



Flight 506 News

Volume 10, Issue 10

October, 2004



September 11th Young Eagles Rally Johnston County Airport

By Jack Schultz

Chapter 506's Young Eagles rally held at Johnston County Airport on September 11 was a great success. Two hundred and twenty two Young Eagles experienced the joy of real flying. Credit goes to the registration crew, the dispatch crew, the certificates crew, the clubhouse crew, the paperwork accounting crew and the pilots.

The rally started at eight AM and continued until after four PM. Parents started arriving before eight AM to register their youngsters. When we started registration at ten o'clock, there was a backup of over eighty youngsters waiting to register. In cases where youngsters needed special assistance, we flew parents with the Young Eagles.

Keeping in mind the limits of our accounting abilities, here is a breakdown of the number of Young Eagles flown:

Chapter Events

Mark Your Calendars!

➤ Saturday, Oct. 9, 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.

Pilot	Y.E. flown
Richard Byrum	16
Byron Covey	12
Jim Deaton	12
Larry Fink	14
Bill Goldberg	15
Dan Harden	12
Wayne King	9
Joe Mancusi	11
Steve Merritt	13
Ron Normark	16
Ned Nutt	27
Robert Parker	5
Lester Stencil	14
Keith Taylor	43
Total	219

Thanks to all involved, a job well done!

September Minutes

No business meeting was held at the September meeting due to the Young Eagles event.

October Program

Jack will put on a presentation of how to build a metal wing.

Windshields - Where to Get one!

By Jim Page

Ann & I attended the International Short Wing Piper Convention in Sault Ste. Marie, Michigan. We flew the Tri-pacer there by way of Sentimental Journey in PA and had a great time. That's another story. The organizers of the convention work really hard at getting gift certificates every year and this year was no exception. At the Thursday evening banquet, Ann won a \$100 gift certificate from a company that sells airplane products. At the time we didn't even know what you could buy from the company but we would shortly discover what they sold.

We were a couple of miles from Raleigh East Airport (9NC0) after our 2400 mile flight when we noticed an 18" crack from the upper left at the wing root down to the center. I made a very soft landing at 9NC0. The windshield had never fit very well because it started crazing at the wing root after it had been in for a year because it was always under stress. The windshield before this one also crazed and cracked.

When we got home and logged on to web site of the company that gave us the gift certificate, we found that their main product is windshields. At the 2003 convention in Missouri, Ann won a \$100 gift certificate from Pacific Oil Cooler and we had an oil cooler that needed rebuilding. I hope Ann doesn't win any more gift certificates for airplane parts again!

After receiving the new windshield, Jim Link and I worked on installing it one whole weekend. We had to cut and trim it many times and it still wasn't fitting very well. We almost had it in when it cracked. I was glad that it cracked when it did and not when we got in the air. The windshield simply didn't fit and would never have fit. It was too tight a bend at the wing root cutout.

A fellow shortwinger, Marshall Teaff, had a similar problem with his windshield. Marshall's windshield for his PA22 came from another company. The first windshield he received was warped at the cut-out for the left wing root fairing cutout. It had a nearly square opening instead of a gentle curve like the right side. He got another windshield from the same company but it still took a lot of measuring, filing and fitting to get it to seat right.

Jim Link had recently ordered a custom fit windshield for his C150 from Cee Bailey, www.ceebaileys.com, and it fit perfect without any trimming so I ordered a windshield from them too. It arrived and it took Jim Link and me an hour to install. We didn't have to trim it at all. I would highly recommend Cee Bailey. They guarantee their windshields to fit certain aircraft and my PA22 is one they guarantee. Other short wings and other aircraft are listed on their site but check with them to make sure yours is guaranteed. The windshield from Cee Bailey was around \$40 more than the first one we received but it is well worth not having to spend two days to install and then have it crack or have it crack later in the air.

September 25th Fly-In at the Normark's

The Normark's Fly-In was a great success – beautiful weather and a Great turnout!

More pictures will be posted on the Chapter 506 web site: <http://www.blueasp.com/506/>.





From the Web.....

Check out the video of the Zivko Edge 540. There is a lot to see on these pages.

<http://www.redbullairrace.com/>
www.redbulledge.com

---Jim Page

Meigs Field Update !

From <http://www.friendsofmeigs.org/>

The Federal Aviation Administration today announced that it is taking legal action against the City of Chicago for its closure of Meigs Field, proposing the maximum fines allowed by law, and investigating possible misuse of federal aviation funds totaling over \$1.5 million.

The agency, in a [press release](#), announced it is proposing the maximum penalty allowed by law for the improper closure of Meigs Field without notice during the night of March 30, 2003. The fine of \$33,000 represents the maximum of \$1,100 per day for thirty days. Federal regulations require 30-day notice of the closure of airports like Meigs. After Meigs' closure, Congress was so outraged, it passed a law, dubbed "The Meigs Act" increasing the fine to \$10,000 per day for future incidents in the U.S.

"This proves we've been correct from the start," said Steve Whitney, president of the Friends of Meigs Field. "The City closed Meigs illegally and under false pretenses. They should apologize and make amends."

While more details need to be disclosed, the FAA's announcement seems to indicate the agency did not find any "emergency" for closing Meigs Field. Chicago Mayor Richard Daley had cited unspecific fears of "terrorism" for closing Meigs, but in reality has sought for years to close the downtown reliever airport for a city park.

Perhaps more significant than the fines proposed by the FAA, is the announcement that the agency has initiated an investigation into the possible misuse of over \$1.5 million in restricted federal aviation funds for the demolition of Meigs Field. If the City is found to have misused these funds and refuses to repay them, it could be liable for triple damages, or nearly \$5 million in fines.

All of the fines proposed would come from city funds.

See their web site for more details.

EAA Web Site

From Troy Toelle [ttoelle@eaa.org]

Go to this web site:

<http://www.eaa.org/chapters/resources/reference/default.asp> and check out the EAA Chapter Reference Library!

This web site offers 34 reference papers, specifically written to help EAA Chapters.

In addition to the EAA Chapter Reference Papers, there are also several other resources on the EAA Chapter's Home Page: <http://www.eaa.org/chapters/default.asp>

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

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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.

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Flight 506 News

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