



Flight 506 News

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September, 2005



August Meeting Minutes

By Byron Covey

Jack Schultz called the meeting to order at 0900.

Guests:

Three guests, Marty Lunsford, Art Armani, and Wayne Turnbull were introduced.

Secretary report:

The minutes from the June meeting were read and approved.

Old Business:

Johnston County Airport day was discussed. All plans will need to be final by the September meeting. The jobs were published in the last newsletter, and a sign-up sheet was circulated during the meeting. We will need maximum participation to succeed with the anticipated crowd.

Jack reminded everyone that B Bar D, the distributors of the Allegro LSA, were holding an open house at their new facility located on the Sanford Lee airport.

Jack also announced that he has some 1/8" plexiglas left from making his Zenair windshield.

Jack reported that the weight and balance has been completed on Martin Moore's Cougar. Jack had a copy of the calculations for anyone who wanted to see how it is done.

Sixteen members and four guests attended the meeting.

August Program

Robert (Bob) Scott showed a video with some scary aircraft incidents, including flutter of the horizontal stabilizer on the Twin Comanche. He then gave a talk, complete with photographs, of flying boats that he was involved with.

So there I was ...

By Dave Courtney

on the road in Omaha, Nebraska in August 2005. It was the first time I had been back to visit the Strategic Air and Space Museum since 1997. In the summer of 1997, I had been on the road with my father visiting air and train museums in the upper Midwest. Our last stop was going to be the SAC Museum at Offutt Air Base in Nebraska. We were heading south out of Sioux City, Iowa early in the morning to get there when the museum opened. Imagine our surprise when we saw a billboard for the museum with a bright orange diagonal stripe that said "Closed". We missed the museum by one week. They were moving it to a new facility west of Omaha.

The new facility is very nice. It has three major sections with the strategic aircraft from the Second World War through the end of the Cold War. The B-17 heavy bomber is almost tucked under the wing of the eight jet monster, the B-52. Even the B-52 is small compared to the B-36 that is on display. Imagine an airplane that weighed 420,000 pounds when it took off carrying about 80,000 pounds of payload. The collection reminded me of my plastic models hanging from the ceiling of my bedroom, except these were real.

The museum also features rotating exhibits of interest to keep visitors coming back on a regular basis. The only negative thing I can say is that it is too neat. There should be metal trays with oil drips under the engines of the bombers. It really is a museum with exhibits that will never be in the air again. If you have two hours and you are near Omaha, make the trip.

In contrast, I drove home to Raleigh from Omaha via Greenfield, Iowa. There is a neat little museum at the airport. The Iowa Aviation Museum has a collection of vintage aircraft that would probably qualify for the Light Sport Aircraft seal of approval. The collection is in a hanger with a concrete floor and you can walk up and almost touch the aircraft with your nose as you look inside. There is a 1928 Curtis Robin, a Piper J-2 and J-3, a couple of Tiger Moths, a Taylorcraft BC-12 and a 1941 Aetna-Timm Aerocraft (WWII Trainer). The museum also has a few primary gliders suspended from the ceiling. If you are interested in the roots of aviation and want to see what use to be state of the art, a visit to this museum is worth the time. They also host the Iowa Aviation Hall of Fame.

It is hard to see into the cockpit of a jet bomber when it is fifteen or twenty feet over your head. It is much more satisfying to be able to stick your head into the J-2 and look at the controls and instruments. I suspect that EAA members would like the Iowa Aviation Museum and the chance to break up the monotony of the I-80 concrete parade.

Until the next adventure happens, fly safe.

September Fly-In

By Nancy and Ron Normark

Don't forget the annual Barclaysville Fly-in on September 24th. Come early and bring a covered dish. We will eat around noon.— beverages will be provided. (see attached map)

Hope to see you all there!

From EAA.org

Make A Difference Day is October 22

Last year, EAA encouraged Chapters and members to participate in the annual Make A Difference Day sponsored by the Paul Newman Foundation, which highlights efforts to make differences in the lives of children. Response was very positive and dramatically demonstrated when the foundation [selected EAA Chapter 501](#), Lincoln Park, New Jersey, to receive one of the ten \$10,000 grants it awards for the event for the chapter's efforts to help at-risk youths through the Young Eagles program. Make A Difference Day 2005 is Saturday, October 22, and EAA encourages Chapters to again join this nation-wide effort this fall. To learn more about Make A Difference Day, visit the [USA Today website](#).

October Brings Season's Final Regional Fly-ins, Second Sport Aviation Expo

The 2005 fly-in season didn't end with EAA AirVenture Oshkosh. A look at the October schedule has several events scheduled next month, including the ninth annual Virginia State Regional Fly-in October 1-2; the Copperstate Regional Fly-In October 6-8; and the Southeast Regional Fly-in (SERFI) October 7-9. Additionally, the second annual U.S. Sport Aviation Expo is scheduled for October. For more information, see <http://www.eaa.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	Young Eagles Rally, Johnston County Airport Open House
November 12	Jack Schultz
December 10	

* Between meeting events

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Flight 506 News

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