



Flight 506 News

Volume 10, Issue 1

January, 2004



Chapter Events

Mark Your Calendars!

➤ Saturday, Jan. 10, 2004

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
\$4.00 per person.

President's Corner

By Byron Covey

EAA stands for Experimental Aircraft Association, and the love of homebuilt and sport aircraft is the thread that binds us together. When we gather, be it at a chapter meeting, a fly-in, a clubhouse work day, at the airport, or at a restaurant for dinner, we (at least the guys) talk about airplanes. Sure, we discuss other things too, but there will always be an airplane or flying conversation under way. Collectively, we have a wealth of technical, building and flying knowledge. Want to know something? Just ask. If a member doesn't know the answer, a member knows someone who knows the answer. The club is a great source of information, and that alone would justify membership. But that is not the reason that I'm a member.

The EAA continues to be the voice of the sport pilot. The organization has been tireless in defending our freedoms in a society that increasingly wants to restrict individual freedom. I pay my annual dues to the Association to continue to have representation, but that is not the reason that I'm a Chapter 506 member.

Ron, Joe and I flew into two particularly notable private airports during our annual trip to the mountains this fall. As soon as we landed at Silver Creek Airport, the locals walked out to our airplanes to greet us. They invited us to stay for lunch (it was mid-morning), showed us all the interesting airplanes and classic cars that call Silver Creek home, and then drove us to the local country club for lunch. They briefed us on the unique approach to Lower Creek Airport, where we landed in mid-afternoon.

Although Lower Creek had been highly recommended as an interesting place to visit, it was almost deserted. One pilot / C-195 owner and his wife were the only two people there. We soon learned why: Their fall picnic was scheduled for the next day (Sunday), and everyone else was "taking care of home stuff." We were invited to join them, and we did. Sunday morning found the airport a beehive of activity. Over 150 people were there flying, hangar flying, cooking food, setting tables with covered dishes and watching children play. Everyone greeted us and made us feel welcomed. Did these two airports have smooth grass runways? Sure did. Did they have lots of interesting airplanes (and cars)? Sure did. Is that why they were notable? Nope. They were notable because the people there made them notable. They went out of their way to share with us what they were doing, and to include us.

That is the reason Ida May and I are members of Chapter 506. You include us in what you are doing, and that makes you special.

Thank you.

Holiday Dinner

Once again, we had an excellent turnout for our annual holiday dinner on December 14th. The decorations were beautiful, the food (as always) was delicious, and the "white elephant" gift exchange was lots of fun!



A special thanks to everyone who participated in making the evening such a great success.

2004 Chapter 506 Membership Dues

If you have not already paid your 2004 annual membership dues (\$50.00), they can be submitted to Roxanna Mancusi at the chapter meeting, or sent by mail to 109 S. Mountain Drive, Raleigh, NC 27603.

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.

Young Eagles

Story from EAA e-HOT LINE, Vol. 3, No. 60

Illinois Pilot Flies 1,000th Young Eagle

On Sunday, November 9, Robert "Butch" Bejna, member of EAA Chapter 101, gave 15-year-old Corinne Astfalk a Young Eagles ride at Schaumburg Regional Airport in suburban Chicago.

For Bejna, that in itself was not unusual; he's been flying kids in EAA's acclaimed youth aviation program since 1996. But that flight was very special; it represented No. 1,000 flown by Bejna, every one of them flown one at a time in his Cessna 150F. He earlier flew Corinne's brother, Luke, 10, for No. 999.

Sport Pilot Update

From EAA e-HOT LINE, Special Edition, Vol. 3, No. 61

Great News!

Sport Pilot Leaves DOT for OMB

Christmas came early to the aviation community when Department of Transportation Secretary Norman Mineta signed off on the sport pilot/light-sport aircraft rulemaking package and forwarded it to the Office of Management and Budget (OMB) late on Tuesday, December 23.

"This is great news, as it completes an important step to make sport pilot/light-sport aircraft a reality," said EAA President Tom Poberezny. "My compliments to FAA and DOT for their hard work in getting this important task accomplished. EAA and the aviation community have been looking forward to this important announcement as the rulemaking package enters its final phase."

OMB now has 90 days in which to review and return the package to the FAA, at which time it would be published in the Federal Register as a final rule.

Winter Flight

By Byron J. Covey

It was one those early winter days, the kind that makes you huddle around a cup of hot chocolate to warm both hands while sipping it to warm your body.

There was a high overcast and a 15-knot wind from the north. The visibility was excellent. The high temperature for the day wouldn't get above 45 degrees, but we had a mission: Deliver some important documents to my grandparents. We could drive, or we could fly.

"It will be rough."

"I know."

"It will be cold."

"You can sit up front."

"Pretty strong headwind."

"The flight back will be really fast."

"Bring some gloves."

I started getting cold about half way through the preflight. That's OK, I thought, I'll warm up once we get in the air. The engine surprised me by starting easily. I scampered into the back seat of the J-3, strapped in, let the engine warm for a few minutes, then started taxiing, being sure to keep the controls in the correct position relative to the wind. With the oil temperature creeping into the green, CIGAR TIP went smoothly. We taxied onto the extreme right side of runway 27 at Baldwin County airport, eased in full power, and used the width of the runway to take away a little of the crosswind. The cool dry air produced good horsepower and lift, and at 400 feet AGL, I turned north, directly into the headwind.

The Cub had a compass, but we really didn't need it. My father had flown all over central Georgia, and knew all the landmarks. I knew that if I kept US 441 on my left and the Oconee River on my right, that we had to hit Athens, although I had no idea where the Athens airport was.

The first really rough turbulence hit us just as I was trying to trim for level flight at 1200 feet AGL. No problem. I picked up the wing, checked the heading, and reached again for the trim when the right wing slammed down to nearly a 90-degree bank. I used full rudder and aileron that time. And the next time, and the next time. My father turned in the front seat, and calmly said "Try to keep the wings level." I didn't reply; he knew that it was taking full control deflections to counteract the extreme turbulence we were in.

It took forever to get to Athens. There is no heat in the back of a J-3, and the split door didn't really stop much of the cold wind from blowing in on me. If it hadn't been for the energy I used trying to keep the Cub reasonably level, I would have been miserably cold. Compared to Baldwin County, the Athens airport was big, with two runways to choose from. Runway 2 was better for the north winds so that's where I landed. It felt really good to get out of the Cub and relax. The constant turbulence, combined with the extreme cold, had left me tense.

My father went into FBO office to telephone his father. I stayed with the Cub until it was topped off with 80 / 87 octane and tied down, then went in for a short visit with the man I'm named for.

It was Thanksgiving, and we didn't want to be late for turkey, so our visit was short. As we got up to go, I commented to the FBO that no one else seemed to be flying. He grinned, and said "Nope." "Too cold. Too windy." I took him up on his offer to give us a prop, and as we started taxiing, I said that I thought I would practice a downwind takeoff, since no one else seemed to be flying and it would have us headed in the right direction. With no objection from the front seat, I proceeded directly to runway 20 and headed for home. The flight home was a little smoother, and a lot faster. The crosswind landing, a source of apprehension grew larger and larger as we neared Baldwin County, went well, and soon we were in the warm and familiar surroundings of our home FBO building.

There was nothing really remarkable about that flight, but I remember it for several reasons. It was the first time that I took my father flying, rather than flying with him. It was my first real cross-country, and my first exposure to extended, severely turbulent conditions. It also marked the first time that I was really cold in an airplane, and it left me exhausted.

As we drove home for Thanksgiving dinner, my father said, "You did a good job of flying today." For a 14 year old obsessed with flying, that made it all worthwhile.

One day the pilot of a Cherokee 180 was told by the tower to hold short of the runway while a MD80 landed. The MD80 landed, rolled out, turned around, and taxied back past the Cherokee. Some quick-witted comedian in the MD80 crew got on the radio and said, "What a cute little plane. Did you make it all by yourself?"

The Cherokee pilot, not about to let the insult go by, came back with: "I made it out of MD80 parts. Another landing like that and I'll have enough parts for another one."

- Author Unknown

From the Web.....

Web Sites of the Month

From Byron Covey

Ever wonder what happened to that old flying field your remembered from long ago?
Ever wonder what old airports looked like?

Check out the following web site:

<http://www.airfields-freeman.com/>

Or just click on: http://www.airfields-freeman.com/NC/Airfields_NC_C.htm#raleigh to go straight to photographs and a story about the old Raleigh Municipal Airport.

Have you ever attended Oshkosh and wished you had some really good photographs to share?
Have you ever wished that you could see more of the top fly-in than is available in the magazines?

If you answered "yes" to either of these questions, then you will enjoy a visit to the Airplane Zone @ <http://www.airplanezone.com>

The Airplane Zone, in the publisher's own words, "features occasional aviation related articles written by David Odum and others. No pop-up ads, no clutter, and no cookies to track visitors. David lives in north Georgia, USA and flies a Long EZ experimental."

The Oshkosh 2003 album contains over 100 outstanding photographs of aircraft and engines, complete with descriptions and, where available, links for more information.

Spend a few minutes there. I guarantee that you will find something interesting, but beware!
It will make you want to attend in 2004!

Land-A-Member Sweepstakes Begins Next Week

From EAA e-HOT LINE, Vol. 3, No. 60

The 2004 EAA Land-A-Member sweepstakes begins on January 1. Based on the success of the 2003 sweepstakes grand prize—a Sonex Ltd. airplane kit—the grand prize for the 2004 Land-A-Member sweepstakes is another airplane kit: a new, sport pilot-ready Zodiac CH 601 XL and a Rotax 912S four-cylinder, 100-horsepower engine provided by Zenith Aircraft. (Drawing for the Sonex prize in the 2003 sweepstakes will take place in mid-January.)



Participating in the 2004 Land-A-Member sweepstakes is easy. If your EAA membership is current at the end of 2004, you're eligible. In addition, if you help fellow aviation enthusiasts join EAA, you receive extra chances to win.

Complete details will be available beginning in January on the EAA website or by calling EAA Membership Services at 800-JOIN-EAA (800-564-6322).

2004 Chapter Programs & Activities:

<i>Date</i>	<i>Program Responsibility</i>
<i>January 10</i>	Byron Covey
<i>February 14</i>	Jack Schultz
<i>March 13</i>	Mack & Maggie Denmark
<i>April 10</i>	Jack Schultz (Project Updates)
<i>May 8</i>	Dan Harden
<i>June 12</i>	Mort Altman
<i>July 10</i>	Larry Fink
<i>August 14</i>	Ron Normark
<i>September 11</i>	Neal Foote
<i>October 9</i>	Jim Turner
<i>November 13</i>	Joe Mancusi
<i>December 11</i>	Nancy Normark & Ida May Covey

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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 email to dfink@nc.rr.com

Flight 506 News

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TO: