



EAA602 Log Book

Adirondack Chapter Newsletter

August 2010

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From The Presidents Desk

by Tim Devine

July has been a busy month with plenty of destinations to fly to and events to attend. As usual mother nature interfered and kept some of us grounded, but there have also been some really nice days to get out and go flying. August, September and October will remain busy and as the hot summer weather begins to mellow a little, its some of the best time to go flying.



Between what EAA 602 and other area chapters have planned it will be a interesting next three months. Keep an eye on the Chapter 602 website and check your emails as spur of the moment trips are always on my mind and I would like to see more of the club members involved in our fly outs. See you at the next meeting.

Tim

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by Doug Sterling

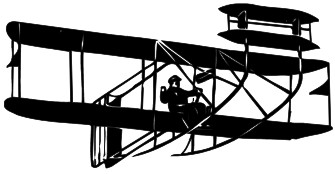


First thing I need to apologize for being late with this months newsletter. I got so wrapped up with preparation for Oshkosh I got my dates confused and blew it.

Oh-yes Oshkosh. What a year it was. According to EAA this was the worst year they have ever had in 40 years. It wasn't bad weather for the actual meet that was the problem, but because of a record wet July the ground was completely saturated and the last rain they had Friday night turned the entire area into a swamp. You haven't seen anything till you see a class A motor home down to its bottom in mud. They had to use air bags to lift some of them up to get them out. Because of the mud the meet got the nickname "Sloshkosh" (my car is still covered with mud). They had to close all the fields (motor camping and plane camping) till Tuesday. They diverted all camping aircraft to Appelton and Fondaloc and all class A's and fifth wheelers to parking lots around town and they provided shuttle service for them. What a mess!! Because of arrival time differences Darryl & Kevin ended up separated in the field, but thank God for cell phones. We were able to keep in touch (when we could get through the overloaded service) and went to the various happenings together. All and all it turned out to be an OK week for us.

So here we are another month closer to the end of summer. I sure hope the weather holds up for next weekends Young Eagles Day on Saturday. See you all there.

Fly Safe, Doug



Anatomy of a 602 member

Patrick Morris, EAA 839538

Seems like yesterday I was driving the placid September evening ride to Edinburg for my first EAA602 meeting. That was three years ago now and I have made lots of friends since then, learned much about aviation and reached some of my personal aviation goals.

I started lessons towards a Sport Pilot License with Roger Tech at Galway in a Citabria. I think it was the perfect way to start flying. Crisp fall mornings at a picturesque grass strip in a classic simple airplane. (with the small wheel in the right place many would add I'm sure) That fall I did just enough flying to get hooked and start getting used to being in a small plane. The bumps and sensations have taken me a while to get used to. I have the same uneasiness that I've heard described before. Like on amusement park rides, I can't help but think of all the parts that I am relying on to keep me safe. That comes and goes and is offset by the miracle of flight. I have done some training on motorcycles and found that after spending time dipping and swerving in unusual attitudes that are out of the ordinary, you get used to it, and it starts feeling more natural. This is true with flying I think and the more active I was, the more comfortable I became. I remember after practicing some really steep turns getting ready for my Sport Pilot practical, I was much more comfortable just cruising around.

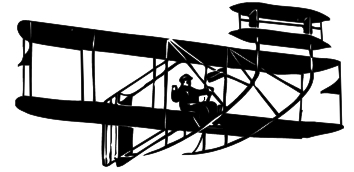
I started looking at the options for ownership not knowing when or if I could make that happen. I looked into all the options for a sport pilot under 30k with the high end of that range being a low possibility. Early on I took a liking to the Xair Hawk. It is very similar to the Skyranger. It is aluminum tube and dacron fabric construction but in a more conventional setup. I went down to PA and flew one, I liked it a lot. For price reasons I scaled back a little and started looking at the standard model Xair which is like the Flightstar. Skip Ryan had one up in Gloversville tucked away in his garage. It had one of those Simonini engines which I decided to stay away from because it was not as proven as others. It's been a big learning curve with lots of research and whole bunch of knowledge from my friends in the 602. I did lots of tire kicking, asking for more information and pictures whenever I saw something interesting. I looked into a lot of the certified light sports, especially the Chief, Vagabonds, Luscombes and Ercoupes. In the fall of 07 a Flightstar in Westerlo caught my eye. It had a newly rebuilt 582 and low airframe time. I got some information and did some background checking. In the spring of 08 it showed back up in Barnstormers and with a much better price. I made arrangements to take a look at it when the grass field it was at had dried up a little. Doug and I flew to South Albany in the Cherokee and we both went for

a ride in it. I sold my 1969 AMX which had appreciated with the recent gain in popularity of older muscle cars and delved head on into being an airplane owner.

I felt good about the Flightstar. It had a good reputation as being structurally reliable and stable. This one had Mylar fabric for easy cleaning, a BRS chute, low time engine and airframe and it was registered ELSA. After a couple months of borrowing a hangar at Saratoga I moved into an old community hangar at Saratoga. The atmosphere and people at Saratoga have been great. It is not in my backyard like Schenectady County but the 25 minute drive is pleasant. Saratoga has been a great location to learn from. There is no tower to deal with, the terrain is hospitable, I can fly all year and the location is central to 602 activities. I was not in a hurry to get my ticket at first. Juggling work and family coupled with fitting spare time into good weather proved difficult at times. But I was flying!

The Rotax 582 ran well for me. I was always reading and researching information on things. I guess I read too much about cold seizing and 300 hr rebuilds. It seemed that everyone who flew 2 strokes for any amount of time had an engine out eventually. I know this is not isolated to only 2 strokes but I convinced myself I wanted a 4 stroke. I found an HKS with 50 hrs on it and decided to see what I could get for my 582. I sent the HKS owner a deposit. I sold my 582 and it all seemed to work out well until I told the HKS seller that I was sending him the rest of the money. He apparently found someone willing to pay more and reneged on our deal. I was not happy with him to say the least. Now I had a Flightstar in my garage with no engine. A new HKS was not an option at about \$12,000. After a lot of searching and some time I found another HKS. I scoured the aviation listings constantly and even asked some people with whole plane ads if they would part with their HKS. I ended up putting a post on the HKS Yahoo group. A gentleman responded that he had one he had purchased for his Quicksilver but never installed it. He had had back surgery and didn't think he would get around to putting it on and agreed to sell it to me. I had to pay a little more than planned but got a new engine for a deal. It ran great, smooth, quiet and sipped less than 3 gallons per hour of auto fuel or 100LL. I lost a little climb rate but kept the same cruise. My 10 gallons of fuel got me a lot more range.

I soloed in April of 2009 and spent the summer practicing and studying. I got my cross countries out of the way in the fall and started practicing maneuvers for my practical. I would give updates at our meetings on my progress and would hear often "give Dan Wills a call, he's a great guy and makes you feel comfortable, you'll do fine". Well in November 2009 I felt I was ready and made the call. I scheduled for a Saturday but as it approached the weather did not cooperate and we changed the date to Sunday. Sunday morning brought some rain and low ceilings but it was due to improve. Finally later in the day it did improve and Dan



flew down from Malone with a friend as company. Dan was as everyone described. He made you feel comfortable with his deep north accent and friendly wit. There wasn't an authoritative FAA examiner pressure but a comfortable exchange and evaluation of your aviation knowledge. His passion for everything aviation was also apparent as he looked over the Flightstar with enthusiasm. As we flew around he kept saying, "neat little plane you got hear". I remember hearing things about the practical and about if the examiner takes the controls during the test your done. Mike Clukey had talked about his exam and how Dan had asked to fly his plane. Well I asked Roger Tech how I should handle this and he suggested

that I tell him that he could fly it when the exam was over. Sure enough when we were headed back to Saratoga Dan said "you've got a neat little plane hear, let me take her for a minute". I said I was told to politely let you know you could fly the plane when the test was

over. He gave me a little smirk and took the stick and said "I've got the plane". He played around for a few minutes and gave the plane back. We went back for a slip to a landing and we were done. After some paperwork I walked Dan and his friend to North American and said goodbye. It was late but even though I had been flying on my own I thought I would take a spin as new Sport Pilot. As I announced my taxi I heard Dan from the air say "good luck Pat". I thought that was nice. It showed it wasn't just another job he flew down too but acknowledged me as another fellow aviator now.

The next day I was driving home from work and found myself looking up at the clear sky smiling and thinking, I have no more sign offs to worry about, I can fly when ever and wherever I want. A short time later that afternoon I received a call from North American asking information about whether I had met with Dan on Sunday and some details about when he left. As you all know Dan never made it back from that trip. I had only just met Dan but the circumstances made

it an emotional week. Later that week my wife Kristin put her reservations discretely aside and courageously came with me as my first passenger because it was important to me. I wanted her to be the first one to fly with me and she felt it was good for me to get up flying.

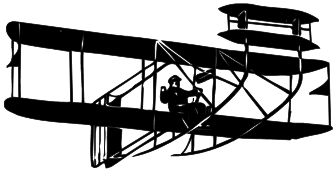
More recently a few things got me thinking about a bigger plane and a private pilot ticket. I weighed all the options and decided to move forward. I got my medical just before my 40th birthday so I am good for 5 years or 50,000 miles. I did a bunch of research again and decided on a Tri Pacer, well maybe an Ercoupe, nope a Tri Pacer. This spring I found one with mostly the right stuff and in a condition I was



happy with. I sold the Flightstar to a guy in GA after a couple months of having it listed. As usual I had a lot of help from my fellow 602 members. Especially Tim Cowper who gave me a lift to PA to take it for a spin. Roger Tech was also very helpful and took a drive to NJ with me for a closer inspection and unfortunately a drive back. It all worked out and I am now a proud owner of a 1951 Tri Pacer and I am enjoying flying it very much. I had a great flight Saturday for pancakes in Cooperstown.

I have always dreamed of being a pilot and loved hearing the stories of my grandfather flying out of Edinburg years ago. Aviation has been a great addition to my life and it brings me great pleasure and needed relaxation. I don't think I would have progressed to where I am without the support of the EAA602 and value all the new friendships I have made.

I found a lot of great resources used in searching for and researching about planes. I think next month I will share this information and maybe someone will find it useful.



Lucky Break

by Tim Devine

As pilot's there are certain flying events that we have experienced throughout our careers that we savor above the routine of regular flight. I was lucky enough recently thanks to the generosity of Chris Johnson to log one of those treasured moments.

Myself, along with some other of our other chapter members had looked forward to flying out to Geneseo and camping out for their air show this year. Unfortunately mother nature produced some nasty storms on Friday afternoon and prevented many of us from making the trip. Chris Johnson offered a spur of the moment barbecue option on Sunday afternoon as a consolation to the aborted trip.

Sunday afternoon turned out to be a picture perfect flying day and we had a nice turn out of fly in and drive in traffic and great refreshments.

It was around 6:30 and people were starting to depart and I was getting ready to do so myself when Chris asked me if I wanted to go for a ride in the OTW. He had promised to take me up some time, but his invitation to go flying on such a perfect night was eagerly accepted.

I climbed into the front cockpit and was surprised on how tight of a fit it was. It must have been quite a chore for a fledgling WWII pilot with a flight suit and parachute to cram himself into that space and head out to get his primary training and pray he didn't wash out.

Some pumping of the throttle and with the help of Jamie Healy as our Armstrong starter the Kinner engine sputtered to life and we taxied to the departure end of the West runway and did our run up. The first thing I noticed was the difference of sitting behind a radial engine versus the horizontally opposed Continental engine with which I am so familiar. The Kinner just chugs along so nice and smoothly it almost seems if it isn't turning fast enough.

With all the necessary preliminaries out of the way Chris pointed the nose down the runway (at least I think it was down the runway as forward vision is zero) and away we went. Lift off was smooth and it was incredible to watch the lush green earth fall away with out the restrictions of looking through a window. The steady sound of the Kinner engine and the wind passing through the flying wires was like music to a pilots ears.

I was just comfortably settling in as we cleared the trees at the West end of the runway when the three words that pilots love to hear came over the intercom "its your airplane". Not one to hesitate I took hold of the stick and placed my feet on the rudder pedals and put a huge grin on my face and



started a slow turn to the right. The OTW is a sweet airplane to fly. Much like the Champ you lead with the rudder and just add a little Aileron and it turns ever so smoothly. Hold a tiny bit of back pressure to keep the nose from falling off the horizon and it just tracks around the turn like your on a rail.

I lost track of the number of turns we did and I even made a pass over the field before I reluctantly turned to a base leg and turned the airplane back over to Chris. I have to admit the lack of forward vision was a little disconcerting on landing approach, but I'm sure that like everything else about flying its an acquired technique to mastering it. Chris put us smoothly back on the ground and taxied to the hanger where another passenger was going to get a great ride.

The OTW ride will be one of those piloting experiences that will fall under the savored title I mentioned above. Just for the recorded, that grin I had on my face, it lasted until, at least Wednesday.

Fly safe, Fly smart



EAA602 FLY MARKET FOR SALE

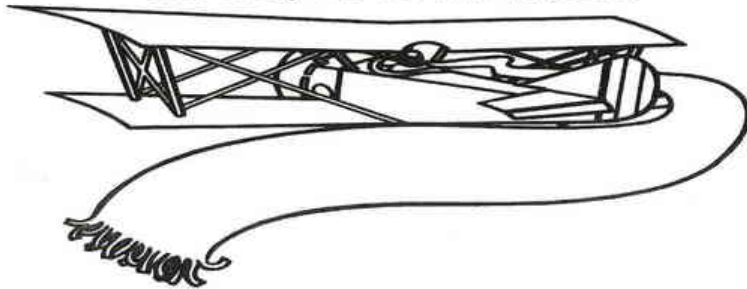
**Meeting This Month
Will Be At:
FULCO Airport
August 30 @ 7pm
See You There**

Fred Blowers wants to advertise his RANS S4/5 ultralite for sale. Anyone interested contact him directly.

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

EAA Chapter 1070, Cooperstown, NY and Middlefield Fire Department

Invite you to the 2010:



Old Airplane Fly-In and Pancake Breakfasts!

*at the Cooperstown/Westville Airport (K-23)
Route 166, Cooperstown, New York*

May 15, June 19, July 17, August 21, Sept. 18

*All you can eat Pancake Breakfast, eggs cooked to order,
Real Maple Syrup, sausage, beverages, and surprises!*

**Drive-In Public WELCOME!
Come see the Old Planes fly in!
7:30AM to 12:00 Noon**

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.



DUES ARE 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 _____

Mail To: Darryl White ~ 19 Third Avenue ~ Broadalbin, NY 12025 ~ Phone 518 883-4203

EAA 602 Events Calendar 2010

August 7

EAA 602 Annual Young Eagles
Fulton County Airport

September 4

Johnson's Labor Day Fly In

September 25

2nd Annual Glider Ride Day
Adirondack Soaring Club

October 2

EAA 602 3rd Annual PPC Fly In
and Barbecue

October 9

EAA 602 Basin Harbor/ Lake
Placid leaf peepers flight

October 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*

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



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

August 2010

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