

JULY 1988

EAA CHAPTER-690 NAV-COM



MEETINGS 2ND FRIDAY EACH MONTH AT STONE MOUNTAIN AIRPORT - 8:00PM

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PRESIDENTS MESSAGE

Those who were not at our last meeting missed a very interesting talk about engine rebuilding given by a professional rebuilder.

Bob Barton has arranged for some fine programs this year. Good work Bob!

After Oshkosh 1988 our next big activity will take place August 13th at Winder.

We are participating, with the County Airport Authority, to put on a Winder Air Fair.

This event has the support of the Winder Chamber of Commerce, Winder fraternal organizations, and the Air Guard based on the field.

John Pops is arranging a series of fly-bys during the afternoon (Airport Authority is handling insurance). We plan to display the various aircraft on a closed runway prior to the fly-bys.

We will serve our famous pancake breakfast in the FBO hanger, in the morning, then have drinks and dogs in our two booths.

The Airport Authority is anticipating 3000 people.

This event will have to be carefully planned but I think we are up to it and should have a great time doing it.

We will schedule an executive committee meeting shortly to begin working on this project.

Planning is underway for our Christmass Party. Donna and Mack Forbes, and Janet and Henry Warner have agreed to manage this and are working on details.

I know we are all looking forward to Oshkosh with all the airplanes, forums, comraderie and discussions on NPRM-

88-2. Please all of you go and come back safely!

Harold Stalcup

"CLASSIFIEDS"

SONERAI II PROJECT Professionally welded/rust prufed, fuselage on gear, wing spars ready for mod. Complete kit except for fabric, engine and paint - some extras. \$3,700 Firm. Contact Mac Forbes @ 257-1511 or 993-3411.

Jim Sower is looking for a partner in a Long EZ(s) project. He also has a room to rent. 938-8286.

Lark for sale. 1969 Aero Commander 100-180. TTAE 1451, NavCom, ADF, Xponder, 180hp, Asking \$11,650.00. Contact Henry Warner 449-9775.

The World War II Glider Pilots Assn. is looking for WWII glider pilots. If you have any leads, contact Bob Barton 938-7271

!! Frank Wilcox has taken off for an extended vacation (3 months) including Oshkosh '88. Phil Chestnut will man the tool crib while Frank is gone. If you need a Chapter tool or one of our VHS tapes call Phil at 972-0036 !!

EVENTS // FLYINS

July 8, Meeting featuring Charles T. Giallanza, president of the WWII Glider Pilots Assn.

August 13, Air Fair at Winder airport.

TRANSPONDER WITH MODE C REQUIREMENT

Release just received (6/17/88) from unnamed source in Washington, DC relative to planned FAA action on NPRM 88-2

Vicinity of TCAs. Effective July 1, 1989, all aircraft are required to have a transponder with Mode C when operating within 30 miles of any designated TCA primary airport from the surface to the 10,000 feet MSL or the ceiling of a TCA, whichever is higher. Gliders, balloons and aircraft constructed without an electrical or battery and alternator system capability, operating below a TCA, are excluded from this requirement. This requirement would also apply on the effective date of any future designated TCA primary airport. TCA primary airports are designated by rulemaking actions associated with the establishment or modification of a TCA. Limited deviation from this requirement may be permitted on a case-by-case basis by authorization under existing regulations.

Vicinity of ARSAs. Effective December 30, 1990, all aircraft operating in an ARSA and in all airspace above an ARSA beginning at the ceiling of that ARSA and extending upward to 10,000 feet MSL within the lateral confines of that ARSA must be equipped with an operable transponder with Mode C. The requirement would also apply on the effective date of any future designated ARSA. Aircraft operating in the airspace beneath an ARSA are not required to have a transponder with Mode C. Deviation from this requirement may be permitted on a case-by-case basis by authorization under existing regulations.

Vicinity of Other High-Passenger-Traffic Airports. Effective December 30, 1990, aircraft operating in the airspace from the surface to 10,000 feet MSL within a 10-mile radius of any airport listed in newly designated Appendix D of Part 91 must be equipped with an operable transponder with Mode C except when operating in the airspace below 1,200 feet AGL outside of the ATA. Currently, Logan International Airport, Billings, MT, and Hector International Airport, Fargo, ND, are the only airports listed.

Gliders, balloons and aircraft constructed without an electrical or battery and alternator system capability are excluded from this requirement. Other aircraft may be granted authorization to deviate from this requirement under existing regulations.

Vicinity of Other Airports. At other airports where terminal radar service is provided, operators are subject to the existing requirement that pilots of aircraft with a transponder with a Mode C must operate that equipment while in controlled airspace. The rule adopted does not alter that requirement.

En Route Airspace. Effective July 1, 1989, aircraft operating in all airspace of the 48 contiguous states and the District of Columbia at and above 10,000 feet MSL must be equipped with an operable transponder with Mode C except when operating at and below 2,500 feet AGL. Aircraft that are constructed without provisions for a battery and alternator or generator and not modified to include these components, balloons and gliders are excluded from the transponder requirement when operating beneath the floor of a TCA (below 18,000 feet MSL) provided such operation is not conducted: (1) in any ARSA or TCA; (2) in the airspace within a 30-mile radius of any TCA primary airport; and (3) in the airspace above an ARSA within the lateral dimensions of that ARSA. Other nonequipped aircraft may obtain authorization to conduct operations without the required equipment under existing regulations.

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