



# Flight 506 News

Volume 12, Issue 8

August 2006



## Chapter Events

### Mark Your Calendars!

**Saturday,  
August 12, 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 Ron Normark

As many of the Chapter members know, August is a busy but happy time for us. Our son, Jordan will be married on the 5<sup>th</sup> to a tall, slender and lovely girl, Monica Halder.

A few weeks ago, we were on a cruise to Alaska, but the aviation part of our vacation started in Oregon. Byron, Ida May, Nancy and I visited the Evergreen Museum in McMinnville where the Spruce Goose is nested. A tour de force of birch laminations, it probably should have been called the Birch Bird. Other planes, some airworthy, some not, are on display. They range from warbirds to civil aviation planes, including some jets and helicopters.

A couple of days later we visited the Tillamook Air Museum, which is housed in a WWII blimp hangar. The planes inside were impressive, but the building was phenomenal. All wood, like the Spruce Goose, it is a tribute to wood construction that will never be duplicated.

We ended our vacation at the Arlington Fly-in. Byron and I took a tour of the Glasair factory which is located on the field. At the August meeting, I will talk about the museums and the fly-in, and pass around the pictures

## Editor's Comments:

By **Dave Courtney**

In the current AOPA magazine, there is an article about Ron and Nancy Normark on page 134. In the article is a reference to a Piper Vagabond that Nancy owned. Bob Parker has supplied a picture of that aircraft which has been restored by Bob Woods and is owned currently by Frank Moore.



# July Meeting Minutes

By Sarah Buss

Breakfast was delicious as usual. Those ladies really spoil us.

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

Many guests were present, due to a Young Eagles event being sponsored by EAA Chapter 1114 at JNX. An aerobatic event and meeting of the IAC Chapter 19 was also held at JNX. Some of the guests were:

- Gregory and Robin Seibert
- Terence and Lissette McEnally
- Kent Misegades
- Jim Walker
- Lanny G.
- Dick

## Secretary report:

The minutes from the June meeting as published in the July newsletter were approved.

## Treasurer's report:

The treasurer reported a balance of \$2,070.93 in the club's checkbook.

## Old Business:

The EAA 506 Young Eagles event is on schedule for Saturday, September 30<sup>th</sup> at JNX. Young Eagles coordinator, Art Armani, reported that the insurance papers are being filed.

He asked for 2,000 to 3,000 feet of security tape at \$10 per 1,000 feet to help ensure safety. Purchase approval was given by a voice vote.

Art needs volunteers for our event. A sign up sheet was passed around the attendees. You are all asked to participate in the event.

## New Business:

Bob Scott, club librarian, reported that he would like to clear off the table. Please take any items you desire. Materials on the shelves still must be checked out on the sign out sheet.

It was agreed by the members present that any EAA Chapter or IAC Club is welcome to host a Young Eagles event at JNX in the hope that it will bring more people into the aviation community.

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 July program followed. Jack Schultz talked about the trials and tribulations of building your own aircraft from plans. Jack provided an overview of his presentation in the July newsletter.

Jack has been building a Zenith 601, a low-wing, all metal aircraft powered by a Jaibiru 3300 engine. It fits within the guidelines for a LSA (light sport aircraft). The Zenith is Jack's 3<sup>rd</sup> airplane. His first airplane was a T-18 that he flew in the 1970s. His second aircraft was a Kolb Firestar, which he owned for a few years. Jack is anxiously awaiting the completion of the Zenith that he began building in August 2000.

While Jack's experience may sound overwhelming at first, note your skills and ambition may alter the time it would take YOU to build your dream. Dan Harden has also built his version of a Zenith 601 in two years. The gratification and other rewards outweigh the trials and tribulations. You will have many memories of the time you spent working on the plane and your friends that helped you. Most importantly, you can say "I built it!"

The discussion of building your own airplane then continued among the members. The suggestion was made to take pictures as you create each part so that you can get the repairman's certificate from the FAA. You would then be able to do the annual inspection and maintenance on the plane.

## Young Eagles Rally

By Art Armani

Our EAA Chapter 506 Young Eagle Rally at JNX is going to be here in only two months. The exact date is September 30<sup>th</sup>. I would like to thank all of the members who have already signed up to volunteer for this important chapter activity. There are plenty of opportunities left for volunteers. We need people in all of the following categories. Please put your name at the appropriate point on this page and bring it to the next meeting or mail it to me.

Task	Your Name Goes Here
Pilot Briefing 9:00 to 12:00	1.
	2.
Pilot Briefing 12:00 to 15:00	1.
	2.
Registration 12:00 to 15:00	1.
	2.
Ground School 9:15 to 12:15	1.
Ground School 12:15 to 15:45	1.
Pre-Flight Inspec. 12:45 to 16:00	1.
Dispatcher 13:00 to 16:15	1.
Certificates 10:00 to 13:00	1.
Certificates 13:00 to 16:00	1.
Runners 12:30 to 16:30	1.
	2.
Lunch Activity 11:00 to 14:00	1.
	2.
	3.
	4.

If you are interested in volunteering, please email me at [akarmani@earthlink.net](mailto:akarmani@earthlink.net). Please include your name, task and time you are interested in helping fill. If you need a description of the task, contact me and I can provide a description.

We also need more pilots. If you are interested, please email me your name, EAA member number (for insurance purposes) and the type of your aircraft.

Thanks.

## SELECTING THE AIRPLANE YOU WANT TO BUILD

By Jack Schultz

Anyone building a homebuilt airplane can expect to spend between twenty and eighty thousand dollars and up to six thousand hours to build. A quick build kit can take from 500 to 800 hours to complete, a non-quick build kit can take from 1500 to 3000 hours to complete and a scratch built airplane can take from 3500 to 6000 hours to complete.

A good question is how much money and time should be devoted to the selection of which airplane to build. Based on the cost and time it takes to complete your homebuilt, it seems reasonable to allow at least one thousand dollars and one hundred hours to insure you make the right selection. It is unfortunate when someone buys on impulse and commits so much time and money on a design not suited for them.

**The Selection Process** How do you make a good selection? The first step is to survey available airplane designs and engines. Start with readily available information from sources such as EAA Aerocrafters booklet and the advertiser's lists in magazines like Sport Aviation, Sport Pilot, Kit Planes, Plane and Pilot and others. The manufacturer's ads will give web sites where a wealth of information and data is available.

Next, examine some of the more significant selection criteria and apply them to the many possible choices.

**Pilot skills** How much total time do you have and what type of aircraft have you flown? What certificates and ratings do you have? What is your age and physical condition? All these things should be compatible with your selection of an aircraft. Make use of your local EAA Chapter's flight advisor and the EAA's pilot evaluation program.

**Intended uses** If you anticipate using your airplane mainly for Sunday flights around the patch or occasional visits to a friend's airstrip, you want a different airplane than someone who wants to fly on instruments to Oregon, California or Alaska or is interested in aerobatics. Carefully evaluate the intended use of the airplane you want to build and choose appropriately.

**Cost** One of the biggest disappointments is to have costs overruns that eat into family plans for vacations, new patios, good food, nice clothes, etc. The cost of radios, intercoms, hardware, paint, decals, log books, tools and other necessary items is really difficult to pin down. Probably the best thing to do is write down what you think your dream project will cost and add thirty percent for unknowns.

**Build time** It's a sad fact that most homebuilt projects are never completed. Three major reasons for this are: first, a poor initial selection, second, a miscalculation of one's ability and temperament, and third, an unwillingness or inability to get help. A good rule of thumb is, two people can make about four times the progress that one person alone can make.

**Construction material** The type of material used in the construction of your airplane is a major factor in the success of your building experience. These materials can include aluminum, tube and fabric, fiberglass, wood, or combinations of materials. Different materials require different disciplines. One way to determine which material best suits you is to search out someone currently building in each medium and spend some time observing the processes.

**Selection sequence** Create a list of about fifteen possible choices. Define the pros and cons of these designs in terms of your likes and wants. Short list these possibilities to three most probable selections. For each of the short listed choices, talk to two or three builders of each design (get builder names from the kit manufacturers). Sit in the cockpit and thoroughly inspect a sample of each of the short listed aircraft (THIS IS AN ABSOLUTE MUST!). If at all possible get a ride in, and fly the two or three top candidates. Finally, review the accident record and AD's of your selection (from manufacturer and FAA) and visit the factory.

If your selection process has not taken at least two months you probably haven't done a good job.

## 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 – “Air Museums of the Northwest Coast”
September 9	Paul Bellman
September 30	Art Armeni (JNX open house and Young Eagles event)
October 14	
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;

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)

#### Looking for a partner:

IFR capable, flying, experimental long ez needs a  
 partner to share cost and flying.  
 Contact Arthur Armani:  
[akarmani@earthlink.net](mailto:akarmani@earthlink.net) or  
 phone: 919 818 5631.

# 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>Secretary</b>	Ken Dunaway	919-217-1066
<b>Treasurer</b>	Bill McKrell	919-598-9816
<b>Facilities Manager</b>	Dan Harden	919-550-5177
<b>Technical Advisors</b>	Bob Woods	919-581-0640 or 0690
	Bob Scott	919-359-2865
<b>Flight Advisor</b>	Joe Mancusi	919-661-4130
<b>Newsletter Editor</b>	Dave Courtney	919-656-5891
<b>Librarian</b>	Bob Scott	919-359-2865
<b>Young Eagles Coord.</b>	Art Armani	919-894-2772
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Send Flight 506 news submissions to Dave Courtney, EAA Chapter 506 Newsletter Editor, 102 Parkview Circle, Cary, NC 27511, or by email to [davidcc@mindspring.com](mailto:davidcc@mindspring.com). Please put EAA 506 in the subject line.

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TO: