

CHAPTER 690

NAVCOM

September 1996

The Great Georgia Airspace Swindle

I am writing this special notice to make sure as many aviators and enthusiasts as possible know of some proposed changes that will drastically affect the Georgia and the National Flying Community's airspace. That means you and me!

Basically, most of the airspace from 300' AGL up to but not including 18,000' MSL (FL180) in a large triangle covering an area of over 2,000 square miles between Savannah, Brunswick, and Vidalia, Georgia will become a continuous "Hot" Military Operations Area (MOA).

This MOA is already in existence under the names of: Ft. Stewart B1, B2, C1, and C2, Gator 1 and 2; Quick Thrust E, F, G, H, I, J, L, M, and N. This MOA airspace structure will only have minor changes in shape and be renamed: Coastal 1, 2, 3, 4, 5, 6, and 7.

What is of main concern is this: Up to now, the areas described above are only able to be activated to a maximum of 28 days per a year for military training purposes. With the FAA proposed changes this space will be a "Hot" or active MOA 365 days a year between 7 AM to 10 PM daily! Clearly eating away at our nations shrinking, unobstructed airspace!

The repercussion of this proposed change will be to hinder many flying routes and have an impact on: Jesup Airport, Liberty County Airport, Reidsville Airport, Claxton Evans County Airport, Nahunta Brantley County, Glynco Jetport in Brunswick, Georgia

These airport patrons' ability to safely fly into and out of their home airports unhindered will be affected during VFR and IFR flying conditions.

In addition there are nine (9) Victor Airways effected within this proposed airspace; Victor-1, Victor-3, Victor-37, Victor-157, Victor-179, Victor-362, Victor-437, Victor-441, and Victor-578.

This change would now create a continuous curtain blocking direct flight to the coast from most of Georgia's interior areas! Flying VFR following I-95 would be disrupted, flying along the Atlantic Coast would be disrupted! Flying to Savannah, Brunswick or Jacksonville, Florida would also be disrupted!

Certainly, as per regulations, pilots are allowed to fly VFR through active MOAs, but then you will be mixing it up with high speed military aircraft training for combat missions. IFR traffic will be delayed through the area when the MOA is "hot."

We don't want to deny the military the airspace to train to defend our country. But, at the same time this airspace has been theirs to use at designated time periods. And now with all of the cutbacks in the military's personnel, the demand for this airspace has been reduced, not increased! The present situation does not warrant the need for these changes to the national airspace structure!

Please, if you have never put pen to paper to voice your democratic opinion, do it now! It is imperative we don't let the government keep eating away at our precious airspace.

The Proposal is not a Rule Making decision; it is based on the FAA's opinion of what is needed. The only intervention to this is to write and show your opinion against this Proposal.

The time limit to voice your opinion on this proposed change is **September 15th, 1996**. This is the date your written notice of opposition must be received. Write your objections to this proposed rule to:

Mr. Benny L. McGlamery, ASO-530
FAA Southern Region
404-305-5570
P.O. Box 20636
Atlanta GA 30320

Mr. Benny L. McGlamery is the Manager of the Operations Branch, ASO-530. He is the contact person to voice your concerns to. The name of the proposed change is:

Proposal to Delete and Establish Military Operations Areas (MOA), 96-ASO-11NR

Respectfully Submitted,

Steven M. Teffenhardt
Editor-Atlanta Aviation Forum
Teffy68@aol.com

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Presidential Pitch

President Duane Huff

Oshkosh

Oshkosh '96 was a blast. My ten-year-old grandson, Matthew, and I took in the flight line from Warbirds to Ultralights. He even endured a technical counselor's forum with me. The afternoon airshows were the highlight of each day; Matthew seemed to enjoy the jets the most. I wonder if he really grasped the significance of being able to see Bob Hoover fly his engine-off routine again.

Tess, atthew, and I enjoyed camping with the other 690 folks who were still there when we arrived. The Coleman family and Bob Zahner were in their camper trailer and Steve and Mark Ashby were in their tent. Ask one of them to tell you of the night we didn't get much sleep. The "boys," including Steve, Bill, and Bob, had a great time riding the motorbike that Steve had bought for his boys.

Flyin' & Fishin'

The setting is a wilderness camp 30 miles north of Kenoa, Ontario, Canada. The camp is on a lake about 6 miles long and is reached by boat (there is no road to the camp). It was Saturday morning, August 17th and I was cooking French toast on a wood-burning stove. We were about finished with breakfast when I heard the sound of an aircraft engine coming toward us and low over the lake. I ran outside in time to see a white Super Cub on floats pull up and fly low over the camp. I recognized the plane as one owned by a friend who lives at a lake about 40 miles away. I listened as he circled out of site and hoped he would land. We ran down to the dock and moved the boat to give him a place to tie down. Soon he was taxiing into the bay, and after stopping the engine, floated up to the dock.

After visiting with Rev. Virgil Anderson and his passenger, I got to go for a flight. We taxied down the lake a long way and then turned back into the wind. With full power, it took a long time to get up on the step, but then we soon lifted off smoothly. Virgil let me fly for about 20 minutes and then took the controls for a greased-on landing. It was very exciting to fly in the float plane and see all of the lakes in the area. The Super Cub had a little heavier feel to the controls, but other than that, it flew like any other plane. [See photos elsewhere in this NavCom.]

Chapter 690 Members in the News

Congratulations to Fred Meyer, Joe Tate, and crew on the beautiful pictures and fine article in the August issue of Sport Aviation. It's on page 40. We are proud of you!

Sharing the Fun

In June, we had the privilege of giving some visually impaired preschool children an experience with aircraft. I recently received a letter from Lee Ann Billings, the BEGIN Teacher. Let me share part of her letter and some photographs [see elsewhere in this NavCom].

"We thoroughly enjoyed ourselves while we were at the airport. We wish that all of our experience trips were as well received by our children and parents. Your hospitality was very much appreciated."

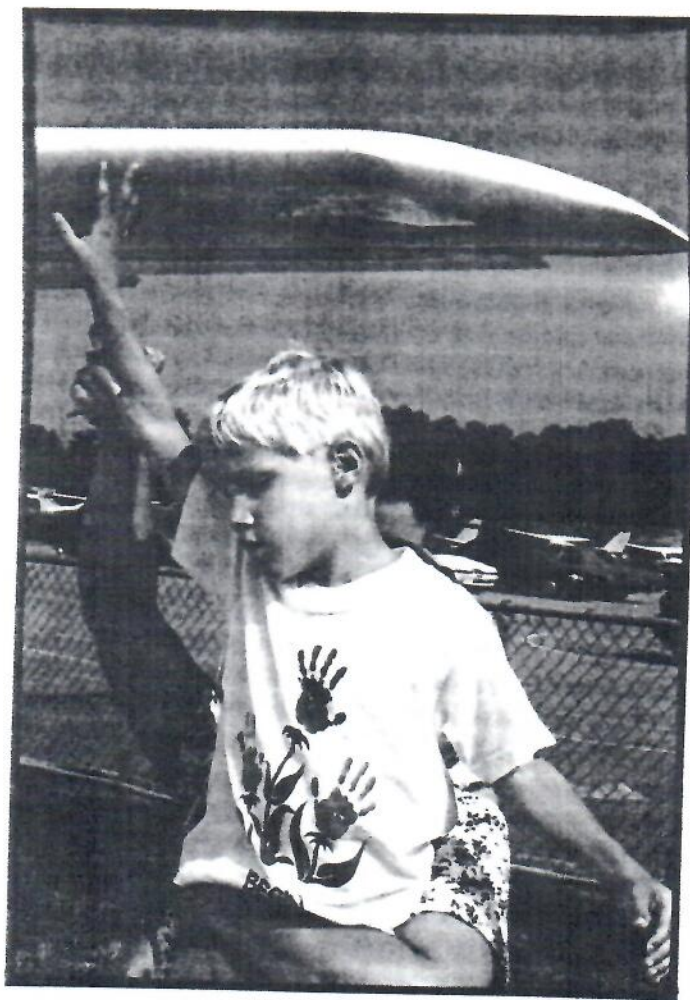
A Few Random Thoughts!

I miss the fly-outs that Chapter 690 used to conduct.

Would someone like to organize one or two for this Fall? Work will resume on the interior of the hangar when Frank Wilcox returns. The Biplane Fall Classic will probably dominate our September meeting. "I'd rather be flying..."—Have you flown a Young Eagle lately? I have a very special gift for all who attend our next meeting...!



Chapter 690 Hosts
the BEGIN Class of
**The Center for the
Visually Impaired**
(Encouraging Independence for 30 Years)



Chapter Calendar

September 14 (Rain date 15th)—Wings and Things Aviation Event "Pilots Day at PDK" Lower parking lot, 1954 Airport Road (PDK). Aircraft displays, fuel discounts, food, entertainment.

October 12—5th Annual Fall Biplane Classic. Gwinnett County Airport (LZU Twr) 7:30-5:30. Biplanes, Homebuilts, Warbirds, rides, food. "Odd-winged" aircraft welcomed, too. ALSO, both days, GPBC: pancakes, sausage, juice, coffee, FUN.

October 5 - Lebanon Muni (M54) Lebanon, TN. First Annual Southeast Regional Van's RV Fly-In. David Hudgins 615/286-2163.

October 5—Peachstate Airport (3Ga7) Williamson, GA. Fly-In & Dance. Fly-In: 10-4; Lunch: 12-2; Dance: 8-12. Music by Sentimental Journey Orchestra. For the Dance: Flight suits or period costume; NO casual attire! Must be 21 or over. 770-227-8282.

Note: We are looking for someone to run a Weight & Balance Seminar. Also, we need ideas for new events. Please contact me Greg Jannakos at (770) 995-3297.

NOTICE: THE NAVCOM NEEDS A CALENDAR EDITOR! This person would compile a monthly calendar of events that may be of interest to our chapter members. It would be most useful if this person had access to a computer so that the information could be saved digitally. If you are interested, please contact Jeff Boatright at 404/315-6869. This is a fairly light duty, but one that I no longer have the time to adequately fulfill.

Places to Go—Near and Far

Will's Bar-B-Que—Winder Airport Jeff Boatright & Wayne Whitaker

Sometimes you've got to go that extra mile to get good barbeque; other times, you practically fall into it. Such is the case with Will's Bar-B-Q. This mom-and-pop pig shack sits just south of the approach end of runway 31 of Winder Airport. I don't think the owners chose the locale because of the airport. Rather, I think they originally chose it because it's near the enormous mill just south of the airport. However, there doesn't seem to be any activity at the mill. Conversely, so many pilots have taken to parking at the end of 31 and taking the short path over the railroad tracks up to the backyard of the place, that the owners have mowed a parking area at the end of the runway and put up a genuine sign in the backyard welcoming pilots. This change in clientele may be the reason that Will's is only open Friday and Saturday. The place is pretty small, seating maybe 15 inside, but it has several tables outside in the shade of a large oak. I had the pork platter (\$5.75) and Wayne had the chicken. Both were great and in quantity. The Brunswick stew was tasty but greasy; the slaw was above average for a BBQ. Next time you're empty, fill up at Will's. N.B. Watch out for the recently-acquired attack dog. It tips the scales at 9 lbs!

The Sandpiper Beach Resort Sue Adams

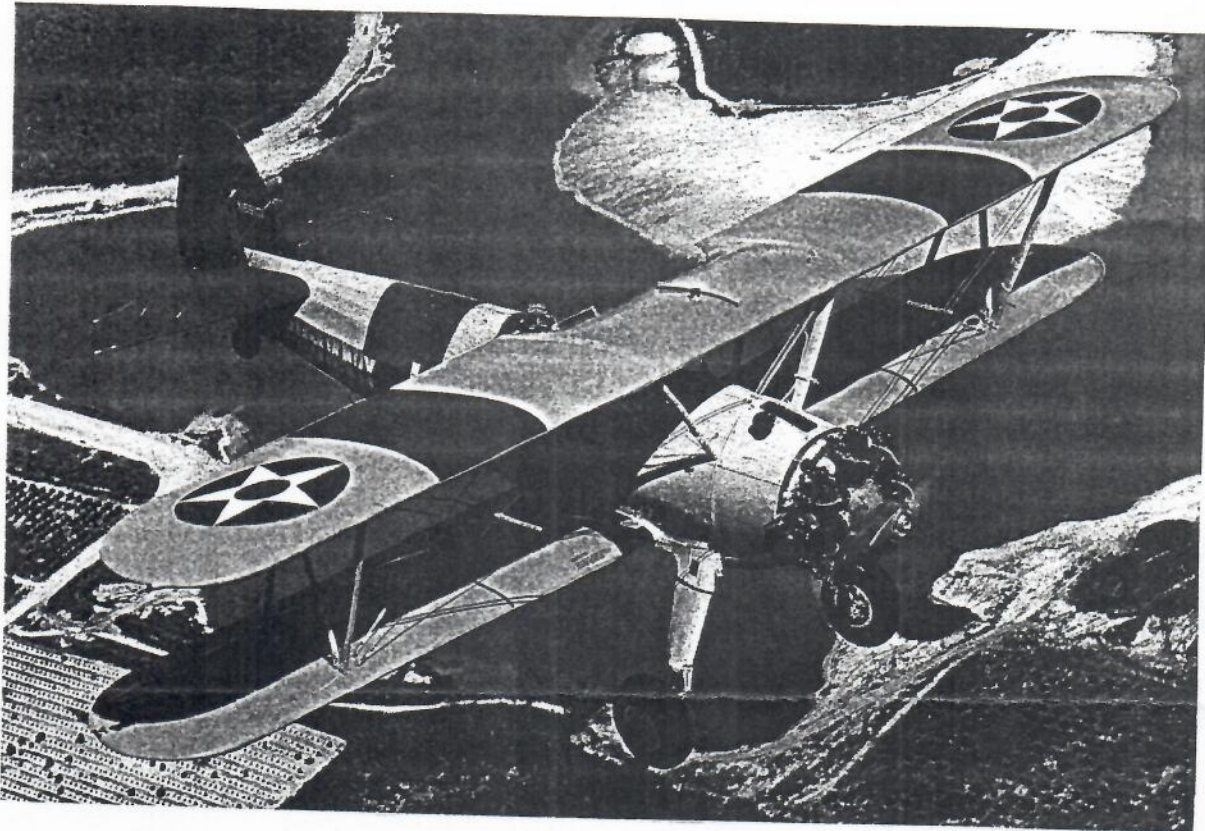
The Sandpiper Beach Resort is just 35 minutes from Tampa International. Directly on the side, white sand beach of the tranquil gulf of Mexico on Florida's West Coast. The Sandpiper shares the diverse cultural events and active night life of the Tampa Bay Metropolitan Area.

It's a private beachfront resort with an unhurried, casual ambiance, a tradition of person-to-person service, and the attention to detail demanded by a discriminating clientele. Hotel rooms are in a modern, six-story building overlooking the Gulf of Mexico. All rooms feature two double beds, remote control TV, coffee makers and toasters. Most have private balconies, refrigerators, and wet bars. Suites are equipped with full kitchens and separate living rooms with sofa beds. Penthouses include dishwashers, separate dining rooms, two bedrooms with bath, and private rooftop patios. Rates range from double room \$70-91, suite \$84-278, penthouse \$326-374.

Activities include handball, racquetball, squash, swimming, golf, and tennis. All of this supplements the uninterrupted 7 mile beach and outdoor pool. The resort has several eateries that range from fine dining to pub fare.

When making reservations (800-237-0707), be sure and arrange for pickup from the airport.

5TH ANNUAL BIPLANE FALL CLASSIC



GWINNETT COUNTY AIRPORT

LAWRENCEVILLE, GEORGIA

Saturday, October 12, 1996

7:30am - 5:00pm

**Bi-Planes - Homebuilts - Warbirds
Bi-Plane Rides**

Pancake Breakfast - Bar-B-Que Lunch

Sponsored by EAA Chapter 690 - Gwinnett County Airport

**For more information contact: Steve Ashby (770)413-7112
or David Posey (404)220-2732**

Briscoe has Pilot Supply Store

Sue and Terry Adams, SNJ-6, 328G & PA-28R-200, 4363F

The new Pilot Supply Store, located in "The Flight School" building near the airport main entrance off of Rte. 316 boasts about its customer service in satisfying the needs of pilots. In browsing the shelves, you will find a full line of Magellan GPS, ICOM hand-held transceivers, and a complete line of David Clark Headsets and accessories to name just a few items.

For those who travel, The Pilot Supply Store stocks NOS charts for the Eastern US, Bahamas Pilots Guides, chart binders, as well as a complete line of navigation plotters and computers; all in-stock house items.

Working on another rating? There is a wealth of study materials including ASA, Gleim, Kershner, Thom, and FAA publications, to mention only a few.

For yourself or that special other, there are gifts galore. From hats and tee shirts to sunglasses and novelties. Stop in. If you don't see what you need, ask. I did, and I'm greatly satisfied.

Jesse's Pilots Lounge

Now we know why Jesse has taken so long to finish his RV6A and we know where he studies the plans!



Sue Adams waiting until nobody is watching before she snags some food at the Kuntz Post-Oshkosh party.

Scenes from the Post-Oshkosh Party at the Kuntz Home

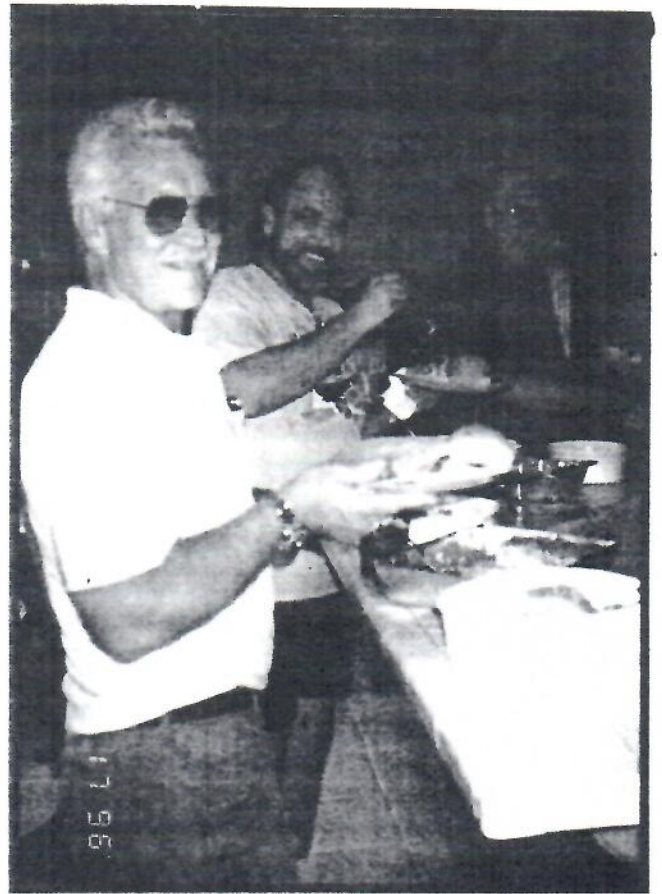
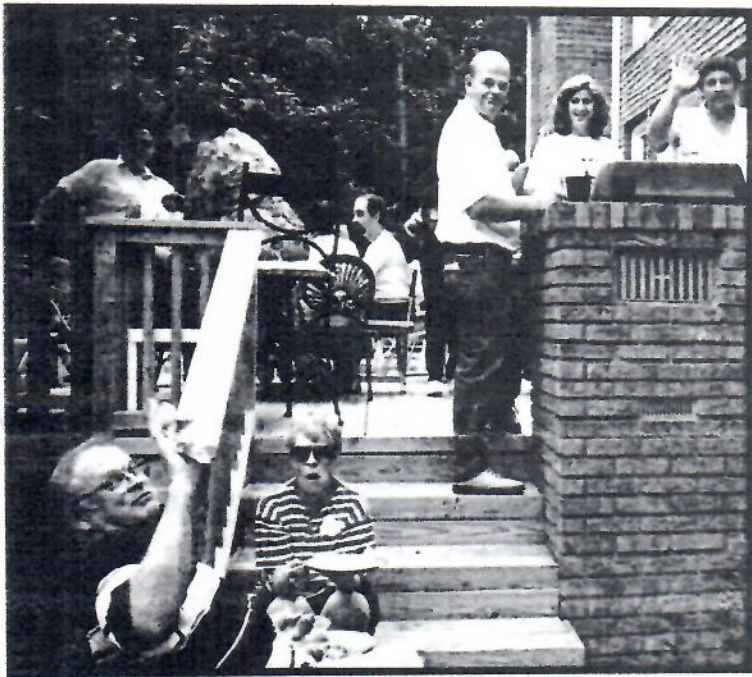
The Segos, Stalcups, and Schnars enjoy good food and company.



Joel Levine tries to convince Reinhardt, Greg Jannakos, and some other innocent that it really will run on Pepsi.

MORE...Scenes from the Post-Oshkosh Party at the Kuntz Home

Caught in the act! Terry Adams and Frank Settle show a new member how it's done.



Part of the crowd at Hacienda Kuntz.



The Schonmeyer's, Barnes, and Confers found a shady spot.

FOR SALE

For Sale: Van's RV-6A Empennage & Wing Kit:Wing inc. factory-assembled main spar. All plans and assmby video tapes incld. \$4200; Garmin 55 AVD GPS Receiver: Yoke mount with est. power plug, remote antenna cable. \$500; HobbyAir Power Fresh Air Respirator: Single mask system. Never used. 50' airline. \$275; All For Sale by Alan Langford, 339-3674

For Sale: 1968 Cessna 150, 230 hrsSMOH Approx. 5700TT, AT-50A XPDR + ACK Mode C; Intercom, ADF, MK-12B (360) King KX-145 (720), Audio panel/MKR BCN REC, Wheel pants - red & white, has lots of TLC; 7/95 annual - \$15,500 Firm, N50132 - based at Lenora, Reason: Need full 4 place; Ken Sharp (770) 979-4233 (H); (770)750-6025

VARIEZE, 90% complete rebuild, O-200 300 SMOH. Warnke prop, IFR instrumentation and radios. In law school, no time to finish. \$7950 firm. Terry @ 404-257-8794.

Wanted: Challenger II or Rans S-12. Bobby Hester
<hester@hop-uky.campus.mci.net>

COZY 3-seat project, 45% completed. Wings, canopy, wheels, canard done. First layer of micro part sanded. Builder died; widow will sell for \$14,000 OBO. Also, RV-6A wing kit still in crates. Paid \$3245 new. Will sell for \$2500 OBO. Both located in Atlanta-Alpharetta. Call 770-740-0606.

September NavCom Honor Roll:

Larry Bishop
Duane Huff
Wayne Whitaker
Sue & Terry Adams
Lnor & Joel Levine
Frank & Margaret Wilcox

Maybe YOU next month?

The NavCom needs submissions! If you have any news, a story to tell, etc., please drop us a line! Jeff Boatright (404/315-6869) or Wayne Whitaker (404/296-6883)

Return those Chapter Media!
Barney Barnes needs your help. He is attempting to inventory all the Chapter videos, books, and other media. PLEASE! Check your home libraries for items you may have borrowed long ago and have forgotten. We are shy MANY videos and some books!

Oct. 12—5th Annual Fall Biplane Classic!

Newsletter of EAA Chapter 690
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The NavCom