



EAA602 Log Book

Adirondack Chapter Newsletter

March 2008

Page 1



HOMEBUILDERS



From The Presidents Desk

by Tim Cowper

Our 1st Annual Ice Fly-in on the frozen Great Sacandaga Reservoir was fantastic! About 30 people flew or drove in, including a bunch from EAA 1070. The weather was cold and cloudy and there were occasional snow squalls, but it only made the event more fun. Some of us flew in on skis, but several found out that wheels were ok too. Doug did a great job as our ground support and communications. The Sport Island Pub was jammed with snowmobiler's but they didn't mind a dozen airplanes parked next to their dock. This fly-in was just what the doctor ordered to help get us through the long winter doldrums. You can check out a few pictures on our website.

And speaking of our website, Pat and Dave have completed transitioning the site to new hosting, so now eaa602.org will be more stable and also easier for multiple people to work on and update. Pat is doing a great job, and Dave is working on his web construction skills so that he'll be able to help out with updates going forward. Any questions and/or suggestions for the website can be directed to either of them.



By the time you read this, most of February will be over, and that means March is right around the corner. March = Spring, and Spring means that the flying season will soon be upon us. We have much to look forward to in 2008. Make sure you are ready.

This months meeting will be at the Edinburg Town Hall on February 25 @7:00PM. But get there early so you can have time to visit and talk about all the flying we'll be doing this year. After the club business, Ken Sherwood will have a presentation on survival. Ken has given this talk before, and he's back, by popular demand. Since we are the Adirondack Chapter, we often fly over rural and sometimes desolate areas, so this information may come in handy.

Tim

**The Meeting This
Month Will Be At:**

**Edinburg
Community
Center @ 7:00pm
on Mon. Feb. 25th**

EAA602 Officers

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

Board Members:

*Rick Riccardi
Larry Saupe
Brian Hurst*



Flying Is Fun - Winter Isn't - Or Maybe??

by Tim Devine

It's some time in February, and between the white landscapes and continuing weather reports of more snow I have lost track of the days. What I do know for sure is that it has been two months, fifteen days, nine hours and fifty-three minutes since I last flew my Champ. But who's counting.

I have come to the realization in the last two weeks that something has changed in my life. The dog hides behind the couch in the family room when I am home. Co-workers have learned to duck into the nearest office and avoid eye contact when passing me in the hallway so as to not be subject to another stimulating dissertation on IFR and VFR flight regulations. My wife still hasn't forgiven me for canceling all of our periodicals except for the New England Flyer and Trade a Plane.

That being said I have come to the conclusion that I have contracted that rare disease known to pilots as WINGPS (Winter Induced Grounded Pilot Syndrome).

This unique but rarely fatal disease affects pilots in the Northern Latitudes typically starting in mid- January and ending with the spring thaw. Its symptoms can range from mild rambling (which is common to most pilots anyway) to full-fledged ranting and delirium.

I have been treating my symptoms a number of different ways with limited success. I have painted my N- numbers on the side of my truck in FAA regulation size; there is also a six-inch wide stripe down the center of my driveway with threshold markers at the street.

I do a preflight of my Ford F-150 every time I go out no matter how short the trip. I have removed the mufflers from my truck to give it that Continental opposed four sound. I do an engine run up every morning, and while I can't perform a MAG check I have found that if I quickly shut off the ignition switch, pump the gas twice and turn the switch back on I can get a

resounding backfire and flame roll out reminiscent of those bygone days when an inexperienced first officer didn't have the idle cut off levers in the most rearward detent of a P&W radial at shut down. . My neighbors must be universally excited about this 05:00 practice as I can only judge by there odd hand gestures and muffled shouts of encouragement from their darkened porches and front doors as I roar down my drive way and up the street.

Small trips to the grocery store or mall now require a check of the weather, filling out flight plan form FAA-7233-1 (8-82) and programming way points into my handheld GPS.

I have become quite adept at checking the etenthol content of the gasoline at the local Stewart's when I fill up my truck, but the ten minute wait for the alcohol and water to separate in the tester still seems to anger those waiting in line behind me.

I have memorized the Aircraft Spruce catalogue from cover to cover. At a moments notice I can recite page number, product description, part number, price and shipping cost (within the Continental 48 States, as that Alaska- Hawaii thing still confuses me.)

I find this to be a tremendous help as I plan my repairs and upgrades for the 2008 season. Others however do not seem to share my enthusiasm for aircraft knowledge. Just the other day while waiting at the deli counter in Hannaford, I mentioned to the young women standing next to me that for just twenty dollars more than she was about to spend on that canned ham she could buy a brand new main leaf spring for a 46 Luscombe, page 214, P/N 06-14700, \$37.00, \$6.21 UPS ground. She smiled (or was that a grimace) and moved away rather briskly.

The next thing you know the store PA system is asking everyone to move to the nearest exit as there is a deranged man wandering around the meat department uttering gibberish. Fortunately I had moved on to the dairy department and didn't encounter the poor wretch. Needless to say I hadn't finished my wife's grocery list so that now required an additional trip to Price Chopper with all requisite weather check, flight plan, etc. I have tried to turn to my wife for help with my



malady, but these long winter months don't seem to bother her. In the summer she is perfectly content with tending to her flower gardens, reading a good book or just relaxing while I'm out boring holes in the sky and increasing my carbon foot print. In the winter however, she is almost possessed in her quest to find every volunteer organization, self-help group or continuing education class she can possibly take. She is almost never home. Who knew she wanted to research famous unsolved murder cases in Saratoga County!

On the rare night that she is home, I swear that from my basement workshop where I have for hours been contemplating why an AN-310-5 castle nut from Aircraft Spruce is a penny cheaper than from WAG Aero that I can hear the TV playing in our bedroom. Yet as soon as I start up the basement stairs the house goes quiet as a tomb. By the time I reach our bedroom she has fallen into an almost coma like sleep from which I can't seem to wake her. But I digress.

I finally admitted to myself today that I may need to seek professional help when I realized that I had covered over my 2008 Sport's Illustrated Swimsuit Calendar with a Vintage Aircraft Calendar and have started making little airplane drawings in the boxes marking off the days till spring. I'm not sure when the snow will finally go and the runway will dry out so I can fly again. But there is one thing I know for sure. It has been two months, fifteen days, nine hours and fifty-nine minutes since I last flew my Champ. But who's counting!

PS The author has recently purchased a set of skis and by the time you get this he hopes to have tried them out.

Editors Note: He's done it. Last weekend Tim tried out his new skis. Come to the meeting and ask him about the fun!!

AIRVENTURE
OSHKOSH
EAA
 July 28 - August 3, 2008

Upcoming Events

Mar 29-30
Glider Ground School
Ballston Spa, NY, USA
 For info go to
adirendacksoaring.com

May 24 - EAA 602
Annual Poker Run, 1F2
Edinburg

June 28 - EAA 602
Kenny Schleich
Memorial Fly in BBQ,
NY37 Galway

Jul 10-13, 2008 Green
Mountain Aerobatic
Contest Springfield, VT
 For info go to
www.iac35.org/contests.html

July 28-Aug 3
AirVenture - Oshkosh

August 9 - EAA 602 &
UL 90 Young Eagles Day,
1F2 Edinburg

September 6 - Old Time
Taildragger Fly-in,
OH7 Murphys



Ag-Cat To South Carolina

by Mark Murphy

When I talked to Tim Cowper about our EAA meeting at my hanger I mentioned to him that I had sold my Grumman Ag-Cat. It was going to be delivered to Pamplico, South Carolina, to a private strip. The trip was scheduled for Wednesday January 23, 2008. Tim thought it would be interesting to journal the trip, so here we go.

I received a call Thursday from a guy in South Carolina about buying the Ag-cat. We talked about the plane and he seemed interested. I e-mailed him a lot of pictures and the next day he called and we made a deal. That was the easy part. Now how do we get an old biplane with no heat down to South Carolina in the middle of January? Someone had to fly it down and it wasn't going to be him.

I checked the weather forecast and it looked like Wednesday was going to be the best day. The high was forecasted to be a toasty 22 degrees. The plane was at Chris Johnson's hanger so Friday I had to fly it home to my strip. Chris put a heater on the oil tank, but it was still a very cold engine. We pulled the prop through several times and I got in to start the plane. I hit the starter but the battery would not turn over that cold oil in the cylinders. Chris pulled the prop through several more times. I hit the starter again and the engine came to life (with the help of lots of primer). I warmed up the engine and got ready to take off. The runway had about 3" of snow on it. As I taxied the brakes started dragging as the snow got on them (this would be a problem later on). I took off just before dark and made an uneventful landing at Murphy's and got it in the heated hanger for the night.

Sunday was spent getting it ready for the flight. We pulled the oil screen to check for any metal. I charged the battery and hooked up an antennae for the radio. Tuesday Chris Johnson came over to help with last minute details. We topped off the oil and gas, hooked up a power plug for the GPS, loaded the front seat with my bags, nose cowl and front windshield. My brother Bill stopped by and changed the oil pressure gauge for me. The plane was now ready to go. John Peck came over Tuesday afternoon to help me plan my route as we loaded the trip into the computer we got bad news. The winds were predicted to be 20-30 knots. It was already questionable if I could make the 648 nm trip in one

day but now it was doubtful. I was hoping to do 100 mile legs but with a 46 gallon gas tank and 25 gph burn, I could only fly for 1:15 minutes so we had to shorten the legs to 70 miles. That meant more stops for fuel. The computer said 648 nm = 10-11 hours and sunrise at 7:20am and sunset at 5:39pm, so I had about 10 hours of daylight. Then we had to factor in 6 fuel stops at ½ hour each. The total estimate for the trip was 13-14 hours. It did not look to promising.

I got up Wednesday morning at 5:30am and out to the hanger a little after 6:00am. I left the heat up in my hanger so the plane was warm. It was about 14 degrees out that morning so I put on all my gear and started the plane. After a good warm-up on the the engine I was off at about 6:30am. It was still dark but the moon was very bright. As I took off the 6 inch flame coming out of the exhaust was bright orange.(pretty impressive site!) I climbed to 2500 feet and leveled off doing 58 knots. It was going to be a long cold day. I was concerned about my oil pressure. It indicated 60 psi. There was full moon and visibility was good. I began to wonder about ½ hour into the trip if this was a good idea. It was cold! About that time there was a beautiful sunrise. I was hoping that would warm things up but it didn't.

I landed at Sidney, NY for fuel. I had called ahead to make sure someone would be there by 7:30 am. I borrowed a crescent wrench and screw driver to make a quick adjustment to the oil pressure, one full turn in. I got in to taxi to the runway when my right brake locked up. "Rats" I knew that it was because of the cold. I throttled up and wrestled the plane to a fast taxi to try and free the brake. It got better but not great. I lined up on the runway to see how it felt. As I got the tail up and decided to go.

The next stop was Bradford, PA, 57 miles away. I landed without using the brakes and was ready to fight it if it was still locked up. Luckily it was not so I taxied to the pump. When I turned the right brake pedal was frozen. This was better than it being stuck on. I fueled up, adjusted the oil pressure another 1 ½ turns, and took off for University Park, PA. It was about 9:30 am and it did not look good to make it by dark. My oil pressure was better but the right brake was still not working. A quick stop at Winchester Regional, VA and I was off again. (No time to get warm!) This time the brake had freed up. It was off to Falwell, VA. I was still cold but my luck with the winds was getting better. I climbed to 6500 ft.(Did I mention it was cold at 6,500 ft.?) The speed was better at 80-85 knots and I could lean the engine to burn about 20 gph.



When I got to Falwell, VA I had a little surprise. The runway went right up the side of the mountain. Someone called me on the Unicom to see if I could land with this type of runway. Of course I love a challenge but I was able to land short, before it went too steep up the hill. I got out of the plane to a crowd of college kids. They all came over to look at the plane. I filled up, answered some of their questions, and adjusted the oil pressure on more time to get it just right. When I took off I couldn't help but fly over the boys and give them a wave goodbye.

It was off to stop number 6, Star, North Carolina. On the way my RPM gauge started swinging. After the initial scare of seeing a gauge go crazy, I reached underneath the dash and unscrewed it from behind. I didn't need that gauge anyway. At Star, N.C. I finally was able to take the electric socks off my feet, the hand warmers, and ski pants. One more check on the computer to see if I could find this unmarked grass strip in Pamplico, South Carolina. I found the road leading to the grass strip and followed it. When I arrived I saw 6 pickup trucks at the end of the runway with quite a group of people waiting for my arrival. I couldn't help but do a victory roll and a low pass down the runway. I am glad the cowl did not fall out of the front seat. I landed and pulled up to the trucks. It was 5:00 pm and I made it!

I met the buyer and he instantly loved the plane. I just started to get my flight suit off when my phone rang. It was Diane! In my race to get to South Carolina I had not called anyone all day, oops! She and my family were pretty worried by then.

The buyer and his family showed me true Southern Hospitality. They fed me a great steak dinner and then I went to bed at their house. A nice breakfast of grits and eggs and I was back in the air on the way home.

As I sit in a commercial airliner headed home writing this, I think how much fun it is to be able to share the one thing our group has in common. The love for flying.

Trip Stats:

- 648 nautical miles ,
- 6 fuel stops,
- 8 hours of flying,
- 2.5 hours for all stops,
- 81 knots average speed,
- 1:27 minutes the longest leg
- 148 gallons burned,
- 1 cold ride – priceless!

From Our VP's Desk

by Tony Rizzio

My buddy Rick and I were discussing how I would finish the Ercoupe; I sent him a few ideas. He sent one back with Confederate flags all over it. (You must be a redneck if.....)

Last weekend a group of us went to dinner, as we do occasionally, and it got me thinking. What if we, as a club, had a Saturday night BBQ? Maybe once a month at the hanger.

We could set a date say the first Saturday of the month, and anyone wanting to come would bring a dish and their drinks. We can sit and talk, fly around (as we are so good at doing) and hang out at an airport. It doesn't get much better than that. Well it's something to talk about at the meeting.

Tony

EAA602 FLY MARKET

WANTED

For Sale Continental A-65 parts.
Contact Tim Devine 584-2045

FOR SALE

2002 Fib Polaris - w/Trailer - Lockwood
Fresh 582 - Wheel kit for land operations
Call Gary Rudolph 875-6445

2000 FlightStar - 55 hours on 582/E-box
drive Custom paint ~ All the options ~
Asking \$14,900
Call Doug Sterling 863-2409

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.
All half price Call Doug 863-2409

Remember; **DUES ARE DUE IN JUNE.**

But you can pay any time now for this year. 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

**Notes From
Your Editor**

*by Doug
Sterling*



Here we are in the final throws of winter. Reading Tim Devines article about sums it up - winter sucks unless you have skis. Well that's going to change. Tim found a reasonable pair for the Champ and he is having a blast. Well I have to get some for my GlaStar. Next year I am going to fly in the snow FOR SURE!!!

On to the "now stuff". We're going to start the ground school on Sunday, March 2nd. We'll start

at 3pm and go to 5 or 6 at the Edinburg Community Center (old town hall). At that time we'll decide what times will be best for all. I hope to cover the things you will need to know for your tests (mostly oral & flight). Let's see what you know and what you need to learn. If you have a book, bring it with you and let's see what we have among us. I will have a CD of the Sport Pilot Written Test for each of you who need to take the written.

Lets get going and clean out the cobwebs for the summer. Anyone is welcome who wants to get their licenses this summer or wants to refresh their minds. If you have any questions - give me a call at 863-2409

Hope to see you there.

Fly Safe, Doug

EAA602

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



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

March 2008

EAA Chapter 602 Non-Profit Declaration and Legal Disclaimer

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.