



Flight 506 News

Volume 10, Issue 7

July, 2004



Chapter Events

Mark Your Calendars!

➤ Saturday, July 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 Larry Fink

Someone once told me "Go get our pilot's license, and you can fly anywhere you want".

We all know that's not entirely true, and have read the warnings about temporary flight restrictions (TFR's) and the need to check them before you fly. With elections just around the corner, there is the possibility that TFR's may be extended to candidates, and in some cases their wives, so be extra careful when planning a trip.

Another three letter acronym, UAV (unmanned aerial vehicle) is also one to watch out for. UAV's that weigh 1000 pounds and cruise at 95 knots at altitudes up to 18,000 feet are being used by the Border Patrol along the Arizona/Mexico border to help agents spot illegal immigrants. Current UAV flights take place within restricted areas and/or military operation areas, but are definitely something to be aware of.

Other three letter acronyms you may want to be mindful of are ABC, CBS, and NBC, but that's a story for another day...

June Meeting Minutes

By Bryon Covey

Following a breakfast of ham, sausage and bacon egg strata, hot biscuits, fruit, coffee and juice, the June 2004 meeting of Chapter 506 was called to order at 9:04 AM by meeting President Mort Altman. Thirty-three members and guests were present.

Guests:

First time visitors Greg Walker and Ken Dunaway introduced themselves, and the Boy Scouts and their Troop Leaders, who were present for our Advanced Young Eagle rally, introduced themselves.

Minutes:

The minutes of the May meeting were accepted as published in the newsletter.

June Program:

Mort Altman introduced the program speaker, Jim Dukeman. Jim and his wife Sandy are the North Carolina Young Eagle coordinators. Jim reviewed the success of the "first million" and provided information about where the program is headed.

Meet our Members

Ron Normark

Ron grew up on the Oregon coast and on a Minnesota farm, and is now a rental property owner in Raleigh.

Ron became interested in aviation watching crop dusters and building models, and he took his first flying lesson when he was 19. He did his first solo in a J3 at Pewaukee Airport north of Chicago in 1963, and has flown regularly since 1986 when he bought a Champ.

Some interesting planes he has flown are a Kolb, an RV4, a Stinson Gull Wing, a Blanik and a Stearman. He has owned several planes, including the Champ, a Swift, a Vagabond, a Cessna 170, and a Luscombe, and received an award for Best Classic over 100hp from EAA Chapter 3. He currently owns a Super Cub that he flies out of his strip, Barclaysville Field.

One of Ron's most memorable flights was ferrying a Cub across the Rockies from Idaho. He has been an EAA member since 1987, and has been to Sun-n-Fun in Lakeland, FL many times.

What airplane would Ron like to own if it was provided free of charge, with free maintenance, fuel, and hangar? A Spitfire!

Advanced Young Eagles Program

The June business meeting was abbreviated to accommodate our advanced Young Eagle program.

The program included a flight planning session and a cross country flight. Certificates were presented to the Young Eagles and a meeting was held to review the days events.

Thanks to Jack Schultz for organizing the event, and to Byron Covey, Larry Fink, Wayne King, and Jim Page who volunteered their time and planes to fly the scouts.

Facility Maintenance

Building Manager, Dan Harden scheduled several workdays for building maintenance and installation of the vinyl siding. Special thanks go to Dan, Larry Fink, Tom Hall, Ron Normark, Jack Schultz, and Bob Scott for their time and effort.



New Siding Installation – Work in Progress

Time for a Fresh Start

By **Debbie Fink**

Chapter newsletters exist to provide advice and information that is useful to other members, keep members up to date on chapter business, and let them know what other members have been doing. Some examples would be project updates and pictures, fly-in reports and pictures, articles about interesting places you have flown, and articles or web sites you have run across that might be of interest to other members.

Producing an interesting, high quality newsletter requires input from more than a few chapter members. ALL members need to be involved, and we have not set a very good example. Where it may be good practice to include articles from the internet for those members who do not have internet capability, it should not continue to be the standard method of filling up the newsletter.

I am asking for your help. Please keep the newsletter in mind the next time you fly somewhere interesting on the weekend, attend an aviation event, reach a milestone on your project, run across an interesting article or web site, or have an idea for a monthly column.

Newsletter contributions can be submitted via email to lfink@nc.rr.com, or by regular mail to 201 Pheasant Run, Clayton, NC 27520.

From the Web.....

CONGRATULATIONS SpaceShipOne REACHES SPACE!

from www.eaa.org

June 21, 2004
The homebuilt
aircraft
movement
reached
unprecedented
heights
Monday, as the
Burt Rutan-



designed SpaceShipOne became the first civilian aircraft to reach outer space, as fellow EAA member Mike Melvill piloted the craft to 100 kilometers above the earth's surface. That altitude (approximately 62 miles) is generally regarded as the end of Earth's atmosphere and the beginning of space.

EAA President Tom Poberezny immediately sent congratulations to Rutan (EAA #26033), Melvill (EAA #53387) and the entire SpaceShipOne project team.

This is an incredible achievement, as it is another successful step toward the ultimate Ansari X-Prize goal," Poberezny said. "We are very proud of Burt Rutan, Mike Melvill and everyone involved. It is especially gratifying to us as these individuals began their flight innovation in the homebuilt movement and have been part of EAA for more than 30 years."

SpaceShipOne was lifted to nearly 50,000 feet by the "White Knight" aircraft, at which point the two aircraft separated and Melvill ignited SpaceShipOne's rocket engine. After reaching speeds approaching Mach 3, Melvill's craft climbed past 100 kilometers and then descended back to the Mojave, Calif., airport from where the trip began

"It was a mind-blowing experience, it really was -- absolutely an awesome thing," Melvill said to the media after landing.

Rutan is scheduled to participate at EAA AirVenture this year, as he has for the past three decades. He and, hopefully, Melvill will be at AirVenture Oshkosh '04. They will be arriving in Bob Scherer's Beech Starship, and the aircraft will be parked on Aeroshell Square. This aircraft is only one of four that is still in private hands. In addition, it is the official chase aircraft for Burt's Tier One Program (White Knight/Spaceship One

The 'Most Unique Space Flight in History'

EAA e-HOT Line, Vol. 4, No. 25

June 21, 2004, was the official summer solstice. It was also Burt Rutan's birthday. Was there some sort of crossing of cosmic forces that also made that the day that Mike Melvill rode the Rutan-designed SpaceShipOne to 328,000 feet and into the record books as the first civilian to gain astronaut wings while piloting a non-governmental vehicle? This is the most unique space flight in history in that not a single taxpayer's dollar was involved. For more, see:

http://www.eaa.org/communications/eaanews/040621_spaceship_one.html

Additional SpaceShipOne Photos

From **Jill Flink**

For some incredible Space Ship One Photos, go to:

www.richard-seaman.com/aircraft/AirShows/SpaceShipOne2004/

FAA Clarifies Planned Sport Pilot DPE Procedure

EAA e-HOT Line, Vol. 4, No. 26

In a teleconference late Tuesday, June 29, with EAA and ultralight organizations Aero Sports Connection (ASC) and the United States Ultralight Association (USUA), FAA officials clarified the process by which authorized ultralight instructors can become Designated Pilot Examiners (DPE) in the upcoming proposed Sport Pilot category.

FAA emphasized that, contrary to some reports, the application process has NOT started and that no action to start the DPE process would begin until a final sport pilot/light-sport aircraft rule is published in the Federal Register and subsequently the DPE policy is released.

2004 Chapter Programs & Activities:

Date	Program Responsibility
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

Classified Corner

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e-mail: moonstepper@juno.com.

Upcoming Events:

Sept 11-12, Winston-Salem, North Carolina

Winston Salem Air Show www.smithreynolds.org

(336) 767-6361

Sept 17-19 - Jacksonville, North Carolina

New River Air Station, Sounds of Freedom Air Show

Sept 18-19 - Petersburg, Virginia

8th Annual Virginia State EAA Fly In

Dinwiddie County Airport

703-590-9112 or www.vaeaa.org

Sept 25, Wilson, NC

EAA Chapter 1047 Annual Fly-in/Pancake Breakfast

(252) 291-8810

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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
201 Pheasant Run
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TO: