



EAA602 Log Book

Adirondack Chapter Newsletter

April 2010

Page 1



HOMEBUILDERS



From The Presidents Desk

by Tim Devine

It's hard to believe that its only the end of March and spring has arrived with a bang! 1F2 is dry already and the 60 degree temps and warm winds will no doubt get the other grass strips ready to go in short order. After a long winter of no flying (even the ski flyers were limited due to no snow) we all are chomping at the bit to get out and get airborne again.

I spent Saturday the 20th changing my oil, vacuuming the interior, putting my wheels back on and just giving the Champ a good going over. I have a few more small things to complete, but I'm good to go. Kevin, Darryl and Marty Foley were all in the hanger hard at work, trying to complete their pre season checklist so they will be ready when the first flying events get under way.

We have lots of ground to cover at this month's meeting so make sure that you come prepared to participate and contribute remember its everyone's club.

The Tony Rizzio memorial committee has been hard at work considering many great suggestions on how to honor Tony's memory. They will present their



findings and recommendations.

Larry will be reporting on the progress of new member hand out, and I think all will be impressed.

Roger Johnson should have info on the Geneseo Air show so we can continue to plan for a club fly out and overnight trip.

If time allows John Peck will host a take offs and landings safety video which will be a great refresher as we all prepare for the 2010 flying season.

We have a few more weeks where mother nature can surprise us, but let's all get out there and give our planes a good going over, clear the winter cobwebs from our heads and get the 2010 flying season rolling.

This Month's Agenda

General Business

Larry Saupe: New member hand out pamphlet report.

Roger Johnson: Geneseo Air show info update.

Memorial Committee: Report and possible vote on Tony Rizzio Memorial.

Tim Devine; EAA Learn to Fly Day

John Peck: Take off's and landings safety presentation.

Tim

**Meeting This Month
Will Be At:
Broadalbin Perth
High School
March 29 @ 7pm**

EAA602 Officers

<i>President</i>	<i>Tim Devine</i>
<i>V-President</i>	<i>John Peck</i>
<i>Secretary</i>	<i>Pat Morris</i>
<i>Treasurer</i>	<i>Darryl White</i>
<i>Editor</i>	<i>Doug Sterling</i>
<i>Y.E. Coord.</i>	<i>Judy Sterling</i>

Board Members:

*Tim Cowper
Fred Blowers
Roger Johnson*



Battery Life

by Jim Meehan

This information was obtained from the Panasonic Sealed Lead Acid Batteries Technical Handbook, 1998-1999. It applies to most sealed lead acid batteries.

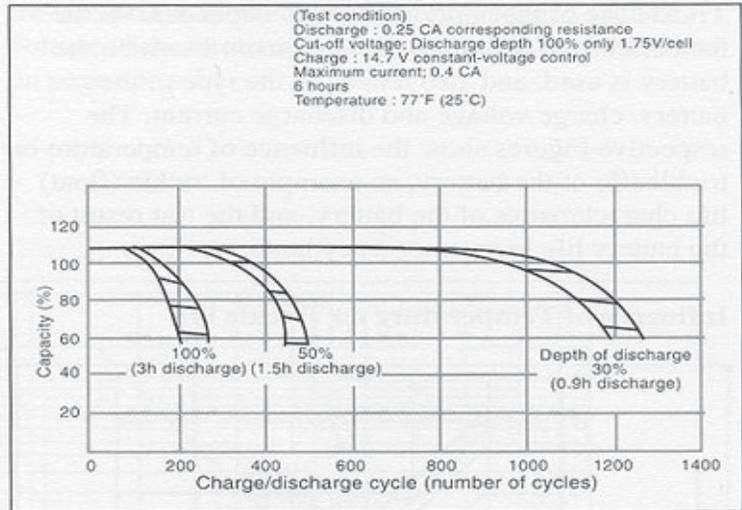
Cycle Life

The cycle life is the number of charge, discharge, or rest cycles a cell or battery can provide. Cycle life is usually expressed by the number of cycles available before duration of discharge decreases to a half of the initial value. Cycle life of the battery is dependent on the depth of discharge in each cycle. The deeper the discharge is, the shorter the cycle life (smaller number of cycles), providing the same discharge current. The cycle life (number of cycles) of the battery is also related to such factors as the type of the battery, charge method, ambient temperature, and rest period between charge and discharge. Typical cycle-life characteristics of the battery by different charge/discharge conditions are shown by the Figures. This data is typical and tested at a well-equipped laboratory. Cycle times are different for each battery model. Cycle times are also different from this data when using batteries under real conditions.

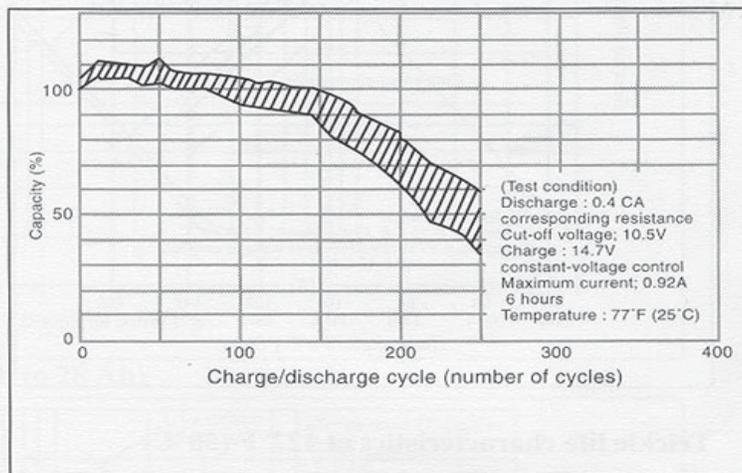
Trickle Life

The service life of a battery is in the trickle use. Usually, the trickle life is the time expressed in years before the dischargeable time of the battery decreases to a half of the initial value. Trickle life of the battery is largely dependent on the temperature condition of the equipment in which the battery is used, and also related to the type of the battery, charge voltage and discharge current.

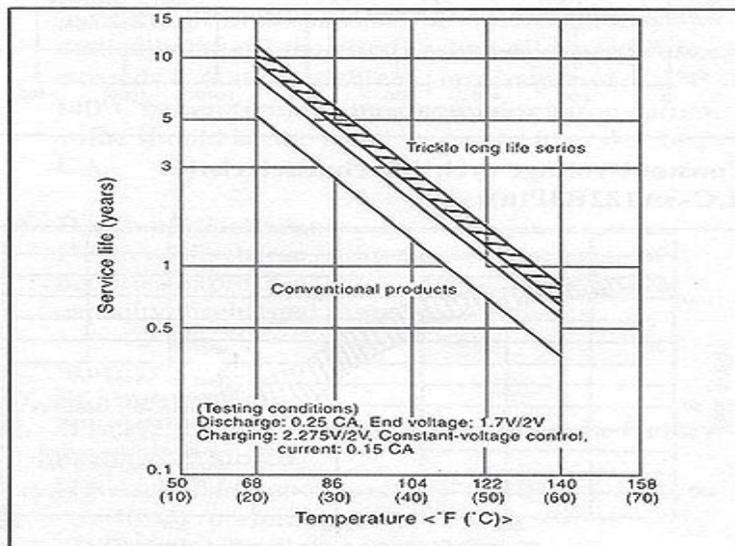
Cycle life vs. Depth of discharge



Constant-voltage cycle life characteristics (LC-SA122R3P(a))



Influence of Temperature on Trickle life





Spring Fever

Its Saturday morning March 20th and according to the calendar it's the first day of Spring. Amazingly mother nature is in agreement. Usually the first day of Spring in the Northeast is windy and cold and we are almost always still looking at snow piles. But this year's mild relatively snow less Winter and some really warm sunny days this past week has gotten everyone up and going.

It's 07:00 and 35 degrees and I am standing in front of the hanger at 1F2. The sun has officially been up for 5 minutes and the view to the east is spectacular. Just a few flat clouds hug the top of the tree line on the Kayaderosseras range. The clouds are slowly transitioning from grey to pink to white as the sun creeps higher in the sky and as it's journey begins offering a multitude of hues of blue as the day awakens.

The early morning is one of my favorite times to be at an airport. All is quiet, the dew is still on the grass yet unmarked by the days activities to come. The wind sock hangs limp, every now and again twitching, searching and stretching getting ready for it's daily dance upon the wind.

I'm not the only one here early. The birds are already busily into their day, instinctively this time of year that consist of nest building, and despite our best efforts to prevent them, they press on relentlessly. The quiet, the clear blue sky, the light breeze always fill me with anticipation of a great day of flying to come.

But first things first. Right now I am staring at my Champ which is still on ski's and considering the fact that there isn't a patch of snow in sight, Ive got my work cut out for me if I'm going flying today. Besides the ski's I have a list of 'must do' items that need to be addressed before I can consider getting off the ground.

Swapping the ski's is first. Wheels are going back on with new Air Trac tires and roller bearings. I don't know

how old the original tires were , but I had some significant side wall cracking and decided to be proactive and install new tires. My A&P passed the wheel bearings last year, but said they would need to be replaced this year so again I got ahead of the game. Next comes an oil change, removing the winter air dams and insulating blanket from my oil sump. I also pulled the oil screen and replaced the copper gasket when I installed the clean screen.

As long as I have the cowl open , I'm going to try to install my new parking brake. The parking brake was an option you could buy on a Champ but unfortunately mine didn't have one. They come in real handy when you are hand propping by yourself especially on a paved ramp. I was really lucky that Chris Johnson called me about a month ago saying he had been in contact with a gentleman who was willing to sell him two complete assemblies.

You have to open the boot cowl to install the assembly as it connects to the brake pedals and you have to snake the control cable back up under the right side of the instrument panel. As soon as I get the boot cowl open on the bottom I realize that I have a problem as the bottom of my left brake pedal where the connecting rod attaches is broken. I am able to get every thing else installed, but I will need to order the brake pedal and then go through the whole boot opening process again which is time consuming. By the time I get all this done it's almost 1:00 PM and I'm working in a T shirt as it has warmed up beautifully. As much as I want to take a spin, afternoon commitments must be met so I pack up and get on my way.

Just a warning to the rest of you intrepid 602 flyers, the Spring fever bug also bit Darryl, Kevin and Marty as they were also diligently working on their airplanes in preparation for the fast approaching flying season.

Fly safe, fly smart. Tim D.



CONGRATS to Rich Logerfo!!!

Rich slipped the surly bonds of earth as PIC solo in his "Rizzio Red" Ercoupe on March 20th AM... Great job...



CABIN FEVER

by Rick France

As I sit here and listen to the wind blowing sleet against the house I grumble about the weather, I am drawing up a set of sketches for new window latches for my plane. As I am drawing I reflect back on some of my experiences in airplanes. Not that I have a lot of stick time, or have flown in numerous planes so reflecting back takes very little time and less memory. Most plane rides for me have been like a carnival ride. You stand and watch, really want to go but have a little nagging voice that says what if? Once in the plane you are committed to go. (in my own mind) Once the take off roll has begun, you know what's coming next. As you leave the earth and start gaining altitude you feel a little better knowing that returning to earth will take a few minutes and you now have options "if" something should happen.

I would like to take the sole blame for these feelings but I have talked with several pilots that have confessed they feel a little anxious on take off themselves. Now to be fair I said I feel a little better once altitude is reached but I am still nervous. Like I have stated in the past, in my line of work I see mechanical failures all the time. This is always in the back of my mind. Now back to the reflecting part. There are two flights that stick out in my mind where I was completely comfortable with not a single "what if" at hand. My first was in the FlightStar with Doug. I went for a flying lesson, it was in early October, the temperature was 70 degrees. Once we took off Doug said lets just enjoy this flight no maneuvers. We flew down the lake with the windows in the plane down, my left arm was draped over the door with my elbow out in the breeze. The flight was so smooth, the color of the leaves was spectacular, and the clear air allowed us to see forever. Doug was not telling me what to do, nor was he making inputs on the stick or rudder. He just sat there letting me fly and enjoying life at its fullest. It was great!

The second flight I took that was absolutely spectacular was flying over a frozen lake for the first time. I was offered a ride in Tim

Devine's champ during the Sacandaga fly-in. I was so excited about riding in this plane that the usual worries were not there. Once in the plane I felt so comfortable it seemed I belonged there. The taxi was awesome. We were going by other planes parked on the ice with activity around each. One piper was getting ready to take off from the ice and our turn was next. We lined up on the runway; I was snapping pictures like crazy and

EAA602 FLY MARKET FOR SALE



Ultra Pro 2000 comm helmet, visor, ultracom II intercom, A6 radio, impedance matching interface cable \$225

2003 Blue Heron Spirit PPC with enclosed Yukon Delta aluminum composite trailer. Immaculate condition, 100 hrs, 503 DCDI Rotax with IVO, PD 400 Barnstomer Canopy, Electronic Information System, Radio, Strobe, Extra's, \$9,500 Please contact Larry at (518) 882-5062

Gauges & Other - All brand new left over Gauges for sale. Tach, Dual CHT, Dual EGT, Water Temperature (All Westach 2 1/4" with probes) Combo EGT-CHT, Turn Coordinator. Tapered air filters for 447-582. 5" Matco wheels & disc brakes. 3 Wheel pants for smaller wheels (4"-5") All half price Call Doug 863-2409

If you have any aircraft related stuff that you don't need anymore or anything you need, list it here. You may help someone who might need it or may find it at a reasonable price.



quickly switched over to video for the take off. As we started to go, the ice was so smooth there was no rumble or bumping, as you would have on a grass strip. In a very short time we had left earth and was cruising at 100 mph. The sight of the frozen lake took my breath away. Each time I fly my senses seem to heighten and I hope that feeling never goes away. I don't ever want flying to become routine or mundane. The ice was clear with small waves of snow on it. I could look down and see cracks in the ice that looked like scratches on a window. Around the lake the snow covered mountains highlighted the lake. As we flew around the lake there were lots of ice shanties with all kinds of activity going on. As we passed over the shanties, some people waved to us, probably as thrilled as we were when we waved back. As we flew the entire lake I completely forgot I was in an airplane. As we lined up for the landing and started our descent, sadness crept in like a little boy at the end of a ride. Landing was just as smooth as the take off and soon I departed the plane.



I thanked Tim for such a great ride but I doubt he really knew just how GREAT a ride it was for me. I watched Tim take off for home with me savoring the experience. Doug was loading up in the Cherokee and tapped me on the arm and said "come on lets go for a ride". As much as I wanted to hop right back into a plane I knew it would be greedy of me not to let someone else experience this type of flying. I told Doug I had just flown with Tim and to invite someone else. I hope his passenger enjoyed the ride as much as me. I was so charged up about the flight that the next weekend I could not wait to fly my plane to the lake. As luck would have it the weather went south and so did my plans. There is always

next year. My only hope now is to become as comfortable in my own plane as the flights that I have just shared with you. Once again, my thanks to the great people in our club to make it possible for such great memories.

Rick

EAA 602 Events Calendar 2010

March 6

Mariaville Lake Ski lunch run.

April

Trip to Intrepid Air and Space Museum New York City

May 22

EAA 602 Poker Run

June 7

EAA 602 2nd Annual Saratoga Pancake Breakfast (fund raiser)

June 26

Wings and Wheels?

July 7-9,10,11

EAA 602 Geneseo Air Show and camp out.

July 26 - Aug 1

Oshkosh

August 7

EAA 602 Annual Young Eagles Fulton County Airport

August 21

Family Picnic Day Great Sacandaga Lake

September 4

Johnson's Labor Day Fly In

September 11

EAA 602 3rd Annual Saratoga Pancake Breakfast (fund raiser)

September 25

2nd Annual Glider Ride Day

Adirondack Soaring Club

October 2

EAA 602 3rd Annual PPC Fly In and Barbecue

October 9

EAA 602 Basin Harbor/ Lake Placid leaf peepers flight

October 16

EAA 602 Bennington VT leaf peepers fly out and lunch.

Other Spur of the moment events that can take place on short notice.

*North Creek Ski Fly In
Ballston Lake Ski Fly In
Basin Harbor VT brunch*

but you can pay them anytime now for this year 2010

Name _____ EAA Number _____ Exp Date _____

Address _____ City _____ State _____ Zip _____

Home Phone _____ Cell Phone _____ Work Phone _____

E-Mail _____ Ratings _____

Experience Years _____ Hours _____ Aircraft Owned _____

Mail To: Darryl White ~ 19 Third Avenue ~ Broadalbin, NY 12025 ~ Phone 518 883-4203

His request approved, the Fox News photographer quickly used a cell phone to call the local airport to charter a flight. He was told a single engine plane would be waiting for him at the airport.

Arriving at the airfield, he spotted a plane warming up outside a hanger. He jumped in with his bag, slammed the Door shut, and shouted, 'Let's go.'

The pilot taxied out, swung the plane into the wind and took

off. Once in the air, the photographer instructed the pilot, 'Fly over the valley and make low passes so I can take pictures of the fires on the hillsides.' 'Why?' asked the pilot. 'Because I'm a photographer for Fox Cable News,' he responded. 'And I need to get some close up shots.'

The pilot was strangely silent for a moment. Finally he stammered, 'So, what you're telling me is . . . You're NOT my Flight Instructor?'



EAA602

**819 North Shore Rd
Hadley, NY 12835**



GOD BLESS AMERICA
September 11, 2001
We will never forget.

April 2010

EAA Chapter 602 Non-Profit Declaration and Legal Disclaimer

EAA Chapter 602 exists as a non-profit organization whose sole purpose is to promote the interests of its members. EAA 602 Chapter Officers, Directors & Leaders serve without compensation & have sworn to carry out the will of the membership by means of Democratic processes and rules of order set forth in the chapter's by-laws. No claim is made and no liability is assumed, expressed or implied as to the accuracy or safety of material presented in this publication. Viewpoints of those who contribute to this newsletter are not necessarily those of EAA Chapter 602, the EAA, or their board or members. You must be of good character, adhere to the chapter's by-laws, and respect the chapter's Mission & Value Statement to become a member of the chapter. Dues are \$20.00 per year payable to Chapter Treasurer. Chapter dues are payable in June. New members joining before or after the month of June are prorated at \$2.00 per month of the calendar year. Member correspondence & newsletter contributions are encouraged which can be submitted by mail to the address appearing on this page or e-mail to newsletter editor.