



Flight 506 News

Volume 12, Issue 5

May 2006



Chapter Events

Mark Your Calendars!

**Saturday,
May 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 Byron Covey

There are lots of reasons to belong to the EAA and Chapter 506. Among them are the flight advisor program, the technical advisor program, the chapter library, the magazines and newsletters, the meeting programs, the Young Eagles and the excellent breakfasts. All are good reasons, but they are not the reasons that Ida May and I are members. We are members simply because we enjoy being with you, the other members. It certainly helps that we share a common interest in things aeronautical, but take a moment to listen to the variety of conversations around the meeting room, and you will hear discussions about things other than airplanes. It's the people, not the airplanes that attract us to Chapter 506.

The program for this Saturday will be an interactive discussion about the effects of torque, "P factor," and gyroscopic forces on a small airplane, so brush up on what the FAA officially teaches about torque, and let's see if it makes sense.

Byron J. Covey
N7332B

In Memory of Harold Shehane

The aviation community lost a treasured member when Harold Shehane passed away following a four year battle with cancer on March 31, 2006. Harold was a founding member and first president of Chapter 506 which he incorporated in 1974.

Harold was also an active member of Chapter 1114 and Kennebec airfield. He built a VW powered Aerosport Quail which he flew for twenty years and almost one thousand hours. His current project was a Lycoming powered Glasair that shared his Kennebec hangar with his beloved Quail.

For those of us who knew Harold and his steadfast love of aviation, he will be sorely missed.

Harold was a loving husband and devoted father and grandfather. He is survived by his wife of fifty two years, Pat, five children, four grandchildren and many, many friends.

April Meeting Minutes

By Ken Dunaway

An excellent breakfast of scrambled eggs, sausage, hominy and fruit salad was enjoyed by everyone. Our thanks go to Nancy, Ida May and Roxanna for the culinary part of the meeting. The guys are grateful.

The meeting was called to order at 9:00 a.m. by the monthly president, Larry Fink. Four guests were present.

- Dave Johnson has an L4 project and is considering floats.
- Gary and Judy Winter have half interest in a PA15 Vagabond and a J3 project.
- Chuck Williams, the owner of Triple W also was in attendance.

Martin Moore was reported to be up and around and recovering from his illness.

Secretary report:

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

Treasurer's report:

The treasurer reported a balance of \$2,072.00 in the club's checkbook. Bill is changing the mailing address from the mailbox on the road to his house to make sure that statements don't get stolen.

Old Business:

Update on Young Eagle plans for the fall.

New Business:

Recommendation of doing inspections of projects as they progress was made to the members. This allows them to qualify for insurance for the first flight and first 40 hours of flying. The use of project boards was discussed.

Monthly Program:

The March program followed. Thanks to Larry Fink for his presentation on the Garmin 296 education software that is available. It was very impressive.

EAA Chapter E-Gram

Vol. 8 No. 3

April 14, 2006

New EAA Homebuilt Certification Kit

EAA's new Amateur-Built Aircraft Certification Kit includes everything you need to register and certificate a new experimental amateur-built aircraft. The 15-page, step-by-step Certification Guide walks you through the entire process-from getting an N number to the aircraft inspection - and provides samples of how to complete each required form.

EAA staff member and Amateur-Built DAR Joe Norris, who reviewed all of the material included in the kit, commented, "Whenever I inspect an aircraft for certification, the paperwork is what causes delays more often than anything on the aircraft. This guide will make a homebuilder's inspection go a lot easier."

The certification kit also includes all FAA forms, Experimental sticker (in black), a dataplate, and a convenient placard decal sheet. Kit cost for EAA members is \$12.99 plus shipping. The kit is also available for non-members for \$19.99 plus shipping. To order, call EAA Membership Services at 800/JOIN EAA, or visit <http://shop.eaa.org>.

EAA Aircraft Financing Program Announced

EAA announced the addition of a member benefit to make the dream of aircraft ownership more attainable. In partnership with AirFleet Capital, Inc., the EAA Aircraft Financing Program, the most comprehensive aircraft-loan offering in the industry, was unveiled at the Sun 'n Fun Fly-In in Lakeland, Florida on April 6th.

Catering to the needs of both individuals and businesses, AirFleet Capital provides financing for new and used amateur-built, type-certificated single and twin pistons, turboprops, jets and helicopters. This includes financing for light-sport aircraft, the new category that has cut the cost of a new, factory-built airplane in half.

To learn more about the EAA Aircraft Financing Program, call AirFleet Capital at 866/808-6040 or visit <http://www.airfleetcapital.com/>.

EAA Young Eagles Program Rolls Ahead Next Stop: 1.25 Million

The EAA Young Eagles Program, the most successful youth aviation education initiative ever created, is keeping the promise of flight alive for the next generation with extensive activities in 2006. These will be highlighted by Young Eagles volunteer recognition over the next several months and during EAA AirVenture Oshkosh 2006, The World's Greatest Aviation Celebration, on July 24-30 in Oshkosh, Wisconsin.

The program is also on track to fly a total of at least 1.25 million Young Eagles by EAA AirVenture 2006. That total would mean 250,000 additional young people had discovered the excitement of flight in less than three years since the one millionth Young Eagle was flown during the flight centennial year of 2003.

Check with our Art Armani to see what we can do to help reach this goal.

GAS HITS 25 CENTS PER GALLON

By Lucky Charlie

Last week, I had a flashback to the 60's when gas prices increased to 25 Cents per gallon for aviation gas. This called for drastic measures.

My instructor and mentor, Keith Finch, WWII P-51 pilot resorted to his WWII gas rationing days. I was required to do dead stick landings with the added task of rolling up to the gas tank without using any brakes. The drill was to cut off the Magnetos as we came abeam the numbers and to glide in with just enough speed to coast up to the fuel tank.

Slips (forward or side) weren't allowed as this indicated improper planning. It was a waste of energy not to mention Hot Dogging.

Don't go cold turkey with this dead stick landing stuff, unless you have Lucky Charlie with you.

You can practice shutting off the engine while you are taxiing and glide up to your parking space. Or, you can take a lesson with a fine group of pilots over at Harnett Co. airport. They practice dead stick landings every time. Of course they are flying in gliders.

As Mr. Finch said to me many times, "Using brakes is a waste of GAS!"

Guess the Member

I grew up in a forest in Illinois. During my military career I commanded a jet turbine propelled craft. Who am I?

President's Picture



Here Bob is getting a little instruction from Richard on the importance of having a propeller at the front of the airplane.

So there I was ...

by Dave Courtney

on the road in Bellingham, Washington. It was a sad occasion. I was there to help celebrate the life of a recently deceased friend, Karl Kerstein. I met Karl early in my IBM career. We were in the Distribution Industry education center in Poughkeepsie, New York teaching customer executives and IBM personnel. Karl had the curiosity of a child, the imagination of a dreamer, and a directness that could be intimidating.

Karl and I stayed in touch over the years as our paths diverged. Karl and his wife "retired" to Bellingham in 1993. Retirement is a strange word. It only means that you have stopped doing one main thing and have become involved in a whole new aspect of living. Over the years, I learned more about Karl. He had been a Marine aviator before he joined IBM. He transitioned into helicopters and had the chance to fly for President Eisenhower before there was an official Marine One. It wasn't until the summer of 1999 that I got out to Bellingham to see Karl during a vacation with Mary Lynne. He gave us the "three hour tour" of Bellingham.

Last year Karl joined me at the airshow in Chino, California. He brought his son, Karl II. It was fascinating watching him as he encountered planes and choppers that he had knew with experience. We made plans to return in May, 2006. At Christmas time, Karl was diagnosed with a brain tumor. The tumor refuses to respond to surgery, chemicals or radiation. Karl died on April 5th, at home with his family around him.

I knew how much Karl loved flying. I contacted the Heritage Flight Museum in Bellingham to see if they could and would fly a memorial tribute for Karl. Kate Granat, the executive assistant who makes things work, took on the task. We talked about a flyover or a missing man formation flown during their April open house. The weather refused to cooperate and the planes that Kate needed did not make it into Bellingham.

There was a final opportunity on Monday, April 24th during the family's planned celebration of life. It was held at the Squalicum Harbor Marina on a point of land jutting out into Bellingham Bay. The weather was perfect. Kate committed pilots and planes and scheduled a fly over at the end of the service. The service was very emotional with Karl's children and grandchildren doing the heavy work of remembrance. There was a cryptic note on the program about a memorial flight if the weather permitted. As we reached the end of the service, we asked all of the people to gather outside and to look down the Bay to the south.

Kate had four T-6s in orbit about ten miles out. The afternoon haze kept them hidden from view as they formed up. The attendees knew the direction to look but not what to expect. Then a couple of people saw a flash of sunlight off a canopy or a wing and started pointing. As the planes started their inbound run, first two and then four planes became visible. They formed a line across the sky as they headed straight toward the boathouse and the attendees. About two miles out, the number 3 T-6 turned on its smoke generator. Just before the flight passed overhead, the solo arced up and over the formation climbing into the sun. It was a spectacular climax to an amazing celebration.

Karl's wife, Betty, said it was perfect and what Karl would have wanted. The symbolism of the flight was very powerful. I know that it brought tears to my eyes and I knew ahead of time what it was going to be.

So there I was in Bellingham, sad and glad at the same time. I had the chance to say goodbye to an old friend. The Heritage Flight Museum in Bellingham went the extra mile to pay homage to a fallen veteran. Stop by and see them the next time you are in the great Northwest.

Fly safe.

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 – “Garmin 296 Training Software”
May 13	Byron Covey – “Torqued?”
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 – Christmas Dinner Party

Other EAA Chapter News

EAA 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

Miscellaneous

Interesting Web Addresses

Online sectionals www.skyvectors.com
 Cheap auto gas <http://autos.msn.com/everyday/gasstations.aspx?zip=&src=Netx>

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:

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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TO: