



Chapter 506 Flight Briefing

Volume 13, Issue 4

April 2007



Mark Your Calendars!

EAA Chapter 506

April 14, 2007

Meeting Agenda:

8:30 a.m. Breakfast

9:00 a.m. Program

Location:

Chapter 506 Clubhouse

Breakfast Crew:

Dave & Mary Lynne

Presenter:

Larry Fink

From the Tower:

By Art Armani

Attention on deck. I am returning from the Pentagon to resume my duties as Chapter 506 president. Thanks to all who filled in during my absence

It is decision time on the Young Eagles flight in September. We have been offered September 8th or 15th by Ray Blackmon at JNX as possible open house dates. EAA 1114 in Apex has said they will help. If we do September 8th, it will match up with our regular meeting date very nicely. If we pick September 15th, it will conflict with EAA 1114's regular meeting date and may delay their arrival to help. The vote on this will be part of the new business section of the April meeting. If you can't make it to the meeting, please give me a call with your vote.

As everyone heard, there was a snag in the Chapter renewal process this year. First I would like to everyone to know that the problem has been resolved and the Chapter renew paperwork has been fixed. I would like to thank Bill McKrell and Jack Schultz for their assistance in this matter. It appears the problem was caused because I transposed names for our Secretary. Even though all the other information was correct (i.e. EAA number) that still flagged our package. To fix the problem the EAA mailed the package back to my home, but to this day I have never received it. I was not aware of the problem until Dave Courtney discovered it. Once again the problem has been resolved.

Pre-Flight Briefing:

By Larry Fink



Chapter 506 SitRep:

March Meeting Minutes

By **Jack Schultz**

The Breakfast Report:

A delicious breakfast was prepared by the team of Gabe and Tracy Condie.

We all enjoyed a delicious breakfast with scrambled eggs, pancakes, an egg and sausage casserole and pastry.

Meeting Start:

Byron Covey, standing in for Art Armani, opened the meeting at 9 o'clock.

The February Minutes were approved as published in the March newsletter.

Guests:

No guests were present.

Treasurer's Report:

Bill MacKrell reported that the checkbook balance is \$1,464.99. As of the end of February, 19 members had paid their dues for 2007.

SEND IN YOUR 2007 DUES, NOW!

This subtle reminder provided by the treasurer.

Old Business:

Chapter 506 is not listed with EAA for 2007. On our renewal application, the Secretary's first name was listed as Helen instead of Jack. The EAA number for Jack was correctly listed. Art Armani, Bill MacKrell and Dave Courtney are attempting to resolve this problem.

Gabe Conde met again with Spark Chasers. They withdrew their request to have Chapter 506 provide lunch for the Garmin Workshop. They did continue to suggest the Chapter arrange for some homebuilt aircraft to park in front of Spark Chasers to showcase Chapter 506 and EAA.

New Business:

Two new airplanes have joined the Chapter. Larry and Debbie Fink acquired a beautiful Cessna 170A and Nancy and Ron are the happy owners of a like new Piper Comanche.

Adjournment:

Upon motion the business meeting adjourned.

Post Flight Debriefing:

March Program:

Doctor Ned Nutt, cardiologist and AME, wanted to share with the members about how airmen (and airwomen) are sometimes denied medical certification.

Dr. Nutt described the training that AMEs need to have on a recurring basis. He brought with him a few of the FAA medical newsletters that are used as teaching devices. He reviewed a number of actual denials and made a number of interesting and valuable comments. Through a question and answer technique, he was able to show what the important points were that the FAA was stressing.

He agreed with some FAA decisions and disagreed with others. Ned said that the local AMEs seldom issue certificate denials. They are directed to refer potential denials to the FAA medical staff.

Remember, if for any reason you think you may be denied a medical certificate, you may want to get a second opinion (not just your own) from a doctor who understands the process. Once you start to fill out the application for a medical certificate, it exists and you cannot change your mind part way through the examination. If your application is denied, your ability to fly as a Light Sport Pilot using only a valid driver's license will also be denied.

Editor's Corner:

User fees are an issue for all general aviation pilots. What have you done for your fellow pilots recently on this issue? See the EAA E-gram section of the newsletter with some ideas.

Enroute PiRep:

The High Desert

By: Gary Winter

In the early '70's I was working for a company in Yuba City, CA, that designed, manufactured, sold and serviced specialized orchard equipment and machinery. My friend Rod and I worked in the research and development department of Orchard Machinery Corporation, and on occasion we were sent out to diagnose and repair a troublesome piece of equipment. Our company had a 1965 Cessna 172, and since I was the only pilot in the company other than the owners, I was fortunate enough to be able to do quite a bit of flying.



Example of a 1965 Cessna 172

On this particular day in early December 1971, Rod and I were to fly a couple hundred miles southeast to a 10,000 acre almond and pistachio ranch in the high desert south of Avenal to repair an orchard sprayer. Then fly east over the small mountain range to Delano to meet a customer, and then back to Yuba City. When we got south of Avenal, we were to buzz the remote ranch shop and the shop foreman would then lead us to a duster strip where we could tie down. We would then ride in his Rancharo back to the shop, do our warranty repair work, and head for our next stop.

The part that had failed for the second time on this orchard sprayer was the gearbox that drove the fan. It was big and heavy. I'm not sure what it weighed, but it was all that Rod and I could do to squeeze it into the baggage compartment. It was the only place we could put it without removing the rear seat. Once we got it in the compartment, the nose gear strut immediately extended to the stop. Whoops! I'd better do a little weight and balance work. I worked the numbers more than once and

figured we would be on the edge of the envelope. I talked to Terry, our boss, and his words were, "Oh, you'll be fine. Just keep it glued on the runway for an extra 10 mph on take off, and on approach, be sure to carry a little power and keep the speed up a little higher than normal." Ok! No sweat, right? I'm young and eager, all of 75 hours under my belt, and very excited to be flying, especially to be able to fly as part of my work and accumulate experience and hours for free. Did I figure that weight and balance right? Will I be able to do this? Nothing ventured, nothing gained. Right?

We took off with no problem. We had a very nice smooth flight flying southeast, looking down at many of the orchards and ranches we had worked on. About an hour and a half into the flight, we noticed that the horizon looked light brown off in the distance. Neither one of us could figure why the sky looked hazy, but it really didn't bother us. As we approached Avenal, I noticed that our ground speed had slowed considerably, but I still didn't think much about it. I dropped down in altitude and we were trying to follow the dirt roads to the ranch shop, which was nestled in among those thousands of acres of trees.

As you fly south in this high desert agricultural valley, the valley narrows. We were flying between these two small mountain ranges, so I was pre-occupied with paying attention to the terrain while Rod was looking for the shop. When I circled the shop, I finally realized that we had a pretty hefty southerly wind. The hazy sky was dust in the air. The thought had crossed my mind to turn north and get out of there. Rod and I discussed it briefly, but we had just flown 2 hours to get there and decided if the landing looked feasible, we would land and do the repairs on the sprayer. We followed the Rancharo to a duster strip lying between a dirt road and a large power substation. Luckily, the wind was directly down the runway.

I set up for landing. I'm talking to myself. "OK. One notch of flaps. Carry some power. Wow! The ground speed is almost nothing. A little more power." I'm approaching with an extra 10-15 mph and the stall warning is blaring. More power. The landing was uneventful and I know we didn't roll 50 feet after touch down. The foreman was at the end of the runway waving us toward him. As I got near, he ran over to my side of the plane and told me not to shut anything down. He wanted me to sit there with the brakes on, engine running at high idle and hang on to the controls. Basically, fly the plane in that wind. Then he and his helper dug an 8-10 inch

hole in the sand for the nose wheel, unloaded 10 heavy tractor weights out of the Ranchero and tied the plane down to these weights. As I'm sitting there "flying" the plane, the airspeed indicator is bouncing between 45 and 50 mph. After he tied us down, he told me I could shut things down.

We got to the shop and took care of our business. As we were finishing our work, the foreman said that we should be leaving, as the wind seems to be getting worse. By now you could not see the small mountain ranges on either side of the valley. From memory, I'm guessing the valley was probably 2 miles wide and the hills on either side were up 2000-2500 feet. He was a pilot also, and I asked him what he thought. Should I be taking off in these conditions? He said I'd be fine, but that I should circle directly above the duster strip until I get above the hills or into better visibility, whichever came first. He told us this type of wind or weather phenomenon was fairly common in this high desert valley. He said no matter which way the wind was blowing or even if there were no wind at all outside the valley, the wind in this valley would blow to the north between these two small mountain ranges. And it occasionally picked up a good head of steam, as it did on that day.

We hurriedly stuffed the broken gearbox in the baggage compartment. As soon as we were buckled in and the engine running, he and his helper untied us and with each on a wing strut, they and the wind pushed us backwards to the end of the duster strip. As soon as I reached enough elevation to clear the small mountains, we were in the clear skies and out of the strong winds.

The flight over the hill to Delano and then back to Yuba City was calm, smooth, and uneventful. Terry was waiting for us at Yuba County. There were company radios in every vehicle, including the plane, so he had been in touch with us. But I got a thorough scolding, and I really felt bad. Terry was afraid I might have dusted the engine in that dust storm. Somehow he had heard about the wind at Avenal and he was keeping tabs on his airplane and us. I was so intent on doing the job I was sent out to do, and so excited that I had done a good job handling the weight and balance situation and the crazy wind conditions with the 172, dusting the engine was the farthest thing from my mind.

As it turned out, there was no harm to the engine or airplane. I learned from that experience, and it seems like I *still* learn something every time I go flying.

Airplanes and Friends

By **Byron Covey**

[This is my response to "Topic for Thought and Discussion" in the March Newsletter. – BJC]

Airplanes and people share interesting similarities. Visit a few airports, and you will see a variety of airplanes. Some have two wings that are held in place with wires. A few new ones are sculpted out of reinforced plastic. And there are many styles and types in between. They come with the latest turbofan engines and with radial engines that sling grease from exposed rocker arms. They may be constructed of wood, aluminum, steel tubes, or carbon-reinforced plastic. Some are covered with fabric. Want to go high and fast? There is a design to meet your needs. Do you prefer low and slow or upside down? More options are available.

One can usually guess what is within a particular airplane based on experience, but not always. If you really want to know, you have to look inside. Sometimes you will be surprised. Have you seen an open cockpit WACO biplane with full IFR gyros and Garmin 430's in each pit? Or a full IFR PA-18 with radios stacked between the floor and the panel? Or a jet powered VFR fiberglass home-built? A Luscombe powered by a turbine engine?

Predicting performance based on appearance can also be misleading. Have you seen a utility aircraft that had STOL modifications hanging all over it? Did you notice that it didn't perform any better than the same airframe without all the accessories? Don't think that hang gliders are "real airplanes?" Have you seen a hang glider with a minimum sink better than the classic Schweitzer 1-26? Want to bet on a speed contest between a VW powered KR-2 and a Cessna 177?

Some airplanes are elegant in appearance, and some are elegant in design. I still marvel at the structural simplicity of Curtis Pitts' biplanes. They are totally functional, lacking a single indeterminate structural element, and they achieve their design purpose admirably. None of these features is visible to the casual observer. You have to look inside the airplane to see them. It's easy to look at a Lancair and marvel at a fuselage that slides through the wind with grace and ease, but often the elegance is less observable. A simple, but functional, fuel tank venting system is rare, and often not noticed unless one looks for it. Almost every airplane has something of interest – you just have to look inside to see it.

It seems to me that most people who love aviation love machinery. They marvel equally at the design features of a Buhl Pup and a Lockheed SR-71. They are intoxicated by the sense of freedom that results from the melding of man and machine. And, perhaps because pilots get to see our world from the air, they are awed by, and have a great appreciation of, the grandeur of nature.

An EAA chapter is similar to an airport in that it can have its own variety of personalities. Some chapter members have been attending meetings for years. Some are in their first year. Some have decades of experience and some are in the first stages of their educational journey. Some have flown in war, and some have never flown. What we share is a love of aviation. And that common love is an opportunity because, just like airplanes, each chapter member has something of interest to share. All one has to do is ask a few questions, then listen and learn.

Ida May and I are members of both Chapter 1114 that meets at Cox Field in Apex, and Chapter 506 that meets at JNX in Smithfield. One is a large chapter, and the other is relatively small. Now, I would like to directly answer David Courtney's questions in the March Chapter 506 Newsletter.

Do we need EAA Chapter 506?

No, we don't need it, but Ida May and I sure do enjoy getting together with the 506 members each month.

What makes us different from Chapter 1114?

Several things make us different. We are smaller, which means our meetings are more intimate. We know everyone in 506. We have the opportunity to visit with every 506 member before and during breakfast. Our programs have a different focus. For the most part, the chapter 506 programs are presentations by members with a focus on sport aviation, while chapter 1114 seems to focus more on commercial and military aviation. Each is interesting, but at this stage of my life, I'm more interested in sport aviation than commercial or military. We do seem to have drifted away from another 506 activity that I really enjoy – the "between meeting" group visits to member's projects. Let's have more "between meeting" activities.

We enjoy each chapter, and see no reason for either chapter to consider the other a rival. For us, two is not too many. So, as long as we continue to enjoy the chapter 506 meetings and other activities, we will continue to support it.

Piper Cub on Floats

By Dave Johnson

I recently put floats on my Cub. The operation took place in December. After the mounting, the Cub weighed in at 930 pounds. Currently the floats are in Wisconsin waiting for spring to spring.



Waiting for floats to arrive.



Ready to go.

Sure is a good looking airplane. (ed).

Seaplane Single Engine Rating

By Ron Normark

Nancy and I traveled to Jack Brown's operation in Winter Haven, Florida to get our seaplane rating. It is a whole different way of approaching the landing. I detailed the trip in the March Edition of the EAA 1114 newsletter. It is on the EAA 1114 website if you would like to read it.

EAA Chapter E-Gram News:

CALL to Action on FAA User Fees Issue:

What is the Issue?

The fundamental questions concern how the Federal Aviation Administration's annual operating budget and capital improvement initiatives should be funded; who should have control over the revenue generation process; and how the money is spent.

What can I do?

1) **Contact your congressional Representative and Senators in Washington.** Educate them on the seriousness of this issue and the direct impact it will have on you, your family, your business, and your community.

- Write a letter detailing what you know of this issue and how it will impact your life. Do not assume that your congressional representatives even know about this issue so explain the matter in some detail. Chances are that if they have heard anything about this issue, it has been from the concerted and coordinated lobbying efforts of the Administration, DoT, FAA, and the airlines telling their one-sided version of the story.
- Call your Congressman and Senators at their offices in Washington and ask for them directly. Do not be bashful. They are sent there to serve the interests of their constituents and deserve to understand the issue and how it will impact the people back home in their district. If your Congressman or Senator is unavailable, ask for their Transportation Legislative Assistant or the person in their office who handles transportation- and aviation-related issues.
- Be informative, respectful and polite in all your correspondence and contact with congressional representatives and their staff. Explain the issue, express your own personal concerns, and feel free to seek their active support of you and your community.

If you do not know who your congressional representatives are or how to contact them in Washington you can look them up on the web.

[U.S. House of Representatives](#) (by State)

[U.S. Senate](#) (by State)

2) **Tell other pilots, aircraft owners, and aviation enthusiasts about this issue** and encourage them to get better educated and actively support your concerns. Refer them to this briefing paper or to the EAA [website](#) for more information. Share this information at EAA Chapter meetings and other pilot gatherings. Encourage others to get actively involved.

3) **Support EAA and other general aviation organizations** through your continued membership and donations. This is the number one issue facing our community and EAA is tirelessly working on Capitol Hill, independently and with other organizations, in a unified front to combat the highly coordinated attack by the airlines and the Administration on general aviation.

Why doesn't EAA just write a form letter for me to sign and send?

Form letters do not work. Congressional offices are bombarded daily with hundreds of letters on a myriad of issues of concern to their constituents, corporations and lobbying interests. Staffers can smell a form letter writing campaign a mile away and will dump all similar letters into a pile and respond with a single form letter of their own. There is no substitute for a well-informed personal letter or phone call from a constituent in their home district. E-mail works but still gets less attention than a letter or telephone call.

Help us help you by writing your own letter in your own words. Feel free to use the facts and talking points outlined in this briefing paper to help frame and organize your thoughts, but please tell your own story in your own words. Ultimately, it is the impact of this issue on you that matters to us at EAA and to your congressional delegation.

Visit the EAA website to see the background information available to you.

Enroute PiRep:

Go to the airport!

By Larry Fink

Tired of fighting traffic and being yelled at for using your little piece of asphalt on our highways today? Go to an airport! That's where the nice people are waiting to share their time with you.

In 2006 I saw an ad for a Cessna 170A in Maryland that I was interested in, but due to some family issues, I was unable to make the trip and the ad was soon gone. As luck would have it, in early 2007 the ad reappeared in Naples Florida; it was the same owner with a different address!

Now, trying to buy a plane that is 800 miles away can cause some problems, but a good friend of mine, Ed, happened to be on vacation in Florida at the time. After a few cell phone calls, I had arranged for Chester, the owner of the plane, to fly within 10 miles of where Ed was staying so he could look at the plane for me the next day. Ed called and described in detail what he had seen, and I decided to put a plan together to buy the plane. (Now we have two nice people).

I spoke with friends of mine (Ron, Joe, and Bob) about things to check for on the airframe and problems to look for on a C-170A, and began making plans to fly down and get the plane. (Now 5 nice people).

I was hoping one of them could fly down with me, but schedules are tough and everyone was committed for the short term. Since I am not always a patient person, I went to Plan B. I would fly to Naples, stay until I had the 5 hours of dual that I needed, and fly the plane back by myself.

I caught a 6:00 am flight to Fort Myers, and was picked up at the airport by Chester the owner (nice person number two). He drove me to the Naples airport where I inspected the plane and agreed to purchase her. After lunch we found the flight school and met Rex, Lisa and Kenny of Rexair. Rex flew with JAARS and was very qualified to check me out in my 170A. (Now we have 8 nice people).

I truly enjoyed flying with Rex. His daughter, Lisa, took care of all the schedules and paperwork, and the mechanic, Kenny, spent time checking the plane out knowing that I was going to fly her north. He could not stand that my spinner was a little

tarnished and asked if it would be alright for him to polish it a little!

That evening Chester returned and helped me put my plane back in his friend's hangar for the night, and returned me to my hotel. The next day Chester took me back to the airport so that Rex and I could complete the insurance dual requirements. That evening, Rex helped put my plane in their corporate hanger and drove me back to my hotel.

The next morning Chester picked me up and drove me back to the airport, where Kenny had the plane checked out and the windshield cleaned and ready to fly north.

The first day out with my new plane, I was flying over the Everglades and Okefenokee Swamp and wondering where Dave put his J3 down after his engine stoppage on his first day out with his new plane!

I got as far as Keystone Airpark when the winds got a little brisk for a rookie tail wheel pilot. After using the airport car to get lunch, refueling and visiting for a while (Nice people 9 and 10), I flew up to Vidalia Ga. The winds at Johnson County were just too strong to risk a landing (gusts to 30), so I decided to spend the night there. They have a transient hangar I was planning to put the plane in for the night, when a total stranger said "you don't want your plane in a community hangar, put it in my corporate hangar and I'll be here at 6:30 am so you can leave early". (Nice people 11 and 12).

At some point in our conversation, they mentioned a fly-in scheduled for the end of April, and told me I should fly down with my friends and our wives. I asked if there were any local tourist attractions in the area, and was told "Man, we're known for sweet onions, we're not Vidalia Caverns!" Hey, even without caverns, it still might be a fun trip.

The next morning I departed at 7:00 am for a direct 3 hour flight back home. I feel truly blessed to have met so many nice people, for having such a great trip, for NOT having to land in a swamp, and (of course) for having a very patient wife at home. Wow, what an adventure.

So, the next time you get tired of being around grumpy and impatient people, do what I do - go to an airport!

Flight Crew Schedule:

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	
5	May 12	Gary Winter	A Vagabond comes home
6	June 9	Mort Altman	
7	July 14	Greg Siebert	Pilot Insurance
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 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	Ida May & Byron Covey
YE	TBD	
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 36 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	10:00 am	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

Miscellaneous:

Interesting Web Addresses

Online sectionals www.skyvectors.com
Cheap auto gas <http://autos.msn.com/everyday/gasstations.aspx?zip=&src=Netx>
Cheap AV gas www.airnav.com/fuel
NC Aviation Museum www.ncairmuseum.org (located at the Asheboro Airport)
Donate to P59 project [Bell P-59 Airacomet Restoration Donation Form](#)
History and plane art www.rb-29.net

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)

Private Pilot Ground School:

Johnston Community College

Instructor: Robert Parker

Time: Tuesday and Thursday evenings
6:30 pm to 9:30 pm

Date: Start on 5/15/2007

End on 8/15/2007

Total time: 72 hours

Tuition: \$100 prepaid registration required

Books: \$100 (see website listing)

Location: JCC – Elsee Bldg. – 115

Looking for a partner:

IFR capable, flying, experimental long ez
needs a partner to share cost and flying.

Contact Arthur Armani:

akarmani@earthlink.net or

phone: 919 818 5631.

“Your item goes here.”

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.

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	Bob Scott	919-359-2865
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Librarian	Bob Scott	919-359-2865
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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. Please put EAA 506 in the subject line.

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TO: