



Chapter 506 Flight Briefing

Volume 13, Issue 6

June 2007



From the Tower:

By Art Armani

Mark Your Calendars!

EAA Chapter 506

June 9, 2007

Meeting Agenda:

8:30 a.m. Breakfast

9:00 a.m. Program

Location:

Chapter 506 Clubhouse

Breakfast Crew:

Gary and Judy Winter

Presenter:

Mort Altman

Pre-Flight Briefing:

By Mort Altman

“Handling Emergencies”



Chapter 506 SitRep:

May Meeting Minutes

By **Nancy Normark for Jack Schultz**

The Breakfast Report:

A delicious breakfast was hosted by the team of Mort Altman and Wayne Milbauer. Our thanks to Heidi Milbauer for making them look good.

We all enjoyed a delicious breakfast three kinds of egg casseroles, fresh fruit cocktail, and three kinds of homemade coffee cakes.

Meeting Start:

Art Armani opened the meeting at 9:00 o'clock.

The April Minutes were approved as published in the May newsletter.

Guests:

We welcomed Gary Winter's son-in-law, Chris Buchanan and his family, Deb (Gary's daughter) and Margo and Sylvia. Margo helped with the slide presentation for Gary.

Treasurer's Report:

Bill "Show Me the Money" MacKrell reported that the checkbook balance is \$1,705.66. Bill indicated that he is still accepting dues payments. He has provided an updated list of paid up members.

Old Business:

Byron and Ida May Covey hosted a project visit at their home on Saturday April 28th at 9:00 AM. Twenty nine people took advantage of the opportunity. Byron mentioned that there is an 1114 Builder's Group that has a visit planned for June 1 in Wake Forest.

The date for the Young Eagles and JNX open house was confirmed. Art is attempting to get a second tent from JNX to smooth out the flow of attendees. The date selected is September 8, 2007 and will take the place of the regular September meeting. The sign up sheet is in the newsletter.

New Business:

Nancy Normark proposed that the Chapter roster be in a separate section on the website so that email addresses and phone numbers could be available to members but not casual visitors.

She suggested that the newsletter and website have more pictures of members and their projects.

Jonathan Hall (Ron and Nancy Normark's son) was thanked for his work as our webmaster.

Adjournment:

Upon motion the business meeting adjourned.

Post Flight Debriefing:

May Program:



Gary Winter entertained the chapter with his story about bringing his Vagabond home to NC from MN. He showed us pictures of why he and Judy came south to NC.

In October 2006 Gary went north to get the Vagabond. Although it hadn't been flown for about eight years, it had been stored in a climate-controlled hangar near Fargo, ND. Gary and a friend bought the plane approximately 18 years ago. Soon after, in 1990, it won in the custom class category at Oshkosh. When he and Judy 'hit the road' in 1998, he took the plane to his partner. As his partner no longer flies, several friends had encouraged Gary to bring the Vagabond south where he could enjoy it. He found a hangar at Kennebec Flying Club in Angier so the time was right.

After getting a ferry permit, he took the plane for its annual inspection. He was delayed a day because of bad weather - rain, cold, snow. The following day, he took off in a 35 mph crosswind. He had a good tailwind but the air was rough. It was a new experience flying over the Appalachians - no section lines. After two days, 14.8 hours flying time and 1057 miles, the Vagabond arrived at it's new home at Kennebec.

Gary's photos made the presentation come alive and the changing scenery emphasized how the plains of the Midwest are different from the hills and trees of NC.

Gary also had charts on the wall so that his progress could be followed. He also brought the trophy he received in Oshkosh with the Vagabond. After the meeting, he invited the members out to the ramp to see the plane up close and personal.

June 2, 2007

Kennebec Fly-In

Kennebec Flying Club will be holding its Spring Fly-In on Saturday June 2, starting at 11 am with food at noon. The location is Fuquay Angier airport. CTAF is 122.8.

Asheboro Fly-In & Young Eagles

David Williams, Young Eagle rally coordinator for EAA Chapter 1114 in Apex asks for your help.

Asheboro Regional airport (KHBI) has asked my group to provide coordination for a large Young Eagle rally which will be held there on June 2 (9am-5pm). This rally is in conjunction with other events such as a fly-in, static aircraft displays, various vendors and museum exhibits. Public attendance at the event is expected to reach 1500+.

I am extending an invitation to various Young Eagle pilots and, VERY importantly, ground support volunteers to come and be a part of this rally. So far this year my group of volunteers has provided over 450 Young Eagle flights and we are certainly looking forward to Asheboro but an event of this size calls for your assistance if you have people who may be interested.

Volunteers are needed in the following areas:

Pilots, registration, certificate printing, crowd control, safety instruction, food sales and preparation, dispatch, escorts (to and from planes). If you or anyone in your chapter would like to be there in Asheboro on June 2 for this event please contact me at YoungEaglePilot@bellsouth.net

Lumberton Airshow

A few EAA members from the Raleigh area went to the Mid Atlantic Fly-In at Lumberton on Saturday. Joe Mancusi, Wayne Milbauer, Jordan Normark, Gary Winter, Larry Fink, Ron Normark, and Dave Johnson

Pictured are the Normark matching Super Cubs, Gary Winter's Vagabond, and Dave Johnson's J-3.

We had a great time looking at all the airplanes, talking to friends, watching the airshow, and then flew home about 5:00 PM. It was a beautiful day.



Ron, Jordon, Dave, Joe, Wayne, Gary, and Larry just hanging out at the Lumberton Airshow. Gary's photo.

Enroute PiRep:

So there I was ...

by Dave Courtney

in the still night air over North Carolina. My trusty steed, N5613T, was ghosting through the night, carrying me back to Raleigh-Durham International. I had flown up to Smith Mountain Lake airport in Virginia late in the afternoon. It was a flight to explore the possibilities of having a vacation house on the lake while living and working in the Triangle area. I already knew how long it took to drive there and back, too long to be practical for a quick weekend trip.

My flights in N5613T were explorations of my skill and willingness to venture into the unknown. Flight planning is important and a critical skill. Actually making the flight and seeing how it turns out compared to your planning gives you valuable experience to draw on for future flights. I was always looking for those 50 mile flights so I could log cross country time. My charts had a 50 mile ring around the VOR at RDU so that I could easily pick out a destination. Smith Mountain Lake was one of those goals. I would find the airport without the assistance of my electronic tools. I would set up and land at a foreign airport and then return back home. Seemed like a simple enough task for a summer afternoon.

If you don't start when you plan to leave, you arrive later than you expected to be there. I was aiming for a visit to Smith Mountain Lake that would get me there with enough time for a touch-n-go and a full stop landing. After the airport visit I would fly up and down the length of the lake and see the scenery. So I left RDU later than I wanted. I wandered across southern Virginia almost on the airways heading toward Roanoke. By the time Smith Mountain came into sight, the sun was dropping in the sky. Could a head wind have made that much difference?

I passed over Smith Mountain and began looking for the airport on the north side of the lake. I finally found it. By then the sun was touching the horizon and I only had time for a touch-n-go. It also appeared that the airport was shut down for the evening anyway as the hangar doors were all closed down. I bounced in, slowed and then accelerated to take off speed heading out over the lake. I crossed the lake as I gained altitude to go around the south side of Smith Mountain.

Now I was headed home. There was still light at altitude but you could see the blanket of darkness creeping over the land and trees below. The bumpiness of late afternoon had smoothed out. My expected tailwind whispered to a halt in the evening sky. Other pilots disappeared off the frequencies as they too returned to their home bases. Now I had my electronics (circa 1963) to help guide me home. I really liked the ADF since I could listen to the radio while homing in on it. WPTF was a favorite because the signal came from near the airport. Patches of light appeared in the darkness below as towns proclaimed their presence. Finally I was at South Boston and ready to turn south to RDU.

The night was clear and as I got closer to the lights of the triangle, I picked out the green-white flash of the airport beacon. I stopped paying attention to my dials and kept my focus on the airport ahead. The night was really clear with the visibility over 30 miles. I started talking to a bored air traffic controller at RDU. I was the only one inbound at this time. We bantered back and forth for a few minutes and then lapsed into silence. I saw the beacon starting to get closer, so I started to get ready to come down from the sky and land.

My earphones crackled. "Cessna 13 Tango, are you planning on landing at Raleigh"? Well, yes. "You might want to make a 90 degree turn to the left to get to the airport". What???? So I looked left and there ablaze in lights was Raleigh-Durham airport. My head snapped back to looking forward and discovered that I had been homing in on Horace Williams airport in Chapel Hill for the last twenty minutes. Talk about tunnel vision. Looking to my left was the airport and beyond that the City of Raleigh. It should have been hard to miss. So I confessed to the controller that I had gotten suckered in by the beacon in Chapel Hill and yes I really did want to come to Raleigh. He was very nice and vectored me as though this happened all of the time.

After an uneventful landing, I tied down at the FBO after saying good night to the tower controller. As I drove home, I reflected on the latest lesson I had learned. What you are looking for might not be right in front of your nose after all. Maybe it would be a good idea to trust those instruments that are telling you that you are off course. It is good to have friends to overlook your faults and help you get back on the ground. Safe flying.

Enroute PiRep:

September Young Eagles Rally

By Art Armani

Our EAA Chapter 506 Young Eagle Rally at JNX is going to be here in only three months. The exact date is September 8th. I would like to thank all of the members who have already signed up to volunteer for this important chapter activity. There are plenty of opportunities left for volunteers. We need people in all of the following categories. Please put your name at the appropriate point on this page and bring it to the next meeting or mail it to me.

Task	Your Name Goes Here
Pilot Briefing 9:00 to 12:00	1.
	2.
Pilot Briefing 12:00 to 15:00	1.
	2.
Registration 12:00 to 15:00	1.
	2.
Ground School 9:15 to 12:15	1.
Ground School 12:15 to 15:45	1.
Pre-Flight Inspection. 12:45 - 16:00	1.
Dispatcher 13:00 to 16:15	1.
Certificates 10:00 to 13:00	1.
Certificates 13:00 to 16:00	1.
Runners 12:30 to 16:30	1.
	2.
Lunch Activity 11:00 to 14:00	1.
	2.
	3.
	4.

If you are interested in volunteering, please email me at akarmani@earthlink.net. Please include your name, task and time you are interested in helping fill. If you need a description of the task, contact me and I can provide a description.

We also need more pilots. If you are interested, please email me your name, EAA member number (for insurance purposes) and the type of your aircraft.

Thanks.

EAA Chapter 506 Membership Information Update Sheet

Date: ____ / ____ / 2007

Name: _____

Address: _____

City: _____ State: _____ ZipCode: _____

EAA Number: _____

Spouse's Name" _____

Telephone #: _____

Email Address: _____

Aviation Interests: _____

Airplane Projects: _____

Airplanes Owned: _____

Pilot Certificates and Ratings: _____

Mail this completed update to:

Mr. Jack Schultz
1512 Ramson Court
Raleigh, NC 27603

Flight Crew Schedule – 2007:

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	Takeoffs and Landings
5	May 12	Gary Winter	A Vagabond comes home
6	June 9	Mort Altman	Handling emergencies
7	July 14	Greg Siebert	Pilot Insurance
8	August 11	Ken Arnold	Building the Zenith CH701.
9	September 8	Art Armani	Young Eagles / JNX open house
10	October 13	Dave Courtney	Paul Forehand – New Planes
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	No scheduled breakfast event.
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 30 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 for 2008

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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 ¹	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

¹ Pancakes at 8:00 am, meeting at 10:00 am.

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)

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)

“Your item goes here.”

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.

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.

President	Art Armani	919-894-2772
Secretary	Jack Schultz	919-779-0261
Treasurer	Bill McKrell	919-598-9816
Facilities Manager	Dan Harden	919-550-5177
Technical Counselor	Bob Scott	919-359-2865
TC Emeritus	Bob Woods	919-581-0640 or 0690
Flight Advisor	Joe Mancusi	919-661-4130
Newsletter Editor	Dave Courtney	919-656-5891
Librarian	Bob Scott	919-359-2865
Young Eagles Coord.	Art Armani	919-894-2772
Project Facilitator	Jack Schultz	919-779-0261
Webmaster	Jon Hall	jon@blueasp.com

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.

EAA Chapter 506 Newsletter
102 Parkview Circle
Cary, NC 27511



TO: