

CHAPTER 690

NAVCOM

October 1996

Biplane Fall Classic!

It's that time of year again! The air has a nip, the leaves are turning, and **BIPLANES** are converging on Gwinnett County. This year's event starts with the traditional **pancake breakfast at 7:30 AM, Saturday, 12 October, 1996** in front of the Chapter 690 Hangar. As I write this, a work crew is cleaning the hangar and surrounds and semi-final preparations and organization are underway.

As in years past, we have a large number of biplanes (est. 20-40) and other nifty craft scheduled to drop in. The **Georgia Civil Air Patrol** will be helping to park those planes, relieving us of a lot of work. Additionally, the tower will hold **biplane ride operations on the old runway!** We'll have a lot more action up close and personal. To top it off, those who buy rides will be driven to the flightline in **Steve Ashby's 1930 Ford Model A** (just like last year). There may be additional period vehicles.

As opposed to previous years, we are doing well in filling volunteer slots. **Assignments will be finalized at the next meeting which is this Friday (11 Oct.), 8 PM at the hangar.** (Don't worry, auto parking will be in 2 hour rotations only this year!) In addition to this last bit of organization, **David Posey** will present an EAA film.

From his announcement to me:

TIME FLIES: A WARBIRD JOURNAL will be the program for the next regular meeting of Chapter 690. This film was made during the 1995 Victory Tour of EAA's B-17, **Aluminum Overcast**, on the tour stop at Briscoe Field. **Many of our members appear in the film.** Jennifer Cruce, one of the producers, has graciously provided a copy for the Chapter 690 library."

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Presidential Pitch

If you missed last month's meeting, you missed another great program. Ron Alexander's slides and the description of his flying background and military flying experiences were outstanding. He then took us through the restoration of his DC 3. At the break and at the end of his program we talked about having the Alexander workshops at our facilities. As host, Chapter 690 members would have an opportunity to attend the workshops locally and some income would benefit the chapter. I will pursue this matter later this year.

Sunday afternoon September 15 I had the privilege of flying five Young Eagles. It was a beautiful afternoon and the airport was busy, so a lot of time was spent waiting for traffic. This was a good time to show them the controls and instruments. Larry Bishop helped by flying a Young Eagle and some Old Crows. Thanks, Larry. Remember, when you fly Young Eagles, turn in your paper work to Bill Coleman, our Young Eagle Coordinator.

Last Saturday (the 21st), after a meeting of chairmen for the Biplane Fall Classic, an impromptu 690 Fly-Out developed. Steve Ashby in his Skyhawk, Larry Bishop and Frank Wilcox in Larry's Mooney, and David Posey and I in the Chief flew to Winder for a BBQ lunch. (Yes, David got his big frame fitted into the airplane and had the time of his life flying an "Award Winning Chief"). To reach the BBQ

President Duane Huff

place in Winder, taxi to the end of 13, park in the grass and follow the path across the tracks. This restaurant is only open on Fridays and Saturdays. I hope to see more of such happenings around the Sport Aviation Complex. Stop by and find out what is happening other than at meeting times.

Plans and preparations for the Biplane Fall Classic seem to be coming into place. Our regular monthly meeting on Oct. 11th will be primarily preparation for the Classic the next day. (Although David Posey also has a video to show that you will not want to miss). David still needs volunteers. If enough of us volunteer, each one can work a few hours and then do whatever they want the rest of the day. Many thanks to Steve Ashby and all his chairmen for the work they have done in organizing this important event for our chapter.

Thanks to all who have recently contributed to the completion of our hangar. Frank's report will tell you what has been done and list some short term projects that are needed. We have a beautiful new home and I think we need to make everything in the hangar as nice as possible. So I hope you will pitch in and help where you can. We need to keep up the good work. Chapter 690 is a great chapter; aren't you glad to be a part of it.

Board of Trustees Report

Frank Wilcox

Now that summer vacations are history and cooler weather has arrived we will continue our work at the hangar. This is roughly divided into two specific programs. The first is the continuation of planning followed by construction of storage facilities, the food preparation area, lounge and technical library. The second is the renovation of our equipment such as tables, chairs, grills and storage cabinets.

Planning of the interior configuration is progressing well. Linda Kuntz has prepared preliminary layouts of three floor plans. At the next review of this work with Linda a list of required materials will be developed. These will be costed, reviewed by the Trustees, and presented with recommendations to the Board of Directors for consideration.

In the meantime work is continuing on projects currently authorized. The base cove molding for the sheet rock walls has been installed by Bob Zahner. Thanks Bob. This completes the "wall hardening" project. Next will be the construction of the 2nd level storage area. Most of the material is on hand to complete this project. Though time is short a major effort will be made to complete this before the Biplane Fall Classic. This will not only provide planned storage for chapter equipment, but will clear the hangar

floor area of this material.

A refrigerator/freezer donated several years ago by Harold Stalcup has been moved to the hangar and is operating —smile Mike North. We also have a small two-burner propane hot plate donated by Ken Sharp. Smile again, Mike. This was something you requested. Both of these items need some exterior clean up and paint. This type of renovation - repair, clean up and paint - is needed by much of our equipment - chairs, pancake/sausage grills, tables, speaker stand, aircraft chocks, and trash compactor.

Two work days have been planned. On Saturday October 5, in preparation for our big event of October 12th, we'll have a general Clean-up Day. Some of the equipment renovations listed above may also be done on that day. On Saturday October 26th we'll have another Work Day to continue the equipment renovation and continue work on the approved improvements to the hangar. Put these dates on your calendar and plan to come on one or both days. Bring your lunch and your radio or TV to keep up with the big games and we'll make some real progress toward having the best EAA chapter hangar in the country.



With my employer giving me an extra 5 days of vacation during the Olympic games, it didn't take long for us to decide to travel to Oshkosh. Theresa and I figured we'd beat the Atlanta heat, have a great time looking at airplanes and avoid all the horrible Olympic traffic grid-lock.

So, in late July, after two days towing a 24-foot travel trailer and stopping every hour and a half to either feed the baby or the gas tank, we arrived Sunday evening at Wittman field. The campground quickly earned the nickname "Mudkosh." It was raining as we arrived, as it had done for the last two weeks. The campground had turned into a sea of mud. The Oshkosh security force allowed us to enter, but we promised to park on the gravel roadway overnight.

The rain and darkness made it difficult to navigate. After backing the trailer out of a dead-end, we settled for a nice spot on Oak Road. Theresa and the kids had stayed in the trailer while I ran around trying to find a good campsite. Paul's wood was completely full, so I marked off a spot about 50 feet from Alan and Sherry Langford's camper in the field to the south. By the time I returned, I was soaked to the skin, with an inch of mud on my shoes.

Monday, the kids stayed in the trailer while I made hourly trips to the campsite to see if it was dry enough. After my second trip, I decided to move to another site a bit further away. It proved to be a good move. The original site didn't dry out for another two days.

About 10 am on Tuesday, the sky was threatening rain again, but I was determined not to spend another night out on the road. Two of the three entrances to the south field were closed due to excess mud. I put the Bravada into low gear and kept moving. No problem. The site became our home for the next week. About an hour later, it began to rain.

We met up with Alan and Sherry and another couple, and we planned to take in the Air Adventure Museum that afternoon. Although our Oshkosh weekly pass was SUPPOSED to be good for free admission to the Museum, that didn't apply until the convention opened on Wednesday. So, we returned Wednesday.

Weather for Thursday and Friday improved greatly.

Lots of sun, but not terribly hot, with a nice breeze in the afternoon. Theresa and I packed up the kids and supplies in our red wagon and trailer. We'd stay out most of the day attending forums or just walking the flight line. We met a lot of interesting people inquiring about our wagon train.

The most interesting sight at Oshkosh was Burt Rutan's Boomerang. Hearing Burt describe how he "optimized" a light twin to come up the design made a lot of sense. It still looks funny.

Our immediate neighbors were a number of families from Marshalltown, Iowa EAA chapter 675. They had imported several hundred pounds of split wood and each evening we would all gather around the fire. They graciously adopted us and we spent several pleasant evenings warding off the Wisconsin chill around the fire.

Just behind our campsite was the J1 roadway, which didn't dry out until late Friday. For amusement, we'd watch the Humvee pull someone out of the mud several times a day. At one point, the Humvee got stuck, and they had to use a John Deere tractor to pull it out.

One of the new additions at Oshkosh was the "Huggies Hangar." Just outside the Theatre in the Woods, Kimberly-Clark had donated a bunch of playground equipment. This was Kate's favorite part of Oshkosh. Seems she never wanted to leave the playground, especially not to go look at airplanes.

Friday, Bob Zahner, Steve and Mark Ashby arrived. The Ashby's pitched a tent outside, and our campsite was now quite a busy place. The rain wasn't finished with us yet. Sunday's airshow got rained out, and the rain was intense enough to flood the Ashby tent. They spent the night in the trailer.

During the rain, we took in the sights at Pioneer Field. I found the new Wittman hangar the most interesting. Barely 15 feet apart stood both the prototype Tailwind its direct ancestor "Buttercup". These two aircraft are largely responsible for the sport aviation movement we know today. The Tailwind was the first homebuilt experimental design to be approved to carry passengers. Where would Lancair, Glasair, Van's Aircraft, et al be today if it weren't for the work

Continues next page—>

Chapter Calendar

We welcome **Joe Reed** as the new NavCom Calendar Editor. The results speak for themselves. Thanks, Joe!

Oct. 11- Chapter 690 monthly meeting at LZU Chapter Hangar 8 pm. Film: *TIME FLIES: A Warbird Journal* will be the program for the next regular meeting of Chapter 690. This film was made during the 1995 Victory Tour of EAA's B-17, **Aluminum Overcast**, on the tour stop at Briscoe Field. **Many of our members appear in the film.**

October 12 - Lawrenceville/Gwinnett Co. Airport (LZU). Chapter 690 5th Annual Biplane Fall Classic! 7:30 am - 5 pm. Biplanes, Experimentals, Warbirds, Antique Autos! Pancake breakfast, BBQ lunch. 770/413-7112 FMI.

Oct. 11-13 Evergreen, Ala-South-Eastern Regional Fly-In, S.E.R.F.I. '96' at Middleton Field (39J). Sixth annual event to feature aerobatics notable Duane Cole. Exhibits, workshops, Fly-Market. Camping on field plus Saturday and Sunday morning pancake breakfasts. Call Bubba Hamiter at (334) 765-9109 for information.

Oct. 11-13 Thomasville, GA-Thomasville Aviation Club's 29th Annual Fly-In at Thomasville Municipal Airport (TVI). Call Ronnie Bozeman at (912) 226-4653 or Irv Nesmith at (912)-226-4753 for information.

Oct. 12 Cartersville, GA-Ninth Annual CPA Fly-In at Air Acres Museum (VPC). Pancake breakfast and lunch beginning at 9AM. Call Bob Hite at (770)-382-8299 or Lil at (770)-383-9800 for information.

Oct. 19 Collegedale Pilots Club monthly Fly-In breakfast at Collegedale Airport (3M3). Call airport at (615)-236-5008 for more information.

Oct 19 Lewisburg, TN-Fly-In breakfast at Ellington Airport (LUG). Call Clay Derryberry at (615)-359-5001 for information.

Oct. 19 - Chattanooga, Tenn.- Collegedale Pilots Club monthly fly-in breakfast at Collegedale Airport (3M3). Call the airport at (615) 236-5008 for more information.

Oct. 19 - Lewisburg, Tenn. - Fly-in country breakfast at Ellington Airport (LUG). Call Clay Derryberry at (615) 359-5001 for more information.

Oct. 19 - Sebring, Fla. - EAA Chapter 803 fly-in breakfast or brunch and static display at Sebring Regional Airport (SEF). Call Frank Whittam at (813) 735-2269 for more information.

Oct. 19-20 - Augusta, Ga. - Boshears Memorial Fly-In at Daniel Field. Theme is "Single Engine Aircraft and Experimental Aircraft." Cash prizes in each category. On-field camping. Call David Fields at (706) 724-3543 days, (706) 863-0154 nights for more information.

Oct. 20 - Russellville, Ala. - Monthly fly-in at Russellville Municipal Airport (M22). Call Hans Pauli of Quad City Aviation at (205) 331-9000, 332-9906 or 486-3170 for more information.

Oct. 26 - Dayton, Tenn. - Rhea County Civil Air Patrol monthly fly-in breakfast at Mark Anton Airport (2A0), 7:30-11 a.m. Call Wanda Fulmer at (615) 775-8407 for more information.

Oct. 26 - Burgaw, N.C. - EAA Chapter 297 Fly-In and lunch at Stag Field to honor 50th anniversary of Cessna 120/140. All invited. Lunch at 12:30 p.m. Runway 11/29 is grass, 3,000 feet. Airport formerly called DeBose and Wells, located 12 nm on R-012 from Wilmington (ILM) VOR 117.00. Call Bill Mathis at (910) 675-3927 for further information.

Nov. 2 - Winchester, Tenn. - EAA Chapter 699 monthly fly-in breakfast at Winchester Municipal Airport (BGF). Call Scott Scarborough evenings or weekends at (615) 967-1991 for more information.

Nov. 2-3 Lakeland, FL -Sun'n Fun Wings'n Things Fly-In. Call (813)-251-1820 for information.

Dec. 7-8 Lakeland, FL-Christmas Fly-In. Call (941)-676-0659 for information.

Mudkosh continued

of Steve Wittman?

Monday afternoon, Steve Ashby returned from the Ultralight flightline with an unusual toy. Seems he'd bargained someone out of a Honda trail bike. Steve, Mark and I took turns riding it around the campground. Although we offered to let Bob try it, he let us know it was beneath his dignity.

Our last night at Oshkosh the weather played its final trick. We'd all gone to bed, but it was still hot in the trailer, despite the steady breeze outside. In fact, it was windy enough that the trailer canopy kept going clank-clank and the trailer rocked a bit. About 2 am, I got up and went out to check to see if the canopy was tight. As I came back in, Bob asked me if I needed help taking it down. "No", I said, "I just wanted to make sure it was secure." Ten minutes later, Bob and I were rolling up the canopy. With the clanking noise gone, we both found we could go to sleep.

That sleep was short. At 5am, the Oshkosh police woke us up. The wind had picked up a bit. Apparently, a strong storm

was working its way toward the airport and winds in excess of 65 mph were predicted. The police informed us that if we wanted to keep any of the gear we had stowed outside, we had best pack it up or tie it down.

We hurriedly packed up everything we could. As we worked, Steve began to get worried what the winds might do to the trailer. At 5000 pounds with all the people and gear inside, it was going to take a LOT of wind to move the trailer. Theresa and Steve agreed we ought to seek shelter in a more permanent building.

We drove up to the first aid station and waited about 15 minutes. The storm cell had made a turn out into Lake Michigan, so it no longer threatened the airport. Well, at least we were packed up and ready to go in the morning.

Tuesday, we dropped Bob off at Milwaukee airport and proceeded home much the same way we had come. Oshkosh 1996 may be gone, but we brought back memories that will last a lifetime.

Chapter 242 Picnic / Fly-In

Jeff Boatright

Wayne Whitaker and I were invited to the picnic / fly-in that Coke Darden hosts every year for EAA Chapter 242 (Columbia, SC). Coke has a fairly eclectic collection of vehicles. In addition to the DC-2 (one of two flying in the world) shown here, he has a Meyers OTW (all metal WWII training biplane), a Douglas Dolphin (WWII amphibious patrol plane; only flying example in the world), a Lockheed 12A, and Spartan Executive. Several rare autos are strewn about the grounds, the strangest being a Messerschmitt 3-wheeler. His private airstrip is 3000' x 200' and I've played fairways in Atlanta that were in worse shape. The only problem with the strip is that the surrounding pine trees are **really tall**. The ground rises up to the airstrip, so the pines at the ends are actually much higher than those further from the airport. The result (on the blustery day we visited) was several exciting short finals. One Cub was so low that people in the crowd were shouting "Pull UP! Pull UP!" He cleared the last pine by less than a wheel diameter! Many thanks to Chapter 242 for a fun afternoon and a special thanks to Jean Edwards for the invite!

The front office of Coke's DC-2



This RV-4 just made it over the pines.



DENNIS KAAS AND HIS WHEELER EXPRESS

by Wayne Whitaker

Completing the construction of your own flying machine is a relatively rare event. We've all heard the estimates comparing how many projects are started versus how many get completed. Building even a simple aircraft from a kit is a daunting project that requires a lot of dedication and hard work. Imagine building a kitplane whose manufacturer has gone bankrupt—not once, but twice—leaving you without manufacturer support, without even a complete instruction manual, and you are among the first to start building your particular kit. That's what Dennis Kaas faced as he worked on his Wheeler Express.

In fact, the first bankruptcy of Wheeler caused Kaas' project to go into hiatus for over a year, not long after he started construction in June of 1990. Dennis had received the wing kit and was working away when the Wheeler company demonstrator aircraft crashed. That unfortunate event didn't dampen his enthusiasm for his aircraft, but the firm's ensuing financial troubles meant the rest of the assembly kits weren't available. Dennis threw a tarp over what he'd completed so far and waited for the legal dust to settle.

The kit company was bought out of bankruptcy eventually, and production resumed on various airplane parts. Dennis quickly pulled the tarps and resumed work. He was glad to be getting parts for his project again, but disappointed to learn that the various construction manuals weren't completed. Instructions for the wing had been pretty good, Dennis said, and he was looking forward to similar quality when he tackled the fuselage and other components. He continued building, with a lot of technical problems both large and small, to figure out on his own. By the time the factory got around to publishing the rest of the builder's manuals, Dennis was already finished with the fiberglass part of construction.

Another hurdle Dennis faced was working without much assistance. At the start of his project he'd hoped to have his son working with him. But with all the responsibilities that a young family brings, the son finally had to tell his dad that he just didn't have the time to spend building an airplane. So Dennis built solo, in the strictest sense of the term. Besides building the airplane, he had to engineer ways to move, attach, and re-attach large assemblies, like the wings or engine, by himself.

He did receive some assistance in the form of been-there done-that advice from other builders, especially one fellow Express builder way out in Oregon, Ed Bernard. Dennis speaks with great respect and admiration for all the technical advice he got from Ed. In fact Dennis even flew to Oregon at one point during construction to see what Ed's project looked like and get some building advice in person. He also made two trips to Tacoma, Washington to observe the construction of the latest Wheeler demonstrator.

90 percent complete, 90 percent to go...

Typical homebuilders begin to fancy themselves nearly finished with a project once the basic structural portion is complete, and all those parts start looking like an airplane. That's when two time-consuming installations cause them to rethink that completion date: the engine and the instruments.

Dennis admits he'd never thought much about engines before the Wheeler came into his life. When the time neared to install his own, he began spending a lot of time under various cowlings, seeing how others had done the job, from factory planes to other experimentals. The view under the cowl of Dennis' project proves he learned everything he needed to know about engine mounting. His is a very tidy and elegant installation.

Besides the problem of how to install the engine,

the other dilemma was where to get one, and exactly what to buy. Used? New? Remanufactured? Dennis finally settled on a hot-rod version of the trusty Lycoming IO-360. A standard injected 360 is rated at

200 horsepower, but Dennis' has high-compression pistons originally designed for helicopter applications. With these pistons his 360 is putting out approximately 225 horsepower. The only downside to using this powerplant was that the FAA assigned him a 40-hour restriction because the engine wasn't "stock." Of course, the additional cruise and climb performance more than make up for that minor inconvenience.

The view of the panel from the pilot side is one of harmony, attention to detail, superb craftsmanship...

That other big building hurdle, the instrument panel, was approached by Dennis in a very careful and methodical way: he had photos of instrument faces made, and pasted them in various configurations until he found one he really liked. The view of the panel from the pilot side is one of harmony, attention to detail, superb craftsmanship, plus clever tricks that will save time and aggravation later, like a leather-covered glareshield that lifts off for easy access behind that complex panel. I got a glimpse of the inner workings while Dennis completed final assembly of the Wheeler in his hangar, and the complexity of the IFR-capable instrumentation is intimidating. After witnessing that array of wires and tubing, I had to wonder how it all worked the first time he flipped the master switch. Dennis said everything functioned fine except for a bit of rewiring on the localizer and glideslope. His experience as an electronics technician while in the Navy was obviously put to good use.

Flying it

After an estimated 3500 hours of construction time (he spent eight months on that show-quality instrument panel alone), after promising himself that it would be ready by September for three years in a row, Dennis had the FAA inspection signed off by Memorial Day of 1996. Then he began a long series of taxi tests to check on various systems, especially the brakes, which had caused some problems in early versions of the Express. He had no difficulty with his, and so proceeded to fast-taxi testing on Gwinnett's longer runway. The 25 mph test went well, so did the 50 mph. As is the case with many builders, on the third run he discovered his Express wanted to fly. And he let it, taking off and circling north of the field for a while. There was only one minor squawk, high oil temps, which is a tribute to careful construction, especially with a relatively complex flying machine like an Express.

In an effort to remedy the hot oil problem, he moved the oil cooler twice, built a NACA duct, then covered the duct with a scoop. But things were still a little too warm under the hood. Yarn tuft testing showed poor airflow into the scoop. So he built an air plenum in front of the cooler, and replaced the 3-inch hose that ran from the intake duct to the plenum with a 4-incher. He was then able to remove the scoop and keep his oil temps in the green, around 195 degrees in cruise and maybe 215 in a steep climb.

The only other problem with this experimental aircraft, which Dennis estimates is only the 15th edition to have flown, was a crack in the exhaust pipe on the number four cylinder. That crack has been rewelded and braced, and Dennis plans to keep an eye on it. All in all, an amazingly short list of problems, and again, a tribute to quality construction.

Jeff and I were going flying one morning recently and we

noticed Dennis was rolling out his Express, destination Hilton Head. I asked him how long it would take to get there and he said, with a sly smile, "About an hour." That's some serious cross-country capability, and Dennis is obviously pleased with the performance of his slick white speedster.

A trip to Ocala, Florida, demonstrated typical speeds for the Wheeler: Dennis cruised at 12,000 feet, running the Lycoming at 2500 rpm and 19 inches MP. He saw about 175 knots true (201 mph) cruise, burning 9.1 gallons per hour. At economy cruise of 2300 rpm and 21 inches, he's still doing 140 knots true (161 mph) and burning barely over eight gallons per hour. VNE is 215 knots (247 mph). Dennis has seen 200 knots in his, and reports that the controls stiffen noticeably at that speed, an effective warning to the pilot that he's approaching VNE.

The other side of the performance envelope is also impressive: He flies a pattern using about 100 mph on downwind, 90 on base and 70 over the numbers. Stall is a mere 60 mph indicated, power off, without flaps. I expected the Wheeler to be fast, and it is, but its pleasantly surprising benign stall and landing behavior sets it apart from some of the other "plastic fantasies." As with those other low-drag designs, the Express doesn't want to slow down, but by planning ahead, descents can be managed without excessive speed build-up. Dennis usually returns to earth from the upper atmosphere at 150 knots, slowing gradually as he approaches the field.

Another amazing feature that sets the Express off (besides the engine and instrument panel installations, which are both immaculate) is the room inside. This is a true four-place-and-luggage airplane. The baggage space behind the rear seats has to be seen to be appreciated.

One of the few, one of the proud...

What Dennis Kaas has wrought is a fast, beautiful, versatile aircraft that's a joy to fly. It's easy to understand why Dennis is happy with the way his project turned out. What takes a little more time to comprehend is the challenges he met while completing the Express. Not just the usual close-tolerance construction and engineering decisions most airplane builders face, but daunting problems like no manufacturer support, or having to install that huge left wing again all by yourself. Dennis faced them all, and returned to the workbench weekend after weekend (oh yes, did I mention he was working full-time while completing the Wheeler?). That's the kind of dedication and determination it takes to be one of the rare breed that finishes a homebuilt project.

...on the third run he discovered his Express wanted to fly. And he let it, taking off and circling north of the field for a while.

FOR SALE

For Sale: Van's RV-6A Empennage & Wing Kit: Wing inc. factory-assembled main spar. All plans and assembly 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.

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.

For Sale: Tri-Q Project (160 MPH on 65 HP) All major construction completed - wing, canard, fuselage and control surfaces. To be finished - assembly, systems and engine installation and finishing. All materials, fittings and hardware to complete including instruments, prop and new Revmaster 2100-D engine (65HP). This is an original factory kit. All factory newsletters and Quicke Builders Association newsletters, drawings and instructions. \$13,000 invested. Make offer. Frank Wilcox, 770-978-2403.

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

October NavCom Honor Roll:

Larry Bishop

Joe Reed

Duane Huff

Wayne Whitaker

Bill Coleman

Frank & Margaret Wilcox

Steve Ashby

Maybe YOU next month?

Be all that you can be. Join the NavCom Staff! Go to interesting places, meet interesting people! Then write about them and get back to me at 404/315-6869.

Oct. 12—5th Annual Fall Biplane Classic!

October 11 - Chapter 690 monthly meeting,
8 pm at the LZU 690 Hangar.
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Aluminum Overcast, on the tour stop at Britscoe Field.
Many of our members appear in the film.

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The NavCom

