



Flight 506 News

Volume 10, Issue 11

November, 2004



Chapter Events

Mark Your Calendars!

Saturday, Nov. 13, 2003

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 Jim Turner

I am writing this just before the elections and wondering who will be our president for the next four years. With all the hoorah going on, you may still not know when you read this column. Whoever wins the election, I'm sure we will keep muddling along through the difficult times ahead as we battle a dispersed army of people who think that we should all be dead because we don't share their religion or their beliefs. Energy shortages, which affect all parts of our lives, are apt to be with us for a long time to come as we and the rest of the world keep being profligate with our non-renewable fuel sources. As a nation, we have been good in the past at resolving our problems, but often we wait until the last minute (or beyond) before getting a workable solution. I suppose we will continue that habit.

On to more cheerful thoughts. It's Fall! Time for shorter days, but better visibility and (hurricanes aside) nicer flying weather. Time for Fall fly-ins. Did you go to the Normark's fall preview? What a nice day and nice group of people. Ron and Nancy certainly put in a bunch of work so that all their multitude of friends could gather there. Great fun, especially watching pilots play dodge-the-balloon after lunch. Most were successful, but Ron managed to hit one with a satisfying "pop." Barclaysville airport is a little slice of aviator heaven. Let's hope the Sport Pilot rules will help to keep such slices going throughout the country.

Along with old planes, there are old pilots. Did you see the obituary a little while ago of the WWI pilot who, I think was the last known living, or next to last, to take part in the Great War. Barbie and I found a photo negative not long ago that was a mystery. It appeared to be a man standing next to a fence. Barbie got the negative printed and it turned out to be my father, probably at Taylor field in Alabama in October of 1918, standing next to the railing of a raised porch that looked out over the field. He was in pilot training there, flying mostly a Jenny, ship number 28, with his instructor Lt. Emery. I wonder what happened to the Jenny and to Lt. Emery, and how did that unprinted negative survive over 80 years through countless moves all over the country.

If we look forward, we have a couple of our own homebuilders leading the way into space by private enterprise. Rutan and Melville have shown the way to others three times at this writing, and have won the prize for being first in space twice in two weeks. Maybe that will be a topic of conversation at our meeting for November. Another topic will be our program about Bessie Coleman. I hope you can bring your wife or girlfriend or daughter to the meeting. She should get an appreciation for one woman's role in early aviation. See you there!

November Program

Jim & Barbara Turner will have an interview with Aviation Pioneer Bessie Coleman, a woman who was determined to fly in a world that thought she couldn't, shouldn't, and wouldn't. Barbara will play the part of Bessie.

October Meeting Minutes

By Helen Shultz

A breakfast fit for royalty was prepared and served by Josephine (Jo) and John Newcomb at 506's October meeting. We feasted on Nahunta breakfast sausage, egg and sausage casserole, pancakes with warm cinnamon apples, apricot and raspberry preserves and wonderful sweet potato muffins.

President of the month, Jack Schultz called the meeting to order at 9am. Seventeen members and three guests were present.

Guests:

First time visitors Neville Bohm, Ronnie Murray and Gerry Stein introduced themselves.

Neville Bohm who hails from Zuurpontein, Republic of South Africa is visiting the US through December. At home, he is a member of EAA international and is a longtime pilot.

Ronnie Murray enjoys flying and is a cousin of Jim Link, charter member of Chapter 506.

Gerry Stein who enjoys building recently donated his Mustang II project to Florida Military Institute in Sarasota. Gerry did not volunteer that info about himself.

New Business

Three members who have agreed to have their names placed in nomination for Club office in 2005 were announced:

President: Dan Harden
Secretary: Byron Covey
Treasurer: Jack Schultz

No additional nominees were announced from the members present.

Ballots will be included in the November newsletter. Other names for offices may be written in.

Please mail ballots before November 8 or bring to the November meeting when new officers will be named, but make certain that your vote is counted. Ballots may be mailed to Byron Covey at 3217 Kentland Lane, Fuquay-Varina, NC 27526.

The elected President is responsible for EAA Chapter insurance, acts as a contact between Johnston County Airport and Chapter 506 as well as national EAA and relays business announcements to the president of the month. The President also appoints certain vital Chapter jobs: newsletter editor, building maintenance manager, technical advisor, flight advisor, librarian and Young Eagles coordinator. The president of the month writes The President's Corner for the month that he presides, chairs

the monthly meeting and takes care of the meeting program.

Dan Harden called for a workday on Tuesday, October 12. At that time, the rear side of the clubhouse was prepped and wrapped with Tyvec. It is now ready for siding thanks to Dan, Bob Scott, Tom Hall, Jack Schultz and new member Bill MacKrell. Thank you, gentlemen. Only the side of the building facing Sparkchasers is left to be done.

Jack thanked the Newcombs for the delicious breakfast.

October Program

Jack presented a well received program on the construction of a Zenith 601 metal wing. He showed custom templates and techniques used to make the wing parts. As a finale, with the aid of some members, the wing ribs and spars were clecoed together to show a completed wing frame. Thanks, Jack.

Meet Our New Members

This year was a banner year for EAA Chapter 506 with the addition of eight new members to our ranks.

Trampas Stern – Although we may be accused of bias because Trampas is our son-in-law, he excels in engine operation. He's not a pilot, but is keenly interested in all things mechanical.

Henry (Mac) Denmark – Mac and Maggie Denmark are the proud owners of a Cherokee 180 purchased at Sun'n'Fun this year. They recently took their 180 on a vacation to celebrate their first wedding anniversary. Last March, they spoke at our monthly meeting about ground safety at EAA Fly-Ins. Both of them have volunteered for years in this capacity.

John Newcomb – John is keenly interested in building and flying and thought that joining an EAA Chapter would be a good initiation. We're glad he chose 506. John and Jo prepared a grand breakfast for our October meeting.

Andrew (Andy) Miller – Andy earned his private ticket in April which made him one happy fella. Though Andy doesn't have a plane yet, his father does. Andy's been around aviation since childhood.

Michael (Mike) Maltby – Mike holds a private ticket and flies a Cessna 150. He also has a Kolb Firestar under construction.

Robert (Bob) Parker – Bob is a CFI-II with a multiengine and taildragger rating. He previously owned a C152, C172, Bollanca and a Bonanza. He currently flies a Citabria 7GCB2. He flew for our Young Eagles Rally September 11th.

William (Bill) Miller – Bill is Andy's father. He's a long-time pilot and currently flies a Piper Tripacer 122-150.

William (Bill) Mackrell – Bill holds a private ticket with an instrument rating. Three days after he joined 506, he showed up all the way from Durham to work on the clubhouse siding. Thanks, Bill, it was greatly appreciated.

Twenty Years Ago

By Byron Covey

Reported in the August, 1984, *Sport Aviation* Hotline: With supplies of the venerable McCulloch 4318 drying up, Benson Aircraft has done extensive testing and now has approved the use of the liquid cooled, 2-cylinder, 2-cycle Rotax 532 in its Gyrocopter. The engine is belt reduced and is rated at 65 horsepower at 6500 rpm. The McCulloch will still be available for those who prefer it, but builders now have the option of the Rotax. For more information, contact Benson Aircraft at [their Raleigh, NC address.]

Gene Beggs authored "A Universal Spin Recovery Method." Gene was instrumental in reducing the number of fatal spin / crash accidents within the aerobatic community, and his methods remain a mainstay in aerobatic training.

The cover of the September, 1984, *Sport Aviation* featured an in-flight photograph of the Voyager. The Voyager had attended Oshkosh, where it was the highlight of the convention.

A feature article in the October issue was about the Oshkosh – Fond du Lac 500 Lowers–Bake–Falck Competition. An annual affair back then, the air competition scored competitors in three categories; speed for 500 miles, speed/efficiency for 500 miles, and speed for a single lap. A. J. Smith won all three flying his AJ-2, which had been designed specifically for the event. 1984 was the fourth consecutive year that A. J. swept the event. [See just how much the AJ-2 dominated the event in the related article below.] The AJ-2 averaged 233.77 MPH for the 500 miles, using 116.5 gallons of fuel. His fastest lap was 236.17 MPH.

More about A. J. Smith, from the Soaring Society of America:

09/05/04 - LEGENDARY SOARING PILOT AJ SMITH DIES AT AGE 80

The United States and the world soaring community a giant in the history of competition soaring on September 5th of 2004 with the passing of Andrew James Smith. AJ passed away with heart failure at age 80 in his home in Tecumseh, Michigan. He began soaring in the 1950s with fellow competitor and friend Dick Schreder in the Adrian, Michigan and Toledo, Ohio area. He quickly focused on competition soaring and preceded to modify each of his sailplanes for enhanced performance beginning with the LO-150 and continuing through the Sisu 1A, ASW12, and Glasflugel 604. He won the Open Class Nationals in each

of these planes from the early 60's to 1980. AJ represented the USA on four international teams: England "65," Poland "68," Marfa TX "70," and Yugoslavia "72." He was the second American to win a World Gliding Championship in Leszno, Poland, flying an Elfe S-3 in the Standard Class. In 1968, AJ was inducted into the Soaring Hall of Fame. AJ served as an SSA director for more than 15 years.

AJ was a very successful architect in the Detroit area, owning his own major firm (Smith and Gardner) that designed many award-winning structures from airport terminals to major office complexes across the US. AJ's artistic flare from his architecture background, combined with his engineering knowledge of sailplane aerodynamics, enabled him to design an extremely efficient racing airplane in the early 80's which rocked the racing world of the Experimental Aircraft Association. The plane - the AJ-2 - was designed to compete in a new efficiency race the Oshkosh 500 sponsored by the EAA. The plane dominated the race from its first entry in 1981 and each succeeding year for seven years. The sponsors of the race eventually changed the rules, rendering the plane no longer competitive - the plane is now headed to the Smithsonian Smithsonian's Air and Space Museum.

AJ grew up in Tecumseh and graduated from Tecumseh High School in 1942. After high school, AJ began working for NACA (now NASA) as a model builder at Langley Field, Virginia. He then served in the Navy during WWII, flying Corsairs off aircraft carriers for two years in the Atlantic. From 1946-1951 he attended the University of Michigan acquiring an architectural engineering degree. Although AJ had not been active in soaring for several years, he always stayed abreast of the competition scene and the development of new-generation sailplanes. His heart was - and will always be - with the competition soaring pilot.

- By Dick Butler

Your EAA Membership Benefits What They Are and How They've Changed

By Brenda Anderson, EAA Chapter Administrator

We're often asked "what are the benefits of belonging to EAA?" The answer can be a long one depending on what that individual's interests are as EAA has a vast offering of benefits and services. And they are evolving and improving all the time. But let's just start with the basics and explore what's new in a \$40 EAA membership.

Every member receives his/her choice of a monthly magazine. EAA SPORT AVIATION is the flagship monthly publication for members interested in the broad scope of recreational aviation with editorial geared to the flying, buying, building, restoring and maintaining of all types of aircraft. We are currently in the process of expanding our coverage of production aircraft news and hands-on topics. EAA SPORT PILOT & LIGHT SPORT AIRCRAFT magazine is new just this year and its editorial is aimed at

those who'll fly the newest special light-sport aircraft, including fixed wings, trikes, powered parachutes, gyrocopters, gliders, and Part 103 ultralights. Your membership includes a choice of either membership or you can add on the additional magazine.

EAA member benefits at EAA AirVenture Oshkosh each year have also increased. Now members not only have greatly reduced admission fees, but you'll receive discounts on specially priced meals from several food vendors, have access to the members-only internet café, and enjoy member events in the new EAA Member Village near AeroShell Square. And the list will be sure to evolve over the next few months as we set plans for the 2005 event happening July 25-31. Watch this space for more details on "The World's Greatest Aviation Celebration."

EAA's Insurance Program has expanded with the addition of insurance for students and renters. This non-owner insurance plan is Sport Pilot-ready. In addition EAA, and Falcon Insurance have developed an outstanding insurance plan for all types of aircraft including expanded coverage, service and great pricing for members. Call today for a free quote at 866-647-4322 or visit www.eaa.org. EAA membership also includes preferred rates on other lines of personal insurance.

With the new Sport Pilot movement, EAA's technical team is the leader in helping all aviators understand what the new ruling means and how it helps reduce the traditional time and cost barriers associated with training and aircraft ownership. We have a special brochure series that answers many of the questions members have on this topic. If you'd like to receive this information or have a question on Sport Pilot, please don't hesitate to give us a call or visit the website at www.sportpilot.org.

Another new benefit of EAA membership this year is unlimited admission to the EAA AirVenture Museum in Oshkosh. That's right all members can visit the museum as often as they like-- at no additional charge.

The EAA membership umbrella includes the wonderful ability to join a local chapter and participate in all of its activities. Plus, EAA members also have the opportunity to join one or all of EAA's affiliate organizations: EAA Warbirds of America, EAA's Vintage Aircraft Association, and the International Aerobatic Club division of EAA. Plus, an affiliate of EAA is the National Association of Flight Instructors. The EAA Homebuilt Aircraft Council reaffirms EAA's commitment to its homebuilding roots. There's something for everyone!

With the EAA Flight Planner, EAA members can easily plan a VFR flight, view a route on current maps (including Sectional, WACs and other) check NOTAMs and weather, file with DUATs and many other functions. This \$50 value is free for EAA members, just check out the website at www.eaa.org for more information.

For individual services, EAA provides a wealth of educational and technical benefits. Access to pilot

programs such as EAA Technical Counselors, Flight Advisors, Aeromedical Advisors, and Aviation Information Services representatives are ready to answer your aviation questions at 888/322-4636. EAA's education opportunities include SportAir workshops held around the country – the perfect place to learn about aircraft building and restoration. Call 800/967-5746 for all the details.

Working with kids via the EAA Young Eagles program gives the next generation of aviation enthusiasts the chance to take to the sky. EAA members provide an introductory flight experience for kids aged 8-17 – members have flown more than 1,100,000 Young Eagles since the program's inception. Call 877/806-8902 for more information. EAA's Air Academy aviation camps provide a resident camp at Oshkosh headquarters for youth who are aged 12-18 interested in aviation. Reach the Air Academy at 888/322-3229.

Finally, the discounts! Great deals and discounts for EAA members abound: you can save on everything from member discounts on Ford vehicles, John Deere equipment, Hertz car rentals, travel services, and even a preferred rate on the EAA VISA® credit card.

For more information on any of your EAA membership benefits we're at your assistance on-line at www.eaa.org or in person at 800/JOIN EAA (800/564-6322.)

From the Web.....

Check out some unusual aviation pictures at: <http://www.aviationpics.de/>

AVIATION TUTORIALS COMPANY PROVIDES FREE ONLINE COURSE ON METAR'S AND TAF'S

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 web 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.

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	Jack Schultz
November 13	Jim Turner
December 11	Nancy Normark & Ida May Covey
January 8, 2005	Neal Foote
February, 2005	Dan Harden
March, 2005	Joe Mancusi

Classified Corner

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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.

EAA Chapter 506 Officer Election Ballot

For each office, please circle the nominee or print the name of your write-in candidate.

Please sign your ballot, and bring it to the November 13th meeting, or mail it **by November 8th** to:

Byron Covey
3217 Kentland Lane
Raleigh, NC 27526

Office	Nominee	Write in Candidate
President	Dan Harden	
Secretary	Byron Covey	
Treasurer	Jack Schultz	

Your Signature _____

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
<i>Facilities Manager</i>	Dan Harden	919-876-2468
<i>Technical Advisors</i>	Bob Woods Bob Scott	919-581-0640 or 0690
<i>Flight Advisor</i>	Joe Mancusi	919-661-4130
<i>Newsletter Editor</i>	Debbie Fink	919-550-0966
<i>Librarian</i>	Tom Hall	919-787-0346

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: