



# Flight 506 News

Volume 13, Issue 1

January 2007



## Chapter Events

### Mark Your Calendars!

**Saturday,  
January 13, 2007**

EAA Chapter 506

#### **Meeting**

8:30 am Breakfast

9:00 am Meeting

Chapter 506 Clubhouse

#### **Breakfast Crew:**

Ron & Nancy Normark

## President's Corner

By Art Armani

Hello everyone and welcome to 2007. I hope everyone had a wonderful Christmas holiday and a happy new year.

I know a lot of members are wondering about my ideas for this year. Fortunately for me I have been given the reins to a great Chapter with a wonderful group of members. My main focus is to keep our chapter on the same flight plan it is already on.

I think our biggest goal for this year should be to bring in new members. The way to proceed on this is to get the word out about our EAA Chapter. I am sure there are many potential members out there who do not even know we exist. I have some ideas, like investing in some signage for around the airport, but I am open to ideas. I am hoping Bob Parker will lead this effort. On a related subject, I think we should get more involved with the FBO and airport planning. As an example, I know they have plans for a new FBO building in the future and it would be nice if the new facility included room for us. I would also like to look into the possibility of sponsoring a child to the EAA academy and do this as part of the young eagles program.

As we look ahead to the young eagles program this year, start recruiting your friends with 4 place aircraft to join us. I know that more seats in a few planes will make it easier on the pilots. If you are holding some ideas on how to do it better in 2007, let me know so we can talk about them.

I would like to take this opportunity to remind everyone to be careful flying as the temperature continues to get colder and the weather becomes more unpredictable. Don't skimp on your preflight just because it's cold. Dress for the weather with an off field landing in mind, and keep an eye on the icing.

Gabe Condi's picture was in The Herald, Feature section on Friday, December 22. He took Ji Min Yoo for a flight while she was visiting the Johnston County Airport. It is good to see our members reaching out and sharing the aviation experience. Hopefully he will share his experience with us.

## December Meeting Minutes

By Santa Claus

It was the Christmas Party. Enough said.

Very nice meal of ham and turkey that was accompanied by vegetables, fruit and desserts was enjoyed by the thirty people that attended the dinner.

After dinner a gift exchange was held. It was a wrenching experience for some participants who captured and then lost a set of tools.

Reminder to checkout the sign up list for the breakfast crew and the meeting coordination.

## Floats for Christmas

By Ron Normark

So I wanted floats for Christmas. A pair of PK 1800s magically appeared. Unfortunately Santa was over gross and unable to get them all the way to Barclaysville. We made the trip to a private airstrip just north of Utica, NY. We flew up I-81 in our BMW. The 750 mile trip took almost no time.

It took four hours to disassemble the floats and to load them on a 2x4 frame I built to support them. Just in case floats would mysteriously appear, I had fabricated and welded bolt-on brackets to fit the 6mm nut plates on the roof of the car. The BMW engineers believe in secure roof racks.



The floats rode very smoothly on the frame. My airspeed was limited to 80 mph. Speed on approach was a little higher than normal. It also took a little crosswind correction as you can see in the following picture.



After a smooth landing I removed the floats and flipped the car back on its tires. The floats will go on the Super Cub that I am rebuilding. Until I get my seaplane rating, I will have to use a dolly arrangement to take-off. The landings will not be a problem as the floats will slide on the grass.



## So there I was ...

by Dave Courtney

flying to Grand Strand airport for lunch. I had invited a friend and colleague from work to join me in 5613T for a flight to the coast and back. It was in the early 80s before Raleigh-Durham airport grew up. It was a more casual airport with the tower on top of what is now Terminal B, much closer to runway 5-23. Runway 14-32 still intersected and crossed the main runway.

Henry and I taxied in 5613T down to runway 14 and did the run up, flight controls and instrument checks. Everything checked out normal. It was a sunny Fall day. We were ready to go. I told the tower we were ready. The tower stopped a plane on the taxiway and cleared us for take-off. With a push of the throttle, the airplane started down runway 14.

We were about 50 feet in the air, still over the runway, heading toward the forest of Umstead Park, when the tower called. "5613T, the Bonaza on the taxiway said he saw smoke from your engine compartment when you crossed in front of him. Say your intentions." Well that's the kind of radio call that will quickly get your attention. I sniffed. I looked at the gauges. I looked under the panel. I looked out the door. I saw nothing. I told Henry to look out his door and see if he saw anything. Still nothing.

I called the tower and said we are coming back. We were cleared for landing on runway 5 so I made the right turn to get on downwind for runway 5. We still had to climb to get up to pattern altitude. We kept the pattern tight. Now Henry was only a casual flyer. He was most comfortable in a 727 or DC-9. He was very alert and sitting up straight in the seat next to me. I continued to look for signs of anything out of the ordinary. Still nothing.

We were halfway across the base leg when the tower called again. "Do you want us to roll the equipment"? I said not at this time because I still did not see anything out of the ordinary. As we turned onto final, Henry said, "How come the fire trucks are heading to the runway"? I called the tower and he said, "I thought they needed some practice so I had them roll". I thought, here I am trying to be cool about everything and I have two fire trucks and a car with flashing lights racing to meet my touchdown point. So I concentrated on landing nice and smooth instead of one of my carrier specials. Still no problems that I could hear, see or feel. I made a nice landing, turned off and shutdown on the taxiway.

The crew in the tower was very nice. They let me stay on the taxiway to check things out. The fire trucks circled back to the fire house and we were alone. I inspected everything and could find nothing wrong with the plane. I asked Henry if he wanted to call it a day. He said, "If there is nothing wrong, let's go to lunch in Myrtle Beach". So we did. We had a nice flight in both directions. We had a good lunch. We had a story we could tell at work on Monday about seeing the fire trucks roll at Raleigh-Durham.

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I received this article from Bob Farrington attributed to an Aviator Unknown.

### View from the Cockpit

You see them at airport terminals around the world. You see them in the morning early, sometimes at night. They come neatly uniformed and hatted, sleeves striped; wings over their left pocket. They show up looking fresh. There's a brisk, young-old look of efficiency about them. They arrive fresh from home, from hotels, carrying suitcases, battered briefcases, bulging, with a wealth of technical information, data, filled with regulations and rules.

They know the new, harsh sheen of Chicago's O'Hare. They know the cluttered approaches to Newark; they know the tricky shuttle that is Rio; they know but do not relish the intricate instrument approaches to various foreign airports; they know the volcanoes all around Guatemala.

They respect foggy San Francisco. They know the up-and-down walk to the gates at Dallas, the Texas sparseness of Abilene, the very narrow Berlin Corridor, New Orleans' sparkling terminal, the milling crowds at Washington. They know Butte, Boston, and Beirut. They appreciate Miami's perfect weather. They recognize the danger of an ice-slick runway at JFK.

They understand short runways, antiquated fire equipment, inadequate approach lighting, but there is one thing they will never comprehend: Complacency.

They marvel at the exquisite good taste of hot coffee in Anchorage and a cold beer in Guam. They vaguely remember the workhorse efficiency of the DC-3s, the reliability of the DC-4s and DC-6s, the trouble with the DC-7 and the propellers on Boeing 377s. They discuss the beauty of an old gal named Connie. They recognize the high shrill whine of a Viscount, the rumbling thrust of a DC-8 or 707 on a clearway takeoff from Haneda, and a Convair. They have felt the remoteness of the 747 cockpit. The roominess of the DC-10 and the snug fit of a 737.

They speak a language unknown to Webster. They discuss ALPA, EPRs, fans, mach and bogie swivels. And, strangely, they talk of such things as bugs, thumpers, crickets, and CATs, but they are inclined to change the subject when the uninitiated approaches.

They have tasted the characteristic loneliness of the sky, and occasionally the adrenaline of danger. They respect the unseen thing called turbulence. They know what it means to fight for self-control, to discipline one's senses.

They buy life insurance, but make no concession to the possibility of complete disaster, for they have uncommon faith in themselves and what they are doing. They concede the glamour is gone from flying. They deny a pilot is through at sixty. They know tomorrow, or the following night, something will come along they have never met before; they know flying requires perseverance and vigilance. They know they must practice, lest they retrograde.

They realize why some wit once quipped: "Flying is year after year of monotony punctuated by seconds of stark terror." As a group, they defy the mortality tables, yet approach semi-annual physical examinations with trepidation. They are individualistic, yet bonded together. They are family people. They are reputedly overpaid, yet entrusted with equipment worth millions and entrusted with lives, countless lives.

At times they are reverent: They have watched the Pacific sky turn purple at dusk and the stark beauty of sunrise over Iceland at the end of a polar night crossing. They know the twinkling, jeweled beauty of Los Angeles at night; they have seen snow on

the Rockies. They remember the vast unending mat of green Amazon jungle, the twisting Silver road that is the father of waters, an ice cream cone called Fujiyama; the hump of Africa. Who can forget Everest from 100 miles away, or the ice fog in Fairbanks in January?

They have watched a satellite streak across a starry sky, seen the clear, deep blue of the stratosphere, felt the incalculable force of the heavens. They have marveled at sun-streaked evenings, dappled earth, velvet night, spun silver clouds, sculptured cumulus: God's weather. They have viewed the Northern Lights, a wilderness of sky, a pilot's halo, a bomber's moon, horizontal rain, Contrails and St Elmo's Fire. Only a pilot experiences all these.

It is their world.

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### Another photograph from Walnut Ridge AAF



I suspect that this takes less space, but it must be hard to move them around the airfield.

## EAA Chapter 506 – Breakfast Crews 2007

Mtg	Date	Crew
1	January 13	Ron & Nancy Normark
2	February 10	Larry & Debbie Fink
3	March 10	Gabe Condie
4	April 14	Dave & Mary Lynne Courtney
5	May 12	Mort Altman & Wayne Milbauer
6	June 9	Gary Winter
7	July 14	Bob & Carolyn Parker
8	August 11	Joe & Roxanna Mancusi
9	September 8	Ida May & Byron Covey
YE	TBD	
10	October 13	Ken Dunaway
11	November 10	
12	December 8 pm	EAA 506 (covered dish) Annual Christmas Dinner Party

Helpful hints:            Plan your breakfast for 36 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 2007

Mtg	Date	Member	Topic
1	January 13	Art Armani	2007 & Race to Oshkosh
2	February 10	Byron Covey	
3	March 10	Dr. Nutt	
4	April 14	Larry Fink	
5	May 12	Gary Winter	
6	June 9	Mort Altman	
7	July 14	Bob Parker	
8	August 11	Ken Arnold	
9	September 8	Dan Harden	
YE	TBD	Art Armani	Fly, Fly, Fly.
10	October 13	Dave Courtney	
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.

## Other EAA Chapter News

### EAA Monthly Meetings

EAA 297	7NC1	First Saturday	9:00 am Breakfast	Burgaw – Stag Airpark
EAA 506	JNX	Second Saturday	8:30 am Breakfast	EAA Clubhouse
EAA 1114	NC81	Third Saturday	8:00 am Breakfast	Bobby Cox field

## 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)  
Walnut Ridge Museum [www.walnutridge-aaf.com](http://www.walnutridge-aaf.com)

## Classified Corner

### 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)

### 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.

### Private Pilot Ground School:

Johnston Community College  
Instructor: Robert Parker  
Time: Tuesday and Thursday evenings  
7:00 pm to 10:00 pm  
Date: Start on 1/16/2007  
End on 4/12/2007  
Total time: 72 hours  
Tuition: \$100 prepaid registration required  
Books: \$100 (see website listing)  
Location: JCC – Elsee Bldg. – 115

### The Throttleback Café:

Breakfast and Lunch at Suffolk County, VA  
New management = Elaine Jones  
757-934-3461

(Watch for parachute jumpers as you make  
your approach to SFQ.)

# 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 Flight 506 News.

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TO: