



Flight 506 News

Volume 12, Issue 1

January 2006



Chapter Events

Mark Your Calendars!

**Saturday,
January 13, 2006**
EAA Chapter 506
Meeting

8:30 am Breakfast
9:00 am Meeting
Chapter 506 Clubhouse

Breakfast will be
provided
By the Breakfast
Committee at a cost of
\$4.00 per person.

President of the Month's Corner

By Dave Courtney

What I Need to Know as a Member of EAA Chapter 506

In the December newsletter, Larry Fink wrote, "Chapter 506 includes members that will teach or help with any project you have in mind. Within our membership are people who have flown, tried, built, or thought about just about anything to do with aviation, and they are more than willing to share their experience and knowledge."

"Our membership includes engineers, physicians, physicists, and professional pilots (just to name a few) that are available to answer your questions or help with your project. And once your project is moving along, there are many builder and aviation professionals willing to review your project before you fly, and help with the flight test program."

"What more could anyone possibly want from a flying organization?"

I joined EAA only three years ago. I joined Chapter 506 in late 2004. I love flying. I am tool-challenged. My brother inherited tool-ability from my father, a handy man, A&E instructor and shop teacher. I inherited the love of flying. I think I got the better deal.

Here's what I need to know, **YOU**. I have not met all of the members and I could not pass a photo recognition course. I enjoy the meetings and the fellowship. I suspect that I would enjoy it even more if I knew who **YOU** were and what interested **YOU**. I love a challenge. Somehow I was "elected" (maybe "Shanghaied") to be the newsletter editor.

So I plan to use the newsletter to get to know my fellow members better. The way this will happen is that I will create a new feature in the newsletter called "Who am I?" This will be two or three paragraphs about one of us. The member's name will be omitted and guesses will be encouraged at the monthly meeting to identify the member. The answer will be in the following month's newsletter for anyone that did not make the meeting.

Your task is to provide me with a couple of paragraphs about yourself or your project or some other identifying characteristic. If I don't get enough submissions, then I will resort to well you don't want to know.

You are also invited and encouraged to provide articles for the newsletter. If you don't want to write it out, I will take notes and ghost-write it for you.

December Meeting Minutes

The annual Christmas Buffet was hosted by Nancy Normark and Ida May Covey. No one went home hungry. Turkey and ham were matched up with many vegetable dishes, salads and desserts.

Secretary report:

The minutes from the November meeting were approved.

Treasurer's report:

If it was given, I wasn't paying attention. Find the treasurer and ask him. Dues for 2006 are due.

Old Business:

Members were reminded dues for 2006 are due now. The new low rate of \$24.00 per year is now in effect.

Guests:

Family members joined us for the Christmas buffet.

So there I was ...

by **Dave Courtney**

on the road in Reading, PA. Recently I had to make a marketing call on a prospective customer located in the heart of outlet shopping. A cheap flight to Philadelphia got me most of the way and a Hertz car did the rest. I was early for my appointment so I was looking for something to do. Like all good pilots, I have a sense that an airport could be an interesting place to explore.

Well, Reading, PA is home to the Mid-Atlantic Air Museum. It has an interesting collection of memorabilia about the airport and its history focusing on WWII. The planes are both commercial and military. The standard museum planes are in evidence, the SNJ, the B-25 and the TBM Avenger. They are all nestled in a hanger with a nice collection of WWII trainers, such as, the PT-19, SNV, N2S and N3N. Outside are examples of the airlines that used to make stops at the Reading airport for various airlines.

The Martin 404, Vickers Viscount and Convair 580 all recall the days when taking an airplane trip meant a ride on radial engines or turbo-props. These were the days before the commuter jets and small airline

feeder aircraft. Several other airplanes and helicopters are scattered about the apron inviting a closer look at technologies of the past. But perhaps the most interesting aircraft is still in the process of being restored.

In the back half of the display hanger, a restoration shop has been assembled. The volunteer crew is in the process of rebuilding a P-61 "Black Widow". This twin-engine night fighter was used in the Pacific theater. This is a very rare airplane to find in a museum or anywhere else. There are only four examples of the aircraft in the world and none of them are in flying condition. The shop has large windows to allow you to see any activity that is taking place. Historical information is on the outside wall of the shop with photos of the project. I recall visiting in 1999 and seeing essentially a couple of wing spar and miscellaneous pieces of aluminum. Now you can see the shape of the airplane and the major subassemblies ready to be attached. Someday it will sit proudly in the hanger.

Think about a visit to Reading by car or by airplane. Next June, on the 2nd, 3rd and 4th, the museum will host their annual World War II Weekend. Airshows are scheduled on Saturday and Sunday. Of course if your spouse is not into flying as much as you are, there is shopping, shopping, shopping. It seems like the largest collection of outlets that you will find in close proximity to each other. The strip malls by the interstates pale in comparison.

The Mid-Atlantic Air Museum is worth a stop if you are ever in the neighborhood. It is only about an hour from Philadelphia and all of the historical sights in the Southeast corner of Pennsylvania. Safe flying (or driving if you must).

Guess the Member Profile goes here.

This is where the paragraphs will go.

2006 Chapter 506 Programs & Activities:

<i>Date</i>	<i>Program Responsibility</i>
January 14	Dave Courtney – “Flying with Bob”
February 11	Ned Nutt
March 11	Joe Mancusi
April 8	Larry Fink
May 13	Byron Covey
June 10	Mort Altman
July 8	Jack Schultz
August 12	Ron Normark
September 9	Paul Bellman
October 14	Art Armeni (JNX open house and Young Eagles event)
November 11	OPEN
December 9 (PM)	Nancy Normark & Ida May Covey

Classified Corner

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