



EAA602 Log Book

Adirondack Chapter Newsletter

December 2009

Page 1



HOMEBUILDERS



From The Presidents Desk

by (Pres. Past Elect) Tim Couper

Well, another year has gone by, blazingly fast, and this marks the end of my time as club president. It's been really fun for me, and, mercifully for you guys, this will be my last installment of "From the President's Desk." After more than 40 articles, I'm sure you're all ready to hear from our new president, Tim Devine, and see what he, John, Darryl, and Pat have in store for us. It's so fortunate for 602 that we have such an abundance of great people, eager to get involved in the administration of the club. While many chapters are struggling to find leaders, our new group of officers seems like the perfect combination of aviation enthusiasts to take 602 into the next decade. I for one can't wait to see what's in store for 2010!

Our club has such a great history, dating back over 40 years, and this month one of our founding members, Don Leadley, tells us a little about the beginning. Don, if you don't know him, is a fascinating guy, who is both a builder and flyer, and has an unrivaled, long-term passion for aviation. A few weeks ago, I had the pleasure of taking Don for a flight around the terrain north of Piseco. He pointed out the peaks and the lakes, and told me some very interesting history, while we flew over the incredibly beautiful Adirondack Mountains. It



was a blast, although I never stopped listening, in the background, to that sweet smooth purr of the Cherokee's 0-320, as we flew over all those trees!

It's been an amazing year as many of us finally got our pilot licenses, and next year should be no different. It's very exciting to see the airplane projects members are working on, several of which might hopefully be flying in 2010. In addition to our scheduled fly-ins, we had so many impromptu fly-out-breakfasts this year, including the latest one last Sunday at Mohawk Valley. They barely had enough room for us in the restaurant! Next year we'll have even more planes and pilots so we'll need to go earlier so we can push 3 tables together!

Well, it's been fun, and, as stated in my very first article, I'm still a "psycho aviatic" and I look forward to much more fun with 602 going forward.

Hope to see everybody at the X-Mas party!

Tim

**Meeting This Month
Will Be At C&R
Resturant Dec. 6th at
2pm Enjoy Dinner**

**E-mail Judy if
you're coming at:**

sterling@frontiernet.net

Slate of New Officers

President:

Tim Devine

VicePresident:

John Peck

Secretary:

Pat Morris

Treasurer:

Darryl White



Winter Prep

by (Pres. Elect) Tim Devine

Late October thru the middle of November has provided us with some incredible fall flying weather. On Sunday November 8th, 18 aircraft showed up at Mohawk Valley (K13) for a breakfast rendezvous. Ten of those aircraft were flown by 602 members, including the newly minted sport pilot fearless Fred Blowers.

Unfortunately however my calendar says Thanksgiving is less than two weeks away and the ever decreasing daylight can only mean one thing. Winter will be here sooner than later.

Winter is approached in a number of different ways by the flying community. Some of us are lucky enough to have skis for our airplanes. Some who have their airplanes based at local public airports will keep flying as the runways are plowed, and some sadly have to put their steeds away for the winter months and pray for an early spring.

No matter which category you fall in the one thing that we all have to do is change out routines. One of the most dreaded but absolutely essential tasks the preflight, takes on even more importance in the winter time. No one likes to be out in single digit temps crawling around your airplane when you could be sitting in a warm car or FBO, but a thorough preflight is mandatory to operate safely in winter flight conditions.

Whether your winter flying or moth balling your aircraft till spring we must all be vigilant for critters. Mice are looking for a warm place to spend their winter near a good source of nesting material and food. We have all seen the remnants of a mouse infested camp after a long winter; just imagine what they can do in all the nooks and crannies of an airplane. When doing your preflight or just stopping by the airport to check on your bird take a good flashlight and check around the

landing gear and on the floor of your aircraft for droppings. If you find any signs at all that varmints are present, bait or trap immediately. You would be amazed on how much damage can be done in a very short period of time.

Check your fuel system for moisture consistently. Even if you're not going flying keep the gas tank full and check for moisture in the sumps regularly. Check for fuel and oil leaks. Severe cold weather causes gaskets to become hard and shrink. If you fly regularly the heat cool cycle can generate leaks that you didn't have during the warm weather.

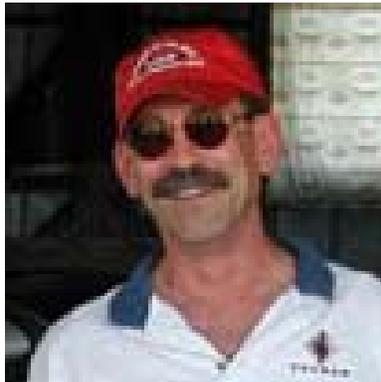
Follow your engine manufacturers recommendations for proper oil weight for winter operations and make sure you have a good preheat system to reduce the wear and tear from cold starts. If you plan on traveling to ski fly in events make sure you have some type of insulated blanket to cover your cowling with and some plugs for the air intake holes to conserve engine heat while on the ground.

Pack a small survival kit with the essentials in case you get forced down and stuck some where.

Brush up on your local winter weather patterns and be prepared to abort a flight if the weather starts looking marginal.

But most of all develop a winter mindset for flying. Make sure you allow yourself more time to get to the airport and get ready to go. Get comfortable and warm clothes that work in a small aircraft cockpit environment. Make sure your loved ones have a general flight itinerary and expected time when you will be home. If your running late call them and let them know what's happening. Make sure you know what time the sun sets and plan accordingly.

Most of all get out and enjoy a winter flying event. Even if you drive in the camaraderie and aircraft talk will help make the winter go by faster.



Fly safe, fly smart, Tim

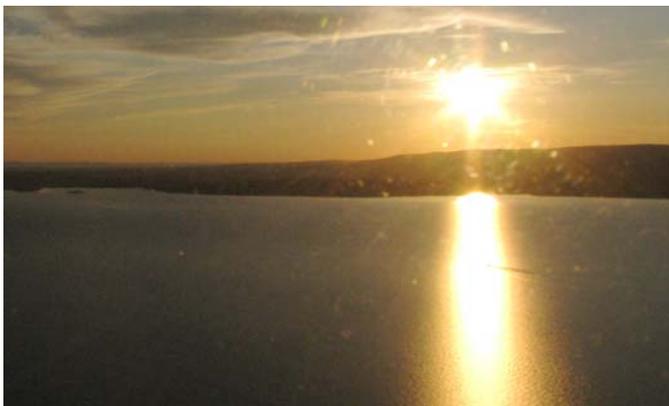


Loss of a Friend

by Tim Couper

As most of you know, the local aviation community took a major hit last month with the loss of Dan Wills, of Malone, NY. Dan was a FAA Designated Pilot Examiner for our area, and gave several club members their check rides. Those of us who met him, came away with a very positive impression, and a profound respect for his knowledge, skill, and fairness.

In talking to Dan, I could immediately sense that he was a fellow "aviatic," and he was happy to meet others of like mind. I'm thankful that I got to know him as much as I did, and regret that I won't be able to fly with him again. Rest in peace Dan.



EAA602 FLY MARKET FOR SALE

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.

Notes From Your Editor

by Doug Sterling



Well here it is the end of another flying season. Man how I envy you guys with skis on your aircraft. The thought of not being in the air for the entire winter is heart breaking. Maybe if I'm really good someone will invite me up for a winter ski ride (Hint - Hint) or if I'm really sneaky I might be able to sneak a ride in Tim's Cherokee (oh-yes I forgot - It's part mine too).

One of the good things about winter is that it gives me a chance to do some long overdue work on the GlaStar. At least I have some ability to laugh back at you ski guys cause I can fold my wings and trailer my steed home to a heated garage to do my winters work. Sure beats a cold drafty hanger Ha! And who wants to work on their plane in the summer when they can be flying. Oh-well each design has it's good parts and it's not so good parts.

Along with the end of another year we are looking forward to a new slate of officers. It seems to make sense that there should be a change of leadership every so often. It keeps the club from becoming stale and hopefully I won't have to wrestle with the new prez every month like the last 4 years (I won't mention any names). Our new prez elect seems to actually enjoy writing articles. Also it would be great if some of our other members could do the same. I need someone to take the place of Tim D. on the inside now that he is going to be on the front page. Common guys - I know that some of you are GREAT writers. We are going to start with Don Leadley this month with an article about our club's beginnings. It's great!

Now all I need is for the old Tim to write a final farewell. Good luck!

Fly Safe, Doug



THE BIRTH OF EAA CHAPTER 602

by Don Leadley EAA -12664

The Experimental Aircraft Association was conceived, nurtured and born in the mind of Paul Poberezny, EAA#1 in Milwaukee, Wisconsin. An organizational genius, Paul gathered a small group of aviation enthusiasts and formed EAA which is now one of the foremost aviation organizations in the entire world! The EAA Oshkosh yearly show is the world's biggest and best. Paul could not have done all this if he hadn't been blessed with his wife Audrey who has worked side-by-side with him since Day One. Read their book, "Poberezny — the Story Begins" for the full story. It's available thru EAA.Org.

Okay; Paul and Audrey were the "parents"; so who was the "Grandfather" of EAA 602? I first met him at Plateau Sky Ranch in 1961. I was waiting to pick up a friend and remembering when a B 24 "Liberator" sat just off the runway. It was flown in by Army Air Corps pilots in 1946 who turned the keys over to some local avbuffs. It lasted a few years, was vandalized and then cut up for scrap!! As I stood there reminiscing, a fine- looking gentleman approached me. "Are you interested in airplanes" he asks. "Oh yes", I replied. "I hope to get my license and fly one some day." (I did in 1962). "Well" he says, "we're starting an EAA chapter down in Johnstown. How about joining us and becoming a charter member?" I had read about EAA and said "Count me in...when and where do we meet?" We met at "Fulco", (a grass field with T-hangers then) and gathered in Waterman Brown's office shared with "Bud" Sitterly. EAA Chapter 146 was born! The Chapter "Father" was the super guy Owen Billman who had built an early homebuilt when he lived on Long Island. He used his "Little Pink Cloud" to go to local fly-ins and attend to his job as a tech rep for Dupont. Owen flew P-38's stateside in WW 11 and instructed in B-25's. Now his home was in Mayfield. Owen's EAA number was 648, a real early bird! Owen's story is a great one...I'll tell you more in a future article. (Hint: WW II Spad.) Owen got his Golden Wings from God when he passed on

in 1994. We lost a good guy.

146 met for a few years at Fulco and Tee Hand's restaurant in Fultonville. Some of the early members were Bucky and Ray Wielt, "Tee" Hand, Ron Rios, Al Grinnell, Adolph "Red" Rutkiewisc, Henry Rogers, Don Easley, George Donaldson Sr, Lee Smith, Chauncey Van Alstyne. Owen was vice prez. We put on a Fly-in at Saratoga Co. Ap't in 1965. It was a success!

As the Chapter grew, more members were from the Albany area so it was decided to move our meetings to Joe Ferraro's Superior Lumber Company's facilities on Wolf Road in Latham in late '65. (It was a long day and drive but I made most of the meetings as I was V.P. and newsletter co-editor. Now it's difficult for me to attend at Fulco!) 146 continued to grow but some of the members to the west started to talk about forming a new chapter based in the Amsterdam area. Again it was Owen Billman ably assisted by Gary Lampman, Ron Rios, George Sr. and Junior Donaldson, Lee Smith, Tee Hand, Joe Vidulich, Al Grinnell, Chauncy and others who organized the group that obtained the Charter from EAA Headquarters. Thus was born (poetic, huh?) our Chapter 602. We met at Amsterdam Airfield just west of the city where we turned a couple of decrepit rooms into our nice 602 clubhouse. Lots of hard work but lots of willing hands. We had small fun fly-ins there. Our annual dinners were at the Glen Firehouse and summer picnics at Lee and Marlene Smith's farm/home/airstrip. Then circumstances arose that made us realize that we should look for another place. Voila! Bill and Elaine Wade buy the old SkyLife Air Academy facility at Plateau and invite us there where we enjoyed many years of their gracious hospitality. The rest is recent history which most of you know. Owen would be most proud of everybody involved in his Chapters and the present great club we now have. So a big THANKS to Tim Cowper and his helpers for four years of hard work, great work, flying and camaraderie! We know our new leadership will carry on for Sport Aviation. We all must support them! Happy Flying!!

Next month we'll have the article about Owen Billman.



Tools explained

DRILL PRESS:

A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, denting the freshly-painted project which you had carefully set in the corner where nothing could get to it.

WIRE WHEEL:

Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprints and hard-earned calluses from fingers in about the time it takes you to say, "Oh, Shit!"

SKILL SAW:

A portable cutting tool used to make studs too short.

PLIERS:

Used to round off bolt heads. Sometimes used in the creation of blood-blisters.

BELT SANDER:

An electric sanding tool commonly used to convert minor touch-up jobs into major refinishing jobs.

HACKSAW:

One of a family of cutting tools built on the Ouija board principle... It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence its course, the more dismal your future becomes.

WISE-GRIPS:

Generally used after pliers to completely round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH:

Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub out of which you want to remove a bearing race..

TABLE SAW:

A large stationary power tool commonly used to launch wood projectiles for testing wall integrity.

HYDRAULIC FLOOR JACK:

Used for lowering an automobile to the ground after you have installed your new brake shoes, trapping the jack handle firmly under the bumper.

BAND SAW:

A large stationary power saw primarily used by most shops to cut good aluminum sheet into smaller pieces that more easily fit into the trash can after you cut on the inside of the line instead of the outside edge.

TWO-TON ENGINE HOIST:

A tool for testing the maximum tensile strength of everything you forgot to disconnect.

PHILLIPS SCREWDRIVER:

Normally used to stab the vacuum seals under lids or for opening old-style paper-and-tin oil cans and splashing oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

STRAIGHT SCREWDRIVER:

A tool for opening paint cans. Sometimes used to convert common slotted screws into non-removable screws and butchering your palms.

PRY BAR:

A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER:

A tool used to make hoses too short.

HAMMER:

Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts adjacent the object we are trying to hit.

UTILITY KNIFE:

Used to open and slice through the contents of cardboard cartons delivered to your front door; works particularly well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts. Especially useful for slicing work clothes, but only while in use.

DUES WERE DUE IN JUNE \$20
but you can pay them anytime now for this year

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

EAA602 Officers
(for the last time)

President **Tim Cowper**
V-President **Tony Rizzio**
Secretary **Walt Kostuk**
Treasurer/Editor **Doug Sterling**
Y.E. Coord. **Judy Sterling**

Board Members:

Rick Riccardi
Larry Saupe
Brian Hurst



Picture by Carla & Doug

EAA602
819 North Shore Rd
Hadley, NY 12835



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

December 2009

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.