

Flight 506 News

Volume 12, Issue 11

November 2006



Chapter Events

Mark Your Calendars!

**Saturday,
November 11, 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 Jim Turner

We now remember the eleventh hour of the eleventh day of the eleventh month. In a railroad coach in the damp and dreary forests of Compiègne about 55 miles northeast of Paris, papers were signed a few hours earlier that brought to an end the fighting of the Great War, the war to end all wars, on a rainy Monday in 1918. A war in which one battle, Verdun, killed a half-million soldiers and wounded another half-million with no significant change in position. A war that killed a total of about 8 million soldiers out of about 31 million killed, wounded, and missing, not including large numbers of civilians. A war that left lasting impressions on Lance-Corporal Hitler (his father was named Schickelgruber, but had a name change in his thirties) who wanted to be an artist or architect. A war into which the participants blundered because of faulty information, mistrust, greed, and ambition; and continued after the first few months for a further four years because of stubbornness, national (and personal) pride, and refusal to admit that the whole thing was a ghastly mistake. This November day was the original Armistice day, which we now celebrate as Veterans day. Some people still get red crepe-paper poppies to wear in memory of those who fell in the battlegrounds symbolized by Flanders fields in Belgium's Ypres valley.

A generation later Lance-Corporal Hitler, failing at becoming an architect, had lied, cheated, bullied, beat and murdered his way up the political ladder to become Germany's dictator. After starting World War II to gain more lands for Germany to live in (and for him to control) he defeated France and accepted their surrender in the same railroad coach and same place in Compiègne. It took six years to bring this bloody power lust to an end. Hitler's war killed about 62 million people including about 37 million civilians (almost 6 million in the holocaust). Hitler's war overshadowed the war to end all wars in 1914 to 1918. The reasons for observing Veterans day were multiplied by the excesses of WWII, the Korean war (still not officially over, to the best of my understanding), Vietnam and Gulf wars, and the current war in the Mideast.

I suppose it shouldn't be surprising that in the brutal exercise of the lust for power that generates war, individuals or relatively small groups act with courage and bravery that is amazing. One example of such courage is described in this month's program about the WWII low-level bombing raid on oil refineries at Ploesti, Romania. Norman Appold was just one of the men who flew the mission. However, his story exemplifies the special qualities of planning, skill, daring, tenacity, courage, and leadership found in those few people who see and understand an objective and take the initiative to do whatever is necessary to meet it. We know there is something special about him, he became an EAA member.

October Meeting Minutes

By Ken Dunaway

Ida May, Byron, Debbie & Nancy presided over the scrambled eggs. The sausage and hominy came in two flavors, very mild and spicy. Bagels and cream cheese accompanied the meal.

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

Guests:

Earl Young.

Secretary report:

The minutes from the September meeting as published in the October newsletter were approved.

Treasurer's report:

The treasurer promises a full report in November.

Old Business:

Art Armani gave a recap of the Young Eagles day that was a summary of his report in the October newsletter. Art agreed to be the coordinator for the 2007 Young Eagles rally.

New Business:

Ida May and Byron requested help in the kitchen for 2007. A Breakfast Crew sign-up sheet was passed around. (The incomplete results are published in this month's newsletter.)

Bob Parker announced the opening of nominations for the 2007 officers. Elections will be held at the November meeting. You do not have to be here in order to be elected. In fact if you are not here, you probably will be elected to something.

New member dues in October and later will carry over to 2007.

Christmas party on December 9 starts at 6 pm. Bring a covered dish. Following dinner, we will have the now-traditional gift selection, orchestrated by Ida May Covey. If you want to participate (it really is fun!) you should bring a gift for a person of your own gender. Be sure that it is wrapped and

labeled for either a man or woman. Your gift should cost between \$16 and \$20 dollars. (Think of it as buying yourself something for Christmas.)

Monthly Program:

Bob Parker talked about a plan to increase the interest of young people in aviation and flying.

Bob had six points to talk about in the plan.

1. Using the EAA 506 clubhouse for instruction.
2. Having EAA 506 create a library of pilot supplies and training materials for use by young pilots.
3. Having EAA 506 create a scholarship fund to help young pilots afford flying lessons.
4. Rewarding students who finish the ground school with a free introductory flight.
5. Taking a more active role in mentoring students.
6. Having EAA 506 purchase a primary aircraft for initial flight training.

Bob's points generated significant discussion in the group.

Ida May and Mort talked about how to get into the high school environment. Ida May will provide a list of contacts and pathways to approach the NC State School Board.

Concern was expressed that EAA 506 would be in competition with other flight schools at JNX. It was agreed that there needs to be a logical step after Young Eagles to get young people interested in an aviation career.

The cost of getting a private pilot's license was estimated to be between \$8,000 and \$10,000. The club members indicated that they did not want to expend current funds to buy training materials that would be consumed by trainees.

There was no interest in purchasing a plane by the EAA 506 to give flight instruction. The idea of a simple 2 place aircraft as initial training equipment was seen as one way to reduce training costs.

Further discussion on this topic was the consensus of the members. The idea of contacting the Civil Air Patrol, Boy Scouts and ROTC units as possible sources for new members was brought up. The idea of an aviation career day at the airport was talked about as a follow up to the Young Eagles.

Bob Parker closed the meeting and the members expect to discuss the ideas next month.

So there I was ...

by Dave Courtney

in the pattern for Runway 23 at Raleigh-Durham airport. It was in mid October about 1984. I was flying N5613T, a veteran 1963 Cessna 172. The plane was 20% mine. The five owners included two people that never flew. The three of us that did fly had different flying patterns. Since I was the newest pilot, I was eager to fly and I was getting the most time in the plane.

My instructor was Bob Farrington. He had the most distinctive voice I know. He also had a sense of humor. He encouraged me to practice, practice, practice. So I did. In the beginning of my powered flying career I had almost 20% of my time flying at night. There was something special about going out to the airport after work and flying in the still evening air. The carpet of lights below added to the feeling. This was one of those nights.

5613 Tango was a tired aircraft. It had the original radios still installed. I often had a discussion with the Raleigh approach controllers about the quality of my radio transmissions. The quick fix was to rapidly turn the tuning knob to knock the corrosion off the contacts. That usually worked. Sometimes it worked better than other times. Sometimes the radio stayed scratchy until I had bounced a few landings. I wanted a new radio set so bad; I even tried to convince my partners that it was necessary. They weren't interested.

So I was doing stop and goes on runway 23. The tower controller was happy for the company because not much else was flying that night. Over in the distance I could see the lights of the annual state fair in progress. On my second circuit I was on downwind and all of a sudden my radio started playing "Ghostbusters". It was very strange. I called the tower and asked if they heard the music. "What music"? he responded. "Ghostbusters", I said. "Nope", was his response. As I flew closer to the base leg, the music faded away.

By the fourth time around, I determined that the music started just over the VOR on the airport and continued until I was midway between 14-32 and the arrival end of 23. When I was on final, I never heard the music even though I was in the same relative position. I began to think my radio was haunted. The controller was starting to think that I was really losing it because I kept asking him if he heard the music.

So I finally put the plane in its parking place and went home. It was so strange and it was the old radios. A few nights later I went to the state fair after work with the family. Imagine my surprise when I was in the rides and saw the brand new "Ghostbusters" ride playing the theme song over and over. When I got home I got out the sectional and determined that I had been flying through a wedge of airspace that matched up with the ride. Their amplifiers were putting out a signal that my radio picked up and played. The mystery of the scary radio was solved.

The Next Step

By Bob Parker as told to Dave Courtney

The quest to find new members for EAA 506 will be a continual effort. Finding other people with our love of aviation requires us to ask friends, acquaintances and co-workers to join us. Some will and many won't. It means building a structured program to make it easier for new people to discover flying or aviation as a career.

The Young Eagles is a great way to start with youngsters. It also has the effect of getting parents interested when they see how much fun their child had with an airplane ride. There needs to be a next step that the club can sponsor to try and open the eyes of high school seniors and graduates that are working or going to the community college.

I think we need to sponsor a series (more than one) of Aviation Career Days at the Johnston County Airport. It would be a one-half day program talking about flying as a career, electronics, welding and sheet metal as a step toward an A&P license or the role of the air traffic controller. The carrot would be a free ride with a pilot after the program. This would not be a one person show. It would take almost as much effort as a Young Eagles event. Let's talk about it.

EAA Chapter 506 – Breakfast Crews 2007

Mtg	Date	Crew
1	January 13	
2	February 10	Larry & Debbie Fink
3	March 10	Gabe Condie
4	April 14	Dave & Mary Lynne Courtney
5	May 12	
6	June 9	
7	July 14	Bob & Carolyn Parker
8	August 11	
9	September 8	
YE	TBD	
10	October 13	Ida May & Byron Covey
11	November 10	
12	December 8	Nancy Normark (meat) & EAA 506 (covered dish) Annual Christmas Dinner Party

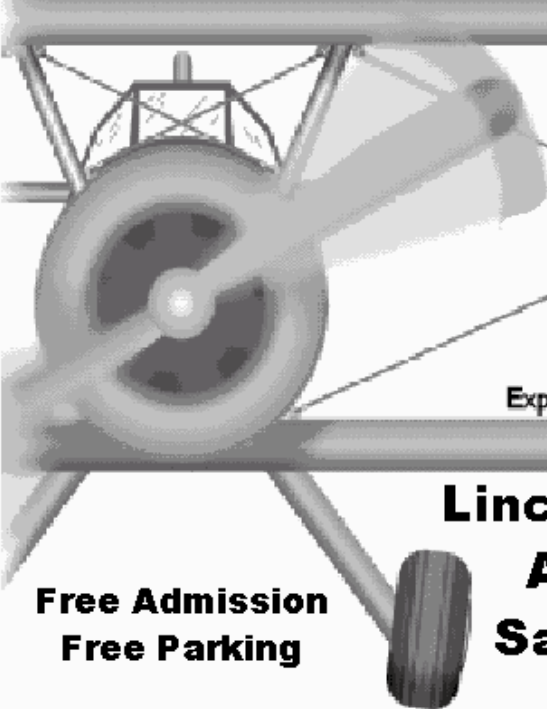
Helpful hints: Plan your breakfast for 36 people.

EAA Chapter 506 – Meeting Coordinator 2007

Mtg	Date	Member	Topic
1	January 13		
2	February 10		
3	March 10		
4	April 14		
5	May 12		
6	June 9		
7	July 14		
8	August 11		
9	September 8		
YE	TBD		
10	October 13		
11	November 10		
12	December 8	Nancy Normak	Christmas Dinner Party

If you want to sign up for a Breakfast Crew duty or to be a Meeting Coordinator, please let the president know and send an email to me at davidcc@mindspring.com so it can be recorded.

Looking for something to do in November?



FLY-IN!

Chapter 309
of the
Experimental Aircraft Association

**Lincolnton/Lincoln County
Airport Open House
Saturday, November 4
8 am - 2 pm**

**Free Admission
Free Parking**

**Young Eagles Rides,
Raffles,
Free Drawings**



AIRCRAFT JUDGING:
BEST ANTIQUE
BEST WAR BIRD
BEST HOMEBUILT



Breakfast and Refreshments

**Contact Bob Thayer at 704-664-6097
or Jeff Lynn at 704-735-0602**

**Visit <http://www.eaa309.org>
and <http://www.co.lincoln.nc.us/Airport/lcra.htm>**

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 Forehand – Johnston County Flight School Operations
September 30	Art Armeni (JNX open house and Young Eagles event)
October 14	Bob Parker – Awakening a Pilot’s Dream to Fly
November 11	Jim Turner – Norm Appold’s Search for Oil in Romania – 8/1/43
December 9 (6 PM)	Nancy Normark & Ida May Covey – Christmas Dinner Party

Other EAA Chapter News

EAA Monthly Meetings

EAA 297	7NC1	First Saturday	9:00 am Breakfast	Burgaw – Stag Airpark
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>
 Cheap AV gas www.airnav.com/fuel
 NC Aviation Museum www.ncairmuseum.org (located at the Asheboro Airport)

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 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.

President	Bob Parker	919-894-1066
Secretary	Ken Dunaway	919-217-1066
Treasurer	Bill McKrell	919-598-9816
Facilities Manager	Dan Harden	919-550-5177
Technical Advisors	Bob Woods	919-581-0640 or 0690
	Bob Scott	919-359-2865
Flight Advisor	Joe Mancusi	919-661-4130
Newsletter Editor	Dave Courtney	919-656-5891
Librarian	Bob Scott	919-359-2865
Young Eagles Coord.	Art Armani	919-894-2772
Project Facilitator	Jack Schultz	919-779-0261
Webmaster	Jon Hall	jon@blueasp.com

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. Please put EAA 506 in the subject line.

EAA Chapter 506 Newsletter
102 Parkview Circle
Cary, NC 27511



TO: