



Flight 506 News

Volume 10, Issue 5

May, 2004



Chapter Events

Mark Your Calendars!

➤ Saturday, May 8, 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 Dan Harden

Spring is here, a time when a young man's fancy turns to love, and we older guys can at least look forward to several months of good flying.

Speaking of flying, it is my hope that my flying buddy Bob Scott and I can enjoy a lot more local Fly Ins and activities this summer.

In that light, if you have a Fly In you like and/or go to, remember to tell your fellow members about it the month before, rather than asking them why they didn't go afterward. Heck, if you can fly slow enough, we would even like to try to keep up with you speedsters on a formation flight.

Lets make this a love affair summer (with our flying)!

See you at the next meeting .

Dan

April 10th Meeting Minutes

By Bryon Covey

Following a breakfast of scrambled eggs, fresh cantaloupe, sausage, and two types of baked French toast, washed down by orange juice and coffee, the April 2004 meeting of Chapter 506 was called to order at 9:05 AM by President Jack Schultz.

Twenty-one members and guests were present.

Guests:

Guests present were: Priscilla Nutt, Ned's daughter, Jackye Reynold, a long-time hang glider and ultralight pilot who is now a student pilot, and Jackye's instructor at Johnston County Airport, Jerry Dew.

Treasurer's report:

There was no Treasurer's report.

Minutes:

The minutes were approved as published in the newsletter.

Meeting Format:

Jack announced that the new meeting format would not be followed for this meeting; the business meeting would be held before the program.

North Carolina Air Tour:

Jack gave a recap of the Air Tour, and asked for volunteers to support Woods Aviation in hosting a stop for the tour in Goldsboro at Bob's shop. [See Jack's article elsewhere in this newsletter – BJC]

Advanced Young Eagles Program:

Jack gave a recap of the Chapter 506 Advanced Young Eagles Program. Pilots with airplanes who intend to participate should contact Jack ASAP

Next Month:

Clay Shock will provide a program about the Allegra Aircraft.

Program:

April is project review month. Members with projects each provided a 5 minute status report on their projects.

[Secretary's note: The clubhouse was uncharacteristically quiet, due, no doubt, to the absence of several members who elected either to visit a new grandchild or to travel the world.]

Chapter 506 Young Eagles Advanced Program

By Jack Schultz

The Young Eagles flights scheduled for May 8th have been canceled. The busy fly-in schedule resulted in many pilots not being available to fly Young Eagles in May.

Our first Young Eagles advanced flight has been rescheduled for June 12th, our meeting day.

May Program

By Jack Schultz

Doug Hempsted, US distributor for the Allegra, a new sport category airplane from Europe, will be guest speaker at our May 8th meeting. Weather permitting, Doug will fly the Allegra to Johnston County so we can see, as well as hear, about this new sport airplane which is available as a kit.

Sun-n-Fun 2004 Journal

By Bryon Covey

Having arrived at Ellen's and Eric's home in St. Petersburg, FL, late Monday night, I slept in until 5:45 on **Tuesday, day 1 of Sun-n-Fun 2004**. Wallie, Ellen's 85 pound Weimaraner, was waiting for me, so we went on our customary, if late, walk to the corner to purchase a newspaper. John Peterson and Eric Kaltenbacher were up shortly, and we enjoyed a leisurely breakfast before heading to Lakeland.

John and I already had our passes, so we made plans to meet Eric at the electronics workshop. On the way in, we met Steve Earson, who flies for the U.S. Fish and Wildlife Service. Steve was showing a Vulcan Air Observer 2 (formerly by Partenavia.)

Steve, who is interested in the EAA, will be moving from Puerto Rico to the Raleigh area soon. In the electronics workshop, John practiced swaging on a 1/8th inch cable. It looked good for a first time effort.

The weather in Lakeland wasn't the best, and a front was positioned to delay lots of VFR aircraft, so we were not surprised that there were relatively few homebuilts on the flight line. The factory Glasair, Glastar and Sportsman aircraft were on the ground in Texas. All of us, but especially Eric, wanted to see the RV-10, but it was reported to be on the ground in Colorado with a door latch problem. We were hopeful that better weather would deliver more Glastars and Glasairs for us to inspect, and that the problem with the RV would be repaired and it would arrive soon.

The Exxon Elite Sky Box provided a welcomed break from the wind, although we sat on top to watch the airshow, which was well flown despite significant winds. Thank you, Steve Sunseri. Steve is the Exxon Mobile Aviation Lubricants Sales Manager, and is a great supporter of sport aviation. Information is available at <http://www.exxonelite.com/>

We had a near disaster when we arrived at our customary rallying point after the airshow. The Boys Town beer tent no longer exists! We were, however, able to get a draft next door at the re-done food shed. It now is called Margaritaville. As we sat there soaking up the first day, John observed: "Live music, Margaritaville, and a man on stilts twisting balloons – We're done for!" It definitely was different.

Wednesday was chilly for Florida, and the wind, which we thought had blown hard on Tuesday, was even worse. [An exchange I heard on 123.0: Pilot to Zephyrhills Airport; "How's the wind down there?" Zephyrhills Airport: "It's blowing like a son-of-a-gun down here!"] I was glad to have a hood on the windbreaker I was wearing. Planes were arriving; thank goodness that the wind was right down the runway. It was a good day to visit the indoor displays.

The factory Glasair, Glastar and new Sportsman all arrived safely. The Sportsman, a slightly larger evolution of the Glasair with seats for two short people in the back, looks like a real winner. At Van's booth, we learned that, much to our disappointment, the RV-10 would not be repaired in time to attend.

My traditional lunch at Sun-n-Fun has been a polish sausage with onions and peppers. The good news

this year was that they were excellent. In fact, we agreed that all of the food was much improved in quality this year, and the prices seemed reasonable for the food. This was an unexpected improvement, as were the picnic tables behind the vendor's booths. Thank you Sun-n-Fun. (A volunteer explained that SnF had not been happy with the food vendors in past years, but long term contracts had kept them from making changes.)

We again watched the airshow from the top of the Exxon Elite Sky Box. However, its swaying led Eric and me to seriously discuss which way we would jump should the box topple. Our appreciation for the skills of the performers increased directly with the velocity of the wind they had to contend with.

Thursday was a perfect day, weather wise. Eric and I went to Chopper Town, where the Safari (nee Baby Bell) continues to impress me. Another impressive aircraft that we saw for the first time is the all metal, high wing, strut braced Sky Van. Just as it sounds, it is huge, from a 300 HP Lycoming up front to a sliding cargo door with room for eight seats in between. It is certificated in Australia and should, at "about \$500,000," challenge the new production Beavers in Alaska.

I visited with several old friends, and lusted, again, for a white Sky Bolt with a 225 HP Continental radial, wood prop, three pane flat panel windshields, and absolutely no equipment beyond the minimum

required. It was for sale, too, but the Florida Lotto ticket didn't come through for me.

Our plan had been to meet Ron and Jordan Normark in the Boy's Town beer tent, which I had described to Ron "across from Miss Budweiser," the unlimited hydroplane racing boat. Well, sometime around mid-day, the Miss Budweiser left. Fortunately, Ron had seen it, so, following a really long airshow, we had no problems getting together. We ate at Buddy Freddy's that evening, then returned Byron Shulingkamp, aka Frog, to the aircraft camping area before heading back to Eric's for the night. Day 3 was a perfect day at Sun-n-Fun.

Friday was another perfect day. After a leisurely breakfast in Lakeland, we arrived at Lake Parker for the Splash-in. In recent years, the Splash-in has been downright scary with the wild, reckless flying of certain ultralight-like machines flying helter-skelter among regular aircraft. This year the Splash-in occurred on Thursday for ultralights, and Friday for aircraft. All operations that we observed this year were orderly and safe.

Unfortunately, most of the aircraft arriving over Lake Parker for the fly-in did not earn the same operational assessment. The vast majority of them either did not know the arrival procedure, chose did not follow it, or did not do what the controller directed. I saw one near miss of a mid-air, and wondered if the pilots involved even knew about it. Many groups of aircraft left the lake orbit three or four abreast rather than in trail.

