



EAA602 Log Book

Adirondack Chapter Newsletter

June 2007

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From The Presidents Desk

by Tim Cowper

I was unable to make the last meeting, at Murphy's, but I heard it was a great time, and well attended. Always good to get together at an airport – especially an airport with a hangar full of really nice planes! Hopefully, most of you will be able to make the fly-in at Murphy's on June 2nd. I'm sure it will be a good time.

There has been much talk about finding a new home for 602. One of the options discussed is the Fulton County Airport. This month's meeting will take place at FulCo, at the Diner. Please try to make it if you can, so you can have a voice in the discussion on this important issue, and others. For example, we need committed workers for the Murphy fly-in on June 2nd, and we need to discuss the Schleich fly-in on June 30th. We also need YE pilots for both events. There is a lot going on...get involved!

There are now two new E-LSA's in the world. This past week, Tony's Kitfox received an airworthiness certificate, as did Doug's Pulsar. Hopefully, by the time you read this, both planes will have flown, for the first time, as



Experimental Light Sport Aircraft. It turns out that the procedure for converting planes to E-LSA is not that difficult, and the good people from the FAA in Albany, namely Tim Shaver and Al Miller, are very accommodating. I haven't taken the Zodiac through the process yet but I'm confident that it will be relatively painless. If you have a plane that needs to be registered before the January 2008 deadline, don't

wait. Get it done today. If you have questions ask Tony and Doug they have done the ground work for you..

Speaking of the Zodie, it's almost done. I know I've been saying this for quite a while, but, this time it might actually be true! I did manage to get some flight time. I went up with Doug in his Flightstar. What a wild ride! If it wasn't the mid-day thermals beating me up, it was Doug yelling at me about my altitude or getting my head out of the cockpit, cutting my engine, etc., and generally treating me as if he was an FAA Examiner. I know I've got some bad habits that I need to break before I go for any real check rides, and Doug didn't give me a pass on any of them. I was soaked with sweat by the end, but I loved it!

Still waiting for newsletter articles from some of you...

See you at the meeting!

Tim

From Our VP's Desk

by Tony Rizzio

I should be flying

Yes it sure is that time my plane is ready just needs it's airworthiness certificate

But my wife thinks we need to do lawn work.great! I'll have to think about this.

I know most of you have been working hard to get your planes ready. Seems like spring snuck up on us.

What a meeting last month. Almost 40 in attendance. You guys must like visiting the Murphy's and I can't blame you. they sure have some beautiful aircraft. Maybe mark will let us come and play some time. Ok I'll volunteer to polish the OTW .

Hay I just figured out about that lawn stuff. Won't a 64 hp rotax work as a great leaf Blower.

Tony

Editors Note:

The plane stuff won out - Tony got his airworthiness certificate last Tuesday!!



Member Profile **Tom Kravis**

The Air America Years

In the spring of 1968 after recovering from the helicopter crash injuries, I took a job with Flying Tigers airlines, as a flight engineer in the B-707. We were flying troop rotations to Vietnam from Travis Air Force Base. In June 68 I received a call from Air America, asking if I would like to work for them. (I had met some AA pilots when I was in the Navy.) I accepted and reported for training in Tainan, Taiwan, where I learnt all the tricks of the Helio Courier and the Pilatus Porter. After Taiwan I was sent to Saigon to fly the C47, doing airdrops and supply runs in South Vietnam. (So much for the STOL training.)

In spring 1969 I was assigned to Vientiane, Laos to fly the Helio Courier. Supplying Laotian Army bases in Northern Laos. After a few months I transferred to the Pilatus Porter, which was ideally suited to operating off 500 ft strips on mountain ridges. Vientiane was interesting. Working alongside Russian pilots, we would go off and fight our respective wars during the day and get together in the evening for a drink. The Russians were supplying the Pathet Lao, who we were fighting.

1971 I was stationed at LS-20A Long Cheng, Laos, which was a super secret CIA operating base. From there we flew troops and supplies supporting the Laotian Army, also supplying food and medical supplies to the Hmong hill tribes. The Laotian Army was battling the Pathet Lao and NVA for control of Northern Laos, which is the site of the Ho Chi Minh (HCM) trail, a critical supply route for the communists into South Vietnam. There was lots of very dangerous flying in the Pilatus Porter. During this period we were getting shot at and losing both pilots and aircraft. During my 18 months at Long Cheng, we lost 33 pilots and the base was being hit by rocket and artillery fire almost every day.

One food flight that sticks in my mind was to a 600 foot, hand made ridge top strip, built by the

Hmong, who were trapped in the mountains by the Pathet Lao. On that particular day I over flew the strip, to check for incoming fire and the wind. Laos is prone to strong winds and often we couldn't land because of them. But the sock was straight down, so I circled to land. On final I really had my hands full. The wind was horrible. When I got on the ground I went to the sock, to find it full of rocks. The Village chief explained that when the sock was out, food didn't come.



In 1973 the company gave me a break. I was sent to Udorn Thailand, to work as an instructor pilot in T28's, (because of my prior Navy experience) training Laotian pilots, who were taking an active part in the air war over Laos. Basically we were training people who had never driven a car and gave them 40 hours of dual in the T41 (military 172), then 40 hours in the T28. After that they started flying combat sorties with good results. Of course they didn't have a tour of duty, they would fight until the end of the war or they were shot down. Some of them flew over 5000 combat sorties.

In spring 1974 things were really falling apart in Laos. The communists had taken control of a large part of the country. I was sent back to Vientiane to fly the C46 doing food drops to the Hmong and evacuation flights. This was a very hectic period for us. We were barely able to stay ahead of the communist advances. We often had 12 -14 hour flying days. In one 31-day pay period, I flew 254 hours in the C46. We flew over 50,000 refugees to the camps in Thailand. The Russian and Chinese backed NVA army was really pounding the Laotian Army. In March 1974 Air America pulled out of Laos. It was heart breaking watching the country fall after working so hard to help them.

I was reassigned to Saigon, based at Tan Son Nhut Air Base, where I flew the C46, C47 and C123. One of the interesting things we did with the C123 was to fly candlelight missions. Which is where we dropped flares at night to allow the F4 and F-105 bombers to see the truck traffic on the HCM trail in

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Laos. During the day we did food and re-supply missions with these planes. I was awestruck the first time I saw a live water buffalo dropped from 1000 feet to a remote village. I asked the question, "won't they be killed?" I was told they'd be eaten tonight anyway. We also dropped crates of pigs and chickens. I'll always remember the squeal of pigs falling from the plane – it was a relief to get them out, they'd get nervous in the air and really stink. (At least they did get a parachute.) I also flew the BT-18 turbine Twin Beech doing electronic sensor missions along the HCM Trail. The sensors could pick up troop and vehicle traffic, but all our efforts were futile. It's very hard to stop determined people, prepared to make the 1300 km trip, carrying 100lbs of supplies on a bicycle. We were based at Nakhon Phanom in Thailand for these flights.

In March 75 I was back in Saigon where things were deteriorating fast. Back on the C46 I was flying evacuation flights, trying to get sensitive Vietnamese out of the country. Anyone who worked for the Americans would be killed when the Communists came to power. Most of the flights were to Thailand and the Seventh Fleet was off shore receiving some refugees by helicopter. (You may recall the images of helicopters being pushed over board after landing, to make room for the next wave.) There was a lot of bombing and constant explosions at the airport. Very chaotic. The South Vietnamese Army guys were panicking and it was getting quite dangerous. If you wouldn't let them on your plane to escape, they would shoot at you, we had a couple of pilots killed this way.

On the morning of April 20 (my birthday) I loaded up 70 people on a C46 and left Saigon for the last time. Before I got to the airport, I didn't know it would be my last flight out. So all my possessions were left in the hotel room where I'd been living. I flew to Brunei, parked the plane and caught a flight to Paris and then on to New York. That was the end of my 13 years and 6000 hours of flying in South East Asia. I got home in time to watch the fall of Saigon on TV. You might remember the shots of a helicopter evacuating the last Americans from the Pitman Hotel (the embassy was empty by then). That was an Air America helicopter. Air America ceased operation on April 26 1975, but I wasn't out of a job. We were all offered a place with the parent company, Southern Air Transport, (the Spook Airline) flying out of Miami. This sounded like a good deal. Little did I know I would soon be back in the fray, getting shot at and sent to many of the world's trouble spots and war zones.

**Hope to see you all
at the meeting Tuesday.**

June 2: EAA 602 Poker Run & Pancake Breakfast Murphys Landing Strip
(0NY7) Perth, NY

June 9: Young Eagles Day sponsored by EAA-UL90 & EAA353 Come on over!!
(GFL) Glens Falls, NY

June 10: EAA 294 Pancake Breakfast, at Frankfort Highland Airport
(6B4) Frankfort, NY

June 16: EAA 1070 Pancake Breakfast, Cooperstown-Westville
(K23) Cooperstown, NY

June 16: 8:30 am - 1:00 pm (Rain Date: Sun June 17). Spring Fly-In Breakfast, Pancakes, eggs, sausage, OJ, & coffee, all for \$5. EAA Chapter 146 <http://www.eaa146.org>

(NY1)Kline Kill Airport

June 30: EAA 602 Kenny SchleichMemorial Fly-In Pancake Breakfast, 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

(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*

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



The Meeting This Month Will Be At:

Fulton County
Airport Diner

@ 7:00pm on

TUESDAY

MAY.29th

(Memorial Day is Mon.)

EAA602

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

President	Tim Cowper
VicePresident	Tony Rizzio
Treasurer	Rich Logerfo
Secretary	Walt Kostuk
Editor	Doug Sterling
Y.E. Coordinator	Judy Sterling

June 2007

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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 \$12.00 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 \$1.00 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.