



EAA602 Log Book

Adirondack Chapter Newsletter

February 2007

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From The Presidents Desk

by Tim Cowper

Winter held off as long as it could, and allowed for some nice flying in December. I hope people took advantage, I know some of you did. As I write this it's 0 degrees and everything is covered with ice, so I guess we're finally into some seasonally appropriate weather.

Everything is set for the meeting on the 29th, at the T/Hall in Edinburg. At this meeting we will be announcing our 2007 schedule of events. This schedule indicates where we're headed, and hopefully we can, as an organization, continue to move forward and have a positive effect on the local aviation community. The schedule is a reflection of recent growth in club membership as well as increased member participation demonstrated by the willingness of people to get involved with club activities. I am looking forward to this flying season with great excitement, because, it's all fun! The meeting will start on time and be relatively brief because afterwards, Tony will be conducting a 150 hour check-up from start to finish on a Rotax 503. Actually, this is perfect because right now is the exact time for performing regular maintenance on our aircraft, so that they can be ready to go for all of our 2007 club events! Tony's lecture will include gaskets, seals, and de-carboning, and should be interesting and fun, even for those of us who don't own 2-strokes.



I've found out that 4-strokes have their problems too. Turns out that a few airborne Subarus have had some engine failures due to valve guide design glitches. (Researched on the Internet! Isn't information technology great?) It also turns out that my engine needs the required repairs, so the heads will be shipped out this week. Otherwise, the Zodiac is almost done, except for paint. I've said this before, but I am so lucky to have Art and Tom helping me with this project, not to mention Tony and Fred! Saturdays at Art's are so much fun! I hope we can continue our weekly tradition right through to the flying season...

working on someone else's plane though, because mine will hopefully be done! Stop by Art's shop some Saturday morning and see, first hand, one of the reasons why EAA clubs were formed.

FYI, 602 started 2007 with over 50 dues paying members, 2/3 of which are members of EAA national. When my plane is airwor-



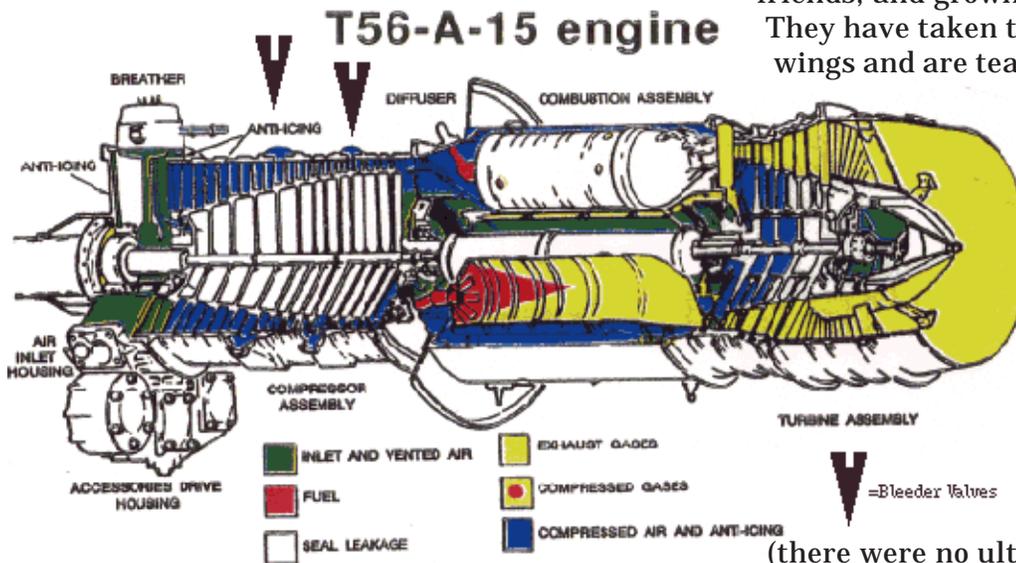
thy, and a few of our members get the new airplanes that I know they have been searching for, 602 will have over 20 pilots, with flying machines, ready to take to the skies. All this is incredible, and I believe the success is due to the fact that we have the best group of aviation people on the planet, and, our focus is on having fun! Also, much thanks to all those who have recently submitted newsletter articles! Please send any articles, comments, or suggestions via email, or call me. Check the website, and please update your information if you get a chance, including pictures. If you can't get in or don't know how to, please contact me. See you at the meeting!

Tim



Update From Josh

Hey just returning your request for a summary of what I do for my job. I do any thing there is to do or fix on the T-56 turboprop engine which is used on the C-130's it is a constant speed jet engine with a variable pitch propeller which adjusts the speed of the plane and can also angle itself to go in reverse to backup on the ground. I would never have thought a engine could have so many safety features for being such an old engine but it does. Everything is mostly electrical and



backed up by all mechanical devices if you lose all electrical power it will still fly. It is definitely a good experience to finally learn the trade I wanted. Our engine school is the longest engine school in the squadron thus the engine being so complicated I was amazed at the numerous parts valves pumps etc. just on the engine, then we went into the propeller half of the coarse yet again I was very surprised at how many parts are in just the prop assembly you have the prop control which consists of a vale housing and all the pumps and cams to make all appropriate blade angles in relation to the throttle position. I'm glad I got this job and I really enjoy it and hope to see you all soon. I also attached a picture of a diagram of the engine so you can get an idea about it.

See ya, Josh (Feldman) Morse

From Our VP's Desk

by Tony Rizzio

Why join a club

Why join a club

If you're questioning why to join a club, go to Art's workshop on a Saturday morning. See two long time builders who came together on Tim's plane project - watch how the pros do it. These are two guys who knew each other but not well. And from my perspective have become friends, and grown to respect each other. They have taken the rest of us under their wings and are teaching us, as they work

Why join a club

Go to the airport and watch a group of flyers cheering on one of their buddies as he solo's. Or a student who gets help from two very experienced instructors.

Why join a club

Since I've done this the hard way both learning to fly by myself (there were no ultralight instructors or two seaters back then), and building a plane by myself, it would be so much easier with some help or advice. I know the benefits.

If you're not part of the group get more involved. The friendships will be worth the price.

Tony

**The Meeting This Month
Will Be At Edinburg
Community Center
(Old Town Hall)
@ 7:00pm on
MON. JAN. 29th**



Learning to fly

Part 2 - by Rick France

Last month we left off with a free offer from Doug to take a flight lesson in his Flightstar. Doug asked me "doors on or off?" Well my plane has an open cockpit lets take the doors off! Now I must tell you that I am not afraid of heights as long as I feel safe. By trade I am a technician, I understand structure strength, I know what happens to nuts and bolts when they are tightened and loosened too many times. I also stay away from rides at the fair for this very reason. I don't see a ride, I see nuts and bolts and structure. I also hate, I mean really scared of Ferris wheels. Going over the top just panics me.

We loaded up into Doug's plane, he explained the instruments to me as the engine warmed up. He showed me how to check the controls to make sure they all worked properly. He explained take off and how to use the stick to keep the plane at 60 mph on climb out. I am ready, Lets go! Doug let me taxi the plane to the runway, then he asked me if I wanted to fly the take off. Why not I said, after all I can fly. Doug gave the plane full throttle and we started to move really fast. The plane got light and started to hit just the high spots on the runway. Doug said, don't play around get her off the runway and start your climb. I eased back on the stick and up we went. With Doug's help we kept the plane at 60 as we climbed to the sky.

I was intently watching the ASI as I could not see anything over the nose. Suddenly the plane pitched to the right a little and I gave left rudder, the plane straightened right out. Doug complimented me on the quick reaction and correct action. I figured we had just broken the tree line and hit a little cross wind. Then I made a bad mistake. I looked over my left shoulder where there was no door and straight down. We were 1000' feet AGL. All of a sudden I felt I was on the highest Ferris wheel in the world and panic set in.

When I say panic this was an under statement. I froze, the foam rubber grip on the stick was squeezing out from between my fingers. If it was not for Doug I don't think I could have overcome this major panic attack. I have never been this scared in my life, not even when I tried to shoot down a UFO. (but that's another story). After Doug calmed me down, I started to look around a little. Doug cut back on the engine a little and leveled the plane out. My

stomach churned and I felt the panic coming back, a little more straight and level and I was ok. Hey there's sand island down there, Oh my God we are high! Here comes the panic again! Calm down, Doug knows what he is doing, I thought to myself. Doug asked if I wanted to fly the plane again. Ok, so he gave me control. Ok I can do this, then Doug said lets make a turn to the left.

I gave a little rudder and we seemed to be turning, Doug said again lets turn left. I am I said. Well at this rate we will be over Saratoga before we turn, like this and he banked the plane into a turn. Now I had no choice but to look straight down again, so I leaned to the right, away from the hole where the door should be. I leaned so far my head was in Doug's lap! I dunno if this flying thing is for me or not. I know one thing for sure, I am selling my lawn chair with wings. I can't even imagine being this high in that contraption!

We flew around some more and the panic was subsiding and the technician was setting in. I started looking at the struts, the root tubes and the little bolts holding me in the air. This just does not seem safe! I must be nuts for even being here. All kinds of thoughts were running through my head. I had some serious thinking to do if I survive this flight.

Finally after some more turns we were dropping altitude and lining up with the runway. Now my hand was still on the stick, and I guess I was flying the plane at times, because Doug was still giving me instructions. As we approached the runway we were just floating very slowly to the ground. I was the most pleasant part of the flight, We passed over some horses and I remember thinking "how nice" then all of a sudden, everything started to move very quickly, the ground was now rushing under us at a fast pace and the plane seemed to be falling out of the air, at that time the wheels touched with a little bump and the whole plane started rumbling and shaking from the ground. We were down!

I thanked Doug, as he gave me a few more tips on flying. There was only one thing on my mind as I taxied my plane back to Bill Wades, I am selling my plane! After getting home, relaxing for a little while, watching some flying video that Tony loaned me, I listed my plane on barnstormers. I made up my mind, I am going to fly and I need a plane with doors! I called Doug and made arrangements to start flying lessons. I am going to fly!

Next month Finally Flying.



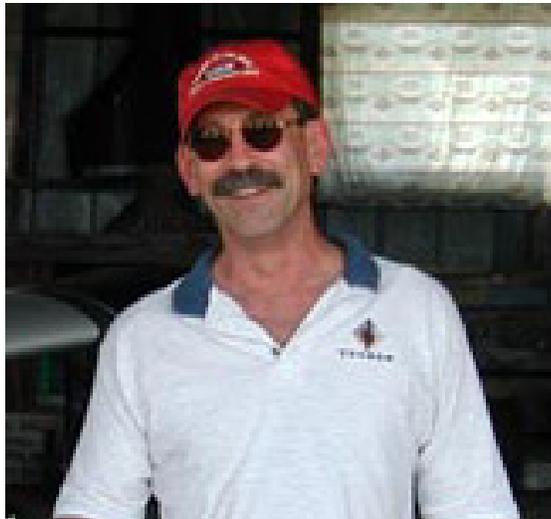


Resurrecting A Champ

by Tim Devine

At long last the rebuilding of Aeronca Champ N84218 has begun. When the engine failed in July I never imagined the odyssey that I would undertake to get it back flying. At first I thought "what the heck" find a new A65 engine to install and then I would be back in business. Little did I know how difficult searching for a replacement engine would be. While there were many engines available, finding one with low hours that had complete log books and had been rebuilt by a reputable A/C mechanic was more difficult than I had imagined. Fortunately Dick Bovey of Argyle Aviation Services was recommended as a possible source for restoring the Champ. Dick's assistance has been invaluable and I am in awe of his knowledge of all the nuances needed for a rebuild project.

So with Dick's assistance and guidance I'm on the right path back to flying the friendly sky's. Not quite. Dick strongly recommends that if I am going to restore the Champ now would be the ideal time to upgrade to a 85 or 90 HP power plant. So I put everything on hold and begin to research the benefits of more horse power. You would think that more horse power is a no brainer for any pilot, but its not that easy. To convert a 7AC Champ to a 7DC Champ (85HP) the following requirements need to be met. You need to have auxiliary wing tanks, additional gussets need to be added to brace the fire wall tubing, the size of the vertical stabilizer needs to be increased to help with the additional P factor created by the extra 20 HP, the tach needs to be replaced, a Hanlon Wilson (or equal) exhaust system needs to be installed on the engine, cowl sheet metal needs to be modified to accept new exhaust system and a shorter prop needs to be installed. Simple conversion?



Dick was able to buy a relatively low time Don's dream machine 85 HP engine locally. The J4 cub that had the accident on lake George in August suffered substantial structural damage but other than getting wet the engine was not damaged. The day following the accident the oil was drained, plugs pulled, cylinders drained everything was reassembled and run. Dick feels that I will get many years of flying out of this engine. Fortunately for me the auxiliary wing tanks had been added by a previous owner. I moved the

airplane from 1F2 to Argyle on 11/25/06. The boot cowl was removed and gussets were welded into place behind the fire wall. The tail fabric was cut and vertical stabilizer frame was bolted in place. Fabric work was required to cover the enlarged tail. Because the A65 tach drive is clockwise and the C85 tach drive is counter clockwise a new tach was purchased. Finding the Hanlon Wilson style mufflers proved to be the most

difficult of the challenges. It got to a point that I believed that Jimmy Hoffa was going to be found before I located mufflers. Many hours of searching adds and web sites proved fruitless. I was close a couple of times, but each time someone had just called and left a deposit on the mufflers. In the end I had to buy new after market mufflers from WAG Aero. The most fascinating portion of my quest came in researching propellers. The Champ was equipped with a McCauley 7445 prop when I bought the airplane. I found out that this was an improper application for the C65 engine. While a 7445 was acceptable in a wooden prop it was to long for a metal prop. The C85 will accept a maximum of a 7144 in a metal prop. I currently have my prop at HEI Propellers in Florida being converted to a 7142 climb prop.

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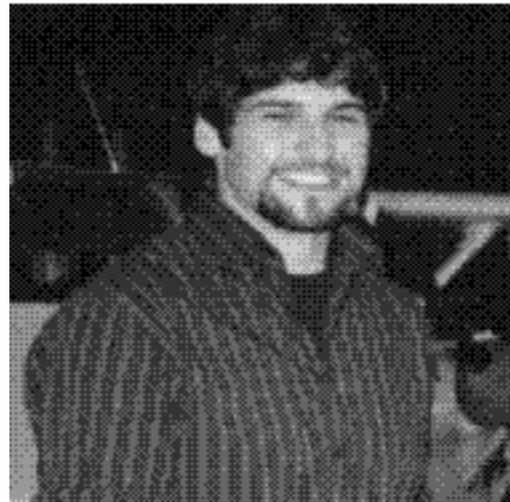
So now I have my ducks in a row and in a matter of time I will be back in the sky again. Almost, when we painted the tail surface after the fabric work it was very obvious that the old paint has faded with time and was not going to match the new paint. So you guessed it a whole new paint job is in order. Hopefully all this will be done by the end of Jan 2007 and I can get to feel the freedom of flight again soon.

As a final note, I was contacted by the FAA regarding Continental Engines findings on why the A65 failed. What they found was that the engine had a matched set of connecting rods from the same casting run. However while the number 1,2,3, pistons were a matched set the #4 piston could not be identified by a part number. Further examination of piston dimensions showed it to be a piston that was not acceptable to be used with the connecting rod set. The tolerances at the wrist pin were unacceptable and a failure would eventually occur at this connection. That is exactly where the engine failure occurred. The connecting rod snapped just below the wrist pin on the #4 cylinder.

A Letter From Erik Whiting

Dear Mr. Cowper

I would like to thank Mrs. Milczarek, you, and the rest of the EAA again for the scholarship that I recieved. I would like to inform you that I that I have completed my first semester at RPI. I also finished getting my private pilots license. So far everthing is going very well, including football. I just wanted to stay in touch.



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. Complete Whelan Nav and Strobe light system. Flightcom Model IISx portable intercom. **All half price Call Doug 863-2409**

Up-Coming Events

This is a tentative list of events we are planning for the upcoming year. Come to the meeting Monday evening to discuss them.

June 2

EAA 602 Annual Poker Run from Murphy's ONY7

June 30

Kenny Schleich Memorial Fly-in Breakfast @ NY37

August 10-12

602/UL90 Edinburg YE fly in barbeque/bonfire/overnight camping and other things @ 1F2 @ 1F2

Sept 8

Murphy Annual Taildragger fly-in @ ONY7

Remember; regular DUES ARE 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 _____

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