



# Flight 506 News

Volume 12, Issue 7

July 2006



## Chapter Events

### Mark Your Calendars!

**Saturday,**

**July 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's Corner:

By Jack Schultz

It's often said; if you want to finish a long term project you must keep your eye on the goals, wrap your arms around the whole job and put your shoulder to the wheel. The problem is you can't work in that position. Sometimes what starts out as a simple, straight forward project, like building a Zenith 601 from plans, becomes a lifetime activity. In my case, I purchased plans in August 2000 and began construction of my airplane. I laid out my goals, and put my shoulder to the wheel. By 2003 many of the components were complete so I put the Kolb Firestar I was flying up for sale. After all, I'd be flying the 601 in about six months and it would take that long to sell my airplane. As it turned out it took one week to sell my airplane and I'm still working on the 601.

I'm building the 601 in my garage so every time I enter or leave the house I'm forced to gaze on this pile of aluminum which inevitably results in heartburn. Taking stock, I still have to finish the seats, cockpit placards, the left door and some fairings. This should take about six weeks so I should be ready to fly around April 2007. What have I learned from this experience? Certain rules generally apply to building an airplane.

*Rule #1: Spend a lot of time picking the airplane you want to build.* Talk to someone who has built a similar airplane. Somehow get to sit the airplane. Don't build an airplane that doesn't fit you. Investigate the construction materials; fiberglass, aluminum, tube and fabric, wood, etc. and decide if you want to work in that medium.

*Rule #2: If at all possible buy a kit, preferably a quick build kit.* Sixty to seventy percent of the time to build from plans goes into making the components such as bulkheads, skins, ribs, spars, brackets, etc.

*Rule #3: Beware of modifications.* Changes to an existing design take ten times longer than the original design to complete. Even a small change can cascade into months of extra work.

*Rule #4: Ask your friends to help.* For many jobs two people can do four times the work that one person can do. Another benefit is having another set of eyes to help prevent costly mistakes. Time really goes fast when you have someone to talk to.

*Rule #5: Have your work inspected often.* Catch problems before they are closed up. When you're immersed in a project it's easy to overlook the obvious.

*Rule #6: Develop your own rules as you go along.* Experience is the best teacher.

My Zenith 601 is the second airplane I will have built and flown (God willing). The experiences have been very rewarding. After N506S (the 601's tail number) is flying I intend to start on another homebuilt, a motorglider. I'll definitely follow the aforementioned six rules.

Jack Schultz

## **June Meeting Minutes**

By Ken Dunaway

Thanks to Nancy Normark, Roxanna Mancusi and Jack & Helen Schultz for the delicious breakfast. The club feasted on eggs, pancakes, sausage, pecan rolls and a fresh fruit bowl.

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

- Joe Luke
- Caleb Luke
- John Allen
- Charles

### **Secretary report:**

The minutes from the May meeting as printed in the June newsletter were approved.

### **Treasurer's report:**

The treasurer reported a balance of \$2,025.xx in the club's checkbook.

The electric company is changing our meter.

Thank you note received from Shehane family.

### **Old Business:**

Members were reminded that the JNX open house and Young Eagles event is planned for September 30.

Art Armani gave a follow up report on the balloon activity centered on McGee's Crossroads. The Carolina Unmanned Vehicle Company is testing unmanned surveillance vehicles. They are using an Aerostat (tethered helium balloon) to lift payloads. They are doing training and testing of the vehicles.

The company is restricted to VFR conditions only. The balloon can rise to a height of 1,000 agl during the period 8 am to 4 pm. Wind conditions can cause the balloon to drift away from the center point. The balloon is 12 feet in diameter, white with a red tail.

Additional information is available at their website, [www.carolinaunmanned.com](http://www.carolinaunmanned.com).

### **New Business:**

Bryon has brought an instrument panel for the show and tell session after the regular meeting.

Jack Schultz introduced the format for the project boards posted on the wall.

There is a fly-in scheduled at Wilson Industrial Airpark on September 30 which will conflict with our Young Eagles program at JNX. Be advised.

### **Monthly Program:**

The June program followed. Bill Terrill, the EAA 1114 program director, was recruited by Mort Altman to talk about the history of US Army Helicopters from 1970 through 1990.

Bill used slides of the various helicopters as the backdrop for his talk. The early concept of using the helicopter for search and rescue evolved into the air cavalry. The delivery of troops, equipment and supplies to the battlefield via helicopter was a radical concept for armored cavalry commanders.

Bill talked about how the concepts were refined in Vietnam. He also covered the problems of having separate functions reporting to different branches of the military. He used the example of the failed extraction of the Iranian hostages in the early 80s.

Bill talked about how helicopters evolved into the attack aircraft of today. The mobility of the craft and the firepower make it into a super weapon to complement the armored tank.

Bill showed pictures of some of the gunships that were used in the second Iraq war. It was a very informative presentation.

## 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 – Bill Terrill – “US Army Helicopters”
July 8	Jack Schultz – “Trials, Tribulations and Ecstasy”
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](http://www.skyvectors.com)  
 Cheap auto gas <http://autos.msn.com/everyday/gasstations.aspx?zip=&src=Netx>

### Classified Corner

#### Woods Aviation;

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919-581-0640

919-581-0690

919-581-0830 (Fax)

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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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