



EAA602 Log Book

Adirondack Chapter Newsletter

March 2010

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HOMEBUILDERS



From The Presidents Desk

by *Tim Devine*

The first two months of 2010 have been exciting and busy for the chapter . Members have participated at fly ins on Mariaville Lake, Johnson's Airport and Sacandaga Lake. The first meeting at Broadalbin Perth High School was well attended and the direction of this years events was discussed and decided. Many good ideas were presented and updates will be discussed at this months meeting.

Sadly, the excitement and anticipation are with mixed feelings as we all had to say good bye to a true aviation enthusiast, 30 year chapter member and

friend Tony Rizzio. Tony passed away after a long and courageous battle against cancer. Tony's enthusiasm and love of flying was contagious, and many of our current mem-

bers ended up joining EAA 602 because of Tony's dedication to the chapter and love of all aspects of the sport.

Tony set the standard that we all need to emulate as ambassadors and promoters of general aviation. Each of us following his example will ensure that future generations will have the same opportunities to experience the excitement and exhilaration that we enjoy every time we take to the sky.



This Months Agenda

1. Normal order of business.
2. Rick Riccardi wants to address the chapter.

Tim

**Meeting This Month
Will Be At:
Broadalbin Perth
High School
Feb 22 @ 7pm**

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

EAA602 Officers

<i>President</i>	<i>Tim Devine</i>
<i>V-President</i>	<i>John Peck</i>
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Tim Cowper
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Roger Johnson



Lanzi's Ice Fly-In

by Tim Devine

The Third Annual EAA Chapter 602 Ice Fly in was moved to Lanzi's on the Lake this year from Sport Island Pub just to offer a little change of scenery and with a plowed runway the opportunity for some "ski challenged" flyers a chance to participate. Little did I know that when I asked Doug to make the move to Lanzi's in December that we would be suffering through one of the most snow less winters on record for upstate New York.



The lack of snow certainly made it interesting for Kevin and I getting out of Edinburg as bare spots and rough ice were plentiful. Fortunately the wind was right down runway six and the Champ got



airborne in a hurry on what little snow hadn't been blown off the West end of the field. I

circled the lake and what a contrast to just two week-ends ago. Except for an occasional spot here and there the wind has skowered the ice of any snow and while there are still plenty of ice shanties on the lake, snowmobile and ATV traffic was minimal.

I flew over Fred's, but he and Donna were the early birds today and were already up over the lake. I heard him make the call for final approach as I turned East



towards the Mayfield Yacht Club. Fred was already taxiing to parking when I flew over Lanzi's and radio traffic was minimal. The wind out of the Northeast was about 10MPH but it was steady with a few chunky spots and the visibility was great so I decided

to head over to Saratoga to see if Pat and Tim C. were on the move yet. I was surprised when I overflow 5B2 at 3000ft and saw that while the Cherokee wasn't in its parking spot only one airplane was in the pattern doing touch and go's and door to

Pat's hanger was closed.

I headed back to Lanzi's and by the time I got back there a Cessna 172 had arrived and was parked next to Fred. The steady wind from the East made it simple to ease the Champ onto the glare ice and coast to long stop. To all of those who watched me try to taxi to parking, no I was not under the influence of alcohol. The Champ just didn't want to turn into the wind and lack of snow made the tail ski useless. Fortunately there was the usual compliment of 602 volunteers to help man handle the Champ to parking.

Not long after I landed Tim C. arrived in the Cherokee followed by a Cub from out near Canandaigua and another cub from Cooperstown. We all headed up to the restaurant which was already busy as we had a good 602 drive in crowd in attendance. After good food and hanger flying it was time to get going. I had promised Rick France a ride so we headed out for a spin around the lake while everyone helped Fred get his recalcitrant cub to start. Fortunately many skilled hands won the day and after many pulls the Continental 65HP popped back to life.

As I dropped Rick back off, Dave "lava in his

veins" Newell was putting on a PPC flying demonstration for the





event attendees. This demonstration in an open cockpit PPC in 25 degree weather clearly puts Dave in the lead as the "I love to fly" lunatic of the year.

It was time to head back to Edinburg and a quick hop up the lake got me back there in short order. As I taxied back to the hanger at 1F2 zig zagging to avoid the bare spots, it was obvious that this could be the end of my ski flying days this winter unless we get some snow. So I'm headed home to burn some incense and chant snow, snow, snow in hopes of getting the weather gods to take a little of the onslaught they have delivered to Washington and aim it a little further North.

Fly Safe, Fly Smart

Ski Planes and Chili

by Tim Devine

A few times every year perfect flying weather conditions happen to line up with a weekend and we part time pilots get a great flying day. Saturday January 23rd was one of those perfect days. Two weeks prior Chris Johnson and I had postponed the ski and chili event due to bitter cold weather conditions. As pilots we all learn patience, and the wait paid off.

The thermometer at my house read 7 degrees at 05:00 so I was wondering if the weather reports had screwed up again and we were all going to be freezing outside in the coming afternoon. When Chris, Darryl and I met at Chris's hanger at 08:30 to unload all the supplies it had warmed up to a blistering 12 degrees with a forecasted mid twenties by afternoon so we forged ahead.

After leaving Johnson's I headed up to 1F2 to get the Champ warmed up encouraged by the clear blue skies, calm winds and bright sunshine all harbingers of the great day of flying ahead.

Kevin was already in the hanger making some adjustments to his Hawk when I arrived, and through some team work we were able to get both preheaters going and through our individual preflight's in good order. The thermometer at 1F2 was reading 18 degrees when the Champ jumped into the air just a little before 10:00. I wanted to get some flying in before I headed over to Johnson's to help get things set up. After a quick pass around the lake I made my customary flyby at Blowers International just to make sure that Fred hadn't decided to sleep in and then headed to NY50.



Snow conditions were perfect with a hard packed base and loose granular on top. After taxiing to parking, I wandered over towards the hanger where there was already a nice fire going with hay bales set up for sitting and hot water and coffee on the brew.

Shortly after noon the ski planes and vehicle traffic started to arrive. In all 10 ski planes showed up and numerous drive ins. Doug got the grill going to cook up the "monster hot dogs" that Artie brought and between the dogs, Abby's awesome venison chili and all the other food and treats that everyone so generously brought there was more than enough food to satisfy everyone.

After lunch rides were available to anyone who wanted to go, and there were plenty of takers on a gorgeous day. As the afternoon wore down Tim C made a low pass and then headed over to Murphy's where he could land on a paved runway and I could pick him up on the snow covered runway with the Champ and hop back over to the outing.

All the pilot's were anxious to get a little more flying in , so after clean up we all loaded up and headed up to the lake for some scenery and landings by the ice shanty, which I think was busier than Fulton County on Saturday.

All good things must come to an end however and I finally headed back to 1F2 and it was four o'clock before I finally put the Champ to bed after a great day. Thanks to everyone for their help and contributions in making such a successful event. Hopefully the weather will cooperate a few more weekends this winter so we ski pilots can get out and enjoy the winter flying experience.
Fly safe, Fly Smart Tim D.



DC-9 Incident

by *Herd Dudley*

I've been requested to write a summary of an incident that happened during my thirty years as an airline pilot.

As I remember this particular incident, I was a DC9-30 Captain flying for USAirways, based at Pittsburgh, PA. The company scheduled me to fly a 4 day trip, the first day having four legs; The last leg of the trip, terminating at LGA in New York.

After a normal pre-flight and run-up, I was cleared to taxi to runway 28L at Pittsburgh. All checks were normal and I received take-off clearance. As I applied power I noticed that the left engine seemed to spool-up (accelerate) slower than normal. Normal max spool-up time was 12 seconds. Any time above this could indicate a problem such as compressor or turbine rub. I advised my First Officer that we would time the next leg or two and record spool-up time for that engine. Although the engine ran fine, the next two spool-up checks were right on the 12 second maximum. The third leg of the trip would take us back to Pittsburgh where I could have maintenance check the engine.

At Pit the mechanic checked the engine and found the spool-up time to be high, but still within legal limits, and therefore, ok'd the plane to continue the third leg of the trip to New York. I checked the weather for the trip to LGA and found radar indicated CBs along my entire route, but with ample distance in between to circumnavigate safely. After take off on this last leg of the trip, I was cleared to climb to FL 250 on course. As I climbed it was evident that FL 270 or 290 would probably top all clouds. I requested 290 and was cleared to 270 to expect 290 later.

As I approached FL 230 there was a very loud explosion in the rear of the airplane, followed by severe vibration and shaking. The report

was so loud that I first thought an explosive device had gone off in the airplane. The shaking instrument panel lit up like a Christmas tree, and became very difficult to read, but I was able to ascertain the suspect left engine had failed, most likely separated. I quickly went through the shut-down check-list, and had the First Officer declare an emergency and request clearance to the most suitable airport. Center Control came back in seconds with a clearance back to Pit. I also re-

quested altitude control at my discretion, as I was having pitch-control problems. Center granted my request. I got on the PA and explained to my passengers what had happened and told them that we were returning to Pit. I tried



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

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

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.



to reassure them that the DC9 flew beautifully on one engine. I had a Flight Attendant visually check the engine for fire and smoke, and there was none up to this time. I started to slow the airplane to see if I could find an airspeed that would lessen the shaking and vibration and give me better pitch-control. 230 knots seemed best. It was later determined that the engine nacelle was severely damaged and disrupted the air flow around the tail section, causing my pitch-control problem.

I requested a long final approach at Pit so I could find the best approach configuration and speed for a safe landing. About ten miles out, I called for slats and flaps to 15 degrees. I had to immediately retract flaps to a position of 5 degrees because the shaking vibration and poor pitch-control returned. The slats and 5 degree flap setting worked much better. I had to keep in mind that I would have to land at a much greater airspeed with this configuration. I was cleared to land with the emergency equipment standing by. I made a smooth landing, getting the airplane down on the first 1000 feet of runway; A go-around was the farthest thing from my mind. I cleared the runway and shut the airplane down.

The emergency personnel checked the

airplane for fire and found only a badly damaged engine. It was decided to leave the passengers onboard and tow the airplane to the gate. At this time I would like to give much credit to my crew, because they all acted like true professionals. The company asked if my crew and I would like to be replaced, or continue on to New York. We all wanted to continue. As I boarded the replacement airplane for the NY leg of the trip, the station agent advised me that ALL 100+ passengers re-boarded and wanted me to take them on to New York. This leg thankfully was uneventful.

That night, while trying to sleep at the hotel in NYC, all I could think of was "Did I make any mistakes? Could I have done anything different to better protect my passengers and my airplane?" At this time, I realized that the full weight of responsibility on the shoulders of an airline pilot was awesome. All of this happened over 30 years ago, and this is my best recollection. I felt that I had earned my pay for the whole year in those 30 hectic minutes.

Wishing You Safe & Happy Flying
Herb Dudley, EAA 602.

Editor's note; Well Guys and Gals, now we know that our Chapter has it's own "Sully"!

EAA 602 Events Calendar 2010

March 6

Mariaville Lake Ski lunch run.

April

Trip to Intrepid Air and Space Museum New York City

May 22

EAA 602 Poker Run

June 7

EAA 602 2nd Annual Saratoga Pancake Breakfast (fund raiser)

June 26

Wings and Wheels?

July 7-9,10,11

EAA 602 Geneseo Air Show and camp out.

July 26 - Aug 1

Oshkosh

August 7

EAA 602 Annual Young Eagles Fulton County Airport

August 21

Family Picnic Day Great Sacandaga Lake

September 4

Johnson's Labor Day Fly In

September 11

EAA 602 3rd Annual Saratoga Pancake Breakfast (fund raiser)

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***

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

Notes From Your Editor

by Doug Sterling



Another month closer to summer and another newsletter in the can. Tim D sure made my life easy this month by writing 3 articles. Wow - what a great bunch of articles from him (not that I miss having to PRY a few words from his predecessor). But I think we need to have some of our other

members have a hand at it. We need to remember that this rag needs to have the participation of all of our members. That is what makes 602 YOUR club. Herb Dudley wrote a great story this month showing how easy it is to come up with something which would appeal to everyone.

Come on and get to it - I know that there are a million stories out there which we would all love to hear.

As for me, there never seems to be enough time to do the things I want to do on my GlaStar. I'm working on finishing my interior but there are always a lot of details which I want to fix. Such is the world of Experimental (I love it). If all stays the same with the weather, we may be in the air a month early this year (YEA!!!).

Hope to see you all at the meeting this Monday.

Fly Safe, Doug

EAA602

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



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

March 2010

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