



EAA602 Log Book

Adirondack Chapter Newsletter

October 2010

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From The Presidents Desk

by Tim Devine

The sun is now setting before 7:00PM. Sunrise won't see seven AM again until sometime next Spring. September 23 marks the official start of Autumn, but most all of us had figured out that the seasons were changing a few weeks ago.

With the changing of the seasons, many people are starting to wind down their flying activities as winter approaches. Just the opposite needs to happen. Fall is one of the prettiest and best times to fly. Also there are still plenty of events to fly to in the coming weekends. Granted its going to be tough for you open cockpit guy's to prevail much longer, but everyone else needs to throw on a jacket and look for an event to attend in the coming weeks.



Saturday the 18th was a prime example, as Cooperstown held their final pancake breakfast for 2010. It was 40 degrees at Edinburg when I arrived in the AM, but the Champ loves the cold weather and it turned out to be a beautiful late Summer day. Many other chapter members took advantage of the great weather and 602 was well represented.

So keep an eye on the website, check the fall schedule and keep flying.

Tim

Editors Note: Hope to see you all at Island Bobs Saturday for breakfast after the balloon launch and around 1:00 at Edinburg for clean up help.

Come see the our club pictures on our web page in living color at:

www.eaa602.org

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**Meeting This Month
Will Be At:
FULCO Airport
September 27 @ 7pm
See You There**



Johnson's 3rd Annual Pig Roast & Fly In

Mother nature did her best to give us all indigestion as we anxiously waited to see what she was going to do to affect Johnson's 3rd annual pig roast and fly in. First, hurricane Earl wobbled and weaved his way up the East coast leading to what seemed like almost hourly changes in the weather forecast. Then a big low pressure area started moving East and what day looked like it was going to be the best was pure speculation. So after Chris, Roger and I looked at the weather on Thursday AM we decided to cancel Saturday and go for Sunday. On Friday morning the low had stalled and we pushed it one more day to Monday, Labor Day.

I'm sure that my picture is on the wall at Upstatelist, Barnstormers and the EAA Insurance office with a note saying don't answer the phone if its Tim Devine calling. Many thanks to all three of these organizations who went out of their way to make changes to there sites to announce our ever changing date. Special thanks to Pat Morris who kept updating the EAA 602 web page so everyone was informed.

The wait paid off, as Monday turned out to be a picture perfect flying day and ideal picnic conditions. At last count we had over 60 aircraft in attendance and I don't know how many drive ins. There was plenty of great food, lots of hanger flying and good conversation, an opportunity to meet Mr. Clarence Dart an original Tuskegee Airmen and of course some great fly by activity by the P-51 and T-6's.

None of this would have been possible without the efforts of a number of people starting many weeks before the event. Forgive me, as I'm sure that I will miss someone but here goes.

First of all, once again thanks to the Johnson family for staging the event.

Thanks to Chris, Abby, Jamie, Charlene, Alex, Fred, and Graham for coming to the early planning meetings and volunteering to handle portions of the event.

Thanks to the Murphy's for the use of their utility vehicle, folding tables, picnic tables, drink coolers, event signs and kids (for picking corn). Also thanks for the donation of bottled water and their time on Friday afternoon setting up.

Thanks to John Peck for the use of his communication radio set up.

Thanks to John Pashley, Rick Riccardi, Bob Walsh for your time on Friday afternoon getting the site prepped.

Thanks to Bob Walsh for the use of his motor home.

Thanks to Darryl, Jack, Walt, Bob, Pete, Travis, Tim, Rich and Doug for the great job of marshalling aircraft on the ground.

Thanks to Fred for the use of his utility vehicle and his time doing a little bit of everything.

Thanks to Donna, Charlene, Diane, Alex, Amy, Doris and everyone else who pitched in to help get the food out and served.

Thanks to Amy for chasing down all those registrations.

Thanks to Don "grill guy" Flieshute for the use of his coolers and trays and his great work on the grill all day.

Thanks to Todd, Tom, Fred and Chris for taking the time to help pick up the grill the week before the event.

Thanks to At Goodermote for the use of his recently refurbished hay wagon/control tower.

Thanks to Travis and my Wife Ellen for shooting all the great pictures.

Thanks to Mike and Don for showing up on Tuesday and helping clean the grill and pig cooker.

Thanks to Paul for handling the ATC duties. And Last but not least a very special thanks

to Abby Johnson who "babysat" the pig roaster starting at midnight Sunday night until sunup Monday morning. Now that's dedication.

Everyone mentioned above made this event what it was, and I had a number of very nice comments regarding organization and safety. My sincerest thanks to all.

Fly safe, fly smart Tim D.



The Beginning

by Dale Wilcox

The details about my entry into recreational flying are a little sketchy, neither my wife or I clearly remember the events of 20 years ago but there were several contributing factors.

Some time in the late 80s or early 90s I became aware that powered parachutes existed, how we can't remember.

I was a dairy farmer then and one day the man that did my artificial breeding mentioned going for a flight with another farmer that rented a plane at a small local airport. My wife gave me a birthday present of an hour with that pilot for a fall flight that year. Somehow I learned that Powered Parachutes sometimes attended a winter festival in Lake George NY and I saw them listed on the festival website so we drove up in hopes of seeing one up close. While approaching the lake we spotted one taking off and were able to talk to the pilot later that day. He was a member of an active group of PPCers flying out of the Charlton area and must have given me some contact information.

The next summer we went to a flyin at the Charlton group's base, Frank Evan's home. At the flyin I met Big John Murphy and Ed Grenbacker and also learned that Ed frequently flew the area around my farm, small world. John had a 2 place Buckeye Dream machine and offered to take me for an intro flight. John flew me out of Mohawk Valley airport 4 or 5 times that summer and the PPC seed was firmly planted. (Frank and John were instrumental in getting the early Buckeye machines flyable, some real PPC history there) I also have an autographed copy of Rockin John Carr's book that has some great stories about some of his and John's adventures during the early days of PPC.

All of that took place over the course of about a year but we were farming then, time and money for a hobby like that didn't exist so for the next ten years the flying bug was dormant. I really don't remember even thinking about it much except for identifying a piece of or farm property that would work as a landing strip.

We sold the farm in 99 and I started working for a local business as a web designer. We kept 30 acres of the farmland to build a house; 30 acres that included the piece I had picked out for a runway 10 years earlier. With more time and cash available I started researching PPCs again and in 2001 I bought a Blue Heron Spirit 103 kit. Blue Heron's were manufactured

just a few minutes from where I worked so training at their field and builder support were readily available. I soloed my PPC that fall, close to my 41st birthday. I found that the thing I liked most about flying was sight-seeing and I gained a bit of a reputation as an adventurer. The little Spirit with its 447 engine gave me a half-hour of flight time more than the 503s on a couple of friend's machines and I used every bit of the additional time. I was usually the first to launch when we flew together (send Dale up to test the air.....) and often the last to land. I did several 25 mile cross-country flights to see local attractions and for the first 2 years didn't miss any entire month.

I started tiring of the sights within range after 3 years and more than 100 hours and bought an elliptical wing hoping to gain some speed and range. The Thunderbolt E310 I bought was much more efficient and gained me about 30 minutes on a tank of fuel but the air-speed remained about 30. I continued flying the PPC until 2007 and have 200 hours on it. Sometime in 2005 - 6 I started looking around at Trikes and Fixed Wing planes. I joined a few Yahoo groups pertaining to various Ultralights and decided I really liked the Aerolite 103 fixed-wing Ultralight. It had a dedicated following and the group moderator / Aerolite go-to person, Mark Klotz seemed like a real straight shooter.

I started watching ads on Barnstormers and also making plans to build a hangar on my property late summer 2007. I really wasn't committed to any one plane at that time so the hangar was designed to hold a plane with up to a 36 foot wingspan and a tall door to allow a king-post to clear. That fall I got as far as getting post holes dug, steel and trusses delivered, and had the rear wall posts set.

That winter I spent a lot of time researching planes, looking for deals and playing Microsoft's Flight-Simulator 10. In March of 2008 I came real close to buying 2 different Aerolites. I had gotten almost to the point with 1 of them of booking a flight and reserving a U-Haul for the return trip but the deal fell through. Then in April the unthinkable happened; several people knew I was interested in the Aerolites and one day a local pilot said "You know, I think I saw one of them once, sharp looking plane, I think it might be for sale, I'll ask and let you know." It was a friend-of-a-friend-of-a-friend kind of deal and I had to be patient but a couple weeks later I had a name and phone number. Yes, a low-hour Aerolite was for sale 3 hours from me. It had been disassembled and parked in a barn for 4 years but the asking price was reasonable and I was welcome to take a look.

The previous owner had tears in his eyes when I



left his place with the plane the following week and I felt bad for him but I had my Aerolite 103! (and no clue.....) The next few months were BUSY. Somehow I managed to complete the hangar (well, make it useable anyway), get the plane cleaned up and re-assembled with lots of new bits and pieces (tires, wiring, fuel lines etc.) It really only needed thorough maintenance.

I was also spending as much time as I could with a good friend and his Challenger II. We went over lots of little Ultralight flying details and I racked up about 6 hours in the front seat. He'd been helping with the hangar too and one day we decided that enough of the roof was finished to allow putting the wings on the Aerolite.... A week later he took it for its first flight in almost 5 years and was grinning ear to ear when he landed. We were having a real nice stretch of weather and there is a quiet, grass runway just a few miles from my place so a couple days later my friend flew the Aerolite to the airport, climbed out and asked if I was ready..... We spent the next [exhausting] hour doing some radio training, just fast taxis building up to low hops, PHEW ! The plane spent the night at the airport and we went back at it the next evening, that night I did my first pattern circuit and landing, white knuckles all the way.

The following morning I decided to try it alone, spend some time in the air, and hope to relax. I spent an hour doing some local flying and shot a couple of landings. It was going OK but the fingers were still holding a death grip on the yoke. That night we did another hour of radio work and I was able to make my landings shorter and more consistent. My buddy wasn't completely convinced I was ready but I wanted the plane home and under cover. He didn't object too strongly so I set off for home. He was waiting at the end of my runway, radio in hand, when I got there and I made my first short-field landing; not real pretty but nothing broke so we called it good. The following weekend I made my first cross country trip to a pancake breakfast 25 miles away. Landing at the airport early was a breeze and I got to pay the finders fee to the man that found the plane for me (he had "demanded" a flight in it :) The guy's flown a lot of planes (think he said that was number 32 or so) and had been an Ultralight instructor in a Flightstar back in the exemption days. He loved the little UL and said it was an easy flier and an honest Ultralight. The flight home was my first experience with some mildly rough air and by the time I landed at home I was real happy to be on the ground.

I was able to get a couple of flights in during the week and the following weekend I met a couple

of guys for breakfast at another local airport, first landing on pavement. We left the airport around 10:30 with strong morning sun. The air was getting pretty active but it didn't seem any worse than the previous breakfast run. I set up my approach at home and was over the end of my runway at about 30 feet AGL when something happened that caused me to lose focus for a moment. The only thing I clearly remember is seeing the ASI showing wild readings, dancing back and forth way too low. Fortunately for me the plane behaved extremely well, it simply pancaked in instead of nosing over. We hit the ground hard and skidded for 30 yards or so, coming to rest real close to my windsock. The picture I took of the plane will be forever titled badday.jpg

My good friend (that I'd had breakfast with a half hour earlier) answered his phone in disbelief and was at the scene a few minutes later. We looked the plane over and decided it could have been a lot worse.... By the time my wife got home we had the wings and tail off and in the hangar; the mangled fuselage in the garage. The damage was limited to the landing gear and boom tube; 49 days and \$1500 later the plane was back in the air. I still wasn't real comfortable flying it and kept telling myself it would get better. After all, it took 30 hours to get real comfortable with the PPC and I still only had about 15 hours of fixed wing time under my belt. On the third flight after the rebuild I was close to home and planning to land when I heard a very loud bang and felt the plane start to shudder violently. After a couple of missed heartbeats I realized the engine was still running and making power (I had reduced power to ease the shaking) and the plane was still flying. I was close to the end of a neighbors freshly cut hay field so I reduced power further and set it down. Luckily, the other end of the field was right across the road from my driveway so I taxied there and shut it down. My seat belt had come undone and allowed one of the shoulder belts to slip off of the lap belt. The shoulder belt had gone over my shoulder (good thing it don't go around my neck.....) and gotten into the prop.

It took over a month to replace the wood prop with a Powerfin and I put a racing harness on that had the shoulder belts sewn to the lap belt. The wife's only comment was "Two!" It was mid October by the time I was able to fly again, almost the end of the 2008 flying season. During all of the Aerolite down time I had flown the PPC a half dozen times and even participated in a local poker run with 3 other PPC fliers. We had a blast but even with my discomfort in the fixed wing and the problems I'd had all summer I still wanted the speed and range. After flying



the Aerolite the PPC really seemed to crawl; easy, relaxing flying but so slow.

In the back of my mind I knew I needed and wanted more fixed wing training. I also thought getting my Sport Pilot license was a good investment in future flying possibilities. I contacted a couple of local instructors and bought a King Schools test prep kit. Unfortunately, because of the changes brought on by the Sport Pilot program, there were no light trainer planes available locally. I really wanted to train in a plane with characteristics similar to the Aerolite and at the same experience a different light plane. I ended up settling on a trainer in North Carolina that was listed on the Sport section of the FAA's website and thought he was training in an X-Air Standard. The Standard is very similar to a FlightStar and a style of plane I had some interest in. After making all of the arrangements to spend a week training during May 2009 I realized he was training in an H model. The H is closer to a Cessna than an Ultralight but the reservations were made so off I went.

I was able to log 8 hours with Joe and the H during a great vacation week. He was a very patient instructor and showed me some beautiful North Carolina scenery. The H was an easy flyer but too fast and too enclosed for my taste. I learned a lot though and demonstrated that when I got home. On my first landing with the Aerolite I slipped it in to land shorter than ever on my field. My wife was watching and was all smiles, she even motioned "that was cool, go do it again!"

One thing I did miss about the PPC was its easy picture taking capabilities. I rarely flew without a camera and after most flights I would show off the pictures I'd taken to anyone that would look. I've recorded several large construction projects in the area and one day even had an excavator operator wave at me with the bucket on the machine. I'd seen some awesome video shot from Ultralights posted on-line and bought a GoPro HD video camera early 2010. After 3 or 4 flights taking shaky video with the camera mounted to a few locations on the plane one local pilot suggested mounting it on the pilot instead. My legs don't move around a lot in flight and the area near my knee has an unobstructed view of the sky and ground so the camera was soon nicknamed "Dale's leg-cam". Shaky or not I started posting videos on YouTube to share them with club members and anyone else that happened to find them. One day, out of nowhere, I received a comment from another prospective Aerolite owner. Well, not exactly Aerolite; it's a long story but they are called Phoenix 103 now. The comment came from author and photographer

Bill Fortney. Bill is in the process of making the switch from PPC to fixed wing himself and ordered a new Phoenix 103. I had recently read an article about his transition planning in his new monthly feature in Powered Sport Flying and was quite surprised that he chose me to answer a few questions about flying these planes. That's really one of the best things about this particular hobby; the people. Flying anything demands a certain level of diligence and pilots tend to be pretty single-minded when it comes time to enjoy our sport. Pilots come from all walks of life and have every conceivable background but we all seem to become peers when the topic turns to planes. Conversations with Bill progressed from flying the Aerolite / Phoenix to possibly writing an article together about how people enter this sport and transition through various phases of piloting. He wanted to spotlight the people that flying brings together and the friendships that result. So here we are :-)

Future? I would still like to have a 2-seat plane. At times I'd also like to have one that is a little faster and more enclosed. I'm a member of EAA chapter 602 and the club is very active, often having 8 or 10 planes in attendance at local fly-ins. I like the club because there is a strong focus on safety and light aviation but most of the members planes travel at or near 80 and my little Aerolite is happiest at 50 so it's impossible to join in group flights. In NY there are many good opportunities to fly all winter but even a 30 degree day becomes a big challenge in a plane as open as the Aerolite. So far my favorite flying is low and slow; I love cruising the open countryside at tree top height at a leisurely 45 to 50 mph on glassy smooth mornings and evenings. But then there are those times when a wife, daughter, mother or friend really wants to share the experience. And the other days when there's a club outing on a less than perfect or cold day and I sit the event out because of the limitations of the great little UL. I think there may be a second plane in my future, the Aerolite for just plane fun, and something a little larger and faster to share with family, friends and club members. The Sport pilot program is still a challenge, one that will wait until I have a plane that requires a license. There are 2 instructors locally that will train in the pilot's plane and I recently found out that an instructor can sign a student pilot off to ferry a plane to lessons once the student solos. My new goal, find a 2-place plane that qualifies as a sport plane, probably a kit experimental, get the solo endorsement and train in my own plane for a Sport Pilot license.

EAA 602 Fall Foliage Fly In

Saturday October 9th 2010 (Rain Date October 10th)

Edinburg, NY airport (1F2)



3:00 PM until Sundown

All Flyers Welcome – Come and enjoy some of the Adirondacks best scenery

Burgers and Hot Dogs Provided - Please bring a dish to pass

Mass PPC Launch at 5:30 PM

For more information contact: Larry Saupe (518) 882-5062
Doug Sterling (518) 863-2409
Julius Enekes (518) 654-9797
Tim Devine (518) 584-2045



Notes From Your Editor

by Doug Sterling



I'm going to set up a Fall Foliage Flight to Lake Placid sometime in the next few weeks. It's a great run and you can go from the airport to downtown for free with the trolley/bus service.

It's a great place to spend the day walking around the shops and many places to have lunch (I have to keep my number one copilot happy). Keep an eye on the web page e-mails as this has to be done at the last minute. It will probably be on a Sunday as there always seems to be something happening on Saturdays next month. Anyone interested in coming let me know who you are. I can arrange for fuel for anyone wanting to come and not having the endurance.

I (or should I say Judy) would like to do one last Basin Harbor run before the snow flies. I'll keep you informed.

Let's keep up the flying as long as we can this fall.

Fly Safe, Doug

EAA 602 Events Calendar 2010

September 25

2nd Annual Glider Ride Day
Adirondack Soaring Club

October 9

EAA 602 3rd Annual PPC Fly
In and Barbecue

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*

“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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