



Flight 506 News

Volume 10, Issue 9

September, 2004



Chapter Events

Mark Your Calendars!

➤ Saturday, Sept 11, 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 Neal Foote

I was born and raised in the Upper Peninsula of Michigan, and lived about 60 miles north of the Green Bay Packers during the Vince Lombardi era.

After graduation for Menominee High School, I joined the Navy. From boot camp I was assigned to VP16, a sub-hunting patrol squadron consisting of 12 P2V-5's, at Naval Air Station in Jacksonville, Florida. There I was assigned to the mechanics division of the squadron where we mostly replaced parts - cylinders, magnetos, plugs, and engines – on Pratt & Whitney R3350's. Eventually I was assigned as crew member and second mechanic to the plane captain ("his helper")...a plane captain ran the enlisted crew and a pilot plane captain ran all of us.

After some time, I got a plane of my own and became plane captain...that was from 1959 to 1963. In 1963 I reenlisted and got orders to Patuxent River, Maryland, a Naval Air Station. There I was assigned to Weapons System Test. WST had 2 P3A Orions – sub-hunters which would replace the aging and overweight P2V. We tested weapons and electronic systems before they went out to the fleet of P3A squadrons. While there, I joined a local flying club to get my private pilot's license. We had 5 or 6 planes in the club, one of which was a Piper Cherokee 140 that rented for \$8.00 an hour wet. Instructors charged \$8.00 an hour as well. I got 20 hours in the 140 - soloing in 10 hours, and 20 hours in a Cessna 150 at which time I got my license. The cost was between \$300 and \$400!

All in all I got approximately 3500 hours in P2V's and P3A's, and 61 hours in Pipers and Cessna's.

Big stuff for a country bumpkin from the UP of Michigan!

Meeting Minutes

By **Byron Covey**

In spite of the fact that Charlie was expected to attend – Hurricane Charlie, that is, - twenty members and one guest arrived at the Johnston County clubhouse to enjoy our annual fried green tomatoes breakfast. Following appetizers of fried green tomatoes, and a breakfast of scrambled eggs, ham, grits, jalapeno pepper grits, freshly baked sticky buns, cantaloupe, washed down with OJ and coffee, the August meeting of Chapter 506 was called to order at 9:04 AM by meeting President Ron Normark.

Guests:

Don Allen, who considers Raleigh home, but currently lives in Philadelphia, attended. Don is Chuck William's son-in-law.

Nominating Committee:

Ron discussed the function of, and the need for, a nominating committee. (The current practice of having a monthly president for the meeting will be continued; however, we need a slate of permanent officers.) Helen Schultz volunteered to lead the nominating committee. Call her to get involved.

Clubhouse Maintenance:

Dan Harden reported that, with cooler weather just around the corner, the siding project will soon resume. If you would like to volunteer to work on the clubhouse during the week, contact Dan. The new siding is very attractive, and will serve us well.

Upcoming Events:

Ron Normark reminded chapter members that he and Nancy have scheduled their annual fly-in for Saturday, 9-25-04. Look for details elsewhere in this newsletter.

Advanced Young Eagle Program:

Dan Harden suggested the AYE program be conducted as a meeting separate from the monthly chapter meeting. Dan's suggestion is aligned with the issues discussed in the post AYE flight critique. Future AYE programs will not be an integral part of the monthly meetings.

Program:

Apparently the threat of hurricane Charlie deterred the planned speaker, as well as several members, from attending. Always prepared, Ron smoothly executed "Plan B." Ron gave a report on a trip that several members recently took to the Canadian Rockies, Washington St., and the Arlington Fly-In.

Young Eagles Rally

September 11, 2004 at Johnston County Airport

Chapter 506 will host a Young Eagles rally during Johnston County Airport day on Saturday, September 11th. We will meet as usual at 8:30 AM for breakfast and conduct a short business meeting at 9:00 o'clock. Neal Foote's program has been rescheduled for January, 2005. We will then have an opportunity to discuss flying, airplanes, projects

and the new sport pilot rule. At 10:00, we will begin Young Eagle registration and Young Eagle flights will begin at 10:30.

The following folks have volunteered for ground crew duty:

Mort Altman	Neal Foote	Tom Hall
John Newcomb	Jordan Normark	Helen Schultz
Bob Scott		

The following pilots have signed up to fly:

Byron Covey	John Everette	Larry Fink
Paul Forehand	Dan Harden	Wayne King
Joe Mancusi	Ron Normark	Jim Page

The clubhouse will remain open for the day and hot dogs, soda and coffee will be available from 11:30 AM to 2:00 PM for pilots and ground crew.

Johnston County Airport will provide fuel for the aircraft flying Young Eagles.

Pilot forms, task assignments, task descriptions, dispatch forms, registration forms, Certificates and Young Eagles number cards will be available in the clubhouse. Morning ground crew assignments will be from 10:00 AM to 1:00 PM and afternoon assignments from 1:00 to 4:00 PM

There was very short notice to prepare for this rally. We still need additional pilots with airplanes (especially four place airplanes) and ground crew. If you can help, at any time during the day, please contact Jack Schultz at 779-0261.

Tech Talk- Preventative Maintenance

By **Bob Scott**

Technical Counselor #4872, A&P 1121478

While many of our members own experimental aircraft, and may have a repairman's certificate for that airplane, others own normal or utility category aircraft produced by manufacturers.

This discussion will be limited to preventive maintenance of aircraft for which you do not have a repairman's certificate. (This also assumes that you do not have an A&P or A&P (IA)).

FAR14 Part 43.3(g) states the following: "The holder of a pilot certificate issued under Part 61 may perform preventive maintenance on any aircraft owned or operated by that pilot which is not used under Part 121, 129, or 135". (These are commercial operations).

Part 43 Appendix A (c) "Preventive Maintenance" lists 29 specific items which can be performed by the pilot. If any of these require removing the propeller or any primary structure including control surfaces, disconnecting any flight control system component or changing the weight and balance, they cannot be legally performed by the pilot.

Some of the items may be subject to interpretation by local (IA's) or FAA. For instance item (9) states "Refinishing decorative coatings of fuselage, wings, tail group surfaces (excluding balanced control surfaces), fairings, cowlings, landing gear, cabin or cockpit interior when removal or disassembly of any primary structure or operating system is not required".

This seems to indicate that as long as you are not going to paint a balanced control surface and you don't have to disconnect or remove any surfaces, than you can paint your airplane.

However--- Part 1 "definitions" defines a major alteration as an alteration "that might appreciably affect weight and balance..."

The word "appreciably" is a potential gray area but it seems that it may allow you to paint your airplane.

Since most airplanes, like most of their owners, tend to put on weight with age, if your airplane is old enough to need a paint job, it is probably a good idea to do a weight and balance after the paint job. It is reasonable to assume that if the location of the empty weight center of gravity has not changed more than one half of one percent (.005) of the mean aerodynamic chord (e.g. 0.3" for a 60 "chord") and you are at least .3" from the affected c.g. limit, then you are okay.

Since the empty weight will more than likely be greater than it was at the last weight and balance, this can reduce the useful load and may require a change to the placarded weight limitation for the baggage compartment under certain load conditions.

If any of this is required it will have to be done by an A&P and approved by an A&P (IA) or done by an A&P (IA). An A&P (IA) is an A&P with inspection authorization and is usually referred to as (A&I).

A complete paint job may (or may not) be beyond the scope of preventive maintenance, however there are a lot of other things which you can legally do to keep your airplane in good condition.

If you would like a list of allowable preventive maintenance items give me a call at 359-2865.

I realize that since EAA members are a very knowledgeable group that this information, for most of you, is like "preaching to the choir". However, if any of this is of interest or use to just one member, then it is not wasted effort.

September 25th Fly-In/Drive in at Normark's Airfield

Nancy and Ron Normark are hosting a the event at their Airfield Saturday, October 11th.

Come anytime after 11:00 AM. Lunch will start at noon. Please bring chairs and a covered dish.

Map attached.

Arial View of the Normark Runway:



Young Eagles Rally Albert J. Ellis Airport, Jacksonville NC

Mark Thoman, President of EAA Chapter 297 in Burgaw, NC. Is asking for volunteers for their Young Eagles Rally on Wednesday, September 15, 2004.

Mark's close friend, Colonel Steve Forand USMC, who is the Commanding Officer of Marine Corps Air Station New River, asked if the EAA would host a Young Eagles Rally in conjunction with the September Air Show. The Marine Corps is including the Young Eagle Rally information in all of their air show advertisement, so there is a potential for more Young Eagles than one chapter can possibly handle

If you can help, please contact Mark.

Email: hawked@onslowonline.net

Web Site of the Month

Want to remember where you keep your plane? Or maybe you just like to look at anything to do with aviation. If so, check out a web site where you can select a sectional chart photo centered over your favorite airport or Latitude / Longitude coordinates and download it as wallpaper.

<http://map.aeroplanner.com/mapping/wallpaper/wallpaper.cfm>

A list of likely Sport Aircraft can be found at EAA's excellent web site dedicated to Sport Pilot and Sport Aircraft. Go to <http://www.sportpilot.org> and explore the ins and out of the new rules.

Want to know how fast it really is? Check out the AirVenture 500 Race results at

http://www.airventure.org/2004/avcup/2004_results.html Steve and Bruce Hammer, flying fixed gear Glasairs, set the pace for the plastic airplanes in their horsepower category, finishing faster than all others – fixed gear as well as retractable - except for the Polen Special.

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AVIATION TUTORIALS COMPANY

Aviation Tutorial Company, LLC has created a FREE online course on METAR's and TAF's. Nearly 2 hours of online, interactive training is provided, and is available to anyone who visits Aviation Tutorial's website. Users can find the link to the tutorial at www.avtutorials.com, at the bottom of the main page.

This tutorial on METAR's and TAF's is unlike any other such training. It not only teaches the most basic aspects of METAR's and TAF's, but also provides training on components that most pilots are unaware of. Still, learning is made easy and fun, through full voice narration and easy-to-use controls.

Where this tutorial truly shines is the way it promotes learning through human interaction-not just rote memorization. A remarkable feature is the interactive weather controls, which enable the user to "control the weather." For example, the user can specify wind speed, gust factor, direction, and other variables, and can then view how the weather statement displays this information. Since weather codes are confusing to interpret, the user can click the "Speak-It" button to hear a verbal translation. This allows the user to correlate codes with a true, visual picture and understanding of the weather.

Users must have an internet connection, and registration is required to log-in. Simply visit www.avtutorials.com, and find the link at the bottom of the main page.

This online course on METAR's and TAF's is made available for FREE, with no obligation, and is perfect for all pilots, from students to rated pilots who wish to remain sharp and proficient. It's also ideal for airport personnel, dispatchers, and anyone else who needs to view aviation weather information.

This training provides the same superb quality as other Aviation Tutorial products, such as The Navigation CD-ROM, VOR/NDB Simulator, and Getting Around On The Ground. Aviation Tutorial, in business since 1995, invites inquiries about its aviation training products. Additional information is available at www.avtutorials.com, or you may call 414-761-9331.

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	Young Eagles Event – Airport Open House
October 9	Jim Turner
November 13	Joe Mancusi
December 11	Nancy Normark & Ida May Covey
January 8, 2005	Neal Foote

Classified Corner

Woods Aviation; Specializing in Poly Fiber Products.

Also available are FAA DAR services, aircraft maintenance and fabric aircraft restoration.

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919-581-0690

Fax: 919-581-0830

800-588-3779

For Sale - Cheap to a good home!

Tools and material to complete air frame for a Mustang II Kit plane project.

Fuselage is almost complete on tri gear with wheels and disc brakes.

Includes firewall forward, with motor mount, factory new 4.3 liter Chevy Vortec engine,

Goodyear Hot cog belt, PSRU, prop shaft and hub.

Asking \$5000 or best offer.

Located between hwy 42 and 1010 Rd, just west of hwy 50.

Call J. Stein for more information, 919-779-1726.

e-mail: moonstepper@juno.com.

Upcoming Events:

October 2, Kennebec Flying Club

The Kennebec Flying Club has scheduled a fly-in for Saturday, October 2nd.

The event will start at 10:00 am, and a catered barbecue & chicken lunch is planned.

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

<i>President</i>	<i>Jack Schultz</i>	<i>919-779-0261</i>
<i>Vice President</i>	Jim Turner	919-467-6986
<i>Secretary</i>	Byron Covey	919-577-6582
<i>Treasurer</i>	Nancy Normark	919-876-2468
<i>Asst to the Treasurer</i>	Roxanna Mancusi	919-661-4130
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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: