

CHAPTER 690

NAVCOM

October 1995

4th Annual Fall Biplane Classic

The 4th Annual Fall Biplane Classic was another Chapter 690 success! We had many more "drive-in" customers (over 2400) and fly-in people (29 show planes, undetermined number of "spam-cans") than last year.

The success can be attributed to many causes. First and foremost was the spirit of can-do-ism displayed by all Chapter 690 volunteers. The folks who participated demonstrated a high degree of commitment and competence. Not unusual for Chapter 690, but as always, the root of our success.

A close second to spirit was weather. For the first time that I can remember, the weather was not too hot, not too cold, but j-u-s-t right. A dry cold front passed through the evening before the Fly-In, so we had clear and cool skies. This helped all the way around. It allowed more fly-in trade and encouraged more drive-in. And once on site, it kept people happy just to be outdoors.

Our location also helped. We finally got to use our new facilities at the Sport Aviation Complex. All eight hangars are nearing completion, and we were able to house the pancake breakfast and grille lunch in our hangar. Aircraft projects and vendors occupied other hangars. I think that the hangars and tarmac of the Sport Aviation Complex provide a sense of continuity that make events held there seem distinct from the rest of the airport and that this somehow adds to an "event" atmosphere.

We had plenty of biplanes this year, but the most remarkable aspect was the variety. There were half a dozen Stearmans, several Christen Eagles, several Skybolts, a WACO Super YMF-56, a Marquart Charger, a Great Lakes, a Bucker Jungmann, and OF COURSE Reinhardt Kuntz' Der Kricket. One drive-in guest told Jim Estes that he'd never seen a biplane "in real life" before. I guess he came to the right place! Steve obviously did a great job of bringing in the Bipes!

This year, pilots voted on the best biplane. The WACO Super YMF, owned by Jim Pleasance of St. Simon's Island, won with double the votes of its nearest competitor. This plane is brand new, and although it was stuffed to the gills with instrumentation, it was all Waco. Steve and I met Mr. Pleasance at Oshkosh this year, and he was kind enough to take us up on our invitation to attend our soiree de bipes. I hope this award keeps him coming back. He also jumped right in and helped when one of our Stearmans threw a prop bolt. I'm not sure how many he hopped (it was more than 5), but he did give a price break. I think I'd have paid more go up in the Waco! In any event, it is a gorgeous plane flown by a class gent.

We also had several other show planes, including a couple of Ercoupes, a few classic Cessnas, and Duane Huff's award-winning Aeronca Chief. Odd-winged homebuilts included Dale Schoenmeyer's and Gary Politzano's Pulsars, Vic Syracuse's Kitfox, and a Kolb Firestar. Projects

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displayed included Steve Ashby's 7/8 Nieuport and Peter DiTomaso's Skybolt (?). Interest ran high with the projects and restorations. I think this is one of the most important functions of our Fly-Ins—getting the public interested in custom-built aircraft.

Another import aspect of our Fly-Ins is exposing people to the fun of sport flying. This year, we had FOUR biplanes hopping rides. There was a constant hour wait to get a ride! No matter what the doom-and-gloomers say, there is plenty of interest in the fun and romance that aviation holds. We made over \$300 on the rides and made a lot of people happy. Another real winner was our shuttle out to the rides. To keep taxi times down, the hopping bipes did not pick up riders right at the hangars but rather just off the runway. So, Steve and Patrick Ashby came up with the idea of giving riders a chauffeured drive out to the airplanes in Steve's 1932 Model A! This really added a touch of whimsy and nostalgia to the experience. It was so popular that half way through the day, the Model A simply began a circuit of the grounds, with stops at the biplane ride departure point, Hawthorne Aviation, and the hangars. Hundreds of people got a ride and all stepped out of the time machine with a big smile!

As noted, we had lots of drive-in spectators this year. Over \$800

was made on parking; at \$2/car, we had over 400 cars. Assuming an average of 3 people per, we had about 2400 ground-pounders! This is pretty good for our Fly-In. Jim Estes says that everyone who left with their windows down said that they had a good time or were in some way pleased about their time spent at the Classic. This is encouraging, especially considering that due to the new locale, the operation was just a little discombobulated.

Most of these folks ate either breakfast or lunch. We made \$500 this year on food sales! We sold out of all the meats at lunch just at the right time—the kitchen crew was ready to mutiny! There was a lot of food prepared and sold in a little time by a few people. If the Classic continues to grow in appetite, we must increase the number of volunteers devoted to this task. The food brought in about \$500 profit. All told, we probably cleared over \$1800. That's almost double the amount of our best year (monetarily).

With all this success, one still gets the feeling that we are on the verge of "hitting the big time." With one more year's good weather and detailed planning, we will have an event that is greatly anticipated not only by us, but by the whole Southeastern aviation community.

Calendar of Events

**October 13 - Chapter 690 monthly meeting at Gwinnett County Admin. Bldg. 8 pm.
Topic: How to get and keep your medical by Sheila Smith, a 15-year AME.**

Oct. 13-15 - Thomasville, GA - 28th Annual Thomasville Fly-In.

Oct. 13-15 - Evergreen, AL - 5th Annual Southeastern Regional Fly-In.

Oct. 14-15 - Rome, GA - Chapter 709 Fall Fly-In.

Oct. 21 - Stockbridge, GA - Chapter 468 Fall Breakfast

Oct. 21-22 - Daniel Field, Augusta, GA - Boshears Memorial Fly-In

The Usual Suspects...

First Saturday - Winchester, TN (BGF)

Second Saturday - Rome, GA (RMG); Gadsden, AL (GAD)

Third Saturday - Collegedale, TN (3M3); Sevierville, TN (3A9)

Fifth Saturday - Fort Payne, AL (4A9)

FOR SALE

For Sale: Van's RV-6A Empennage & Wing Kit:Wing inc. factory-assembled main spar. All plans and assmby video tapes incld. \$4700;
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 - \$16,500 Firm, N50192 - based at Lenora, Reason: Need full 4 place
Ken Sharp (770) 979-4233 (H); (770)750-6025

The Building Column

Frank Wilcox

"Two weeks" was the answer given by Charlie Sego to questions asked at the September chapter meeting about the completion of various phases of the hangar construction. Charlie said he was quoting the construction folks. Of course, none of us believed this schedule based upon their past performance, but it did add levity to the discussion. The contractor is using a minimal work force which certainly does not contribute to the rapid completion of the project.

Completed:

1. The sewer line behind the hangar is complete to the test manhole.
2. All sewer and water roughing-in is complete in the concrete pads.
3. All concrete pads are complete.
4. All hangar "red steel" (framework) is completed.
5. Roofs and sides are complete on all hangars.
6. The backs are complete on four buildings.
7. All pedestrian doors have been installed.
8. The bi-fold front doors have been delivered.
9. The meter has been installed by the county at Airport Road.
10. The county building permit has been revised to include the electrical installation for each hangar.

Still to be done:

1. Complete the back siding of four hangars.
2. Complete the front siding of all hangars.
3. Install the bifold front doors.
4. Install trim, eaves, and downspouts on all hangars.
5. Install electrical systems in all hangars.
6. Connect sewer from test manhole to county main sewer.
7. Install sewer from each hangar to our main.
8. Install water service from county main to each hangar.
9. Install vent louver in back wall of each hangar.
10. Secure a Certificate of Development Conformance (CDC) from the county.

Issuance of this CDC permits occupancy and use of the hangar. The CDCs can be applied for as each hangar is completed so it can be officially occupied without having to wait for one overall inspection when the entire "permitted" project is completed.

One last major exterior item that is not currently under contract is the construction of the "apron" joining the hangar floor with the ramp. This is minimal for hangars 5 through 8 because both the ramp and hangar floor are level with only a slight vertical offset. However, hangars 1 through 4 present a serious problem since the ramp slopes approximately one foot from level across the front opening of each hangar. Charlie Patterson is working with a contractor to develop an acceptable apron configuration for this problem. This construction can be done independently of the remaining construction.

We cannot expect that the remaining work will be done in "two weeks," but with good Fall construction weather, we can expect a little faster progress toward completion.

As chairman of the Building Committee, I want to thank all who pitched in during my absence this summer. Especially do I want to thank Charlie Sego, who fought the battle both actually and figuratively during the long, hot summer. We hope most of the problems are now solved and we can look forward to the early completion of our Chapter 690 Hangar Cluster. As we have mentioned previously, please take time to visit the building site, ask questions, and offer suggestions. Remember that this is a major Chapter 690 project and all members are encouraged to be involved in one way or another.

Lost and Found:

Found: One rake, at the hangar work party. If you can name the number of bent tines, contact Joel Levine at 394-5466.

Lost: One woman's warm-up jacket, at the Fall Classic. Black with multi-colored front piece. If found, please call Bobbie Estes at 938-3515.

1996 Chapter 690 Officer Nominations

The following Chapter members ~~were suckered into~~ have graciously accepted nominations for Chapter offices:

President:	Steve Ashby Duane Huff Lnor Levine
Vice-Pres.:	Peter DiTomaso David Posey
Treasurer:	Sherry Langford Bob Zahner
Secretary:	David Rowe Frank Settle

This is a great slate, but the floor is still open to nominations. We will vote on new officers at the November meeting. The orderly transfer of power will occur at the Holiday Banquet.

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



Chapter Calendar
October 13 - Chapter 690 monthly
meeting at Gwinnett County Admin.
Bldg. 8 pm. Topic: How to get and
keep your medical by Sheila Smith, a
15-year A. TE.

The NavCom

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