

1995 dues are due!

As per last month's
vote, dues for 1995
are \$30 for all
members. Period.

CHAPTER 690 NAVCOM

December 1994

Chapter 690 Holiday Banquet

You may not recognize the monthly meeting room - the Gwinnett Co. Airport Commission Building - when you come to the Dec. meeting Friday, Dec. 9th at 7 P.M. It will be transformed into a banquet hall decorated for the holidays. Dinner will be served at 7:30. The meat, beverages, rolls and table service will be provided. You will each need to bring a vegetable, salad, or dessert to feed 12 to 15 people. The cost is \$6. per person.

Other program for the evening will the awarding of recognition to members for their contributions and accomplishments during the past year. The evening will conclude with a time for fellowship and exchange of Christmas greetings. Dress is informal. Reservations should be made with Alan and Sherry Langford (339-3674) or Duane and Tess Huff (921-4423) if you did not sign up at the November meeting. Dress is as fancy or casual as you desire.

Punch and coffee will be available during the social time from 7 to 7:30. No alcoholic beverages will be served according to the policy of the airport management.

The program committee has announced that the speaker will be Hal Weekley, a WW II B-17 Bomber pilot. Mr. Weekley is probably the only pilot who flew in that war still flying B-17s. He is one of the pilots of the B-17 owned by the EAA Foundation and recently helped take it on tour around the country for the national organization. He should have a very interesting story to tell us. Both Mr. and Mrs. Weekly will be our guests for the dinner.



MERRY CHRISTMAS
AND
HAPPY NEW YEAR

The Building Column

by Frank Wilcox

The building committee thanks the chapter membership for their thoughtful review of the Building Committee Report and Recommendations published in the October NAV-COM. Because of this the complete report at the October monthly meeting was more clearly understood. The questions and comments by the members addressed "where do we go from here?" rather than "how" did we get to where we are? "The unanimous vote to accept the recommendations of the building committee moves our building program from the planning phase to "bricks and mortar".

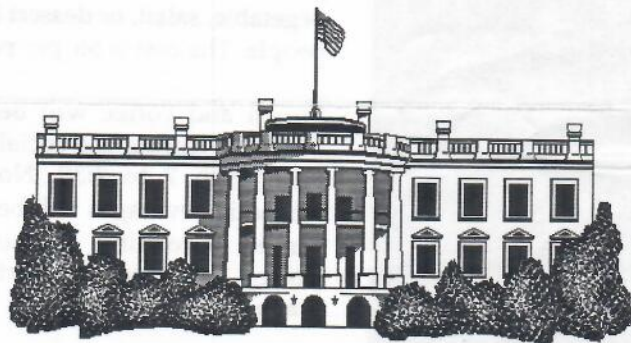
Finalizing the land lease with the county is the next step. Authorization to go forward with the lease process was given by the Gwinnett County Airport Authority at their regular monthly meeting November 10, 1994. Details of the lease were worked out by Charlie Sego and the Airport Director, Scott Fuller, on November 17th. The lease has been forwarded to the Gwinnett County Commissioners for final approval at the next commission meeting, December 13th. No problem is expected at that time. The lease is for 25 years and goes into effect January 1, 1995. Completion of all building construction is required in the following 18 months. The chapter is required to lease a ramp area 57 1 .. /2 feet wide adjacent to the front of the hanger row as well as a 10 foot strip at the rear of the hangers.

The land survey of the building area has been completed. The location of each building will be added to the survey drawings. These together with the building construction drawing set, provided by the building contractor, will be submitted to the county building department for review. Approval by the building department and the fire marshals office will result in the issuance of a building permit. Once

the permit is issued and the lease approved by the commission, the contract with the building contractor will be signed and construction can proceed.

Concurrent with the processing of the land lease with the county is the preparation and execution of the land subleases for the seven individual member hangers. Many discussions concerning the overall content of these subleases have occurred so few problems regarding the details are anticipated. Also the financial arrangements between the chapter and these individuals will be finalized. The chapter will ultimately "write" all the checks during the construction period.

A goal has been set to have all of this effort complete, including signing the building contract, by January 1, 1995. We are very near this goal now, and with just a little effort it can be reality."



Artist's rendition of the new Chapter 690 Club House .

Calendar of Events

December 9 - Chapter 690 Holiday Party and Awards Banquet. 7 pm, Gwinnett Co. Airport Admin. Bldg.

January 21 - Project visit to Greg Jannakos' Ercoupe restoration

April 9-15 - Lakeland, FL - Sun'n Fun '95. 813/644-2431.

For Sale

- 1990 Sonerai II. 75 TTSN. Greg Jannakos 296-0937
- Placard Labels made to order. Greg Jannakos, 296-0937
- Charlie Sego is now a dealer for BRS parachutes. He is selling 'chutes to chapter members at cost. 923-9549

SABOTEURS STRIKE FLESSEL'S MILKSTOOL

While rumaging around in my 1994 files, I came across this press release that was anonymously faxed to me. Don't know how I could have misplaced it...

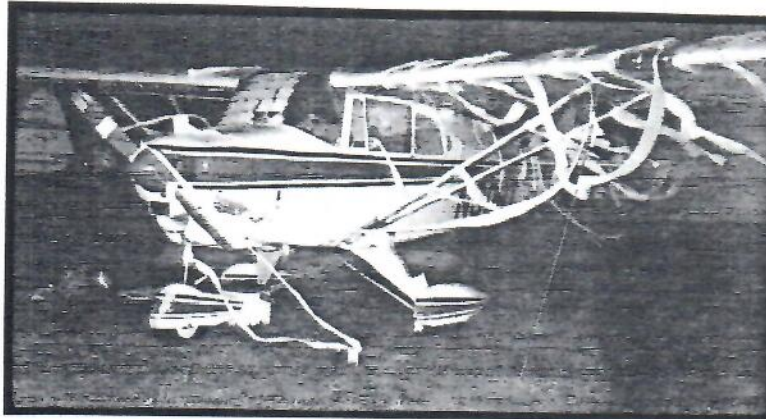
Tragedy struck at the EAA convention in Oshkosh this year, as a band of brazen but craven saboteurs encased Frank Flessel's antique classic Piper Tripacer in a tight cocoon of common toilet paper. This is the third time that Frank's aircraft has been debased in such a cruel and thoughtless manner. The beloved tripart was "rolled" for the first time at Oshkosh, 1993 and then again at Sun and Fun, 1994. This time, the vandals added a bizarre twist, carefully placing an entire loaf of white bread, one slice at a time, on the craft's windshield.

Oshkosh detectives place the time of the attack at around 3:00 am on the morning of August 2, 1994. Although the police department and the Wisconsin Bureau of Investigation took extensive fingerprint and DNA evidentiary samples, test results are inconclusive. Oshkosh crime squad detective Bob Muenster made an official statement to the press on Thursday, stating, "We don't have much to go on at this point, but I can tell you that we will not rest until these slimebags are brought to justice."

Interviewed only hours after the attack on his aircraft, Frank Flessel was visibly shaken. Clad only in white fruit of the loom briefs and a pale blue porkpie hat, Flessel stated, "There I was, finer than frog fur, when I got up to take a leak. It looked like it had snowed outside."

Insurance loss adjusters were flown in from London on the Concorde to assess the damage. Nigel Pennypincher, Lloyds of London's chief loss control manager, offered, "This aeroplane is a bloody mess. As bad as it is, however, I get down on my knees and thank God that the bastards did not use Charmin." University of Wisconsin at Oshkosh chemists confirmed that the

bath tissue product "Charmin" possesses the most corrosive properties of all toilet papers. Pennypincher continued, "I don't want to be the one to break it to Flessel, but it is going to be impossible to repair this airframe before judging for the Lindbergh trophy. Bad luck." Tragically, Pennypincher's words proved prophetic. Flessel's formerly pristine Tripacer failed to win either Grand Champion or Reserve Grand Champion in the annual EAA competition.



Outraged at the loss, Flessel's sponsors, Aircraft Spruce, Sporty's and Avemco Insurance company, vowed legal action. Market analysts speculate that Flessel's failure to win any award at Oshkosh this year could have serious financial repercussions. As of the close of trading on Friday, August 5, 1994, Avemco stock was down two and three eighths. At this point, Frank Flessel seems to be trying to pull his life back together. Flessel and a crew of 16 worked through the day and all of the following night to rig temporary repairs to the airframe of the stricken

Tripacer. The following morning, the FAA issued an emergency ferry permit, thanks to the intervention of EAA president Tom Poberezny and aviation legend Brigadier General Chuck Yeager (ret.) Without stopping for sleep, Frank Flessel boarded his beloved Tripacer and took off from Wittman Field. After three refueling stops to check the avgas and top up the oil, Flessel arrived in Mayfield, Kentucky, where an aircraft restorer famous for his work on the P-38s unearthed by the Greenland Expedition, will begin the massive restoration project. Aircraft Spruce owner Jim Irwin pledged to finance the complete restoration, "Whatever the cost."

Interviewed at his home in Georgia, Frank Flessel was asked what he planned to do at future fly-ins to prevent further vandalism. Smiling, Flessel's cryptically says, "Diseased Rotweilers."

????????????????

A biplane built for 2

Amateur pilot Keegan Federal climbs into a biplane as passenger Mil Hejduk braces for a ride Saturday at Gwinnett County Airport/Briscoe Field. Federal was giving rides at a fair held by the Experimental Aircraft Association. The plane is a P2-17 Stearman, used as a trainer during World War II



We got great press coverage for the Biplane Classic, both before and after. Related story on p. 4

Biplane Fall Classic— Wet but Wonderful

The Chapter 690 Fall Biplane and Sport Aviation Classic was a great example of what the can-do spirit can do in trying times. Though we had lots of publicity (see next page) and plenty of fly-in commitments, the weather just would not cooperate. Skies were severe clear right up to 7 am on show day, but the day steadily deteriorated into a damp mess. Even so, the Classic was a limited monetary success, and chapter organizers feel that we're on the right track with the overall structure, just a little late in the season. Just wait'll next year!



Bill Allison and Keegan Federal hopped rides all day in two PT-17 Stearmans. Though the ride was damp, over forty folks took to the skies of 1941. It doesn't get much rawer than a Stearman on a cold, wet day!

Bill makes a second income by hopping rides at PDK. For our event, he charged a little more than half his regular fair and gave us a cut that certainly helped out with the bottom line.

Thanks, Bill!

-->>>Opposite page-->>>-->>>-->>>-->>>-->>>-->>>-->>>Opposite page-->>>

Mark Clothier did a great job announcing the event in the Atlanta Journal/Constitution. That's him in the front cockpit with Bill Allison piloting. This was Mark's first small plane ride! Steve Deal was the AJC photographer and was flown by Steve Ashby in his C-172. It went along to "watch out"

VIEW FROM ABOVE



STEVE DEAL / Staff

Time flies: Bill Allison offers a trip around town — and back in time — in his Stearman biplane.

Biplanes are the most popular sight at third annual air fair

By Mark Clothier
STAFF WRITER

It's a vintage 1941 P2-17 Stearman biplane — the kind used to train 95 percent of all World War II pilots. It looks like it belongs in a museum behind velvet ropes, not coursing through the sky at 80 mph. But it does, and for \$40 and a little nerve at this weekend's air fair sponsored by the Gwinnett County chapter of the Experimental Aircraft Association at Gwinnett County Airport/Briscoe Field, anyone can take a ride.

"My first flight in a biplane was at an air show in Florida. I'd been flying for eight years at the time, and when I got out of the plane at the end of my ride, the pilot said he saw

the same look on my face that he had seen on every one he had ever taken up — from astronauts to captains of industry — the same stupid little grin," said air fair director Steve Ashby.

The fair begins at 8:30 a.m. Saturday with a pancake breakfast. Organizers have enjoyed a steady increase in attendance since the original show in 1992, held at Stone Mountain Airport. Some 7,500 aviation buffs are expected this weekend. The fair's most popular feature is the biplanes — specifically the chance to examine award-winning examples from around the country, organizers said.

The air fair is different from an air show, said organizers. There won't be any stunt fliers on hand,

but for people interested in the history of aviation the fair will be a living, roaring lesson.

"We want people to see what biplanes are all about, for them to see more than what they can in pictures. This way they can see them up close, smell the oil, touch the planes, talk to the pilot and actually fly in one," said Ashby.

"We're a sport aviation group mainly — we fly for fun, kind of like pleasure-boating, but three-dimensional and more expensive. Our chapter is really about bringing sport aviation to the people," said chapter member Jeff Boatright.

The fair is free, with a \$3 parking fee. Briscoe Field is in Lawrenceville on Airport Road.

Antique automobiles were invited this year and were a big hit. Over a dozen cars and their entourages arrived early and stayed late. There were several Model As, Studebakers (our own president, Jim Estes, has a one) and even an old Willys. Jim came up with the idea of inviting these "other" transportation buffs, and it really added to the show.



Above, American personal transportation circa 1941—a Ford Model A and a Boeing Stearman Kaydet.



As usual with any Chapter 690 event, volunteerism is the order of the day, and we had a lot of folks volunteer to be in this photo!

The weather kept many members away from the event, so much of the work fell on the chapter stalwarts. Of course, the folks who really work hard (e.g., Frank and Margaret Wilcox, Lnor Levine, Bobbi Estes, etc.) aren't in the picture because they're too busy! ☺

Kneeling: Alan Langford helped with advertising, general set-up, and show day chores. Robert North helped with food and everywhere

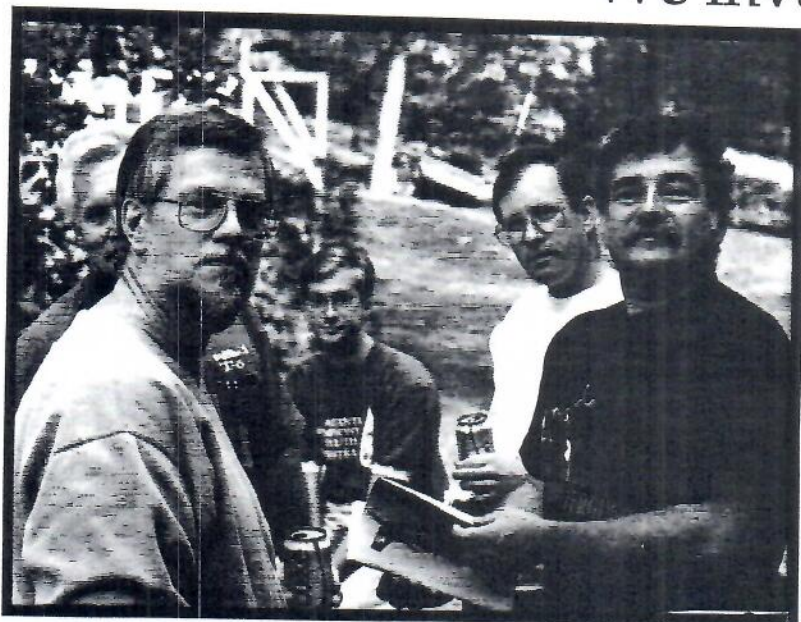
else a steady hand was needed. Jeff Boatright helped with signs and publicity. Standing front row: Sherry Langford helped with publicity and did a ton of work at the food booths and even beyond that. Jennifer and Mike North again ran the pancake breakfast. By the way, they've been doing this for a long time now, and someone may want to think about spelling them before they go insane! Greg Jannakos headed the aircraft and project display team. Joel Levine was in charge of being Joel Levine, and he also hosted the vendors.

Standing second row: Richard Robison made the signs and headed up parking. On Richard's suggestion, this year we paid professionals to park cars, and it really worked out. We netted \$500 from parking alone! Mike Gray helped out. Jim Estes brought in the antique auto crowd and was general cheerleader for the day. John Connelly helped with set-up. Steve Ashby was the Big Cahoona for the Classic, helped out a lot with publicity, and as usual was the show announcer.

Hiding in the back: Wayne Whitaker headed up aircraft parking and helped with photography and signs. Not pictured: People who kept the Classic running while we posed for that crazy AJC photographer!

Chapter 690 Fall Barby—

We invade the Zahner Home



The Chapter 690 Fall BBQ was another success. This year Lynn and Bob Zahner graciously hosted the event. There was great food and lots of hangar (deck?) flying. Bob and Lynn's home was lots of fun to explore—there seems to be airplanes and other "serious" stuff everywhere!

At left we see Terry Adams and Joel Levine trying to hide behind Alan Langford and Bob Zahner.

One usually associates experimental aircraft with hairy-chested, though possibly daft, men (see above). However, this stereotype just isn't true in Chapter 690. We have plenty of wimpy guys...

But we mainly have strong women! At right, Lynn Zahner and Lnor Levine smile big for the camera. Lynn flies her Piper when she's not delivering babies. Chapter 690 simply would not fiscally function without Lnor, our current treasurer, and Sheryl Sharp, our previous number cruncher. Lnor has many times gone way, way beyond the call of duty (and remember, she still has to keep tabs on Joel...)



To the left we have one of those hairy-chested guys and one of those strong women—Joel Levine and Claudia Saari. Joel is lobbying Claudia to get her to support his chapter logo—you know, the one with the cow-pee yellow Mickey Mouse airplane. Claudia is forced to agree that a puke yellow logo is better than no logo. We all know Claudia's husband has taken over a year to get the new logo done...

The BBQ went really well. The weather was good, the food tasted great, and the cats even allowed us to take their chairs on the deck. Thanks again to Lynn and Bob—next year we serve on the wing of a Lancair ES, right Bob?

From My Point of View...Reflections

by Jim Estes, President Chapter 690

As 1994 winds down and we get prepared for the annual Holiday Party, I am reflecting on our year as an E.A.A. chapter and its accomplishments throughout the previous months.

It is hard to imagine this time last year we were in the process of planning the largest EAA Young Eagles Rally ever held. The events of that day will stand out in our minds for a long time I'm sure.

With Jeff Boatright winning the First Place McKillop Award for the best newsletter in all of E.A.A. Land this summer sets a new standard and a new goal for our chapter to work towards in the coming months.

The Fall Rally which we just completed is another milestone in this year's history. The funds raised there will be much needed in our projects which are planned for the future.

Of course, Duane Huff finishing his Aeronca Chief restoration project and Dale Schonmeyer getting a picture of his newly finished Pulsar into the pages of the November

issue of the EAA EXPERIMENTER magazine were major individual achievements.

We of course, had all the regular happenings throughout the year such as the Chili CookOff, Projects Visits, Fly Outs and Summer Picnic. And all of this does not even include Oshkosh and Sun'N Fun.

However, I think the biggest single event of the year occurred on Oct. 14th when the chapter unanimously voted to build a Clubhouse/Hanger. This will certainly represent the most long range and long lasting efforts of 1994. In the many years ahead, I think we will all look back at this date with pride and a deep sense of accomplishment.

I hope to see you Friday at our party. Don't forget to call the Langfords (339-3674) or the Huffs (921-4423) to let them know what you're bringing.

Happy Holidays!



Season's Greetings

Duane K. Huff
383 Bethesda Church Road
Lawrenceville, GA 30244



Quick Calendar

Chapter 690 Holiday and Awards Banquet
December 9th, 7 pm at the Gwinnett County
Airport Administration Building (regular meeting
place and time)

The NavCom
Newsletter of EAA Chapter 690
Editor: Jeff Boatright 2293 Sanford Road
Decatur, GA 30033
jboatr@emoryu1.cc.emory.edu

