



# Chapter 506 Flight Briefing

Volume 13, Issue 11

November 2007



## From the Tower:

By Art Armani

We need help with the December party. Ida May Covey and Nancy Normark are not available this year as they will be out of town. We need cooks and planners and decorators. Please plan to volunteer at the November meeting.

We have officer elections planned for the November meeting. There is a nomination list included in this newsletter with some suggestions. If you ever wanted to run the show, now is the time to step forward.

## Mark Your Calendars!

**EAA Chapter 506**

**November 10, 2007**

**Meeting Agenda:**

8:30 am – Breakfast

9:00 am – Program

**Location:**

EAA 506 Clubhouse

**Breakfast Crew:**

Norman & Cynthia Smit

**Presenter:**

Gabe Condie

## November Program

By: Gabe Condie

No information available at press time.

## **Chapter 506 SitRep:**

### **October Meeting Minutes**

By **Jack Schultz**

#### The Breakfast Report:

Thanks to Ken Dunaway for a delicious breakfast of eggs, ham, sausage, hot biscuits and fruit.

#### Meeting Start:

Art Armani opened the meeting at 9:05 am.

Art welcomed John Ludden, a first time guest interested in joining EAA 506. John flies an RV7 that he built.

#### Treasurer's Report:

None.

#### Old Business:

Art reviewed the Young Eagles Rally held during the Johnston County Airport day. The rally was a great success. The efforts of all participants are gratefully appreciated, especially the help from EAA 1114 in Apex.

#### New Business:

Chapter 506 will host a 16 hour course for sixteen people who want to be certified to conduct annual condition inspections on S-LSA aircraft. Chapter 506 will provide the clubhouse and a hanger for the Rainbow Aviation course. The price for getting the certification will be \$425 with a \$50 discount for any Chapter 506 members that enroll. A real bargain when compared to A&P charges for an annual on your S-LSA.

Ken Dunaway is heading up this project. He wants to make sure that people understand that this course will certify them to do the annual inspections on E-SLA airplanes that they own. By November 15, a list of interested people has to be given to Rainbow Aviation. Rainbow will contact them for final registration after that.

The tentative dates for the class are March 22-23 and March 29-30. Get your name, address, phone number and email address to Ken as soon as possible.

Ken will be doing a presentation on this topic at the January 2008 meeting.

A motion was made, seconded and passed to have Rainbow Aviation conduct this course with help from EAA 506.

Nominations for chapter officers were discussed. A list of the nominees is included in this newsletter. Elections will be held at the November meeting. Experience has shown that it wise to attend the November meeting to prevent surprises.

#### Adjournment:

Upon a motion to adjourn, the meeting ended at 9:50 am.

## **Post Flight Debriefing:**

Paul Forehand gave a very interesting presentation on the Columbia high performance aircraft. Paul has many hours flying in these aircraft. He described their operation from personal experience. If you want fighter plane performance, these are the airplanes to fly. Thanks for your presentation Paul.

**Remember No News is No News**

**Send Something to the Editor**

## COLD WEATHER INFLIGHT HAZARDS AND TIPS

By: Technical Counselor Dave VanDenburg  
EAA Chapter 439 (Michigan)

This month I would like to discuss cold weather operations by discussing some in-flight hazards and tips applicable in the winter months.

Probably the first in-flight hazard that comes to mind when we think about winter is icing. I have flown combat aircraft in a lot of areas of the world, and short of actual combat, only two things scare me in an aircraft. One is thunderstorms (which we don't see much of in the winter) and icing, which we do. If you see ice build up on your windshield or wings, change altitude or find clear air quickly. Don't be afraid to use the "E" word (emergency) to get whatever help is available from ARTCC.

If you experience a reduction in RPM (fixed pitch prop) or a reduction in manifold pressure (constant speed prop) suspect induction system icing. This could be carb ice or impact ice on your air filter. If you think you are experiencing induction system icing, apply full carb heat or select alternate air. If you have carb ice, the engine will probably run rougher (as the ice melts) but will clear up soon. I do not recommend using partial carb heat unless you have a carb air temp gauge. Partial heat may increase the carb ice problems.

If you are flying behind a constant speed prop, cycle it every 30 minutes or so to keep warm oil in the dome. A sluggish pitch change mechanism could be slow to react and result in an engine overspeed during a rapid power application. This could be real expensive (and dangerous).

Switch fuel tanks with plenty of fuel remaining in the tank. If you have a frozen valve and cannot select the full tank, you will still have enough fuel to land safely. If you wait until the engine coughs, and then find you cannot move the selector valve, you will probably call yourself a few bad names and join the ranks of "Glider Pilots."

Avoid power off letdowns. A high speed, idle, descent can result in very rapid cooling of your engine (shock cooling) and cracked cylinder heads. Lycoming recommends a maximum temperature change of 50 degrees F per minute. Keep your engine temps up by keeping the engine leaned until you are approaching pattern altitude.

After landing, run your engine at a low power setting for several minutes prior to shut-down. This also promotes slow cooling and will reduce oil cooking if you are turbo supercharged.

Lastly, I highly recommend you carry some form of survival kit. It would really stink to survive an off airport landing and then freeze to death before someone found you. Some of the things I recommend are space blankets, some duct tape, matches, an aluminum cup, knife, freeze dried coffee, tea, signaling mirror (a CD works great) and warm clothing to include a hat and gloves. Also carry a hand held radio.

These have been just a few ideas to consider when flying during the winter months. Lycoming has some cold weather tips in their book "Key Reprints." This book is available free online at [www.lycoming.textron.com](http://www.lycoming.textron.com). Your POH is also a great source of cold weather operating tips.

Winter flying is fun and can be just as safe and enjoyable as summer, if we take a few precautions.

---

## Restoring the Early Days of Aviation

By Dave Courtney

**WANTED:** Old aircraft engines for World War I era airplanes are needed for a restoration project. I am especially interested in any Gnome, LeRhone, Clerget, Oberursel, OX-5, Siemens-Halske, Mercedes, Hall-Scott, Liberty or Hispano-Suiza engines that might be available for sale or for trade. Contact Russ Lassetter at 1-706-348-7514 or send an email to [rblasset@alltel.net](mailto:rblasset@alltel.net). Russ is a member of EAA # 0448996.

Russ is trying to help Jerry Yagen of The Fighter Factory in Suffolk, Virginia find such an engine for a restoration project. Depending on what engine he finds, Russ will end up with his own project to build a replica aircraft or to restore an airframe from that era.

The bending of a laminated wood frame or the doping of cotton fabric are skills of the past that are hard to find. Today the skills being used by EAA members are bending metal or laying fiberglass over the frame of an airplane in their garage. But what if we wanted to return to the past? No technical schools teach the old methods. Techniques are learned by trial and error to find what works and what doesn't work. Working with other craftsmen is really the only way to learn the tricks of the trade. The older EAA members are obviously a source for this valuable lore.

There are younger people interested in the old ways. One is Russ Lassetter. He has a one-man operation in Cleveland Georgia which is Northeast of Atlanta in the foothills of the Appalachians. He lives and works on a grass strip (OGE5) just outside of town. Russ told me "I've recently run into the opportunity to build a World-War-One aircraft if I can find an appropriate engine. These engines are getting so hard to find that any leads would be greatly appreciated."

Russ continued, "I got hooked on aviation when I was a kid attending the early Rockford, Illinois EAA conventions. Since I could hardly afford a "real" Waco or Staggerwing I built many models of my favorite aircraft to feed my addiction. Later, when I had a little more disposable income I graduated to full-size aircraft such as the Pietenpol Aircamper that was remarkably similar to the stick-built models of my youth. I enjoyed many years of construction of my own aircraft as well as helping others with their building and restoration projects."



Acroduster wing

“As you can see in the picture above, my hanger is more like a workshop than a parking place for an airplane. This is one of the Acroduster wings I am working on for a project.”

“Like most of us I let life get in the way and pursued other interests and vocations until one day I found my career in the telecommunications industry at a crossroads. I decided to follow my true passion of aircraft construction and restoration and built a hangar and residence on a grass strip in Cleveland, Georgia (0GE5). I’ve managed to stay busy and to build a business doing the miscellaneous repairs and construction that are needed at a local airport. I’ve repaired a ground-looped Cub, built a set of wings for an Acroduster Too biplane, installed an interior into a Stinson 108-3, as well as recovered fabric control surfaces for various aircraft. I’m currently doing a restoration on another Stinson 108-3.”

The following picture is of an EAA bi-plane that Russ is building for himself. This is an example of sheet metal, woodwork and fabric skills being put to us on one project.



EAA bi-plane

We’ve all read articles or had conversations where the subject is the difficulty of finding skilled craftsmen who can restore antique and classic aircraft. This is not to lessen the fact that there are many skilled and competent craftsmen out there today---only that their numbers are growing smaller. The prevailing thought seems to be that these skills are being lost with the passage of time and another generation of aircraft restorers needs to be developed.

Russ has built a grassroots business (or should we say a grass strip business) based on developing and using these skills. He said, “Over a lifetime, I’ve accumulated a wide base of aircraft construction and restoration skills and also am very lucky to have many knowledgeable aircraft enthusiasts on the field from whom I can draw on their wisdom. I use *AC 43.13 1B/2A Acceptable Methods, Techniques, and Practices--Aircraft Inspection, Repair, and Alteration* as a baseline for my standards. I have the experience, the tooling, a facility, time, and interest to do airframe construction and restoration projects. I live and work on a grass strip doing what I love. It is a dream come true for me.”



Ag-Cat project

Contact Russ at the phone number or email address in his “want ad” at the beginning of the article. I am sure that he would love to have you drop in for a visit to OGE5, also known as Mountain (Pvt) on the sectional charts if you call ahead.

**NOT FOR NAVIGATIONAL USE – GENERAL GEOGRAPHIC POSITIONING ONLY**



**NOT FOR NAVIGATIONAL USE – GENERAL GEOGRAPHIC POSITIONING ONLY**

## EAA Chapter 506 – Officer Nominations for 2008

The following positions in the Chapter are elective. Nominations were solicited at the October meeting. Elections will be held during the November meeting.

Chapter President:

1. Ron Normark
2. Joe Mancusi
3. Wayne Milbauer
4. \_\_\_\_\_

Chapter Secretary:

1. Gary Winter
2. Gabe Condie
3. \_\_\_\_\_

Chapter Treasurer:

1. Nancy Normark
2. Wayne Milbauer
3. Joe Mancusi
4. \_\_\_\_\_

The following positions in the Chapter are voluntary. Volunteers were solicited at the October meeting. Please feel free to volunteer for open positions.

Facilities Manager: \_\_\_\_\_

Newsletter Editor: Ken Arnold

Young Eagles Coordinator: Art Armani

Project Facilitator: Jack Schultz

Librarian: Bob Scott

Technical Counselor: Bob Scott

Flight Advisor: Joe Mancusi

**EAA Chapter 506 Membership Information Update Sheet**  
**2008 Dues Notice**

Update the membership sheet and mail to Jack Schultz. Enclose a check for \$24 for the 2008 dues. Jack will forward the check to the treasurer. Please try to complete this task by December 31, 2007.

Date:        \_\_\_\_ / \_\_\_\_ / 2007

Name:        \_\_\_\_\_

Address:     \_\_\_\_\_

\_\_\_\_\_

City:        \_\_\_\_\_ State: \_\_\_\_\_ ZipCode: \_\_\_\_\_

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](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	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**

<b>Mtg</b>	<b>Date</b>	<b>Member</b>	<b>Topic</b>
1	January 12	Ken Dunaway	LSA – Maintenance
2	February 9	Dan Harden	
3	March 8	Byron Covey	
4	April 12	Ken Arnold	Building a CH701
5	May 10		
6	June 14	Jack Schultz	Building
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](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 2008**

<b>Mtg</b>	<b>Date</b>	<b>Crew</b>
1	January 12	Ron & Nancy Normark
2	February 9	Gary & Judy Winter
3	March 8	Byron & Ida May Covey
4	April 12	Helen & Jack Schultz
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 <sup>1</sup>	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

<sup>1</sup> Pancakes at 8:00 am, meeting at 10:00 am.

### 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)

### 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.

## Chapter 506 Flight Briefing

# 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.

<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
<b>Technical Counselor</b>	Bob Scott	919-359-2865
<b>TC Emeritus</b>	Bob Woods	919-581-0640 or 0690
<b>Flight Advisor</b>	Joe Mancusi	919-661-4130
<b>Newsletter Editor</b>	Dave Courtney	919-656-5891
<b>Librarian</b>	Bob Scott	919-359-2865
<b>Young Eagles Coord.</b>	Art Armani	919-894-2772
<b>Project Facilitator</b>	Jack Schultz	919-779-0261
<b>Webmaster</b>	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](mailto:davidcc@mindspring.com). Please put EAA 506 in the subject line.

EAA Chapter 506 Newsletter  
102 Parkview Circle  
Cary, NC 27511



TO: