



EAA602 Log Book

Adirondack Chapter Newsletter

June 2011

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From The Presidents Desk

by Tim Devine

Blub blub blub! That about sums up May's flying weather. At last month's meeting I was so optimistic that the winter flying season was finally over and that serious spring flying was upon us. As we all learned the hard way mother nature can be fickle and nasty. The national Weather service in Albany as of Friday May 20th had recorded that we were 2.5 inches over the monthly average for May. The fact that the web page has been so quiet is indicative of how little anyone has gotten out. Hopefully the weather cycle will even out as we get into June and we can get some trips under our belts.



It looks like the ethanol free gas has finally run out. Roger Johnson reported around the middle of the month that Slezack's in Amsterdam was going to have the new "treated" gas with it's next shipment. Tim Cowper reported on Friday the 20th that the station in Guilderland could not get any more E free. Unless someone knows of somebody who still has a source for E free it looks like the cost of flying is going up for many of us. The additional cost to enjoy our hobby is bad enough, the real rub however is that we are being forced through our tax dollars to subsidize this rotten fuel and then

we are being forced to use it.

On the good news front Fred finally got all his paper work straightened out and is good to go in his Champ. Artie & Tim are progressing with the CHUB and hope to be flying by mid summer. Chris Brown has gotten his rebuilt carb back and hopefully will be starting Chief lessons soon. I know Mike C. had his Flight Star motor out for rebuild. With some luck it's back by now and he can get it mounted up and flying again. Pat Morris is ready to take his PPL test, and I have my fingers crossed that Phylise Banner has had the tail cut off one of her shirts after she successfully soloed in the past month.

So, keep your spirits up and pray for the sky to clear and the grass strips to dry out so we can all get airborne.

Just a reminder, remember this month's meeting is at Fulton County Airport at 7:00PM on TUESDAY May 31st. Happy Memorial day to all!

Tim D.

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Board Members:

Tim Cowper
Fred Blowers
Roger Johnson

**Meeting This Month
 Will Be At:
 Fulton County Airport
 May 31st @ 7:00 pm
 See You There**



Bigger, Better, Faster, Farther.

by Chris Brown

From ultralight to sport pilot. What started with a motorcycle ride to Fulco airport to just attend a fly-in was the beginning of an addiction. After that I was hooked, gotta have one. And the winds of change brought it to me quickly. Within days a gust front came through Mohawk Valley airport and wreaked havoc on light aircraft. A Challenger 1 flipped and thrown over on her back was to be my first "needfull thing". I rebuilt her never knowing of 602, and the help I might have had. Regardless; the factory was extremely helpful and soon we were on a first name basis.

I started meeting people as I took lessons. Folks like Mike Alexander, "Skip" Ryan as my instructor as well as Jack Miller, "Dusty" Miller and Scott Olendorf and others that tied down there were a major contribution to my overdrawn knowledge bank. After 10 hours of dual they deemed me ready for solo flight. I remember trying to hide my back from view from my wife as they had cut the cloth from my shirt and christened me a fledging pilot. (Katie had forbid me from solo flight until my life insurance would cover such nonsense) After that I flew my own plane for its first flight. Probably ill-advised but very exciting. Everyone looked her over, checked every nut and bolt, stick operation and (not wanting to fly it themselves), deemed it airworthy. She flew flawlessly!!! I flew her for 50+ hours until I found

an old cow pasture that would become our new runway and home base just a quarter mile from home. The first night there I had it tied down in a hollow in the field. That following morning I received a call from the property owner stating that my plane was stuck like "Charlie Browns' Kite" up against a tree. I forget how I got it out or off the tree but there I was again, taking the wings off and bringing it home. After fixing some fabric and some bent tubes it was ready once again.

Back to the cow pasture. Put it back together and did some testing, ready to go. Now you have to understand that I hadn't flown in



some time now with all this repairing going on and all. So I was a bit nervous just back taxiing. Turning around and facing into the wind I went to full throttle. Engine running strong, speed picking up quickly, bumps were horrific now, get her off the ground quickly I thought before I break something else. Off it came, aaahhh, no more bumps. I lowered the nose and gained some airspeed and began a shallow ascent. I'm noticing the nose cocked to the left now and turning slowly. I'm pushing right but not getting the



response I needed. Still climbing, and skidding, not good. Now I'm over the edge of the treeline, not flying right, in a tight skid with full power.

In retrospect I should have taken more time to analyze the situation. But I thought I needed to act quickly. So I killed the power, lowered the nose and then stalled her into a big maple treetop. I have no words to describe that feeling mentally, but it lies somewhere between terror and relief in an instant. We just mushed into the big top canopy and sprang back somewhat. "That wasn't so bad" I thought. But the ride wasn't over yet. The left wing started sinking and we started sliding. Going, going, "this is gonna hurt" I said, goingsudden stop. Hmmm, I don't know why it stopped coming out of the tree but I figured I'd make my exit now . No doors on to slow my escape so I unbuckled my harness and swung out on the lift struts and over to a standing dead pine tree and climbed down. Not even a scratch on me!

Meanwhile; a well meaning local heard the engine stoppage and the ensuing branch breaking and called 911. The rest of the day was spent with the company of the Sheriffs and a couple guys from the FAA. After the party was over some friends helped me get her back to the ground without further damage and bring her home once more for repairs. Major ones!

Why my wife didn't hide my checkbook is beyond me. But after another cash-ectomy and many more hours of labor it was ready for a crow-hop. All the controls worked fine, good couple of hops and we were back in the air with no problems whatsoever. I continued to fly my Challenger 1 for more than 300+ hrs after that. But it was time for something different now. Its been over three years since I sold that and bought my Aeronca Chief. Another restoration project that most of you are familiar with. But that's another story for another time.

Report On Sun & Fun

by Terry Wade

My wife and I went to Sun and Fun as we try to do every year but this year was special. Day one was great I went alone and the weather was great. Not too hot. sunny. not too humid . Day two however was a day to remember. No one with any brains went that day That day 9 tornados touched down in Lakeland. Straight line winds gusting to 70 miles per hour. Being camped in Lakeland we saw and felt it all. We spent the day watching TV with trucks on I - 4 being turned over on to cars. Trees being ripped up and houses being blown down. then I herd that 40 aircraft were damaged at the air show.

The next day we tried to go to the show but spent over three hours stuck in traffic. When we got to within a mile of the show we turned around and went back to camp because we figured that last mile would have taken us



another 2 hours to drive. Day 4 of the show we found out why the traffic was so tied up the day before. The parking lot had dried up quite a bit but was still a swamp. The day before it must have been a lake. This day like day one was great Weather wise, and riding around in the trams showed us a lot of the damage. To my great relief I noted that none of the WW II aircraft were damaged. Marty also got her first ride in a amphibian and loved it. Sun and Fun is always a good time.

Notes From Your Editor

by Doug Sterling



Well it finally stopped raining long enough for me to get into the air for an hour or so the other night. What a glorious thing this flying thing is. I almost forgot what it was like to be in the air in your own plane. Hopefully this won't

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FOR SALE

STS AV7600 Handheld VHF radio 720 CH W/
all Acss. \$175 Tom@ 518 863-4988

For sale a rans 4/5 ultra light 477 rotax very
low hrs. call Fred at 518-661-5623

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 Doug 863-2409

be the only time I can get up this summer (the rain has got to stop SOMETIME).

Bad weather put the kabosh to our annual Poker Run (mainly because most of our pilots couldn't get out of their own fields), but we've decided to reschedule it to go with our annual fall BBQ fly-in. Hopefully most of the fields around will be dry enough to land in by then, maybe.

Our 3rd annual "Fly in Breakfast/Young Eagle Day" (minus the breakfast) will be held at Saratoga Airport on June 11 at 9-1. Due to some misunderstandings with some local organizations the breakfast got cancelled. Hopefully we won't have these problems next year, but for now we are still going to do the YE thing. Hope to see our enthusiastic YE pilots and ground crew again for the day. We are going to have the help of EAA353 from Glens Falls this year so come on over and meet some new folks (maybe we can bring the grill and have some burgers & dogs for the members). See you there

Fly Safe, Doug

"When once you have tasted flight,
you will forever walk the earth
with your eyes turned skyward.

For there you have been, & there
you will always long to return."

Leonardo Da Vinci



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

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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 \$20.00 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 \$2.00 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.

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