



# Flight 506 News

Volume 11, Issue 1

January, 2005



## Chapter Events

### Mark Your Calendars!

➤ **Saturday, Jan. 8, 2005**

EAA Chapter 506  
Meeting  
8:30 am Breakfast  
9:00 am Meeting  
at the Chapter 506  
Clubhouse

Breakfast will be provided  
by the Breakfast  
Committee at a cost of  
\$4.00 per person.

## President's Corner

By Jack Schultz

Happy New Year! May the year 2005 be the best one yet for you and your family.

As time marches on, we all grow a little older, but face the usual challenges, accomplishments and disappointments. Like the New Year itself, our lives enjoy a new beginning. Remember, this is the first week of the rest of our life. We can make ourselves happy or sad, in fact, only we decide which path we chose.

I consider the friends and activities at Chapter 506 part of my happy path. Hopefully, in 2005, everyone can take this path. Whether you only attend the monthly meeting, spend pleasant hours working with others on some project of mutual interest, or socialize over dinner, it can make life a lot happier.

So, let us make a stranger an acquaintance, make an acquaintance a friend, and share some joy with the rest of the world.

## Holiday Dinner

As always, we had an good turnout for our annual holiday dinner on December 11<sup>th</sup>. The decorations were beautiful, the food was delicious, and the white elephant gift exchange was a lot of fun!

A special thanks to everyone who participated in making the evening such a great success.

## 2005 Chapter 506 Membership Dues

If you have not already paid your 2005 annual membership dues (\$50.00), they can be submitted to Jack Schultz at the chapter meeting, or sent by mail to 1512 Ramson Ct, Raleigh, NC 27603.

Chapter dues and donations allow us to operate without relying on fund raising activities that require large expenditures of time and effort. This income is used for electric, water and sewer, newsletter costs, insurance, EAA fees, maintenance, and lease costs

## 2005 Programs

The 2005 program and between meeting event schedules will be completed at the January meeting. To date, the schedules are as follows:

### Programs:

<b>Date</b>	<b>Program Responsibility</b>
January 8	Neal Foote
February 12	Dan Harden
March 12	Joe Mancusi
April 9	Jack Schultz
May 14	
June 11	
July 9	Larry Fink
August 13	
September 10	
October 8	
November 12	
December 10	

### Between Meeting Events:

<b>Date</b>	<b>Program Responsibility</b>
April 23rd (Saturday)	Visit to the Schultz's to see their Zenith 601 HD

## Snow Bird

By **Byron Covey**

Late Thursday night, the forecast for a VFR flight from Fuquay Angier to Albert Whitted airport in St. Petersburg, Florida, didn't look promising. Friday morning was worse: Rain, heavy clouds, and gusting winds. I called Ellen, told her not to expect me, headed to the workshop and was happily working on the baggage compartment close-out when Ida May called and said "Look outside." Sunshine had suddenly appeared. A quick check of the weather indicated that I could make it to central Georgia, then have a good shot at Florida on Saturday.

Departure from Fuquay Angier was interesting. The wind was directly across the runway, and with a 60 knot best rate of climb speed, the crab angle to avoid the trees was 45 degrees. The control inputs to keep the sky up and the nose aimed right were extreme. Thus began the roughest ride I have ever had. At lower altitudes, the headwind was only 35 knots. Higher up was smoother, but a VW would have made better time. Since I had a good way to go to get to Baldwin County airport in central Georgia before dark, I stayed in the rough and tumble down low.

Woodward Field, in Camden, SC eventually appeared. I called ahead and asked for a quick refueling. Fortunately, the wind was steady and straight down runway 24. I turned final just a few hundred feet from the end of the runway and almost stopped in mid air. Touchdown was at a very slow ground speed, with the wind sock absolutely horizontal. Service was excellent. The FBO, chocks in hand, had the fuel truck staged so I could stop into the wind. Total shut down to restart time was about ten minutes.

As we climbed out of Camden, the sky was mostly clear, with one exception. A single cloud street, about five miles wide, was directly centered over my course. It was notably cooler under the cloud, but the A-152 has an excellent heater. There were a few rain showers, but they didn't cause any difficulties either. From Camden to Baldwin County is 150 nautical miles. I flew under the center of the cloud street for 100 of those miles, with the afternoon sunlight streaming down to both my left and my right. It was a neat view.

It was just a few days from the shortest day of the year, and by the time I was out from under the cloud, the sun was low on the horizon, and just a few degrees south of my heading. The sun's rays accentuated the 1000 foot tall power plant smoke stack that is near my destination. For the final 50 miles, navigation was reduced to looking out the windshield and aiming about five miles south of the stack. After waiting for an Archer to practice an ADF approach, I landed about thirty minutes before dark. The turbulent part of the trip was over, and I enjoyed an overnight visit with my brother.

At 5:30 the next morning, the coffee was on, the newspapers were in hand, and the stars were bright in the sky. The computer showed solid cloud cover to the north and west. It looked like it would be several hours before it reached middle Georgia, and even longer before it would begin covering my southerly route into Florida. Mike made a good breakfast, and I was on my third cup of coffee when I walked outside and saw the solid overcast. Fifteen minutes later I was taxiing to Runway 28. The overcast was solid at 1200 MSL, but the air was smooth, the visibility was excellent, and I had a 10 knot tailwind component. After flying into clear skies about 60 miles south of Baldwin County, I enjoyed a smooth ride into Florida.

My intended refuel stop was Crystal River, and although I could see the cooling towers at the power plant there where I once worked, the three cups of coffee plus my hurried departure led me to land at Williston, where the 100LL was only \$2.49 a gallon.

Refueled and relieved, N7332B and I headed south one more time. Between Crystal River and Tarpon Springs, we were back under a solid overcast, in rain and down to five miles of visibility. The rainbow that flew along with us for several minutes was like a "Welcome Home" sign to me. I was back in familiar territory.

The Gulf of Mexico was covered with white caps, and a Cessna 182 was landing at Whitted as I reported over St. Pete Beach. The tower and the pilot discussed the effects of the wind, which was from 270 at 20 gusting to 30. The tower noted that they had very little activity for a Saturday morning. The short final was my first with white caps under me. The wind gods were kind, and I landed without incident.

Ellen, Eric and Natalie were there directing me to N7332B's winter tie-down, just a short distance from where she stayed two winters ago. Total flight time from Fuquay Angier to St. Petersburg, by way of Baldwin County, was just over 6.5 hours. The entire flight was enjoyable, and most of it was challenging. Would I do it again? You bet I would. There is no greater expression of freedom than getting in one's own airplane and going where one wants to go without having to ask for anyone's permission.

## Classified Corner

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## ***EAA Chapter 506:***

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# Flight 506 News

EAA Chapter 506 Newsletter  
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TO: