

Flight 506 News

Volume 9, Issue 2

February, 2003



Chapter Events

Mark Your Calendars!

➤ Saturday, Feb. 8, 2003

EAA Chapter 506
Meeting
8:30 am Breakfast
9:00 am Meeting
at the Chapter 506
Clubhouse

Reminder - No covered dish required!

Breakfast will be provided by the Breakfast Committee at a cost of \$3.00 per person.

This month's menu will include:

Eggs, sausage, grits, biscuits, fruit, jam, orange juice, and coffee.

President's Corner

By Byron Covey

It feels a little strange sitting here in the President's Corner. Jack has done an excellent job of leading Chapter 506, and will continue to do so. However, with our new format, I'm obligated to make a few comments this month, so here they are.

Thank you Jack. 2002 was a notable year. Chapter members rallied to the call and significantly enhanced the clubhouse. We now have a more open meeting area due to removal of two walls, a reorganized library with additional materials, and new blinds and valances for the windows and doors. Outside, we have a freeze-proof water spigot, new trim around the roof, new paint on the awning, refastened deck boards, white lattice around the skirt of the building, and newly planted shrubbery to add a finishing touch. Hard work? Some. Outstanding fellowship? You bet!

We enjoyed excellent meals before our meetings, enjoyed a variety of programs, and had a wonderful Christmas party. We participated in fly-ins and we had a most successful Young Eagles Rally, educating and flying 242 Boy Scouts. At the end of the year, we got a professionally done Internet web site, a Christmas gift from Jon to Ron. Thank you for sharing. Thanks again, Jack, for your leadership, and Helen for your tireless support.

Our new meeting schedule is intended to allow more people to participate, yet still have time for Saturday fly-outs and not create a rush from Sunday church services. It also is a more attractive time for fly-in guests, as we saw in January.

Let's make 2003 a year of introductions. First, let's re-introduce ourselves to each other. See the *Meet Our Members* article for one way to do that. Second, let's each introduce the EAA and Chapter 506 to at least one new person in 2003. Bring a friend to a meeting. I personally guarantee that all guests will enjoy *Breakfast with 506*.

See you on the ramp.

BJC
N7332B

Minutes of the January 11th Meeting

By Helen Schultz

Following a tasty breakfast of casserole dishes prepared by Debbie Fink, Roxanna Mancusi and Leslie King, the meeting was called to order at 9:05 a.m.

* A suggestion was made to continue holding Young Eagle Rallies on a regular basis, perhaps with groups of young people with a particular interest in flying. Young Eagle Rallies will resume in March.

* Ray Bennett suggested a Chapter building project, possibly a Sonex.

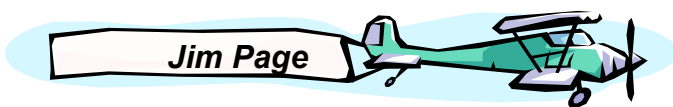
Twenty four members and five guests signed the attendance sheet. It was great to see so many guests, and we hope to see you all again soon!

Meet Our Members

By Byron Covey

This month a new feature debuts in *Flight 506 News* called "Meet Our Members. Chapter 506 is full of interesting people, with a variety of backgrounds, interests and experiences. Each month, we will profile a chapter member or associate, with one simple goal in mind; to get to know and appreciate each other better.

While you may think that no one would be interested in learning about you, I assure you that you are mistaken. If you haven't already completed a questionnaire and sent it to Byron Covey, please take the time to do so. Your participation is what makes the EAA and Chapter 506 what they are.



When you go to the Sun-n-Fun fly-in at Lakeland Lender Airport, you are likely to walk by Jim and Ann Page's airplane facing the taxiway at the front of the antique / classic parking area. They have a reserved space on the front row because N4804A, a 1956 PA-22-150, is an award-winning example of Mr. Piper's TriPacer.

Jim grew up in Wilmington, NC. As a child, he often watched WW II era airplanes overhead, so it was natural that, at age 9, he started building static

models. He quickly progressed to U-control and radio control models. Like most of us who are fascinated with machines, Jim is a collector. He still has his first radio controlled model, a ½ A Junior Falcon with a LT3 escapement receiver and a Mule Mark III transmitter that he crashed into a tree on its first flight. Jim must have improved his skills, though, because he became a member of the Academy of Model Aeronautics Air Show team that traveled around North Carolina and Virginia putting on air shows. Ask him about the flying lawnmower, flat iron, ghost and other weird flying models that they flew.

After spending a couple of years in Washington, NC, Jim moved to Raleigh, where he has lived since 1967. He is married to Ann, and they have two daughters and one grandchild. Jim's aviation interests took a step up in scale in 1992, compliments of Tom Blythe. After flying to Lakeland and Oshkosh with Tom in his Cessna 172, Jim was hooked on full-scale airplanes.

In 1994, he started ground school with Jim Dukeman, and flying lessons with instructor Allen Howell in a Cessna 150. Jim got his private in May, 1996, and has been flying as often as he can ever since, averaging around 100 hours a year. Jim and Ann have flown N4804A as far west as Middlesboro, KY, Birmingham, AL, and as far south as Lakeland FL. One flight is particularly memorable; their trip to the International Short Wing Piper Club Convention in Smoke Town, PA. There they participated in a 350-mile poker run that included a flight up the Hudson River and New York Harbor. They flew up the eastern side of the river, past the Statue of Liberty, past the World Trade Center, over the George Washington Bridge and then back down the west side of the river. Even though the conditions were somewhat hazy, they saw Central Park and the Empire State Building.

Since one of Jim's hobbies is woodworking, one would suspect that he might have a wooden structure homebuilt project in his workshop. He does; a TEAM Hi Max, with the fuselage complete and on the landing gear. All the hardware is built, and most of the ribs are done. Jim has everything necessary to complete the project, including engine and instruments. He is looking to sell it to a good home. He needs to make room for his latest project, a Piper Colt that he and partner Jim Link are converting to a tail dragger with a bigger engine. Short Wing Pipers are addictive.

Jim retired from his job as Department Photographer for the NC Department of Environment and Natural Resources late last year, but continues to make outstanding photographs. Ask him to show you some of his 360-degree panoramas of fly-ins and his custom rig to make it happen. They are really well done and unique.

Jim is providing the program this month. He will tell us all about finding, buying, and turning N4804A into a Sun-n-Fun award winner, so be sure and attend. Oh yes: The airplane that Jim would want if he could have any airplane, free of charge, with free maintenance, fuel and hangar? A 200 MPH TriPacer, of course!

January Program

Jack Schultz presented an interesting program on the Wright Brothers following the First Flight in December, 1903. In retrospect, it seems difficult to comprehend why the United States was so reluctant to acknowledge their incredible feat! Thank you, Jack!

Recipes of the Month

Night Before French Toast Casserole

From **Roxanna Mancusi**

1 10 oz. long thin loaf of French bread, cut into 1 inch slices.
 8 large eggs
 3 cups milk
 4 teaspoons sugar
 1/3 teaspoon salt
 1 tablespoon vanilla

Grease a 9 x 13 inch baking pan with butter. Arrange bread slices in one layer in pan.

Beat eggs, milk sugar salt and vanilla; pour over bread. Cover and refrigerate overnight.

In the morning, remove cover, dot with butter and sprinkle with cinnamon and sugar.

Bake at 350^o for 45-50 minutes or until bread is bubbly and lightly browned. Remove from oven and let stand for 5 minutes. Serve with syrup.

Nancy's Breakfast Casserole

From **Leslie King**

3 cups shredded potatoes
 1 pound bulk breakfast sausage
 5 eggs
 2 cups grated cheddar cheese
 1/2 cup milk
 1 can cream of mushroom soup
 1/3 cup melted butter

Spread shredded potatoes in bottom of 9 x 13 inch pan; drizzle with butter. Bake at 425^o for 25 minutes.

Brown sausage and put over potato base; spread 1-1/4 cup cheese on top. (can be refrigerated overnight at this point).

Combine eggs, milk and soup; pour over base. Top with remaining 3/4 cup cheese and bake at 350^o for 45 minutes.

Membership Dues Reminder

Members are reminded that 2003 annual dues of fifty dollars are due in January. Please mail to Nancy Normark at 3508 Canter Lane, Raleigh 27604 or pay to Roxanna Mancusi at the February meeting. Please include your EAA membership number on your check.

Chapter dues and donations allow us to operate without relying on fund raising activities that require large expenditures of time and effort. This income is used for electric, water and sewer, newsletter costs, insurance, EAA fees, maintenance, and lease costs.

There are three simple rules for making a smooth landing: Unfortunately, no one knows what they are.

..... *Unknown*

From the Web.....

EAA CHAPTER 18 HOSTS COMMEMORATION OF FIRST EAA MEETING

From EAA e-HOT LINE Vol. 3, No. 5

January 29, 2003 - About 150 members of the Experimental Aircraft Association family returned home Tuesday night, January 28, to where the organization began 50 years and two days earlier. EAA Chapter 18, based at the former Curtiss-Wright Airfield (now Timmerman Field), hosted a special commemoration of the first meeting there (now home to Gran-Aire FBO), in which some three dozen homebuilders sought to improve safety and workmanship of their passion—building and flying their own airplanes—through sharing their collective expertise.



AOPA PILOT FACILITY NEARS COMPLETION

From AOPA ePilot -- Vol. 5, Issue 4

Work on the exterior of AOPA's 900-square-foot Pilot Facility at the Wright Brothers National Memorial in Kill Devil Hills, North Carolina, is nearly complete. Plumbing, heating, air conditioning, and wiring are finished and drywall installation has begun in the interior; it should be complete by the end of February. Then computer systems, a monitor for the new AWOS at First Flight Airport, and other amenities will be installed. The facility should be fully functional by early spring. AOPA, on behalf of its membership, donated the funds for construction. According to the National Park Service and First Flight Centennial Foundation, the Pilot Facility will be the only permanent structure at the historic site to remain following the 100th Anniversary of Powered Flight celebrations this December. See <http://download.aopa.org/images/epilot/facility_030124.jpg>

EAA-MICROSOFT WRIGHT SIMULATOR MAKES FIRST 'FLIGHT'

EAA e-HOT LINE, Vol. 3, No. 3

January 17, 2003 - Visitors at six tour stops this year will have the chance to make their own personal "first flights" at EAA's Countdown to Kitty Hawk touring pavilion, presented by Ford Motor Company. A 1903 Wright Flyer flight simulator built by EAA's Restoration Center staff and running Microsoft's popular flight simulator software, will be an integral part of the 24,000-square foot touring pavilion



Don't forget to visit our Chapter 506 web site !

<http://www.blueasp.com/506/>

2003 Chapter Programs & Activities:

<i>Date</i>	<i>Program Responsibility</i>
<i>January 11</i>	Jack Schultz
<i>February 8</i>	Byron Covey
<i>March 8</i>	Ned Nutt
<i>April 12</i>	Ida May Covey
<i>May 10</i>	Helen Schultz
<i>June 7</i>	Mort Altman
<i>July 12</i>	Larry Fink
<i>August 9</i>	Dan Harden
<i>September 13</i>	W. T. Bailey
<i>October 11</i>	Jim Turner
<i>November 8</i>	Martin Moore
<i>December 12</i>	Nancy Normark
<i>Between Meeting Events</i>	
<i>March 22</i>	Fly out/Drive out Woods Aviation at Wayne County Airport
<i>April 26</i>	TBD
<i>May 24</i>	TBD
<i>June 28</i>	TBD

Classified Corner

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Flight 506 News

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