



EAA602 Log Book

Adirondack Chapter Newsletter

November 2008

Page 1



HOMEBUILDERS



From The Presidents Desk

by Tim Cowper



I, like so many others, had a great time at the Fall Foliage BBQ, with the best part being that I actually flew in to it in my own airplane! I logged over 3 fun-filled hours buzzing around the lake with the PPC's. It was awesome! The food was great too. Thanks to those who helped make it happen, Doug & Judy, and especially Larry.

The day after the BBQ, Sunday, was a perfect flying day too. I flew around Galway for an hour in the morning, and the Zodiac was running perfectly, so I decided to take a trip down to Columbia County for lunch, with Gary in his 150, and Doug & Judy in Judy's Cherokee. But, as luck would have it, we didn't make it to Columbia County. As we skirted around Albany's airspace, my (3rd) distributor failed, and the engine shut off without warning. Fortunately Doug and I were at 3200', and I quickly switched to the back-up ignition system, which functioned perfectly. Rather excitedly, I notified Doug and Gary of the problem via radio, then pulled

a quick 180 and headed back to Duanesburg. I gradually climbed to about 4500' as I airport-hopped back to Mothons. Gary and Doug followed me back the whole way and I was happy to have friends around and on the radio with me. So, I'm grounded again, but not for long. During extensive online research I think I've found a permanent fix for the problem and the Zodiac should be back in the air shortly. Also, during my online searches, I found that a name, Paul Messinger, kept popping up in the forums in reference to ignition problems with the EA-81 Subaru. It seems he found a solution to the weakness in the ignition and many people are using his custom built system. I found a 5 year old phone number for Paul in one of the posts, called it, and he answered. Turns out he's a fascinating guy with vast knowledge of electrical technology, and he's the president of EAA 1026 out in Washington State. He's also an EAA Tech Counselor. In the near future Paul's going to write an article for our newsletter on aviation electrical systems design. Speaking of our newsletter ... It's been really fantastic with so many members participating, but we need more people to get involved and write articles. You know who you are.

At this month's meeting, after conducting club business and discussing the events of 2008, we'll have a short program by Tech Counselors Larry and Art on composite core materials. This long awaited presentation should be excellent. Don't miss it, or at least come and throw a rotten tomato or something at Artie.

Tim

EAA602 Officers

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Board Members:

Rick Riccardi
Larry Saupe
Brian Hurst

The Meeting This Month Will Be At:

**Fulton County
Airport Main
Hanger @
7:00pm on
Mon. Oct 27th**



Larrys Wonderful Magical Flying Machine



Fall Fly In 2008

Wow, what started as a suggestion for a small PPC gathering a few weeks ago ended up as one of the better full club events recently at the Sky Ranch. It is estimated that we had over 20

airplanes and 60 people in attendance, which also including coverage in two local periodicals! How did this happen?

Mix great people with fabulous weather, good food and picturesque flying and you have a recipe for one fun and memorable day. Thanks to all the club



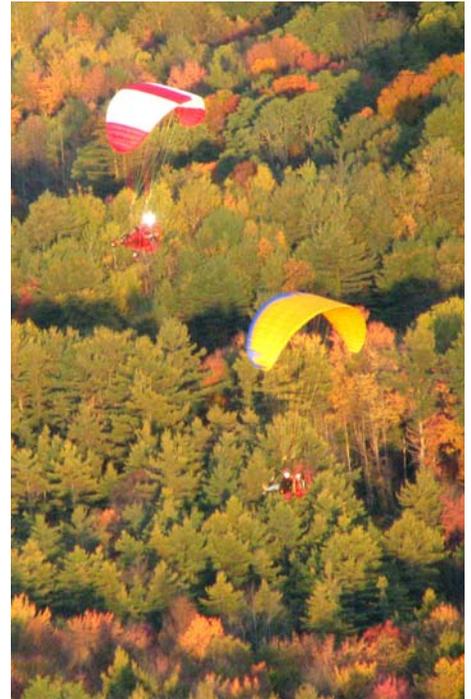
members who pitched in to pull this all together. I don't think there was anyone who got out of the early arriving airplanes (and ground vehicles) who didn't jump in to lend a hand mowing, moving airplanes or setting up tables.

It was great to see members from 1070 make the trip up and support the event (Pete, Norm, Dale George and others). All in all you couldn't have asked for a better gathering.

Hopefully we can do this again next year. Doug had a great idea... why not have different groups take a lead each year for a Fall Fly-in? Maybe next year it could be hosted by the Aeronca, Zenith or Koala owners?

Larry

**PPC Fly in Pictures Complements of Carla Kolbe
Av Gas Complements of Doug**





LIGHTER THAN AIR

by Rick France

Well that time of year has come and gone again. I am talking about the lighter than air, rendezvous in the Adirondacks. Ok its called the Adirondack balloon festival. Just trying to make it sound more manly! Right art, Yes, art I saw you walking around Friday night.

As I watch the launches every evening and morning I am still in awe as I watch men and women break free from the surly bounds of earth (always wanted to use that phrase) to float where the wind will take them. This year I talked a pilot as he was waiting for the perfect time to launch. I took a peek into his basket, (gondola) he said you can look it won't bite. I noticed 4 bottles of propane, one in each corner of the gondola. Each bottle holds 8 gallons of propane. I said, That's enough propane to send you to the moon! He laughed and said better too much than not enough. His gages consisted of fuel pressure, vertical speed indicator, envelope temperature, and GPS loaded with topo maps. All electronic.



The temp readings are sent by radio transmission from a sensor in the top and middle of the balloon. This year there were new balloons there, a polar bear, a lady bug, and two bees, that flew as one, but two separate balloons. All in all the weather was perfect.

Patrick and family were there Saturday and enjoying all the balloons. Lots of fixed winged aircraft flew around the balloons and a PPC flew for almost 3 hours Friday evening waiting for the launch. This PPC was there at the break of dawn the next morning sharing the sky's with all the balloons. Who ever this PPC pilot was (yellow wing with green trim, maybe blue) your picture was taken about 10,000 times as people spotted you and pointed with a LOOK! Lots of attention! I know others from our club were there but I didn't spot them. Next year would be a good time to plan a day with the kids, (grandkids) and go see these magnificent flying machines.

As of this writing the koala is all back together and ready for flight. Once the camper and boat are pickled for winter, my plane and I will be heading for fulco to fly! With work slowing down hopefully I can spend a little more time flying.



Vermont Flapjack's

by *Tim Devine*

Thirty-Four Degrees!!! That's what the temperature was when I arrived at Edinburg on Saturday morning October 4th. A few more degrees and I would have had to dig the engine heater out of the back of the hanger to preheat the beast. Where did the summer go? Looks like we are definitely into the fall flying season. My plans for today are to fly up to Rutland Vermont to attend EAA Chapter 968 Green Mountain Flyers annual leaf peepers fly in breakfast. After that I'm going to stop at Glens Falls to help out with the young eagles day being put on by EAA Chapter 353 and UL 90.

Doug is already rolling the flightstar out of the hangar when I pull up as he is also headed to the Young Eagles event. I usually beat Doug to the airport, but due to the chilly temperatures I needed to empty the ashes and reload the wood stove at home before I left for a day of flying. The weather is clear with high broken clouds and light winds. I focus on the pre-flight inspection as my body is telling me to cut corners so I can get to some place warm, but I know that short cutting can come back to bite you later. I'm probably going to have to switch to my winter weight oil sooner than later as when I pulled the dipstick the 100 weight Shell Aviation oil is like molasses.

I finish my preflight, load up my gear and roll the airplane out of the hanger. The Champ starts with one pull of the prop and I scramble inside to get out of the icy prop wash. Doug has already departed so I taxi the length of 24 and back to let the engine warm up a little. The oil temp needle is just coming off the pin when I make my 180 turn on the threshold of runway 24. My CIGAR check goes smoothly and I'm ready to roll.

My take off run is short, as the airplane really wants to get off the ground in the cold air. As I make my climbing turn north away from the field I notice that Dave Dudley has pulled his airplane out of the hanger and is getting ready to go flying. I trim to get a 300 fpm climb rate as I line up on heading 084 that will take me over Glens Falls, Granville and eventually to Rutland. I have a nice tail wind and the GPS is indicating 104 MPH over the ground and in about 50 minutes I have cleared the portion of the Green Mountains that stand to the West of Rutland and now



have both the city of Rutland and the airport clearly in site. Runway 19 is in use, and my preflight revealed that 19 is a right hand pattern. I'm second in line behind a Cherokee and Maule is making the call to be number three behind me. The wind is about six knots right down the runway and the Champ delivers another smooth landing and I taxi to the ramp.

There are only two airplanes already parked there and it looks like they are just starting to sell tickets. As I walk across the ramp I notice that in front of the hanger there is an events tent set up and that not all

the sidewall panels have been installed. I'm assuming that this is where you purchase your ticket and then move into a warm space for breakfast. Boy was I wrong! These Vermont EAA's are a tough bunch, real pilots eat their pancakes outdoors! Lee Morelli is manning the grill and I'm third in line for blueberry pancakes, eggs and sausage. Lee and I hit it off right away, as he is a fellow Champ pilot who is currently waiting on his C-75 power plant to come back from Don's Dream Machines where it went for a total rebuild. I tell him how well my C-85 from Don's has worked out and what a difference it makes in performance.

I collect my pancakes and eggs and head out to the tent. I don't know what it is about eating hot food outside on a cold day but it just seems to enhance the fragrance and taste. The blueberry pancakes are excellent and I wolf them down.

By now the arrival activity has picked up considerably. Another Maule with tundra tires arrives. Two RV-7's with really fantastic paint jobs arrive together. A brand new low wing Glastar taxi's to parking and it to just like Doug's high wing Glastar look's fast. There is a pusher puller canard wing home built that shows up that takes the prize for the most unique airplane on the ramp.

After checking out all the aircraft on the ramp it's 09:45 and I need to get headed to Glens Falls. The wind has picked up from the West so I'm going to have to slug my way back to GFL. Chapter president Peter Fisk graciously props my airplane for me and I taxi back to the threshold of 19 for departure. Airplanes are still arriving and after a short wait I pull onto 19 and start my roll. The wind has picked up to 14 knots and is almost 45 degrees right crosswind. I



keep the right wing low and do the rudder pedal two step to keep the Champ on track down the center line. Once airborne I fly what can only describe as a climbing crab to stay over the centerline. As I cross midfield I turn west and then the real fun begins. My airspeed indicator is showing 70 MPH while the GPS says 55Mph over the ground. I climb to 2800 and start the long bumpy ride to Glens Falls.

After clearing the Green Mountains again the great visibility allows me to see Glens Falls and I can clearly hear the radio traffic but it just doesn't seem to be getting any closer. Ground reference points slowly disappear under the airplane and eventually I make a mid field left entry for runway 19. I taxi to the ramp and park between Roger Johnson's Champ and Dick Bovee's Stearman. As I am chocking the airplane Dick wanders over to say hello and ask me how the Champ is flying. He's happy to hear that I'm logging lots of hours and that the airplane is working fine.

I go check in with the Young Eagles coordinator and right now there seems to be a lull in the action so I have a hot chocolate at the airport diner. I wander back to the flight line and Doug has a passenger waiting for me. Shelby is a senior at Queensbury High School and has never flown before. We taxi out behind Roger Johnson and head South over Glens Falls after departing runway 19. Because this is Shelby's first flight and things aren't real busy I give her a nice long ride and she does really well when I let her fly the airplane. By the time we head back to the airport the winds have shifted and everyone is now using runway 30.

After dropping her off in front of the FBO, I need to get going as I have a 2:00PM appointment and I know that I am going to fight the wind all the way back to 1F2. The ride back to Edinburg is slow and uneventful giving me plenty of time to enjoy the fall foliage. The trees are starting to turn and the next few weekends should be spectacular viewing. Surprisingly no one else is around at the airport taking advantage of a great flying day. Reluctantly I push the Champ back in the hanger after another enjoyable day of aviation and eating. What could be better?

Tim

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

From Our VP's Desk

*by Tony
Rizzio*



It's the middle of October and I'm getting depressed (winter is coming). I've had a chance to get a couple of lessons with Tom. He works me some and I'm learning some disciplines that I've never had in over 250 hrs of flying. That is what being self taught will do to you. But I find I enjoy flying the Ercoupe, the visibility is excellent, and the handling smooth.

Now it is up to me, can't wait for my next lesson.

To change the subject last Saturday we had our Fall Fly In. Since I have to work for a living, and it was my weekend to work. I got there late and was surprised when I pulled into the airport. I understand we had about 70 people, many planes and many ppc's. Everyone was having a great time and there was lots of food, and perfect weather. It doesn't get any better than that. I would like to thank Larry, Doug and Judy for all the hard work. Wish I could have been there to help. I did get to talk to some of the out of town flyers and all I kept hearing was how much they thought of the club for having them there and how great it is to have a club that welcomes the ppc's. I thought "that is how it should be".

One other thing I should mention, while I'm running off at the mouth, Tuesday the 14th there was a AOPA seminar in Latham I thought I would go. I called a friend and found he was going also. When I got hold of him he was on his way, I arrived there but my friend never showed up, he couldn't find the place. Guess who?

Tony

What a beautiful sight!!



Page 6

Kevin giving his daughter her first flight with him after getting his ticket.



Notes From Your Editor

by Doug Sterling



Well the time is getting closer to when we will have to deal with the challenges of winter - snow, cold, ice, and all the things we love about winter. Time to get the skis out, polish and wax them (oh yes - you don't wax that kind of ski).

We're coming off a FANTASTIC fall. I can't remember a more colorful fall since I moved to the Adirondacks 22 years ago. The weather was mild and the skies beautiful. And what a great

fall BBQ and PPC fly out. A round of applause for Larry on his fantastic idea. This is a perfect example of how the members can become active with great ideas that turn into great events. Not only did a large number of our members attend but we had a group from EAA1070 and 80% of the UL90 members attended (UL90 has 10 members).

I flew more than any other month this year thanks to Tim C. and his determination to learn to fly his new (well almost new) steed. It was a great time and very interesting. Now that our prez is back in the air, he can start to think about getting on with his pilot training. Our two new pilots, Darryl & Kevin, make us all proud of what the chapter can do to help aspiring students complete their dreams.

Enough for now - lets get out there and use the last of fall before the snows of winter slow us down (boy I can't wait to find skis for my GlaStar).

Fly Safe, Doug

EAA602

819 North Shore Rd
Hadley, NY 12835



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

November 2008

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