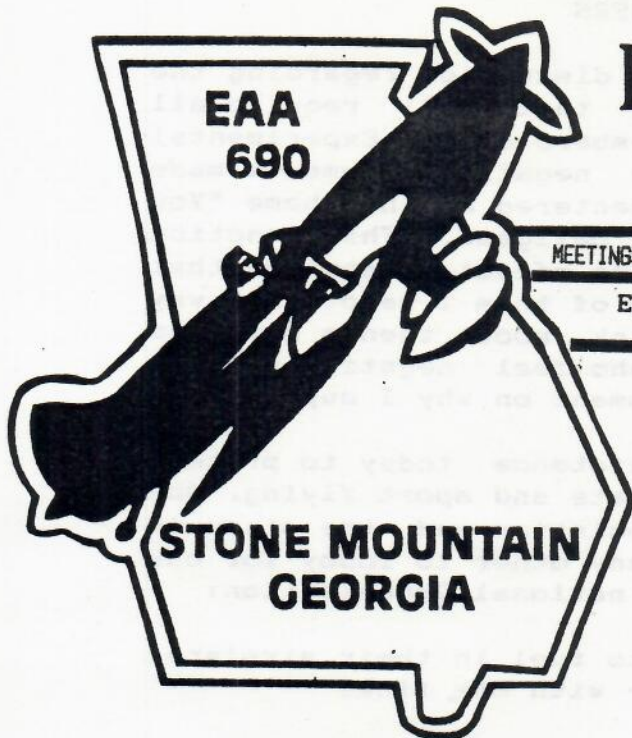


AUGUST 1987

# EAA CHAPTER-690 NAV-COM



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

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# EAA CHAPTER-690 NAV-COM

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TO:



## TO CHAPTER 690 MEMBERS

At our meeting last month we had a discussion regarding the Experimental Aircraft Association policy that will require all members of affiliated chapters to be members of the Experimental Aircraft Association. There were a few negative comments made during the discussion most of which centered on the theme "You changed the rules after I got into the ballgame." This reaction can be expected from the few who are affected, anytime that changes take place anywhere. If I am one of them I react that way too. Once we review things and think about them a bit, the initial reactions can change. For any who feel negatively about the upcoming change I would like to comment on why I support the change.

There are two organizations in existence today to protect the rights of you and me to enjoy private and sport flying. One is the Aircraft Owners and Pilots Association and the other is the EAA. EAA has done more than any other to lobby for our continued rights. Because there is a EAA national Organization:

- \* We have Chapters.
- \* Many people are legally using auto fuel in their airplanes
- \* We can build our own airplanes -- with one final inspection by FAA.
- \* We have chapter meeting liability insurance, covering all chapter members, for \$25.00 per year.
- \* We are able to get "Fly-in" insurance at affordable prices
- \* We get effective representation in Washington to watch out for our interests -- EAA requested and we have been given a 30 day extension on the "Super TCA" NPRM.
- \* We have the finest aircraft museum and aviation educational center, outside the Smithsonian, at Oshkosh, Wisconsin.
- \* Each summer prior to Oshkosh, over twenty young people attend a two week Air Academy at the museum and workshops, there they get hands on learning about aviation.
- \* We get support for local activities, such as our Air Fair and the PDK Neighbor Day, in the form of literature to educate the general public about the organization. Many of you joined our organization as a result of these activities.

This list could go on and on, but I just wanted to point out a few things that you may not be aware of. All of this is of course in addition to a fine monthly magazine (Sport Aviation) that is worth the \$30.00 annual dues.

Every Chapter member who actively participates is a recipient of benefits provided by the national organization. Therefore, I believe every Chapter member should be a member of, and support the activities of the national organization.

It is good to have discussion on this subject, and different points of view should be aired so that we can move forward with a new set of bylaws that will accommodate the national organization and still let us operate on the basis that people can come to our meetings and "try it" for awhile before they make a decision to join.

I plan to present a draft to change our by laws, for discussion, at the September meeting. Think things over and be prepared to discuss it there.

I look forward to seeing all of you and your families at our house for the annual picnic on August 15th.

John Popp



### A NOTE ON NATIONAL MEMBERSHIP

I've been a national member of the EAA for several years now and a chapter member for the same length of time. The benefit received from national has been a very real and concrete thing which has manifested it's self in the monthly magazine, the Flyers and the material available for instructional use. There were several times that I was going to drop my membership in our local chapter because I didn't feel a part of the group and there wasn't much happening in the chapter. The national EAA affiliation helped me to continue my membership locally and to come to feel that each was an integral part of the other. My desire to stay in the local chapter and to learn to contribute to it is a story for another time.

The national commitment to have all chapter members required to be national members hit me initially as a command from Big Brother. I don't like being told I "have to join or we will kick you out," and that is how the news hit me. My feelings that this is my organization and my local chapter not to be ordered about by others is as strong in me as I am sure it is in you.

One third of our chapter members are not members of national and some of these are very active in the local chapter. I would hate to lose one member because of the need of national to receive more money from it's members.

Over the past six months I have seen a change in the organization. My mail box receives regular postals from one company or other with the national EAA endorsement trying to sell me everything from insurance to Mastercard. This must be a large income producer to national. I don't oppose EAA making money on me by selling me Mastercard because I am going to have one anyway. But with this increased revenue why must we also change the Charter to make the local members HAVE to be members of national.

My feeling is to promote EAA national membership by the local chapters as a benefit to each individual (as it is!) and let go of this Command to Join. After all Chapter 690 members are the most independent and varied in interest bunch I have ever been associated with.

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JUST IN AT PRINTING TIME--- A LETTER FROM PAUL POBEREZNY

We just received a very good letter from Paul about the national membership requirements.--It will be available at the next Chapter meeting.  
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New deadline for the FAA to receive comments from each of us on the Super TCA has been extended to September 17, NPRM Docket 25304.



PROGRAM PRESENTATION

AUGUST: No Friday meeting--see you at the Saturday Picnic at Johns House.

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EVENTS // FLY-INS

!!!!!!!!!!!!!!!!!!!!!!!!!!!!  
AUGUST 15 -- Chapter picnic at President John Popp's Home. Plan to come and bring a dish, Chapter is furnishing the Meat and drinks. Start at 4:30 p.m. 3508 Bowling Green Way, SEE MAP. We need extra lawn chairs.

SEPT. 3 - 7 Ole South Fly-in, Richard B. Russell Field, Rome, Georgia.

SEPT. 12, FLYOUT To Tullahoma, Tn., Staggerwing Museum. Details later from Bob Barton

October 10, FLYOUT To Dahlonega Ga. Smith House.

December 19, Annual Christmas party. To be held at the Raddisson Inn on Chamblee Dunwoody.

=====QUICK QUIZ=====  
from "On Approach"

- 1.) When flying below 18,000' in an aircraft having no radios, cruising altitude must be maintained by reference to an altimeter adjusted to:
  - 1) an altimeter setting of 29.92" Hg.
  - 2) zero altitude prior to departure.
  - 3) the elevation of any airport within 100 NM.
  - 4) the elevation of the departure airport.
- 2.) The minimum altitude at which a sensitive altimeter

should be set to 29.92" Hg. is:

- 1) 22,500 feet MSL
- 2) 18,000 feet MSL
- 3) 12,500 feet MSL
- 4) 10,000 feet MSL

3.) What is the minimum safe altitude above the highest obstacle that must be maintained over congested areas:

- 1) 500 feet
- 2) 1,000 feet
- 3) 1,500 feet
- 4) 2,000 feet

=====

QUIZ ANSWERS

- #1. -- 4
- #2. -- 2
- #3. -- 2

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CHAPTER TOOLS AND SUPPLIES

All tools and VHS tapes listed below are for use (FREE) by chapter members and are available from Frank Wilcox.

- \*\*\*\*\*
- (1) Nicopress/cable cutter
  - (2) Tensiometer 1/8 & 3/32" cable.
  - (3) Magneto timing light
  - (4) Cylinder base wrenches
  - (5) Tubing flaring tool
  - (6) Tubing bending tool
  - (7) Spring type tube bender
  - (8) Compression tester
  - (9) Ring compression set
  - (10) Spark plug cleaner set
  - (11) High tension cable tester
- +++++

EAA Educational Tapes (VHS)

- (1) Welding
- (2) Woodworking
- (3) Composite construction
- (4) Prescott Pusher Demo
- (5) Prescott Pusher Elevator & Trim construction
- (6) Flying over water, Wake turbulence, Winter flying, T.O. & Landing, Basic radio procedure; and Start Up.
- (7) Sport aviation index of articles.