



EAA602 Log Book

Adirondack Chapter Newsletter

July 2009

Page 1



HOMEBUILDERS



From The Presidents Desk

by Tim Cowper

Well, I finally did it. I took the written exam for Private Pilot. It only took me 5 years to get around to taking it. Yes, I passed, thank goodness. The whole experience of going for the PPL has been a lot of work, but very enjoyable. I highly recommend it. Even flying into controlled airspace is fun! Stressful, but fun. I've managed to screw up and get yelled at, and made fun of, by the controllers, several times now. I was on a night cross-country flight, and I couldn't find Albany International Airport for Pete's sake! It was pathetic, but, it's all good. Actually, I can't get enough. And I really like flying "under the hood," so I may just continue on and go for the instrument ticket, we'll see. We are lucky to have several very talented CFI's in our area, and mine is one of the best. John Peck is an amazing pilot, and has



taught me so much, and, in addition, he's a really great guy. Last Tuesday we had just come back to FulCo after a lesson and landed. I was under the hood for the entire lesson and hadn't noticed that the wind had picked up and it was quite gusty. There was another student pilot flying solo around the pattern, and after some observation, John was concerned about him. The crosswind was brutal and the student was obviously under some stress trying to get the plane on the ground. After the first go around, John got out his portable and started talking to the student. The wind on the west end of the runway blasted the student again as he tried to touch down so he decided to make another go around. Then I listened as John calmly gave him some pointers and built his confidence. He did exactly as he was instructed and it was a thing of beauty as the student and his little aircraft touched down safely. He then proceeded to thank John for helping him get back to earth. I just watched and listened, and it was another great aviation moment for me. Geez, I love this sport! Can't wait for my check ride!

We have a big event this weekend at Jack's, and the aviation fun starts early. Hope to see you all there!

Tim

The Meeting This Month Will Be At:

FulCo Main Hanger

@ 7pm on Mon. June 29th

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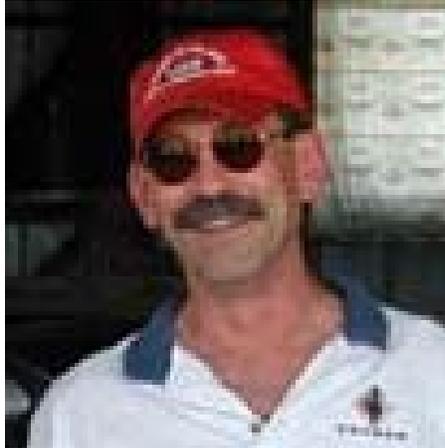
Flying Frustrations

by Tim Devine

As all of us who have been flying for any amount of time know a certain portion of flying is pure luck. Most of the time it runs good, but some times it just messes with you. The poker run marked the beginning of a week's vacation for me to relax a little and to get the Champ's annual done for the year. After a thoroughly enjoyable time and a much appreciated surprise birthday cake things were off to a great start.

On Memorial day the weather was absolutely perfect and Doug was kind enough to follow me over to Chapin airport just north of Cambridge where I was going to have my airplane annual. The trip over was fantastic and coming home I got some stick time in the GlaStar which was a whole different world from the 85 mph cruise of a Champ.

On Tuesday morning I met Bill Natale at Chapin and spent the day with him helping him do the annual. Special thanks to Gary Collins who gave me Bills contact information. Not only was Bill a first class A&P he also had some great stories that he related about his lifetime in aviation as a pilot and a mechanic. He was also kind enough to take the time to teach me about the Champ and its Continental engine. Except for a out of date ELT battery the Champ passed with flying colors and I was anticipating getting in some flight time during my vacation. Unfortunately Mother Nature had different ideas and the rest of my vacation week was rain and low ceilings. Finally Saturday things opened up enough to allow me to get the AC back to Edinburg. Sunday was clear enough but the winds were gusting to 25 and I stayed on the



ground.

The following weekend there is a breakfast at Frankfort Highland and there is a whole bunch of 602'ers who are going to go. I met Kevin and his daughter Sarah and Doug and Judy at 07:00 on a beautiful Sunday morning to go flying. We are supposed to hook up with Tim C. an Gary Collins

at Fulco and then over to meet Fred and Tom Flanagan at Hisert's. All goes well until I start my airplane, and I am running high oil pressure. First time for that, and I am running in the red no where near take off power. So while everyone else heads West, I taxi back to the hanger grounded again.

As you may or may not know I have been searching in vain for a small oil leak that leaves oil on the belly of the airplane every time that I fly. I have

replaced rocker box covers, checked torque on nuts, replaced the oil sump gasket all to no avail.

During the post inspection test run I noticed that there was a small drop of oil coming off the oil pressure relief valve nut. When I go to replace the gasket instead of just the spring and plunger assembly coming out there are three washers in the cap behind the spring. This doesn't give me a

warm fuzzy so the repair stops and I hang the do not fly banner in the cockpit and head home to check the manual. Rebuilding instructions and parts break down don't show any washers in the relief spring area. Manual calls for idle oil pressure to be

10# and cruise anywhere between 30-60. My idle pressure has always been around 18 and cruise just south of 40 so I never let it bother me. I found an interesting web site by a gentleman named Harry Fenton who is some sort of small Continental engine guru and he has a brief dissertation about high oil pressure. It seems that some mechanics instead of replacing the oil pressure spring as it lost its tension due to wear





and oil pressure dropped, just put a few washers behind the spring to compress it more. While excessive oil pressure puts added load on the oil pump it also can increase the atomization of the oil as it returns to the crankcase. This increases the possibility of carry over out the breather tube and onto the airplane.

So now armed with the proper length new spring and new gasket I need to make the necessary repairs and get back to flying. Unfortunately prior commitments keep me at home the weekend of June 13-14 and it has been nothing but rain everyday since then.

So here I sit on Saturday night June 20th and I haven't flown since May 30th. Tomorrow I am going to get the oil valve changed and hopefully at least ground run the engine to see if the problem has been corrected. Hopefully the endless rain will end this week and next weeks wings and wheels event can be run under sunny sky's and on dry runways. One way or the other I will be there, I just hope that my luck takes a turn for the better, and I arrive with my airplane.

Fly smart, fly safe Tim



As most of you know, there was a case of vandalism at Heiserts field last week and quite a few planes were damaged. It only shows how vulnerable we all are at small fields. Hopefully the police will find out who did it and they will be prosecuted appropriately.

Upcoming Events

June 27 Wings and Wheels Jack Schleichs 11AM - 3 PM

July 11 Pancake Breakfast Saratoga
Rain date July 12 - 7-11am

July 18 Cooperstown Pancake Breakfast Fly-out, EAA 1070 at K23

July 27-Aug 2 Oshkosh All who are coming contact Doug so that we can set up a group camping area

Aug ? Joint fly in with EAA353 and UL90 Glens Falls

Aug 8 Young Eagles Day, 10:00 am-2:00 pm. Fulton County (NY0) Johnstown, NY

Aug 15 Cooperstown Pancake Breakfast Fly-out, EAA 1070 at K23

Sept 5 Johnson's second annual Fly-In NY50 Perth, NY

Sept 19 Cooperstown Pancake Breakfast Fly-out, EAA 1070 at K23

Oct 17 Fall Fly-In Edinburg

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

DUES ARE DUE BY JUNE \$20

Page 4

but you can pay them anytime now for this year

Name _____ EAA Number _____ Exp Date _____

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Home Phone _____ Cell Phone _____ Work Phone _____

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someone who might need it or may find
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EAA602

**819 North Shore Rd
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GOD BLESS AMERICA
September 11, 2001
We will never forget.

July 2009

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