

CHAPTER 690 NAVCOM

JANUARY 1994

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Chapter 690 Holiday Party a Success

The 1993 Chapter 690 Holiday Party was a resounding success. Departing from previous years, we had the party at the Airport Administration Building and

brought our own food.

The party opened with a social hour. We had a great time catching up on one another's lives. The low rumble of aviation aficionados mumbling was occasionally punctuated by gasps of delight as the latest culinary masterpiece was laid out on the tables surrounding the revelers. Finally we couldn't stand it any longer, so we sat down to eat. The food was great! It really is more fun when you "roll your own." And so started my annual Christmas-time

down-hill slide into obesity. Hey—it's the reason for New Year's Resolutions!

Following the social hour and the eating, awards were presented. All of the chapter officers received certificates of appreciation. Two special certificates went to Wayne Whitaker and Richard Robison for their contributions to the Chapter in 1993. Charlie Sego was recognized as the Chapter 690 Outstanding Member of 1993. Finally, Henry Warner was presented the Frank Flessel Memorial Award for exemplary

behavior while under fire. Henry beat the odds with a successful kidney transplant. And, like money for jam, the day of the party Henry found out that his medical was reinstated! He's already making plans

for getting back into flying and maybe buying a Cessna 175. Congratulations to all!

The meeting program featured Dave Kauffman of the Greenland Expedition. He added a human touch to the talk by pointing out how difficult the simplest task was made by the environment. Getting up *every* morning and shoveling your way out of the hut is almost unbelievable. His slides brought home just how desolate the cap is and how isolated the crew was after the Gooney Bird dropped them.



Henry Warner—Shocked and Amazed!

None of this could have been possible without the planning done by Frank and Margaret Wilcox. Their work, along with the help of several chapter members, produced an outstanding evening for Chapter 690. The separate youth dining hall was a stroke of genius. Thank you Frank and Margaret and all those who brought food and helped run the show. •••

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Meet Chapter 690's 1994-95 Officers

Chapter 690's new officers for the 1994-95 tenure were installed at the Holiday Party in December. Since we have several new members and in fact a couple of officers fairly new to the chapter, I thought an introduction is in order.

Secretary Alan Langford

Alan Langford is our new Secretary. He also helps with the NavCom by providing copying and creative production input. Although he is a relatively new member, having joined 690 in 1993, he and his wife Sherry jumped right in to several chapter projects including Young Eagle Rallies, the Air Fair, and the NavCom.

Alan's interest in aviation goes back a long ways, but it was only in 1992 that he did something about it. Sherry saw a sailplane flying over Stone Mountain one day and asked Alan if he had ever thought about taking flying lessons. Within a week he started at Epps! Within a year he had his private ticket. Following this, they decided that the best value for their flying dollars would come from the experimental world. This naturally led to joining EAA, and luckily for us, Chapter 690.

After a brief research period, they decided to build an RV-6A. The performance-to-cost ratio sold them on the design. Typically, they are doing it right. While awaiting the delivery of the first kit parts, they accumulated ALL of the tools they could conceivably need and practiced riveting. The horizontal stabilizer is now complete and they plan to finish the vertical before the wing kit arrives. In the mean time, Alan keeps current by renting Epps Warriors. Sherry flies and builds with him. She says she can't imagine spouses not participating in all the fun! (Hey Sherry, we've got lots o' rivets to buck on the 140!)



Secretary Langford

Treasurer Lnor Levine

Lnor Levine is our new Treasurer. She and her husband Joel joined 690 in about 1981, and both have been very active in the chapter. Lnor's interest in aviation goes back to the days when Joel was courting her. Although initially she thought he was obnoxious (!?), she eventually succumbed to his charms, one of which was flying. Joel, the stud pilot, took her up in his (rented) flying machine—a Super Cub! She loved it from the start. In fact, soon after they married, they began plane shopping to find something Joel would enjoy and she could get her ticket in. But when their first child came along, her flying career was put on hold. They bought a Beech Musketeer about eight years ago, but she still didn't fly as much as she wanted because she felt it was important for the boys to fly with Joel as much as possible. Although 1993 may have been her worst year in terms of flying hours, she thinks 1994 will be the turning point and plans to either start lessons or take a pinch-hitter course.



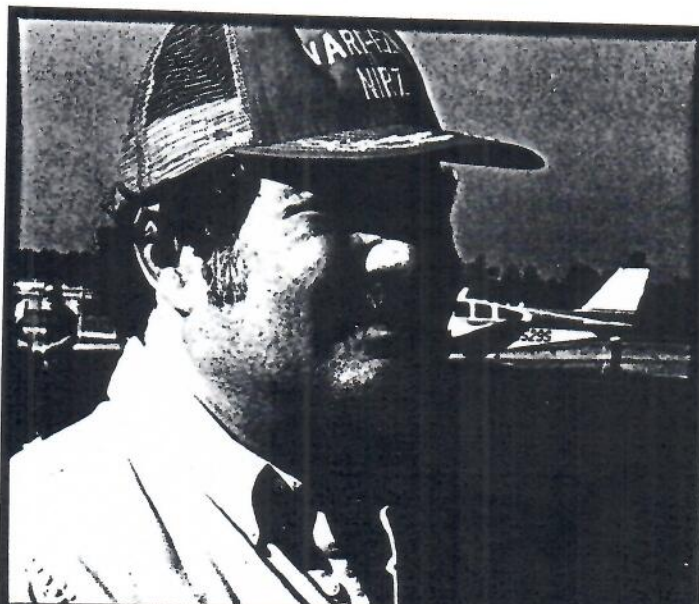
Lnor brings a wealth of experience accumulated from the business world and other club activities. She has worked for others and run her own business and run a household (one with Joel Levine in it!). She has served on various 690 committees and helps in the organization and work of many 690 events. She knows the chapter well and will be a positive force in its future.

