



Flight 506 News

Volume 10, Issue 8

August, 2004



Chapter Events

Mark Your Calendars!

➤ Saturday, Aug 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 Ron Normark

An auto magazine used to have a column called Miscellaneous Ramblings that pretty well summarizes my thoughts for the president of the month column.

Our vacation, via Southwest Airlines, in Washington State and British Columbia made clear the difference between aviation in the US and Canada. The Canadian airports we visited were often fenced and deserted, with primary use being aerial firefighting. Nelson, BC was an exception, with a number of private hangars and a hangout for pilots. It was in an ideal location for flying visitors, parallel to a river, in town, with a motel and a Wal-Mart a block away! Mountain scenery and amenities at the same airport, made me wish for our Cub. In general though, flying is more commercial in Canada and more expensive.

We spent 3 days at the Arlington Fly-in in Washington State which is held at the home airport for Glassair. We met Tom Walthen who owns the company and Flabob airport in California. He is the owner and financier of the golden age classics Grovesnor House DeHavilland Comet and the Laird-Turner Special. All aviation buffs are indebted to this guy. Arlington is a nice size event with lots of west coast airplanes that show the heritage of workmanship of folks from the aircraft industry.

The airshow at Arlington had two minor mechanical malfunctions back to back. Rudder flutter on a Harmon Rocket style home built due to electric trim servo failure could be heard by the spectators. The plane landed safely. In the act that followed, a Shukoi lost its canopy, leaving a small dent in its left wing.

Home again, we were glad to see our son Jordan, who has been flying our Cubs to build solo time under his CFI, Keith Finch. Keith has only been a flight instructor for 62 years, but we hired him anyway. We are proud of Jordan, and the way he flies.

Last weekend, a lady reluctantly drove into our private strip, Barclaysville Field, at the urging of her husband. He is a pilot who lost his medical 20 years ago due to a stroke and has since had two more. At 81, his mind is sharp, but speech is difficult. Yet, his passion for flying was clear, as he hobbled around our hangar, leaning on a cane. The memories and dreams of flight were bright in him. His visit reminded me to be grateful for the gift of flight.

The Sport Pilot rule has apparently passed, but with a catch -- if the FAA has denied medical issuance in the past, a driver's license won't cut it. Further examination, to be determined, will be required. I guess the proposal was too simple for the Feds to buy. Fly while you can and enjoy the memories when you cannot.

Our Barclaysville Fly-in is scheduled for Saturday Sept 25th this year. We were virtually rained out last year, and I thank the hard core friends that came. It is covered dish and flying as usual.

August Program

The speaker for August will be Joe Algranti. He is familiar to a number of members from the talk he gave 506 on the 747. Joe was the head of the NASA flight department in Houston until his retirement. That position gave him the keys to the NASA aircraft fleet, including the flying bedstead. He has time in the T38, the 707 "vomit comet", and the 747 with the space shuttle on top, which he flew to the Paris Airshow.

Like our own member, Mort Altman, he started flying in the Navy during WWII, but must have been better at it.

Meeting Minutes

By **Helen Schultz**

After a scrumptious and satisfying breakfast that included scrambled eggs, sausage and Debbie's delicious homemade sweet rolls, Larry Fink, presiding president called the meeting to order at 9am. Thirteen members and two guests were present.

Guests:

First time visitors Gabe Condi and Andy Parrish introduced themselves.

Gabe Condi, who has always loved flying, earned his private ticket last year. His uncle in Alabama introduced him to EAA and homebuilts.

Andy is retired Air Force, but still teaches the F-15 simulator to new pilots at Seymour Johnson Air Force Base. Andy is building an RV 7.

Minutes:

The minutes of the June 12th meeting were accepted as published in the newsletter.

New Business:

The subject of member participation in the chapter newsletter and in clubhouse maintenance was brought to the floor by Jack Schultz. Each member needs to contribute at least one article a year to the newsletter. (See Time for a Fresh Start by Debbie Fink on page 2 of our July newsletter.)

Large projects like the vinyl siding on the clubhouse and small projects like cleaning the clubhouse before meeting day would go much easier with more able bodies.

Jack also stated that we, as a chapter, need to be giving serious consideration to the election of officers in November. New officers would give our chapter a vital boost.

July Program:

Larry Fink introduced Mark Grady, North Carolina's own long time safety advocate. Mark, as usual gave us an interesting and informative presentation which included some surprising statistics regarding the cause of airplane

accidents. Topping the list is buzzing. Thankfully, the active pilots of Chapter 506 are not that foolish. Another interesting

stat – while commercial pilots comprise 19% of all pilots, they account for 39% of all aircraft accidents. Mark's talk was liberally sprinkled with his homespun humor. Thank you, Mark, we enjoyed listening .

Chapter 506 to Sponsor Young Eagles Rally at Johnston County Airport Open House

By **Jack Schultz**

Ray Blackmon, airport manger at JNX has asked our chapter to conduct a Young Eagles rally at Johnston County Airport's open house on September 11, 2004.

