

MARCH 1988

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:

PRESIDENTS MESSAGE

Response to the March 19 EAA breakfast has been surprisingly slow from the metro area. Joel has made a mailing to EAA members outside the metro area and hopefully response will pickup. We need the support of all 690 and 268 chapter members to help make the event a success.

A long time valued member is leaving 690. Tom Ferraro has accepted a company move to Dallas TX. Tom, thanks for the things you have done for 690, we will miss you.

Congratulations to Bob Barton and Henry Warner. Bob's Sonari is awaiting FAA inspection and First Flight. Good luck Bob. Henry has purchased an airplane and is back in the sky. We look forward to seeing these aircraft at our Air Fair!

Don't forget to give or send your 1988 dues to Donna Forbes. As in the past, after March we will delete non dues paid members from the mailing list.

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.

RV-4, 116 TTA, 116 SMOH on O-320 E2D (150 hp.), fresh annual, terra TXN-960 (720 Channel) with built in OBS, vertical card compass, vacuum pump, T&B, EGT, CHT, VSI, Great American prop, asking \$19,000. Contact Frank Wilcox 469-9323.

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

NOTICE

Our Air Fair will be held at Stone Mountain Airport instead of Gwinett Co. as originally scheduled.

FLYING THE MAIL

A very special treat for our March meeting, Fritz Schwaemmle will be with us to share his many experiences as a true pioneer in aviation.

From solo in 1923 to his retirement as Delta's Director of Public Relations, Fritz flew everything from Hisso Jennys to Delta's big airliners -- and, obviously did it very well. He only crashed five times! (None of them with Delta)

As a mail pilot, Fritz wore a parachute, "but rarely got up high enough to use it!" It was rumored that he flew in one door and out the other in a fashionable Florida house living room once -- says Fritz, "you know I wouldn't do that".

A special evening with a very special aviator friend. You will not want to miss this!

Mac Forbes

EVENTS // FLYINS

March 11, Chapter meeting. Program will be "Flying the Mail"

March 19, All Chapter EAA breakfast with Paul Poberezny. (\$10.00)

May 14, Air Fair at Stone Mountain airport.

Dues and/or EAA breakfast reservations:

Donna Forbes
4002 Mansion Dr.
Marietta, GA 30062

Dues (\$12.00)



experimental aircraft association

WITTMAN AIRFIELD, OSHKOSH, WI 54903-3086 • PHONE: 414/426-4800

February 24, 1988

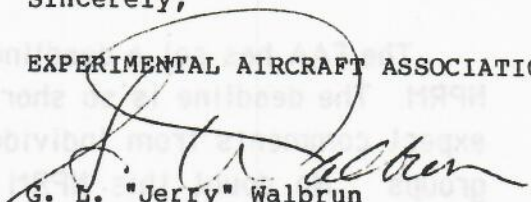
Dear Chapter Presidents,

Last Friday the FAA issued one of the most far reaching and restrictive Notice of Proposed Rulemaking (NPRM), under NPRM Docket No. 25531, "Transponder with Automatic Altitude Reporting Capability Requirement and Controlled Airspace Common Floor." EAA is developing a position paper on this and will be sending a copy to you in the near future. Because of the disastrous effect of this proposed regulation, we are recommending that you call a special meeting of your Chapter. The FAA has set a deadline of March 28th for comments. Since the deadline is so short, it is evident that the FAA does not expect many comments from individuals. Also note that the FAA has not issued any information to pilots on this NPRM. The only reason your EAA is able to alert you is because each day we go through the trouble of reading the voluminous Federal Register to send out just this kind of bureaucratic action.

We are attaching a copy of the first page of the Federal Register report on this subject as well as the confidential report from David H. Scott, your EAA representative in Washington, DC. We are also taking the opportunity to attach, for your review, two maps - one with the present TCA system and one with the proposed control systems and how the impact of the new regulations will effect your flight opportunities.

Sincerely,

EXPERIMENTAL AIRCRAFT ASSOCIATION


G. L. "Jerry" Walbrun
Chapter Executive Director

GLW:skb
encs.

cc: Chapter Secretaries

DAVID H. SCOTT

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Report for the Week Ending February 20, 1988

NPRM ON TRANSPONDERS The FAA has issued a Notice of Proposed Rule Making, 88-2, Docket 25531, that will have a profound effect upon personal flying if all of its proposals are enacted. This NPRM includes three important features.

1. All aircraft operating above 6000 ft AGL must have a Mode C transponder.
2. All aircraft operating within 40 miles of an airport that has radar service must have a Mode C transponder. The FAA lists some 255 of these airports which almost cover the country with their 40 mile radius.
3. A floor of 1200 ft AGL will be established all over the United States as the base for controlled airspace. This means that the minimum visibility of one mile for VFR operations in uncontrolled airspace is eliminated and the uniform minimum of three miles visibility will now be uniform throughout the United States.

The FAA gives its reasons for this action on the basis that Congress provided for increased use of Mode C transponders through the 1987 Continuing Resolution Bill passed just prior to Christmas of 1987, and the Airport and Airway Safety Expansion Act of 1987. Also the FAA says that Mode C transponders are needed for all aircraft to make their TCAS anti-collision system work.

The FAA has set a deadline of March 28, 1988 for comments on this NPRM. The deadline is so short that it is evident that the FAA does not expect comments from individuals but only from the organized aviation groups. No doubt this NPRM will be endorsed by the Air Line Pilots Association, the Air Transport Association of America and the National Business Aircraft Association. The General Aviation Manufacturers Association will press for modifications of these requirements.

Although it will be futile for the general aviation groups to flatly oppose this NPRM because of the mandate from Congress and the support of the airline industry, still it may be possible to ask the FAA for some relief for aircraft that do not have electrical systems that can support a transponder such as sailplanes, aerobatic and home built aircraft and the many antique and classic aircraft