



Flight 506 News

Volume 10, Issue 3

March, 2004



Chapter Events

Mark Your Calendars!

- **Saturday, Mar. 13, 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 Helen Schultz

Ah Spring, when a young (and old) man's fancy turns to thoughts of flying. As the days grow warmer and longer, the opportunity to fly increases. So, too, do all the activities associated with flying, fly-outs and fly-ins of all sizes – club, local, regional and national. With these enjoyable times, comes also the responsibility for safety, in the air and on the ground.

Our speakers for March are Maggie and Mac Denmark who have devoted many hours to ground safety at EAA Fly-ins at Lakeland in Florida, Medford in Oregon and the national fly-in in Oshkosh, Wisconsin. Most of us have probably given little thought to the complexity of this job.

Maggie and Mac are also newlyweds. They married in September, 2003 after a courtship that spanned the continental U.S.

Please join us for breakfast and an interesting and informative talk on Saturday, March 13.

January 9th Meeting Minutes

By Bryon Covey

Following a breakfast of scrambled eggs, hot curried fruit, freshly baked orange rolls, and sausage / hominy casserole, all washed down by orange juice and coffee, the February meeting of Chapter 506 was called to order by meeting president Jack Schultz at 8:58 AM. Thirty-one members and guests were present.

Guests:

Greg Clackett, Andy Miller, and Bill MacKrell were guests of Clay Shock. Harris McLeod came with Martin Moore. Scott Miller, who is building an F-1, and Hank Lyon, a fellow C-152 driver from Fuquay Angier, attended. Bob Fink attended with his older brother, Larry.

Old business:

The proposed Boy Scouts Advanced Young Eagle Program was discussed. (See last month's minutes for background.) Jack Schultz provided an update, including the information that the EAA Young Eagle Program insurance can cover the proposed Advanced Program.

At Jack's request, a committee of was named to meet with the Scouts to plan the program in detail. The committee is Jack Schultz (chair), Ron Normark, Dan Harden, and Mort Altman

New Business:

Robert (Bob) Scott has been officially designated as an EAA Technical Counselor. Congratulations Bob! Bob reported that EAA passed along the information that insurance companies have looked favorably on homebuilts that have had several Technical Counselor inspections noted in the construction logs.

Jack Schultz reminded everyone that April is project month. Each member who has an aircraft project of any type is asked to be prepared to give a status report and, if practical, to display some parts at the April meeting. Note: Sun-n-Fun is scheduled for Tuesday, April 13, through Monday, April 19. The Chapter 506 April meeting will be on Saturday, April 10

Reminder: The "between meetings" summer activity schedule will soon be here. Make plans to host a project visit.

Clay Shock shared information about the Allegro, an airplane being imported for the expected light sport aircraft. Clay flew his new Aerolite 103 from WWW airport to the meeting. He passed around a file of photographs, and described getting the airplane from the factory. He thanked Joe Mancusi, chapter Flight Advisor, for his assistance and insistence on "doing it right." Clay also thanked his wife and his good friend, Greg, for their support and assistance.

Facility Maintenance:

Dan Harden reported on the vinyl siding options. Following a brief discussion, Ida May Covey made a motion to install horizontal vinyl siding, and to assess the membership as necessary to cover the cost. Nancy Normark seconded the motion, which was carried.

A brief discussion on the vinyl siding color resulted in a carried motion to purchase gun-smoke gray siding, and for Dan to select the style of siding that, in his judgment, represents the best selection.

February Program:

Jack Schultz presented a program on Light Plane Heritage. Jack's chronicled the escapades of C. G. Taylor and W. T. Piper, and the evolution of the J-series of Piper Cubs.

Twenty Years Ago

By Byron Covey

This is the first installation of an occasional column for the Chapter 506 Newsletter that will look back at what was happening in sport aviation back in the last century.

New at Monet Aircraft: A Koenig 3 cylinder radial engine with a folding prop that was undergoing development for use on the Monerai powered glider.

The newly formed Prescott Aeronautical Corporation announced the development of a 4-place kit aircraft named the Prescott Pusher. Powered by a 180 HP Lycoming O-360, the Pusher was touted as having a 185 MPH cruise speed, and it was reported that wind tunnel tests of a scale model had been "successfully completed."

The Q-200 was featured on the cover of the March, 1984, *Sport Aviation*. The Q-200 is a tandem wing composite aircraft powered by the Continental O-200. It claimed a top speed of 220 MPH. The article described the testing of a NASA LS(1)0417MOD airfoil for the forward wing as part of the make-over from the VW-powered Q-2.

The Terra TPX 720 handheld transceiver was advertised for sale at \$445.

In "The Homebuilder's Corner," Paul P. (yes – at that time, the president of the EAA actually was a homebuilder) opined that, to keep the cost of flying reasonable, there was little the EAA could do other than " ... and work with the FAA to establish a Primary Category Aircraft with a simpler and less expensive method of type certification."

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Proposed Amendment Places Major Restrictions On GA

EAA e-HOT LINE, Vol. 4, No. 8

February 27, 2004 -

EAA is encouraging its members to contact their congressional representatives to express their concern about a proposed amendment to the Homeland Security Act of 2002 ([HR 3798](#)) that would place additional restrictions on general aviation beyond what has been deemed prudent and effective by the Transportation Security Administration and the Department of Homeland Security.

On February 11, Rep. Edward J. Markey (D-MA) proposed the amendment titled "Secure Existing Aviation Loopholes." In addition to many restrictions on commercial operation, the Bill proposes the following restrictions on general aviation:

No-Fly Zones - The Secretary of Homeland Security—

(1) shall establish for the duration of any high threat level announced by the Secretary (including announcements of code orange or above), and

(2) may establish for the duration of any other threat level that is announced by the Secretary and that the Secretary determines appropriate, no-fly zones around sensitive nuclear facilities, chemical facilities identified by the Administrator of the Environmental Protection Agency at which a release of the facility's hazardous materials could threaten the health of more than 1,000,000 people, and any other facilities the Secretary may designate.

(b) Vulnerability Assessments - The Secretary shall—

(1) require the operators of airports that serve general aviation aircraft and landing facilities for such aircraft to complete vulnerability assessments developed by the Secretary for evaluation of the physical security of such airports and facilities and of procedures, infrastructure, and resources used with respect to such airports and facilities; and

(2) develop a plan for addressing vulnerabilities identified by such assessments not later than the 365th day following the date of enactment of this Act.

(c) Sensitive Nuclear Facility - In this section, the term 'sensitive nuclear facility' means—

(1) a commercial nuclear power plant and associated spent fuel storage facility;

(2) a decommissioned nuclear power plant and associated spent fuel storage facility;

(3) a category I fuel cycle facility;

(4) a gaseous diffusion plant; and

(5) a Department of Energy nuclear weapons materials production, processing, storage, or research facility.

"The Transportation Security Administration and the FAA have assessed, and continue to do so, the security risks general aviation poses and are taking the appropriate actions," said Earl Lawrence, EAA vice president of regulatory & industry affairs. "Mandated no-fly zones will not improve national security, nor will mandatory vulnerability assessments."

General aviation organizations have been working continuously with the TSA to develop GA airport security guidelines since the September 11, 2001, terrorist attacks. "Let the TSA and industry develop these guidelines before imposing new restrictive federal laws on an already heavily regulated industry," Lawrence said.

The Bill has been referred to the Congressional Committee on Transportation and Infrastructure, and in addition to the Committee on Ways and Means for consideration.

Co-sponsors of the bill include Rep. Ed Case, (D-HI); Rep. John Conyers, Jr., (D-MI) Rep. Norman Dicks, D-WA; Rep. Carolyn McCarthy, D-NY; Rep. Jerrold Nadler, D-NY; Rep. Major Owens, D-NY; and Rep. Louise McIntosh Slaughter, D-NY.

To find contact information for your representative, visit www.house.gov.

A student became lost during a solo cross-country flight. While attempting to locate the aircraft on radar, ATC asked, "What was your last known position?"

Student: "When I was number one for takeoff."

EAA Members Outbuild Cessna & Other General Aviation Manufacturers

From: www.eaa.org/communications/eaanews/040213

February 13, 2004 -

The General Aviation Manufacturers Association (GAMA) released its 2003 GA Airplane Shipment report on Wednesday, February 11, which showed that piston-powered aircraft production rose last year, with a 9.5 percent increase worldwide (from 1,731-1,896) and 6.3 percent increase (1,496-1,590) in the U.S.

Comparing EAA members' production to the production runs of single-engine piston manufacturers for almost the same period, EAA members produced more single-engine aircraft than any single GA manufacturer!

EAA recognized 707 EAA members who completed their homebuilt aircraft from December 17, 2002, to December 17, 2003, as part of EAA's Centennial of Flight celebration. Each member received a commemorative stainless steel dataplate, a certificate of accomplishment, and their project posted on the EAA website.

Manufacturer	Single Engine Piston Production for 2003
EAA Members-Centennial Homebuilts*	707
Cessna	588
Cirrus	469
Diamond	228
New Piper	185

*Centennial Homebuilts awarded for slightly more than a 12-month period (12/17/2002—12/31/2003)

"It is truly amazing to think that EAA members, in their basements and garages, built more aircraft than the biggest single-engine manufactures in the world," exclaimed Charlie Becker, EAA's Director of Aviation Information Services. "The desire to fly is just as strong today in our members as it was in the Wright brothers 100 years ago."

AOPA to pilots: Check your notams!

From www.aopa.org

Mar. 4 — With the first day of spring barely two weeks away, and better flying weather either arriving or soon to arrive over much of the country, general aviation activity is going to pick up substantially, and

those pilots need to make sure they're completely familiar with constantly shifting airspace restrictions.

"Whether you're flying along the Eastern seaboard and have to cope with the Baltimore-Washington Air Defense Identification Zone (ADIZ), or near one of the dozen Department of Defense temporary flight restrictions, or around any of the scores of cities Presidential candidates will visit, it's the pilot's responsibility to know where not to fly," said AOPA President Phil Boyer. "At the same time, it's the government's responsibility to distribute accurate information in a timely fashion, and that's something that AOPA will continue to press for."

AOPA and the Air Safety Foundation have a number of tools to help pilots stay out of trouble, including the [Real-Time Flight Planner](#), an [ADIZ tutorial](#), and ASF's ["Know Before You Go"](#) online airspace education course.

"Real-Time Flight Planner is probably the single most effective tool AOPA offers for staying out of restricted airspace," said Boyer. "It was designed to take advantage of flight restriction data that the FAA makes available online and graphically displays both active and upcoming TFRs almost the instant they're published."

For pilots who either operate from or will be transiting the Baltimore-Washington area, the ADIZ tutorial outlines the procedures you'll need to follow. And "Know Before You Go" offers an excellent refresher on special-use airspace, such as TFRs, and the rest of the National Airspace System.

The consequences for violating a security-related TFR can be severe. Pilots may find themselves intercepted by military or other law enforcement aircraft. If that happens, it can literally be a matter of life or death for a GA pilot to understand and respond to signals from the intercepting aircraft. The Air Safety Foundation has developed an [intercept procedures card](#) that is available online in printable form. AOPA urges pilots to learn it, print it, and carry it.

"Think about how your airborne activity looks to a nervous public on the ground," said Boyer. "Be aware of changing security measures that may affect your flying. And remember to check notams just before you take off."

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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Flight 506 News

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