Because of the short time to prepare for the event, we will have to limit the rally to registration, preflight (by the pilot), airplane ride, and certificate presentation.

We need ten pilots for the event. The pilot qualifications include current license and medical, member of EAA and liability on your aircraft. EAA provides an umbrella liability policy. Johnston County Airport will supply fuel for the rally.

We need pilots with airplanes, and at least eight ground support people, (registration, dispatch, certificates and escort), four for the morning, and four for the afternoon. The rally will begin at 10:30 AM (after our meeting) and end at 4:00 PM. Let's support Johnston County Airport's open house day! If you can help, please contact Jack Schultz at 779-0261.

Volunteers Needed

The Breakfast Committee is in need of volunteers to take responsibility for the September 11th and the October 9th chapter meetings.

Please contact Helen Schultz, Nancy Normark, Ida May Covey, Roxanna Mancusi, or Debbie Fink for details if you are willing to help out on one of these dates.



Tour de North Carolina

By Joe Mancusi

In early 2004 Charles Stites presented a solicitation for pilots and aircraft for a project he was sponsoring, the North Carolina Air Tour. My C-120 and I were attending the EAA Chapter 1114 meeting that day. He was looking for aircraft from “the 20’s, 30’s, and 40’s”. “I’ve got a ‘47 out there”, I said.

Charles had participated in the 2003 National Air Tour and I had witnessed the tremendous show they put on at nearby Wilson. I thought it was a great idea!

Once again, the little airplane has opened the doors for adventure and hard work. The plan was to tour 7 towns of North Carolina, Sanford, Goldsboro, Manteo, Kill Devil Hills, Beaufort, Salisbury, and Asheville. We would begin on May 19, and end on May 23.

When Charles noticed the radio, transponder, and GPS in N2613N he asked if I was willing to lead a group. It turns out we lead a flight including the C-120, Ercoupe, Fairchild, and Luscombe. Other aircraft were a Navion, a WACO ZPF, a Stearman, a Vagabond, a Fairchild FC, and a DC-3 that dropped out with a precautionary engine shutdown.

The “we” was Tom Reddeck, a state coordinator for NC and all round good guy. He helped a lot, contributed to the expenses, and had some fun. As in the National Air Tour all participants paid expenses including fuel and hotel. There is quite a list of local businesses, NC DOT, and Chapters 1114 and 506 who also contributed in many ways!

Our gathering place and first stop was Sanford where we all met and shared experiences and pizza that evening. The highlight during arrivals was the absolutely smooth arrival of the DC-3. We could not tell the right engine was feathered until the airplane approached the tarmac!

The next morning started with a short flight to Goldsboro for our 2nd stop. It was a great way to set the stage for the

rest of our flights during the tour. The public got to see our “flying museum”, we got to eat lunch and inspect a Ford Tri-motor undergoing a restoration that just might end up at the Smithsonian.

The afternoon had us departing for Manteo. We all loosened up a bit and began to enjoy our group flights together. The guys in back of Tom and myself were starting to have some fun.

That evening we had one of the highlights of our tour. All nine aircraft landed at First Flight Airport and taxied thru the gate onto the grounds of the monument and tied down for the night along the circular road! The National Park Service temporarily removed posts and signs. The opportunity and the photos were unbelievable! I was glad to see many visitors to the monument that evening and the next morning. They (and our tour) got more than they bargained for!

Friday, May 21st saw us depart along the outer banks for Beaufort. Tom and I navigated our “group 2” at 400 feet just over the water for two hours of fun. Navigation consisted of keeping the “pond” on the left! Tom got great pictures. By this time we were all very comfortable flying with each other. The boys behind us were having entirely too much fun while I complained to Tom about having to fly lead airplane on this particular leg. That evening at Beaufort saw us enjoying dinner and a boat tour of this great coastal town.

Saturday morning we launched for Salisbury by way of a fuel stop at Johnston County Airport. Since this is our home airport Roxanna was kind enough to visit with me on our not so quick turn. Both legs were a bit of work with lots of chatter on the radio. On the second leg I swapped positions with the Luscombe and got to do some formation with the group, at last.

After lunch our next leg to Asheville became questionable since some very nasty storms were right in our path and still building. Although we were disappointed in missing out on some mountain flying a correct decision was made to cancel the last stop of our tour.

What was bad for the tour was good for me as Tom’s home in Gold Hill was a short 12 miles flight from Salisbury. Tom and Martha had me as their guest Saturday night, including dinner, and I got to see what it’s like living with your airplane. What a way to live!

I have only touched the high points of our tour and cannot relate the quality of Aviation that took place for us during the tour. I think I can speak for Tom in saying we had a blast “crewing” a C-120 on this Air Tour. His help in navigating, fueling, planning and so forth was a huge relief for me.

Since I cannot participate in the Tour de France, I’ll settle for the Tour de North Carolina!

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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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

EAA Chapter 506:

3149 Swift Creek Road, Smithfield, NC 27577

| | | |
|-------------------------------------|----------------------------|----------------------------|
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Flight 506 News

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TO: