



EAA602 Log Book

Adirondack Chapter Newsletter

July 2007

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From The Presidents Desk

by Tim Cowper

I missed the Murphy pancake breakfast but I hear that it was a good time. Thanks to the workers who made it possible. EAA602 fly-in #2 for 2007 is on June 30th, at Jack

Schleich's, and is coming up quickly. Jack decided to make it a BBQ, so mark the change on your calendar. I was able to change the listing for the event on upstatelist.org, but the Atlantic Flyer's "Checkpoints" still shows it as a pancake breakfast. No big deal – anybody checking these websites will hopefully also check eaa602.org for the latest news. Our job at the event will be mostly aircraft ground handling and parking, and coordinating operations with our AirBoss Graham Pritchard. It should be a great time. I'm hoping that everybody in 602 will try to make it. Fly in, if at all possible.

Well, I finally made it back to Cooperstown for a breakfast. June 16 was one of those days where it's impossible to do anything but fly. I flew down in Rich's Challenger, and the weather was perfect, at least for the flight down. I finally got to meet Norm Downing, the President of EAA 1070! They had a good turnout, with a large crowd driving in as well. I left about 11am, and the wind was starting to whip up. The flight



back was a little bumpy, but, it's always good to get a little practice flying in the wind. The really interesting part was when we ran into thunderstorms, and had to fly between the sheets of rain and lightning. Now that was exciting!

It's great to see everybody making such great progress on their airplane

projects...including me! The Zodiac is near completion. No really, I'm serious this time. Working on it over at Wayne Sheets hangar has been stressful, but so much fun. Wayne is gifted at making the most complex problem seem trivial, and his unique sense of humor always has me cracking up. To the other really awesome club members who have been helping me, just know that I am very grateful.

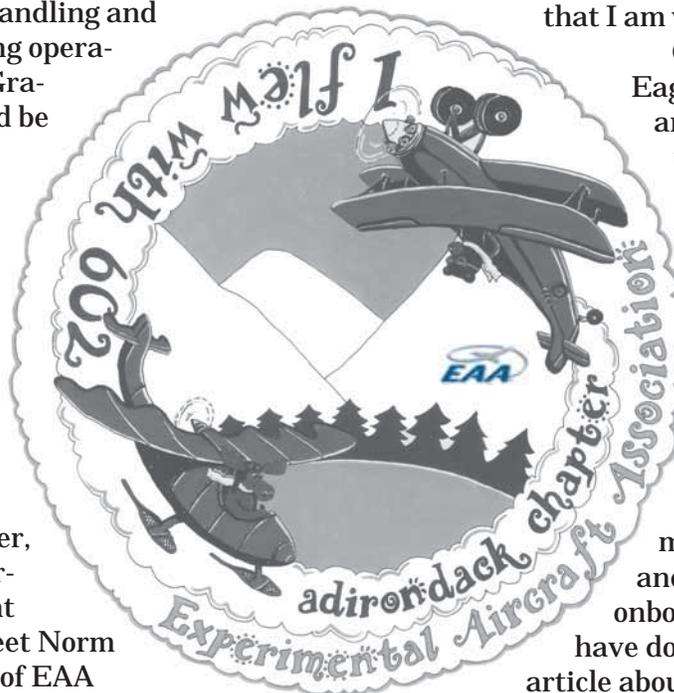
Official EAA 602 Young Eagle t-shirts, with original artwork thanks to the fantastic talent of Emma, will be available soon. We will have them for sale by the time of Jack's fly-in, but you can pre-order one [or several!] now by contacting Judy Sterling.

We're always looking for new ideas, and ways to have fun with airplanes, because, having fun is our mission. Come to the meeting and voice your opinion. Get onboard with other members who have done it, and write a newsletter article about an aviation topic, or experience – we will all benefit.

See you at the meeting!



Tim





Klinekill Breakfast Run

by Tim Devine

Saturday June 16, was one of those days that we pilots dream about. Morning temperatures were in the mid sixties, light winds, unlimited ceiling and light haze. I had decided earlier in the week to attend Klinekill (1I5) spring fly in after the invitation was extended by EAA Chapter 146 last April.

I launched from 1F2 about 08:45 headed for the Alcove reservoir which is south west of Albany. I needed to head there first to avoid the Albany class C airspace. Once over the reservoir I switched to 122.8 and my headset was immediately filled with radio calls for Klinekill traffic. Cessna's, Piper's, Steerman's, Bonanza's, Cherokee's, Champ's it seemed like all of general aviation was descending on Klinekill.

I overflew the field at 2500 and made a right descending turn for a 45 entry to left downwind for runway 19. I fell in forth in line behind a cub that was following a Steerman. Everyone was doing a great job of keeping their interval and the landing process went smoothly. After landing I taxied to the east side of the field as all of the west side was already full. There had to be at least 30-40 aircraft on the ground be the time I landed and more arriving by the minute.

After parking I was met by air boss Cliff Allen who is also the 146 secretary. He gave me a warm welcome and was glad that I followed up on the invitation.

As I crossed the runway I noticed that the picnic tables in front of the main hangar were full of people enjoying the beautiful day and hot pancakes. As I was standing in line waiting to pay for my breakfast I recognized Roger Johnson who was already in the serving line. Chris Johnson and I were in line together as we waited to pay for breakfast so 602 was well represented at the event.

I had breakfast with a group of guys from Long Island who had flown up for the day and filled them in on our August weekend that they said they would keep in mind. After wandering the flight line for the next half hour it was time to

leave. Again ground control was well handled and despite the narrow confines due to parked aircraft transitioning to the departure end of the runway was smooth and I was soon airborne and on my way home. One hour and fifteen minutes later after skirting a rain squall over Altamont I was home after a very satisfying day of flying. If only every Saturday could work out so well. 

Coming Events

June 30: EAA 602 Kenny Schleich Memorial Fly-In BBQ, Galway NY
(NY37) Galway, NY

July 21: EAA 1070 Pancake Breakfast, Cooperstown-Westville
(K23) Cooperstown, NY

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>
(NY1) Kline Kill Airport

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



Finally - Cooperstown by Doug Sterling

Well it finally happened - The weather for a Cooperstown breakfast fly-in was PERFECT!! A sharp clear morning without a hint of rain or snow.

Tim Cowper and I met up at the hanger rip roar'n ready to go. As we rolled in we found Tim Devine and Smitty preparing their planes for flight. Tim D. was headed to Kleinkill and Smitty was looking for some reason to fire up his KitFox. Would you believe he didn't know about the Cooperstown breakfast. O-well I guess some people don't actually read their newsletter (can't imagine why not it seems like the best newsletter in EAA).

After an hour of preflight and jawing, we blasted off. Well I guess I blasted and Tim mosied out. I had finally flown off my phase 1 testing and it was time to try a long cross country (if you can call 50nm long) Never realized how much difference there could be between aircraft until I tried to keep DOWN with a Challenger. It was interesting flying loops around Tim all the way to Cooperstown. It was a great way to turn a 28 minute flight into an hour ride. What a blast zipping around the sky in my new hotrod.

When we arrived (well I arrived and waited for Tim) we found the line for breakfast all the way out to the runway. Wow - what a lot of people. After being parked next to the hanger I decided to check out my baby as this was the longest run I had made with her. Very soon a large group of people circled the Pulsar looking her over and asking a ton of questions. It's interesting to observe how people love to look over a new plane and the interest they have about your experiences during construction and flight. Just than Smitty flew in (guess he found a good reason to fly - \$100 breakfast).

Well on to breakfast. The firemen do a great job of cooking the pancakes, eggs, sausage, etc. The great part is that you can have all you want to eat and drink. GREAT JOB to Cooperstown chapter on a wonderful breakfast.

Time to return to Edinburg. Tim left first and

I left 10 minutes later (getting smart in my old age). Tim called when I was over Gloversville to tell me he had gone to Heiserts first. No problem - a quick left turn and a couple of minutes and I was settling down on Dons beautiful runway. We went over to check out his Cherokee project. It looks great. He says that he will be doing ground testing this week. Hope to be doing some formation flying with him in the near future. We could call ourselves the Cherokee Twins Team.

Time to leave - sky looks kinda bleak. Yes it's Cooperstown Saturday and it looks like some cells approaching. Off we go. About 2 minutes up we can see a cell sitting over Mayfield about 5 miles around. As we are approaching we can see lightning flashes in the core - time to turn about 30 degrees to the west. As we circle around over the western mountains we get a wash job at about 5 miles out. What they say about storm cells are true - give them a good clearance.

