



# Flight 506 News

Volume 13, Issue 3

March 2007



## Mark Your Calendars!

**EAA Chapter 506**

**March 10, 2007**

**Meeting Agenda:**

8:30 a.m. Breakfast

9:00 a.m. Program

**Location:**

Chapter 506 Clubhouse

**Breakfast Crew:**

Gabe Condie

**Presenter:**

Ned Nutt

## From the Tower:

By Art Armani

As many of you are aware I received orders to Washington DC. I am the Plans Officer for Marine Corps Reserve Plans, Policies and Operations. Don't worry if you don't understand what that is, because I have not fully figured it out either. Also many are aware that this job has required me to work on the second weekend of the month for February and March. So I will not be at the March meeting. However March is my last 2<sup>nd</sup> weekend for awhile and I will start making the meetings. I want to take this opportunity to thank everyone for taking up the slack while I am gone. I really appreciate all the support.

I am excited about the idea of expanding our Young Eagles program. The question I have for the membership is do we want to do this? Right now we conduct 1 LARGE Young Eagle program during the Johnston County Airport open house and throughout the year, members perform individual Young Eagle flights. I am proposing to the membership, we conduct a small Young Eagles program in the spring. I think we should run it similar to the open house program but on a smaller scale. The target would be 40 young eagles or less. With just four 2 place planes we could do it in 10 flights in half day. The event could be conducted on the same day as our Saturday meeting and could conclude with hotdogs and hamburgers. Please consider this during the March meeting and contact myself (as the Young Eagles Coordinator).

Ray Blackmon is already looking for a date for this year's Johnston County Airport open house. He proposed Sept 8 or 15. In addition David Williams from the Apex chapter would like to assist. With the open house only 6 months, yes that's 6 months away; please submit date recommendations or conflicts to me as the Young Eagle Coordinator.

## Pre-Flight Briefing:

By Ned Nutt

"Cases from the Medical Bulletin of the Federal Air Surgeon"

Or

"CSI" – FAA Style

Dr. Nutt plans to enlighten and entertain the chapter with information that he has gathered from the FAA files. He will attempt to make sense of how the FAA goes about making decisions about pilots' medical conditions and their ability to fly.

Ned has been kind enough to submit an article for the newsletter as well.

## Chapter 506 SitRep:

### February Meeting Minutes

By **Jack Schultz**

#### The Breakfast Report:

A delicious breakfast was prepared by Ida May Covey and Nancy Normark with help from Judy Winters, Lela Arnold and Helen Schultz.

Breakfast included scrambled eggs, sausage, grits, fruit and a variety of muffins and Danish pastry. Yum yum.

Byron Covey, standing in for Art Armani, opened the meeting at 9 o'clock.

#### Guests:

Present for the first time was Ken Yetter. Ken just moved into the area and has a Cessna 182 based at JNX.

#### Old Business:

The January Minutes were approved as published.

#### New Business:

Bill Betz of Spark Chasers Inc. Announced they are sponsoring a Garmin workshop on July 14. They expect about 70 people to attend. Bill asked if our Chapter 506 wanted to provide breakfast and / or lunch as a fundraiser. He also suggested we set up a booth or table at the workshop and gather as many classic and homebuilt aircraft as possible to publicize Chapter 506. After discussion, Gabe Conde volunteered to act as our contact between Spark Chasers and Chapter 506. Ida May Covey and Nancy Normark volunteered to look into the food logistics.

These activities will require Young Eagles activities being set up by Gabe for some local cub scouts to be rescheduled.

Bob Parker passed out EAA service award pins and certificates to last year's officers.

#### Adjournment:

Upon motion the meeting adjourned.

## Post Flight Debriefing:

### February Program:

Byron Covey presented an interesting and well prepared program entitled "Stall Speeds Fact or Fiction". Byron took a wide swath of aeronautical theory and reduced it to understandable terms describing aircraft stall speed in terms of wing area, wing chord, maximum coefficient of lift, gross weight and air density. He then took a number of different aircraft from the Legend Cub to the Glasair and using manufactures data, calculated their stall speeds. Comparing these speeds with published stall speeds showed several wide discrepancies between actual and published numbers. It was a very interesting analysis.



Picture supplied by Byron Covey. Based on his presentation, is this airplane in a stall?

## Editor's Corner:

Topic for thought and discussion:

Do we need EAA Chapter 506?

What makes us different from EAA Chapter 1114?

## EAA Chapter E-Gram News:

A MESSAGE FROM  
EAA FOUNDER, PAUL POBEREZNY

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I guess as Willie Nelson would say in his song, we are "on the road again." A new beginning for some newly-elected Chapter presidents and officers as well as old (and we don't mean of age). But I guess old is a nice experience as we learn more about our fellow human beings.

As mentioned by EAA Headquarters in a recent e-mail, I offered to be of help to our Chapter Program and share some of the articles I came across while reading Chapter newsletters (which over the years has been thousands). I know of no other aviation organization that has accomplished so much for the good of aviation with our 950+ EAA Chapters - maybe they should be called "churches" with many denominations of varied interests of aviation.

For me, it is difficult to realize how quickly my life has passed by for it was more than half of a century ago when Ray Stits of Riverside, California stated that he would like to form the first EAA Chapter (1953). Others followed; some failed along the way maybe due to a lack of enthusiasm, leadership or not enough local interest. But then some encouraging leadership appeared and the chapter was reborn.

Many years ago some members objected to their aircraft being called "experimental." It was felt that "experimental" was a word degrading their handy work. I suggested the word "custom-built" (I even mentioned it to FAA on one of my many visits to Washington). My FAA friends told me it would be difficult to change, dollar-wise and any forthcoming regulation could conceivably be more restrictive than what we were enjoying at the time. The issue was brought to the membership. The word "experimental" was the word of choice and as we can see today, has had no negative impact on this wonderful movement, working with hand and mind, to be creative, and to explore through the freedoms we as aircraft homebuilders have earned by its safety record and quality of workmanship. One only has to look at what you/we - the experimenters, far-reaching thinkers, craftsmen and women have accomplished: non-stop flights, non-refueled around the world, flights into space and thousands of designs operating with a very reasonable safety record and the many aviation companies, large and

small, supplying kits, hardware, engines, propellers etc.

Some times I have wondered who are we? I know what the letters E.A.A. stand for - Experimental Aircraft Association - but what is it that brings us together? It came to me while reading Chapter newsletters and attending fly-ins or Chapter meetings. We are an aeronautical, educational and social group. Each of these elements bring us together and if we take one of these elements away, I don't think we would be the wonderful family we are and aviation is richer for it. That large growing family now extends around the world. We will continue to read your Chapter newsletters and will share with you and your Chapter newsletter editor some of the fine articles we read in other newsletters. Maybe we can reduce the ever-increasing plea of newsletter editors to their own Chapter members stating "I can't print anything if you don't send in anything."

EAA Chapters represent a lifeline of communication between its members and EAA Headquarters. Let's keep the lines of communication open and rest assured we're reading your Chapter newsletters.

Sincerely,

Paul H. Poberezny  
Founder and Chairman of the Board

### Chapter Program Idea

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One of the great challenges for Chapters can be coming up with a new monthly program each month. We wanted to share this program idea from EAA Chapter 690. They have an upcoming program scheduled called "Skydiving for the Fun of It or What Every Pilot Needs to Know."

Their presenter is planning to cover training requirements, limitations, gear required and canopy safety. Sounds like an interesting program! Perhaps your Chapter has a local skydiving club you could contact regarding a presentation?

## Enroute PiRep:

Microsoft Flight Simulator X  
By Norman Smit  
For EAA Chapter 506

In December, the PC I helped build six years ago was retired to become a mere word processor. In time, it had picked up a disturbing groan and the name, The Lemon II. In this time, it went through two motherboards, and two hard drives. What was state of the art back then and a good office and video editing platform was just limping along. With Windows upgrading its operating system, it made perfect sense to get a new PC that could vault into the latest generation of OS and could run Flight Simulator X, too. For someone who uses a PC as a work tool as well as for the other activities its put to in the household, a powerful machine that can be upgraded sensibly over a four or five year period is worth the cost.

So I started doing some research. This article will show the fruits of that research and for anybody interested in buying a PC to run Flight Simulator X, it will contain suggestions about the hardware requirements needed to do run FSX with options fully enabled. Since I've never run earlier versions of Flight Simulator, I can't really compare it against earlier versions. What I've read, though, is that FSX has many more options over previous versions that make picture quality and realism much, much better than earlier versions – but only if you have powerful enough hardware that will actually allow you to do so.

FSX is a monster program. It comes on two DVDs. Even on a fast machine, it takes time to load.

Boiling down the blurb off Microsoft's own website it has the following: 18 airplanes from a Piper Cub to airliners, amphibians, aerobatics planes, and helicopters; 40 high-detail airports, 16 new to FSX; 28 high-detail cities; and about 30 missions. Flight Simulator X Deluxe edition has even more planes and options such as glass panel cockpits and tower controllers. You may as well spring for the Deluxe version – there is less than \$20 between the two versions and you'll be spending more than \$2,000 on your hardware, anyway, if you start from scratch. For those like me still without a pilot's license, FSX has flight training lessons and exercises bundled into the program with the missions. PC savvy flight instructors can use the lessons to support students and as a method for them to reinforce at home what they've learned in

the air. You can even fly the Red Bull aerobatics race.

Windows lists the minimum system requirements for the operating system as Windows XP Service Pack 2 or Windows Vista. It calls for at least a 1.0 GHz processor and 256 MB of RAM if you run XP and 512 MB with Vista. Your video card should have at least 32MB of memory and you'll need speakers or a headset you can plug into your PC. You will obviously also need a DVD drive to be able to load the DVDs on which the program comes. But if you're reading this next to your PC and thinking that your PC has similar specs, then you're going to be very, very disappointed. Every message board and forum I visited prior to working out the specs for my PC was unanimous – forget the minimum requirements – the program will run on a machine like that only with every setting at an absolute minimum or turned off, and then only barely. Be warned, to run Flight Simulator X with all the amazing effects turned on, you will need a state of the art machine running Windows Vista. To run it at all on an ordinary PC, even with all the effects turned off, and it will seem like an under-powered vintage plane loaded to the max taking off at altitude on a very hot day.

Flight Simulator X was written to run on Vista, which uses Direct X 10. DX 10 is a step up from DX 9, which came with XP and Windows 2000. It has a number of features that game, simulator and application writers can use to make effects and scenery much more realistic and substantially faster. DX software is part of the operating system shipped by Windows that helps the drivers that make the audio, video and input hardware (keyboard, mouse, joysticks, etc) work and interact with the CPU and the operating system.

Vista uses a new driver model that has an important benefit – it allows hardware in your machine to use more of all of the resources available at any given moment. This helps them to run faster and helps with frame refresh rates on your flat screen monitor. What does this mean? When landing your Grumman Goose, for example, you can see shadows made by the ripples of the water, and as the shadow of the aircraft gets larger and larger as you lose altitude, your monitor is able to change individual pixels at much higher rates, thereby enabling the rapidly changing scenery to look far more realistic. DX 10 provides about a 20% improvement over DX9 on the same hardware. Before you rush out to buy Vista, though, you should be aware that because it's brand new,

while it may run FSX nicely, it may not run some of the other hardware you may have at home that isn't Vista ready yet. If you use your PC to connect to your plane or GPS, check that it is Vista capable, or keep your old PC for that purpose and your new PC for FSX.

To run FSX under ideal circumstances you need the following:

- PC with Windows Vista – more on the PC later
- 2GB of RAM
- digital monitor at least 19 inches in diameter, but the bigger the better, or two side by side.
- Speakers or headphones
- Keyboard and mouse
- USB joystick or yoke
- USB footpedals

I've said it before, but the PC you will need to run FSX properly will need to be fast. To make sure that it is a balanced machine, make sure all the components work properly with each other. Otherwise, it will be a bit like a Ferrari engine in a Beetle chassis.

FSX was written with dual core chips in mind, and Intel's Core 2 Duo chips are the leaders at the moment. Aim for a Core 2 Duo 6300 as your minimum. If you can afford more, go for a faster chip like the 6400, 6600, 6700 or if you want to go totally overboard, go quad core and get the QX6600 or QX6700.

The motherboard/video card/software interface is quite complex. Firstly, make sure the motherboard is capable of running two video cards in SLI configuration (if you choose Nvidia) or in Crossfire configuration if you choose ATI. You will need at least a 512MB video card if you are going to run one card only, but I doubt 512MB will be enough to make full use of the capability of Flight Simulator X. I run double that, and even with all that graphics processing power on the video card, FSX averages only about 22 frames per second on my PC. Gaming nuts aim for triple that. If frame rates get too low, you will notice dropout, pixilation, and tearing of the edges of lines and shadows. Note you must check with the computer manufacturer if the motherboard can actually accommodate two video cards in SLI or Crossfire configuration. They may fake you out and say it has two or three PCI slots or it can run an SLI capable card – both of which sounds good, but both are useless when you want to upgrade. A motherboard that is SLI or Crossfire capable allows you to insert two matching video cards side-by-side and connect them with a

hardware bridge or connector. This allows them to run in parallel and doubles the amount of memory on the cards themselves. It allows you to buy one card with your system and add a second one later. Without a motherboard that is SLI or Crossfire capable, when you want to upgrade, you will have to pay for a very expensive rebuild. Newer and more capable video cards are coming out about every six months, so this is an area where you will be able to upgrade for relatively little expense in about a year.

Next, make sure you choose a video card that is SLI capable. There are cards that aren't. Thirdly, make sure you choose a card or cards that are Direct X 10 capable. You don't want to end up with a fast system that can run only up to DX 9 software and can't make use of the significant software improvements built into Vista and DX 10 – and all the improvements that will still be coming on the new OS.

RAM is the next important component. Aim for 2 gigabytes of RAM. Most motherboards nowadays will allow you to load up to the max that XP can use, which is 4 gigs. One gig will get you by, but this is the cheapest way to speed up performance numbers of your machine, so don't scrimp here. If you go the QuadCore CPU route, your machine can use even more RAM – and if you go to the max, you will have a machine that inspires serious geek envy.

Some people add PhysX cards. This is a relatively new area of development and has been one that was used by engineers, modelers, and CAD professionals. Like a video card, what this does is provide your machine with additional number-crunching power in a location other than the CPU. PhysX cards won't do much for Flight Sim X at this time, but if you add other games or are using your PC for design, this is the card that handles the complex algorithms that calculate how objects fall, trajectories, etc. Once again, when building the PC, if this is something you think you may want to add, make sure your motherboard has slots for both your SLI video cards, the Physx card, and a sound card.

Speaking of sound – you can spend a lot of money on audio. With a machine this good, you can copy all your CDs to your hard drive, and with good wireless speakers, you can have pure, pristine, seven-speaker surround sound in your house. If listening to ATC is all you are going to do, for \$70 or so, you can have HiFi quality sound from the PC.

You need a sound card to process the audio in the machine, and you need speakers to output the signal. I mention this, because if you are building a machine, both will be necessary.

Hard drive – You need at least an 80GB hard drive. With hard drives coming down in cost, it's worth it in speed to get a larger one. 200-250GB is what you should aim for. Depending on where data is housed on the drive impacts on the speed at which it can be accessed. Not all data is accessed at the same speed, and the proportionate amount of material on the drive, OS included, impacts on read and retrieve rates. Microsoft is a huge OS and FSX is a space hog too. Since real men don't do backups, don't bother with a second hard drive for single point of failure computer crashes... Just kidding. (Having a completely separate second piece of hardware is a good idea – just make sure you do regular backups.)

Monitor/s - The video cards you chose will allow you to attach either an analog or digital monitor. Flat screen digital monitors give you really good picture quality and respond to the output of the video cards better. The newer video cards will also allow you to go one better – you can plug in two monitors and instead of 19 or 20 inches of screen to look at the world outside your cockpit as you fly along, you can have 40 inches. It makes the program visuals much, much more realistic, and aerobatics much more fun. Because your monitor provides your entire view from the pilot's seat, monitor size makes a big difference how much you will enjoy FSX and how much value you will derive from if you use it as a training aid.

So far, we've just looked at the hardware and the OS and OS-related software you need to run FSX. To actually get the plane to respond, you need controls. After I got the program loaded, and before I bought a joystick, I tried running the program to see if everything was working from the install. So I used my mouse to try and fly a Trike, and after weaving around the sky in drunken fashion, I thought perhaps an airliner would be easier. I overshot the runway with the Airbus and landed in the houses and trees beyond. That was when I discovered that the crash settings on FSX were set up in such a way that the plane went through the houses like a ghost, leaving them fully intact. When I inadvertently dialed in full reverse thrust, I ended up backing up through the houses I'd just landed on, so I figured, what the hell, and took off again, kicking up a massive cloud of dirt behind me. Rather than getting the same results,

you may want to have a joystick ready at hand to plug into after install. You can pick up a reasonable one for about \$45, but more on controls in the next episode, and what to look out for.

For the most part, I've not included prices, because these can vary widely. \$2,000 plus may seem like a lot of money to fly in your study, but this PC will have the capability to run just about any program you want over and above a simulator - and for pilots, FSX isn't tied to the weather, and it won't care if you lose your medical.

## Abbreviations used

PC - Personal Computer

OS - Operating System

FSX - Flight Simulator 10 (X)

XP - Windows operating system that replaced Windows 2000.

XP has been replaced by Vista

RAM - Random Access Memory

MB - megabyte/s

GHz - Gigahertz

DX 10 or DX9 - Direct X 10 or 9. It's a collection of software applications for handling multimedia tasks. The graphics used in FSX is a multimedia application.

CPU - Central Processing Unit. The 'chip' that is the brains of your PC.

GB - a Gigabyte, or a billion bytes.

USB - Universal Serial Bus

SLI - Scalable Link Interface - it's a method developed by Nvidia to linking two (or more) video cards together to produce a single output.

PhysX - A physics processing unit, or PPU, is a processor specially designed to alleviate the load from calculations on a computer's CPU, specifically calculations involving physics. The card reduces the effect of physics calculations on game play - dust or small debris from an explosion - for example.

ATC - Air Traffic Control

## Enroute PiRep:

America's First Jet Airplane  
Provided by: Tom Gregorski

America's first Jet airplane - the P-59 was first flown in Oct. 1942. Volunteers have spent the last 10 years restoring this airplane, and they put the wings back on last weekend just in time to be on static display at an air show this weekend.



In 1942, this was a Top Secret project located at Edwards AFB. When the dry lake flooded, they had to transport it by road so it was disguised with a dummy wooden propeller on the front and covered with a shroud.



The volunteers that have worked on the aircraft restoration posed for a picture.



The crew has special shirts, derby hats and a fancy baseball cap designed by one of the guys. There is also a story behind the hats.

On one test flight it was spotted by pilots getting checked out in P-38's operating from Van Nuys Airport. When the P-38 pilots reported seeing an airplane with no propeller, their account met with skepticism but the story kept circulating, so on a subsequent flight the test pilot of the P-59 dressed up in a gorilla mask, put on a derby hat and a smoked a cigar. He then made a point to fly next to the P-38 pilots and waved at them. When the P-38 pilots got back to the base, they told everyone about the plane with no propeller flown by a gorilla wearing a derby and smoking a cigar. The result of their report was total disbelief, so the airplane remained a secret until after the war.

## The Air Museum Planes of Fame January 2007

YP-59A 42-108777 is being restored to airworthy condition at Chino. The museum in Chino, CA is raising funds to finish the job.



Photo by Brian Lockett

This year the Air Force has its 60th anniversary and the museum plans to honor them with an airworthy fully restored P-59 - America's first jet aircraft. It will be the only P-59 flying today and the oldest flying jet in the world (65 years old).

Heritage Flights featuring both America's first jet and its latest modern fighter jet counterpart are planned. Thousands of spectators at air shows around the country will get the opportunity to see the old and the new. What a great way to honor our veterans.



Photo by Brian Lockett

Contact the museum to donate.

## Enroute PiRep:

### THE OLD EAGLE

By: **Ned Nutt**

Many of us have flown youngsters in the Young Eagles program. It is wonderful to give these kids their first flights and see their delight and excitement. But can we give that same thrill to an Old Eagle?

My 87 year old Mother spent a week with us in February 2005. She lives in South Georgia, about a 10 hour drive from Raleigh. As the end of the week approached we were trying to figure how to get her home thinking of various plans to meet one of my sisters half way. Finally Mother said that perhaps we should just fly.

I was a little leery of flying her. She had been through major abdominal cancer surgery several months prior to the visit but had regained her strength very well. Still, I remembered the day of her only small airplane experience in 1966. She came through the door green and nauseated, as sick as I have ever seen her and went straight to bed for the rest of the day. My father's partner had taken her for her only plane ride in a C172. He must have circled some landmark and had her look down at it, and she got sick as a dog. How would she handle a 3 ½ hour flight?

We decided to do a test flight using the same methodology as with the Young Eagles. We went to the airport that Friday. Getting her into the C182 took some maneuvering because of a weak leg left over from her cancer surgery, but with some lifting and pushing on my part and some anxious whoops on her part, she got into the right seat. We took off and climbed into the pattern, came around, and landed. I asked how she was doing and she said, "I'm fine." So we took off again and flew around the pattern about 2 more times. She didn't get sick. This was going to be a wonderful trip.

Saturday was bright, beautiful, and windy. It was fairly turbulent below 8000 feet. I was hoping for a smooth ride still a little nervous about Mother's motion sickness. The flight was from JNX to VLD, Valdosta, Georgia, with a pit stop at FLO. That same cancer surgery also required a partial resection of the bladder leaving her with small reserve; it didn't take much to fill her up. I had filed IFR to FLO. We lifted off and it was very bumpy until we got up to 8000. But just before reaching FAY VOR ATC directed a descent to 4000 in

anticipation of landing at FLO. As we descended through 6000 we were really getting bounced. I asked Mother if her bladder was getting full and she said, "No", so I cancelled IFR and the landing at FLO and asked for flight following at 8500 hoping to make it to VLD. The ride was smooth once again.

As Florence was passing under the wing Mother said, "Well, are we going to stop?" I said, "Uh oh." Anyone who has made the trip down I95 knows that beyond Florence there isn't much in South Carolina until you just about get to Georgia. It is much the same in the air, small little airports scattered a little too far apart. I started looking over the sectional chart. Mother's bladder was getting tight. Things were about to get desperate. My eyes settled on Santee Cooper Regional on a small finger of Lake Marion. Mother was starting to fidget. The bladder was getting tighter.

The Coastal Plain is very flat with no obstructions breaking the wind which was whipping from the West at 90° across the single runway. The windsock was straight out. The bladder was getting tighter. There was no time to climb back up and find a better runway. With a prayer on my lips I set that aircraft down in the strongest crosswind that I have ever landed in. Luckily the wind was strong but steady with no gusts; we hardly even bounced. We taxied to the ramp and got out at a deserted airport.

There was no one there on a Saturday! The FBO appeared to be closed. Mother needed to pee something awful. We walked around the building but it was all dark. In desperation we had only one choice: there were some tall bushes on the back side; I kept watch while Mother went behind the bushes for relief.

No longer desperate and somewhat happier, we walked back around to the airplane. My wife had fixed us a pleasant picnic lunch, and we thought that we would just eat in the plane. Then I noticed a lone woman walking over from a distant hangar. She started to go by us without speaking, so I got her attention, "Hello, is this place closed?" It turns out that she was very friendly. The FBO was closed on the weekend but the doors were left unlocked in case someone like us came along. She led us into the FBO and we had our lunch in the lounge. We learned that the airport is home to a busy maintenance and repair station for large aircraft which is very active during the week but everybody goes home on the weekend. We were

now well fed and rested; Mother used the restroom again twice.

We departed in that same crosswind without difficulty and climbed to 8500 feet. It was a wonderful flight. We were in smooth air above the turbulence. The visibility was great. We looked at towns and tiny cars on the highways. There was a line of cumulus clouds marching up the coast off our left wing and we enjoyed the various cloud formations. She read some but we talked a bit, also. She never got queasy. The landing at VLD was piece of cake.

Mother will be 90 years old this April, 2007. She lives almost independently outside of town near Valdosta, Georgia. The land is flat and the roads in her area are such that she can walk a big circle of almost a mile which she does often during the week. She told me that when she walks she will look up at the clouds and say, "I've been up there".

## Flight Crew Schedule:

### EAA Chapter 506 – Meeting Coordinators for 2007

Mtg	Date	Member	Topic
1	January 13	Art Armani	2007 & Race to Oshkosh
2	February 10	Byron Covey	Stall Speeds
3	March 10	Dr. Nutt	"CSI" – FAA Style
4	April 14	Larry Fink	
5	May 12	Gary Winter	
6	June 9	Mort Altman	
7	July 14	Greg Siebert	Pilot Insurance
8	August 11	Ken Arnold	
9	September 8	Dan Harden	
YE	TBD	Art Armani	Fly, Fly, Fly.
10	October 13	Dave Courtney	
11	November 10	Gabe Condie	
12	December 8		Christmas Dinner Party

If you are a Meeting Coordinator, please send an email to me at [davidcc@mindspring.com](mailto:davidcc@mindspring.com) with your topic so the chart can be updated.

A paragraph or two or three or four about your topic is due three weeks before the meeting so that we can "sell" the meeting to the members.

### EAA Chapter 506 – Breakfast Crews for 2007

Mtg	Date	Crew
1	January 13	Ron & Nancy Normark
2	February 10	Larry & Debbie Fink
3	March 10	Gabe Condie
4	April 14	Dave & Mary Lynne Courtney
5	May 12	Mort Altman & Wayne Milbauer
6	June 9	Gary & Judy Winter
7	July 14	
8	August 11	Joe & Roxanna Mancusi
9	September 8	Ida May & Byron Covey
YE	TBD	
10	October 13	Ken Dunaway
11	November 10	Norman & Cynthia Smit
12	December 8 pm	EAA 506 (covered dish) Annual Christmas Dinner Party

Helpful hints:

- Plan your breakfast for 36 people.
- Bring your food and receipts.
- Cook and serve / Unpack and serve / Open and serve.
- Clean up and haul trash away.
- Invite helpers.

# Hangar Bulletin Board:

## 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](http://www.skyvectors.com)  
Cheap auto gas <http://autos.msn.com/everyday/gasstations.aspx?zip=&src=Netx>  
Cheap AV gas [www.airnav.com/fuel](http://www.airnav.com/fuel)  
NC Aviation Museum [www.ncairmuseum.org](http://www.ncairmuseum.org) (located at the Asheboro Airport)  
Walnut Ridge Museum [www.walnutridge-aaf.com](http://www.walnutridge-aaf.com)  
Donate to P59 project [Bell P-59 Airacomet Restoration Donation Form](#)

## Thumbtacked Items:

### 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)

“Your item goes here.”

### 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.

<b>President</b>	<b>Art Armani</b>	<b>919-894-2772</b>
<b>Secretary</b>	Jack Schultz	919-779-0261
<b>Treasurer</b>	Bill McKrell	919-598-9816
<b>Facilities Manager</b>	Dan Harden	919-550-5177
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