



# Chapter 506 Flight Briefing

Volume 14, Issue 3

March 2008

## From the Tower:



By **Joe Mancusi**

EAA Chapters are all about helping members build, restore, or modify our aircraft. Chapter 506 is rather active these days with quite a few members building kit planes, restoring production aircraft, or upgrading aircraft. The good thing is that quite a lot of our members (including me) get excellent help from our other active members.

Larry Fink just got thru helping me modify the panel in my 1947 Cessna 120. We removed the old GPS unit, its chassis, and wiring from the circuit breaker. Then Larry fashioned a faceplate and mounting system to cover the empty space on the panel. I had the pleasure of painting the faceplate flat black to match.

Then we rerouted the external GPS antenna cable to the left doorpost of my airplane and enlarged an existing hole for a ships power jack for the hand held.

Previously Larry designed and built a hand held GPS mount, which is secure to the doorpost. We (mostly Larry) had now completed 90% of the project.

To keep my certified aircraft legal I had to have Sparkchasers complete the wiring to the power jack and install a new FAA approved BNC connector to the GPS antenna wire. I thank Sparkchasers for doing a great job for me but very small job for them.

I now have a great GPS system that works well and was economical to install. Larry probably wants his GPS back by now, since I have borrowed his GPS III. I will be looking for a color moving map unit that depicts obstacles.

Many thanks to Larry and EAA Chapters like our very own 506.

## Mark Your Calendars!

**EAA Chapter 506**

**March 8, 2008**

### **Meeting Agenda:**

8:30 am – Breakfast

9:00 am – Meeting

### **Location:**

EAA 506 Clubhouse

### **Breakfast Crew:**

Byron & Ida May Covey

### **Presenter:**

Byron Covey

## March Program

By: Byron Covey

The March program will be "Sport light aircraft performance: Can you believe it?"

We will look at several of the popular SLA, assess their claimed performance, and ask the question of each: "Do you believe it?"

A homework assignment for inquiring minds. What are the requirements for demonstrating that a SLA meets the FAA performance criteria for a SLA?

## February Meeting Minutes

By **Gary Winter**

### The Breakfast Report:

Gary and Judy Winter prepared and served a great breakfast. Everyone enjoyed delicious pancakes, scrambled eggs, ring bologna, and a warm fruit compote.

### Meeting Start:

President Joe Mancusi opened the meeting at 9:00 o'clock with 24 in attendance.

The January minutes were approved as published in the February newsletter.

### Guests:

Jordan Normark of Raleigh, who is also a new member as of this meeting. Ron and Nancy's son Jordan is a real estate broker/agent, and his wife Monica is a 2<sup>nd</sup> grade teacher in the Raleigh school system.

Jordan can be seen flying a beautiful red and white Super Cub, or a really nice red Piper Comanche.

Tom Clephane of Fuquay Varina

### Treasurer's Report:

We have \$1,304.07 in the checkbook and all the bills are paid.

### Old Business:

President Joe voiced a request for volunteers for preparing breakfast and for meeting coordinators.

Ken Dunaway reported that since there was insufficient Repair Course, there is a  
possibility of rescheduling in June or July.

### New Business:

There was no new business.

### Adjournment:

As there was no other business, the meeting was adjourned at 9:45 am.

## **Post Flight Debriefing:**

A great presentation by Jack Schulz on the trials and tribulations of homebuilding. Jack spoke about homebuild working with aluminum. Jack also brought several examples of his work and passed around some of the tools ne



## Flight Crew Schedule – 2008:

### EAA Chapter 506 – Meeting Coordinators for 2008

Mtg	Date	Member	Topic
1	January 12	Ken Dunaway	LSA – Maintenance
2	February 9	Jack Schultz	Building
3	March 8	Byron Covey	
4	April 12	Ken Arnold	Building a CH701
5	May 10	Kent Misegades	Pending
6	June 14	Dan Harden	
7	July 12	David Courtney	
8	August 9	Larry Fink	
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 [arno7452@bellsouth.net](mailto:arno7452@bellsouth.net) 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	Helen & Jack Schultz
5	May 10	Norman & Cynthia Smit
6	June 14	Mort Altman
7	July 12	
8	August 9	Larry & Debbie Fink
9	September 13	
10	October 11	
11	November 8	Joe & Roxanna Mancusi
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.  
Available are FAA DAR services, aircraft  
maintenance and fabric aircraft restoration.  
919-581-0640  
919-581-0690  
919-581-0830 (Fax)

### LSA Repairman, Maintenance:

Inspections and repairs for E-SLA & S-SLA  
aircraft are available from Ken Dunaway.  
Ken encourages owners to participate with  
him in the annual process to learn more  
about their aircraft.

919-266-9396

[LSArepair@bellsouth.net](mailto:LSArepair@bellsouth.net)

### 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.

### “CH601 for sale”

Mort Altman has partially  
completed Zenith CH601 for sale.  
Call or see Mort for particulars.

# EAA Chapter 506 :

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.

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Send Flight 506 news submissions to Ken Arnold, EAA Chapter 506 Newsletter Editor, 156 Esther Drive, Pikeville, NC 27863, or by email to [arno7452@bellsouth.net](mailto:arno7452@bellsouth.net). Please put EAA 506 in the subject line.

EAA Chapter 506 Newsletter  
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## **N701LK Home**

After about 18 months, my Zenith CH701 is finished and flown home to GWW. We had to stop in Folkston, GA due to fuel pump failure. It was spitting fuel all over the windshield. Rotax sent a new pump that arrived the next morning. In lieu of installing the new pump, my CFI and I returned to NC. Later that week a new CFI from Valdosta, GA installed the new pump and flew N701LK home! What a relief! This was a long time waiting for it. It flies great and has very good numbers. Next month, I will present the ups and downs of building this fine aircraft in Zephyrhills, FL. Hopefully, good pictures will be available.

Ken Arnold

## **Lumberton Fly In**

Fly in scheduled May 16, 17 & 18

## **An Item from Dave**

**So there I was ...**  
by Dave Courtney

On the way back home from San Francisco, California. I combined a business trip with the opportunity to spend the weekend with my mother. It was early on Monday morning and I was playing upgrade roulette.

When I had checked the Delta website, there were no first class seats between San Francisco and Atlanta. When I got to the airport, I found there were four first class seats unassigned and two more that had not checked in for the flight. I was also number six on the upgrade list. It wasn't looking good. It was a full flight and I needed overhead room for my roller board suitcase. The dilemma was if I waited to find out about the upgrade, there would be no space if I did not get the upgrade. If I just boarded, then I would have overhead space but no chance for the upgrade. So I waited and waited some more as they boarded all rows and all sections for the flight.

The five people ahead of me were called and upgraded. I still waited to see if the one last person with a reservation would actually show up. Finally, I got lucky and got the upgrade. Even better, the upgrade was for an aisle seat.

So I made myself comfortable in seat 4C. I read. I napped. I read some more. I glanced over at my seat mate who had been reading and was now napping. I took a look at what he was reading and it had a drawing of a Curtiss Warhawk. I thought that was pretty unusual.

When Mike Marchisio woke up, I introduced myself and then asked him about his reading material. Turns out he is an engineer for Lockheed Martin. He currently has a twin Commanche based at a grass strip near Hollister, CA, called Frasier Lake Airport (although there is no lake nearby). The airport has two runways, one grass and one water, parallel to the grass strip. Mike has a hangar for his airplane and his "retirement project".

Mike bought a P-40 project in Kissimmee, Florida a couple of years ago that had been stored in Reilly's Bomber Factory. The owner had stopped paying rent and the P-40 was moved off-site to a storage facility. When the Bomber Factory was wiped out by a hurricane, the P-40 project was safe and sound. Mike rented his second hangar at Frasier Lake and moved the P-40 and all of the parts he could find to the hangar.

Mike plans to retire in a few years and begin putting the Warhawk back together in flying condition. Right now he is still looking for parts while he continues to work. If anyone knows of a good source for parts, I can pass it on to Mike. He is looking for a wing, the engine cowling and mechanical controls for the cockpit. As an engineer he is obviously spending a lot of time organizing the project. I think when it comes time to rebuild the P-40, Mike will be in control. Fly safe.