



Flight 506 News

Volume 11, Issue 6

June, 2005



Chapter Events

Mark Your Calendars!

➤ **Saturday, June 11th,
2005**

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 Dan Harden

We have all developed our own way of saving or spending our money, but how many of us have given any thought to how we spend our most valuable resource - our lives?

Do you just go from day to day spending a little of your life each day only as required? Or do you sometimes move closer to the edge and spend a larger chunk of your life on what others may call a foolish endeavor?

After all, life is a commodity quite like money. You can save it for later or you can spend it now. Life you spend is yours forever and cannot be taken away from you. However life you save for later can be removed from your account by fate in a heartbeat.

So get out there and spend your life to the fullest. Take that vacation. Build that airplane. Be foolish but not reckless in the spending of your life. After all, those of us that would like to live one hundred years will have to spend that hundred years fast. If you believe in statistics, we only have about seventy-six years to do it.

HAPPY SPENDING!

May Meeting Minutes

By Byron Covey

Note: My computer crashed, necessitating replacement of both the hard drive and the motherboard. The following notes have been reproduced strictly from memory. Please provide corrections and additions at the June meeting. Thanks. – BJC

President Dan Harden called the meeting to order at 0900.

Secretary Report:

The minutes from the April meeting were published in the May newsletter.

Old Business:

President Dan Harden discussed his desire to reduce the annual dues to \$30 per year.

New Business / Announcements:

A new DVD is available from EAA, covering the Sport Pilot rule and Air Venture 2005.

2005 Young Eagle Tour

By Jack Schultz

Chapter 506 and Johnston County Airport hosted Young Eagles flights with Pilot Jared Aicher and publicist Stacey Commer on Sunday, June 5th.

Members in attendance were Jack and Helen Schultz, Ron and Nancy Normark, Joe and Roxanna Mancusi, Byron Covey, Dan Harden and Larry Fink.

So there I was ...

By Dave Courtney

On the road in Chino, California to see a museum fly. On May 21 & 22, The Air Museum presented its annual airshow. The airshow is a two day event with the same schedule on each day. This year's theme was a commemoration of the end of World War II. How does a museum fly? In this airshow it was the exhibits and not the buildings that were flying.

The Air Museum was the brainchild of Ed Maloney. He started collecting planes almost as soon as the war ended. He somehow recognized that most of the air-planes were going to be melted down into aluminum ingots. As he found various airplanes, they went into storage. The first version of the museum with just six airplanes opened in 1957. In 1973 it moved to its present location in Chino, CA. The airfield at Chino was a military training field surrounded by dairy farms. The population spread of the Los Angeles basin still has not encroached on the airport. The three runways at Chino make it easy to put a lot of planes in the air.

I became a museum member when I was in the area on a business trip a couple of years ago. I had some time to kill between appointments and this was a way to look at some planes. I visit the museum whenever I am back in the area or to attend the annual airshow if possible.

The goal of the airshow is to launch as many of the aircraft in the collection as possible. They add to the mix with military demonstration teams, guest airplanes and a few of the usual barnstorming activities associated with an airshow. The aerial stars of the show are the World War II era planes. The schedule is put together to match airplanes that would have flown together. The Missing Man Formation was flown by four P-47's. Of the ten flyable P-47's in the world, five were in Chino for the airshow. Other air force models included a P-38, P-40's, and P-51's. All of the Navy cats were present and flying. There

were also two Skyraiders, two Corsairs, an SBD, two B-25's and a B-17. There was an original Japanese Zero with its original factory installed engine. This plane has been in numerous films including Pearl Harbor. The climax of the airshow was when they launched all of the US and British aircraft and paraded them past.

Until you see four P-47's launch at the same time off of two parallel runways, you cannot imagine the snarl of the engines at takeoff power.

There was something for everyone. The Korean War era was represented by a dogfight between an F-86 Sabre jet and a Mig 15. The A-10 Warthog did a flight demonstration. The Navy's F-18 Super Hornet participated in the heritage flight sequence. The Navy pilot was one of the six women in the Navy that are carrier qualified. I had a good seat to be able watch the F-18 and a F8F Bearcat fly in a legacy formation.

Before the flying started visitors were able to walk the ready ramp where all of the aircraft were on display. With the sun behind us, the photo opportunities were great. Museum volunteers were handy to answer questions about different aircraft and their capabilities. They had to clear the area before they could start up the engines and taxi out in front of the crowd on the way to the runway. It was very impressive to see the long line of planes with their radials rumbling as they prepared to delight the crowd.

The B-17 was on static display and allowed people to look inside and sit in the shade of the wings. Later in the show, the people had to move because the B-17 joined in the flying with two B-25's. It is hard to describe the graceful passes that this big bomber flew past the crowd. After the flying, it returned behind the ropes to allow the people back under the wings. It was certainly a way to see history up close and personal.

I am sure that I left out something critical, so I will leave the airshow program at the clubhouse for anyone who is interested in seeing pictures of the performing aircraft.

If you are out West or flying through the Ontario, CA airport, Chino is worth a visit and a couple of hours. It is not often you see so much heavy metal that is ready to fly the next time they have a monthly feature program or the annual airshow.

Check it out at www.planesoffame.org

2005 Chapter 506 Programs & Activities:

<i>Date</i>	<i>Program Responsibility</i>
January 8	Neal Foote
February 12	Dan Harden
March 12	Joe Mancusi
April 9	Jack Schultz
*April 23, Saturday	Visit to the Schultz's to see their Zenith 601 HD
May 14	
June 11	Mort Altman
July 9	Larry Fink
August 13	
September 10	Dan Harden
October 8	Joe Mancusi
November 12	Jack Schultz
December 10	

* Between meeting events

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Flight 506 News

EAA Chapter 506 Newsletter
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TO: