



EAA602 Log Book

Adirondack Chapter Newsletter

Jan/Feb 2010

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HOMEBUILDERS



From The Presidents Desk

by (New) Pres Tim Devine

January first 2010 marked the beginning of a new decade and a new slate of officers for EAA Chapter 602. I feel very lucky to have a really good crew who volunteered to fill all the executive board and officers positions and are going to help me guide the club through the next two years. The key word being guide, it will be up to the members to set the course.

That being said, it is imperative that all members make it to Monday January 25th meeting. At the meeting we will be discussing and setting the 2010 events schedule. The meeting will be held in the cafeteria of the Broadalbin Perth High School at 7:00 PM. I am hoping that by moving the



meeting there we can increase attendance through the Winter months. Come prepared to discuss the proposed schedule, submit additional ideas and get involved.

I have set three goals for myself to try to achieve for the club in 2010. First, an outstanding safety record for all members. Second, to expand and diversify our schedule of future events. Third, to increase membership and get more members participating in club activities and having fun.

This year is already off to a great start with an informal fly in on January 10th at the Sacandaga ice shanty and hopefully as your reading this a Ski's and Chili fly in at Johnson's airport in Hagaman, followed by EAA 602's third annual Ice Fly In scheduled for Saturday February 6th, 2010. So come

to the next meeting, bring your ideas, bring a new member and get involved.

Tim

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

Come see the our club pictures on
our web page in living color at:
www.eaa602.org

Our New Officers

President:

Tim Devine

VicePresident:

John Peck

Secretary:

Pat Morris

Treasurer:

Darryl White



Owen Billman 1917-1994 My friend; Your Friend; Our Friend!

by Don Leadley EAA -12664

His sweet wife Sally called him "Bill". I called him Owen and anybody who knew him was enriched and blessed. A real gentleman, I never heard him say a bad word about anybody. Gracious, highly intelligent, energetic up to his final day, fun to be around; and no one loved Aviation more!

He had a degree in photography from R.I.T. and it paid off when he won "Best Color Photo of the Year"- nationwide. He was an accomplished artist and writer who contributed many articles to various aviation magazines including EAA publications. Instrumental in the formative years of the Empire State Aerosciences Museum, he served on the board with Ernie Tetrault of WRGB. A productive member of the American Aviation Historical Society, Owen located some unique aircraft: Cole Palen's 1911 Curtiss Pusher that Cole flew from Rhinebeck down the Hudson and circled the Statue of Liberty. In an obscure loft he discovered a 1912 Thomas pusher that, I believe, is in the NASA. Another discovery was a Van Pomer Pusher that is in the NASA museum. When Owen was in Washington he would visit the museum and have lunch with the head man, Paul Garber. At Oshkosh it would be lunch with the legendary Steve Wittman. Owen was EAA #648...an early bird who enthusiastically supported EAA and sport aviation. As you know from my previous article, Owen was the founding father of both EAA Chapter 146 and 602. Also a Charter Member of Chapter 852.

Owen also designed and built his "Little Pink Cloud" homebuilt at his home on Long Island. He used cut-down Aeronca K wings and a cut-down Piper J3 fuselage. Halfway done, he was transferred by DuPont to Albany as District Manager of their photo products division. He and Sally packed up and moved to Paradise Point on the shore of the Sacandaga Reservoir in 1954. Owen finished Li' Pink there and did the first

test flight on August 29 1955 from Schenectady airport. Owen, obviously was elated! His bird flew well and his cash outlay totaled \$525! In 1956 he flew it to the first fly-in at Oshkosh. The next few years the fly-ins were at Milwaukee and Rockford, Illinois. (The permanent move to OSH came in 1970). Owen flew his pride and joy to all of them! His 55hp Lycoming never let him down....literally!

During World War Two, Owen was a 2nd "Looney" in the Army Air Corp flying Stearmans and other trainers, then up to multi-engine stuff like the B-25, culminating in the ultimate "WOW" airplane... the twin-engine, 3200hp Lockheed P-38. He told me a neat story of his "gaggle" of three P-38' doing some real low-level buzzing of one of the pilot's girlfriend's house! Ask me!

On Sept. 28, '91 Owen and I flew to a fly-in at Kobelt's in Walkill. Shouda stayed home! The fly-in was fun but a cold front came roaring in with gusty winds. I was in the left seat of my brother's C-150 N10146 and we were getting bounced! The fun was over. I stayed well away from the Catskills as I was well aware of downdrafts off mountains! As we approached Fulco I called for an advisory. "Winds are 320 to 340 at 17 gusting to 31." I replied, "You're talking knots, aren't you?" Yikes, I've only got 192 hours! Owen was a military instructor. "Owen, you're gonna make this landing!" He; "Ho-no!, not me. It's not my airplane. All yours, Don. How ya gonna do it?" Without much hesitation I said, "A straight-in for 28; no flaps; add a 14 mph gust component and drive her on at 70 plus and hope the nosewheel is strong and doesn't shimmy!" And that's what I did. It worked but I think that God laid his calming hand on the wind as we landed. We had a heckuva time getting 146 tied down. Snow mixed with rain didn't help, either! Owen said I done good. My thought...fool's luck.

Owen and Cole Palen were great friends. Owen seized every chance he could to visit Cole at Old Rhinebeck Aerodrome. One day they were standing beside Cole's ORIGINAL World War ONE SPAD. Cole said, "Hop in and take her for a ride". Yeah, right, thought Owen. He said to Cole, "You're not serious, are you?" "Cole sez, "Sure,



you can do it. Go for it." Owen made sure he got a good briefing from Cole and mounted up. He flew the SPAD around for a while and then the engine quit! Oh no!! Cole's million dollar airplane and I'm going to crash it! THEN he remembered the fuel system; you had to use a wobble pump to get fuel into two small tanks that fed the engine! He pumped furiously and then had to dive to get the prop windmilling to restart the engine. AND IT DID!! Water and oil from leaking radiator and engine covered the windscreen and his goggles. Now it was time to learn how to land a WWI fighter. All went well initially but then the SPAD groundlooped! After the dust settled and Cole found nothing wrong with his pride and joy, Owen finally exhaled! Now he could add "WWI SPAD" to his logbook. (But he wouldn't make that landing for me!!)

Eventually Owen got the building bug again. He had been designing all kinds of flying machines including sky scooters and tractor amphibians. Then he read about the "Quickie"; a single place canard powered by an 18-22 hp Onan engine. It was supposed to handle like a little fighter plane and was CUTE! He was hooked. He built it and flew it. One day it was a forced landing on Route 67 just west of Ballston Spa. He flew it to Oshkosh in 1982. I met him there and he told me the Quickie had a very sensitive canard and when he went through a rain shower he had to hold full aft stick and apply full throttle. He said he would avoid showers from now on. But you can't avoid bugs and they had the same effect as rain when they splattered on the canard. After OSH he flew to Manistee, Michigan to visit a sister and other family members. On his takeoff for home the Quickie felt nose-heavy. Owen said he should have aborted



then but had "get-home-it-is" Not good. The trees came up faster than the nose and he was in fifty foot tree tops then crashed to the ground. Owen was lucky...a few scrapes and bruises and a compression fracture of one vertebrae. He walked out of the woods without aid! In a few days he was on his way home...via commercial airlines.

Well you aint gonna keep a good man down! In a few weeks Owen was attending EAA and Museum meetings, visiting old friends, sailing his mini-yacht on the Great Sacandaga and tooling around the highways and byways on his Honda motorcycle! Was he done flying airplanes? Not by a dang sight! He went out and found a Heath Super parasol, a very small airplane, and got it ready to fly. I helped him with his weight and balance and after we ran the numbers I told him it was my humble opinion that he'd better lose some weight! He weighed 180 and the engine was a low-power VW. Sally put a lot of pressure on "Bill" to not fly anymore. He never flew the Heath.

In the Spring of '94 Owen was not feeling 100%. His doctor confirmed blocked arteries to the heart and scheduled a bypass. The day before the operation we stopped to see him. As we left I said, "See ya soon, ol' pal." He gave my wife June a big bearhug and we left. The operation was an apparent success. Owen's roommate was bad with cancer and depressed. Owen told him, "Here; I want you to have my camera. Get well and take some pictures, then bring them up and show them to me." Another act of

kindness typical of Owen Billman. Some stitches blew out that night and he passed away on May 2, 1994. Someone very special left our lives but left a wonderful legacy. Thanks, pal.



Kill 'Em and Eat 'EM A Great Aviation Story

Submitted by Kick France

This came from a Fellow who runs a 2000 acre corn farm up around Barron , WI , not far from Oshkosh. He used to fly F-4Es and F-16s for the Guard and participated in the first Gulf War. I Submit for your enjoyment, and as a reminder that there are other great, magnificent flyers around besides us.

I went out to plant corn for a bit to finish a field before tomorrow morning and witnessed The Great Battle. A golden eagle - big bastard, with about a six foot wingspan - flew right in front of the tractor. It was being chased by three crows that were continually dive bombing it and pecking at it. The crows do this because the eagles rob their nests when they find them.

At any rate, the eagle banked hard right in one evasive maneuver, then landed in the field about 100 feet from the tractor. This eagle stood about 3 feet tall. The crows all landed too, and took up positions around the eagle at 120 degrees apart, but kept their distance at about 20 feet from the big bird. The eagle would take a couple steps towards one of the crows and they'd hop backwards and forward to keep their distance. Then the reinforcement showed up.

I happened to spot the eagle's mate hurtling down out of the sky at what appeared to be approximately Mach 1.5. Just before impact the eagle on the ground took flight, (obviously a coordinated tactic; probably pre-briefed) and the three crows which were watching the grounded eagle, also took flight thinking they were going to get in some more pecking on the big bird. The first crow being targeted by the diving eagle never stood a snowball's chance in hell. There was a mid-air explosion of black feathers and that crow was done. The diving eagle then banked hard left in what had to be a 9G climbing turn, using the energy it had accumulated in the dive, and hit crow #2 less than two seconds later. Another crow dead.

The grounded eagle, which was now airborne and had an altitude advantage on the

remaining crow, which was streaking eastward in full burner, made a short dive then banked hard right when the escaping crow tried to evade the hit. It didn't work - crow #3 bit the dust at about 20 feet AGL.

This aerial battle was better than any air show I've been to, including the war birds show at Oshkosh . The two eagles ripped the crows apart and ate them on the ground, and as I got closer and closer working my way across the field, I passed within 20 feet of one of them as it ate its catch. It stopped and looked at me as I went by and you could see in the look of that bird that it knew who's Boss Of The Sky. What a beautiful bird!

I loved it. Not only did they kill their enemy, they ate them. One of the best Fighter Pilot stories I've seen in a long time...

There are no noble wars— Only noble warriors

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

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

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



Here we are in the depths of another Adirondack winter, but right now it seems more like Spring. The Johnson fly in had to be canceled last time for lack of snow, and is now rescheduled for this Saturday. I guess global warming has finally hit here (Yea).

Well the annual dinner is a fond memory and our new slate of officers has been installed. This is some group of aviation enthusiast!! I always thought the old slate was pretty enthusiastic about flying, but these guys are going to blow us away. We have to be the greatest chapter in EAA as we have such a well of great folks to draw on.

Our new prez is as fly crazy as our old one

and seems to always be looking for an excuse to get into the air.

Our V-prez is one of the greatest flight instructors in the area (I speak from experience as he always seemed to have a great deal of patience with me on my quest for an instrument ticket). He is also in the process of building an RV-12 (his first project). Hopefully I can convince him to start writing some articles for our club rag.

Our Secretary has done an exemplary job of setting up and running our web page. He is also a true experimenter as it seems he never tires of tweaking his FlightStar (rebuild instrument panel, replace the engine, add skis, and on and on). If any of the original plane remains in a few years I will be very surprised.

Our Treasurer Darryl along with his son Aaron and his Hawk brother Kevin, never seem to miss a chance to get their steeds airborne.

As you can all see, the new 2010 calendar is just chock full of events for the coming year.

All in all it is going to be a fantastic next 2 years and I can't wait to get back in the air for 2010..

Fly Safe, Doug

EAA 602 Events Calendar 2010

February 2/6

EAA 602 Ice Fly in Lanzi's On the Lake.

March 3/6

Mariaville Lake Ski lunch run.

April

Trip to Intrepid Air and Space Museum New York City

May 5/22

EAA 602 Poker Run

June 6/7

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

June 6/26

Wings and Wheels?

July 7-9,10,11

EAA 602 Geneseo Air Show and camp out.

July 7/26- 8/1 Oshkosh

August 8/7

EAA 602 Annual Young Eagles Fulton County Airport

August 8/21

Family Picnic Day Great Sacandaga Lake

September 9/4

Johnson's Labor Day Fly In

September 9/11

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

September 9/25

2nd Annual Glider Ride Day Adirondack Soaring Club

October 10/2

EAA 602 3rd Annual PPC Fly In and Barbecue

October 10/9

EAA 602 Basin Harbor/ Lake Placid leaf peepers flight

October 10/16

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***

DUES WERE DUE IN JUNE \$20
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 _____

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EAA602 Officers

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

Board Members:

Tim Cowper
Larry Saupe



Picture of Larry by Carla & Doug

EAA602

819 North Shore Rd
Hadley, NY 12835



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

Jan/Feb 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.