Back to the fly-in for the afternoon. There was a good turnout of homebuilts by Friday, and the pedestrian attendance was near a peak. After another never-ending airshow, we headed back to St. Petersburg for dinner and a good night's sleep.

Saturday had us wondering if 2004 would be remembered as the Fly-in with the best weather ever. I followed up with vendors of interest on specific details of their products. I especially like the Dynon EFIS, Superior IO-360 engine, Electroaire ignition system, Garmin / UPS CNX-80, Andair fuel valves, and the new Vision Micro engine monitor. I also saw a Glasair Super II – FT with a counterweighted propeller – the same configuration as I am building. The spinner looks better than I imagined it would.

A USAF F-16 was very impressive in the airshow. After its solo routine, it made several formation passes with an F-86 and a P-51. It brought a lump into my throat.

Watching departures we saw an event that reminded me of Mack and Maggie's excellent chapter program. A ground controller stepped directly in front of an oncoming UPF-7, gave a stop signal, and immediately turned and directed a Glasair to pull onto the taxiway in front of the Waco. You know what happened. The Waco pilot had no way to see the stop, and the Glasair did what the controller indicated. They finally stopped within a few inches of each other, with a second ground controller almost being hit by the Glasair propeller when he ran between them to stop them. Scary stuff.

We had an excellent Cajun style beans and sausage dinner, compliments of Exxon, cooked by Frog and Steve. The night show opened at dusk with the AeroShell Aerobatic Team. Although I don't like the noise their propellers make, their program is outstanding. This year's night airshow was not too long, and not too short; it was just right. If you have never stayed for the night show, you are missing a good thing, especially Manfred Radius in his sailplane. Check out

<http://www.radiusairshows.com/main/fire.html> to get an idea of what a glider with his wing tip on fire looks like.

Following the airshow, there was a surprise fireworks display that was quite spectacular.

Sunday would be our last day, as well as Ellen and Eric's wedding anniversary, so we packed up, thanked Ellen and Eric for their hospitality, and went directly to the Fly-in.

Ron and Jordan wanted to get an early start on their flight back to Raleigh in the Super Cub. Unfortunately, their departure was delayed by a landing accident of the IO-720 powered Glasair III that was recently featured in Sport Aviation. The preliminary accident report seems to indicate that it was directed to change runways at the last minute, and the pilot lost control. The aircraft went off the runway and flipped. The pilot was uninjured, and his passenger was treated and released from the hospital. That makes at least three serious landing accidents in recent years involving last minute changes of runway assignments.

We left by noon to make our respective commercial flights home.

Summary

This was one of the best Sun-n-Fun fly-ins I have attended. (I've been to all 30 of them.) Plusses include the Exxon Elite Sky Box, the weather, the food, the much improved auto traffic control, the continually-improving museum, and the new display facilities. I was surprised to discover that I liked the Tuesday through Monday (Sunday for me) schedule; however, if the flight line, which was vacant by 10:30 Sunday morning, was any indication, the "Fly-in" was over on Sunday.

Negatives include the performances of too many pilots in the arrival procedure at Lake Parker, and the poorly executed ground control of aircraft. (Thank you, volunteers. Sun-n-Fun, please provide better training for this critical function.)

Lets see ... about 11 months until Sun-n-Fun 2005.

Young Eagles Corner

From **Jim & Sandy Dukeman**

We have two young people that want to go to the Academy this year. Ms. Virginia Thomas wants to go to the Primary Camp, and Whitney Barbour is interested in the Advanced camp. This will be Virginia's first time to the Academy, and she is really looking forward to it. She has not been able to attend many of the rallies, but is very involved with our 1114 preflight program. Whitney has worked very hard over the last couple of years, and it's hard to believe that she is 16 now. She has been to the primary camp, and we are excited about her going to the Advanced camp this year.

Financially we are in pretty good shape to send the girls to camp. We have enough credits for them both, and are even able to help Field Rep Susan Ward in Hayesville send a young man to Advanced Camp. What we do need is money for airfare. This is usually taken care of with the receipts that come from our food court, however, last years weather really put a squeeze on the food court funds.

I would like to ask for donations to Chapter 1114, targeting the money to the YOUNG EAGLES. This will make the donation a tax deduction for you. The money will be used strictly to send kids to camp this year. Any money left over after buying Virginia and Whitney's plane tickets will be used for preflight. It does not have to be a large donation, just \$5 or \$10.

With over 200 volunteer YE members, this would be quite sufficient.

Sandy and I will start with a donation of \$100.00. Please go to the Chapter 1114 web site, and send your donation to Mr. Ken Baird, who is the treasurer. Be sure to give him your address and the other information he needs to credit your donation as a tax deduction.

Ten Commandments Of Flying

By Mac Barksdale from CarolinaSkies, Apr/May 2004

- 1) Every takeoff is optional. Every landing is mandatory.
- 2) If you push the stick forward, the houses get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again.
- 3) Flying isn't dangerous. Crashing is what's dangerous.
- 4) It's always better to be down here wishing you were up there, than up there wishing you were down here.
- 5) The ONLY time you have too much fuel is when you're on fire.
- 6) 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.
- 7) When in doubt, hold on to your altitude. No one has ever collided with the sky.
- 8) A good landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again.
- 9) Learn from the mistakes of others. You won't live long enough to make them all yourself.
- 10) You know you've landed with the wheels up if it takes full power to taxi to the ramp.

Web Site of the Month

To see some interesting photos from high over the North Carolina mountains, go to the Soaring Society of America photo gallery, at

<http://www.ssa.org/PhotoGallery.asp?Page=1>

Check the postings dated 4-6-04.

Don't stop with the NC photos, because there are some very interesting shots from other soaring locations. I like this cloud photo posted on 3-22-04. (<http://www.ssa.org/PhotoGallery/887.jpg>)

Enjoy.

Congressional Representatives Join EAA in Urging OMB to Approve Sport Pilot Rule Now

EAA e-HOT Line, Vol. 4, No. 16

Two senators, five U.S. Representatives submit petition with thousands of signatures

EAA's efforts to finalize the sport pilot/light-sport aircraft rule drew the support of seven members of Congress this week, as these elected officials were invited to join EAA members and aviation enthusiasts in urging the Office of Management and Budget (OMB) to approve the rule "in the most expeditious manner possible" when it receives the proposal back from the Federal Aviation Administration and the U.S. Department of Transportation.

The elected officials, who are also pilots or knowledgeable aviation supporters, include Senators James Inhofe (R-OK) and Michael Crapo (R-ID); and Congressional representatives Sam Graves (R-MO); Tom Petri (R-WI); Robin Hayes (R-NC); Vernon Ehlers (R-MI); and Dennis Rehburg (R-MT). Each signed the letter addressed to OMB Director Joshua B. Bolten, expressing strong support for the FAA's proposed rule, Certification of Aircraft and Airman for the Operation of Light-Sport Aircraft (Docket No. FAA-2001-11133).

Upcoming Events:

May 7-9 Burlington, North Carolina

Alamance County Airport (BUY)

Fly-in for classic and antique airplanes sponsored by VAA Chapter 3.

Saturday, May 8th

EAA Chapter 297 Annual Spring Fly-In Stag Air Park (7NC1) Burgaw, NC

NC's Finest Pig Pickin' lunch served 1130-1330

By Jordan's Chapel United Methodist Church.

3800' of very smooth sod. Traffic advisories on 122.9.

Contact Tony Spicer 910-392-9141 or see

www.eaa297.org for more information.

May 14-16 Lumberton, North Carolina Lumberton Airport (LBT)

The Mid-Atlantic Fly-in and Sport Aviation Convention

Contact: antiqueairways@aol.com

Email: Dale Faux

www.midatlanticflyin.com

May 22, Farmville, North Carolina

EAA Chapter 960 Spring Fly-In.

Email: Monty Clark, Web: www.eaa960.org

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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Asking \$5000 or best offer.

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Flight 506 News

EAA Chapter 506 Newsletter
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