nicely.



Few if any of the builders have an understanding of the inner workings of a internal combustion engine. Brian Michael donated a VW engine to dissect. Here the guys are cleaning the grease and oil from the disassembled engine which although not airworthy will be used as an instructional aid.



John Slomp in the danger zone as the cleaning process goes on. I guess a clean lens is a good lens.

A critical operation in the control circuit is the making of the cable ends. Turnbuckles adjust the tension but the cable length must be right. Crimping the cable fittings is key.



Manufacturing the cable assembly requires multiple (and sometimes frustrating) trial fits.

Although not obvious getting the rudder pedals in the right place and with the proper travel requires the special tool - geometry!





UPCOMING AVIATION EVENTS



Chapter Events

Don't miss out, enjoy the comradery of your fellow EAA 690 Chapter members, bring a friend and join us.

Pancake Breakfast & Program

The first Saturday of every Month

Next event May 6th. 2017

Serving 8:00-10:00 AM (see pg. 11)



Chapter Business Meeting & Program

The second Friday of every Month

Next Event May 12th. 2017

7:30 PM-10:00 PM



GARS Meeting

The second Tuesday of every Month

Next event May 13th. 2017

7:00 PM—9:30 PM



Young Eagles

The third Saturday of every Month

Next event May 17th. 2017

8:30 PM—12:00 Noon



Monthly Youth Ground School

Watch for EAA 690 Notams
announcing future Youth Ground
School Schedules



Upcoming Events cont.

EAA 690 Guest Speaker Pancake Breakfast, May 6th 2017 Mr. Steve Brian

Bio: Steve is the Aviation Program Manager for the Georgia Department of Transportation which administers the FAA Block Grant Program and the State Aviation Grant Program. Prior to joining the Department, Steve was the Airport Director in College Station, TX and Brunswick, GA (managing the Brunswick Golden Isles and the McKinnon St. Simons Island Airports).

He has over 35 years of experience in managing airports holding position in the communities of Birmingham, AL, Binghamton, NY, and Kinston, NC. He also served in Washington, DC with ACI working on issues affecting small airports, air service, and international route development.

Steve is a graduate of Auburn University, a certified member of the AAAE, and holds a private pilot certificate.



EAA 690 Business Meeting May 12th, 2017 7:30 PM - 10 PM

Please join your fellow chapter members (bring a guest if you like) to hear the latest about the chapters activities, plans and programs. Your participation is needed and welcome and, as always, will contribute to your chapters growth and success.

When the business session is over we will be entertained by a movie on our big screen. See you there.

Volunteers Needed!

EAA Chapter 690 will have a vendor booth and Heidi, the Helicopter Trainer, will be on display at Dekalb Peachtree Airport, Saturday, June 10, 2017, from noon to 5:00p.m.

Will need about 5 volunteers.

If you are interested and can help please contact Randy Epstein, email - president@eaa690.net



Bug Catcher Fly-In

Saturday, May 13, 2017

Baldwin County / Milledgeville Airport (KMLJ), Milledgeville, GA

Kick off the spring with an informal fly-in to Baldwin County, Milledgeville airport. Silverwing Flight Service is organizing the first of this years events at Baldwin County airport. Lunch will be available at lunchtime on the field by Old Clinton Barbecue for very reasonable prices. So, come shake off the pine pollen, spatter some bugs on your leading edges and enjoy fellowship at Georgia's lake country.



For more information Contact: Chris Pirrmann Phone: 478-234-2737
Website: <http://www.silverwingfs.com/Events/Events.htm>

Fly In Breakfast

Saturday, May 20, 2017

Owensboro Airport (KOWB), Owensboro, KY

Breakfast is from 8 am to 10 am CDT at the Ayer Flying Club building on the airport. Just tell tower 120.7 or ground control 121.7 you want to taxi to The Flying Club.



31st Memorial Day Parade and Ceremony

Monday, May 29, 2017

Davidson County Airport (KEXX), Lexington, NC

Fly in to KEXX for NC's largest Memorial Day commemoration. Arrive at KEXX before 09:00 for transportation to Thomasville complimentary with fuel purchase. 10:00 - Parade begins at Thomasville's Big Chair the world's largest and ends with a ceremony at historic Cushwa Stadium. The parade processes through the downtown for about a mile to Veterans Park and Cushwa Stadium where dignitaries from all over the US are introduced including mayors, governors, military commanders, senators, congressmen, as well as state and local representatives. Enjoy free hot dogs, chips and drinks at Cushwa Stadium. Then stay and enjoy the downtown area of Thomasville perhaps becoming a rail fan at the state's oldest train depot and one of the top spots for watching trains. Return to KEXX at 14:00 or 16:00



Sen. James Inhofe Introduces Fairness for Pilots Act

Includes non-medical reform provisions from 2016 Pilot's Bill of Rights 2

From EAA Hotline, Mar. 20, 2017

March 20 2017 - U.S. Sen. James Inhofe (R-Oklahoma), a longtime EAA member and pilot, on Wednesday introduced the Fairness for Pilots Act (S. 755), which includes most provisions of the Pilot's Bill of Rights 2 not related to aeromedical reform. The medical reform provisions were included in a separate measure signed into law last July that led to the FAA's new BasicMed process that becomes effective on May 1.

"The Pilot's Bill of Rights and the implementation of third-class medical reform have been great victories for the general aviation community, addressing the concerns brought to my attention by pilots across the country," Inhofe said. "There remains more work to be done. Building on my past efforts, the Fairness for Pilots Act increases due process protections for pilots, ensures greater transparency in dealing with FAA, and reduces the unnecessary bureaucratic barriers preventing pilots from flying. I look forward to working with my colleagues in the Senate and the general aviation community to get this bill through Congress and enacted into law."

Among the sections of the Fairness for Pilots Act are:

Expansion of the original Pilot's Bill of Rights, including the ability for a pilot facing FAA investigation to appeal to a federal district court; requirements for the FAA to specify the activity that began enforcement action; and mandating the FAA to provide a copy of releasable portion of the Enforcement Investigative Report.

Limits re-examination of covered certificate holders.

Expedites updates to the NOTAM program, including a fully maintained internet database that is searchable and includes temporary flight restrictions.

Access to covered flight record data maintained by contract towers, flight services stations, and controller training programs.

Increases flexibility to resolve enforcement cases when new information is brought forward.

"We greatly appreciate Sen. Inhofe's efforts on behalf of general aviation pilots with the introduction of the Fairness for Pilots Act," said Jack J. Pelton, CEO and chairman of the Experimental Aircraft Association. "Today, more than ever, it's essential to recognize and preserve the rights of individuals who seek to pursue the freedom of flight. This legislation is an excellent step in that direction."

Inhofe sponsored the original Pilot's Bill of Rights that was signed into law in 2012. In 2014, Inhofe came to EAA AirVenture Oshkosh and sought input for his draft Pilot's Bill of Rights 2. EAA and its legal advisory council also assisted with language for the bill, which included medical reform language and was passed unanimously by the U.S. Senate in December 2015.

The new legislation is scheduled to go before the Senate Commerce Committee next week.

Area Forecasts Replaced By 'Graphic Forecasts For Aviation'

Aero-News.Net 'Propwash' Daily News, April 18th, 2017

Experimental Weather Product Now Operational

The National Oceanic and Atmospheric Administration (NOAA) has upgraded its experimental "Graphic Forecasts for Aviation" (GFA) to operational status as of Saturday. The new product is accepted by the FAA for weather briefings.

The GFA replaces text-based Area Forecasts (FA).

According to NOAA, the Graphical Forecasts for Aviation (GFA) web page is intended to provide the necessary aviation weather information to give users a complete picture of the weather that may impact flight in the continental United States (CONUS). The web page includes observational data, forecasts, and warnings that can be viewed from 14 hours in the past to 15 hours in the future, including thunderstorms, clouds, flight category, precipitation, icing, turbulence and wind. Hourly model data and forecasts, including information on clouds, flight category, precipitation, icing, turbulence, wind, and graphical output from the National Weather Service's National Digital Forecast Data (NDFD), are available.

Wind, icing and turbulence forecasts are available in 3,000 ft. increments from the surface up to 30,000 ft. MSL, and in 6,000 ft. increments from 30,000 MSL to FL480 (48,000 ft. MSL). Turbulence forecasts are also broken into LO (below 18,000 MSL) and HI (at or above 18,000 MSL) graphics.

A maximum icing graphic and maximum wind velocity graphic (regardless of altitude) are also available. Built with modern geospatial information tools, users can pan and zoom to focus on areas of greatest interest.

The majority of the weather elements contained in the FA are already available through existing NWS products, NOAA says. To maintain continuity of service, the GFA will ensure the availability of equivalent information in addition to adding graphical displays of the predominant weather, sky cover, and wind speed and direction. The AWC's GFA will replace the textual FA for the CONUS.

(Source: NOAA)

FMI: <http://www.aviationweather.gov/gfa>

Go flying!

Looking for an adventure? A new area of the country to explore by air? Check out AOPA's Destinations web section for travel articles about unique airports across the country -- as well as fun things to do in those areas.

From: AOPA Online (4/19)

https://www.aopa.org/go-fly/destinations?utm_source=eBrief&utm_medium=Content



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.

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.



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. We print your coffee mugs in the U.S.A. and your satisfaction is guaranteed when you order from us.

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. Shipping is to one address and cost is a flat rate of just \$6.95.



Visit the web site below to place your Mug order.

<http://coffeemugsondemand.com/product/15-oz-eaa-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."

ANN's Daily Aero-Term (04.19.17)

Aero-Terms are designed to be a daily reminder of the terms, names, acronyms and explanations of the unique language that populates the aviation world. Aerospace, sport aviation, fixed wing, helo, you name it... it's all fair game.

Minimum Holding Altitude

The lowest altitude prescribed for a holding pattern which assures navigational signal coverage, communications, and meets obstacle clearance requirements.

Send your listing requests to: editor@eaa690.net

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

Visit the EAA 690 Chapter Website at www.eaa690.org for the latest news

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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