On to Edinburg and tuck in our steeds. All and all a great morning thanks to the Cooperstown chapter and some good friends.



Pilots Needed

We need Young Eagle Pilots for our Schleich fly-in and August fly-in. Please contact Judy at 863-2409 or E-Mail her at sterling@frontiernet.net if you can volunteer.





Member Profile **Tom Kravis**

The Southern Air Transport Years

After the fall of Saigon in April 1975, I went home to Mayfield to relax a bit. That didn't last long. My buddy Ken Oddy called from Fairbanks, Alaska, saying he needed a C130 copilot. Now. So I packed my bags and headed north. We flew supplies to the pipeline construction sites all summer.

I had just returned home in October when Southern Air Transport (SAT – the parent company of Air America) called to offer me a C46 job, based in St Croix, V.I. Winter was coming, so I said yes. It sounded like a nice vacation job. Little did I know (as usual), but I was getting back in the fight. My first job was to evacuate the 500 bodies from the Jim Jones Kool Aid massacre in George Town, Guyana. What a mess! The bodies had lain in the sun for a week. We flew up to San Juan P.R. with the cockpit windows and rear cargo doors open. I had never smelt anything that bad. My copilot puked all the way.

In spring 1976, SAT sent me to Angola, Africa to fly the Hercs. We were supporting Angolan government forces “the good guys”; fighting against the Cuban soldiers Castro had inserted to facilitate a Marxist government. We were operating the C130's off roads and gravel strips. Due to the very primitive conditions in Angola, we lost several aircraft. (We lost the conflict by the way, the Communists came to power.)

After Angola, my African tour continued to Uganda. Helping our pal, Idi Amin set up his air force. Uganda was another rather un-hospitable place to operate, with only one good airport in the whole country, at Entebbe. We were training the Ugandan Air Force to fly their new Bell helicopters. Unfortunately a lot of the officers we worked with were killed after Idi Amin suspected them of plotting a coup. One bright spot was flying over Victoria Falls, the highest waterfall in Africa.

The next tourist destination I was sent to was Tehran, Iran, this time training pilots for the Shah's new airline, Iran Air (including the Shah's son). We were using new Boeing 707's, generously supplied by the US tax payers. Iran was a big surprise for me. I went over thinking it would be hot, as in desert.

Guess what? It was winter and Tehran sits at 5000 feet elevation. I froze my butt off before I got some warm clothes. The Arabs didn't like us (even then), so we never did get out to see the country.

Spring of 1980 found me back in San Juan, P.R. flying as captain in the LC-100 (C130). That's the civilian Herc, the black ones with no markings - SAT was known as “The Spook Airline”. The mission was to supply the Contras (“the good guys”) in El Salvador and Nicaragua. Daniel Ortega, the current golden boy, was trying to resist the creation of a Marxist government. (Sound familiar?) We lost several aircraft and crews. The one you may have heard about was when a C123 got shot down by a missile and the Sandinistas (“the bad guys”), took

Eugene Hasenfus captive. General Dick Secord and LTC Oliver North ran the show, which became known as the Iran/Contra affair. And you know how that turned out.

The job with SAT was similar to Air America, in that there were times I'd be really busy and away for months, but also periods between jobs when I could work for myself. Other times I had a regular schedule. During this period I was living in St Thomas, trying to run a flight school and cargo airline. Flying for SAT whenever they needed me. In the peak winter season I'd get overwhelmed with work, so

Andy Witt would come down and run the maintenance end for me. (Ask Andy about his St Thomas experiences.) Some of our exploits are legendary in the Islands; like the day I had a prop come off a DC3 on takeoff. Rough on passengers and jockey shorts! Or when the Beech 18 ground looped and hit the water tower. One day Andy and I had 5000 pounds of ice cream on the DC3 and a starter failed, canceling the flight. Everyone in town had ice cream for weeks.

I kept flying for SAT all during the 80's. We regularly flew cargo into Grenada and would watch the progress of the Cubans as they built a new fighter base. But it took several years for this news to filter up to Washington and for President Reagan to announce we had to invade Grenada, kick the Cubans out and rescue the US students at the medical school. Same kind of deal in Panama. We were supplying our golden boy Noriega, until it was decided he was actually “the bad guy”, so another invasion was in order...

Next trouble spot was the Falklands War. Naturally we supplied both the Brits and the Argen-





tines. We didn't actually fly supplies in to Argentina. We landed about 60 miles from the border in Brazil. We did go in to Port Stanley with supplies for the Brits. It sure helps to be flying unmarked aircraft on these deals. After our losing streak, maybe backing both sides was a good bet.

By the end of the 1980's, things were pretty much played out in the Caribbean. So it was time to supply the efforts in Bosnia and the build up of Diego Garcia in the Indian Ocean. We staged all of these flights out of Frankfurt, Germany. Basically SAT provided air logistics any time the US government didn't want to show a "military presence". The early 90's found us doing "relief flights" in Sudan and Ethiopia. I must say the Horn of Africa is not a nice place, more primitive operating and living conditions. The refugee camps we supported in Sudan were losing 15,000 people a month due to starvation and disease. Many of the relief supplies never made it to the camps. They were siphoned off and sold on the black market by the generals and warlords. Again the locals really didn't want us "helping". As a contrast and welcome break during this time, my "home" was Nevis, West Indies. We worked a regular schedule of two weeks on and two weeks off.

By the mid 90's the mission had changed a lot. We were doing mostly legitimate worldwide air cargo. So I stayed on as a reserve captain on the DC8 and picked the flights I wanted. I'd fly on average twice a month and only long hauls, such as San Francisco, Taipei, and Hong Kong. Or Miami to Ascension Island, or Diego Garcia. Allowing me to get my 80 hours a month in 8-10 working days. This gave me a lot of free time at home, to play at Edinburg, travel, go fishing and build planes...

I did my last SAT flight on Easter Sunday 1998. We were tasked with evacuating the American Embassy in Monrovia, Liberia. Things were getting hostile between the Russians and the US. The Russians wanted to exploit the minerals in Liberia. I had a C130 full of personnel from the embassy on the ramp waiting for take off. The Russian backed Liberia Air Force had a couple of MI-24 attack helicopter with all kinds of missiles aimed at our Herc. The "bad guys" were telling us they would fire if I attempted to take off. At the same time, the company was on the radio telling us it was a bluff and to take off. After a bit of soul searching, I crossed my fingers and took off from

the taxiway. Thankfully, they didn't shoot and I made a quick flight to Freetown, Sierra Leone. Relative safety. I got out of the Herc and said "enough of this shit, time to head for Benson for good".

There are so many stories I don't have time for. This was another very busy time in my life. As I mentioned earlier, I wasn't working a regular 9 to 5 with SAT, so there was time to fit all kinds of side jobs in. When I moved from Saint Croix to St Thomas, I met the man in charge of all export sales for Piper. The upshot being I made many deliveries of new Pipers from the factory in Vero Beach, Florida, to dealers in Central and South America and the Caribbean. I also delivered 16 brand new Supercubs from Lockhaven to Fairbanks, Alaska. At one point I worked for the DEA, on contract from SAT. We were providing air logistics for the "the war on drugs". Florida and the Caribbean were busy places back then. One souvenir of that job is my old thermos I used to fill with coffee to take with me. We were moving a plane from Cay Sal, Bahamas that had been seized from drug dealers. Turns out they didn't like the idea, so when we started taxiing, they started shooting. Trying to avoid the bullets coming through the windshield I suddenly felt something warm and wet. I thought I had been shot but the only casualty that day was the thermos.

Another time, we were in Georgetown, Exuma, for another confiscated plane, a DC4, which had been loaded to the ceiling with pot. The local authorities had removed the drugs. We were cleared to move the plane for the DEA. But the Bahamians decided they also wanted the plane. As I started to taxi, they pulled a fire truck on to the runway, about half way up and jumped out, leaving it in my path. Being empty and with low fuel I just pulled it in the air prematurely and cleared the fire truck by about a foot. Like I said, I have too many stories.

Many of you knew me during this time period, but I never talked much about the job. With Air America I had signed a 20-year secrecy oath. SAT's work wasn't always secret, but it wasn't public knowledge either. It was always better job security to be discreet. After finally retiring from government work (I thought), I looked forward to some more relaxed flying. No getting shot at, shot down...But as usual it wasn't long before I was back in the action. February 1999 I began flying for the North Carolina Forest Service during fire season.



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 _____

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

The Meeting This Month Will Be At:

Edinburg Airport
@ 7:00pm on Monday June 25th

EAA602

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

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July 2007

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