

Logbook EAA602



www.eaa602.org

May 2012
Adirondack Chapter Newsletter

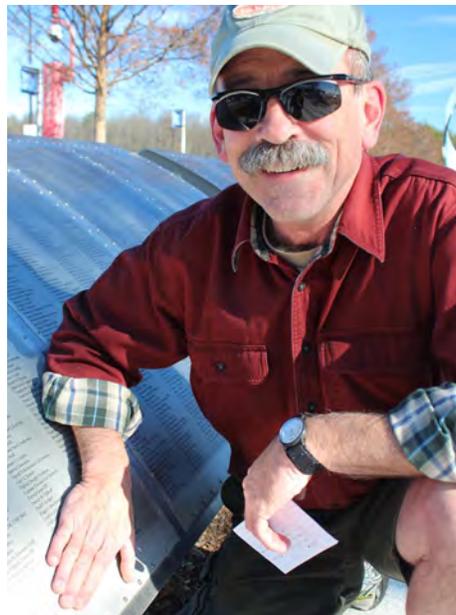
From the President's Desk

by Tim Devine

I am hoping that the weather forecasting for the summer of 2012 is much improved over what it has been for this spring. The rule of thumb has always been that any forecast beyond 72 hours is a best guess at most. I don't know about you, but lately it seems like the weather forecasters can't get it right for the next day. I have lost track of the number of times that I have looked at the weather on Friday morning and it either looks great or terrible and have made my flying plans accordingly. When I wake the next morning it's the complete opposite. Just this past weekend I was considering flying to KSO to their monthly pancake breakfast. Sunday's weather that was forecast on Saturday morning was for 60% chance of rain and thunderstorms starting around noon. So I scrubbed the trip and made plans for some stuff at home.

Sunday morning broke with clear blue sky, light winds and decent ceiling. Just complaining here but if the weather people spent as much time studying and forecasting the weather as they do running all over the country showing the after math of storms etc, they might get it right a little more frequently. We get it! Tornado's are bad, but enough with filming all the misery in people's lives. How many destroyed houses do we need to see?

OK, enough venting. The 2012 flying season is here. Take a look at any one of the aviation calendars and you'll see that most weekends have some type of event planned -- right on through to



the fall. Regular checks of the Yahoo posting site will keep you informed of what's going on, and is where you want to post your plans and ideas. To all you pilots out there, lets polish up the skills and be ready for a safe season. Make sure you post any empty seats if you are flying somewhere. To all you students, let's get those test done and join the fraternity.

I am still drafting the letter regarding changes in the Young Eagles program and hope to have draft completed and reviewed by all for May's meeting. Many events are still up in the air so make sure you keep checking email and attending meetings. Artie did a fantastic job on the Young Eagles demonstrator which will be well used at this summer's events.

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Monthly Meeting

Tuesday, May 29
7:00 PM
C&R Restaurant

Klinekill Young Eagles

Saturday, May 19
10:00 AM
NY1
Partner event with EAA146
See inside for more information!

Cooperstown Breakfast

Saturday, May 19
7:30 AM to Noon
K23

Glens Falls Young Eagles

EAA Chapter 353
GFL
Saturday, June 9
All day event

Visit the Website for more details on upcoming events in May and June!

2012 Chapter Officers

President Tim Devine
Vice President Larry Saupe
Secretary Pat Morris
Treasurer Darryl White
Newsletter Editor Phylise Banner
Young Eagles Doug & Judy Sterling

Board Members

Kevin Bartholoma
Fred Blowers
Don Fleischut
John Pashley
Doug Sterling

events

From the President's Desk

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While we are all looking forward to summer and the relaxation and outdoor time that it brings, one of the things that currently is on all of our minds is the cost of flying, particularly the cost of fuel. I know that last summer, and this summer I will be being more selective as to where and when I go flying.

At what point will the cost of fuel eventually make you decide to give up flying? How will the cost of fuel affect your ability to sell an airplane? Is anyone watching out for our interest?

The answer to the last question in my opinion is a resounding NO! The EAA was very happy to take our money as we purchased the STC for auto gas, but the silence from Oshkosh was deafening as ethanol gas was shoved

down our throats. AOPA has been a big advocate of the diesel engine application and certification, and both organizations are working hard with FAA in studying alternative aviation fuels for the future so 100 LL can be eliminated. That solution and the eventual cost are years away. While in the mean time environmental groups and activist judges are passing more and more restrictive fuel and noise laws yearly.

Whether you want to believe it or not we are the proverbial frog in the pot. We can either choose to ignore what's going on until it is too late, or you can start paying attention and getting involved now.

I am not asking that you become some political activist, donate money, or participate in a organized demonstration, what I am asking is that you keep informed of what is going on and educate yourself in how it directly affects our sport.

There is a Presidential election in November and over the summer all the different groups and their issues will be jockeying to elect the person who will best help them forward their agendas. It is your responsibility to study and understand each candidate's position on all the things that are important to you and the future of this country. It is clear at this time that while the current administration pays general aviation lip service with its support, conversely their hatred of the oil industry and the current state of gasoline prices speaks otherwise and will eventually choke GA to death. With auto gas prices headed for \$5.00 or \$6.00 dollars a gallon this summer one can only imagine where avgas will peak.

So fellow aviators, the pot has started to boil. You can either ignore the heat, jump out or fight back. I choose to do the last, get informed, educate yourself and use your vote wisely.

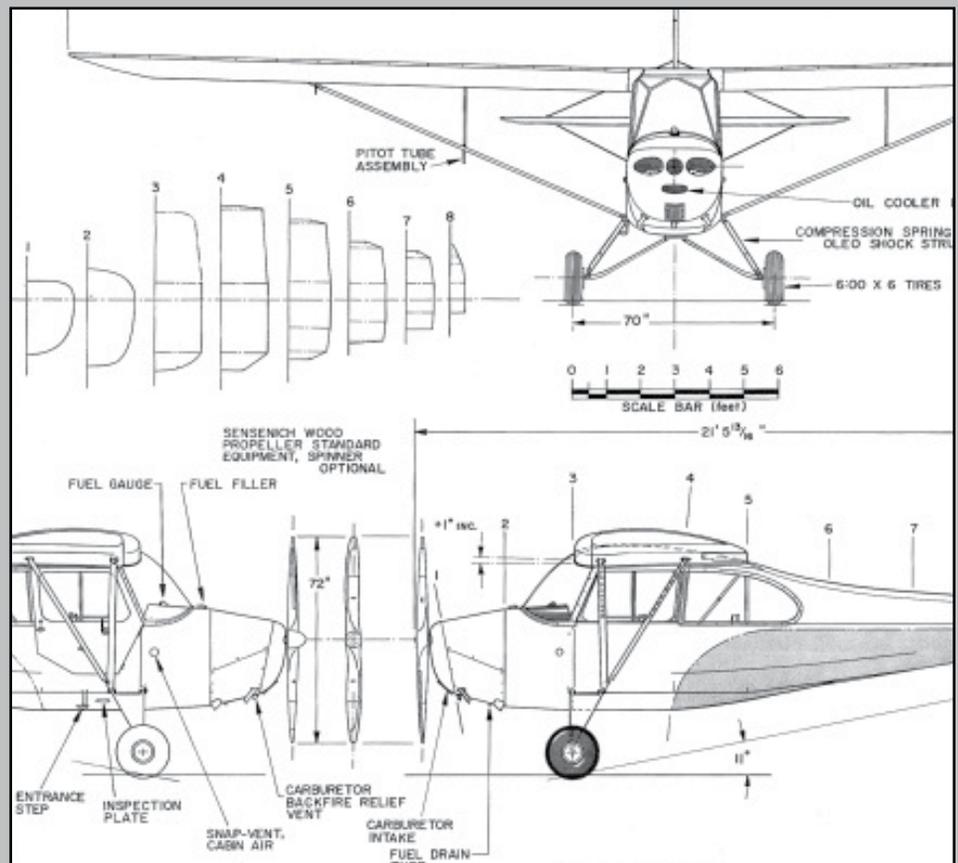
good learning experience by Tim Devine

The great thing about having aviation as a hobby is that there is always something new to learn. The great thing about EAA Chapter 602 is that it is a very active chapter and there is always someone flying somewhere or building something and you can get involved in any activity you want.

Recently Fred Blowers decided that flying around on fumes wasn't the kind of excitement that he wanted out of aviation. Over the winter Fred bought the auxiliary fuel tank kit from Wag Aero to install (2) five gallon wing tanks in his Champ. He asked me to help do the installation work to get the plumbing hooked up once Artie installed the two tanks. According to Wag Aero the kit comes with everything that you need to complete the installation.

True to their word two shiny new aluminum tanks, an assortment of compression fittings, and two five foot long pieces of 3/8 OD aluminum

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The next step in preparation is to do lots of stretching exercises, or hire a yoga instructor who is also a mechanic to squeeze up under control panel once the seat is out!

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tubing arrived with the kit. At this point I would like to coin a new Murphy's Law "Kits that claim to contain all parts needed for installation, DON'T"!

I wanted to be prepared to make sure I had all the necessary tools and materials needed to complete the installation. So I went on to the Aeronca web site to gather information on the installation procedures. Quote" In order to facilitate the installation of auxiliary fuel tanks in an Aeronca 7AC it is best to accomplish this when the wings are off and the aircraft has not yet been covered with fabric."HUH? Imagine this phone conversation. "Hey Fred its Tim, in order to do this right we need to take the wings off your Champ." This would have been followed by a loud crash on Fred's end of the phone, and my next call would have been to 911 to dispatch the EMT's to get Fred's heart restarted.

Taking off the wings was not an option, so Artie, Tim C. and I forged ahead with the wings in place. After all, the unspoken rule amongst flying buddies is that you can do anything that you want to an airplane as long as it's not yours.

Needless to say once Artie got the tanks installed it was obvious that getting 3/8OD fuel lines snaked from the tank connections to the fuel valves and eventually to the tank, without kinking any lines, making it look neat, and having no leaks was going to be a challenge.

The bulk of the work takes place under the control panel, so the first thing you need to do is remove the front seat. The next step in preparation is to do lots of stretching exercises, or hire a yoga instructor who is also a mechanic to squeeze up under control panel once the seat is out.

The biggest piece of advice I can give you is allow yourself plenty of time, make sure you have all the right drills, taps, tools, etc, and that you have someone to lend a hand. Once you get yourself wedged up under the dash you don't want to have to climb out again to get something you forgot, and you will forget.

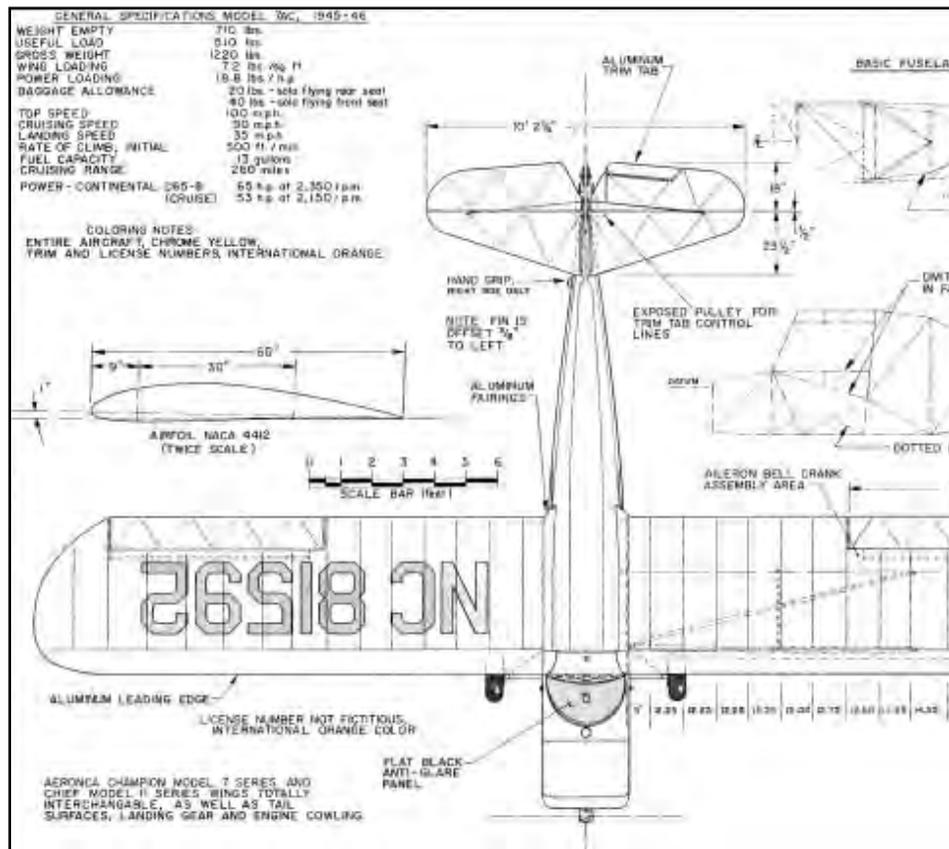
Drilling out and tapping existing primer connection in the bottom of the tank is the most delicate part of the whole operation. Having drilled and tapped numerous fittings in soft materials (aluminum, brass, copper) two things you absolutely must have are a semi sharp drill bit, and both a starter and plug tap. The reason for the semi sharp drill bit is that it won't bite into the soft material, spin the drill in your hand and leave you with an oblong or crooked hole. Put a good gob of grease on the end of the drill bit to pick up chips and take your

time. If you don't know the difference between a starter and plug tap, ask someone to explain. It is absolutely essential that you use them in the correct sequence if you want good threads. Again apply grease and take your time and the hardest part of the job will be behind you.

After you have installed the tank fittings in the header and wing tanks it is now just a matter of locating the shut off valves and making the tubing connections between all the fixed points. Make sure you have a good tubing bender and 37 degree flaring tool. If you have never flared aluminum tubing before ask someone to show you how and then practice on a few scrape pieces before you try the good stuff.

If you take your time, and have all the right tools and materials you will end up with a nice neat professional installation of which you can be proud.

On a final note, if the wings were off, and the fabric removed, maybe, just maybe I could have made the installation with the parts from the WAG Aero kit. As best as I can determine, everything would need to fit perfectly and the gods of aviation need to be smiling on me to help pull that off.



this month in aviation history ...

. 1908 .

The first passenger flies in an airplane. Wilbur Wright takes Charles W. Furnas of Dayton, Ohio on a 28 second flight at Kill Devil Hills, North Carolina.

. 1910 .

Wilbur and Orville fly together for the only time in a six-and-one-half minute flight at Simms Station, near Dayton, Ohio.

. 1919 .

The first commercial flight, from Canada to United States, occurs as a Canadian Curtiss aircraft flies 150 lbs of raw furs from Toronto to Elizabeth, New Jersey.

. 1923 .

U.S. Air Service Fokker T-2 pilots Lts. Oakley G. Kelly and John A. Macready complete the first non-stop flight across the United States in 26 hours, 50 minutes, and 38.4 seconds -- from Roosevelt Field, Long Island to Wickenburg, Arizona.

. 1927 .

The first solo non-stop flight across the Atlantic is made by Charles A. Lindbergh. In his Ryan monoplane Spirit of St. Louis, he covers 3,600 miles in 33 hours, 29 minutes and wins the Orteig Prize of \$25,000.

. 1929 .

At the first Academy Award ceremonies in Los Angeles, the Oscar for Best Picture for 1927-1928 goes to the Paramount movie, Wings.

. 1932 .

U.S. Army Air Corps Captain A. F. Heugenberger becomes the first pilot in the world to make a "blind" landing using instruments alone, with no back-up co-pilot on board in Dayton, Ohio.

. 1932 .

The first solo flight by a woman pilot across the Atlantic is made by American Amelia Earhart. She flies from Harbor Grace, Newfoundland to Londonderry, Northern Ireland in a Lockheed Vega monoplane in 13 hours, 30 minutes.

. 1952 .

The first landing at the North Pole is made by Americans Lt. Col. William P. Benedict and Lt. Col. J. O. Fletcher on a ski-and-wheel equipped Air Force Douglas C-47.

. 1976 .

Pan Am's 747SP Clipper Liberty Bell returns after a world record for a round-the-world flight of 1 day, 22 hours, 26 minutes.



. 1977 .

The Concorde makes a special trip from New York to Paris to mark the 50th anniversary of Lindbergh's historic flight in the Spirit of St. Louis, taking just 3 hours, 44 minutes, compared with Lindbergh's time of 33 hours, 29 minutes.

Volunteers Needed for Kline Kill Young Eagles Event on May 19th



Joel Glickman has been working with Chapter 146 based at the Kline Kill airport (NY1) to help organize a Young Eagles rally on May 19th, beginning at 10am. The rally happens to coincide with the grand opening of a summer camp near the airport run by the STRIDE organization, an amazing Albany-based non-profit that provides adaptive sports activities for disabled children and wounded warrior veterans.

The 146 group will administer the flyin and handle all the paperwork, but they only have a few Young Eagles pilots and really need our help to make this a success! Please consider helping our neighboring chapter and volunteer your time and aircraft on May 19th and fly some Young Eagles at Kline Kill. The number of Young Eagles you fly on that date will be credited towards your total count and the 602 chapter count.

Joel has already volunteered, but he and the 146 Chapter needs more pilots to get these kids in the air. It won't happen without our help. Please take a moment now to check your calendar and let Joel know if you can set aside some time for this very worthy Young Eagles day.

To signup, please visit the following website: <http://is.gd/9OigE1>

Wilga gets a new home in Douglas, WY

by Dave & Mark Murphy

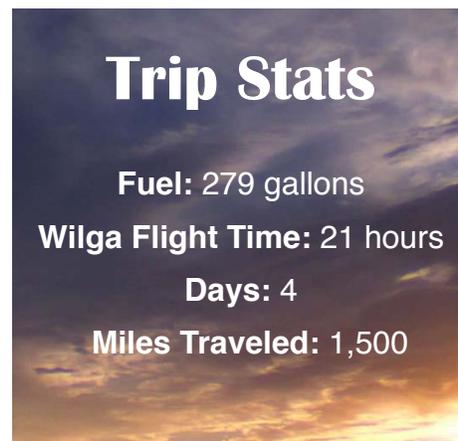
It was a clear, crisp Sunday morning when Mark and I took off in the dark to fly the Wilga to its new home in Douglas, Wyoming. As we took off in the dark, we could see a flicker coming from underneath the cowling. Upon closer inspection we discovered it was a fire! This was something we had not anticipated as we prepared the plane the day before.

We spent most of Saturday, December 10th preparing the plane mechanically and because of the terrain and location loaded it with minimal survival items; Wilga tool kit, air tanks, food, blankets, hair dryer, etc... Once we realized that it was a fire under the cowling we calmly turned back to the Murphy Airport and landed in the darkness with no runway lights. We pushed the airplane back in the hangar and removed the cowling only to discover a large hole burned through one of the upper exhaust stacks.

We tried to remove the stack with two pipe wrenches but we could not get it loose. Since we didn't have any luck using pipe wrenches we had to unload the plane to get the Wilga tool kit, which we had packed so "conveniently" at the bottom of the pile of survival items. In the Wilga kit was a special wrench, which we needed to remove the stacks. They were removed easily using the proper tool. We took the stack to the other hangar and found a piece of exhaust pipe that fit inside of the stack exactly. We welded the two piece of exhaust pipe, reinstalled it in the airplane, and then reloaded everything we had previously removed, back into the plane.

So much for our early departure! At 8:30 am, two and half hours later, we took off again and headed toward the Finger Lakes. Our first stop on this long

journey was Finger Lakes Regional Airport where we filled the plane with 33 gallons of fuel for the first 1 1/2 hours of flying time. That's a lot of fuel for the first leg of our trip. For the second leg we flew from the Finger Lakes to Franklin, Pennsylvania where we were able to lower the fuel burn down to 15 gallon per hour. From Franklin, Pennsylvania we flew to Findley, Ohio where we made a quick fuel stop for our final leg for the first day of our journey before darkness arrived.



Our last stop for the day was Warsaw, Indiana, where we were able to put the plane into an unheated hangar. We covered the engine with blankets and put a light in the engine compartment to keep it warm for the night. We went to the Warsaw Hampton Inn to put our things in a room and then went to the Boathouse Restaurant for a good meal.

On Monday, December 12th we were up at 6:00 am and made our way to the hangar to get ready for our second day of flying. When we arrived at the airport we were disappointed to find that our light had gone out and the engine was cold. It was a very chilly 20 degrees that morning and we were anxious to get going so we decided to try and start the plane without preheating it. We climbed in the plane and started

to crank it up, it popped and ran a few seconds and then quit.

The Wilga holds 60 pounds of compressed air to operate the starter, this gives the propeller about 12 rotations to start the engine before the tank runs out of air and needs to be recharged. We had run out of air, so we had to recharge the tank before we could try starting the plane again. While we were recharging the tank in the airplane, we covered the engine with a blanket and put a blow dryer under the cowling for 20 minutes to help warm it up.

After another slow start, we headed out in the dark to our first stop of the day, Sterling, Illinois. There we made a very quick fuel stop, and we were off again. As we arrived in Ames, Iowa we landed behind a Beech Jet, and we taxied it to the FBO with the hope that we would be able to get fuel before the jet. We saw the fuel truck coming but it went to the jet first anyway. While we were waiting for fuel we talked with the husband and wife that got off the jet with their two black labs. In our conversation we found that they were from White Plains, New York and were headed to their second home in Aspen, Colorado. After a half-hour wait for fuel, we were off to Fremont, Nebraska. Thankfully, during this leg of our journey we increased the speed from our average of 60-70 knots to a very fast 80 knots!

With the increase in speed we quickly approached an overcast sky and a ceiling that was getting lower as we landed Fremont, Nebraska. We hurried to get fuel and take off before the weather decreased further. Continually keeping an eye on the weather we learned that the GPS was showing fog for our next stop. We decided to take our route south, following a river that flowed southwest, to divert from the oncoming weather.



With the very low ceiling, we were flying about 100 feet AGL alongside the river. As we flew down river, the winds had changed and had picked up speed to 90+ knots, which was a positive considering the negative weather we were in. As we continued on our course the terrain warning on the GPS was in the red, which was telling us we were too low, but we had decent visibility to be able to see where we were flying.

We continued on to North Platte, Nebraska, where the weather was getting better but dark was beginning to creep in. As we checked the forecast for the weather in the North Platte, we saw that they were predicting freezing rain in the area for the following two days. The thought of being stuck for two days was

not appealing. Even though it was beginning to get dark, we decided to press further so could get out of the area before the freezing rain began.

We set our sites on Cheyenne, Wyoming, which had a good weather forecast. We had to fly two hours in the dark and thankfully had increased in speed. The two hours that we flew in the dark we had to climb in altitude to reach the Cheyenne field elevation of 6200 feet. As we flew closer to Cheyenne we called the tower to get the FBO frequency, enabling us to talk with the FBO to see if we could arrange hangar space. They had space available so after we landed the hangar door was open and we pushed the plane into a nice heated space. After nearly twelve hours of fly-

ing that day, we were exhausted and thankful to be on the ground safely.

On Tuesday, December 13th we waited for the sun to rise so we could take off, unlike the past two days of taking off in the dark. We had diverted 150 miles south of our destination due to weather, so we had to head north with a flight time of 1 1/2 hours. With a little bit of ground fog to fly over, we were on our last leg of our journey to Douglas, Wyoming. The Douglas Airport is at an elevation of 5,000 feet but was clear of ground fog, so we landed and taxied to the FBO where we met the new owner, Chris. Chris had made this plane purchase from pictures. This was the first Chris was seeing the airplane in person, so he asked us to fly it to the Backcountry Cub Factory for a pre-buy inspection. The factory was 3 miles away from Douglas and had a 1400 foot airstrip and fog. We were not comfortable with those conditions, so we declined flying it there. Instead, we drove to the Cub Factory for a tour and the inspection team came and checked out the Wilga. It passed the pre-buy inspection. The Wilga was then pushed into its new hangar home.

We completed the most important part of the trip. Getting the plane to its new home safely. Next we still had the return trip home on our agenda to deal with. We were in a remote part of Wyoming with nearest rental car place was an hour away. Chris gave us a ride to Casper, Wyoming to pick up a rental car for our journey home. Our plan was to drive 4½ hours to Denver, Colorado to get a flight back to Albany. Mark, eager to get home, made it down the road about a mile in our rental car, when we were pulled over for speeding! The officer was nice after a little explaining and he let us go with a \$45.00 ticket.

Thankfully the rest of the trip was uneventful. We got on a plane in Denver and landed safely in Albany the following day at 4:00 pm. It was a great trip with a lot of adventure. It was also great to spend some father/son time together.



Editorial Corner

member

What is your name? Tim Devine

What is your home base? NY50 (Johnsons)

How long have you been flying? 20+ years

What do you fly?

I own a 1946 Aeronca 7DC Champ. I have PIC time in the following AC: Cessna 140, Cessna 150, Cessna 152, Cessna 172, Cessna 182, Mooney M20J, Meyers OTW, Fairchild C-123 (right seat), Mitchell B-25 (right seat), and a Quicksilver ultra light!

What do you do when you're not flying?

Spend time with my wife of 33 years, play with my new granddaughter, exercise my dogs, read, volunteer for Habitat for Humanity and Rebuilding Saratoga County, keep my mind busy.

Who took you up on your first flight?

Helicopter pilot name unknown, my grandfather won me a ride at the local fair.

What do you remember most about that first flight?

How small my home town looked.

Who or what inspired you to become a pilot?

Just always had the bug.

What had been your most rewarding aviation project/activity?

Spending 3 weeks in Avra Valley Arizona salvaging the last Fairchild C-123 to get out of Viet Nam, from the scrap heap, getting it in flyable condition (ferry permit) and then flying it home. It is still on the air show circuit.

If you could give one piece of advice to a student pilot,

what would it be? Never stop being a student pilot (there is always something new we can all learn) and "Luck favors the prepared".

spotlight

Greetings, fellow EAA602 members!

I've been thinking about what it means to me to write about flying. I started a blog when I started taking lessons, and I used to post on a regular basis.

Then, something happened and I stopped posting -- almost a year ago now. I thought long and hard about this recently, and determined that learning to fly had become something very private to me, and I wasn't as inclined to share my stories as I originally was.

Maybe it was something that went wrong, or something that I was just not sure about, but I stopped posting to my blog and haven't gone back.

Every flight I take, and every lesson I have, I go over in my mind afterward. As if I were writing a blog post, and trying to find the best words to express what took place, what I learned, what I saw, where I went.

I teach storytelling, and I encourage my students to keep posting to their blogs and telling their stories. I've taken on the role of editing this newsletter and I encourage you all to send me your stories. So, what about my stories?

Recently, I received a note from another woman in her late 40s who was learning to fly. She reached out to me because of my blog -- even though I haven't posted in such a long time. It made me think that my musings may play a part in someone else's inspiration, and I'd better get back to sharing my stories.

So, again, I ask you to share your stories. You never know who you might inspire!

Keep the blue side up!

Phylise

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