

THE GREMLIN GAZETTE

The West Central Georgia Chapter, 677,

of the

Experimental Aircraft Association, Inc.

September 1987

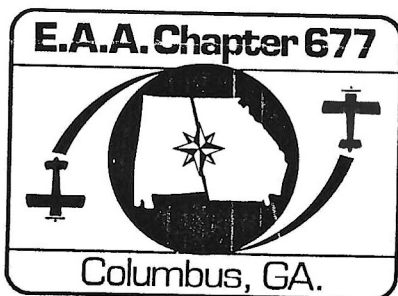
SEPTEMBER MEETING

The September meeting will be held on Thursday, September 10th beginning at 7:30 PM in the meeting room in the Columbus Metro Airport Administration Building. This month Mr. Mark Dropeza, Airport Director, will present us with an overview of what the airport has in the works for future construction and planning. Make plans to attend. Please!

Business to be handled at the meeting includes the appointment of an Election Committee, as September is the month they accept nominations for 1988 officers. The election will take place at the October meeting.

HAPPENINGS

I failed to mention last month that HARRY HARDEE is now the manager of the entire Van Dusen facility in Columbus, having been serving in that capacity since the departure of John Cartier, it has been made official and permanent. Everyone in Chapter 677 wishes you the best of luck, Harry, and hope for your continued success here in Columbus.



The Fair Weather Flyers Association of Columbus, better known as Bob Jones, Joe Dunaj, and company, have been doing a fair amount of flying lately, Joe is still experiencing generator problems though.

MIKE WILSON's article "The Coupe Men of Columbus" appeared in the August edition of the GA Pilot.

CALENDAR OF EVENTS

Sept. 19th, Perry, GA. A fly-in, open house, and pancake breakfast; all sponsored by The GA Pilot, Register Aviation, National Insurance Company, and the Perry-Fort Valley Airport. See more information further on in this newsletter.

Sept. 24 (Thursday), 7:30 PM, Columbus, GA, FAA Aviation Safety-Education Seminar, at the United

Cities Gas & Light Co. Auditorium, 1421 4th Ave. Conducted by the AOPA Air Safety Foundation and the FAA Accident Prevention Program. See additional information elsewhere in this newsletter!

Oct. 3, Atlanta, GA, Lindbergh Day in Atlanta, at the Atlanta Hilton Hotel, contact Mack Secord of the Aero Club of Metro Atlanta (404-952-5445, ext. 204).

Oct. 10-11, Macon, GA, Lewis B. Wilson Field, The 1987 Georgia Air Fair. The biggest show of its kind in Georgia since the 1977 Georgia Air Fair at Albany! See additional info elsewhere in this issue.

Oct. 8-11, Harlingen, TX, Confederate Air Force Airshow '87.

Oct. 15-17, Las Vegas, NV, 32nd Annual AOPA Convention and Industry Exhibition.

RAMBLINGS

With fall almost upon us the finest flying weather of the season is approaching, so you'll get ready. Don't forget though, thunderstorms do happen and tornados and other phenomenon such as micro-burst are still very much a threat, so please be careful!

I would like to take a moment to remind everyone that our meetings are free and open to anyone who has an interest in aviation, especially (though not limited to) sport aviation. We are fifty+ strong and are composed of a very diverse cross-section of the community, with business owners, common laborers, retired government and military personnel, mechanics, teachers, management people and more. We all have a common goal, that is, to further and support aviation, both nationwide and in our own community. If you are not a National EAA member or a Chapter 677 member, or you know someone who is involved in or interested in aviation in this area and is not a member in National or Chapt. 677 then you might want to check us out. While we do conduct business as necessary at each meeting, we strive for our meetings to be informative and entertaining. Most of all, the fellowship and

lively discussion provide for an enjoyable evening well spent.

Speaking of thunderstorms, mother nature once again proved her might. On Tuesday, Aug. 18th an unusually strong thunderstorm struck the airport and considerable damage was done. Most of you probably have been out there and inspected the damage. The Columbus Flying Club lost two of its airplanes, both Piper Warriors, which broke loose from their tiedowns and were crumpled up. One door on hangar 11 was blown completely off and landed several hundred feet away, with one section of sheet metal landing across the road in Britt David Park. One airplane in hangar 11 suffered slight damage from debris flying thru the hangar.

Proof that thunderstorms happen fast: an Air Guard G-130 taxiing out that day couldn't take off, nor could he taxi back to the ramp, so it appears that he was turning the aircraft into the wind to ride it out, but the gusty conditions proved too much and tipped the aircraft up on a wing, a prop struck the ground and both left hand engines were ripped from the aircraft. I must commend the firemen at station 12 (on the airport) for their rapid response, they spend many a dull hour on station for that moment when they are needed and again they proved their worth. Thanks.

From members I received numerous comments, and several phone calls about last months RAMBLINGS, all favorable, and am yet to hear any comment in a negative manner

Congrats. to JR Addington on his appointment as Commander of the 9098th Composite Squadron of the Civil Air Patrol in Columbus. The Squadron presently has 16 senior members and 35 very active cadets. If any pilot is interested they can contact Maj. Addington and he can put you in touch with cadets who are interested in flying and make very willing passengers on a Saturday afternoon flight.

My apologies to BOBBY MEADOWS and PERRY THOMASON. Both had paid their Chapter dues early in the year, but due to some confusion, I had dropped them from the active list, thinking they had not paid.

TEMPORARY ATC SERVICE AUBURN-OPELIKA AIRPORT

As in past years air traffic control services will be provided at the Auburn-Opelika, AL, Airport, for Auburn University home games. ATC service will begin three hours prior to kickoff and continues for the next eight hours. The frequencies are as follows:

Local Control 123.1
Ground Control 121.8

The service is provided on the following dates:

Sept. 5.....Texas
Sept. 12....Kansas
Oct. 10.....Vanderbilt
Oct. 31.....Miss. State
Nov. 7.....Florida State

Everyone please be alert to a concentration of high performance type aircraft operating into and out of Auburn on the above dates.

THE U.S. NAVAL AVIATION MUSEUM

By Skip Barfield

This past July I visited the Naval Air Museum at the Pensacola Naval Air Station in Florida. As you probably know, the Pensacola complex is the home of the Blue Angels demonstration team. When entering the Base, the first thing you see is an older Blue Angel aircraft on a pedestal. The drive into the Base is beautiful with semi-tropical greenery, golf courses and streets lined with Oaks. As to be expected on a Naval base all was clean, neat, spit and polish. If you think the General's house at Fort Benning is nice, you'll like Pensacola NAS because they have lots of officers homes that are just as big, beautiful, old and nice. Also there are lots of ruins from older coastal defense fortifications dotting the area. The place has an older historical quality of appearance because of these older fortifications and walls. There are, of course, lots of current administration and classroom buildings which give the appearance and atmosphere, at times, of a university campus.

The name of the game at Pensacola is aviation, and there's lots of it. A large airfield and many maintenance facilities for jet aircraft and Navy and Marine helicopters make for a lot of activity. There's a carrier based at the bay for carrier ops training too. Visible are the buildings and ramps for seaplane operations (the Navy no longer has any seaplanes) from days past. All in all the station is very picturesque and can be seen from great distances from the bay. Flight operations are very apparent also. When the Blue Angels practice the people of Pensacola Beach and environs are the beneficiaries of a free air show, and when the team returns from an airshow they usually fly down the beach at low altitude with smoke for all to see.

The Naval Aviation Museum is a shore activity of the U. S. Navy in an active operating status under the

command of the Chief of Naval Air Training. The Museums mission is to select, collect, preserve, and display appropriate memorabilia representative of the development, growth, and historic heritage of U. S. Naval Aviation. The museum supplements other Navy museums by projecting the history and traditions of naval aviation to flight students and others on duty or visiting in the Pensacola Naval complex.

Of course, with plenty of funding obvious the museum is top class. It displays aircraft in perfect condition including early aircraft (1911), WWI, pre WWII, WWII, post war, lighter than air, aircraft carriers, Coast Guard, Helicopters, engines, and other equipment. Also displayed are aircraft significant in or by battles, eras or wars. A naval aviation art section, plus recognition of individuals and units, including the 1973 Apollo space mission manned by three naval pilots. The capsule alone is enough of an attraction and a must to be seen and appreciated for the quality, engineering, technology, and skill it represents.

Outside are displayed many larger aircraft including the four engined Coronado flying boat.

Before going to Pensacola I was reminded by my father of his naval aviation days in WWII and the aircraft he was familiar with. They were all there, the Coronado and Catalina flying boats, the Staggerwing Beech (used for an instrument trainer because of the "inherent stability, low wing loading, and ease of flying".) and even the Piper Cub which they used for various missions (mostly as a primary trainer). The Naval Air Station where my father was stationed had a cub which they flew for many reasons, like when the ceiling was too low for training they flew it around the base doing "one wheel landings" and taxiing and landing on beaches for "clam surveillance" and attracting the naval rescue helicopter (in 1945!) There was a 1945 vintage helio in the museum.

All in all I enjoyed my visit because I was born into a navy family on a navy base, named appropriate "Skipper" and have heard all my life about these particular aircraft, all of which I found in the Museum. I highly recommend a trip to it individually or as a group for a visit to one of the best museums of its type outside the Smithsonian. There are several civilian airports close by which make flying down convenient.

The whole area is great for a Florida vacation with gulf beaches, condos, motels, cottages, sailing, swimming, and everything Florida Gulf Coast cities have to offer.

MORE ABOUT COMING EVENTS!

Saturday September 19th takes us to Perry-Ft. Valley, Georgia, for the first annual GA Pilot Fly-In. This is a fly-in for GEORGIA pilots and is an open house for the GA Pilot newspaper. The day begins with a pancake breakfast sponsored by Nationair Insurance and the days activities include displays by the aircraft manufacturers, and the makers of other aviation related products. Prizes will be awarded for the farthest distance traveled and the oldest pilot to fly-in. Fuel prices at Register Aviation in Perry are \$1.50 plus tax and if you have a coupon from the August GA Pilot it is \$1.45 plus tax.

The Aviation Safety-Education Seminar that will take place on Thursday, September 24th in Columbus will not be our ordinary run of the mill safety meeting. Two different programs will be presented, the first, USING THE AIRSPACE-or-A Pilots Responsibilities When Coping With Today's Air Traffic System, will provide pilots with information which you may not know about using today's complex airspace. The second program, TAKE TWO AND SEE-or-How To Avoid A Midair Collision, will focus on the physiology and limitations of the eye and how you can better see and be seen. Both of these programs will be presented by members of the AOPA Air Safety Foundation and are proven, well refined programs which will enhance your aviation safety when the techniques are applied to your flying.

The Georgia Air Fair, to be held at Lewis B. Wilson Field at Macon, GA, on October 10th and 11th will most certainly prove to be the biggest aviation show of its kind held in Georgia since the Albany Air Fair of 1977. Several "acts" are slated to perform, including an Air Force McDonnell Douglas F-15 high performance flight demonstration, a Navy Grumman F-14 demo, and the Marine AV-8B Harrier VTOL jet. Other demonstrations will include the comedy routine of Mike Watson in his J-3 Cub, Pat Epps in his Aerobatic Bonanza, and Ted Williams in a custom built monoplane in which he competes in the World Aerobatic Championships. Over 35 WWII vintage aircraft will also perform in an hour long show. Many military and commercial aircraft, plus homebuilts and general aviation aircraft will be on display, including the Beech Starship. A fund raising black-tie dinner (\$100) will be held on Saturday evening, where Senator Sam Nunn will present the GEORGIA AVIATION PIONEER AWARD. Proceeds from the show and dinner will go to the Museum of Aviation at Robbins Air Force Base.

CHAPTER 677 ELECTIONS FOR 1988 OFFICERS

September is the month during which members nominate persons for the three offices of Chapter 677. At the meeting our President, Dick French, will appoint an Election Committee of three Chapter members who will determine the eligibility of persons nominated and verify the nominees' willingness to accept office if elected. The Election Committee will, toward the end of the month, create a ballot, which will be sent out with the October newsletter, and at the October meeting, tally the votes and announce the results of the election for 1988 officers.

Only current 1987 Chapter 677 members (see the list on the back of this newsletter) are eligible to be 1988 Officers, so please do not nominate anyone else as their name will automatically be dropped. Also, the current officers (Dick French, Charles Hanna, and Don Breeden) are in their second year and will not accept nominations for any office next year. Included with this newsletter is a nomination ballot which you may return to the Election Committee or to any Chapter officer, by September 28th. You do not need to use this form but your nominations must be in writing and you must be a current Chapter member to nominate someone.

THIS MONTH'S NEWSLETTER

You can look real hard but you won't find our FEATURE AIRPLANE or W.A.R. articles this month. I've been busy and haven't had time to write a FEATURE AIRPLANE article and apparently no one is interested in seeing their airplane featured in the newsletter as no articles have been submitted. I write most of, edit, type, and compose all of the Gazette and have a difficult time getting input or help from anyone. A couple of members have been especially helpful in providing interesting filler material and I wish to thank them. Others tell me what they would like to see but don't help provide info for me to work with. Oh well, possibly I'll have better luck in the future. MIKE WILSON has been busy too and with the early month deadline I was unable to include W.A.R. this month.

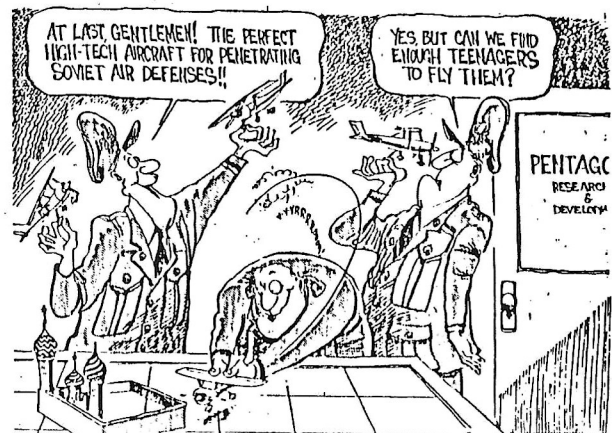
Is your eyesight failing? Noo, the print is getting smaller. Last month, due to the immense size of the newsletter I had to switch to an even smaller print and enlarge the margins somewhat to get it all in. Never fear though, this is as small as it goes. BOB GRIER said the membership roster is difficult to read and I agree, it is, but this month it is somewhat clearer and those 3's and 8's are more easily

distinguished. About March of '88 I'll print a roster in larger print and after that provide updates in the microprint.

How do I put together the Gazette? First I sit down and using my word processing program write up the first part of the newsletter, including the necessary commands that my graphics program needs to select fonts and templates to compose pages. The feature articles (W.A.R., FEATURE AIRPLANE, and special articles) are written in separate word processor files and will all be "chained" together by the graphics program. After all of this is typed in and the spelling checker is run on it, and the material has been reviewed several times (all of this amounts to 8 to 10 hours of work) I convert the files from my word processor format to standard ASCII (American Standard Code for Information Interchange) and then copy these to a different part of my disk, where the graphics program is asked to "read" the files and create the page layouts you see here.

Previously I had created the front, inner, and back page layouts with headings and footers, invisible margins and columns, and the graphics program "fills" in this space with the text. If I spot a mistake on page three I change it, but then I have to start over with page one and work my way thru to the end. Given article headings ending at the bottom of the page, misspellings, and other gross mistakes, it could take four or five hours more to create the "master" from which the Gazette is run off.

Then...I have to bum a copy machine, many thanks to Delta Air Lines and Callaway Chemical's Aviation Dept. for the use of their copiers. After the printing is done the pages have to be collated and stapled, and folded and stapled again, and then the mailing labels are printed with the computer and stuck on the newsletters. Finally, a trip to Calhoun Cleaners to run them thru the postage meter machine and a trip to the Post Office finishes the job. Whew! Charles.



THE GREATLIN GAZETTE

september 1987

Aileron Hinges

Airworthiness Directive (A.D.) 83-22-06 required a one-time inspection of the aileron hinges of certain Cessna single engine airplanes. The issuance of this A.D. was based primarily on an incident wherein an aileron bent in flight after the outer hinge pin fell out. Several other airplanes were inspected at that time and found with hinges where the cotter pin used as a safety device would not retain the hinge pin. The serial number effectivity of the A.D. was based on production line inspections and information from the manufacturer relative to change in production tooling.

As a result of the A.D., owners of airplanes with serial numbers outside the A.D. effective range also reported improper hinges. The hinge, PIN 0523807, is used on all of the airplane models listed below. It is recommended that owners/operators of any of these model airplanes inspect the aileron hinges per the illustration in A.D. 83-22-06.

Models affected: 140A, 170B, and all models of the following series: 150, A150, 152, A152, 172, 175, 180, 182, and 185.

CESSNA PILOTS ASSOCIATION
May 1987



FAA REQUIRES ADDRESS UPDATE

FAA is considering it mandatory that certificate holders notify the Airmen Certificate Branch of any change of permanent address. Failure to do so could result in the denial of certificate privileges. If you have moved and have not notified FAA, fill out AC form 8060-55 and mail it to Airmen Certification Branch, AAC-260, Mike Monroney Aeronautical Center, P.O. Box 25082, Oklahoma City, OK 73125.



'IF ONLY THERE HAD BEEN A PRIVATE LIGHT AIRCRAFT INVOLVED WHICH WE COULD BLAME FOR ALL THIS ... BUT THIS TIME, GOD FORBID, THERE'S NO-ONE TO BLAME BUT US!'

MEMBERSHIP ROSTER, EAA CHAPTER 677 SEPTEMBER, 1987

- Allen, Raymond C. P. O. Box 2070
- Austin, Brian
- Baich, Hank
- Barfield, G. C. III 1615A 17th St
- Boggs, Martin Rt. 1, Box 337, Chatsbate
- Bredden, Spencer D. 4366 Pinehook Dr.
- Brown, Dr. J. Edwin 1643 Carter Avenue
- Buck, Harold D. 2409 Averett Dr.
- Cauley, Mike P. O. Box 345
- Clemens, Charles M. P. O. Box 56
- Dunaj, Joseph A. 444 Wilson Drive
- Falls, Ralph 4909 Brunning St.
- Flournoy, Gordon 115 Wynnton Bldg.
- Flournoy, Martin R. 1912 Hill St.
- French, Richard B. 6538 Moon Circle
- Greer, Robert S. Route 2, Box 31
- Hanna, Charles M. 2309 Reese Rd.
- Hanna, Harry 4422 Fairview Drive
- Hardee, Eddie B. Rt. 2, Box 230
- Hodges, Eddie B. Rt. 2, Box 230
- Jones, Robert C. 6532 Charter Oaks Circle
- Kelly, H. Calvin 3635 Denwood Court
- Kelly, Peter F. 3635 Denwood Court
- Kelly, Dr. Mike 1246 Wildwood Ave.
- Labelle, John J. 239 Braselton Ave.
- Loague, B. Paul 2503 Canille Drive
- Massa, Frank 4104 Lake Dr.
- Massa, J. Pearce 3909 Hilton Woods Dr.
- Meadows, Robert L. 4519 Bealwood Ave.
- Mork, Jim 4028 Toccon St.
- Morris, James M. Jr. 3614 Denwood Court
- Myrick, John III 7229 Woodhaven Dr.
- Myrick, John Jr. 3138 College Ave.
- Pedold, Jack P. O. Box 4252
- Prater, Vernon D. 3804 Grexfox Dr.
- Ruffin, J. A. 715 Poplar Dr.
- Schuman, R. H. 1001 Celia Dr.
- Shelton, Earlie A. 2089 Shelby St.
- Shultz, Paul 304 Lake Court
- Stiko, Robert A. Route #1, Box 130, Harris Rd
- Spires, Archie 381 Sunset Rd.
- Storoy, E. Leroy 2310 Cherokee Ave., Apt 214A
- Taylor, Arthur B. Rt. 1, Box 528
- Thomason, C. Perry 3001 W. Britt David Rd.
- Turner, Haywood H. 65 Clearview Circle
- VonBoren, Roy 3017 Avenale Dr.
- Watson, Dr. Davis R. 2300 Preston Dr.
- Webb, Tommy 3000 Freestone Dr.
- Winters, William M. Rt. 2, Box 320X
- Witson, Michael W. 4759 Riverside Rd., Apt. 8
- Zuber, Tom Rt. 6, Box 481
- Butler
- Columbus
- Midland
- Columbus
- Manchester
- Columbus
- Brown, Dr. J. Edwin
- Columbus
- 2409 Averett Dr.
- Columbus
- P. O. Box 345
- Junction City
- Buena Vista
- Columbus
- 4909 Brunning St.
- Columbus
- Flournoy, Gordon
- 115 Wynnton Bldg.
- Columbus
- 1912 Hill St.
- Columbus
- 6538 Moon Circle
- Columbus
- Route 2, Box 31
- Columbus
- 2309 Reese Rd.
- Columbus
- 4422 Fairview Drive
- Columbus
- Hanna, Harry
- 3804 Grexfox Dr.
- Columbus
- 715 Poplar Dr.
- Columbus
- Schuman, R. H.
- 1001 Celia Dr.
- Thomasston
- 2089 Shelby St.
- Columbus
- 304 Lake Court
- Elerslie
- Route #1, Box 130, Harris Rd
- Elerslie
- 381 Sunset Rd.
- Columbus
- 2310 Cherokee Ave., Apt 214A
- Columbus
- Taylor, Arthur B.
- Rt. 1, Box 528
- Elerslie
- 3001 W. Britt David Rd.
- Columbus
- 65 Clearview Circle
- Columbus
- 3017 Avenale Dr.
- Columbus
- 2300 Preston Dr.
- Columbus
- 3000 Freestone Dr.
- Columbus
- Witson, Michael W.
- Rt. 2, Box 320X
- Columbus
- 4759 Riverside Rd., Apt. 8
- College Park
- Salem
- Phenix City
- AL 36867 (H)205-297-7285 (W)
- BA 31907 (H)404-561-2522 (W)
- BA 30937 (H)404-997-0180 (W)
- AL 36874 (H)205-298-8704 (W)
- BA 31906 (H)404-324-3833 (W)
- BA 31909 (H)404-561-1513 (W)
- BA 31907 (H)404-322-8646 (W)
- BA 31909 (H)404-561-6620 (W)
- BA 31807 (H)404-563-6136 (W)
- BA 31906 (H)404-323-1082 (W)
- BA 31904 (H)404-923-8848 (W)
- BA 31807 (H)404-582-9701 (W)
- BA 31807 (H)404-568-1865 (W)
- BA 31908 (H)404-589-1802 (W)
- BA 31907 (H)404-561-0691 (W)
- BA 30286 (H)404-648-6922 (W)
- BA 31909 (H)404-561-0664 (W)
- BA 31909 (H)
- BA 31907 (H)404-561-7739 (W)
- BA 31829 (H)404-563-8409 (W)
- BA 31909 (H)404-563-5128 (W)
- BA 31907 (H)404-561-6132 (W)
- BA 31904 (H)404-322-4183 (W)
- BA 31904 (H)404-561-2518 (W)
- BA 31904 (H)404-322-0308 (W)
- BA 31906 (H)404-327-9897 (W)
- BA 31907 (H)
- BA 31906 (H)404-323-1131 (W)
- BA 31909 (H)
- BA 31909 (H)
- BA 31909 (H)
- AL 36874 (H)205-298-8453 (W)
- BA 31804 (H)404-324-0772 (W)
- BA 31907 (H)404-568-6851 (W)
- AL 36875 (H)205-855-3441 (W)
- BA 31909 (H)404-561-2930 (W)
- BA 31906 (H)404-322-0418 (W)
- BA 31906 (H)404-561-2765 (W)
- BA 31907 (H)404-561-3093 (W)
- BA 31909 (H)404-687-2390 (W)
- BA 31808 (H)912-649-7413 (W)
- BA 31812 (H)404-269-3669 (W)
- BA 31906 (H)404-322-1314 (W)
- BA 31906 (H)404-322-8677 (W)
- BA 31907 (H)404-561-4608 (W)
- BA 31816 (H)
- BA 31820 (H)404-568-0188 (W)
- BA 31904 (H)404-322-3506 (W)
- BA 31906 (H)912-862-5497 (W)
- Cessna 17780
- Emp. at FAA
- Piper J3
- Encoupe 415C
- Cessna 172
- Piper T-100C, Starbuster Too
- Cessna 150
- Encoupe 415C
- 912-649-8243
- (H)ext. 444
- Encoupe 415C
- UltraLight
- Cessna 170A
- Local A/P mechanic
- Cessna 150
- Local A/P mechanic
- 404-324-2453
- Encoupe 415C
- Encoupe (100 hp)
- Encoupe (100 hp)
- Aerona Chief, Cess 397, B
- Taylorcraft agro project
- Zenith project
- Cessna 170A
- Cessna 175
- Cessna 172
- Cessna 140
- Cessna 175
- Cessna 172
- Cessna 170A
- Piper A36 Bonanza
- Piper Comanche 250
- PA28-180C, Starbuster Too
- Mustang II, Zenith prof.
- Cessna 170B
- Beech 35, C-140
- Evans VP-2 project
- Encoupe 415C N2536H
- PA28-235
- Dyke Delta project
- EVA Biplane, Stinson L-5
- Thorppe T-18

SEP-087

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EAA Chapter 677 Newsletter
 Charles M. Hanna, Editor
 4422 Fairview Drive
 Columbus, Georgia 31907



urn over



Hanna, Charles M.
 4422 Fairview Drive
 Columbus

GA 31907

Is your address correct?

1987 NOMINATING BALLOT, FOR ELECTION OF 1988 OFFICERS

Instructions for nominating:

- 1) YOU MUST BE A CURRENT 1987 MEMBER OF CHAPTER 677 TO NOMINATE SOMEONE! If in doubt, check the membership roster on the back of this issue of the GAZETTE
- 2) The person(s) you nominate also must be current 1987 members of the Chapter. Please do not nominate anyone else as names of non-members will not be considered by the Election Committee.
- 3) You may nominate as many or as few people as you like for any office, and you may nominate someone for more than one office. You do not have to nominate anyone if you do not wish to.
- 4) Please consider your nominations carefully.
- 5) The Election Committee will contact everyone nominated to determine their interest in having their name on the ballot, and if they do not want to be considered for office their name will be omitted.
- 6) Be aware that the person(s) you nominate may refuse to allow their name to be placed on the ballot and thus their name may not appear, even though you nominated them.
- 7) The present officers, Pres. DICK FRENCH, V.Pres. CHARLES HANNA, Sec. Tres. DON BREEDEN are finishing their second consecutive term and will NOT accept nominations for 1988 offices.
- 8) All nominations must be submitted to the Election Committee by Sept. 28th. If you do not know who is on the Committee give your nominations to a Chapter Officer and it will be passed to the Committee.
- 9) An Election Ballot will be included with the October Gazette to be returned no later than the beginning of the October meeting.