



Chapter 506 Flight Briefing

Volume 13, Issue 9

September 2007



From the Tower:

By Art Armani

September 8th should be a very interesting test of the commitment of EAA Chapter 506. On Saturday, Johnston County is having an open house with our commitment to sponsor a Young Eagles rally.

Many people have said that they will be there to help, but the sign up sheet is missing names in every category. We may not be able to fulfill our promise unless we get a great turnout that covers the entire day.

I am asking you to give me a call during the week and commit to a position and a time for the rally. My number is 919-894-2772.

Mark Your Calendars!

EAA Chapter 506

September 8, 2007

Meeting Agenda:

NO Breakfast
Young Eagles &
JNX Open House

Location:

JNX Ramp

Breakfast Crew:

None

Presenter:

None

Chapter 506 SitRep:

August Meeting Minutes

By Jack Schultz

The Breakfast Report:

Breakfast was prepared by Joe and Roxanna Mancusi. We all enjoyed the scrambled eggs, the sausage and delicious hot biscuits right from the oven. Helen Schultz provided a fruit bowl with melon and mixed fruit.

Meeting Start:

Art Armani opened the meeting at 9:00 o'clock.

The July Minutes were approved as published in the August newsletter.

Guests:

Art asked our guests to introduce themselves. The guests were:

Ray Hunt
Michelle Devereaux
John Cleve
Harry Fornarotto
Roger Shanks

Harry Fornarotto and Roger Shanks invited all present to Chapter 1047's fly in on September 29. Breakfast and lunch will be available. They especially want more homebuilts to fly in and renew the emphasis on a grassroots EAA event. The homebuilts can register to be judged.

Treasurer's Report:

We have \$1,657.32 in the checkbook and all the bills are paid. Report provided by email.

Old Business:

Ken Dunaway reviewed the status of a Chapter 506 sponsored two day course that would enable attendees to conduct annual inspections on S-LSA aircraft. The course will be scheduled ninety days in advance and require the use of the clubhouse and hangar. The class size is limited to sixteen people. A motion to wave the twenty dollar clubhouse fee was made, seconded and passed.

The Johnston County Airport day is September 8. As of now only three people have volunteered to support Chapter 506's Young Eagles rally. This

rally is the center piece of the airport day activities. We need a lot more members to step up and help out. Dan Harden will set up his RV on Friday afternoon September 7. At least five volunteers are needed to set up tables, chairs and signs on Friday.

The Young Eagles registration starts at nine o'clock and closes at four o'clock. Flights will begin at ten o'clock. PLEASE CONTACT ART ARMANI AS SOON AS POSSIBLE AND LET HIM KNOW HOW YOU CAN and WILL HELP.

New Business:

Bob Parker informed the group that Ken Arnold was at the Mayo Clinic for brain surgery.

EAA Chapter 506 will need a new treasurer and a new newsletter editor starting in January 2008. It is not too early to make your intentions known.

Adjournment:

Upon motion the business meeting adjourned at 9:40 am.

Post Flight Debriefing:

July Program:

"A like new 1974 Cessna 182"

Wayne King graciously filled in for Ken Arnold and presented a program entitled "A like new 1974 Cessna 182".

Wayne talked about all the phases of the aircraft restoration including:

Rebuilding the engine to a zero time, two hundred seventy horse power brute.
Installing a new three blade propeller.
Converting to a glass cockpit including auto pilot.
Installing all new upholstery and interior trim .
Designing and applying a spectacular paint job for the final touch of an elegant make over.

The 182's cruise speed increased by twenty mph.

Wayne passed around pictures to show his "like new airplane".

Enroute PiRep:

User Fees, Just Say No!

Now is the time for a major grassroots action to defeat user fees! EAA needs your direct attention and support! Share the information below with your chapter or squadron members, fellow aviators, friends, neighbors, CAP, flying clubs, and other airport tenants.

EAA's ability to **rally aviation enthusiasts** to defend and promote personal flight has been a direct result of the strength within our chapter, squadron, affiliate, division, council and volunteer support networks. Since the organization's founding in 1953, the success of EAA's advocacy work has depended on not only effective representation by EAA staff but also members' dedicated grassroots efforts in their local communities.

Now is the Time to Act – We face a very narrow time frame to let our congressional leaders know that the creation of users fees on general aviation operations will directly affect the national economy and the operations of all general aviation aircraft. It is critical your “NO USER FEE” message is in your elected leaders hands when they return to Washington on September 7th.

This is a critical grassroots effort. EAA supports House Bill 2881 (no user fees), and objects to the user fee sections of Senate Bill 1300. We must mobilize as many supporters, and urge each one to participate in this campaign. The number of voices speaking out against user fees will largely determine our success.

Accordingly, I am **asking for your help** with this grassroots efforts, use this (linked) [additional information to assist you in this critical effort](#). Working together, we can prevent user fees from being implemented.

Tom Poberezny

EAA President

**A limited number of “EAAers Unite: Say NO to User Fee” buttons and stickers are available. Please e-mail Lynn Nelson (govt@eaa.org) if you need some.

Normark Fly-In

The Normark Fly-in at Barclaysville Field will be held on Saturday, September 22. As usual, we will supply tables, chairs, paper products and tableware. Tea, soft drinks and ice will also be supplied by us, so all you need to bring is a covered dish. Although we will eat around noon, come early [10am is not too soon] and spend the afternoon. Anyone there after 3pm is entitled to a Cub ride and don't be afraid to remind Jordan or me!

If you are driving, look for the water tank about a mile north of highway 55 between Coats and Angier on the corner of Old Stage road [SR1006] and Langdon Road. Go east on Langdon for a third of a mile to our driveway on the north side of the road. GPS slave? 78 degrees 41.02 minutes west and 35 degrees 28.01 minutes north.

Questions? Call me at 919-876-2468 home, weekdays and 919-639-8839 airstrip, weekends and the day of the fly-in.

Early Light Sport Aircraft

By: Byron Covey

http://ntrs.nasa.gov/archive/nasa/casi.ntrs.nasa.gov/19930086284_1993086284.pdf

Enroute PiRep:

Flying the Shorts

By: Dave Johnson

I enjoyed the story about the Shorts 330. I never flew the 330 but I have a lot of time in the 360 and it is an awesome airplane. Some of them were old Command airplanes and some were old Simmons airplanes.

Each pilot had his own door to the cockpit. And it was roomy. They didn't set the world on fire for speed. We filed for 190kts. You could hold Vne of 196 to the marker and still get it slowed and stable in a hurry. They were very reliable once our mechanics learned them. They had a 96 percent fleet dispatch reliability. It was the highest in the AMR fleet at the time.

They flew like a big Cub. The shortest I was ever able to land one was 500 ft. (without revenue) but I smoked both mains. They don't look like they would do well in a cross wind but I have done many 30kt crosswind landings. It seems to scare the passengers when you lay the airplane on its side to land. Of course being an Irish airplane meant that no two were wired the same. We used to have to call Shorts Bros and find Bob who wired the airplane to find out where he put a relay or power supply. The 200 series grosses 26,453# and the 300 series grossed 27,100# with PT6-67AR engines. Don't know how I remember this stuff it's been 12 yrs. But damn they are still ugly.

Let everyone know that the float flying is going well and I still have two more weeks on the water.

That's my story and I am sticking to it

By: Glenn Peck

(Gary Winters provided this story from his friend, Glenn Peck. Glenn Peck from Creve Coeur told Gary that he would be taking the only flying example of a DeHavilland DH-4 with a Liberty V-12 engine to the big show in Oshkosh. He emailed Glenn, asking how "The Big Show" went. This is his response. Glenn has agreed to talk at the EAA meeting if and when he ever gets this far East.)

Summary:

Left Creve Coeur on Sunday morning for a 4 hour flight to Oshkosh. I arrived in Oshkosh on Friday afternoon after 4 hours flying. Some trip.

Details:

Sunday -- hour and a half flying, get gas, the starter won't work, rest of the day needed to hand make a part and put it on.

Monday -- find broken tail skid, take it off, fly in a Fairchild back home to get the spare. Put it on the wheel and fly back, put it on, 2 hours until dark. Take off for Poplar Grove, 30 minutes away, the alternator quits, battery distributor ignition system will really need that part in about 15 minutes or so. Land on really nice grass strip and meet nice people.

Tuesday -- put battery on borrowed charger and go get breakfast, put battery back on, starter won't work. Fly to Poplar Grove, meet REALLY nice people, machinist (leader of Ford Off-Road Racing Team) makes the piece in about an hour that took me all day by hand, fly back, put it on. I fly over to Poplar Grove in time for dark, water pump packing is now almost working, can't tell the difference between the leak and the opened drain valve on the bottom.

Wednesday -- take it all off again, alternator is fine, the drive gear sheared the key and didn't treat the shaft very well either, need the machinist who went to Oshkosh. Starter is now fine, pump gets shaft ground smooth, same machinist just happens to come back from Oshkosh early and makes new drive shaft.

Thursday -- get it all back together too late to go.

Friday -- morning was foggy until rain about 10 am then finally cleared. I started to go about 11, the engine wouldn't start. Finally got it going and took off at 12, one hour to go, beautiful day, 20 miles to go, temperature goes from 65 C to way past 100 in about 30 seconds. There is a nice runway just ahead about 4 minutes, the very tight drain cock is wide open, close it and put in 10 gallons of water and off again. In 30 minutes, I landed at Oshkosh at 2:10, 5 minutes before they closed the field and 10 minutes past judging deadline. I really didn't want any trophy anyway and the water pump is leaking again. I never saw anything at Oshkosh but people.

Saturday -- people. people, people everywhere, I received Judges Choice Award

Sunday -- put in 6 gallons of water, took off at 8:05 and landed at Poplar Grove at 9. I got gas, took some pictures, put in 1 gal water, took off at 10:15 for Canton. I arrived at 11:35 put in a gallon and a half of water and 65 of gas at only \$3.89 instead of \$4.53. I took off at 1:00 and was HOME at 2:22.

That's my story and I am sticking to it.
Glenn

Enroute PiRep:

September Young Eagles Rally

By Art Armani

Our EAA Chapter 506 Young Eagle Rally at JNX is here. 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 rally 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.
Ground School 12:15 to 15:45	1.
Pre-Flight Inspection. 9:45 – 12:45	1. Dave Courtney
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 9:00 to 12:00	1.
	2.
Runners 12:00 to 16:00	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.

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	Byron Covey	
4	April 12		
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

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 2008

Mtg	Date	Crew
1	January 12	Ron & Nancy Normark
2	February 9	Gary & Judy Winter
3	March 8	Byron & Ida May Covey
4	April 12	
5	May 10	
6	June 14	
7	July 12	
8	August 9	
9	September 13	
10	October 11	
11	November 8	
12	December 13 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.

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)

“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 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 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: