



EAA602 Log Book

Adirondack Chapter Newsletter

October 2011

Page 1



From The Presidents Desk

by Tim Devine

At last months meeting I was hoping that the luke warm response that I received regarding this years elections was just because the elections were 3 months away and people had not really started thinking about it.

Four chapter members stepped up to take on the task of finding new officers for the executive committee. Larry Saupe, Chris Johnson, John Pashley and Chris Brown have worked diligently through the month of September to create the new slate of candidates. Their efforts have produced the following list of potential candidates.



- President No candidates
- Vice President Don Fleishut
- Secretary. Pat Morris, Philise Banner
- Treasurer Darryl White
- Board members. Fred Blowers

The fact that no one has expressed an interest in the presidents slot is quite disappointing and discouraging. EAA CHAPTER 602 is alive and well today because over it's 40 year history some dedicated member has always stepped up and answer the call of a leadership role. Yes it takes some time and effort, but you don't need to be Superman to fill a executive board position. Over the next few weeks I will be checking the by laws and conferring with EAA leadership in Oshkosh to get some direction as to what to do when you can't fill the presidents position with in the chapter. When I decided to take the presidents position two years ago, I never imagined that I would be writing an article about the possible demise of the chapter. A sad day indeed!

Tim D.

TAKE NOTE OF THE MEETING

**Meeting This Month
Will Be At:
C&R Resturant
Tues. Sept. 27th
@ 7:00 pm
See You There**

<u>EAA602 Officers</u>	
<i>President</i>	<i>Tim Devine</i>
<i>V-President</i>	<i>John Peck</i>
<i>Secretary</i>	<i>Pat Morris</i>
<i>Treasurer</i>	<i>Darryl White</i>
<i>Editor</i>	<i>Doug Sterling</i>
<i>Y.E. Coord.</i>	<i>Judy Sterling</i>
 <u>Board Members:</u>	
	<i>Tim Cowper</i>
	<i>Fred Blowers</i>
	<i>Roger Johnson</i>



Sport Pilot to Private Transition

by *Patrick Morris 839538*

I recently transitioned from sport pilot to private pilot and thought I would write a little something about the experience. I had started flying with my sport pilot eligible Flightstar II and then decided I wanted something a little different and something that the whole family could

got my third class medical/student certificate from Doc Ullman. It was the perfect time to get it because I was turning 40 in a couple months. Since I received it when I was 39, it will be good for 5 years. I had done more than the 20 hours required for the Sport Pilot license. Between the dual time and the solo flying I did before I took the practical, I had completed much of the Private Pilot requirements. I still had to do 3 hours of night flying, 3 hours of instrument flying and a



fit in. I picked up a 1951 Piper Tri Pacer and found myself a student again. I had to transition to a Private Pilot license.

After taking delivery of the plane and flying a couple times with Roger Tech, I went and

long 150nm cross-country.

I found a useful Private Pilot requirement checklist that was very handy in making sure I hit all the things I needed. I posted it to the documents section of our web site. Of course, besides



the flying requirements I would have to take another written test and another practical test.

I know one of the big safety pushes right now is transition training. It seems like since I earned my Private I have been asked several times what kind of planes I can fly now. A Private Pilot license opens a person up to all sorts of planes. Sure, there are further requirements such as high performance, complex and multi engine, but there are tons of planes out there that a Private "could" fly. I hope we all keep in mind that what we "could" fly may not be the same as what we "should" fly without some transition training. I remember my first flight in the Tri Pacer. The guy I bought it from flew it to Saratoga for me. It was the day of the 2010 Poker Run. After taking care of the paper work Roger Tech and I flew over to Edinburgh for lunch. The Tri Pacer was much faster and I could not feel the rudder like I could in the Flightstar. I remember feeling behind the airplane for most of that first flight. Also, remember that it can be just as big of an adjustment transitioning to smaller, slower, or lighter planes as well.

After getting used to the plane and soloing, I moved to getting some of the stuff I mentioned above out of the way. After reviewing my log book and checklist, it looked like I had to do a long cross country. 150nm with a 75nm leg and two stops. I chose a Saturday in September when the Cooperstown breakfast was on. I started at Saratoga, grabbed fuel at Schenectady, flew by Johnstown, Cooperstown for breakfast, off to Glens Falls for my long leg and back to Saratoga.

For my night flying I did take offs and landings at Saratoga to get a feel for the dark. Next I planned a night cross-country to Poughkeepsie. This was a neat experience and enlightening to the obstacles of flying in the dark. I got some exposure to flight following and controlled airspace as well. I had planned on using the river as a guide in conjunction with my checkpoints. I had trouble finding the river that night or even the thruway. I believe that three hours is probably enough to a gaining respect for flying in the darkness and would probably require some more practice or instruction to do it proficiently.

I was delayed a little in doing the instrument flying due to some issues with my artificial horizon. After getting that straightened out we started getting that time out of the way. The instrument flying was very unsettling at first. After fifteen minutes or so, I found it very enjoyable. I am a ways away from working on an instrument rating, if ever, but with an instructor sitting next to me, it was fun. Of course three hours is just enough to give a healthy respect for blind flying and possibly enough to get you turned around if you run into a problem. Roger did a good exercise with me to drive home the fact that if you get into IFR you will not know which way is up without instruments and training. He had me close my eyes for one minute while flying the plane. I used my finely tuned senses to listen for the change in load on the prop, the seat of my pants to feel any dip in a wing. After the minute I opened my eyes and to my surprise we were in a right turn and slight dive.

During all this flight training, I was reviewing for taking another written test. The majority of the questions looked familiar from the Sport Pilot test. There of course were some additional questions that had to do with nighttime and instrument flying. I found it laboring getting ready for another test. It also got more expensive. My Sport written was \$70. It is now \$150 for a written exam! There seemed to be many questions on instrument navigation. I waited until the end because I wanted to do well. It turns out waiting until the end was good because I was sharp for the oral part of my practical. I would recommend doing the same to anyone getting ready for their tests. The practical test was very similar between the two. The only real difference being exhibiting instrument flying.

In looking back at my pilot training, I would say that it would have been a lot less work and money if I had just went right to the Private Pilot certificate. Sport Pilot training brought me so close to meeting Private requirements it made little difference. Obviously, there are things that would make Sport Pilot the best or only option but I would seriously evaluate your future plans if you are working towards a certificate.



From Sheer Panic to Sheer Joy

by Phylise Banner

EAA602 Member and N7292J Co-Pilot

It was Doug Sterling who started me on this journey. I'm not sure he knows that, but it was last October when I attended my first EAA602 meeting, and he took me up for a ride in his Glastar.

We were walking toward the plane, and I approached the passenger side. "No, you sit in the other seat", he said.

Before that, I had only flown in Joel Glickman's Cherokee (the N7292J) a few times -- he took me up for a ride to help me get over my fear of being in the sky. Well, the Cherokee and a few hundred commercial airplanes, which I had flown on for business and personal travel. I used to hate flying. What a strange turn of events.

After I flew with Doug, I realized that I liked the left seat. Oh, I liked that left seat a lot.

I started exploring my options -- which school, which instructor, which lottery ticket, etc. I knew that I could count on my pilot friends to help me out, and indeed, I ended up with headsets, books, E6B's, foggles, lapboards, and

a bunch of other hand-me-downs. Along with hardware came suggestions for instructors and schools.

Financing, as you all know, seemed like it was going to be impossible. Side-by-side flyers competed on the kitchen refrigerator. Flight training vs. the High School Latin Club trip to Rome for my son (along with his college education). Needless to say, I found the time to take on the extra work to start financing my instruction. I had to. I wanted this.

7 months later, with 18.8 dual hours logged (I changed schools and instructors once),

I took to the sky on my own. I'll never forget that day as long as I live. I'll never forget that feeling, and how I laughed out loud when the C172 lifted off runway 4 at KSCH much sooner than I expected because I was the only one in the plane!

Everything about that day was perfect. Gorgeous day with a calm breeze right down the runway. Every maneuver felt right. No fear, which surprised me. Three landings (one go-around because of a BIG bounce) and I was the happiest PIC in the world. I felt like a pilot. I felt like I can

really make this dream come true. Congratulations all around from all of my pilot friends. What a triumph!

Since then I've been traveling for work, and the WX hasn't been in my favor, but I had the chance to solo in the pattern again last week, and had an astounding learning experience. After around 8 takeoffs and landings (pretty good



ones, if I may say so), SCH tower sent me off in right closed pattern traffic (which I don't like because I just can't see the runway as well). On downwind, abeam the numbers, tower asks if I can do a short approach. "Unable", was my response. I'm glad I knew well enough to say that! Was directed to extend downwind, and then to do a 360. By the time I was cleared to land, I had to do a few S turns to lose altitude. But I did it, and it all felt right. And I felt confident in my abilities.

I had let the controller know that I was a student pilot soloing when I first contacted ground, and when I landed he was nice enough to tell me I had done a great job, so I went up to the tower for a visit. I'm glad that I'm learning at a controlled airfield, and have the opportunity to learn from the guys in the tower as well as my instructors.

I'm hoping the weather holds out for my next solo – maneuvers in the practice area – this week. If not, I'll take to the sky happily with my instructor for more dual hours. When I first soloed, my instructor said "you don't need me anymore". Well, I know I do, and I'm glad I do, but there really is nothing that compares to taking to the sky solo.

Being a pilot is something I never dreamed of. Now, I can't imagine life without being able to fly in a little plane. You all continue to help me along the way, and I'm grateful that I have access to such a vibrant aviation community.

I'm keeping a record of my journey on my blog (<http://shelearntofly.wordpress.com>) so that I'll always remember the path, and to inspire other folks (especially women) to follow their aviation dreams. I'm behind on a few posts because I've spent too much time flying, and not enough time writing. No, wait, there's no such thing as too much time flying ...

Happy landings!

EAA602 FLY MARKET

FOR SALE

STS AV7600 Handheld VHF radio 720 CH W/
all Acess. \$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 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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