



# Flight 506 News

Volume 12, Issue 4

April 2006



## Chapter Events

### Mark Your Calendars!

**Saturday,**

**April 8, 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 Larry Fink

Larry Fink will be presenting at the April meeting.

### Newsletter Notes:

The roster is being reprinted with this edition of the newsletter as I received several corrections. The next scheduled roster print will be in the July edition.

Thank you to Bryon Covey and Lucky Charlie for contributing their articles to the newsletter. If you provide notes, a rough draft, an idea, I would be glad to publish your contributions as well.

Please look ahead at the coming meeting schedule. If you are the host for a meeting, please send me a title for your talk so I can update the schedule. If you want to provide a "teaser" to appear in the month that you are giving the talk, I would be glad to feature it on the first page. If you have notes or handouts, I would be glad to put them in the following month's newsletter so that we don't steal all of your talk before you give it.

I have received one biography from one member so far. I need one from each member. Believe me you won't recognize yourself when I get through with what you wrote. That means that no one else will know either unless you tell them.

Byron sent me a press release about Bruce Hammer setting a new transcontinental speed record in a Glasair I TD that Bruce built and flew. The new record is 8 hours, 5 minutes and 21 seconds at an average speed of 258 mph. Try that in a Cessna 172.

## The Joy of Flight

By Byron Covey

“Why?” a simple question, often asked, as in “Why do you fly those little airplanes?” Every time I’m asked, I find that there are too many reasons to offer a succinct answer. But I still try from time to time to communicate some of the reasons, usually by describing a particular flight.

The Sunday sun was sinking low in the west, which meant we would be taking off down wind so we could see where we were going. The “wind” was a warm summer breeze, just barely strong enough to swing the wind-sock. Beyond the departure end of runway 9 was a residential road and a power line. 50 feet of altitude would easily clear the power line, and then there were two miles of open lake.

The lake was the object of our flight. Back in the early 1960’s, the Air Force had given the Civil Air Patrol a number of surplus J-3’s to use for air search and rescue purposes, and our squadron had one. To save money, the Air Force didn’t paint them; the J-3 was solid silver, with the black N numbers and serial numbers stenciled on the side. One of the local oil companies had donated fuel to allow our squadron to patrol Lake Sinclair late each Sunday during the summer in search of stranded boaters. The J-3 was non-electric, and this was long before hand held radios that actually worked, so if we found a stranded boater, we would return to the airport and call the sheriff to initiate a rescue.

For reasons that I still don’t understand, most of the adult CAP members didn’t really care to make the lake patrols. Of course, that worked to my advantage because I could always get Sonny to fly with me. Sonny was the FBO, a CAP pilot, and the person who knew the lake better than anyone else, because he sprayed it for mosquitoes in a modified PA-12. He loved to read paperback books, and he was always willing to ride with me, as long as he had a book to read.

Everyone else had already left the airport that afternoon, so Sonny sat in the shade reading while I pre-flighted, started, and taxied the J-3 up to the FBO building. Holding his place with a finger in the closed paperback, he climbed into the front seat, strapped in, said “Let me know if you need anything,” reopened his book, and resumed his reading.

The takeoff began in typical J-3 fashion: I could hear every cylinder fire as we slowly accelerated. When the tail came up, everything seemed to be happening in slow motion. With almost no discernable attitude change, the runway began to slowly drop away. The feeling was more one of being magically levitated than of flying in an airplane. Through the open door, I could see, as well as sense, every foot of altitude we gained, and every foot of runway that passed underneath as we slowly motored toward the lake. The airplane was doing exactly what I wanted it to do, but it was doing so without conscious thought of control movements on my part. Sonny was leaning on the left side of cockpit, away from the open door, totally blocking my view of the airspeed indicator. He liked to challenge me that way. It didn’t matter; I didn’t need the airspeed indicator. The airplane was telling me everything that I needed to know.

We flew to the dam, turned left, and flew up Rocky Creek. A short hop over land brought us to Island Creek, which we followed back down to the open lake. At the mouth of Island Creek, we came upon a small runabout adrift in the lake. I circled back over it and throttled back to idle. At 200 feet, Sonny stuck his head out the door and shouted, “Are you OK?” They were, so we continued the patrol without further incident.

We were on final with the setting sun at our backs the next time Sonny spoke. “Land on the taxiway.” Another challenge. The silver J-3 slid to the right and found the taxiway seemingly with no direction from me. Sonny got out at the gas pumps. I replaced the fuel we used, then pushed the Cub back to its spot and tied it down. It was almost dark, but I still had a few minutes left, so I climbed back into the rear seat. I smelled the airplane, took the controls in my hands, scanned the instruments, looked at the evening sky through the windshield and began dreaming of the next flight.

## March Meeting Minutes

By Ken Dunaway

An excellent breakfast of scrambled eggs, sausage, pancakes and Debbie Fink's pecan rolls was enjoyed by everyone. Our thanks go to Nancy, Ida May, Roxanna and Debbie for the culinary part of the meeting. Mary Lynne pitched in and helped with the clean up. The guys are grateful.

The meeting was called to order at 9:00 a.m. by the monthly president, Joe Mancusi. No guests were present.

### Secretary report:

The minutes from the February meeting as printed in the March newsletter were approved.

## Fly Feet

By Lucky Charlie

My Uncle Charlie used to come over to visit us on sultry summer afternoons. He would often take one look at me and ask my mother is she thought that I would ever amount to a hill of soybeans.

I was small, skinny kid. The first school I attended tried to prevent me from attending class because I was too short and I was trying to write with my left hand. I quickly picked up the nickname, Southpaw.

The only time I could play softball was when half the team didn't show up. I would catch the ball with my left hand (gloved), remove the glove and then throw it. It was a shining example of dexterity if I did not spin out of control.

Larry "Spinner" Norris, my high school buddy, invited me to the airport to watch him practice spins in an Aeronca Champ. He only had eight hours in the Champ when he soloed. He was well versed in spins and deadstick landings.

His instructor, Keith Finch, WWII P-51 pilot, asked me if I wanted to fly around the patch. He had me hop in the front seat. "Hold the stick with your right

### Treasurer's report:

The treasurer reported a balance of \$2,187.57 in the club's checkbook. Bill has also applied for an EIN (Employer Identification Number) for the club to make the transition to the next treasurer much easier to accomplish.

### Old Business:

Art Armani reminded us that the EAA Fly-In at JNX is scheduled for the second weekend in October.

### New Business:

None.

### Monthly Program:

The March program followed. Thanks to Joe Mancusi for his informative talk about the role of the Flight Advisor in an EAA Chapter.

See Joe's handout that is included in this month's newsletter.

hand" he said. I looked at my left hand curled around the stick. I apologetically told him that I was left handed. So, there was a long pause and he said, "How are you going to control the throttle on the left side of the airplane if you don't use your left hand?" Suddenly I had something to do with both hands.

As we were taxing out to the runway with my left hand on the throttle and my right hand on the stick, I could feel several seasons of senseless insecurities slide off my shoulders. It seemed so natural.

Let me tell you a secret, Keith said, it doesn't matter whether you are right handed or left handed anyway. "Tail dragger pilots fly with their feet."

## Guess the Member

So who is Lucky Charlie? No guesses were sent in last month so the question is still open.

# FLIGHT ADVISOR DUTIES

## I. Flight Advisors are there for you

- A. Use the Flight Advisor as much or as little as you like.
- B. Safety is the overall goal of the Flight Advisor program.
- C. The Flight Advisor coaches and guides through the first flight.
- D. The program is highly successful in achieving its' goals.

## II. Some uses of the Flight Advisor (Resource Management)

- A. Evaluate which aircraft to build or restore.
  - 1. Evaluate pilot and aircraft capabilities.
  - 2. Evaluate the purpose of the aircraft (sport, transport, etc.).
- B. Evaluate a training program.
- C. Provide a pilot self-evaluation towards the first flight.
  - 1. Not limited to homebuilt aircraft (restore, modify, etc.).
  - 2. Search for a test pilot if desired.

## III. Limitations of a Flight Advisor

- A. Flight Advisors do not make decisions. They provide guidance.
- B. Flight Advisors do not instruct.  
They evaluate instructors for a Proficiency Evaluation Flight, if necessary.
- C. Flight advisors call for help when outside their window of experience.

## IV. Advantages of using the Flight Advisor Program

- A. Test flight incidents and accidents reduced.
- B. The program can provide first flight insurance benefits.
- C. Test program immediately produces performance data.
- D. flight Advisors give the pilot that same "second pair of eyes" that the airplane gets before its first flight.

## 2006 Chapter 506 Programs & Activities:

<i>Date</i>	<i>Program Responsibility</i>
January 14	Dave Courtney – “Flying with Bob”
February 11	Ned Nutt – “Medical Questions and Answers”
March 11	Joe Mancusi – “The Role of the Flight Advisor”
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	Jim Turner
December 9 (PM)	Nancy Normark & Ida May Covey

## Other EAA Chapter News

### Monthly Meetings

EAA 506	JNX	Second Saturday	8:30 am Breakfast	EAA Clubhouse
EAA 1114	NC81	Third Saturday	8:00 am Breakfast	Bobby Cox field

## Classified Corner

### Woods Aviation;

Specializing in Poly Fiber Products.

Also available are FAA DAR services, aircraft maintenance and fabric aircraft restoration.

919-581-0640

919-581-0690

919-581-0830 (Fax)



**EAA Chapter 506 Membership Information and Application**

Date: \_\_\_\_\_ / \_\_\_\_\_ / 200\_\_

Name: \_\_\_\_\_

Address: \_\_\_\_\_  
\_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ ZipCode: \_\_\_\_\_

EAA Number: \_\_\_\_\_

Spouse's Name" \_\_\_\_\_

Telephone #: \_\_\_\_\_

Email Address: \_\_\_\_\_

Aviation Interests: \_\_\_\_\_  
\_\_\_\_\_

Airplane Projects: \_\_\_\_\_  
\_\_\_\_\_

Airplanes Owned: \_\_\_\_\_  
\_\_\_\_\_

Pilot Certificates and Ratings: \_\_\_\_\_  
\_\_\_\_\_

Mail a check for \$24.00 (annual dues) with this completed application to:

Mr. Bill MacKrell  
3 Home Croft Court  
Durham, NC 27703

# EAA Chapter 506:

Clubhouse @ 3149 Swift Creek Road, Smithfield, NC 27577

Visit Chapter 506's Website

<http://www.blueasp.com/506/>

The submission deadline for newsletter articles is generally two weeks before the next meeting. Articles appearing in this Chapter newsletter may be reproduced in full, only if proper credit is given to the author and the Flight 506 News.

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<b>Facilities Manager</b>	Dan Harden	919-550-5177
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TO: