



EAA602 Log Book

Adirondack Chapter Newsletter

October 2008

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HOMEBUILDERS



From The Presidents Desk

by Tim Cowper



The 3rd annual Old Time Taildragger Fly-in at Murphy's was a great success, despite some windy weather and a few too many drive-ins. We had some excellent fly-ins this year but it wouldn't hurt to do a little more planning and organizing. This was more my fault than anyone else's. I am not making excuses but I now know that not getting enough flight time can be detrimental to one's enthusiasm for the sport. I would encourage anybody without an airplane to get one. And anyone with one to NOT sell it until you've already got another one in your hangar. Never be without a (operational) flying machine.

With that said, my big news, as many of you know, is that I finally flew in my own plane again. It's been over two years since I sold the Skyboy (where did the time go?) and the Zodiac took way longer than expected to complete.

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After a seemingly endless series of setbacks and problems, the Zodiac is finally functioning properly and flying. (pause to knock on any available wood) The plane would be parked on my lawn in between the pink flamingos and the colored metallic ball if it weren't for some really smart and generous club members. Doug has been instrumental in problem solving and fixing the bazillion things that weren't right, not to mention flying the thing from 1st flight until now. His time commitment alone I will never be able to re-pay. Tony has put in countless hours helping too, not to mention, Artie, Tom K, Fred, Jack, and numerous other members who have offered help, suggestions, and moral support during this arduous time in my life.

Also, I'd like to thank Wayne Sheets for letting me hangar at his place for almost a year. I'd go over there sometimes and find him working on my plane, redesigning, and trouble-shooting. Amazing generosity of aviation people. The best part about the last two years has been getting to know the people who helped me much better than I would have if I had never bought the Zodiac. I really love this club!

Let's talk about ways to improve 602 going forward, and think about some activities for the Fall and Winter. And thanks for the continuing stream of fantastic newsletter articles!

See you at the meeting!

Addendum:

As of this writing I am finally starting to get comfortable with the Zodiac. As stated on my last 602 Yahoo group posting, something just seemed to click in my mind, like a switch, and suddenly I could handle the thing. I'm actually having fun now and when I'm done flying I'm not soaked with sweat, even though Doug still yells at me a lot. My advice to anybody who is building, or learning to fly, or both, is to first join 602 and get to know some of the brilliant members we have who are very generous with their time, and their aviation knowledge and skills. Also, never give up, even when you think you'll never figure out how to do a descent landing.

Tim



Pesico Pancakes

by *Tim Devine*

Despite having owned my Champ for 6+ years and it's being hangared at Edinburg all that time, until August 23, 2008 I had never ventured into the Adirondacks. The low rolling hills and open farm fields of the Mohawk Valley have always been more inviting than the tall green mountains northwest of Edinburg that are the vanguard to the majestic high peaks of the Adirondacks standing farther north. While I have often day-dreamed about flying into Keene Valley, Saranac Lake or Lake Placid, that is all it has ever been, just day dreams.

So when Tim Cowper sent the email about the pancake breakfast at Piseco Airport (K09) on August 23 and I mapquested the site and saw that it was only 22 miles as the crow flies from (1F2) to Piseco, I thought that this might be a good starter trip. On Wednesday a big Canadian high settled over the Northeast and severely clear flying weather arrived with it. I decided to give mountain flying a shot on Saturday.

Friday night's check of the weather predicted some early morning ground fog, but other than that the forecast looked like a great day for flying. So despite still having some butterfly's about flying into mountain country I was determined to go. As luck would have it Friday evening as I was in my basement workshop packing my flight bag, my son shouted down the stairs that Tom Kravis was on the phone. Having just recently returned from a couple of months in Alaska he wanted to know if I was going to Piseco

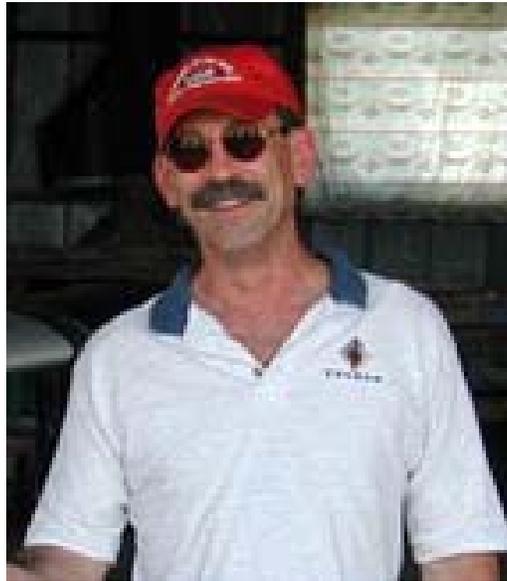
in the AM and if he could ride along. My anxiety level dropped by 90%. Having someone with Tom's skills and flying experience along, as your back seater on a trip like this was a welcome addition.

When I left my house in Ballston Spa at 06:30 the skies were clear and the sun was just brushing color to the eastern horizon for what looked like a perfect flying day. Tom was waiting for me when I arrived at 1F2 a little after 07:00 and to our dismay the field was under a layer of fog. You could just barely make out the windsock on the other side of RW 24 from where we were standing in front of the hanger. We both decided that the fog layer was pretty thin as you could make out blue skies above, so we decided to wait for it to burn off.

The extra time gave me a chance to catch up on Tom's latest Alaska adventures (dredging for gold, flying freight and building supplies in a Super Cub, moose antlers, cabin building and some great aircraft photo's) but that's a story for another time. I went ahead and did my preflight and also caught up on some much needed vacuuming of the interior and a good cleaning of the windshield. I swear that the bugs in upstate New York are all made up of at least

75% super glue. Removing them from windshield's, propeller's and leading edges requires lots of elbow grease and is an unending battle. While I was in the midst of this task Doug arrived as he was also going to head up to the breakfast.

He was taking Tim Cowper's daughter Jade up for some preliminary instruction in the Cherokee, as it seems that she has shown an interest in pursuing flight lessons. Once again we all conferred on the weather and decided to do what pilot's do best when the weather





is bad, we waited and talked about flying.

Our patience was rewarded about 30 minutes later when the sun burned through and the visibility improved enough that we could take off. The day was all that a pilot could ask for 60 degrees, unlimited ceiling, light winds and 50 miles of visibility.

We took off on RW24 and I decided to climb to 3000 feet right away so that I would have plenty of altitude as we headed north. Checking the airport registry the night before told me that the pattern altitude at (K09) was 2700 so I wanted to be a little high when we arrived, as I had never been to Piseco before.

As soon as you pass over the Northville bridge the topography changes dramatically. The low foothills of the Adirondacks on the south side of the lake are no more. You are now flying over small tree covered mountains of ever increasing height with few breaks in the leaf canopy. Except for an occasional beaver meadow or abandoned logging clearing there are very few places that would make a suitable emergency-landing site. It's really quite sobering, but on the other hand it is incredibly beautiful. I spent a lot of time as a youth camping and canoeing in the Adirondacks but seeing them from the air gives you a completely different perspective.

Flying time to K09 is only 15 minutes and from 3000 feet I spot the lake from 7 miles out. There are a couple of other calls for airport traffic advisories but it's not as busy as I expected it to be. RW 4 is in use which makes for a nice approach as you have to fly out over the lake before you can make your base turn and then after base to final you come in right over the lake which was beautiful in the early morning light. I need to get into my Fall flying mindset as at 1700 RPM's and 60 MPH in 60 degree air the Champ doesn't want to descend as quickly as it has all summer. A brief slip at the end of my final leg puts us down in the first 1/3 of the 3600ft runway so we have room to spare. We taxi to parking and while the line for breakfast is growing there are only about 10 aircraft on the ground and half of them look like they are based here. It's a beautiful morning and the civilians are rolling in by the carload.

It must be that everyone had to deal with ground fog, because as we are waiting in line to eat the traffic pattern activity increases 10 fold. Everything from a couple of ultra-lights to a really nice T-6 arrived and along with a really big turn out by drive in's makes for a great event. Someone said that they ran out of just about everything by 10:00, as we were getting ready to leave.

I decide to fly over Sacandaga Lake and Lake Pleasant on our trip home just for a change of scenery. The sun is now up high and I again marvel at the beauty of our little patch of the world. The trip back to Edinburg is quick and uneventful making for a fitting finale to my first venture into the Adirondacks.

Tim

EAA602 FLY MARKET FOR SALE

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

2000 FlightStar - 55 hours on 582/E-box drive Custom paint ~ All the options ~ Asking \$13,900

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

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.



Notes From Your Editor

by Doug Sterling



Well I think it's safe to say that fall is here (officially September 22). I don't need a calendar to know that every morning when I take off for Mouthons Airport at 7:00am I need to turn on the heat. Oh-yes, Tim and I have been working on getting him comfortable with his plane. If you have been reading his e-mails on the web page, you would know that he has been somewhat depressed about the flight characteristics of the Zodiac. It is a different bird. Well to give a current report to all, he's finally got it. Last time up he did an hour of perfect landings - WOW what an accomplishment. I'm always amazed at how a person struggles with setting up a landing and than suddenly it all comes together. I think that's the part I really enjoy about helping a person become comfortable with their plane. When it all goes together there is an excitement that can not be described - only felt. That is one of the great things about flight. It is not an easy road to travel but when a person completes it

there's a rush that can't be equaled by any other endeavor.

As of this writing Darryl & Kevin are about to take their check rides to join our ranks of licensed pilots (sounds great doesn't it). I heard a rumor that Kevin scored a 90 on his written and Darryl got a 100. Not to shabby. If I'm not to off base Aaron will be close behind by soloing on or around his 16th birthday. That is one devoted kid. As the expression goes "The family that flies together". Hopefully we can get more young blood in our club. Us old geezers aren't getting any younger and we need to fill the club with more fliers. I know that Patrick has been working on his solo flight, and Tim can start to work toward his now that his plane seems to be working properly. All we need now is for Fred to finish his hanger so that he can get on with his training, Chris to get his Champ done, and Tony to keep his machine from quitting everytime it goes up. Hopefully we'll be working on that next week. By the way I'm working on getting one of our meetings held down at Chris's shop so we can see how it's progressing. Also I might have enough time this winter to finish the Pulsar and have some real fun hotrodding around the sky next summer.

All and all it's been a good summer and should be a great fall for our clubs happenings. Until the meeting fly safe.

Doug

The Meeting This Month Will Be At:

**Fulton County
Airport Main
Hanger @
7:00pm on
Mon. Sept 29th**





Edinburg Flying

The Powered Parachute contingent is hosting a BBQ and fall foliage flight the afternoon of Saturday, October 11th at Edinburg Sky Ranch (rain or high wind date Sunday October 12th).

We will have a grill with burgers & hotdogs, refrigerator and paper products handy. Grill will light off at 3:00 PM and the PPC portion will take to the air at 5:00 for an evening flight around the lake. All are welcome to join in. Please bring a dish to pass and anything else you may want (if you are not into burgers & dogs). Many of us will have cameras, and the PPC is a nice stable platform for taking pictures. So... If any of you would like some nice aerial shots of your plane against the fall colors please stop up.

Larry

Editors Note: You light plane flyers and other ground based flyers are welcome to come also. Bring something if you wish and we can make it a "Last BBQ of the season" shindig. We might even see some NEW pilots and their planes there (hint - hint).

***Give me a quick call if your coming so that I can prepare enough gourmet burgers & dogs.
863-2409 - Doug***

I was walking past a favorite plaque on my office wall the other day and stopped to read it for the umpteenth time. It is a poem that many have seen the first 2 and last lines before and I think it might be nice to read it in it's entirety again.

High Flight

Oh! I have slipped the surly bonds of Earth
And danced the skies on laughter-silvered wings;
Sunward I've climbed, and joined the tumbling mirth
Of sun-split clouds, — and done a hundred things
You have not dreamed of — wheeled & soared & swung
High in the sunlit silence. Hov'ring there,
I've chased the shouting wind along, and flung
My eager craft through footless halls of air. . . .

Up, up the long, delirious burning blue
I've topped the wind-swept heights with easy grace
Where never lark, or ever eagle flew —

And, while with silent, lifting mind I've trod
The high untrespassed sanctity of space,
Put out my hand, and touched the face of God.

— John Gillespie Magee, Jr - WWII pilot

Don't forget our web page at:
www.eaa602.org

Upcoming Events

Oct 4 - Young Eagles Day at Glens Falls Airport 9am til ?

Oct 11 - PPC and light plane BBQ & fly around at Edinburg 1F2



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



EAA602

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



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

October 2008

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