



# EAA602 Log Book

Adirondack Chapter Newsletter

November 2010

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## From The Presidents Desk

*by Tim Devine*

This newsletter will find us less than a week from November 1<sup>st</sup>, and as much as I hate to admit it the 2010 flying season is winding down. Once again this Fall has provided us with some really great flying weather and most of us have been trying to squeeze in as much flying time as possible. Chapter 602 has been busy with it's soaring day and PPC Fly in, and individual members have been successful in moving their projects a little closer to completion.

This is the time of the year that you are either getting ready to cut back on your flying time as the cold weather approaches, or your one of the "hardcore lunatics" who can't wait to get the skis on and enjoy some winter flying.

Regardless of what your flying status is there are plenty of things happening in the chapter that you need to be aware of and make your opinion known. First, next month's meeting is back at Broadalbin Perth High School cafeteria. Second the chapter Christmas party is scheduled for



December 12<sup>th</sup>, so be sure to reserve that date on your calendar.

Most importantly, for those of you who were unable to attend last month's meeting a motion was presented, discussed and approved to submit an application in response to the RFP published by Fulton County for use of the restaurant building. Chapter 602 is proposing to use the building as a chapter club house. I completed the RFP as well as a cover letter and plan and purpose document and delivered it to the Fulton County office building to meet the October 20<sup>th</sup> filing date. The proposals will be reviewed by the Buildings and Grounds/Highway Committee on 10/25/10 and the winning party will be expected to negotiate a lease with Fulton County in November for a December 1, 2010 occupancy.

Because the Fulton County Buildings and Grounds Department is reviewing the RFP's on the same night as our next scheduled meeting 10/25/10, I am moving our next meeting date to Monday November 1<sup>st</sup>, one week later. It is incumbent on all current members of Chapter 602 to be at that meeting, as we will vote on whether or not to proceed with lease negotiations with Fulton County.

This will be a big step for the chapter and I am asking everyone who has an interest in the potential clubhouse to attend the meeting and voice their opinion. It's your club and it is important that everyone participates in guiding the chapter's future.

*Tim*

### EAA602 Officers

<i>President</i>	<i>Tim Devine</i>
<i>V-President</i>	<i>John Peck</i>
<i>Secretary</i>	<i>Pat Morris</i>
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<i>Editor</i>	<i>Doug Sterling</i>
<i>Y.E. Coord.</i>	<i>Judy Sterling</i>

### Board Members:

*Tim Cowper*  
*Fred Blowers*  
*Roger Johnson*

**Meeting This Month  
Will Be At:  
Broadalbin School  
November 1st @ 7pm  
See You There**



## Lots to do in October

*by Tim Devine*

I don't know about the rest of you, but the month of October has provided some of us with some great flying weather as well as some really diverse opportunities to explore the many different facets of aviation.

Things got started on October 2nd when Chapter 602 had their second annual soaring day as the guest of the Adirondack Soaring Association at Saratoga County airport. Ten chapter members got a chance to find out what it was like to be in an engine less airplane on purpose. It was a beautiful Fall day and the thermal activity was just right so that everyone got a chance to really feel the soaring experience. Once again this year Adirondack Soaring Association did a marvelous job of providing great rides and a buffet picnic lunch to boot.

The following day October the 3rd the local EAA Chapter at Sidney NY was sponsoring a pancake breakfast. The plan was to meet up at Hisert's around 07:30 and head down to Sidney. It was a beautiful crisp clear morning, but for what ever reason only Mike Clukey, Debbie and I rallied for the trip. We got a late start as both of our airplanes were reluctant to start in the crisp morning air. Once aloft a brisk 15 MPH tail wind got us to Sidney in a hurry. My GPS was reading 105 to 107 speed over the ground, but above 3500 it was smooth as glass. Sidney is about another half hour flying time beyond Cooperstown over some pretty country side. The event featured a car show, craft fair and fly in and all three venues were busy. The wind had not abated when we left so the ride home was smooth but slow. As a matter of fact I was moving so slow, that I was over this one patch of maple trees for so long that I actually watched them change color!

Saturday October the 9th dawned another beautiful fall day to host our 3rd annual PPC fly in and barbecue. Unfortunately the winds were enough that it made for a poor day to fly a PPC.

Larry Saupe however, always up for a challenge did get aloft for a brief time late in the afternoon. The barbecue was well attended and we even had some daring fixed wing guys brave the bumpy skies for our fall feast. Mike Clukey graciously donate his time, talent and equipment to provide us with music and live ATC broadcast which added to the atmosphere. Thanks to Larry and Julius for co chairing the event.

The sun slowly climbed through the chilly morning air on Sunday October 10th as I did my preflight on the Champ. I was getting ready to do one of my most favorite things and that is giving someone their first ride in a small airplane. My son Dan and his girl friend Emily were down visiting from Burlington for the weekend and she was hoping to get a ride on Saturday. Saturday's winds would have been a little rough for a first timer so I had moved the Champ to 5B2 on Saturday in anticipation of a better day on Sunday. My patience was rewarded with a beautiful calm Fall morning. After take off we headed East and flew over Saratoga Lake and the headed North up the Hudson Valley. East of Island Bob's I let her take the controls and after getting over her initial fear of doing something dumb and crashing the airplane she handled the airplane very nicely. We continued up around





Glens Falls, hooked around French Mountain, over Lake George village and then skirted along the western elevation of the Kayaderosseras Range back to Saratoga. Emily had a marvelous trip and wants to come back this winter and try it on skis.

Columbus Day found me back at Saratoga again prepping for flying Young Eagles in Conjunction with the "Hole in the Wall Foundations" fund raiser at North American Flight Services. Unfortunately two of our regular Young Eagles pilots aircraft were out of service, so it was just myself, Doug and Don in our two seat aircraft that were going to have to carry the day. Fortunately the Young Eagles portion was not advertised or we would have been really hurting. As it was, Judy had to cut off registration and at about 4:35 I landed with the last rider, that gave us a grand total of 34 rides for the day. Thanks to all who pitched in to contribute to the success of the day.

Rounding things out, on the 16th I traveled to Arties place to get together with a bunch of cockeyed carpenters to set the roof trusses on Arties new hanger. Despite the fact that we had one questionable level a shortage of tape measures and a few interesting moments with Fred driving the all terrain fork lift (don't ever ask him to do any landscaping work for you) things went smoothly. All hands pitched in and all the trusses were set in time for pizza at 1:00 PM. With some luck the roof and the sides can be installed before the snow flies and then Artie can get back to finishing up the Champ/Cub Hybrid.

I'm still hoping to rally a few people to Bennington for brunch before the end of the month, but we will have to wait and see how the weather unfolds. If Bennington doesn't work out, I can't say that I haven't gotten my share of flying in this Fall.

*Fly safe, fly smart, Tim D.*

## Northhampton, MA A Worthy Destination

*by Roger Johnson*

Northhampton is a city of 30,000 and a college town (Smith College). It is located just west of the Connecticut River and is served by a general aviation airport located about 1.5 miles east of downtown. Northhampton airport is approx. 95 miles (the 5,280 feet per mile kind) from home.

October 28th began foggy (so typical of Fall!?), but by 10 a.m. sunlight began shining through and the forecast for Bradley called for improving conditions. So, at 10:30 Doris and I lifted-off from NY50 in the Piper and headed south-easterly at 1,800 feet, avoiding Albany's inner circle. Upon reaching the Hudson River, we climbed to 3,500', heading east. While I was using a GPS, Doris was navigating with the chart. She has always been an excellent map-reader, so I wasn't surprised to hear "This must be Pittsfield." Then, pointing to the chart, then outside "That must be this lake".

Before long, Northhampton came into view, then the airport. The fellow at the counter at the FBO was friendly and helpful, and had numbers for three taxi companies. We rode to the Chamber of Commerce where, in addition to getting info re, the art museum at Smith College, we learned that there is a botanical garden (next trip). The historical downtown has many restaurants as well as numerous shops and galleries.

We had lunch at Paul and Elizabeth's which offered all-natural food which was very good. Doris did a little shopping and browsing, then we walked two blocks to the art museum. We were very impressed with the size and content of the collection - literally world-class! We spent two hours there, leaving at the 4 p.m. closing time. We got a quick ride back to the airport (via "The Taxi" - best fare of two we checked) and were airborne about 4:30. As we announced our departure from the pattern, the same FBO guy wished us a good flight back home. We climbed to 4,500' and flew a direct route over Albany and Schenectady airspace, a perspective I can't recall seeing before. Once clear of the "C" and "D" airspace, we were able to glide most of the distance to Johnson Airport. We're looking forward to another visit, probably next Spring.



## Some resources for airplane shopping

*by Patrick Morris*  
**EAA 839538**

We have a few new members and some old ones, and in some cases both, that have talked about being in the market for a plane. I am by no means an expert in buying an airplane but I am on my second one and have gained and collected some experience that I thought I would pass on. This information is also a culmination of a lot of advice from my fellow members. This article is more about how to look for than what to look for.

### LISTINGS

**BARNSTORMERS.COM** - This is a great on-line resource for airplane listings. It has everything from nuts and bolts to multi-engine jets. I suggest the search engine but you can also browse by categories. Another way to search is by putting in a price range to see what's in your financial reach. You can also look by location to see what is close by. If you see something you like I suggest printing it out. My searching brought me around and around as to what I was going to settle on. By the time you are really ready to move, that perfect plane you saw might not be listed anymore. It might however still be for sale and you will have the information you need to check on it if you printed it.

**EBAY** - Sometimes guys try this route for selling. I myself tried this route after having my Flightstar out there for a bit. Search completed ads also. Ads run a relatively short time period and searching completed ads might reveal an unsold plane that fits the bill.

**TRADE A PLANE** - Online and print versions. Everything from Barnstormers applies here also.

**TYPE CLUBS** - There are all sorts of type clubs out there specializing in a specific model or groups of planes. A lot of them have their own want ads. Some are on their web page,

newsletter or just contact a representative. They also usually have an on-line presence like our EAA Yahoo group. A wealth of information can be found in the on-line type clubs. If you can't find an answer in the postings then post a new question and someone with experience will probably have an answer for you. Post your interest in what you are looking to buy also. This is how I found the HKS engine for my Flightstar. I put a post out on the HKS Yahoo group and an individual that had one and never installed it decided it was time to sell it.

**INTERNET SEARCH** - Searching the model name with the words "for sale" will usually turn up some good results. There are sellers brokers with web sites for listing planes and doing a search like this will usually hit on their sites.

**AIRPLANE BROKERS** - For a fee these guys will walk you through finding a plane and the inspecting-buying process. If you are really unsure and want some more confidence in what your getting than this professional help might be for you.

**PARTNERSHIP** - If your looking for a little more plane for your buck and want to share the cost then look to [www.theapa.com](http://www.theapa.com) Aircraft Partnership Association. It is a group for matching up people and airplanes. This can be new partnerships forming to buy a plane or existing owners looking for a partner. There is some information about partnerships on their site. There is also some on the AOPA site and I found a lot on the [www.mooneyevents.com](http://www.mooneyevents.com) page.

### RESEARCH

**AOPA AIRPLANE VALUATION** - If you have a membership you can look up 5 "VREF" values a day for free. It is a ball park figure that is based on recent sales. There are so many variables in the value of a plane that this should not be used as a hard fast value. Things like engine time, type of engine overhaul, age of covering and avionics installed are just some of the variables that could make a huge difference in value.



**FAA AIRWORTHINESS & REGISTRATION DISC** - When you find a perspective plane you can check it's history thru FAA.gov by ordering a CD for \$10. This is a wealth of information and takes about two weeks to receive. It gives you a picture of some of the planes life, both owners and major occurrences. The Airworthiness part will show you a copy of the 337 Major Repair or Alteration paperwork filed with the FAA. This can let you know of the planes damage history. The Registration part will have all owner paperwork and leans filed with the FAA.

I transcribed the basics of the file to a log so that I could compare them to the logbooks. Be cautious because this is only part of the history and may not include everything. If you find the deal of a lifetime and need the FAA disc info quick you can get it through a title company, usually the same day via email. I used [www.federalaviationtitle.com](http://www.federalaviationtitle.com) who were very helpful and only charged \$25 for the airworthy only part.

**NTSB WEB PAGE** - Search this web site for damage history back to 1962.

**SEARCH N# ON INTERNET** – Put the N# into several internet search engines and see what pops up. I found a picture being sold on eBay of my plane from 1961. On another plane I found details of a wreck that the broker who was selling the plane didn't know about. He was representing it as no damage history. Another search revealed a post to an internet group page about how an owner was dissatisfied with his paint job because it had been done with auto paint. These things may not have shown up anywhere besides an internet search.

**LOG BOOKS** - Give yourself lots of time with the log books. Make sure all modifications are documented and have 337 forms. Make sure there is consistency from one year to the next. AD's. Get a good list of all current Airworthy Directives for the particular model your looking at. These can be found on the FAA.gov site. Don't forget the engine AD's also. If it is a certificated airplane then check the manufacturer's web site for Service Bulletins. Make sure all these issues have been taken care of and documented in the logs.



## INSPECTING THE AIRPLANE

### PRE-BUY INSPECTION CHECKLIST

- I have put a generic pre-buy checklist on the [eaa602.org](http://eaa602.org) web site. This is only an aid in pointing you towards some things to look at. I have seen pre buy checklists specific to models on type club web sites and these would be invaluable when looking over a perspective plane.

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## MECHANIC PRE-BUY INSPECTION –

There are mechanics out there that specialize in pre-buy inspections. They start at half the cost of an annual all the way up to a full annual inspection. You should look for a mechanic that is familiar with the type of plane you are looking at. For instance some mechanics that have experience with modern planes might not be familiar enough to give you a good opinion on a tube and fabric plane.



**FLY THE PLANE** - There's nothing like actually getting to fly the plane yourself before buying. This may be a way to find out if the plane has any quirks.

**BRING A FRIEND FAMILIAR WITH THE MODEL** - We learn so much by owning a specific model of plane. We know what areas are of particular problems and what things are not a deal breaker. I brought Doug Sterling with me to look at the Flightstar. He had 500+ hours in his and new the mechanics of them inside and out. When I bought the Tri Pacer I brought Roger Tech with me. He had flown them, had lots of experience with the Lycoming O-320 and was very familiar with fabric planes.

**LOCATION** – Take into consideration how far away the plane is. A plane some distance away could compound your ability to get your buying tasks done. It may take several trips during the process. You will be less familiar with mechanic resources further away from home. Getting the plane home needs planning, taking into consideration both your and the planes abilities. I had found a couple interesting planes that were some distance away like Minnesota and Washington. After really thinking about what was involved, first taking a trip to look at it, finding a mechanic not involved with the seller to do an inspection and then actually

making the trip back to retrieve the plane. Something that far may be doable depending on your situation but it was not for me.

I purchased a 1951 Tri Pacer this year. I decided I wanted something a little more conventional and preferably with four seats so the family could come along. In helping me decide on a plane I used Barnstormers search engine putting in a high and low amount for my price range. This resulted in a large list which I narrowed down to a few models after

doing a lot of research. Some weren't good for low time pilots, some were not appealing, some had engines that were more expensive to upkeep, and some had poor performance numbers. I kept these few models in my sights and kept looking for one that fit my bill. I would first ask for more information and photos. If it looked good I would request the FAA disc and check the N# on the NTSB for accidents and then search the internet for any information. I looked at a Pacer at Farmingdale airport that sounded great and it turned out that it had sat so long that it was probably not even airworthy. The owner had health issues and had not taken care of it recently. I looked at a Pacer in North Carolina that was disappointing up close. The list goes on. I used all the tools above to narrow my search and then find out everything I could about a prospective plane. I often found things that even the owner didn't know about his plane. My Tri Pacer had been stripped of its metal covering and the frame was fixed, cleaned and epoxy prime in 1998. The owner wasn't aware of this. Sometimes you can use your collection of information for bargaining.

A final word to the wise. Don't take web content as gospel, as anyone can make a posting. It is always good to corroborate information found on the web with other sources.

# Notes From Your Editor

*by Doug Sterling*



Here we are at the last newsletter before the snow flies. I hate to see the summer gone and winter approaching, but if you are going to live in the great northeast you have to deal with the winters.

Our ski plane guys are probably getting out their skies and getting them ready for the white stuff. Us non ski guys are just dreading

the coming of a long winter of grounding. I have thought of getting skis for the GlaStar but can't bring my self to spend the money for a few hours of cold weather flying. Maybe I'll get an old road plow to clean the runways of Edinburg Airport. It would be cheaper and easier than converting the GlaStar to a taildragger and adding skis. Besides, who would want to make a perfectly good plane with training wheels back to a taildragger - yuck. O-well, I can dream on. At least it will give me the time to finish the interior with nothing else to do in the winter. O-yea, I keep forgetting about the Cherokee. I think they plow Saratoga airport, don't they. Mmmmm only if I can get Tim to stop crying when I use it without him on a nice winter day.

See you all at the meeting on Monday (it should be interesting).

*Fly Safe, Doug*



“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.

**November 2010**

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