



EAA602 Log Book

Adirondack Chapter Newsletter

October 2011

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From The Presidents Desk

by Tim Devine

It's hard to believe that it was two years ago this month that I sat at the Edinburg town hall at the chapters annual meeting and was elected president of EAA Chapter 602. I was very honored that I was even considered for the position. Much has happened since then and I hope that the majority of our members feel that the chapter has made positive steps forward. In this forum last month, I lamented about the nominating committees struggles to find someone to step up to be our next president. I was truly concerned that despite everything that I had tried to accomplish, the one thing that I completely ignored was grooming future officers for chapter positions. I just assumed considering all the great potential prospects that we have that someone would be willing to take the reins. It never occurred to me how intimidating the thought of running the chapter can be to most people.



Following the meeting, another unique aspect of the chapter came into play. Over the years of my membership in Chapter 602 I have met a lot of great people. Some of those people are not only flying buddies, they are true friends. Not all talk is just about flying and airplanes, we have watched our families grow, celebrated our successes and mourned our losses. They are friends who pitch in without being asked when you need help regardless of the task.

It was some of these friends (who will remain unnamed) that didn't talk me into running again, but provided me with wise counsel and support so that I took a look at the situation not just from my prospective, but from that of the entire organization.

So if you don't know already, I have decided

to throw my hat in the ring to run for another two year stint as chapter president. If elected, there are going to be some major changes coming. The focus is still going to be on being a flying/fun chapter, but also on grooming some of our talented members to become more involved in chapter operations so that maybe in two years an officers slot won't be so intimidating.

I learned the saying from Tim Cowper that it's the members club and it is up to them to decide it's direction and then figure out how to get there. It is time to put that statement into practice, and I am not going to be bashful in asking people to become more involved.

In OCS they taught us that the sign of a good leader was someone who could pick the right people, give them the right training, encouragement and direction and then get out of the way. The chapter already has a ready source of talented and dedicated members, step two is about to begin.

Tim D.

NEW EAA602 Officers

President	Tim Devine
V-President	Larry Saupe
Secretary	Pat Morris
Treasurer	Darryl White
Editor	Doug Sterling
Y.E. Coord.	Judy Sterling

Board Members:

Fred Blowers
Don Fleischut
Kevin Bartholoma
John Pashley
Doug Sterling



Saratoga Young Eagles Day

I believe that the Columbus Day weekend Saratoga Young Eagles event was a turning point in my tenure as president of EAA Chapter 602. I was sweating the details more than usual for a number of reasons.



First Doug and Judy were going to be in Cape Cod on the day of the event. Never done one of these deals without them. Next one of the chapters most reliable pilots Tim Cowper was also not available. Add on that we were getting top billing on the event fliers and considering the fact that last year we flew 34 children, I was afraid that we were going to be swamped. Last but not least, there is always the weather factor.

The beautiful clear blue sky, calm winds

and fantastic visibility helped get the day off to a good start. Doug had dropped the YE trailer off at 5B2 earlier in the week so everything that I needed was on site, it was just a matter of getting set up and organized. I should not have been worried.

A couple of weeks prior to the event, I had decided to ask Shelli Smith to act as the Young Eagles event coordinator for the day. Over the past two years Shelli has pitched in at other YE events and I felt confident that the great people, organizational and leadership skills that she would bring to the challenge would make her a natural. I was not disappointed. All I needed to do was unlock the trailer and get out of her



way. The chapter is very lucky to have such a talented back up in its ranks and she isn't even a member!

Shelli's job was made a lot easier by the talented group of volunteers who showed up and pitched in at whatever task needed to be done. Special thanks to new member Heather Kurto and her husband Jeff for helping out with escorting children to and from the airplanes. It was their first event and we hope to see them again. Shelli was also blessed with a plethora of



talented pilots from chapters 353 & 602 all anxious to fly young eagles.

Unfortunately, for whatever reason the only thing we didn't have were kids who wanted rides. I can't explain it, we were competing against a beautiful day, there were lots of other area events taking place, it was a long weekend, it was a full moon, I didn't eat my veggies, who knows, I give up! We only flew 20 YE total, but everyone of them had the time of their life. Just check out the website photos and the smiles say it all.



The turning point for me was that I was able to be just an observer. Between Shelli and all of the dedicated members who worked, we could have handled a much bigger crowd. Even with a bigger crowd I still could have been an observer, that's how well everyone worked together. YE events are always a crap shoot at best, the variables of weather, advertising, attendance, pilot's, help, can all make or break it.

After witnessing Chapter 602's preparedness on Sunday October 9th I'm confident that we are ready to handle anything.

Fly safe, fly smart Tim D.





Say Again ... and Again ... and Again, Please!!

by Phylise Banner

As a student pilot, one of my fears was learning to talk on the radio. I've been a Ham radio operator for most of my life (KB2ZIL), and I was still dreading finding the right frequency and talking on that radio. I know I'm not alone here.

At a recent club event, I overheard a few members talking about staying away from Albany's airspace, so as not to have to talk to "those guys". I understood completely. Or so I thought ...

I've done two dual cross countries with my instructor, and quite a few (too many to count) trips in the right seat with Joel Glickman in the N7292J. I'm lucky that I have all of these extra hours with such a proficient pilot. This past weekend, while the club was flying Young Eagles, Joel and I took a trip to Beverly MA to visit family. With Joel a little tired from camping the night before, he offered me the opportunity to fly left seat on the way home. That meant handling the radio! Eek!

With Joel coaching me a bit, I managed the flight just fine. It was late and getting dark, and it was a lot of work, but it was a fantastic experience, and I did really well on the radio. Flight following to 5B2 and all. Squawk codes in, hand-offs to other frequencies well done.

Then, radar services terminated, squawking VFR. Ok, 1200, and um what's that frequency at Saratoga? Um. What do I say now? Saratoga traffic, this is, um ... this is N7292J ... um ... 5 miles out ... um ... inbound ... oh ... Yes, it was the non-towered airspace that threw me off. I haven't worked the radio in a non-towered environment! For most of our club members,

this is the easy part. For me? Overwhelming!

It didn't help that there was traffic inbound below me, number one for landing. Stammering and asking Joel what I should say, I sounded like a blundering fool coming in to 5B2. The fellow in front of me wasn't perfect either, which made me feel a little better. I certainly hope none of you were listening in at home!

I'm decidedly grateful that I am training at a towered airport (KSCH). I've learned that the ATC folks are there to assist, to guide, and to keep me safe. I know that they want to know who I am, where I am, what info I already have, and what I want to do. I took the time to visit the tower at KSCH and talk to the lead controller, and learned so much from being up



there and watching him work. As silly as it may seem, I've also spent time practicing with Joel as ATC while we're driving. And, perhaps even sillier, I listen to live ATC during the day while I'm working.

I'm pretty comfortable and confident on the radio now. If I don't understand, it's "say again, please". I've done that more than once, and it's really OK. ATC is there to help!

So, if you're hovering over one of our many local non-towered fields, and you hear me blundering on the radio, forgive me. Feel free to ask me to "say again, please"! I'll do my best.



Notes From Your Editor

by Doug Sterling



Well here we are, another month closer to ski installation. Boy it's getting cold.

First thing, I must apologize for the screw up in the newsletter this month. I've been a member of EAA602 for some 15 odd years & we always had our meetings on the last Monday of the month. The Gods conspired against me in that the meetings were changed to the last Tuesday, and the last Monday came on the last day of the month. Suffice to say I blew it. I hope that it didn't mess any one up on attending the meeting.

The elections were held on Tuesday, and to no ones surprise the slate as presented was approved. I have changed the names on the front page to reflect the new officers adopted at the meeting. The main change was that the bylaws were changed to increase the number of directors from 3 to 5. Tim felt that getting more directors involved would give a larger number of folks available for the officer positions at election time. It seems like it was a good idea as it was unanimously adopted by the membership attending.

The new slate takes charge at the December Christmas Dinner/ Meeting on December 4th @ 2pm at C&R Restaurant. Hope to see you all there, it will be fun as usual.

Fly Safe, Doug

EAA602 FLY MARKET

FOR SALE

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 was contacted about this plane by a fellow named Chris Sager. Anyone interested??

This plane has been in storage for the past five years in Brunswick/Troy NY 12180 and is still there if there is any interest I am going to take it out of storage and put up temp. storage in East Greenbush NY.

The plane is an 86 Challenger single seat fully enclosed cockpit. Engine is a Rotax 447 with aprox. 120 hrs but it has been in storage so I would not use without going through it. Prop is wood. It has heat. Wings are mylar and fitted with strobes.

I don't believe there is more than 800 hrs on the air frame. I believe with little effort and \$ this will be a great airplane. But of course I have not seen it for 2 years. I am looking for around \$5,500 for it as is.

My home phone is 518-472-0034 Cell is 518-300-0147

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

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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. 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.