



# EAA602 Log Book

Adirondack Chapter Newsletter

May 2010

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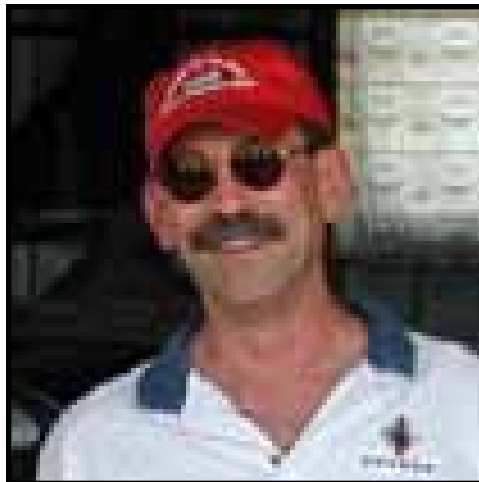
## From The Presidents Desk

*by Tim Devine*

I can't believe that Memorial Day Weekend is upon us already and in just four weeks we will be half way through 2010.

Last month's meeting was a productive one as the Tony Rizzio Memorial choices were presented and voted on. Tony will be honored with a section in the Mayfield High School Library dedicated in his name with aviation books and literature donated in his honor. A committee has been formed to organize the memorial and progress will be updated over the summer. At this month's meeting, thanks to a great effort by John Pashley we can discuss a possible tribute to Dan Wills. I will update everyone on upcoming Summer events and the meeting will be followed by an EAA video of the Sullenberg /Skiles presentation at last years Air Adventure in Oshkosh. Make sure you mark the date May 24<sup>th</sup> at 7:00 PM.

May has been a busy month of flying for many of us, although we are all still battling with the crazy beautiful one day horrible the next weather. April 24<sup>th</sup> was a beautiful morning that allowed Pat , Tim C, Darryl and I to fly into controlled airspace at SCH. When we arrived the tower was already manned but the on duty controller was super and allowed us to do some touch and go's and was very helpful. Afterwards we all hopped over to Mohawk where we hooked up with Fred and Donna for breakfast. It was so nice that Darryl and I decided to head up to Arties strip to see what was going after breakfast.



Saturday May 1 was another nice day and some of the Chapters more intrepid flyers headed down to Albany International Airport's first GA open house. Tim C, in the Cherokee, Doug and Rich L in the Aerocoup and Fred B and Tracey Green in Tracey's Cessna made for a flight of three. My understanding is that approach, entry and landing went smoothly. Departure however was a little less organized.

Mother's day weekend was a wash with rain on Saturday and winds on Sunday. Members kept busy however with Pat C. seeing his flight star sold and headed for Georgia and Mike C picking up a Sonex from down South.

Things will remain hectic over the next few weeks if the weather cooperates. Cooperstown on the 15<sup>th</sup>, clean up day at 1F2 on the 16<sup>th</sup>. EAA 602 Poker Run on the 22<sup>nd</sup>. Memorial day weekend and then our Chapter Fund raiser PCB on the June 5<sup>th</sup> with Glens Falls the following weekend.

Other events in June are at Klinekill, Frankfort, and Cooperstown so make sure you check the website regularly. Let's get as many group fly outs going as possible and get as many people involved as possible to kick off the Summer flying season.

*Tim*

**Meeting This Month  
Will Be At:  
FULCO Airport  
May 24 @ 7pm**

### EAA602 Officers

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Fred Blowers  
Roger Johnson**



## A Trip To Pick Up a New Plane by Michael J Clukey

A trip to pick up a new plane starts long before the morning you get up to get in your vehicle and actually go pick up the plane. It starts with New Plane Fever. How does one get NPF? For me, it started about six months ago. Once I got my license I knew that it was just the beginning. I love my trainer, but I knew my Flightstar was just the first of many planes. I wanted something with more distance, speed, and comfort. It was time to do my homework.

I wanted to be more informed and to know what to really look for this time. I went on the internet. I researched all sorts of planes. I asked my EAA brothers about various planes, engines, and features. I read everything I could find. I finally narrowed my search down to three planes: the RV's, the Zodiac 601, or a Sonex. After the Zodiac AD, it was out. The RV's were too expensive, so that left the Sonex. I then had more in depth conversations with Tim Devine, Tim Cowper, Doc Ullman, and several other 602 members all having different points of view and very helpful insight.....and then there was Doug.

Now I was torn between buying and building. I didn't mind the challenge of building. But I didn't have the space to build it. How long would it take? I bought a book, sheet metal building basics, to see what I could learn about the process. Wow!! I started having second thoughts about building. It wasn't out of the picture, but I realized as a first timer I would make mistakes and mistakes NEED to be fixed. That translates into extra time and cost for the project. Also, if I'm spending my free time building I know it would leave me little time for my new passion...flying.

For the past several months I've been trying to find a Sonex on BuyPlanes.com or Barnstormers. Finally, I saw a Sonex and it seemed like the perfect plane, but how do you really know. Again I talked to everyone I could. What do I look for and how do I know if it's the right plane for me. Doug quickly became my mentor in this project. He ran me through a myriad of hoops to jump through. The least of which was to find a Sonex to sit in and actually look at. So, I found two. One in Syracuse and one in Rochester and I spent an entire weekend driving 500 miles to see them

both. As always, Doug was correct. By actually looking at these two planes I learned what I now had to look for.

The plane I was interested in was in NC. I didn't want to make a trip there until I knew it was what I really wanted. The first plane I saw really made me understand that a builder needs to be dedicated to his project to the very end, regardless of how long it takes. This first plane was finished, but it wasn't up to the standards it should have been. Thankfully, he didn't ask me to fly with him; I would have been putting my life at risk. I sat in the plane and the stick had a catch in it. All I could think is how anyone could land this plane with a stick that has a catch in it. The owner kept telling me over and over, "I'm going to fix that." You can't sacrifice quality and safety just to finish a project.

The next day I met a man in Rochester who built his Sonex and it was meticulous. He showed me all the things to look for when I went to NC. The quality of his workmanship showed. The pieces were well put together and smooth. Look for signs of stress. If you can see imperfections on the outside, realize there will be things you can't see that aren't right as well. I realized at this point that if I can find a plane as well built as this one, I would be sold on a Sonex. The really amazing thing with this second builder was that he has only one hand and he was able to build such an awesome aircraft.

I spoke with Bruce McLamb in NC to come and check out his plane. He knew I was serious about the plane because I sent him a deposit right away to hold the plane until I could make the trip down. I decided to use my box truck to transport the plane home if it turned out to be a quality plane. At the next EAA meeting I asked if anyone had wing cradles that I could put inside my truck. Bob Walsh came through for me right away. I loaded my truck with everything I would need to check out the plane and transport it home, all the while realizing that I may come home with an empty truck.

Before going down I made several calls. I needed to know weights and balances. Is this plane built to specs? How many hours were on it?

The night before we left I couldn't sleep. I had a 12 ½ hour trip ahead of me and yet it was like the night before Christmas. So after a short



night, I flew out of bed in a frenzy to start my trip. It was an uneventful trip there. Once we arrived I couldn't wait to go up in the plane. But first I had to check out the structure, the engine, the gauges, the books, and ask the owner a million questions. Finally, I asked if we could take it up.

The owner readily agreed, but as we taxied down the runway I wondered why his breathing was so labored. It was a hot day, but I noticed he was sweating profusely. While we were taxiing I was looking at all the gauges to see if they were in range. I noticed the altimeter was set at 1200 feet, so I asked what the elevation of the runway



is here and he said, "100 feet," and he reached to make the correction. We lined up with the runway and he made his call for departure and as soon as the plane started moving I knew I was in trouble. I thought it was due to his age because we could not hold the center line. Maybe it was because it's a tail dragger; I've never been in one. After a little skidding around, we finally leapt into the air.

As soon as we got to 1200 feet Bruce looked at me as said, "Do you want the controls?" I readily replied, "I have the controls." As soon as I touched the controls it wasn't like flying my Flightstar, it was more like putting on a tailored suit, as if the plane fit me. I did several maneuvers to get the feel of the plane...right bank, left bank, shallow dive, slight climb, and then without warning....I put the plane into a shallow dive and within seconds I pulled back on the stick to see the rate of climb and it shot up like a rocket. Suddenly, the old guys head snapped around like I just

scared him to death. I looked at him and said, "I did that on purpose." He said with a nervous look on his face, "I was wondering." I could have flown all night, but the flight ended all too soon and we were headed back to the airport.

As we turned to final I noticed Bruce was opening the mic with his breathing again and beads of sweat were coming off his forehead. He had good center line control until we started bouncing. We bounced, not once, not twice, but three times before we started skidding wildly back and forth across the runway. When he finally got control and we were taxiing back to the hangar

this is when he told me he had not flown in six months. RED FLAG!! Apparently he forgot the rules for currency. So I said, "You could have told me that before we went up." He informed me that he didn't want to scare me. So I said, "Then we're even with the sudden climb."

Bruce had his AP mechanic there to go over the plane with me and answer questions I had once I decided that I wanted the plane. He also helped us take the wings off and load it into the truck.

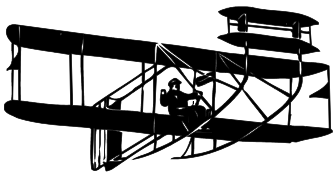
Knowing I had to remove the wings, I checked with the Sonex

website to see their recommendations. Left wing comes off first. The website was very helpful. Although, it said it would only take ten minutes to remove each wing, I realized that was after an hour's worth of preparation that they in fact did come off within ten minutes.

The wing cradles from Bob worked perfectly and the wings were safely loaded and secured. The plane rolled up and into the box truck and 12 ½ hours later we were home safe in New York.

After this amazing experience, my best advice to anyone looking for a new plane is to do your homework. Many of the club members gave me excellent advice and direction through the entire process. Although I'm a new pilot, EAA 602 affords me access to the valuable knowledge of more experienced pilots and builders.

***Thank you EAA 602!!***



## An H68 to NY50 Air-adventure

by Roger and Chris Johnson

Equipped with a first-class GPS and a folder full of sectional charts (thanks to Mark and Dave Murphy) plus two headsets, my son Chris and I departed Albany via Delta on May 5 at 6 a.m. We arrived in Tulsa, OK at 10:30 and were met at the airport by the owner of a Piper PA-22/20, Jack Sharp, who whisked us off to Wagoner and the Hefner-Easley Airport (H68).

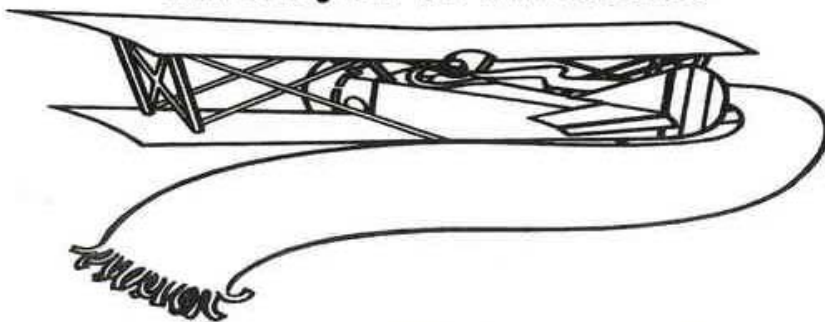
Upon seeing N2809P, my initial reaction was: "Wow, this looks pretty good!" Having spoken at length with Jack, an A & P mechanic, the day the ad appeared in T.A.P. and then with the fellow doing his inspections, I was comfortable mailing Jack a deposit. Chris and I did a 15 minute "pre-buy" and then posed the all-important question: "Does it fly?" We rolled it out of the hanger, performed a pre-flight and, with Jack in the left-seat, it started immediately. The weather was CAVU with a light breeze right down the runway. Jack elected to take-off from the paved runway; then I had the controls for 15 minutes

and he landed on the grass the between runway and taxiway. By then the flight instructor had arrived (my insurance co. required 1 hour with a CFI) so Jack and I completed the sale and I assumed PIC position. With the vortex generators and Madras wing tips it is very controllable, even at stall speeds. We did three landings, the final one on the pavement, whereupon I noticed a shaking I've experience before: tail wheel shimmy (more on this later). Anyway, the instructor made the appropriate entry in my flight log. At this point, I called my wife to tell her we would depart soon, knowing she would pray for God's protection and guidance. Chris and I loaded our gear and departed toward the Northeast at 3:30 with 1,300 miles ahead. We climbed to 5,500 feet and enjoyed the view, with everything functioning flawlessly.

Our first fuel (and bladder relief) stop was at Houston, MO - with lots of shimmy. A sign at the fuel pump gave a phone number to call for service after hours. Chris called and was advised that a police officer would be there in a few minutes. The cordial officer

### EAA Chapter 1070, Cooperstown, NY and Middlefield Fire Department

**Invite you to the 2010:**



### Old Airplane Fly-In and Pancake Breakfasts!

at the Cooperstown/Westville Airport (K-23)  
Route 166, Cooperstown, New York

**May 15, June 19, July 17, August 21, Sept. 18**

All you can eat Pancake Breakfast, eggs cooked to order,  
Real Maple Syrup, sausage, beverages, and surprises!

**Drive-In Public WELCOME!**  
**Come see the Old Planes fly in!**  
**7:30AM to 12:00 Noon**



unlocked the pump and Chris topped-off both tanks. Now it got interesting: the officer took out a calculator and said: "I think the price is still \$4.35 per gallon, but I had better check." So, he placed a phone call and confirmed that was the current price. Multiplying the gallons x price / gal = \$85.27. He then informed me that payment was by check or cash. Since losing my checkbook in the snow at GE years ago, I no longer carry a checkbook, so handed him \$90 in cash. To make change, he took a \$5 bill from his wallet, wrote an official receipt, and said he would contribute the 27 cents. Only in America! (This was our first involvement with police.)

With a ground speed of approx. 125 mph, we decided to end the last leg of the day at Centralia, IL, more than 1/3 of the way home. (More shimmy!) It was 7:45, so by the time we secured the plane and determined we could not pump 100LL ourselves, it was dark. With Chris' wife Abby's assistance from home, Chris got phone numbers for a couple of motels and taxi companies. He reserved a room at the Centralia Inn; all phones for taxis had been disconnected. So, we began walking toward town. As we approached a stop sign, a pickup was also, going in the same direction. Chris explained our plight to the driver who was very willing to give us a lift, especially since the motel was very near the pizza shop for which he drove. It was a small truck, so Chris sat in the bed with our bags while his dad was in the cab. We had a late supper and crashed for the night.

Early the next morning, since we felt it very unlikely we'd find a driver delivering pizza near the airport and not enthused over walking 2 miles, we went across the street to the police station. Turns out that an officer was apparently ending his shift and, sympathetic to our predicament, offered to transport us in his patrol car. It seems that in Centralia many of those being driven by the police made a practice of stuffing evidence behind the cushioned seats. So, the seats were replaced with rigid plastic benches. Why no taxis? Per our uniformed driver, unemployment rose to 15% and taxi ridership tanked.

Once at the airport, we determined that all of the bolts which secure the tail wheel were

tight. A flight instructor and student had arrived so we were able to pump fuel, paying with my Mastercard. We departed shortly after 8 a.m. and, with snacks aboard, were able to fly our longest leg, 2:45, to Bellefontaine, OH. We were burning 8 gal/hr with a 36 gal capacity. There was a crosswind, so, on final, at the last moment, I opted for the grass. While not an official runway, it was pretty good - and, no shimmy!

Our last fuel stop was at Olean, NY, where the wind was strong from the West. Fortunately, the turf runway is oriented E-W and, fortunately, we arrived at 3:40 because they close at 4 p.m., at which time fuel sales cease.

The only weather we encountered was showers between the Finger Lakes and Utica. The landing at Johnson Airport (NY50) was spectacular (ask witness Mark Murphy), but without incident. Lesson learned: do not use full flaps in strong winds. Our total flying time was 10:55 and having Chris as co-pilot, navigator, encourager, etc., was invaluable. Total cost of the trip: approx. \$950; value of the experience: "priceless". Thanks to God for our successful air-adventure!

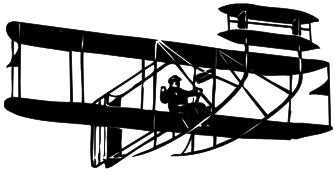
(Re. the Scott 3200 tail wheel, disassembly revealed a worn main bushing, the same issue as with the used one I bought for my Aeronca.)

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## Safety Minded

by Tim Devine

Thanks to all those EAA 602 members who made for a great turn out at the FAA Safety presentation at Michael's Banquet house on Tuesday May 11<sup>th</sup>. Glad to see so many chapter members taking advantage of these great presentations. The following Chapter members attended. Tim C, Rich L, Pat M, Bob W, Walt K, Fred B, Darryl W, Kevin B, Mike C, Debbi, Bill W, John Peck, John Pashley and yours truly. If I missed anyone, please give me a swift kick in the seat of the pants at the next meeting.



## Lucky Break

On Friday night May 14<sup>th</sup> when I posted the email and web notification that the fly out to Cooperstown had been canceled due to forecasted high winds I figured that when I woke up on Saturday morning that it would be dead calm. Fortunately the weather forecast was correct. Winds on the ground were strong and swirling, while winds aloft were howling. So the back up plan of flying down to Mohawk for breakfast on Sunday was put in place. We were all going to meet at Fulton County for 08:30 and fly as a group down to Mohawk from there.

Early Saturday evening Doug put out a notice that Island Bob was going to put on a breakfast around 10:00 and was anyone interested in heading over there instead. Doug, Kevin, Darryl, Mike, Tim C. and I all jumped at the chance. Most amazingly Dale Wilcox in his Aerolite decided to give it a go also.

Sunday morning dawned perfectly. Sunny, clear skies, cool temps, calm winds and a new destination, outstanding. Kevin was already at 1F2 washing the Hawk when I pulled in next to the hanger. The birds have been relentless this year and it's a daily battle to try to keep airplanes clean. I took off at just a little after 08:00 so I could get a little flying in before meeting up with the others at Fulton County. I was just leisurely cruising over the Mohawk Valley south of Fonda when I heard Dale call NY0. Everyone must have been waiting for someone to go first, because right after I heard Dale both Darryl and Doug made initial calls on approach. Dale was in the lead on down wind being followed by Darryl when I made my 45 entry and fell in behind the Hawk. (No Darryl just because you landed ahead of me does not mean I was late). Fred and Donna were already parked and waiting for us as Fred had landed only minutes earlier ahead of the pack. Doug and Judy landed next and in a few minutes Mike C. and a friend were the last to arrive. We waited a few minutes as Tim C. was due to show up but decided around 09:00 to get going.

I'm currently checking the Guinness Book of World records, but I have to believe that

never has a air armada of such diversity ever launched together prior to Sunday. An Aerolite, Flightstar, (2) Hawks, Cub, Champ, and a Glaxstar all headed for the same destination. Yikes, talk about some speed and performance issues. Never the less the trip over to Island Bob's went smoothly. Some of the newer pilot's got to spread there wings a little and see a different part of the world., and no one got lost. Tim Cowper in the Cherokee caught up with us en route so except for a 747 wide body we had all the bases covered.

Island Bob's was in perfect shape and there were only a few other AC on the ground as we headed over to Bob's hanger where the grill was already busy. It was egg sandwich's all around, some great hanger flying and beautiful weather. By 11:00 it was time to get going so we all packed up and headed back to our respective roost. The ride home wasn't as smooth as the ride over , as the wind had picked up out of the west and it was definitely bumpier than our flight over.

I spent the rest of the day flying my Snapper lawn mower, thankful that I had called off Saturday and we all got a lucky weather break on Sunday.

Fly smart, fly safe, Tim D.



Come see the our club pictures on  
our web page in living color at:  
[www.eaa602.org](http://www.eaa602.org)

**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**

**May 22**

EAA 602 Poker Run and BBQ

**May 23**

PCB Sidney N23 8:00- 12:00

**June 5**

EAA 602 2nd Annual Saratoga  
Pancake Breakfast (fund  
raiser)

**June 12-13**

Glens Falls EAA353 Fly-In/  
Young Eagles Days

**July 7-9,10,11**

EAA 602 Geneseo Air Show  
and camp out.

**July 24**

Wings and Wheels?

**July 26 - Aug 1**

Oshkosh

**August 7**

EAA 602 Annual Young Eagles  
Fulton County Airport

**August 21**

Family Picnic Day Great  
Sacandaga Lake

**September 4**

Johnson's Labor Day Fly In

**September 25**

2nd Annual Glider Ride Day  
Adirondack Soaring Club

**October 2**

EAA 602 3rd Annual PPC Fly  
In and Barbecue

**October 9**

EAA 602 Basin Harbor/ Lake  
Placid leaf peepers flight

**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*



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

**EAA Chapter 602 Non-Profit Declaration and Legal Disclaimer**

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.

**May 2010**