



# EAA602 Log Book

Adirondack Chapter Newsletter

August 2007

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## From The Presidents Desk

by Tim Cowper

The weather cooperated for the Kenny Schleich Memorial fly-in and it turned out to be a really great day. Over 70 planes flew in, and three helicopters! There were numerous antique cars, and several RC aircraft on display. There were Mohawk Valley sky divers, Hilton Tolman aerobatics in his Lazer, Ed Derossi's precision helicopter flying in his Rotway Exec, along with numerous fly-bys of war birds including Bill Wade, Roy Card, and Eric Holt in their Yaks, Mark Murphy in his T-6, and Morris Strauss in his T-28! What an awesome day of aviation fun! Thanks to all those who helped, including the 602 members who helped with set-up and tear-down, the Galway Fire Department, Galway Ambulance, the Boy Scouts, The Lions Club, The Dug out, and most of all, to Jack Schleich for making it all possible.

Our August YE fly-in is coming up quickly. This event will take place at 1F2 and is open to the public and will be advertised. It's being held in conjunction with the Edinburg Fire Department's 50<sup>th</sup> Anniversary celebration, so the attendance should be high. Last year we had poor weather and we still flew 76 kids. If we get good weather it could get crazy. We'll need volunteers. We could also use some people who might be interested in talking to kids about aviation. But most of all, we need licensed pilots with insured airplanes to fly the Young Eagles. Hope to see a good turnout of 602 members.

Many (not all) of the problems and glitches with the Zodiac have been ironed out, and I got my air worthiness certificate! On Monday evening, July 16, Doug took her up for the maiden flight and made several passes around the Galway Airport. It was an incredible sight, and long in coming. Thanks Doug! And thanks again to all those who have helped me with it over the past 10 months.

Our official EAA 602 t-shirts are a big hit and are selling like hotcakes at a Jacks fly-in, (see



pictures on page 3) so if you want one you should contact Judy ASAP. We are considering having some hats made up too. I like hats. (*I wonder why?*)

This month's meeting will be at 1F2 and among other business, we will be discussing strategy and tactics for the August fly-in. We will also be presenting the Annual John Milczarek Memorial Scholarship. See you there!

Tim

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### Editors Note:

What a blast! I love doing first flights (frights). It's a fantastic adrenalin rush. It was a great flight which started with about 3 hours of tweaking before starting. There are always a bunch of last minute details that crop up as you get ready to go. Some last minute tweaking on the carbs - adjusting the linkage - check & retorque the prop (just for good measure) and on and on. But it came time to go and what a smooth runner. I love the way car engines run -not like aircraft engines which seem to want to shake their (and your) guts out. After an hour of bone jarring taxi work it finally was time. Great acceleration - super smooth flyer - easy to land. Some minor problems with a heavy left wing and overheating, but all in all a great ride. Thanks for trusting me with your baby on its first time into the air.

Doug



## Another First Flight Report

by Doug Sterling

On May 26th I did my first flight on the Pulsar. I guess with all the goings on I forgot to give a report on my own flight.

As usual I start with lots of taxiing. One of the things I believe in is to try and shake any problems out on the ground. Each run gets faster and faster until the nose starts to lift and the plane feels like it wants to fly. At that point it really starts to get scary and I think it's time to escape to the safety of the air.

This is when the adrenaline really starts to pump (what a rush). At this point it's how close to the airport can I stay. Clime - clime - clime -keep the airport in sight, fly the plane and keep cool (what a rush). Oh yes the gauges - all seems OK - not to hot - right RPM - good speed - all's right with the world. Wait a minute - speed - wow - 120 mph & still going up. This ain't no ultralight - more like the Cherokee but quicker on the uptake (WOW).

Time to relax and just get used to the plane. Now - everything I have read said this thing won't slow down easily. So I start down wind at 115 - pull back the throttle a bit & wait. Half way down downwind still 110 - Mmmmm?? - more power off - maybe to a high idle. At the end of downwind



time to come down - ah maybe not - still doing 100 - flap speed is 80 - Mmmm?? Down to low idle - haul back on the stick & wait - OK at 80 click-click-click - full flaps and ready to go. Ready for base turn - wait - still at pattern height - wow they were right this thing won't come down. Guess I'll have to wait longer to turn base. OK turn - Turn complete - still high - let's go past the final about a quarter mile and come back. I've been told that everyone has to go around again because they can't get it down the first time. Looks like they were right, but I'm not going to give it up yet. Back to final - slipping turn and looks like I'm on the glideslope. Down to the runway but still doing 75 at flair - some slick plane. Wait-wait-wait - let her bleed off and touchdown halfway down (what a rush).

Smooth ride, easy to control, and fast for 65 HP plane. Hey - Anyone want a ride?? Mr Corn doesn't talk a lot!

## Dear Fellow Members

I would like to express my sincere thanks and appreciation to all who took there valuable time to get cold and dirty in helping with my J3 Cub over the last few months .It is one very nice plane to fly and to look at . Emma did a great job to make it " the hayfield cub".With a very special thanks to the man that without him, I would not be flying this great cub today... Art Goodemote is one very talented and great guy to work with.

THANK YOU. Out of the stone age hayfield, FRED.



**Editors note: Maybe Fred will give a report on the Cubs first flight next month.**



## From Our VP's Desk

by Tony Rizzio

It's a beautiful night ,and I'm sitting here studying! I need to take my written .I'm thinking how much easier it was flying ultralights. Just stay away from cities and large groups and nobody bothered you.

Now I have to study air space my eyes are glazing over. Weather still glazing over. Rules and regs. Is it worth it? Practice tests more air space, more rules, more regs transponder codes, class,category. Who needs longitude latitude? My flight planning use to be - can I make it to the next mens room. Now I have to file a flight plan?

Am I getting to old for this stuff. I guess it depends on how I do on the test. If I fail you may never hear from me again, if I pass you may not want to.

## Volunteers Needed

We need Young Eagle Pilots & ground workers for our Young Eagles Day on Aug 11. If you can help out please contact Judy at 863-2409 or E-Mail her at: [sterling@frontiernet.net](mailto:sterling@frontiernet.net)



**EDINBURG VOL. FIRE COMPANY**

Will be Celebrating our  
**50th Anniversary**  
**August 11, 2007 At Plateau Skyranch**

Airport Road, Edinburg, NY

Parade will start the activities at 12:00 Noon from Edinburg Town Hall to the Airport.

### List of Activities

Young Eagles Flights

Car Show

Bouncy Bounce

Carnival Games

Food Booth

Desert Tent

**SANCTIONED WOODSMEN SHOW @ 2:00PM**

Music provided by:

2:00PM - 4:00PM DJ Jeff Ostrander (Mix Master)

4:00PM - 6:00PM Ony Antonucci

6:00PM - 8:30PM Phil Skyler's Dream Team

**ENDING THE EVENING WITH  
FIREWORKS @DUSK**

## Young Eagles Day @ Edinburg

**Come on down to Edinburg Airport 1F2  
for a great day.**

Why not make a weekend out of it? Bring your tent and relax with us Saturday morning. We will be enjoying the days events and camping on the field Saturday night while watching the fantastic fireworks display. There will be facilities and food on the field. Sunday will be our day to just relax and fly. See you all there.



## Member Profile **Tom Kravis**

### **The Retirement Years**

After Southern Air Transport reorganized in 1998 and sold off the DC 8s, I figured I'd just retire from commercial flying. This lasted about a month - until I visited a friend in North Carolina who worked for the Forest Service. I got talking to the chief pilot a bit and commented that it looked like fun. He said: "you're hired, if you want the job". So I came home, packed some gear and headed south. I started flying an L19 Bird Dog as a patrol pilot. The Forest Service divides the state in to 3 regions. My job was to look for fires in one of these regions. NC has a huge amount of pine plantations owned by paper companies and they don't like them to burn. There's also a lot of State Forest land. Once I found a fire, I'd stay over it and call in for air tankers and ground units such as volunteer fire departments. It could get confusing talking on four radios at once.

I flew patrol for two years. It was interesting work, with lots of flying: As much as 8 - 10 hours a day when we were really busy. The Bird Dog is excellent for this work. That's why they were used as Forward Air Control planes in Vietnam.

In my third year there was an opening for a fire bomber pilot. With my T28 close air support background and some crop dusting, I was qualified. This was a whole new deal for me. My prior experience had been dropping things to start fires, now I was dropping stuff to put them out. Most of the other bomber pilots had previously, or continued to work summer jobs as crop dusters after fire season finished. The guys at the Forest Service are the most highly experienced (and nicest) group of pilots I've worked with.

Some guys have thirty seasons of fire fighting. The seasonal helicopter pilot was 75 years old and could fly a Huey in a teacup and never hit the sides. (Maybe 11,000 hours in type helps.) Many are also excellent mechanics, so we also felt our planes were as safe as they could be (for old junkers, flown in extreme conditions.)

The actual retardant drops were a little bit like flying close air support in combat. Follow the

lead plane down to the target area. Drop the load from 50 - 200 feet. Pull out through the smoke and return to base to load again. (Just nobody shooting at me this time.) One funny incident (I thought) was when the lead plane directed me to drop along a road, not knowing a Ranger was parked there in his brand new truck. I made a perfect drop. Just as he had the doors open, the retardant went in one side and out the other, taking the Ranger with it. He wasn't so impressed. I guess pink wasn't his color! It did also put his cigarette out.

A large fire with as many as six or seven planes and helicopters working a small area is a good study in situational awareness. You had to keep an eye on everybody and be sure to use the right radios. I had four mic' buttons on the stick! Eight hours of this, dropping as many as ten loads, with ten TO/LNG in a 30kt wind made for a long day. The big fires happen when the wind is strong, which meant we were often the only people in the skies those days. The State limit on wind was 35kt and a lot of days we were right on the limit. Solid cross wind technique is mandatory. During my time there we had several pilots try out who just couldn't handle the demands.

The season in NC was usually February to late May, so I was able to do some other things in the summer. In 2000 I took a job flying for a fishing lodge in Alaska, 425 miles from Anchorage on the Aleutian Peninsula. No roads at all in that area. We were flying a de Havilland Beaver on





amphibious floats, a Cessna 180 and a Super Cub on wheels (big tundra tires). For someone who likes to fly and fish, this was a dream job.

A typical day was to fly guests out from the lodge to a remote river, for a day of fishing. Landing on the river with the Beaver, or on gravel bars with the SuperCub or 180. I was pilot, guide and cook -fishing rod in one hand, shotgun in the other. I had to keep an eye out for the ever-present bears - they always got first choice on fishing spots. It was my job to keep the guests safe and happy. (Anybody who knows me would understand this was the toughest part for me.) After one real short landing in the 180 on a 500-foot gravel bar, the nice lady guest said the loud continuous horn as we landed had unnerved her. The technique for landing short is full flaps and carry power, which means the stall horn is blaring. But not wanting to worry my guests, I said: "when the horn is blowing steady, that means it's safe to land." An explanation the lady seemed to like.

Summer in AK had twenty hours of sunshine, so the days were long. It was hard work but very satisfying. Plus you get to eat all the fresh salmon you want. The weather is a big factor: Lots of rain and low ceilings. Many days I left the lodge airstrip with a 200-foot ceiling, in the rain. But when the guests were paying \$1000 a day to be there, they wanted to fish and to fish you had to fly. Two weeks after I finished for the season, my boss, who'd been flying in that area for twenty years, flew in to a mountain side in the 180, killing himself and two passengers. Which proves you can never take things for granted and it doesn't matter how many times you've flown the same route, you can't beat the weather.

Through contacts made in NC, I was offered a summer job flying in Wyoming as a co pilot in a C130. So I did spend a few summers working for Hawkins and Powers out west. Flying the C130's and the PB4Y (the Navy version of the B24). After a series of accidents resulting in the deaths of four pilots and two aircraft, Hawkins and Powers ceased operations in 2003. NC and California are the only states that maintain a fire fighting fleet, so contractors are used

everywhere else. Due to political and economic reasons, the fires are now being fought with fewer aircraft and more bureaucracy. In 2003 there were over 40 large air tankers available. Today there are less than 12. Read about any big wild fires this summer?

Although I really liked flying the fire bombers, I flew my final season with NC in 2006. I made a decision to call it quits. No sense pushing the odds, it's a risky business. So once again I'm retired. Not looking for too much excitement ....Although I've just come back from Geneseo and I got talking to some people who need experienced pilots for the war birds. You never know...

## Coming Events

**July 23-29: Airventure Oshkosh, WI  
(OSH) Wittman Regional**

**Aug 10-12: EAA 602 & UL90 Young Eagles  
Fly-In Weekend at Plateau Sky Ranch with  
Woodmans Show  
(1F2) Edinburg, NY**

**Aug 18: EAA 1070 Pancake Breakfast,  
Cooperstown-Westville  
(K23) Cooperstown, NY**

**Sept 8: EAA 602 Murphy's Old Time  
Taildragger Fly-In, Murphy's Landing Strip  
(0NY7) Perth, NY**

**Sept 15: 8:30 am - 1:00 pm (Rain Date: Sun.  
Sept 16). Fall Fly-In Breakfast, Sat,  
Pancakes, eggs, sausage, OJ, & coffee, all  
for \$5. EAA Chapter 146 [http://  
www.eaa146.org](http://www.eaa146.org)  
(NY1)Kline Kill Airport**

**Sept 19: 2007, Regulations: What Every  
Pilot Should Know, Schenectady, NY**

Remember; regular **DUES WERE DUE IN JUNE.**

Use this form to send any changes in your information. Thanks, Doug

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: Douglas Sterling ~ 819 North Shore Road ~ Hadley, NY 12835 ~ Phone 518-863-2409



If your not in the EAA, Join Today!  
[www.eaa.org](http://www.eaa.org)

*The Meeting This Month Will Be At:*

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**Edinburg  
Airport  
@ 7:00pm on  
Monday  
July 30th**

**EAA602**

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

- President**      **Tim Cowper**
- VicePresident**      **Tony Rizzio**
- Treasurer**      **Rich Logerfo**
- Secretary**      **Walt Kostuk**
- Editor**      **Doug Sterling**
- Y.E. Coord.**      **Judy Sterling**

**August 2007**

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