



EAA602 Log Book

Adirondack Chapter Newsletter

September 2010

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From The Presidents Desk

by Tim Devine

SEPTEMBER! The word hit me like a slap in the face. Wait a minute, it was just Memorial Day. Where did another summer disappear to? After digesting the fact that another summer was relentlessly slipping away, I decided to console myself and my fellow aviators by reminding them that we are now standing on the threshold of what can be the best time of the year to fly.

This summer has been a mixed bag of flying opportunities as mother nature has subjected us to one of the hottest summers I can remember in a long time. The heat and combination of accompanying thunderstorms have dictated if our flying events have been successful or they bombed. Regardless of the weather however, the intrepid aviators of chapter 602 seem to squeeze in as much flying as they can. Over the years I have learned that pilot's are an extremely resourceful group of people.



Wings and Wheels once again suffered the weather jinx and aircraft turn out was low due to low ceilings, fog, rain and high humidity. Thankfully the front passed through around noon time and we did get a few arrivals. The Murphy Air Force once again saved the day and provided the gathering with a well orchestrated air show and flying demonstration.

Thanks to all the volunteers who stuck it out through a hot muggy day and made a safe event possible. Special thanks to H&M Equipment, Fred Blowers, the Johnson family, Bob Walsh and Jason Platt for the use of their utility vehicles.

Two weeks later we were blessed with a perfect day to host the Chapter's Young Eagles event and it was a smashing success. Final tally was 116 Young Eagles flown in a little over 5 hours. Large turn

out of ground volunteers and dedicated pilot's helped everything go smoothly.

So as we count down the remaining days of August be prepared. There are flying events being sponsored almost every weekend, so check your calendar's frequently and stay tuned to the website for the latest news and fly out plans. Get flying, volunteer to help at one of the chapter's coming events, participate and for Pete's sake lets get some of those projects finished.

See you all on the 30th.

Tim

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<i>V-President</i>	<i>John Peck</i>
<i>Secretary</i>	<i>Pat Morris</i>
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Tim Cowper
Fred Blowers
Roger Johnson

**Meeting This Month
Will Be At:
FULCO Airport
August 30 @ 7pm
See You There**



Sign of the times

by Tim Devine

I struggled this month with ideas as to what to write about. I didn't fly to wings and wheels as the early morning fog kept everyone away. Young Eagles turn out as a great success, but it was a work day for everyone involved for which I am deeply grateful.

So I had been racking my brain as to what to write about I stuck upon the idea of my impressions of the kids I flew on YE day and what it says about our sport.

This is my sixth year flying Young Eagles and while I broke the magic 50 this year I am still a rookie YE pilot. This years assortment of passengers however was different than past years.

The three passengers that I am going to describe are not in any specific order, but they made the biggest impression on me.

First there was Emily. Emily was 14 years old and was a quadruplet. She lived on a farm with her family in Ephrata. She told me that the farm was about 150 acres with beef cattle ,corn, beans, chickens and sheep. She has never been out of upstate New York. As a reward for her hard work on the farm, her Dad brought her down for an airplane ride as she wanted to see the world and some day be a pilot. I could have flown with this young lady all day. She was bright, articulate and had obviously paid close attention during the briefing as her questions

were concise and well thought out. She didn't believe me at first when I asked her if she wanted to try flying the airplane. She was a little tentative at first, but after some straight and level and slow turns she caught on quickly. When we were headed back to Fonda I let her do a 360 degree turn and the bubble never moved off center and the nose dropped only slightly, remember she was in the back seat, a natural is born! After landing I wished her the best and told her to look me up some day when she was



airline captain and we could swap stories. She made a point of shaking my hand and thanking me, but her smile was enough for me.

A few riders later there was Zack. As I pulled up to drop of one and pick up the next I noticed that Zack's dad was with him. His dad was very animated pointing at my airplane and showing great enthusiasm. Zack had his hand s jammed in his pockets and a less than excited look on his face. I wrote it off to anticipation and maybe a little fear. During taxi and take off I tried to get a conversation going but all I got was a curt yes or no to my direct questions. Once at altitude and headed west it was total silence, so I just figured



he was a shy kid. When I made the turn south at Hisert's, I took a quick look over my shoulder to make sure everything was OK and I noticed his head was down and he had something in his lap. On closer inspection I saw that he was either texting or playing a video game. Subsequent checks along the way revealed that he never looked up. He had quit by the time I taxied back to unload, but seeing him walk back across the ramp to where his father stood with a big grin, waiting for details of the flight made me sad for this young man. I can't imagine what the future holds for him or us for that matter if a video game holds more interest for him than an airplane ride.

The last was Cassie. Cassie was a tiny little nine year old and a non stop talker. By the time we had taxied to the departure end of 28, I knew her cats name, where she went to school, her favorite color, where her grandma lived, etc, etc, etc. I had kind of blocked her out as I was doing my pre takeoff check list. I was next in line behind Graham and we were both waiting on an aircraft on short final. In the stream of constant chatter she announced that she was glad that I had a back window that opened as she need fresh air because she became car sick easily.

She now had my full attention. I quickly envision having to clean up two bowls of recycled fruit loops from every nook and cranny of my baby. Talk about cockpit resource management! So do I tell her where the barf bags are and plant the seed, or do I just take my chances? I toyed with the idea of pulling off to the side and throwing her over the fence onto the ninth fairway of the golf course and then calling her parents to come get her. However she seemed to be having such a good time I pressed on. She never stopped talking for the duration of the flight which was good, because I figured as long as she was talking she wasn't thinking about getting sick.

After we landed and taxied back she congratulated me on being a "pretty good pilot" and was looking forward to doing it again next year. Now I wish I had gotten a picture of her so I could keep an eye out in 2011.

Notes From Your Editor

by Doug Sterling



Here we go late as usual. Maybe some day I'll get my act together. Maybe I'll really get lucky and Tim will fire me (no such luck).

Well as our club president said "Where did another summer disappear to?". I totally agree. The summers in the north east go way to fast. Every year I threaten to get skis on the GlaStar so that I can get in a full years flying. I think getting a plow for Edinburg would be easier.

Well Young Eagles Day sure went well. Some deal flying 116 kids. We were fortunate having some dedicated workers getting the advertising out - thanks guys - that's what gets the kids out. I sent out the tentative numbers in an e-mail the next day but here are the finals:

- 29 - Bill Scheidegger - C-172 from EAA353 GFL
- 22 - Tim Cowper - PA-28
- 19 - Graham Pritchard - PA-28R
- 13 - Doug Sterling - GlaStar
- 9 - Tracy Green - C150
- 8 - Tim Devine - Champ
- 7 - Mike Clukey - FlightStar
- 4 - Roger Johnson - Champ
- 3 - Tom Flannagan - Luscombe
- 2 - Tom Kravis - Tim's Champ

Total of 10 pilots flying with 9 planes!!

What a great lineup of dedicated flyers. A great big thanks to the dedicated Young Eagles Pilots who donate their time and planes to give kids their first plane rides. And a big thanks to our dedicated ground crew without who we would never be able to get all those kids into the air.

Fly safe, fly smart Tim D.

Fly Safe, Doug



Blue Coupe Comes Home

There is something about an Ercoupe that draws you closer for a better look. It is certainly not its sleek appearance or spacious cockpit. For me it was the desire for a LSA qualified tricycle airplane and not breaking the bank to get one. I certainly don't have the desire or skills to build one. After flying Rich Logerfo's at FulCo last fall, I was hooked.

I found the Blue Coupe in Bolivar Missouri in November of 2009. I was very fortunate that John Wright Sr. lived just 5 driving hours away and was willing to do a pre-purchase inspection. John is an Ercoupe master mechanic. He and his son John Jr. have a shop in Springfield Illinois. They restore Ercoupes and fabricate many hard to find body parts. John also manages the Ercoupe training tent at EAA Sun and Fun, and his name is on many of the ADs for Ercoupes. After John inspected the plane (with me over his shoulder) the deal was made. John and John trucked the plane to their shop in February and began a slow -very slow- restoration. The Blue Coupe has four new cylinders and a total rebuild of flight controls, along with a long list of incidentals. It was finally finished on July 4th.

Now, how to get it home.

Option #1-Take the wings off and truck it to Johnstown-unromantic

Option #2-Hire a ferry pilot-OK but still unromantic

Option #3-Fly it home solo-foolish if not stupid

Option #4-Ask John Peck to join me in the roomy air conditioned cockpit

My wife chose option #4. John and I left Albany via Southwest on Sunday July 18th, and after a layover in Baltimore, due to weather, arrived in Jacksonville Illinois on Monday @ 11AM. John Sr. and John Jr. were eagerly awaiting our arrival. We received a thorough

briefing on the work done and told that we were set to go. After a short test flight, we packed up and set out on the first leg. Forty minutes later we were back in Jacksonville.

The oil temperature was close to red line on the climb out and did not cool down after leveling out. The plane has four new cylinders and obviously needed some break in time. This Continental model calls for 4 quarts of oil and we were only carrying 3.5 quarts. After good advice from John Sr. we added some oil. By this time, the weather kept us on the ground. It rained all day and night. The skies finally opened up around 11AM on Tuesday the 20th. We set off

on our first leg, destination Pontiac (PNT) Illinois. All legs were approximately 150 statute miles.

John Sr. was correct, and the oil temperature settled in @ 180 degrees and the pressure @ 35 psi. This leg was uneventful. Great scenery along the way. Soybean and corn fields interrupted by

small villages with silos and church steeples. We arrived in Pontiac to discover an oil leak. It appeared to be a small leak which did more to dirty the cowling than to affect the volume. We tried to call John and John, no answer. We added a half quart and set off for Warsaw (ASW) Indiana (orthopedic capitol of the world). Great scenery along the way, you guessed it, soybeans, corn, silos and steeples. We were greeted at the ramp by Harry Sheetz (the airport ambassador). After asking our destination, Harry wanted to know if we knew Mark Murphy. Small world.

In Warsaw, more oil added and enjoyed a vending machine lunch. The next and final leg of the day was to Findlay (FDY) Ohio, the home of Marathon Oil. Nice scenery soybeans, corn, etc. In Findlay we got lucky. No change in the oil leak and the oil temperature was holding 180 degrees. We got a ride to a local Inn and had a great Italian dinner.

On Wednesday things did not go so well. We set off on the fourth leg to Astabula (HZY)





Ohio (home of soybeans, corn and grapes). The forecast was for numerous thunderstorms along the route. My safety pilot brought an updated Garmin 396, thanks to a generous loan by Mark Murphy. (I have to get one of those). John and the 396 guided us around the storms. Part of the cowling peeled back while in flight. We discovered this on the ground in Ashtabula. The increase in air flow from the open cowling combined with the oil leak made a real mess. The field mechanic (Allan) was an old timer and got right (sorta) on the problem. It appears that the leak was from the shaft of the starter motor, and although annoying and messy, not a problem that would keep us on the ground. Alan fixed the cowling, we cleaned up the oil mess, we enjoyed another vending machine lunch, added more oil and off we go.

Next stop was Penn Yan (PEO) New York. Scenery along the way was a great improvement over soybeans and corn; rolling hills, vineyards and beautiful lakes. It felt great to be back in upstate New York. At Penn Yan we had a Subway lunch and got off the runway just ahead of a thunderstorm. The ride to Johnstown was rock and roll all the way. We enjoyed a tailwind and the Blue Coupe was doing 125 statute miles/hour. We landed in Johnstown in calm air to be greeted by my wife.

The Blue Coupe came to its new home, and thanks to John Peck we are all in one piece.

EAA602 FLY MARKET FOR SALE

Fred Blowers wants to advertise his RANS S4/5 ultralite for sale. Anyone interested contact him directly.

**2003 Blue Heron Spirit PPC with enclosed Yukon Delta aluminum composite trailer. Immaculate condition, 100 hrs, 503 DCDI Rotax with IVO, PD 400 Barnstomer Canopy, Electronic Information System, Radio, Strobe, Extra's, \$9,500
Please contact Larry at (518) 882-5062**

**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.

**Meeting This Month
Will Be At:
FULCO Airport
August 30 @ 7pm
See You There**



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



DUES ARE DUE IN JUNE \$20
but you can pay them anytime now for this year 2010

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: Darryl White ~ 19 Third Avenue ~ Broadalbin, NY 12025 ~ Phone 518 883-4203

EAA 602 Events Calendar 2010

September 4

Johnson's Labor Day Fly In

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*

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



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

September 2010

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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.