



Flight 506 News

Volume 10, Issue 2

February, 2004



Chapter Events

Mark Your Calendars!

➤ **Saturday, Feb. 14, 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 Jack Schultz

During the months of January and February flying activity takes a back seat to other winter activities. Even though some winter days offer wonderful visibility and enhanced airplane performance, the cold temperatures are a discouraging reality for most of us.

All is not lost, however, because we can say with anticipation that in six short weeks the average high temperature in North Carolina will be over sixty degrees, the noontime sun will be higher and we will have another hour of daylight.

Looking ahead to these more hospitable times, I would like to see us have more flying activities. I hope that more of you can join in hangar flying, real flying or special flying events like our Young Eagles program after our monthly breakfast meeting. We also have our between meeting events on the fourth Saturday of each month from March through October. For the past three years, we have averaged six between meeting events. I know we can't expect every member to suggest or organize a flying event, but if fifty percent of the members would spend a few hours organizing a flying event once a year, our calendar would overflow.

On another topic, the Sport Pilot rule is now in the Office of Management and Budget and is scheduled for release in late March, 2004. My guess is the final rule will be announced during Sun-N-Fun 2004 and take effect thirty days later. It will be interesting to see how many inactive pilots will come out of the woodwork. A large percentage of inactive pilots can't easily get a medical certificate. Many of these folks would love to legally fly again, and the sport pilot provision requiring either a medical certificate or a valid driver's license will make a big difference. This feature, along with other provisions will greatly reduce the cost of flying.

January Program

A big thanks to Byron Covey for his January program, that included a series of questions and discussion about aircraft design, performance and terminology. All of us hot shot pilots enjoyed trying to answer the "easy" questions Byron presented.

A little humility goes a long way.

January 9th Meeting Minutes

By Bryon Covey

Following a tasty breakfast of baked oatmeal served with baked apples, scrambled eggs, homemade biscuits with ham, orange juice, milk and coffee (thank you Breakfast committee), meeting president Byron Covey called the meeting to order at 9:00 AM. Fourteen members and guests were present, despite local TV news warnings to stay off the roads due to ice and snow.

Guests:

John Newcomb, (919) 284-4693, was introduced. John is interested in learning to fly and building an airplane.

Tom Gregorski visited. Tom, who has a new house, hangar and private runway, is a member of the Wilson Chapter.

Treasurer's report:

Joe Mancusi reminded everyone that 2004 dues are now due.

Old business:

Young Eagles: Jack Schultz introduced the subject of continuing a Young Eagles relationship with the Boy Scouts. Following discussion about various approaches, Ida May Covey made a motion that we provide an aviation merit badge program for the local Boy Scouts, including a Young Eagles orientation flight for the scouts who complete the merit badge program. Jack Schultz seconded the motion, which was accepted unanimously.

Jack volunteered to contact EAA about insurance issues and the local Boy Scout leaders. He will have more details for the February meeting.

Facility Maintenance:

Dan Harden reported on the need for maintenance on the outside of the clubhouse, and recommended that we apply vinyl siding. Options and costs for siding and windows were discussed. A decision will be made at the February meeting.

New Business:

The need for new members was discussed. Jack Schultz offered that we need a membership chairman. Dr. Nutt suggested that better programs would influence membership.

Our dues structure, which is designed to support all of our financial needs without the need to conduct fundraisers, was discussed. Tom Gregorski reported that his chapter has an annual fly-in as a fundraiser.

2004 Chapter 506 Membership Dues

If you have not paid your 2004 annual membership dues (\$50.00), please submit them to Roxanna Mancusi at the chapter meeting, or send by mail to Roxanna at 109 S.Mountain Drive, Raleigh, NC 27603.

Chapter 506 Young Eagles Activity

By Jack Schultz

At the January meeting, we discussed a plan to continue some Young Eagles activities. A proposal was made to invite five boy scouts or girl scouts to a Saturday breakfast meeting. After the meeting, the scouts would attend a ground school class that would include map reading and plotting a course from Johnston County Airport to Kennebec Airport and return.

After a preflight inspection, each scout would be assigned a pilot for the flight to Kennebec, and after takeoff, the airplane would fly the course they had prepared. After arriving at Kennebec, each scout would go with a different pilot for the return flight.

The requirements for selection would be threefold. First, the scout must be at least twelve years old. Second, the scout must have participated in a standard young eagles rally. Third, the scout must be working toward an aviation merit badge.

If the program works well, we could schedule two or three of these events a year.

I have contacted the EAA insurance department to find out if the standard Young Eagles liability insurance would also cover this type of event, and am currently waiting for a reply. If the insurance does cover this type Young Eagle event, I will contact the appropriate scouting organization and we could then begin planning for this activity.

Young Eagle Stats

From Jim Dukeman

Whenever I get a challenge, I remember a poem that my Mom taught me when I was little. It goes something like this.

Somebody said it couldn't be done
but HE with a chuckle replied
That ...Maybe it couldn't
But he would be one
That wouldn't say so till he TRIED

That is what happened when Sandy and I first went to the EAA Convention. We were invited by the 386th Bomb Group. I have shared that true story with all of you many times. Who would ever think that a group of guys from WWII would generate almost 9,835 young people getting an airplane ride in North Carolina?

I would like to share some of the stats that I have kept. I cannot find the records for the first couple of years. Mostly because we didn't keep any at all the first year. The second year we did better but with the third and continuing after that, I did keep some good accounts of what we did. I would like to share with you the success that you all have contributed to. Congratulations to all of you for a job well done, and thanks too for letting Sandy and I be a part of it.

I don't remember where NC stood when we first learned about the Young Eagle program. I do remember though that Montana had flown more kids than we had. But when it was all done on November 3 of 2003, Steve and Michelle sent me the following note:

North Carolina is number ELEVEN (11) in the NATION for the number of Young Eagles flown. By EAA records that is 24,838.

In the Raleigh ZIP Code area the total is 6983 Young Eagles. Elizabeth City had a total of 1,273 Young Eagles.

OUR STATS

Our group consisted of several chapters and EAA members not associated with any Chapter at all. Most of the chapters that started flying with us eventually went on to fly their own Chapter Rallies. I have given us credit for all Young Eagles generated while Sandy and / or I were present, or when we

helped in organizing the event. Some of these numbers are also included in other chapters totals. If they flew with us, we credited the Young Eagles that they flew to their chapter.

In total, we had 204 pilots, and 168 Ground Support Volunteers, and a total of 75 rallies at 19 different airports. I wish I had the number of hours flown by the Pilots, but I don't. If your interested in the number of Young Eagles flown by each pilot, you can check out the EAA Young Eagle site. Since the ground support folks signed in at each rally, and for the most part were there for the entire day, I do have a rough count of their contributions.

Hours: 11,650
Total Rallies: 75 (22 in 2003)

That's ELEVEN THOUSAND SIX HUNDRED AND FIFTY HOURS of volunteer time provided by our outstanding Ground Support folks.

We sent 15 kids to camp, all expenses paid including round trip airfare and \$10-\$20 spending money for each camp participating.

Our total count for Young Eagles was 9,887, with 1,600 flown in 2003 and we did not even get started officially until 1996! Not a bad record, if I do say so myself!

We did not do bad in the EAA AWARDS category either:

- (1) Field Rep of the Year Award
- (2) Humanitarian Awards
- (1) Volunteer of the Year Award
- (2) Horizon Awards

Several of our volunteers were also able to spend the day at the Celebration of Flight at Kitty Hawk free - round trip airfare included.

We were responsible for chapters being formed, for established chapters becoming involved with the Young Eagle Program, and for helping to set up and organize rallies from the mountains to the coast.

We have all made new friends, and given thousands of folks the opportunity to experience what GENERAL AVIATION is all about. Heaven only knows how many new chapter members this program has generated.

CONGRATULATIONS to each and every one of you, your outstanding performances reflect great pride on your individual EAA Chapters, EAA Headquarters, and the GREAT STATE OF NORTH CAROLINA.

Congratulations

Jim Dukeman was notified by the Chief of FSDO at Atlanta FAA Headquarters that he has been selected as CFI of the year for the Southern Region. Congratulations Jim, on this well-deserved award!

New Addition to Chapter 506

By Larry Fink

Over the holidays, Debbie and I purchased a Cessna 152 (N757ZS), and on January 21st, Ron Normark flew me to Lewisburg, West Virginia to fly her home. She is currently tied down at Johnston County Airport, at location 41.

We originally planned to lease planes while building the RV-7, but between scheduling difficulties and uncooperative weather, I was not flying nearly enough. The decision to purchase the plane was a tough one since it will inevitably cause delays to the RV-7 project, but...the upside is that I'll be flying!



Volunteers Sought For EAA Member Advisory Panel

From EAA e-HOT LINE, Vol. 4, No. 5

In October 2002, EAA established the Member Advisory Panel (MAP) to gather feedback from EAA members. MAP's role subsequently expanded to obtain your opinions on several aviation-related topics such as TFRs, ADs and the new sport pilot/light-sport aircraft rule.

Recruiting for 2004 MAP volunteers is now under way. Duties include participation in focus groups, on-line surveys, and in-depth interviews. Those who would like to volunteer for the MAP (past volunteers are welcome), please visit www.eaa.org/survey/map2004.html to complete an initial, confidential questionnaire. Please feel free to forward the link to other EAA members who may be interested in participating in MAP.

Enrollment in the 2004 MAP ends February 28, 2004

Michigan Aviation Museum to Open in May

Kalamazoo, Michigan's new Air Zoo is scheduled to debut in May featuring more than 80 vintage aircraft, character actors in the roles of famous aviators, amusement rides, special Smithsonian exhibitions, and 4-D theaters. The largest known indoor mural, "Century of Flight," spans approximately three football fields in length and depicts major moments in aviation history, from the first hot air balloon flight to journeys into space. "There will always be something new to see," says Bob Ellis, executive director. "Because of our partnership with the Smithsonian Institution, the Air Zoo has access to over 142 million artifacts and an endless source of world-famous traveling exhibitions."

The first Smithsonian-sponsored exhibition is "Hubble Space Telescope: New Views of the Universe." General admission is \$19.50 for adults, \$17.50 for seniors 60-plus and \$15.50 for children, aged 6 to 12. Children ages 5 and under enter free.

For more information, call 866/5AIRZOO. A website is also under construction.

Web Site of the Month

From Byron Covey

To view hundreds of outstanding astronomy photographs and illustrations crawl through the Internet and take a peek at:

<http://antwrp.gsfc.nasa.gov/apod/archivepix.html>

There are lots of excellent photographs at this site, including a couple of last year's hurricane Isabel. My favorite photograph is a lunar landscape taken by the Apollo 17 missions.

<http://antwrp.gsfc.nasa.gov/apod/ap031109.html>

The site has multiple links that are both entertaining and educational.

Enjoy.

BJC

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

EAA Chapter 506 Newsletter
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TO: