



Flight 506 News

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Presidents Corner

By Jack Schultz

We have more than thirty members in Chapter 506. I believe two measures of success in an organization like ours are its social and flying activities. Both endeavors can, in part, be judged by the number of airplane projects underway and the number of airplanes currently flyable. Surprisingly, our list of active projects and flyable airplanes is impressive. If some of the information is less than one hundred percent accurate or incomplete I'll have to chalk it up to failing memory due to advanced age. In any case here's the list:

Airplane Projects

M. Altman	Zenith 601XL	M. Moore	Nesmith Cougar
W. T. Bailey	Ultrapiet	R. Normark	Super Cub
B. Covey	Glasair	N. Nutt	RV-7
L. Fink	RV-7	J. Schultz	Zenith 601HD
D. Harden	Original Amphibian	H. Shehane	Glasair
M. Maltby	Kolb Firestar	G. Stein	Sonex
W. Millbauer	Glstar IV	C. Williams	Smith Miniplane

Currently Flyable Airplanes

M. Altman	Glstar	N. Nutt	C-182 and Citabra
W. T. Bailey	Phantom Ultralight	R. Parker	Citabra
B. Covey	C-152	C. Schock	Aerolite 103
M. Denmark	Piper Cherokee 180	H. Shehane	Quail
L. Fink	C-152	F. Smith	RV-4
D. Harden	Zenith 601HD	R. Woods	Aeronca
W. King	C-182	J. Turner	Piper PA11
J. Mancusi	C-120	C. Williams	C-152
N. Normark	Super Cub	R. Normark	Super Cub

That's an impressive list for a group our size. With new members coming on board, the lists will surely grow. There's a lot of opportunity for social and flying activities within our Chapter.

Go for it!

October Meeting Minutes

Submitted By **Byron Covey**

Following a breakfast of pancakes, sausage, scrambled eggs, OJ and coffee, President Dan Harden called the meeting to order at 0900.

22 members and guests were present.

Old Business:

Dan announced that the Johnston County Airport day (10-8-05) was officially rained out, and rescheduled, weather permitting, for Sunday, 10-9-05. Jack Schultz will be the primary contact with the airport tomorrow, and will call everyone tonight if the event is cancelled.

Clubhouse:

Members are reminded to turn the lights and hot water heater off after using the clubhouse, and, after it gets cold, the water.

EAA Gift:

The EAA sent an EAA leather jacket to the chapter. After some discussion, a motion was made and passed to sell raffle tickets for the jacket at \$10 per ticket, with no limit on how many tickets a person can buy.

Officers for 2006:

Dan reviewed the status of persons interested in chapter officer positions for 2006. Still needed are candidates for president, secretary and Young Eagles coordinator.

The meeting was adjourned.

Note: Please complete the attached ballot for 2006 officers. Bring your signed ballot to the November meeting, or mail it as instructed no later than November 8th.

October Program

The program, originally scheduled to be the airport day event, included presentations of parts under construction by Byron Covey and Jack Schultz, followed by a video of Dan Harden making the first flight of an ultralight seaplane he designed and built.

Chapter 506 Christmas Party

The Christmas party will begin at 6:00 PM at the chapter clubhouse on Saturday, December 10, 2005 (the regular meeting day.) The chapter will provide the meat for the dinner, and everyone should bring a covered dish.

Following dinner, we will have the traditional gift selection. If you want to participate, bring a wrapped gift suitable for a person of your gender. The gift should be clearly marked either "Male" or "Female", and should be in the \$12 to \$15 range. No gag gifts, please. Ida May Covey will review the rules and officiate over the gift selection process. (If you haven't participated in the gift exchange, come prepared to have lots of fun.)

See you there!

Johnston County Airport Day Young Eagles Rally

By Jack Schultz

Johnston County's Airport Day, 2005, fell victim to the first rainy weather in more than three weeks. The forecast for Saturday, October 8 prompted Ray Blackmon to reschedule activities to Sunday, October 9. Unfortunately, Sunday's weather was only slightly better. Our young Eagles rally started on time, but less than a dozen Young Eagles were registered in the first hour. For a while we had more airplane seats than Young Eagles.

By noon the ceiling was up to twelve hundred feet with a four to five mile ceiling and the flow of Young Eagles began to increase. By one o'clock we had a small backlog of youngsters anxiously waiting for their flight. As the afternoon progressed the ceiling and visibility began to worsen until we had to stop registrations. Our intrepid pilots continued to fly until all registered Young Eagles had their airplane rides. In spite of the ugly weather, fifty nine Young Eagles experienced the joy of flight. Pilots and ground crew did a great job and everything went very smoothly. The following list of Young Eagles flown has been forwarded to the EAA Young Eagles office:

Pilot	Young Eagles Flown
Copelton	4
Covey	3
Deaton	4
Fink	11
Mancusi	17
Nutt	12
Parker	8
Total	59

Congratulations to everyone for a fine job.

So there I was ...

By Dave Courtney

on the road to nowhere. At least that is what I thought at the time. I was a pure pilot. The only rating that I possessed was Glider-Aero Tow Only. I had learned to fly beneath the TCA that surrounded Chicago's O'Hare Field at a suburban airport called Clow International. I was dragged up into the sky on a rope linked to a Citabria. My airplane of choice was a Schweitzer 2-33, a real flying truck. It took the entire summer of 1976 to teach me to solo and then pass the flight exam. I made it on the last day of the season as the snow flurries were starting to fall. I had all winter to think about being a new pilot.

Now it was November in 1980 after Thanksgiving. I was sitting on the wind in yet another 2-33 over the town of Wurtsboro, New York. My job at IBM had taken me from the flat lands of Chicago to the ridges of Poughkeepsie. The closest place to fly was over 60 miles away in Wurtsboro, one of the oldest soaring sites in the US. The airport was in a valley running northeast to southwest. The valley was wide enough but the ridges stood like fences on both sides of the airport. You were warned that if you got blown over the ridge, there was a 90% chance that you would not make it back. Plan on landing in a field and give the airport a call to come and get you with the trailer. Since a trailer-retrieval cost so much, it was a great motivator to stay safely in the valley while you practiced your skills.

I had been up and down the valley multiple times but always within gliding range of the airport. The tow pilots had a favorite trick of using the up slope wind on the ridge to gain altitude faster. As soon as they had reached the point where they could abort the tow and you could make it back on your own, they turned straight into the ridge. It is unnerving to look at a wall of rock and trees ahead of you as you tag along on a 200 foot long rope behind the tow plane. Just when you were convinced you would have to drop off, the tow pilot would turn parallel to the ridge and it was like stepping onto an escalator. The tow plane and the glider would rise on the up draft and in no time at all you were at 2,000 feet above the ground. Then it was up to you to make the most of the tow and to stay aloft as long as you could. My average flight was only 15 minutes.

Today was very different. The wind was blowing into the valley and up against the ridge at an angle. I dropped off upwind of the airport as usual. I flew to the town of Wurtsboro which was several miles south of the airport. Suddenly I was not making much progress against the wind. In fact I was literally sitting on the wind. I looked down and saw that I was directly over an intersection of the town. My airspeed was 42 miles per hour and I was not moving. I was also not sinking either. I was balanced between the wind and gravity and all of the forces that keep airplanes in the air and flying.

So I decided to become a test pilot. I pushed the stick forward and found that I was once again making some progress. At 44 miles per hour, I crept down the street for one block to the next intersection. I stopped going forward because the light had turned red. Again, I hovered in the air above the town. I could see some people below looking up wondering what I was doing since I was pinned like a kite in the sky. So I eased back on the stick and reduced my speed to 40 miles per hour. I backed up. The wind carried me backward until I had retreated one block. It was so much fun, I did it again. It worked the same way. I thought that I could spend an entire hour in the sky and never go anywhere. But the wind is fickle and not a constant.

Soon I noticed that my sink rate had increased enough that I needed to return to the airport. As soon as I turned I found that my 42 miles per hour air speed was 84 miles per hour over the ground. I was back so fast I had to circle to lose enough altitude to get down to the pattern altitude. My one wheel landing was normal and smooth. Amazingly when I got out of the cockpit, I could not feel any breeze along the ground. All the action was happening high above the airport.

This was one of my favorite flights. Everything I had learned as a pilot came into play. All of the theory that I learned was demonstrated to me in a way I could never forget. It was on the road to nowhere, but it led everywhere.

Safe flying.

2005 Chapter 506 Programs & Activities:

<i>Date</i>	<i>Program Responsibility</i>
January 8	Neal Foote
February 12	Dan Harden
March 12	Joe Mancusi
April 9	Jack Schultz
*April 23, Saturday	Visit to the Schultz's to see their Zenith 601 HD
May 14	
June 11	Mort Altman
July 9	Larry Fink
August 13	
September 10	Dan Harden
October 8	Young Eagles Rally, Johnston County Airport Open House
November 12	Jack Schultz
December 10	

* Between meeting events

Classified Corner

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EAA Chapter 506 Officer Election Ballot

Please circle the nominees of your choice, or write in other selections.

Please sign your ballot.

Bring the completed ballot to the November 12th meeting or mail it **no later than November 8th** to:

Byron Covey
3217 Kentland Lane
Raleigh, NC 27526

<u>Office</u>	<u>Nominee</u>	<u>Write In Selection</u>
President	Bob Parker	_____
Secretary		_____
Treasurer	Bill Mc Krell	_____
Your Signature	_____	

EAA Chapter 506:

3149 Swift Creek Road, Smithfield, NC 27577

<i>President</i>	<i>Dan Harden</i>	<i>919-550-5177</i>
<i>Secretary</i>	Byron Covey	919-577-6582
<i>Treasurer</i>	Jack Schultz	919-779-0261
<i>Facilities Manager</i>	Michael Maltby	919-218-0132
<i>Technical Advisors</i>	Bob Woods	919-581-0640 or 0690
	Bob Scott	919-359-2865
<i>Flight Advisor</i>	Joe Mancusi	919-661-4130
<i>Newsletter Editor</i>	Debbie Fink	919-550-0966
<i>Librarian</i>	Bob Scott	919-359-2865

Send Flight 506 news submissions to Debbie Fink, EAA Chapter 506 Newsletter Editor, 201 Pheasant Run, Clayton, NC 27520, or by email to dfink@nc.rr.com

Flight 506 News

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TO: