



EAA602 Log Book

Adirondack Chapter Newsletter

August 2011

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From The Presidents Desk

by Tim Devine

It is amazing what can change in 30 short days. The bad news is, that by the time you receive this newsletter, July will almost be over. I only wish that February zipped by as quickly. The good news is, that it finally stopped raining everyday, the grass strips have dried out and there has been some really great flying. Additional good news is that some people who worked long and hard on their projects and their flight training are now reaping the benefits of their hard work and are out flying whenever possible.

I have been fortunate enough to be able to hook up with some of those people and we have flown as a group to some nice sites. Island Bob's for breakfast was our first trip, followed up shortly by hop down to Sharon Springs where we were able to get a glance at the progress on Gary Collins experimental project.

Each of these trips has allowed people to build some time in their new airplanes and log hours as PIC. It also has been just a blast to get a group of people and just go some where. Hopefully we can get more members to join in as the summer progresses.

Special thanks to Tim C, Dave Ford, Travis Sleight and Dave Murphy for stepping up and



submitting articles for the news letter. Don't be dismayed if you don't see your article this month. I told Doug to use his discretion in deciding on how many articles he wanted to use for this news letter, and it was OK to save a few for next month as well. To everyone else, use your imagination and send in an article for an upcoming news letter.

Lots coming up in August and September, so make sure you are checking the website on a regular basis. We will be seeking volunteers for some of the events, so please make an effort to pitch in help. Some people have already responded to my Wings and Wheels help request, but I still need more volunteers. it's a day long event and everyone needs a break. Even if you can work only a few hours, every little bit helps.

You will be working with a great group of people and we always make for a good time. Please also see if you can't sell a few raffle tickets for the Wings and Wheels event. This event provides us with some funds to restock our treasury. If you haven't already, please pay your dues as everyone's came due at the end of last month.

Speaking of websites, Pat and I did a training Webinar from the EAA on Tuesday July 12, 2011. It was very informative and right now Pat is finishing up some small details, and we should be rolling it out soon. I think you will be impressed. Pat has done a fantastic job of working with the EAA web master to update and make our site user friendly. Standby for the launch.

See you all next week at the monthly meeting on the 25th. Remember we moved the meeting up to 6:30 PM so people would have the opportunity to fly in again after last month's successful turn out. Keep enjoying the great flying weather and hope to see you soon.

Fly safe, fly smart. Tim D.

**Meeting This Month
Will Be At:
Fulton County Airport
July 25th @ 6:30 pm
See You There**



Flight of the Christy

by Tim Couper

In November 2009, I was driving by Art Goodemote's shop when I saw him standing in his driveway next to what looked like, in the distant past, may have been part of a jungle gym. I stopped and asked Artie about the broken and twisted scrap metal and he responded "This is our new project, partner." I had worked with Artie in the past, on my ill-fated Zodiac 601, and was fully aware of his amazing talent for building airplanes, so without hesitation I agreed, and we shook hands. He then told me it was the broken remnants of the tubular steel frame of the classic antique airplane known as the Aeronca Champ, and thus began an interesting and memorable chapter in my life.

The following year and a half was fun, amazing, arduous, educational, grueling, tedious, exciting, stressful, and an absolute blast. After some repaired and replaced tubes, along with a bit of straightening, welding and sandblasting, we started building an airplane from the frame up. This would normally be an overwhelming task for any sane person, but almost every question I had was answered by Artie with "That's no big deal" or "That won't take long to do." We had help. Chris Johnson gave us the bent fuselage,

and a bunch of surplus miscellaneous Champ parts he had lying around. Chris Brown and Fred Blowers provided some stuff too. Tom Kravis gave us a nice wooden prop, and others, especially Kevin Bartholoma, jumped in many times in the actual construction. Amazing and generous people we have in this club! Anyway, what we still needed we scrounged, bought used, or we called Aircraft Spruce, Wag Aero, Wicks, and some others. I loved that since we were fabricating it from the ground up, we could build it as an



Experimental Amateur Built airplane, and we could therefore use whatever materials we wanted. Tanners Lumber/Hardware (aviation section) in Broadalbin got regular visits. The frame was Aeronca, but we used various old parts from other long permanently grounded airplanes like a TriPacer, Cub, and Cessna, which we cut, welded and reformed into whatever parts we needed. The heel brakes in the original Champ are a bit cumbersome so we fashioned our own toe brakes. The seat frames we made out of galvanized elec-



trical conduit bent with a pipe bender and brazed together. We also used the flaps mechanism from the wrecked TriPacer along with enhancements to the wing spars, designed by engineer and master airplane builder Mike Russell. I wanted to keep the beautifully detailed construction drawings Mike did for our flaps, but, our shop mascot, a jet-black rabbit named "Bugsy," ate them. In fact Bugsy was always getting into mischief, chewing on cords and hoses, and he's our prime suspect in several thefts of important documents and receipts.

Artie and I had several discussions over what engine to use but we finally settled on the Lycoming O-290 Ground Power Unit that he had pulled from an old jeep tank starter. We removed two jugs and carefully took apart the connecting rods to examine the bearings. They were "like brand new" according to Artie, so apparently it hadn't started all that many tanks back in the 1950's. Building and assembling the wings was the most amazing thing to me. After ripping carefully selected wood on the table saw down to almost the width of popsicle sticks, we fitted the flimsy wooden pieces into the home-made rib jig and glued and stapled them together one by one. A soaking in preservative was next, and then we slid the ribs into place, onto wooden wings spars that were cut from Spruce trees back in the 1940's but were still in great shape. The entire assembly appeared to be so fragile. I wondered how they were going to hold up the weight of the airplane, but after installing all the metal braces and hardware, they eventually became very strong and rigid.

Covering everything was a lot of fun. It's not very precise. Hack off a piece of fabric in roughly the size you want and start gluing. It's quite a crude process in the beginning, but after it dries, and you stretch and tighten it up, the familiar aircraft shapes emerge, and you realize what a simple and beautifully elegant process it is. Rib stitching was one of the tedious parts, but even that was a riot because of the camaraderie and joking around. In fact, during the entire year and a half, I always had fun. I would come over after work a couple of nights a week and Artie and I would be in the shop until at least 8:30pm. Sometimes I'd come over and we'd just sit and

have a beer and a cigar and talk about whatever particular section of the plane we happened to be dealing with. On weekends we almost always got together for a few hours, and there were usually other club members there helping as well. There are about a million steps to building an airplane, and I'm leaving out most of them. Of all the time we worked together Artie yelled at me only once. I screwed up something with our new Aeroinjector carburetor, after he told me not to do whatever it was. Chris Brown was there at the time (helping me screw up) and with his assistance, miraculously, we fixed the problem. So Artie wasn't mad for long, and this was the first and only time I ever saw him upset about anything. Working with Artie was always a pleasure, and I've learned so much from him. I'm so far ahead of where I was 2 years ago that I now actually like working on airplanes almost as much as flying them.

The registration process with the FAA seemed daunting at first, but we here in the Capital region are very fortunate to have somebody in the Albany FSDO who is very pro-GA, including experimental home-builts. Al Miller has 40+ years experience, obviously loves aviation, and he makes any dealings with the FAA a pleasure. Don't EVER hesitate to call Al with any aviation questions. Also, I had Shirley Goodemote helping me and she has vast experience at registering E-AB's! We couldn't call the new airplane a Champ, and Artie left it up to me, so I named her after my wife. The official FAA model name is the "Christy" and the registration is N496AT. 496 is the 3rd "perfect" number, and the AT is for Artie & Tim.

As of this writing, I have over 14 hours on the Christy and she flies great! It took me a while to get comfortable with tail dragger landings. I think I'm starting to get the hang of it, but I need much more practice, especially going in and out of Artie's grass strip! Since she's an experimental, I have to test fly her for 40 hours before I can take any passengers, but, as soon as that happens, I'll be giving rides – to anybody brave (or crazy) enough to go up with me!

Thanks again to everyone who helped and/or contributed to the project! EAA602 is the best!



Island Hop

by Dave Ford

December 10th 2010 was the first international LSA Fly-in to meet in Ft. Lauderdale and fly to the Grand Bahama Island for the weekend. I decided it would a good time to fly my Jabiru 230 back to the Bahamas it had been 15 yrs. since I was there with a 172. My flight from 7FL6 started at about 7AM just south of Daytona. It was VFR but not great. I went airborne turned south and ran into a shower it was short lived. It was clear and calm to about Melbourne when low fog covered the coast I continued south and inland not flying over the fog. I was within 40 miles of Ft. Meyers on the west coast when it cleared enough to turn toward Ft. Lauderdale.

The briefing was by a member of the minister of tourism Bahamas. The group were mostly writers, LSA dealers and factory reps. I was



even taking notes and pictures for the on-line magazine AV 8. We filed flight plans most filled out EAPIS. I filled out the EAPIS for around trip knowing how hard it may be to get on-line in the Bahamas for return. I teamed up with Dan Johnson after meeting him and finding he lived 2 streets over from me. The flight across the water, all 83 miles of it was pretty uneventful. We tied down in a group and were all pretty happy that all the planning and work finally paid off. I think the official count was 17 by the next day. We were greeted on the tarmac before customs with rum drinks and couch fritters. We filled out a little paper work at customs and off to the hotel. Customs and the people in general were nice and very happy we were there. Cocktail party with lots of drinks and food. Myself and some of my new flying friends headed for the Casino for

music,drinks and gaming.

The next day was overcast and rain. We canceled the island hopping plans a few of us had made. I rented a scooter and went sightseeing. The late afternoon look better, but without working cell phones. I couldn't call the flying friends. I went airborne at about 2:30 after filing a flight plan, there is no radar service there. I think they were afraid I'd get lost. I flew the circumference of the island about 120 miles and back in before dark. The accommodations were top shelf.

I called home both nights I was sure my wife wanted to hear from me. I was right until she got the phone bill of nearly \$50 a night. I headed for the airport the next morning. The winds were suppose to pick up all day. I headed for Ft. Lauderdale where I had filed for. The winds were 15 to 20 on landing, no problem runway into the wind.

The customs had never heard of a light sport pilot without a medical. They didn't put me in handcuffs, but they weren't letting me go. After the agent called everybody he could think of on a Sunday. He decided to let me go saying he was turning me in to the FAA for no medical or cruising stamp ,which they don't sell anymore.

I made it to Ft. Pierce before the weather forced me down. At one time I saw 65 knot quartering headwind at 6000 ft. I was getting 56 knots over the ground. Landing was not a problem as the wind was 25 gusting to 35 some what down the runway. The taxing was the hard part. The wind kept sliding the nose wheel trying turn me into a weather vane. I was glad to get it tied down.

The next day the winds had not let up,but the visibility was good. I took off headed north when I got close to home tuned in the AWOS to heard 28(60 degrees off runway heading) and possible low level wind shear. I turned for New Smyrna knowing they had a runway pointed into the wind. Glad to be tied down again and called for a ride home. We got it home the next day.

Tim, it's sure not short but I did leave out the part about seeing a guy limbo under a stick on 2 beer bottles.

Notes From Your Editor

by Doug Sterling



Boy, the months sure do fly by (pun intended). Soon it will be Fall and the leaves will be turning colors and we will be doing fall foliage tours. But enough of that dribble and let's get down to business.

EAA602 FLY MARKET

FOR SALE

STS AV7600 Handheld VHF radio 720 CH W/
all Accs. \$175 Tom@ 518 863-4988

For sale a rans 4/5 ultra light 477 rotax very
low hrs. call Fred at 518-661-5623

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 Doug 863-2409

*I've heard a rumor about a partially
built RV6A that might be for sale in
the Albany area. Nice work that has
been Tech Inspected by yours truly. If
your interested contact Tim Cowper for
details. Doug*

What's REALLY important now is that OSHKOSH TIME HAS COME. I really look forward to this time of year to get a recharge/immersion at the holy place. The planes, the people, the air shows, the the...the lousy weather. It all goes together to make the greatest airplane gathering in the world. This will be Judy & my 13th year at the gathering, and I feel as excited to go as I was my first year. To bad I'm the only one from EAA602 who's going this year. Gonna be lonesome to not have anyone to harass me about something (well I always have Judy to do that). Every one seemed to have something else to do next week.

BUT, my understanding is that we are going to have a MASS fly out from 602 to Oshkosh next year. All our little birds floating across New York State, Canada and Lake Michigan. Boy - I can't wait to see that.

Till then: *Fly Safe, Doug*

P.S. When you get a chance stop by the club webpage (www.eaa602.org) - It is AWESOME - Great work Pat.

EAA602 Officers

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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.

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