



Chapter 506 Flight Briefing

Volume 13, Issue 7

July 2007



Mark Your Calendars!

EAA Chapter 506

July 14, 2007

Meeting Agenda:

8:30 a.m. Breakfast

9:00 a.m. Program

Location:

Chapter 506 Clubhouse

Breakfast Crew:

Larry and Debbie Fink

Presenter:

Greg Siebert

From the Tower:

By Art Armani

This year is just flying by. With two wars to prosecute, there is no shortage of work at the Pentagon. Its July already and I have been working so much I have yet to get a flight in this year. So I hope all of you are doing a little extra flying for me. I can wait until the next meeting to share aviation stories and live my aviation life vicariously through all of you.

In all my years I have never seen general aviation under such attack from the FAA and the Airlines. Everywhere you look general aviation is being threatened by user fees and higher fuel prices. Several organizations including the EAA and AOPA are working hard to preserve our aviation rights. I am asking each and every one of you to do your part and support these groups to our full extent.

By introducing young future aviators to the world of flight, the Young Eagles program shares the advantages and joys of aviation with the community. Our EAA Chapter 506 Young Eagle Rally at JNX is going to be here in only two months. The exact date is September 8th. There are plenty of opportunities for volunteers to help out and make the program a success. If you are interested in volunteering, please email me at akarmani@earthlink.net or let me know at the July meeting. If you email me 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 pilots. If you are interested, please email me your name, EAA member number (for insurance purposes) and the type of your aircraft.

I am looking forward to another exciting Young Eagle Rally.

Pre-Flight Briefing:

By Greg Siebert

“Aircraft Insurance”

You have invited me to speak to the group regarding renters insurance with particular application to local flying clubs. Since I am an AOPA panel attorney, I will be happy to discuss the typical policies and relate them to cases that I have handled here in North Carolina. I am also an aerospace engineer and pilot, representing both pilots and mechanics in various FAA matters. I am a certified aviation safety specialist (accident investigator). I plan to review several cases regarding insurance and accidents relevant to the EAA group. My website, www.seibert.com provides my personal background. Afterwards, I anticipate a number of questions.

Chapter 506 SitRep:

June Meeting Minutes

By Jack Schultz

The Breakfast Report:

A delicious breakfast was hosted by Judy Winter and her starter husband of 41 years.

We all enjoyed a delicious breakfast with four kinds of egg casseroles (bacon, bacon with asparagus, ham and sausage), fresh fruit cocktail, and home-made oatmeal raisin bran muffins.

Meeting Start:

Dave Courtney filling in for Art Armani opened the meeting at 9:00 o'clock.

The May Minutes were approved as published in the June newsletter.

Guests:

We welcomed Chris McClure of EAA 1114.

Treasurer's Report:

The treasurer's report was bypassed in Bill's absence.

Old Business:

A reminder of the date for the Young Eagles and the JNX open house was made. The sign up sheet is in the monthly newsletter.

New Business:

No new business to discuss.

Adjournment:

Upon motion the business meeting adjourned.

Post Flight Debriefing:

June Program:

"Handling Emergencies"

Mort Altman was unexpectedly ill and called up Dave Courtney express his regrets. Fortunately, Mort saw a doctor and got a clean bill of health.

Dave Courtney was pressed into service to "handle the emergency" of the missing speaker. After a brief attempt at humor relating to the ringing of the telephone between 11 pm and 7 am never being good news with the example of being raised by his two daughters and their emergencies, Dave told the story of his emergency at Wilson Industrial.

Dave was flying Jim Dukeman's Cherokee 180 on a practice flight from RDU to Wilson. As he arrived at the airport and set up on his downwind leg, he was startled by a Mooney that flew underneath him on a downwind leg to a different runway. No radio call was ever made by the Mooney that whipped into a quick base and short final.

As Dave turned to the base, the pilot seat suddenly released in the track and started sliding backward. His first instinct was to hold the yoke. His next thought was to let it go based on some recent reading that he had been doing. His fingers found the handhold on the top of the panel. He flew a one handed approach and landed safely. He immediately exited the plane and checked the seat. It was as solid as a rock. He gingerly flew back to RDU and told Jim about his experience. It was a good outcome because of knowledge gained before the emergency.

Dave also mentioned the Internet video currently making the rounds of the Israeli F-15 pilot who landed with a missing right wing. Power can solve a lot of lift problems.

An open discussion of personal emergencies was shared by members of Chapter 506 recalling some of their experiences and what they learned. This included electrical failures, cockpit fires, engine failures and assorted little items that grew out of hand quickly.

It was agreed that it is better to survive and fill out the paperwork than to not declare an emergency and have a bad outcome. Get all the help you can.

Enroute PiRep:

Why do we want to fly? Because it makes us smile.



Photo courtesy of Rolf Grandstaff

This is Erika Grandstaff, age 11. She came to Johnston County airport to watch her father, Rolf, take a flying lesson from Bob Parker. Rolf wants to earn his Sport Pilot license. Before Rolf could get in the plane, Erika was already there. Bob got to launch another Young Eagle into the sky.

Rolf took this picture of young Erika just before her flight. He provided several comments. "I think my wife, Katrina and I enjoyed watching Erika almost as much as she enjoyed her flight. Thanks, Bob". Rolf plans to join us for the July meeting at JNX. If we are lucky, Erika will come too.

Enroute PiRep:

Some people have inquired about where we are relocating to in the Northwest. The answer is the city of Bellingham, WA. The next question usually is why? That leads to a story.

So there I was ...

By: **Dave Courtney**

on the side of Chuckanut Mountain in Bellingham, WA. It was August 1999. I stood there with Mary Lynne and our daughter, Karen. We looked to the west in the afternoon sun. Spread out in front of us was the panorama of the San Juan Islands and Bellingham Bay. From our vantage point, we had a 180 degree view of the water with not a tree to block our view. It was easy to imagine putting a ranch style house on this one acre building lot and soaking in a hot tub as the sun set over the island. I suppose you could imagine sipping a fine Washington state wine too.

We arrived at this point because of a wedding in a Napa California cave. As long as we were on the west coast for the wedding, we decided to explore the great moist northwest. We had five days exploring north of Seattle doing tourist things. On our last full day we were visiting some retired IBM colleagues who make their home in the northwest. We breakfasted in Everett. We lunched in Bellingham.

It was after lunch that my friend, Karl Kerstein, offered to show us around the area. He was the one that led us up the mountain. He also showed us all of the other areas that make Bellingham an interesting place. Bellingham has a very informal city slogan. "Bellingham, the city of subdued excitement, it's a great place to live but you wouldn't want to visit here". After a four hour driving tour, we headed to Seattle and the flight home to Cary, North Carolina.

So we went home. During the fall months, we would recall that view of the San Juan Islands. Finally we called Karl and asked him to find out how much that one acre lot would be. He put us in touch with his friend, Pete Coy, a realtor. It wasn't that outrageous. So we had another piece of information. We talked. We thought. We dismissed the idea. We brought it back up for discussion. Finally we decided we needed to kill this idea off by visiting Bellingham in the dreary month of February.

We arranged for a week in Bellingham. We combined it with a train trip from Oakland to Seattle on the Coast Starlight. That was another adventure. We got to Bellingham on a Monday. It was drizzly. We looked at houses. We looked at another building lot on Chuckanut Mountain. This one only had a 175 degree view of the islands. We decided we should look at condominiums just in case we decided to buy the lot. After all you would not want to try and build a house from three thousand miles away. We spent Wednesday looking for orcas in Puget Sound. On Thursday it was drizzly. We looked at a dozen condos including two units right on Lake Whatcom. There was a low overcast touching the tops of the hills (mountains) around the lake. Wispy streaks of fog twisted in and around the pine trees on the hillsides. Curtains of light rain hid and revealed vistas down the lake. This was February in Bellingham. It could have been a painting in an art gallery. Tired, we headed to the hotel about 3:30 pm.

On the drive to the hotel we talked about what kind of area we wanted to retire to someday. It had to be a small city not a metropolis. It should be a university town so that cultural events would come every now and then. It should have good transportation so that you would not be stranded for visiting other family members occasionally. It should be near water, either a lake or an ocean. It should not be flat. We compared our list to Bellingham. At 4 pm we called Pete and made an offer on one of the Lake Whatcom condos. By 6 pm our offer was accepted. On Friday morning we filled out the paperwork for a mortgage and then headed to Seattle for the flight home.

How does Bellingham meet our criteria? Bellingham, Washington is two hours north of Seattle and one hour south of Vancouver, British Columbia. About 70,000 people call the Bellingham area home. Western Washington University is located in Bellingham. It is sometimes called the Berkeley of the Northwest. The transportation choices are interesting. Amtrak connects Seattle and Vancouver with a daily train that stops in Bellingham. There is also another roundtrip train to Seattle every day. The Bellingham International Airport has service from Horizon Air to Seattle, Delta Airlines to Salt Lake City, Allegiant Airlines to Las Vegas and now SkyBus to Columbus, Ohio. The Alaskan Marine Highway starts at the port of Bellingham every Friday evening with a departure to Skagway, Alaska. There is seasonal ferry service to Friday

Harbor in the San Juan Islands and Victoria, British Columbia.

The condo that we purchased is on the shore of Lake Whatcom. Our living room door opens toward the lake about twenty feet away.



Lake Whatcom is ringed with low mountains, is twelve miles long and three hundred and fifty feet deep. It has an active seaplane community along the shoreline. Puget Sound (leading to the Pacific Ocean) is just over the hill behind us about five miles to the marina. It seems to have everything we said we were looking for in a relocation destination.

The Heritage Flight Museum is located at the Bellingham Airport. They have a nice collection of WWII trainers, a Mustang, a SPAD and several utility aircraft. It would be a place to get involved. Arlington, Washington, the site of EAA's northwest equivalent to Sun-n-Fun is about an hour south of Bellingham. Just over the border, east of Vancouver, is Abbotsford, British Columbia, the site of a major airshow every August. Of course there are collections of aircraft at Paine Field in Everett and King County Airport in Seattle to visit on a rotating basis. The San Juan Islands have numerous airstrips just begging for a visit.

We have rented the condominium for the last six and a half years. Our renter decided to build a home in Arizona and moved out in January 2007. We have been renovating the condo in case we need to rent it out, but it is just likely that when the renovations are done, it will be time for us to relocate. Did I mention the Lynden Bakery and its cinnamon rolls and homemade pies?

Enroute PiRep:

Members – Paid Up Dues for 2007

By **Bill MacKrell**

Mort Altman
Art Armani
Ken Arnold
W.T. Bailey
Gabriel Condie
Dave Courtney
Byron Covey
Larry Fink
Dan Harden
Tom Hall
David Johnson
Wayne King
Robert Lee
Bill MacKrell
Michael Maltby
Joe Mancusi
Wayne Milbauer
Nancy Normark
Ron Normark
James Nutt
Bob Parker
Helen Schultz
Jack Schultz
Robert Scott
Greg Siebert
Gerald Stein
Jim Turner
Ken Yetter

Members – Paid Up Dues for 2008

Dan Harden

Unpaid members, please send your dues to:

Bill MacKrell
3 Home Croft Court
Durham, NC 27703

Enroute PiRep:

“The Checkout”

By: Lucky Charlie

A young lady called me last week and asked if I'd fly with her as she had her Cessna 140's engine overhauled at Steve Beckons restoration repair shop at JNX, and had not flown in several months.



“Have you had any experience in a Cessna 140?” she inquired.

“I’ve flown around the patch a few times.” I exaggerated. “What about you?”

“Well, yes, I’ve been around a patch or two. I soloed in 1949 after being discharged at the end of the War. I married Lt. Col. Robert Parmenter. I’m Sara Parmenter”.

“Okay, then. I’ll fly with you as a safety pilot. I’ll monitor the oil pressure and oil temperature and watch for any rigging problems”.



We agreed to meet at Steve’s restoration shop at JNX and go over the weight and balance, etc. On

the first take off, Sara felt the plane was a bit sluggish. I reminded her of her 200+ safety pilot, full fuel and an 80 degree day. I assured her, I’d monitor the oil temperature. After several takeoffs and landings, we agreed 46V was a flying machine.



“Let’s top off before your flight to Farmville, Va. How are you going to navigate to Farmville?” Sara looked at me with a steely eye and said, “Pilotage, those young fellows at Sparkchasers wanted to sell me a Garmin, but I can still look out the window”.

After a few minutes of hanger talk, Sara asked me about my fee. I told her a good pilot usually gets \$3.35 per hour and with three hours work, she owed me \$10.

She protested, “I paid \$10 per hour when I learned to fly in 1949.”

“Yes, I countered, but that was with the pilot and the PLANE”.

Sara insisted she pay \$30 for the three hours work.

My accountant, Johnson & Johnson, and Johnson has a copy of the check that she gave me, #8223. Under the line showing the amount, there is a statement “Over 80 years of Military Banking”

For the record, Sara is Virginia’s honorary Aviation Ambassador. She is a charter member of the EAA Chapter 1202 located at the Farmville Airport (FVX). She is also the recipient of the Lifetime Achievement Award from the Virginia Department of Aviation. She is a member of the Cessna 120/140 organization and many other clubs.

Enroute PiRep:

Another Lesson Learned

By: Gary Winter

August 13, 1972 was a warm day in the Yuba City, CA area. It's a Saturday and I get a call from my friend Rod, who is the Service Manager for Orchard Machinery Corporation, the company we both work for. One of his service techs, Chuck, was at a walnut ranch in the Woodland, CA area working on a tree shaker, and needs a new hydraulic pump to get the customer's machine operating again. We could save a lot of time if we could fly the new pump out to Chuck. Sounds like a great idea to me. Anytime there's a chance to fly, I'm for it.

We meet at the Yuba County airport. I preflight the company's 1965 Cessna 172 while Rod loads the hydraulic pump in the baggage compartment. My wife Judy and Rod's friend Pat jump in the back seats. Soon, the four of us are on our way to the Woodland area, about 50 miles away.

Chuck had told Rod that the rancher had his own airplane and a nice 2000' runway near the shop, so we should be able to land there with no problems. Good deal! Rod knows the location of the ranch, and by following the roads we soon locate it and the shop. I spot the runway, but I really don't like what I see. It is located on the top of the canal bank and not very wide. Go off one side and you're in the water. Go off the other side and you're in the walnut trees. The hard packed sand canal banks are typically about 3 or 4 feet above the orchard floor. In addition, the concrete canal makes about a 30 degree turn, so the runway has a dog leg in it. The runway lays basically north-south. There is a 10-15 mph north wind. The north two thirds of the runway, lays north-south, and pretty much into the wind. The south one third of the runway takes that 30 degree turn to the east.

Hmm! Let me think! I've got four people in this thing. I can't set down on that dog leg, because I'll probably be going too fast to make the turn and end up in a walnut tree. Maybe I can touch down, and that's if I'm good enough, right at the corner and get stopped before the end of the runway. But then, I've got to be able to take off out of this place, too. And there's just enough north wind that I wouldn't want to try a downwind take off. Oh yeah, I forgot to mention that there is a row of 80-100 foot eucalyptus trees lying east-west right off the north end of the runway. Oh, and another thing. My boss says to remember.....this 172 has a cruise

prop, not a climb prop. Well, maybe I'll just make a low, slow pass just to see if it's something I want to try. I approach from the south. I set one notch of flaps. I pull on the carburetor heat, pull back on the power, and slowed the 172 down. I'm being extra cautious not to get too slow, and not to get below the tops of those trees. I'm surveying the runway, going through a mental landing and, just past the dog leg I decided "Nope, this ain't for me!" I push full throttle and turn the carburetor heat off. I look through the windscreen and "WHAT THE....." We are below the tops of those eucalyptus trees, and they are approaching rather quickly. I had let the plane settle a little too much, and, now, with the high temps, high density altitude, cruise prop, and four people, we were not climbing fast enough. What should I do? Should I dump the flaps? Nope, I better not. I'd better decide *something*, and quick. There's not enough room for a 180 degree turn. We'd never make it. Four of five trees to the left are a couple of trees that were maybe 20 feet shorter than the rest. I decided to make as shallow a turn as I could and still make it to that opening. I wanted to have the wings level when I passed over the trees. I held my breath and we made it. I tried to act like there was no problem, but, my good buddy Rod hollers out "Wow, that was close". I think I scared the ladies. I know darned well I scared myself. That was too close for comfort. Rod still thought we could land there. I told him no, that we were going to Watts-Woodland and Chuck could drive the 10 miles to get the pump. Sorry.

We landed, Chuck arrived in a few minutes to pick up his hydraulic pump, and we returned to Yuba County Airport.

What did I learn? I was disgusted with myself for letting the airplane get too slow and hence losing too much altitude, and also for not realizing how much the density altitude conditions would affect us. On the positive side, I was satisfied with my decision to not try to land on that runway, and I was satisfied with my decisions after I got myself into the situation. All in all, 5612R was not damaged, no one got hurt, and I learned a few valuable lessons I could draw on for the rest of my flying days. I wonder though how those eucalyptus leaves got wedged between the wheel pant and the gear leg?

Enroute PiRep:

September Young Eagles Rally

By Art Armani

Our EAA Chapter 506 Young Eagle Rally at JNX is going to be here in only three months. The exact date is September 8th. 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 9:00 to 12:00	1.
	2.
Registration 12:00 to 15:00	1.
	2.
Ground School 9:15 to 12:15	1. Dave Courtney
Ground School 12:15 to 15:45	1.
Pre-Flight Inspection. 9:45 – 12:45	1.
Pre-Flight Inspection. 12:45 - 16:00	1.
Dispatcher 10:00 to 13:00	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. 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.

EAA Chapter 506 Membership Information Update Sheet

(Fill out once a year to make sure your data is current.)

Date: ____ / ____ / 2007

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

EAA Number: _____

Spouse's Name" _____

Telephone #: _____

Email Address: _____

Aviation Interests: _____

Airplane Projects: _____

Airplanes Owned: _____

Pilot Certificates and Ratings:

Mail this completed update to:

Mr. Jack Schultz
1512 Ramson Court
Raleigh, NC 27603

Flight Crew Schedule – 2007:

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	Takeoffs and Landings
5	May 12	Gary Winter	A Vagabond comes home
6	June 9	Mort Altman	Handling emergencies
7	July 14	Greg Siebert	Aircraft Insurance
8	August 11	Ken Arnold	Building the Zenith CH701.
9	September 8	Art Armani	Young Eagles / JNX open house
10	October 13	Dave Courtney	Paul Forehand – New Planes
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 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	Committee fill in
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	Larry & Debbie Fink
8	August 11	Joe & Roxanna Mancusi
9	September 8	No scheduled breakfast event.
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 30 people.
- Bring your food and receipts.
- Cook and serve / Unpack and serve / Open and serve.
- Clean up and haul trash away.
- Invite helpers.

EAA Chapter 506 – Meeting Coordinators for 2008

Mtg	Date	Member	Topic
1	January 12		
2	February 9		
3	March 8		
4	April 12	Dave Courtney	Seaplanes and Orcas
5	May 10		
6	June 14		
7	July 12		
8	August 9		
9	September 13		
10	October 11		
11	November 8		
12	December 13		Christmas Dinner Party

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Hangar Bulletin Board:

EAA Monthly Meetings:

EAA 297	7NC1	First Saturday	9:00 am	Burgaw – Stag Airpark
EAA 1047	W03	First Saturday	8:00 am ¹	Wilson – Wilson Industrial
EAA 506	JNX	Second Saturday	8:30 am	Smithfield – JNX Clubhouse
EAA 879		Second Saturday	10:00 am	Durham – Lake Ridge FBO
EAA 1114	NC81	Third Saturday	8:00 am	Apex – Bobby Cox field

¹ Pancakes at 8:00 am, meeting at 10:00 am.

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)

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)

Private Pilot Ground School:

Johnston Community College

Instructor: Robert Parker

Time: Tuesday and Thursday evenings

6:30 pm to 9:30 pm

Date: Start on 8/15/2007

End on 12/15/2007

Total time: 72 hours

Tuition: \$110 prepaid registration required

Books: \$100 (see website listing)

Location: JCC – Elsee Bldg. – 115

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.

“Your item goes here.”

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 Chapter 506 Flight Briefing.

President	Art Armani	919-894-2772
Secretary	Jack Schultz	919-779-0261
Treasurer	Bill McKrell	919-598-9816
Facilities Manager	Dan Harden	919-550-5177
Technical Counselor	Bob Scott	919-359-2865
TC Emeritus	Bob Woods	919-581-0640 or 0690
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: