



EAA602 Log Book

Adirondack Chapter Newsletter

June 2009

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HOMEBUILDERS



From The Presidents Desk

by Tim Cowper

Our first event of 2009 was a great success despite the shaky weather. It started off cold, cloudy, and a little windy, with a few light rain showers thrown in. I was amazed when, despite the conditions, 4 PPC's took to the air, and christened the 2009 season. The weather got much better as the day progressed and we had quite a few participants in the poker run. I managed to get the Cherokee into all the grass strips on the list, as well as FulCo (but not Saratoga cuz I'm not signed off for there yet!) for a total of 6. Add the free one for Edinburg and I had 7 stamps going in, for a total of 7 seven cards. I got my best hand ever... a pair of 7's! So I improved over the last two years!



Gratz to this year's winners Pat, Darryl, and Larry!

I have been really pushing hard to get my Private Pilots License, flying with John Peck as much as I can. On Memorial Day I completed my long solo by flying out west to the towered airports of Syracuse and Rome. It was a perfect morning and the whole trip was just incredible. As stressful as it was, it's getting easier every time I go into controlled airspace, and I'm starting to think that it's really a lot of fun. Also, I've grown to love the easy flying, near-worry-free reliability of the Cherokee (I hope I didn't just jinks myself, knock on wood).

Our next event, Wheel N Wings, is coming on fast, so make sure your calendar is clear on the 27th of June, for more great aviation fun over at Jack's! At this months meeting, on June 1st, we'll talk about it, and our other upcoming events. If anyone has any suggestions please email them, or better yet, bring them to the meeting for discussion. See you there!

Tim

The Meeting This Month Will Be At:

FulCo Main Hanger

@ 7pm on Mon. May 1st

EAA602 Officers

President	Tim Cowper
V-President	Tony Rizzio
Treasurer/Editor	Doug Sterling
Secretary	Walt Kostuk
Y.E. Coord.	Judy Sterling

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Rick Riccardi
Larry Saupe
Brian Hurst



Season Opener

by Tim Devine

I can't believe it. Its Saturday morning April 25th and its not snowing, raining, hailing, freezing cold out, the wind isn't howling, the skies are clear and blue and there's a pancake breakfast being held at Glens Falls Airport. It seems that as soon as I took my skis off the weather decided to become horrendous every weekend for the last month. As much as I have wanted to get out and fly, getting beat up and knocked all over the ski is not my idea of fun. There have been some really beautiful days during the passing weeks, but that darn work thing keeps getting in the way.

But all that lies in the past and I have what looks like a beautiful day to get my summer flying season under way. Today is my day to get started on that annual recreational pilot pilgrimage of reducing the useful weight rating of his or her aircraft by attending as many \$100 pancake breakfast, barbecues, pig roast, food fest as possible. This year I am even more inspired as I consider it my duty to help stimulate the economy. Because I have been fortunate enough to be able to fly all winter the Champ is ready to go after my preflight checks. While I am prepping to go Tom Kravis arrives with his new canine companion Willie the airport dog. Tom inherited Willie from one of his friend's down south during his winter sojourn to the warmer climates. As Tom and I catch up on the news our illustrious president Tim Cowper arrives followed closely by Doug Sterling. Tim has decided that this is going to be his year to get his PPL and Doug is working with him in the Cherokee in preparation to his starting lessons with John Peck at Fulco.



The Champ windshield needs a major cleaning as the birds have been busy with moving into the hanger to build their nest. This is the time of year that we all need to be extra vigilant in watching out for all the little nesting critters who search out every little nook and cranny of our aircraft to make their homes.

After warm up and take off it's so beautiful and calm over the lake that I decide to take the long way to GFL. First I make a low pass at Fred's to rattle the dishes and see if he's around, but his truck is absent from the drive way and he doesn't answer my radio calls. I pass over Murphy's, Johnson's, Jack's place and even Mothon's and all is quiet not a single aircraft is stirring. I then swing over Round Lake airport and eventually up the Hudson River valley over Garnsey's and eventually Argyle and there's not a single soul airborne. I can't believe it on such a beautiful day. After passing over Argyle I make the turn Northwest and switch to the Glens Falls radio frequency. Well at least some pilot's are up! Radio traffic is humming at GFL and by the sounds of it breakfast is going to be busy.

I make my traffic pattern calls and get in line behind a Cessna 172 on final and a cub on downwind about a half a mile in front of me. Everyone does a great job of keeping their interval and transition to landing is smooth.

As I taxi towards the FBO I request parking instructions and am directed to look for the linesman in the blue shirt. Turns out the 'linesman' is actually a very attractive young lady who I think is one of the new FBO operators. After her warm welcome I head across the ramp to the diner. Dick Bovey comes out to greet me and ask how the Champ is running. We catch up





on the winter's activities and it seems like Dick has been busy as he is now running the flight school at RUT.

The pancake breakfast is hopping. The diner is full and they have tables set up outside to accommodate the overflow and these too are full. As I'm paying for my breakfast (Power Para Glider) Dave spots me and I grab the empty seat next to him. Service is slow as I don't think they anticipated what kind of crowd shows up at an airport on a nice day. That gives me time to catch up on Dave's hang gliding adventures in Florida and see some pictures of the ultralite tow plane that hauled them aloft.

I depart GFL about 10:30 and the breakfast is still busy with more aircraft arriving as I taxi for departure. The wind from the west has picked up so my progress home is slow, but I only have yard work waiting for me so I am in no hurry.

I decide to shoot a few touch and go's for practice, and as I am setting up for my third approach the med flight helicopter is calling the field to make a landing. As I taxi back to the hanger an Edinburg VFD truck pulls into the airport followed by a Saratoga Sheriff's deputy. There has been a motorcycle accident and the helicopter is coming to pick him up. I put the Champ to bed for the day and count today as a great start to the 2009 season.

Fly Smart! Fly safe! Tim



Notes From Your Editor

by Doug Sterling



Well, here we are at the first event of the 2009 flying season. The 2009 Poker Run was a rousing success with 12 participants and about 40 folks there for the BBQ. The day started out looking gloomy but by mid day it was beautiful. We need to thank Bob Walsh for his wonderful mowing job. He single handedly cleared the area for our use. Thanks Bob.

The poker draw turned out to be quite interesting. Larry was first drawing for himself and 2 other PPC guys who had to leave early. His first draw he just took the first 8 cards in the line and drew a full house. The next draw he pulled 8 cards in a row out of the center of a reshuffled line. Bang - another full house. At this point everyone started saying fix so on the last draw he took random cards from all over the line. Bang - a third full house. Un-Believable!! I guess to be a PPC guy you have to have a lot of luck - Ha.

At this point we figure the PPC guys have a lock on ALL the money but than comes Daryl & Aaron. Aaron pull for both of them and Bang he pulls a Jack high straight for Daryl and 2 pair for himself (A's & K's)!! Unbelievable!! But it's not over yet. Patrick is the next big hand draw with a Queen high straight. How the cards did run. When all was said and done we had 2-straight, 3-full houses, 3-2 pair, and 4-single pair hands. In 12 draws, 5 big odds hands and not one random hand - what are the odds of that!!

Well it's all done now and we are getting ready for our next event. Thanks to all for bringing some great chow for all to enjoy. The participation of our members and some great flying is what makes our events the best!!

Fly Safe, Doug



Rebirth of a Hawk Part II

We left off last month with Kevin's new plane packed and ready for the 8 hour trip back to Broadalbin. On the way down we got a lesson in aerodynamic drag because that big box trailer even empty made Kevin's pickup work hard to pull it along at 55-60. We also noticed on the way down that the truck was burning oil and when we got there we noticed that there was a light film of oil on the front of the trailer.

We started home knowing we had to check all vital fluids when we stopped for gas, which was about every 100 miles.

On the way we noticed a whirring sound from the rear of the truck and we realized that the film of oil on the trailer was probably gear oil not motor oil. Sure enough the seal on the differential had failed and gear oil was leaking out. Somewhere around Syracuse at 10PM we found a 24-hour Wal-mart with gear lube and Kevin filled it up to hopefully get us home.

We had no idea how much damage there was back there, but we didn't have many options but to keep going and hope it lasted. About 11 hours after we left Pittsburgh the truck got us home, but there was damage to the gears.

We moved the plane and parts to Kevin's basement and started tearing it down. One nice thing about these simple planes, once the cover is off everything is very accessible. We confirmed that all the structural parts were sound and lots of repairable items needed attention. The left rear rudder pedal hinge was completely frozen. Rivets were missing from gussets in various places, and the plane was an oily dirty mess. We noticed that there were improvements made to the Hawk that this 1990 plane did not have. The front fork knuckle angle was too close to vertical,

which put a lot of bending stress on the front fork. That was solved by replacing the knuckle with a new one, which has a pronounced forward sweep. The rudder to steering linkage system was also updated to the more effective current design.

We noticed that the front seat position and rudder pedal angles were very uncomfortable. The problem was that the seat rear attachment did not have enough rivets to support the weight of the pilot. The rivets were failing and the result was that the seat back to seat bottom angle was decreasing. That resulted in the uncomfortable

position and the failure was hidden under seat fabric. The front seat mount was redone and lowered to accommodate Kevin's height and reinforced consistent with the current design. The rudder pedals were remounted with new hinges to correct the angle.

We also found that AD's to the Hawk design were not updated in this plane and this gave us a chance to bring it up to

full compliance. Based on the age of the plane, all control cables were replaced and undersized plastic pulleys were replaced with proper sized phenolic pulleys.

The electrical system was a mess. CHT and EGT wires twisted together and wrapped with electrical tape. Nothing was marked and there were no schematics. Wires with no lug tightened under screw terminals. Unused wires were dead-ended and left in the airframe. Lamp cord was used to wire up the ignition system. All wiring was ripped out and replaced.

Other work included replacing the 1-gallon fuselage fuel tank with a 6-gallon tank to bring the total fuel load to 15 usable gallons, replacing the firewall aluminum sheet, blasting and repainting all the chromalloy parts and the boom





Upcoming Events

tube, refurbishing the instrument panel and building a chart tray for under the panel. We also replaced all fuel and primer tubing and installing wing tank filters and a gas colator. Kevin sold the Hirth 2703 engine on Barnstormers and purchased a used inspected Hirth 2706 for the plane.

About 4 months after we brought it home we reloaded it into the trailer for the trip up to 1F2 for final assembly, weight and balance, and flight testing. It turned out to be a bigger project and more tear down than either of us expected. There were little surprises wherever we looked, but we are confident that everything was looked at and corrected if there were any issues.

EAA 602 chief test pilot Doug Sterling made the first flight after a thorough inspection. The plane flew very well, but there were a couple of additional issues such as a vented sump tank cap that leaked fuel and made a mess and debris in the wing fuel tanks that was captured by the new wing tank fuel filters. These problems were corrected and after several hours of flight-testing close to 1F2 Kevin flew her on her inaugural cross-country to Cooperstown for breakfast. It was great to see a group of planes from 602 make that trip. This was the payoff for all the hard work and now 6042C is another aircraft in the club.



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

June 7 EAA294 Pancake Breakfast
Franfort Highland 6B4

June 13 EAA146 Fly-In Breakfast
Kline Kill Airport NY1

June 20 Cooperstown Pancake
Breakfast Fly-out, EAA 1070 at K23

June 17-20 Sentimental Journey Fly-
in. Piper Memorial (LHV) Lock
Haven PA.

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

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

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 7 Joint fly in with EAA353 and
UL90 Glens Falls

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

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

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

DUES ARE DUE BY JUNE \$20

but you can pay them anytime now for this year

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

**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

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.



EAA602

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



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

June 2009

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