Vice-President Bob Zahner

Bob Zahner is our new vice-president. He and his wife Lynn have been Chapter 690 members for about 18 months. In his day job, he manages Lynn's pediatric office and designs and implements computer systems for law firms. Bob joined the Tallahassee EAA chapter (445) in 1974 and served as president of that chapter in 1980. With this background, he has a lot to offer to Chapter 690.

Bob's interest in aviation began in high school through a friend whose father flew for Pan Am. He attended FSU, where he met Lynn. After getting his license he rented a lot, but eventually bought into an EAA AcroSport. He also picked up his IFR, as feat he considers the height of his aviation career. He then got the building itch and completed a VariEze (C-90 powered). One of his most memorable flights was from Tallahassee to Massachusetts flying a friend's VariEze without nav aids. That's a long contact flight! He and Lynn now have the VariEze and part of a Warrior.

Bob is currently building a Lancair ES, a fixed-gear version of the 360 (sort of). He says that its real



Vice-President Zahner stares steely-eyed into the dawn

selling point to him is its range—1500 miles. He plans to fly to Europe in it! He hasn't decided whether to take Lindbergh's northern route by way of Greenland, Iceland, and Ireland, or the Navy's southern route to the Canaries and Portugal.

Bob recently had a REAL sweet flight. He and Lynn flew down to the Orange bowl and sat on the 50 yard line watching Bobbie Bowden win the National Championship! Flying a small plane can be so rough...

President Jim Estes

After a hard-fought race, Jim Estes prevailed at the polls and is champing at the bit to enact some

of his radical policies. These include building Chapter hangars at all six metro airports, holding chapter meetings on Saturday night, establishing an Air Fair bigger than Sun & Fun, and eventually leading 690 in seceding from the national EAA organization in Wisconsin and establishing a southern equivalent. "Times a' wastin'!" snaps Jim.

Just testing...

Actually, Jim hopes he can follow in the footsteps of such illustrious leaders as Harold Stalcup, Frank Wilcox, and Charlie Sego. He is interested in resolving the chapter building project since the airport Administration cannot hold open the deal forever. He also would like to see member participation continue in its current upsurge. In general, he's hoping 690 will continue to go from strength to strength.

Jim was highlighted in a "Profiles in Aviation" late last year and has written several articles for the NavCom, so I'll try not to repeat too much. He has been a pilot for many years, and his wife Bobbie is also an enthusiast. In fact, she was the first of the two to fly an ultralight, and was the one who convinced Jim to try that type of flying. Jim has an IFR rating and has owned several planes, including a Piper Pacer. He currently is building a RANS S-12 Airaile, a two-seat, side-by-side Rotax-powered pusher. It is almost complete, with final assembly expected in mid-1994.

There you have it—your 1994-95 officers. With all this talent combined, it should be a fun tenure. •••

"Once you have flown, you will walk the earth with your eyes turned skyward, for there you have been, there you long to return"

— da Vinci



Our Fearless Leader!! (He remembered his photo)

Nieuport AeroWorks Going Strong!

The project visit to the Nieuport AeroWorks was loads of fun. Steve Ashby and Wayne Whitaker are making steady progress on the little 7/8 replica fighters. The AeroWorks was cleaner than this reporter has ever seen. Steve had a great spread—monkey bread and sausage rolls made by his wife, Vicki. Several chapter 690 members came by to stare in amazement at the fuselages and tail section on display. One's first encounter with aluminum tube/pull rivet construction technique is always memorable. Most folks look at the gusseting, look at the brave builders, look back at the gusseting, and then mentally write off the brave (?) builders. But, lots of these babies are flying, some with hundreds of hours with HEAVY pilots, and no structural failures have occurred. Yet. In any case, the fuselages seem extremely sturdy once all the joints are riveted.

Steve and Wayne showed the audience their various preferred building techniques. Most members

accustomed to steel tubing were surprised at how easy the aluminum was to cut and file. The pneumatic rivet puller was a big hit, though Charlie Sego tried to convince us that pulling by hand was just as easy. Charlie has a pretty hairy chest. Steve was



Technical Counselor Wilcox is not convinced

quick to point out that the Newsletter Editor Attitude Adjuster and Torque Transducer (a.k.a. Louisville Slugger), their finest precision instrument, was used only for special tasks such as readjusting fuselage alignment and visitor attitudes. He has used it once directly on Wayne rather than Wayne's fuselage, but all in attendance agreed that Wayne still looked pretty twisted.

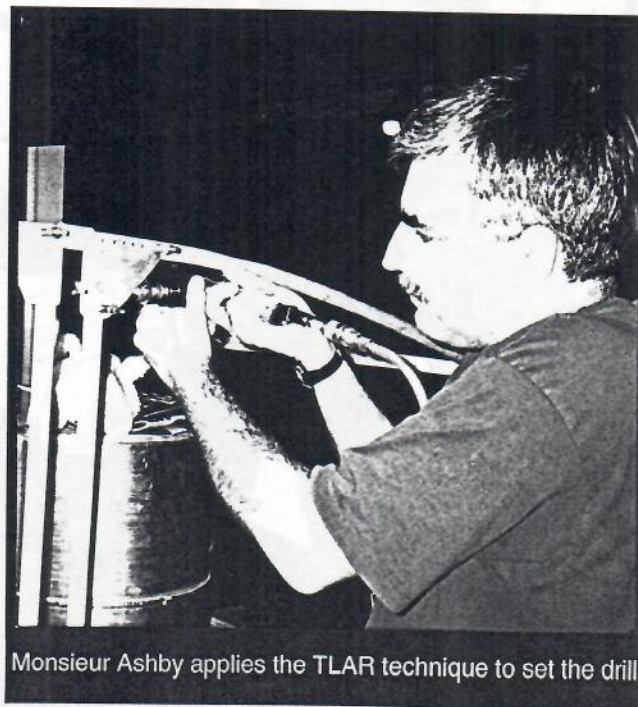
Folks hung around past noon, looking over the plans and builder's log and the hardware—lots of



Monsieur Whitaker demonstrates the proper way to drill one's own head

learning and camaraderie. Project visits are good for the chapter because builder wannabies (like me) get to see that experimental aircraft building is an imminently doable avocation. This particular project visit was great because a lot of Chapter 690 members were exposed to a building process that is similar to traditional rag and tube work yet uses techniques and materials heavily influenced by the ultralight world—sort of the leading edge in low-end technology! Thanks Wayne and Steve.

...



Monsieur Ashby applies the TLAR technique to set the drill

ULTRA-PIET

Chapter Two

by Ben Jeffrey

A couple of months ago I wrote about the decision making process that led me to order the plans for Roger Mann's ULTRA-PIET design. Well, I have started the project and now will relate some of the decisions on material selections and initial progress.

This is a wood aircraft and most people will almost automatically assume that spruce is used as the primary material. Unfortunately good spruce is priced at some serious dollars for those of us who are tight with our dollars (my wife calls me Scrooge). There are some excellent alternatives that are available from local sources and are approved in AC43-13 for aircraft usage. In fact both the MINI-MAX other TEAM kits are of pine. The primary alternatives are pine, douglas fir and poplar. The ULTRA-PIET prototype used pine. AC43-13 lists pine at about 85% as strong as spruce (which is counted as the standard) for equal sizes and the weight is about the same. Douglas fir is stronger than spruce but is heavier by 15 to 20% - not good for an light aircraft. Now we get to poplar which is not often mentioned as an alternative but is very available at almost any building supply. AC43-13 lists it as nearly the equal of spruce in strength - it is slightly less in compression, 2%- and the weight is equal. I also have a text titled "Wood as an Engineering Material" by the US governments Wood Products Lab. It has extensive test reports comparing the different wood species and it confirms in even more detail the spruce and poplar equivalence in mechanical strength property. It also compares gluing properties and other workability issues. The poplar again does very well. So what we end up with is a design that used pine instead of spruce for cost in the prototype but with poplar will have added strength at very nearly the same cost of pine.

I have bought my initial poplar at Home Depot for \$2.10/ft versus \$6.00/ft for spruce at Wicks or Alexander. Now, not all the wood at Home Depot is aircraft grade and you must examine a number of parameters, but this is not difficult and if any one is interested I have the grading criteria. now having said this, I did by 1/4 inch square spruce capstrip for my wing ribs. The labor involved in ripping these small pieces in large numbers plus the difficulty in getting consistent accuracy on my low powered saw made this an easy decision. Wicks has the best prices. The plywood required is a mix, the 1/8 inch is available at Home Depot as exterior door skins - I have tested them and the glue is waterproof. The 1.5mm called out is available from Alexander at reasonable cost.

The final material decision is glue. I like T-88 or the equivalent HEXCELL epoxy for my primary structural adhesive. It is easy to mix, works over a wide temperature range and is gap filling up to about 1/16. I have always had excellent results with both these glues. I also use a newer glue called TITEBOND II for some applications. This is the only waterproof one-part structural grade adhesive on the market. It sets up quickly and is very easy to apply. I have used it in wing rib construction with excellent results.

Now to actual progress on the ULTRA-PIET. The tailfeathers are mostly complete and were incredibly simple to build. They probably could be lightened with some redesign, but these are so simple and bullet proof in strength, why bother. I also have all the main wing ribs built and are finishing up the noseribs now. If anybody else decides to start one of these, my rib board is available for use. The next phase will to build up the worktable and get started on the fuselage.

I'll update further progress in a couple of months. •••

First Regional Young Eagle Rally a Success

Bill Coleman

The morning of November 13 brought less than perfect flying weather. A 700 foot thinly broken layer east of Atlanta kept many members on the ground until about 10:00. Nevertheless, Chapter 690 members arrived to participate in the first Regional Young Eagles Rally at McCollom Airport.

About 364 kids experienced their first Young Eagle flight that Saturday. While short of the expected 450 children, we flew more kids than any other Young Eagles event in Georgia. It was a big success.

Pilots from chapter 690 included Steve Dunn (C-

180), Frank Flessel (Tri-Pacer), Joel Levine (Musketeer), and John Tumblin (C-170). Helping out on the ground were Andy Anderson, Bill Coleman, Duane Huff, David Posey, and Frank Wilcox.

Several planes and projects were on display, including a B-17 and B-24. From EAA 690, Reinhardt Kuntz flew in Der Cricket and Chuck Warthen displayed his Mini- Max project.

We can be proud to have participated in this event. We are planning to host the next Regional Young Eagles Rally in March. •••

The Air Adventure System for Private Pilots

(by Amy G. Lindsay, Patent Pending...Provided to the NavCom by Bill Coleman via Internet)

The purpose of this is to encourage you to do more different things with your flying. First, you should list the three things you do the least well, or feel are your weakest areas (in no particular order.)

For instance, your list could look like this:

1. communications at uncontrolled airfields
2. short field landings
3. handling non-pilot passengers

These will be your Bonus Adventure Points. Every time you fly, you earn Adventure Points for various elements of the flight as listed below, and including your bonuses. Your Adventure Rating will be the average of the past 5 flights' Adventure Points. Your goal is to slowly increase your Adventure Rating and build your confidence.

The regular Adventure Points are listed below:

Points	Description
5	Landing at a TCA Primary airport
5	Handling an Emergency situation (declared)
4	Spin Training
4	Passing a checkride
3	Landing at an ARSA/TRSA Primary airport
3	Transitting a TCA (in contact w/Approach)
3	Staying overnight at a non-home destination
3	Landing at an uncontrolled airport with more than 5 aircraft in the pattern
2	Staying more than 3 hours at a non-home destination
2	Transitting an ARSA/TRSA (in contact w/Approach)
2	Landing at an airport with more than two runways
2	BFR
2	Aerobatics training
2	Warm day high-altitude airport (density alt complications)
1	Landing at an airport you've never been to before
1	Flying a cross-country on a route you've never used before
1	Landing at an uncontrolled airport
1	Flying a Cross-country (50+nm)
+1	for each additional 20nm
1	Receiving enroute weather information (ATIS, AWOS, F.W.)
1	Navigating using a VOR (per VOR)
1	Flying at above 4500' MSL (more than 2000' AGL)
1	Flight requiring more than one sectional (per sectional)
1	Per passenger (excluding other pilots)
1	Landing
1	Opening and closing a flight plan
1	Transitting an ATA
1	Stopping for fuel (1 hour or less)
1	Night flying
1	Per hour up to 10 in new type of aircraft
1	Soft or short field landing
1	Landing in a crosswind (>10kts)
1	Filing a PIREP
1	Tending to a sick passenger
1	Pet on board
1	Visiting an FAA facility not at your home facility

A.G.Lindsay * Cloud Rental: Reasonable Rates * agl@world.std.com

Art Director * LineScience, Ltd. * 10 Meridian Parkway * Malden, MA 02148

"Flying is not dangerous. It's CRASHING. Crashing is VERY dangerous!" ...

EAA Chapter 690 Books, Videos, and Tools

Books & Videos Custodian:Barney Barnes (404)9237896(Films out of sequence denote either repeats or members of series)
John Henderson (449-1946) is keeper of the tools.

1. EAA basic woodworking
2. EAA basic aircraft welding
3. EAA composite construction
40. EAA basic aircraft painting
4. Duane Cole VFR tips
5. Safe pilot
6. Prescott Pusher elevator trim tab kit
7. Prescott Pusher
8. To Fly
9. F4 mishaps, aeronautical mishaps, history of rigid airships
10. Voyager
11. Stits fabric covering
12. Blue River covering
- King series
13. Weatherwise
14. Complete aerospace review
15. Rules to fly by
16. Communications
17. Practical piloting
18. Flying the Citation
19. VFR with confidence
20. IFR with confidence
21. Complete Jeppeson chart rev.
22. Takeoffs & landings
23. Hangar flying w/ a pt
- ABC Wide World of Flying Series
24. ABC Wide World of Flying v1 #1
25. ABC WWF v1 # 2
42. ABC WWF v1 #3 Learjet, stereo intercom, Skylane, NDB, Lasertrak, Tsunami
26. ABC WWF v1 # 4
57. ABC WWF v2 #5 (@ Harry Goetting)
58. ABC WWF v2 #7 @
59. ABC WWF v2 #8 @
60. ABC WWF v2 #6 @
61. ABC WWF v3 #9 @
- EAA Oshkosh Series 87-92 (#27-29, 68, 60, 76.)
34. Bookindex of Sport Aviation, Vintage Airplanes, Sport Aerobatics, Experimenter, & Warbirds, 19531990.
35. Bookservice manual for Stinson 108
36. Book miscellaneous Essco catalogs. Copies available
37. Book Red Eagle aviation spin seminar reprints
38. Book AN, NAS, & MS hardware handbook
39. EAA Salute to Sport Aviation Sun N Fun 90
- Sporty's What You Should Know Series
43. 2 (2 tapes) practicing landings* *(on loan from b.C.Barnes)
44. Sporty's wysk vol 3 Your first solo*
45. Sporty's wysk vol 5 Your dual x ctry*
71. Sporty's wysk vol 6 Your solo xctry*
74. Sporty's WYSK Vol. 7 -Your Private Pilot Test*
46. C'mon geese*
47. Arrl new world of amateur radio
48. Tactical technology (**Rockwell)
49. AGM130 smart bomb.**
50. Hellfire missile.**
51. PlansAeroline hangar door
- AOPA Series
52. AOPA WX flight planning & the pilot includes safety pamphlet with same name (#52a).
53. AOPA go/no go wx decisions
54. AOPA evaluating inflt wx
55. Posa carburetors by Rex Taylor (Reinhart Kuntz)
56. Murphy Aviation "Renegade" aerobatic biplane (+ Bob Barton)
63. The Petrel Amphibian (Fr) +
64. Warbirds the feel of combat (shell) donated by Frank Flessel
65. VFR approaches to Oshkosh
66. J3 piper cub service man. (R. Beyer)
67. EAA memorial wall (73191)
69. Building the Rutan composites
72. Sun 'n Fun 92 VFR arrival procedures
73. Morton buildings. Donated by Steve Ashby.
75. Short Wing Piper News, Sept/Oct 89 thru May/Jun 91 (10 issues). Donated by Daniel Arellano.
77. Kit Planes (2 tapes) doanted by Steve Yothmet.

Chapter Tools

Rivet squeezer
NicoPress tool
Spark plug cleaner and capping tool
Piston ring compressor pliers and bands
Set cylinder base wrenches
Timing indicator
Torque wrench
Instrument hole cutter, (2-1/2" & 3-1/8")
Tube bending tool, set plier type
Cable tension tester
Tachometer checker
Compression tester
Spark plug lead tester
Magnet timing light & lock, Bendix
Coaxial cable (antenna)
Wire--20 & 22 g. (light and radio)
Tube flaring set
Rivet removal tool kit
Cleco kit (pliers, clamps, clips)
Right-angle drill kit - screw-type bits
360o rivet puller
Starter wire
Rivnut puller kit

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1994 AIRFAIR DIRECTION AN OPINION

by Ben Jeffrey

Opinions, Musings,
and Editorials by
Chapter 690
Members or Guests

The Op- Ed Pages

1. THEME

Some comment was heard that our current Biplane orientation would probably limit growth due to limited numbers of such aircraft within reasonable range of Atlanta. Suggestion for theme next year:

1994 SOUTHEAST BIPLANE AND SPORT AVIATION RALLY

This keeps us focused but will attract from a much larger population of aircraft that would be able to attend a one day event.

2. DURATION OF FLY-IN

There were suggestions that we consider a two day event to attract a larger number of targeted aircraft. This will probably be possible in 1995, but in order to grow to this with an expanded format one more year of a basic one day event would be wise. We should offer a limited number of aircraft camping slots on a reservation basis to gain experience.

3. ACTIVE EVENTS

In order to make the Fly-In a more active event some flight activities should occur on a regular basis. There should be rides available as in the past but expanded if possible to include a vintage taildragger and a modern "spam can". A tethered balloon would also have appeal.

We should also consider some flybys perhaps divided by aircraft type. While this would involve additional coordination it would add a flying activity not involving an actual aerobatic waiver. Another event could be a demonstration by one of the local sailplane clubs. Finally an Ultralight flyby should be considered.

Making this interesting is the key for long term interest and growth.

5. YOUNG EAGLES

This is a related flying activity that should be continued as it helps attract more families

from the non-aviation community. We should consider having this be the initial flying activity during the morning before other organized flight operations. This would allow club personnel to help in ground control during afternoon aircraft movements. If we want to make this an all day activity help from other chapters will probably be required.

6. NON-FLIGHT ATTRACTIONS

We should insure a number of other attractions are on hand. A few that come to mind are The Greenland Expedition, Confederate Air Force, Civil Air Patrol and other aviation oriented organizations. EAA should have a large information booth and some project displays. The info booth should have representation from other metro chapters as we should have attendance from the whole metro area.

We should also consider inviting a vintage auto club to bring some cars to add to the antique flavor of the event.

7. FOOD CONCESSIONS AND REVENUE

In view of the larger scale event being organized serious consideration should be given to the chapter not going beyond giving a pancake breakfast and contracting out the drink and food concessions for the remainder of the day. This is strictly due to personnel constraints.

The primary revenue should be derived from parking. The concessions should be charged a flat fee or some sliding fee determined by attendance. Percentages of revenue as a method of payment would be very difficult to verify. NON-PROFIT organizations will not be charged even if they are selling related items to their organization.

8. SCHEDULING

This should be determined and set by mid-January at the latest. We should contact other Fly-In sponsoring organizations to preclude as many conflicts as possible in attracting type aircraft.

9. ORGANIZATION AND MANAGEMENT

This is the most important matter to be determined first before any other subject is addressed.

(A) It is impractical for the entire chapter to be involved in every decision necessary to organize and plan a major event. I would propose that the chapter approve a broad "mission" statement that the selected management team would operate under for guidance. Such a statement might read:

"Plan and execute a fly-in during the month of October 1994 to specialize in vintage aircraft and biplanes to include flying demonstrations that would not require an airshow waiver. Additional non-flying attractions and concessions will be included as appropriate and necessary. Any financial agreements must be approved by the chapter executive board."

(B) This type event cannot be put together at the last minute. The management team selected should be required to publish a planning calendar to establish key dates and objectives. A report to the membership on progress should be required monthly.

(C) The management team should consist of a chairman and a few key functional managers. This team should be required to meet at least monthly to coordinate activity and issue a progress report. Some suggested responsibilities follow:

AIR FAIR CHAIRMAN -

Responsible for overall progress; will chair any meetings with airport management and other airport tenants. Will coordinate site planning. Will be responsible for contacting other exhibiting organizations.

Publicity Manager -

Responsible for all aspects of publicizing the event via magazine calendars, newspaper and TV. This position will also be responsible for publicizing to aircraft owners to solicit attendance.

Operations Manager-

Responsible for planning and managing all aircraft operations and coordinating YOUNG EAGLES aircraft operations. In short, all flightline activities.

Site Manager -

Responsible for revenue producing activities such as concessions and parking. Also responsible for support services such as garbage and toilets. This position will be in charge of all non-flightline site requirements. •••

Chapter 690 member Joe Mays is in the hospital with an aneurysm. Lnot Levine has sent him flowers care of Chapter 690 and has other information on his condition. I do not have any other information on this.

From My Point of View...

...INVOLVEMENT

At our January chapter meeting, I would like for us to a group to begin consideration on the subject of involvement. When you look back on chapter and individual EAA activities over the past years, it is really scary for me to wonder how this history of accomplishments can be sustained in the future.

What is ahead for Chapter 690? There is, of course, continuing work on our agenda such as the Young Eagles Program, fly-outs, Biplane Classic, Project Visits, building our hanger and etc. which will keep us busy, but where should our emphasis be place? Who will be active on these subjects? Not just the chair people, but who will be willing to be the "helping hands", the "get-it-done" people? And, this is where I want to make my point on how critical MEMBER INVOLVEMENT is to our chapter.

When we talk on the 14th, let's see if we can come up with ideas on how best we can insure this involvement. I hope you share my enthusiasm for the New Year and what we will be doing in chapter 690. Looking forward to seeing you Friday night . . . your first chance to get involved for 1994.

—Jim Estes, President

Please be sure that you are current on your dues.

Lnor Levine will be taking money and member profile forms at the next meeting!

Profile forms were in December's NavCom.

News,
Information
and
Discussion
from the
Internet

Net S u r f i n g

NavCom is on the Techno Highway!

The following is a hodgepodge of items I came across while surfing cyberspace.

Just a bit of TV humor, after seeing on this group that ESPN would be broadcasting a special on Oshkosh today, I looked at my TV guide to verify. It lists "Fishing, Oshkosh fly-in tournament". Somehow I see something like those beer commercials for full contact golf or lawyer rodeo.—Bob Abbott, rabbott@fastcomm.com

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FAA APPROVES FIRST SATELLITE NAVIGATION APPROACHES AT TWO COLORADO AIRPORTS FAA 49-93

Contact: Hank Price, Tel.: (202) 267-8521
December 22, 1993

The Federal Aviation Administration (FAA) has granted Continental Expressairlines the first authorized use of the satellite-based Global Positioning System (GPS) for non-precision airport approaches at Aspen and Steamboat Springs, Colo. The air carrier will use the new navigation system to replace an early generation Microwave Landing System (MLS). Continental Express operates scheduled service between Denver and Steamboat Springs as well as Aspen. To allow service into these two ski markets at night and in poor weather conditions, the carrier had to replace the obsolete MLS. GPS is the only means available to meet landing requirements for Continental operations in Aspen as well as Steamboat Springs.

FAA Administrator David Hinson said, "We are at the doorstep of realizing the tremendous cost-saving and safety-enhancing benefits of GPS. While this service, which began on Sept. 17, solely applies to one air carrier and the difficult mountainous approaches at Steamboat Springs and Aspen, it is an important step to opening up the vast potential satellite technology will offer to the entire airline community, aviation industry and the traveling public."

The certification of equipment and procedures in Colorado completes the first phase of a three-part plan coordinated with the Air Transport Association, the Regional Airline Association, and the FAA to apply satellite navigation technology in landing and departure procedures for air carriers. The two non-precision approaches for Continental Express at Steamboat Springs and Aspen were designed to take advantage of the improved accuracy provided by GPS. These approaches do not rely on existing ground-based navigation aids.

The second and third phase will include the development and certification of a Differential GPS (DGPS) ground station and aircraft avionics that will allow precision approaches to be conducted into Aspen and Steamboat Springs. Precision approaches are procedures using a DGPS ground-based system in which three-dimensional guidance is provided to increase landing accuracy. DGPS requires a reference station at a known location to determine satellite errors which are then transmitted to properly equipped aircraft in the area.

Initial precision approach capability is anticipated for late 1994.

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"Neither my brother nor I have the means to support
both a wife and a flying matching" —Wilbur Wright - 1908

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DEPARTMENT
OF
TRANSPORTATION
Federal Aviation Administration
14 CFR Part 61
(Docket No. 75487345, Notice No. 88-523040306)

REGULATION OF MILE HIGH CLUB OPERATIONS

ACTION: Notice of Proposed Rulemaking (NPRM)

SUMMARY: This notice proposes to require additional qualifications and testing before a certificated pilot may engage or continue to engage in Mile High Club Operations (MHCO) while also exercising the privileges of a pilot certificate.

DATES: Comments should be received before December 31, 1999.

ADDRESSES: Comments may be mailed or delivered in sextuplicate to: Federal Aviation Administration, Office of Chief Counsel,
Attention: Rules Docket (AGC-204), Docket No. 75487345, 800
Independence Avenue SW, Washington DC 20591. Comments may be
examined in the Rules Docket weekdays, except Federal holidays,
between 8:00 a.m. and 5:00 p.m.

SUPPLEMENTARY INFORMATION:

Need for Rulemaking

Under the provisions of the East Chitlin Switch, Kansas, Wheat Silo Subsidy Act (P.L. 100-872398-A), Congress has mandated the FAA to regulate the activities of the formerly unregulated Mile High Club (MHC). Under present rules, anything accomplished at an altitude of one statute mile (5,280 feet) above ground level (AGL), regardless of the degree of difficulty or the level of expertise demanded, earns a certificated pilot a scroll illustrated by Milton Caniff and a three-color bumper sticker. Through a procedure of self-regulation, the organization has set forth requirements that activities take place at an altitude of at least 5,280 feet above ground level to prevent Denver pilots from messing around on the ramp. Although the organization has adopted rigid admission requirements for its pilot members, a recent National Transportation Safety Board (NTSB) report disclosed an accident in a light training aircraft (LTA) caused by pilot error in the form of disorientation of a student pilot (sex unknown) after the Certified Flight Instructor (CFI) (sex unknown) attempted to introduce the student to a maneuver not included in the MHC syllabus. Similarly, the crash of a corporate-owned Learjet in western Pennsylvania was thought to have been caused by the absence of the crew from the cockpit at the time the aircraft arrived in Pittsburgh. Further, evidence suggests that some hitherto unexplained accidents may have been due to pilot fatigue following Mile High Club Operations (MHCO) activities. These accidents have amply demonstrated that there is a compelling need for regulation of MHCO activities for the protection of the public and property under the flight paths of such aircraft. The FAA is proposing to expand the scope of Part 61 of the FARs by the addition of paragraphs 61.300 through 61.305 to prohibit the propositioning of any occupant of a certificated aircraft by any licensed and current pilot who has not first demonstrated the ability to execute the duties of pilot-in-command and/or co-pilot to the satisfaction of an Operations Inspector or a designated Pilot Examiner. It is further proposed to establish minimum experience, age, and skill levels for the issuance of MHCO ratings to pilots' certificates. To ensure that a satisfactory level of proficiency is maintained by certificated pilots possessing MHCO ratings, it is proposed that biennial proficiency reviews be mandated.

Environmental Impact Statement

The adoption of these regulations is not anticipated to have a significant impact upon the environment including an impact upon population pressures.

Economic Impact Statement

The proposed rules would not materially impact the economics of MHCO activities, including those conducted for hire under Part 135.

Definitions

For the purposes of this NPRM, the following Definitions are established:

PILOT: An applicant for or possessor of an MHCO rating regardless of sex, creed, color, political affiliation, proclivities, or physical dimensions.

CO-PILOT: Any person regardless of sex, creed, color, political affiliation, proclivities, or physical dimensions assisting a certificated, MHCO-rated pilot in carrying out MHCO activities.

PASSENGER: Any reliable witness to an MHCO flight test who does not actively participate.

FLIGHT ENGINEER: Anyone other than a co-pilot who assists the pilot in establishing the proper conditions for accomplishing the minimum requirements of MHCO activities.

AIRCRAFT: Any vehicle aloft suitable for MHCO activities. Does not include automobiles or parachutists falling from high places.

GLIDER: Anyone performing an MHCO activity entirely in mid-air such as during the free-fall period of a parachute jump.

HANG GLIDER: Glider with above-average equipment.

SOLO FLIGHT: A practice session where the pilot is the sole manipulator of the controls.

DUAL FLIGHT: An MHCO activity during which the pilot uses both hands.

AUTOPILOT AUTHORIZATION: An authorization from the FAA permitting someone else to do it for a shy pilot.

The Proposed Rule

For reasons set forth above, the FAA is proposing to amend Part 61 of the Federal Aviation Regulations as follows:

PART 61 - [AMENDED]

1. The authority citation for Part 61 continues to read as follows:

Authority: Secs. 313(a), 314, 601, 602, Federal Aviation Act of 1958, 49 U.S.C. 1354(a), 1355, 1421, 1422; sec. 6(c), Department of Transportation Act, 49 U.S.C. 1655(2), unless otherwise noted.

2. Section 61 would be amended by adding the following:

61.300 An applicant for a Mile High Club Operations (MHCO) rating on a pilot certificate must meet the following minimum qualifications:

(a) The applicant must have reached his/her fifteenth birthday or possess a deep voice.

(b) The applicant must present a high school diploma or equivalent indicating a grade of Failing or better, or a notarized statement proving the applicant has compromised at least one substitute teacher.

61.301 An applicant for an MHCO rating must pass a written examination on the following applicable aviation subjects:

(a) Care, operation, a periodic maintenance of articulating seats in certificated U.S. civil aircraft.

(b) Basic anatomy and other considerations in selecting a co-pilot.

(c) Dangers associated with the destruction of aircraft panel instruments by bare feet.

61.302 An applicant for an MHCO rating will be tested on the following maneuvers:

(a) Takeoffs. Applicant will prepare the co-pilot for MHCO activities.

(b) Stalls. Applicant will demonstrate any acceptable and workable method of delay maneuvering to avoid premature results.

(c) Approaches. Applicant will demonstrate at least six (6) precision or three (3) non-precision approaches to a co-pilot who does not suspect the purpose of the flight.

(d) Soft Field Landings. Applicant will show proficiency in selecting procedures to be utilized under soft conditions.

(e) Short Field Landings. Applicant will show proficiency in utilizing the proper procedures under short conditions.

(f) Forced Landings. Applicant will will accomplish the minimum MHCO activities despite co-pilot's objections.

(g) On-pylon Eight. Applicant will select two prominent landmarks and maneuver between them. If the co-pilot is not endowed with sufficiently prominent landmarks, the activity may be performed in a flight simulator approved by the Administrator.

(h) In-flight Emergencies. Applicant will conduct a suitable approach with the zipper jammed in the "up" position and will demonstrate the smooth emergency extension of gear before contact.

(i) Holding Patterns. The Applicant will show proficiency in covering all points of interest with only two hands.

(j) Radio Navigation. Applicant will insert the radial into the omnibearing selector and achieve station passage before the "off" flag appears.

(k) Back Course Approach. Not an approved procedure.

(l) Diverting to an Alternate. Applicant will make an approach to a passenger when it becomes obvious that the original destination has gone below minimums because of a cold front.

(m) Maneuvering with an Inoperative Engine. Self explanatory.

(n) Weather Recognition. Applicant will readily identify cold fronts and warm fronts with the cockpit lights inoperative.

(o) Lost Communications Procedures. Applicant will show proficiency in blocking the co-pilot's voice channel using a broad-band antenna with great frequency.

61.303 Proficiency Review.

(a) No person may conduct MHCO activities unless, within the preceding 24 months, that person has --

(1) Accomplished a proficiency review given to him, in an aircraft for which the person is rated, by an appropriately certificated flight instructor or other person designated by the Administrator who possesses a valid MHCO Inspection Authorization.

(2) Had his/her log book endorsed by the person conducting the review certifying that the person has satisfactorily accomplished all the required activities of the review.

(3) However, a person who has, within the preceding 24 months, satisfactorily completed an MHCO proficiency check conducted by the FAA or otherwise been satisfactorily screwed by the FAA need not accomplish the flight review required by this section.

61.304 General Experience. No person may engage in MHCO activities as pilot-in-command of an aircraft carrying passengers, nor of an aircraft certificated for more than one required pilot flight crewmember unless within the preceding 90 days that person has satisfactorily carried out MHCO activities and has made suitable log book entries attesting the fact. This requirement does not apply to persons holding an airline transport pilot certificate or to activities conducted while operating under part 135 of this chapter.

61.305 Instrument Experience. No person may engage in MHCO activities unless, during the preceding 6 months, that person has conducted MHCO operations in the immediate vicinity of cold fronts and successfully logged at least 6 hours under actual or simulated IFR conditions which involved at least six approaches.

About the EAA...

The Experimental Aircraft Association was founded in 1953, with early meetings of a few stalwarts in the home of the founder, past President, and present Chairman, Paul Poberezny. From modest beginnings the movement has expanded to hundreds of thousands of members. The annual EAA convention in Oshkosh, WI hosts more than 800,000 people per year and is the premier aviation event in the world. Today, the EAA is headed by Tom Poberezny and exists to promote the world of amateur-built aircraft and sport aviation in general. EAA provides many services to its membership, from technical know-how to representation of membership concerns to federal entities. Membership is open to anyone who shares the interests of the association. Annual dues are \$35.00 per twelve month period of which \$20.00 is for a subscription to Sport Aviation. To join, see our Treasurer, Sheryl Black (979-4233) or write EAA Aviation Center, POB 3086, Oshkosh, WI 54903.

About the NAV-COM...

The NAV-COM is the monthly newsletter of EAA Chapter 690. It comes free with the dues, and you get what you pay for. (Like sentences ending in prepositions). NAV-COM is for EAA members only. It is a compilation of ideas, opinions, and data from several sources. In presenting it, the Chapter and EAA HQ by no means recommend or sanction the stuff. In other words and for example, we are not responsible if you bust your keester at an event we list in the calendar. Contributions are always welcomed, whether they are facts, opinions, or exaggerations. I will gently edit for grammar and curse words, but what you send in is generally what I send out. Magnetic media is appreciated. Send your pearls of wisdom to: Jeff Boatright, 2293 Sanford Road, Decatur, GA 30033. Thanks to Alan Langford for production.

About Chapter 690...

The EAA is made up of hundreds of chapters world-wide. The local chapter for Dekalb and Gwinnett counties and vicinity (i.e., anyone else who wants IN) is Chapter 690. We're a raucous group with several projects, both restoration and amateur-built, in progress. Annual dues are \$48.00. See Lnor Levine (394-5466) to sign up. You'll also need to join EAA National (see above). Write for the NavCom... Write for the NavCom... You are getting sleepy...sleepy... Our meetings are every second Friday of the month, 8:00 pm, at Gwinnett Co. Airport Administration Building. In addition to the meetings, which often consist of excellent guest speakers from across the aviation world, the Chapter holds many functions, including workshops, fly-ins and -outs, and social gatherings.

Our officers and other luckless people are:

President: Jim Estes—938-3515
Vice-President: Bob Zahner—822-0776
Secretary: Alan Langford—339-3674
Treasurer: Lnor Levine - 394-5466

Videos and Books: Barney Barnes - 923-7896
Tools and Materials: John Henderson - 449-1946
Chapter Historian: LeRoy Stoutenburg - 981-6041

Technical Counselors:
Frank Wilcox - 978-2403
Jim Clarkson - 934-8971

Building Committee:
Chairman: Frank Wilcox - 978-2403

The NavCom

Newsletter of EAA Chapter 690

Editor: Jeff Boatright
2293 Sanford Road
Decatur, GA 30033



Next Meeting: 14 Jan., 8 pm
Gwinnett Co. Airport Admin. Bldg.

January's program speaker is Jeff Kanarish of Sky Warriors. He will show a 13 minute video about Sky Warriors then discuss the combat-like flying outfit. A Q/A session will follow. He also flew in the Persian Gulf War and will take questions on those experiences.

Duane K. Huff
383 Bethesda Church Road
Lawrenceville GA 30244