



Flight 506 News

Volume 9, Issue 5

May, 2003



Chapter Events

Mark Your Calendars!

➤ Saturday, May 10, 2003

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

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

This month's menu will
include "scrambled eggs
liberally dosed with
cheddar cheese, ham,
hashbrown casserole,
orange juice, coffee and
various and sundry fat
items, commonly known
as coffee cake, doughnuts,
etc."

President's Corner

By Mort Altman

As most of you know, I spent 26 years in the navy and from WWII, through Korea, and Viet Nam, the only time I ever came near being shot at was when I was in VU-4, a Utility Squadron.

One of our requirements was to tow targets for ships or ground forces to shoot at, a relatively boring task. My assignment one day was to tow a radar reflecting target for a Marine AA battery down at Cherry Point. I was flying a JD-1 which is the navy version of the B-26 or A-26 if you are so inclined. We were towing at 10,000 feet with the target streaming at the end of 4,000 feet of armored cable. The regulations for the shoot called for the use of contact ammunition.

The JD is a single piloted a/c although there is a seat beside the pilot for an ordinance man who would load and take care of a 37mm canon if one were installed. But, on this day, he was there for the ride and to hand me my coffee and sandwiches when it got time to eat since the Honeywell autopilot was lousy.

Well, anyway, we started our first run and the ordinance man in the aft station streamed the cable. It was supposed to be a tracking run with no firing. Suddenly I heard a cracking noise and at the same time my ordinance man in the rear station came up on the intercom in a very high pitched voice; "Mr. Altman!!! We've got holes in the skin back here!". And about the same time, the crewman sitting next to me twisted around in his seat and looking out of the overhead canopy said "sh-t, they shot off our HF antenna"!!

That provoked me, as you might guess, and I got on the mike and called "Cease firing, cease firing I'm pulling this G--D---. target, not pushing it! This is a tracking run not a firing run and you're using proximity fuses which is absolutely against the regs for the exercise. Your range safety officer should have seen that you're locked on me and not the target. This exercise is terminated for safety reasons since there doesn't seem to be anyone down there that knows what the hell they are doing. I've got shrapnel holes in my plane and you've shot off my HF antenna."

The next thing I heard was an authoritative sounding voice saying "This is Colonel -----, what is your name rank and serial number, and why are you terminating the exercise?" So I gave him my name rank and serial number and said, "Sir, we're on the same side, but they don't know it down there and I am returning to my base to assess the damage to my a/c."

On the way home, I was trying to visualize what the skipper would say when he got the call from this colonel. Funny thing, when we landed, we found out that no one had called. Aside from the antenna and three quarter size holes in the ordinance man's station, the plane was OK but he was shaken. I guess there were some very tender posteriors down at Cherry Point that night.

Minutes of the April 12th Meeting

By Ida May Covey

The meeting was called to order by meeting president Ida May Covey at 9:10 AM. Twenty-four members were present. Four visitors were introduced; Michael Maltby, Trampas Stern, John Schultz, and Joe Schultz.

Old business:

Dan Harden gave a clubhouse maintenance report. Dan will be away for several months. Ron Normark will assume the duties of maintenance chairman in Dan's absence.

Meeting president assignments were changed. Mort Altman will be meeting president for the May meeting. Helen Schultz will be meeting president for the June meeting, and Dan Harden will be meeting president for the October meeting. All other meeting presidents remain the same.

New Business:

Thank you Debbie Fink for organizing the breakfast for this meeting.

Mort Altman volunteered to be in charge of the breakfast for the May / Mother's Day meeting.

The business meeting was adjourned at 9:22 AM.

April Program

The April program was "Project Reports."

- Frank Smith told about competing in the Sun 100 air race at Sun-n-Fun. Frank averaged approximately 222 MPH in his RV-4.
- Bill Amos introduced his Stitts project to the chapter. Bill hopes chapter peer pressure will help him get active on it in the near future.
- Wayne King reported on the flying portion of the vacation that he and Leslie recently took to The Bahamas in their C-182.
- Larry Fink discussed his RV-7 project. Larry should receive his fast build fuselage later this year.

- John Schultz described the engine monitor that he and Trampas Stern are developing.
- Joe Mancusi talked about the modifications he has made to his award winning C-120.
- Dan Harden gave an update on the engine switch – Subaru to C-85 – in his Zenair. Becky actually suggested that Dan "go buy an aircraft engine before you fly again."
- Jack Schultz gave a project report on his Zenair and his new storage building. The storage building will create garage space for Jack to build the wings.
- Ron Normark discussed his progress on Nancy's other Super Cub. Did he commit to amphibious floats?
- Byron Covey gave a report on Sun-n-Fun. (He hasn't done enough recently on the Glasair to talk about.)

Meet Our Members



Mort was born and raised in Mississippi. After joining the U. S. Navy he was transferred to Virginia, Georgia, California, Tennessee, Minnesota, and to New Hampshire where he lived for 29 years before coming to North Carolina.

He was in the U. S. Navy for 26 years, then a stockbroker with Paine Webber for 20 years before retiring in 1989.

Watching Al Williams do aerobatics in a Grumman F3F2 Gulfhawk during an Armistice Day celebration at the Philadelphia Navy Yard when he was six years old is what sparked Mort's interest in flying. He also built model airplanes; the first one a Fokker DVII when he was seven.

Mort learned to fly during WWII in 1943; first at Lenoir-Rhine College, NC in J3's and N3N's, then N2S's in Bunker Hill, IN, SVN's, SNJ's, SBD's, in Pensacola FL at Corry, Whiting, Baron and Saufley Fields, and TBM's in Ft. Lauderdale, FL.

He did his first solo in a J3. What he remembers about that plane is that the celluloid side windows would blow in when he was doing spin recoveries if he didn't use the right amount of rudder. He flew regularly while in the Navy, but has not flown much since he retired.

Mort says all the planes he has flown are interesting. They include: J-3, N3N, N2S, SNV, SNJ, SBD, TBM, F6F, F7F, F8F, F9F, AD, T-33, F3D, F2H, HTL-6, HO4S-3, HSS-1, UH-2, T-34, T-28, SA-16, SNB, R4D-8, UO-1, and the P2V.

He has owned a Grumman Tiger, and built and owned a BD-5, Vari-eze, and Glastar. The Glastar, based in Henderson, NC, took the longest and was the most complex.

His most memorable flights were his initial flight in the BD-5 when, 300' after takeoff he suffered a complete loss of power; landed straight ahead on Route 11 in Guilford, NH, and stalled just before touchdown trying to avoid an automobile, fracturing his spine (that one **would** be hard to forget Mort!).

Another memorable flight was in an AD-4N in Chincoteague, VA, where he lost the engine on takeoff from runway 32 at 700'. Housing was straight ahead, so he "S" turned back and landed on the last 1000' of runway 090.

Mort has been a member of EAA since 1974 and has flown to the EAA fly-in convention at Oshkosh seven times, and Sun-n-Fun in Lakeland once.

Mort's response when asked what airplane he would want if he could have any airplane, free of charge, with free maintenance, fuel and hangar?

"An AD-4N, the best propeller driven airplane ever made, or while I'm dreaming, an F18F.... OK, an Extra 300."

Chapter Invitation

Bob and Annette Woods have invited us to share in their new home Located at 676 Crows Foot Road, Mt. Olive, NC 28365.

**Saturday, May 24, 2003 at 5:00 PM For a Cookout
Please bring a covered dish and a lawn chair.**

RSVP by May 19, 2003
(No Gifts Please)

Directions:

Take Hwy 70 east to Goldsboro to 117 south to Hwy 13. Turn Right onto Hwy 13 at McDonalds to Grantham School.

Turn left at the traffic light at Grantham School onto Grantham School Road, continue approximately 3-5 miles and turn right at 1st complete crossroads at Brogden Body Shop onto Crows Foot Road. Follow Crows Foot Road about 1/2 mile and our house is on the right. (A White house with blue shingle roof).

OR

Take I-40 to Newton Grove Exit 341, turn left onto Highway 55 approximately 10 miles, turn left onto Odom Mill Road. Go to stop sign. Odom Mill dead ends into Crows Foot. Turn right onto Crows Foot Road and go about 1 mile and our house is on the left. (White with a Blue Shingle Roof)

If anyone needs further directions please feel free to call them at 919-689-3768 or 919-581-0640.

The propeller is just a big fan in front of the plane used to keep the pilot cool. When it stops, you can actually watch the pilot start sweating.

-Unknown

Upcoming Events

May 20, 2003

EAA Chapter 297 Annual Spring Fly-In for lunch at Stag Air Park, Burgaw, NC. Spicer (910) 392-9141

May 16-26, 2003

Festival of Flight 2003, Fayetteville, NC. Festival of Flight is a series of aviation related events worthy of the 100 year anniversary of the Wright Brothers' momentous achievement at Kitty Hawk, North Carolina in 1903. It will be the largest public centennial event in North Carolina featuring a weekend arts festival, a two-day military air show at Pope AFB, a general aviation air show at Grannis Field and a seven-day exposition with aviation displays and interactive exhibits, all of which will culminate with a spectacular Memorial Day celebration. See www.festivalofflight.org

From the Web.....

EAA e-HOT LINE Vol 3, No. 17 (April 18, 2003)

EAA Responds Angrily to Boston Globe Editorial

EAA reacted strongly today to an editorial in this morning's Boston Globe ("Terror from small planes") that depicted small aircraft as a primary terrorist threat. EAA is responding directly to the Globe and encouraging pilots and other aviation enthusiasts to do the same at letter@globe.com.

The Globe used the Temporary Flight Restriction (TFR) issued for downtown Chicago and the closure of Meigs Field in that city as a sensible response to curtail the threat of terrorism in that city, and suggested that Boston should consider banning general aviation near the city. The Globe ignored the facts, however, that Chicago mayor Richard Daley asked for his city's TFR as a political maneuver after Washington, D.C. and New York received them in March, and Daley himself has now admitted that the closing of Meigs had nothing to do with his earlier reason of a security threat.

Successful Meigs Fundraiser Held Sunday in Chicago



An estimated 150 people turned out for a special fundraising dinner sponsored by the Friends of Meigs Field (FOM) to benefit their legal defense fund on Sunday evening, April 13, in downtown Chicago. EAA Executive Vice President Bob Warner was on hand to represent the association and present an EAA contribution to the fund.

"EAA members and Chapters have loyally supported Meigs Field over the years," Warner said. "Meigs is one of our most active Young Eagles sites and provides an exemplary educational opportunity for the community. As a national organization, EAA needs to help prevent the stealing of our national transportation system's vital infrastructure by local politicians"

From AOPAA.ORG

<http://www.aopa.org/whatsnew/newsitems/2003/03-2-065x.html>

Wright Bros. Memorial Pilot Facility Grand Opening Fly-in May 10

All pilots invited to free event on North Carolina's Outer Banks

Apr. 24 — The Aircraft Owners and Pilots Association is inviting all pilots to the Pilot Facility Grand Opening and Fly-in Saturday, May 10, at the Wright Brothers National Memorial at Kill Devil Hills, North Carolina. Ceremonies begin at 12:30 p.m. (Because parking is very limited at First Flight Airfield (FFA), pilots are requested to land at nearby Dare County Airport (MQI) at Manteo. Free bus service will be provided to the Wright Brothers Memorial starting at 7 a.m.)

The all-new Pilot Facility is sponsored by AOPA on behalf of its members. It was built in coordination with the National Park Service and First Flight Centennial Foundation and will be the only permanent structure built at the historic site to remain following the Wright Brothers' 100th Anniversary of Powered Flight celebrations this year. The day's celebrations will be hosted by AOPA President Phil Boyer and will include speeches, tours, hot dogs, and other refreshments.

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>	Mort Altman
<i>June 14</i>	Helen Schultz
<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 13</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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Annette and Bob Woods

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Send Flight 506 news submissions to Debbie Fink, EAA Chapter 506 Newsletter Editor, 201 Pheasant Run, Clayton, NC 27520, or by e-mail to lfink@nc.rr.com.

Submission deadline is two weeks before the next meeting. Articles in this newsletter may be reproduced in full, only if proper credit is given to the author, and to flight 506 News

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Flight 506 News

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