



EAA602 Log Book

Adirondack Chapter Newsletter

October 2007

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From The Presidents Desk

by Tim Cowper

Despite some interesting weather patterns, Murphy's Old Time Taildragger Fly-in was a tremendous success. Threatening clouds kept the fly-ins down slightly less than last year's count, but the drive-ins made up for it. One of the best things to see was the member participation, before, during, and after the event. Having so many 602 members pitch in to help was fantastic. We had everything cleaned up by Saturday evening, so that there was no need for a "clean up day." Instead, Mark invited everyone over on Sunday for a discussion on how we can do things better next year. This was a very constructive meeting, and I hope we can start a tradition of doing this after every 602 event. Thanks again to the Murphy family for their extreme generosity!

At the last meeting, I finally got to meet our John E. Milczarek Memorial Scholarship winner, Nicholas Ligon, and his wonderful family. I think it's pretty clear we made an excellent choice. It was really nice to have his aviation mentor and original Young Eagle's pilot, John Peck, there to see him receive the award. And, it's always a pleasure to have Ruth Milczarek there to present it.

On Sunday September 16, at Galway Airport, Doug and Brian helped Jack and Roger Tek give a talk on flying to a local Boy Scouts Troop. Before it was over, they had flown nine more Young Eagles. That brought the total YE's flown by 602 for the year to 165. Obviously, the YE program this year was a huge success, despite having a limited supply of pilots and appropriate aircraft. Good management by YE Coordinator Judy as well as member involvement was the key here.

Mark your calendars for Saturday, October 20th. On that day, at 10AM, we will be taking a tour of the New York State Police Aviation Unit facility at the Albany Airport. This will be a guided tour by a classmate (NYSP Academy 1983) of mine who, in addition to showing us all the fine aircraft and their palatial accommodations, will be giving us a history of the Aviation Unit, which dates back to biplane era. It should be about 2 hours long. More details will be



announced at this month's meeting.

And speaking of the meeting, since it looks like the weather is going to stay warm, it will be at Plateau Sky Ranch Airport (1F2) in Edinburg on September 24, at 7:00PM. When you come, bring with you any questions, concerns, suggestions, constructive criticisms and/or ideas on how we can improve the club. And don't forget that November 2007 is election month, so if you would like to run for a club office, come to the meeting and announce it. Or nominate somebody else!

The elected positions are open to anybody in the club!

As summer 2007 comes to a close, don't consider the flying season over. The best flying in NY is Fall Flying! Thanks to cooler temps (I really don't like hot humid days with high density altitude!) and beautiful scenery, we have lots of aviation fun left in 2007!

Ps. In order to maintain the high-quality newsletter we've

all grown accustomed to, we need newsletter articles from the members! Submit one today!

Tim



Coming Events

Oct 6, 2007

Leafpeepers Fly-in Breakfast

Rutland VT (RUT) 8AM to Noon ~ Rain date Oct 7

Oct 20, 2007

New York State Police Aviation Unit Tour

NYSP Hangar ~ Albany Airport ~ 10:00AM

Oct. 23, 2007

Regulations: What Every Pilot Should Know

NEW YORK STATE NURSES ASSOCIATION

11 Cornell Rd. ~ Latham, NY 12110 ~ 7-9pm



Editors Notes

Well it looks like summer's over and the best flying weather is here. We all know that the fall gives us the best performance, the best views and the nice cool weather so that we are more comfortable in our steeds. Lets take advantage of it and get out and fly!!! I'm writing this before I have received Tim's article (if I wait for him I wouldn't have time for anything) so there may be some redundancy in our thoughts.

This was some kind of summer. The weather for the most part was good for flying and we lucked out on all our flying events. What more could you ask for! Everyone enjoyed the summer events and all worked out well.

This was the summer for first flights. Rick



First Flight of Daryl's Hawk II

France did his first solo at the end of December (that was a great article he wrote about it in the April issue). Tim's Zoiac did its first flight in July and somewhere around there Fred's freshly

rebuilt Cub hit the air. Then came Daryl's Hawk and yes my Pulsar somewhere in May - what a blast!! I've heard that Don Heisert has had his newly rebuilt Cherokee off the ground and all is well (can't wait to do some formation flying with him). The most important thing is that all our first flights went well. I

like to think that good planning and careful workmanship helped to keep our safety level up.

Well - all and all this was some kind of year and it's not yet over. It's really going to be hard to beat it next year but we can sure try!!

Doug

You might be an Adirondack Chapter 602 pilot if:

- ~Your stall warning horn plays DIXIE .
- ~You've used moonshine as AV Gas.
- ~Your wheel pants have mud flaps with a chrome silhouette of a reclining nude.
- ~You use an old Walmart bag as a wind sock.
- ~You refer to formation flying as "We got us a convoy."
- ~Your matched lightweight flight luggage is 3 grocery bags from price chopper.
- ~You have a gun rack in the back window of your plane.
- ~You have more than one roll of duct tape holding your cowling on.
- ~You figure mud and manure in your weight and balance calculations.
- ~You siphon gas from your lawn tractor to go flying.
- ~You've never landed at an airport with an asphalt runway, even though you've been flying for over 20 years.
- ~You've ground looped to avoid hitting a deer.
- ~You consider anything over 1500 ft. AGL as High Altitude Flying.
- ~There are parts on your aircraft labeled "John Deere."
- ~You don't own a current sectional, because you use Texaco road maps.

- ~You have Streaks down each side of your plane, exhaust on the right and tobacco juice on the left.
- ~You have to buzz the strip to chase off the deer before landing.
- ~You use a blue tarp for a portable hanger.
- ~You've thought about landing on Main Street for a cup of coffee.
- ~The tread pattern, if any, on all of your tires is different.
- ~You've got Bush/Chaney bumper stickers on each side of the vertical fin.
- ~There are grass stains on the tips of your propeller.
- ~You have a bumper sticker on your plane that reads, "I'd rather be fishing."
- ~You think an ultra light is a new sissy beer from Budweiser.
- ~You have more miles on your plane than flight hours
- ~You have had more than one engine out
- ~You have considered landing on a building
- ~You have owned more than 3 planes before you learned to fly
- ~You have landed in a corn field, made crop circles and took off.
- ~You have flown around with bags of corn strapped in the passenger seat.
- ~You have held a conversation with those bags of corn while flying!
- ~Just before the crash, everybody on UNICOM heard you say, "Hey Y'all-Watch This!"

Mmmm - Some of these seem vaguely familiar!!



Klinekill Run

by Tim Devine

Sunday morning dawned with unlimited ceilings, calm winds, fantastic visibility and 40 degree air temp. Only one thing to do and that was head to Klinekill for Chapter 146 Fall flyin breakfast. With the cool temperatures the Champ literally leapt off the ground and before I knew it I was climbing through 1800. Pull back on the throttle as I don't want to get to high because I'm headed to Jack Schleich's to pick up Larry Saupe who's riding down with me today.

Landed at Jack's a little after 08:00 and Larry was waiting. We loaded up and headed Southeast on what can only be described as a perfect flying day. After climbing to cruising altitude I let Larry take over and he quickly caught on that the Champ was a rudder airplane. We skirted around Albany Class C airspace and arrived at Kline Kill a little after 09:00.

There were only about six aircraft on the ground, but things soon started getting busy. Phil Risley and friend showed up in her 150 soon after we sat down to eat. As we were talking the skies filled with all manner of aircraft arriving. Dave and Herb Dudley showed up in Herbs slick new aircraft followed by Chris Johnson. Soon the

three YAKS and T-6 buzzed the field a few times before landing. Once again 602 was well represented at the Kline kill event. We were fortunate enough to have three of their members brave the poor visibility to make it to Murphy's the previous week. Its really great to see clubs reciprocating at each others events. Larry and I wandered down the flight line after breakfast and some of the more notable aircraft were a Beech Stagger wing, a two place Pitts with an absolutely flawless fabric and paint job, a

beast of a turbine Ag Cat, and a really nicely put together Flightstar that had flown in two hours from Conn.

By 10:30 it was time to go so we packed up and headed out. Just as we were getting ready to leave an AIRCAM came swooping in for a landing. Many people were leaving at the same time so there was a bottle neck of AC waiting to back taxi to the threshold of 01. Ground control asked me if I could take off short field and I said sure and started rolling from just beyond the

hangers at the South end of the field we were airborne before we reached the North end of hanger row. God I love 85HP.

Larry got us home again with a little more work this direction as we were fighting a quartering head wind. Quick drop off at Jacks and then back to Edinburg. Sunday afternoon lawn mowing chores weren't so bad as I spent the time savoring a great flying day.

There's a Leaf Peepers fly in breakfast at Rutland on 10/6/07. Mark your calendars.



First Flight of Tim's Zodiac



First Flight of Doug's Pulsar





JUST A BIT OF HUMOR UFO

by Rick France

In my learning to fly articles I mention the time I tried to shoot down a UFO. Well I thought I would share this story with you for a little bit of humor for our news letter. Since a UFO is a flying object I think the editor of our aviation news letter will let this story fly. (no pun intended) (ok it was intended) This story took place many years ago in a place far far away - unfortunately its true!

We all have had a time in our life when we were not real proud of ourselves, well this was about that time in my life. My best friend and I lived out in the country. When I say country I mean go 2 miles past the last parked on lovers lane then make a right, pull the truck into 4 wheel drive and another mile to reach our little place in the country. Mobile home that is, well kind of, it was an 8'x40' trailer. But the rent was cheap and nobody bothered us.

Now for entertainment on a Saturday afternoon we would drink beer and shoot at the bottles or cans with our 22 rifles. (I know guns and alcohol don't

mix) For entertainment on Saturday night, which ever one of us woke up first from our drunken stupor would get to douse the other with cold water. I know this sounds a little rough but it was affordable on our income. Now my buddy Karl was a real outer space kind of nut. He saw star wars so many times he knew the script better than Harrison Ford!

A new movie was out called Close encounters of the third kind. Of coarse Karl had to see it and since I don't like to drink alone (I hate dousing myself with cold water) so I went with him. The movie was ok but a little far fetched. The ride home took a little longer because we had a few beers at the drive in, and we drove a little slower so not to attract the attention of our friendly local police officer. When we arrived home Karl went right to bed. Since its hard for me to sleep with the room spinning I stayed up for a while and fell asleep in the chair. I was awaken by a very loud rumbling sound, kind of like a jet taking off at an

airport. I got up and looked out in the corn field across the street from our house. What I saw scared me so much I almost had a heart attack!

As I stared in disbelief I saw an object with lights flashing on it, hovering about 100' above the ground. There was a light shinning to the ground and the whole thing looked very eerie. I was so scared I could barely move. I managed to get down to the bedroom and woke up my buddy Karl by poking him. As he sat up I was grabbing my trusty thurdy-thurdy rifle. When Karl asked, what's wrong? Alls I could do was point out the window.

When Karl looked out the window all he could do was use some holy words that you don't find in the bible. I told Karl that I have read that these things kidnap people all the time and do all kinds of poking

and probing on them. Now I am one that only goes to the doctor when something is falling off because I do not like being poked or probed!

We ran out the back door and ran across the road & laid in the ditch looking at our soon to be captors. We each had what was left of a box of shells for our rifles and loaded as quickly as possible. This was

not an easy task because my fingers just would not do as my mind wanted. We lay there and watched this thing for what seemed like an eternity. Finally Karl said what if they beam us up? Once we are inside we will never get away! Well we did the only thing that seemed logical, I took aim and fired a shot, then another and another, then Karl opened up. We kind of got caught up in the moment, because we emptied our guns several times. After a few minutes, the smoke cleared & we saw the UFO was still there!

Finally the UFO started to move and us with no more bullets, We ran for the house as the UFO flew over then left. By-God we scared it!!!! All was quite and dark. We both scrambled into the house and searched for more ammo, just incase of another encounter. We stayed up the rest of the night. Our little green men never came back. Lesson learned!

The next day about mid morning we observed 3 US air force cars drive up and down the road to the corn field. We watched as they looked around. One of



Rick's First Solo



these fine looking gents walked over to the ditch and started picking up our empty shells. As we watched, another one of the fine looking gents walked over to us and asked.....did you two gentleman see anything strange going on here last night? Well I stepped right up and said HELL YEA! There was a UFO hovering over that field last night. Then I volunteered the info that we scared it away by shooting at it! That's when we got the invite to join these gents for a ride to the air force base. Oh Yea we are gonna be heroes!

We each got to ride in a separate car to the base. As we entered the base we were saluted by the guards, (I could get use to this!) We stopped in front of a building and were promptly escorted inside by two armed guards. We must be real important! Karl went into one room and I went into another. Two fine looking

gents came in and asked me if I cared for a drink. I said well I haven't had a bloody Mary in a while, one of those would be good! Then this nice guy sneered at me and said I meant a soda or a water! I instantly felt like a convict instead of a hero. Then the questions started, same questions over and over and over, Geez what do you guys think I am lying? Our conversation really didn't go anywhere and I was getting hungry, so I said look, this is not my idea of fun and I am leaving. NOT said the one that sneered at me earlier. Well any time my mother told me no that was a dare! I just got up and said "BYE" That's when things really went down hill. After some shouting and pushing they left the room and locked the door and there I sat.....Forever!

What seemed like 4 hours went by and this General came in with stars and stripes and rows of medals all over his chest. (I don't know if he was a General but he obviously was up there.) He explained to me the military was testing a new jet and that the crew was not supposed to be where they were. He also explained how we are not suppose to shoot ANYTHING in the sky unless IT IS A BIRD WITH FEATHERS! I kind of shrunk in front of him as he called me a stupid ignorant hillbilly! He told me I could go and we would be given a ride home. As I left I turned and said, Can I ask one question? He said what! I said DID WE HIT IT? That's when he threw a folder of papers at me and hollered GET OUT! I have always wonder two things.....Was it a harrier jet? And DID WE HIT IT?



A Proud Fred

SOME THOUGHTS FROM THE VP

by Tony Rizzo

Well i've been thinking about were im going (flying wise). The last two years haven't been a lot of fun. The kit fox hasn't turned out to be the plane I thought it might be, or maybe it's me. Now that it is a light sport aircraft I'm not allowed to fly it, without an endorsement, so I go to the airport and sit and sit and sit. I did get to go up with Doug once but in the last two years I flew it for about 1 hr. so I'm not close to being comfortable with it yet. Ok were do I go from here. Should I keep waiting to get lessons so I can get my endorsement to solo the silly thing, or sell it and buy another koala. I guess im just in one of those moods. It looks like we might have a cfi that will work with us, maybe I'll wait and see how it works out.

On the brighter side lets put our heads together and think what can we do this fall and winter to keep us excited? Any trips we can plan or projects to work on. You must have some ideas. Call me or drop me a line. I have a few ideas on what we can do to improve the club. Updated members list or find someone to update the web. New pictures give me some of your ideas. And we can talk them over. I'll see you at the meeting. Come early and let's talk.

PS. Almost forgot the most important part. Thank you all who worked so hard to make the fly in at the Murphy's so much of a success - from those who cooked all those burgers and dogs - to those who parked planes and did all the other jobs that needed to be done. That is what makes this group so great .

Tony

Dear EAA Chapter President,

Another year will soon be coming to a close. Some of you have served as Chapter President for a number of years, while some have only served a year or two. Quite possibly, you've learned more about people during that time than about airplanes.

While reading the thousands of Chapter newsletters over the years, including those published this year, aviation has been made richer because of your efforts in the Chapter. I liken them to an aviation "church" (over a thousand of them) not only in our fine country, internationally as well. As I've said so many times, EAA is an aeronautical, educational and social organization with high standards that have moved aviation forward in a manner no other organization has accomplished. It was some 50 years ago – several years after the founding of EAA, when Ray Stits of Riverside, California contacted me regarding the forming of an EAA Chapter. He and several others were interested in building airplanes at the Flabob Airport. We thought it was a good idea and, as the Chapter program grew, they endured organizational challenges but continued to grow with excellent facilities and membership at Riverside.

I enjoy the Chapter President editorials featured in the newsletters, the leadership shown and, at times, the frustrations and ability to overcome them. The quality of information in the newsletters is a clear reflection on the dedication and work of the fine newsletter editors and writers who submit the material. E-mail seems to be a growing fad – at least to me. I guess I'm still in the old school of years past as this message is being written with pencil and paper but more modern technology will take it from here.

Your organization started way back – Jan. 26, 1953. It seems like it was yesterday when in Nov. of 1952 I asked my wife, Audrey to send out postcards to a small group of fellows who I thought may be interested in the forming of a local (Milwaukee) airplane

builders club. They showed up that wintry January night in a snow storm for a meeting in the dope & fabric shop at Curtiss Wright Airport (now Timmerman Field).

Living EAA every day since the year 1953, watching it grow and witnessing how it has changed lives "for the better" as we have so often been told by our members. The Chapter network has played an important role in this endeavor.

Please give your Chapter members our regards and a special thank you to your newsletter editor for putting those 26 letters of the alphabet into valuable news and building the togetherness we enjoy.

Sincerely, Paul H.

Poberezny, Founder & Chairman of
the Board

P.S. Some members have written to me about the high cost of the light sport aircraft. Of course we can't do much about free enterprise or their cost. Maybe someone will come up with a low cost, plans-built or even a kit to meet the challenge (such as Sonex Aircraft here in Oshkosh). Some of you may remember the EAA Design Contest of years ago won by Peter Bowers with the Fly Boy - Creative thinking???

*The Meeting This
Month Will Be At:*

Edinburg Airport
@ 7:00pm on Mon.
Oct. 24th

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. Coord.	Judy Sterling

October 2007

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