



EAA602 Log Book

Adirondack Chapter Newsletter

September 2011

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From The Presidents Desk

by Tim Devine

It's raining for the second day in a row as I sit and collect my thoughts for this month's musings about our little world of aviation. The steady rain reminded me of this year's spring which was a wash out for flying activities.

Back then I was wondering if we were going to have one of those years where good flying days were going to be rare.

The weather gods finally smiled on us in July and there has been some great weekend and early evening flying weather through July and into August. Cooperstown has been busy, as has Island Bob's. Darryl and Kevin had a great trip to Gullivers, and the rest of us have been getting out as much as we can.



As the summer winds die down and we move into fall there is still plenty to do. Piseco pancake breakfast on the 27th will close out August. Chapter 602 pig roast and fly in on Labor Day weekend will signal the beginning of the fall flying season with lots of destinations still on the calendar. September and October will feature events at Cooperstown, our poker run, Bennington pot luck, maybe a leaf peepers to Basin Harbor and I'm still hoping for a run to the Curtis museum. Stay tuned and stay involved.

On that note, I want everyone to start thinking about the annual meeting coming up

on October 31st. This year is an election year for club officers and board members. All seats are open and anyone can run for any position. Per our bylaws it is the responsibility of the executive board to appoint a three person search committee to identify potential candidates for the officer and executive board positions. I will seek volunteers first for the nominating committee. If there are no volunteers from the membership, then the executive board will appoint three people to develop a new slate of officers.

The reason for the last paragraph is that I will not be seeking a second term as Chapter 602 president. My new job involves a fair amount of travel and I just won't have enough time to dedicate to the execution of my duties.

I will announce this in person at this month's meeting, however because everyone doesn't always make the meetings this is the best forum to make sure everyone is notified.

It's your chapter, so get involved and help identify and support our new leadership.

Tim D.

**Meeting This Month
Will Be At:
Fulton County Airport
August 29th @ 6:30 pm
See You There**

EAA602 Officers

<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>

Board Members:

*Tim Cowper
Fred Blowers
Roger Johnson*



Back to back success story

by Tim Devine

EAA chapter 602 recently ran two events that due to the dedication, resourcefulness and hard work of numerous volunteers turned them into smashing successes.

The first was our annual Young Eagles event on Saturday August 6th at Fulton County airport. Despite gray sky's and weather predictions of rain by early afternoon the chapter was able to fly 63 youngsters on their own Young Eagles flight. We were able to do this because of a group of volunteer pilot's had a incredible ground support team who process, briefed loaded and then unloaded young eagles with incredible efficiency. With our new YE trailer arriving on site with all the necessary supplies and equipment Chapter 602 has now streamlined the process of running a Young Eagles event.

The trailer was put into use two weeks later to support the 4th annual Galway Wings & Wheels car show and fly in at NY37. Once

again we had a tremendous response from our members who answered the call for volunteers. Runway crossing guards, shuttle drivers, follow me vehicles, air plane parkers, ice cream vendors and many other different jobs were filled and done extremely well by a variety of chapter members. Aircraft arriving from many different locals were quickly and efficiently cleared off

the runway and moved into a parking spot. At the same time spectators were directed to safe crossing areas and kept clear of operating aircraft. Once parked, the aircraft were a major focal point for many spectators. Flying all the time, GA pilot's don't realize that the vast majority of the general public has never seen the inside of a small airplane.

The common thread that ties these to separate events together is the volunteers. All the planning , spread sheets, pie charts etc don't mean anything without boots on the ground the day of the event. EAA Chapter 602 is blessed not only with a vast array of talent within its ranks, but also by the willingness of that talent to dedicate their time to the success of the entire chapter. Thank you one and all.

Fly safe, fly smart Tim D.

Young Eagle Results

Tim Cowper - Cherokee - 11
Deane Tauber - Cessna 182 - 10
Mike Clukey - FlightStar - 9
Fred Blowers - Champ - 8
Doug Sterling - GlaStar - 8
Tim Devine - Champ - 8
Joel Glickman - Cherokee - 6
Roger Johnson - Champ - 3
Larry Saupe - 63 Lessons Given





Getting There is Half The Fun

by Roger Johnson

With a few showers in the air, the Champ and I left NY50 for Murphy's at 1300 on Friday, July 8. The plan was to have Diane and son, Jonathan, fly with me in their Varga to the Geneseo Airshow. Mark would be flying the super-steed, i.e., P-51. Shortly after shutting down, Mark advised that he had just learned that the waiver period (airport closed for practice) at Geneseo (D52) was not 1400 to 1500, as we expected, but 1600 to 1700. Since we planned a fuel stop at Finger Lakes Regional, this did not sound good. We departed Murphy's at 1320 with the Varga following since it cruises faster than my Aeronca. Diane had a functioning GPS, so occasionally I would hear Roger, 10 degrees left, or Roger, 10 degrees right.

Except for having to divert slightly for a rain shower near Syracuse, the trip went smoothly and we landed at F.L.R. at 1450. After fueling and restroom stops, the time was 1515 so Diane phoned the 1941 H.A.G. to advise that we would be arriving close to 1600. Their advice was to wait. So, we departed ASAP with 55 miles to D52 and a slight wind from the South. I advanced the throttle an additional 100 rpm. At 1553 and 6 miles east of D52, I radioed our position to the Air Boss and requested landing instructions. We were advised that we MUST be on the ground by 1600 and were cleared straight-in to Runway 23. At 1556, I called again and was instructed to land at

mid-field, allowing room for the Varga. Shortly thereafter, we heard the pilot of an F-16 radio that he was 8 miles N.E. of D52, and inbound. (He did not specify nautical or statute miles: difference = approx. 8 seconds!) We touched down at 1558 and I heard an unmistakable roar overhead while taxiing behind a follow me truck. We were greeted by Mark Murphy who arrived considerably earlier than us. (Surprise?!)

That evening we enjoyed an excellent bar-b-que chicken dinner in the hospitality tent and Jonathan had a great time with encamped military re-enactors. The following morning I rode on a shuttle from the dorm to the airport with a gentleman considerably older than myself (More about Scott Royce shortly). At the 0900 pilot briefing, we were informed by an FAA rep. that a Beechcraft had crash-landed on the runway (no serious injuries) and the show would be delayed. I had planned to fly around the field a few times with the L-birds (liaison aircraft) and so did Scott. Turns out that Mr. Royce is 94, was a B-17 pilot during WWII and had

flown a Luscomb SOLO from Texas to Geneseo via Georgia, where a daughter lives! God bless him. Unfortunately, a number of fly-arounds were cancelled due to the delay, including the L-birds. We did get to see Mark fly the Mustang twice and were



treated to amazing aerobatic performances by Rob Holland. Other 602 members there of whom I am aware: Dave Murphy with Russ Cecil (co-owner of the Mustang), John Pashley and Tom Kravis.

My flight home Saturday evening was uneventful with clear skies, 30+ mile visibility and a tailwind. Doesn't get any better!



Notes From Your Editor

by Doug Sterling



It seems that this month I have something interesting to write about for a change - Oshkosh.

This year ended up a lot better weather wise than Sloshkosh was last year. We only had a little rain and it happened mostly at night. The fields were repaired from last year (although I did find the ruts that we put in the field last year) and they added a lot of drainage to help funnel the rain away.

Judy and I have attended Air Venture for the last 14 years, but this year was the most interesting for me for a different reason.

It all started when I decided that I needed new tires for the Cherokee. I went to the

GoodYear booth to see what Oshkosh deals they might have. When I talked to the fellow there he told me that they had nothing for this year. As I pressed him for something he said "All we have is a drawing for a ride with the AeroShell team. At his beckoning I went over and put my name and cell number on a ticket - yea - sure - big deal.

Well, while watching the air show that afternoon my cell phone rang and a voice said I had won the ride. WOW!!! "Be at the north west corner of the C hanger at 7:00 tomorrow morning for your ride" he said. I needn't tell you Judy and I were there at 6:30 waiting!!

Well it was a blast. I went with Bryan Regan number 2 on right wing, and when I say right



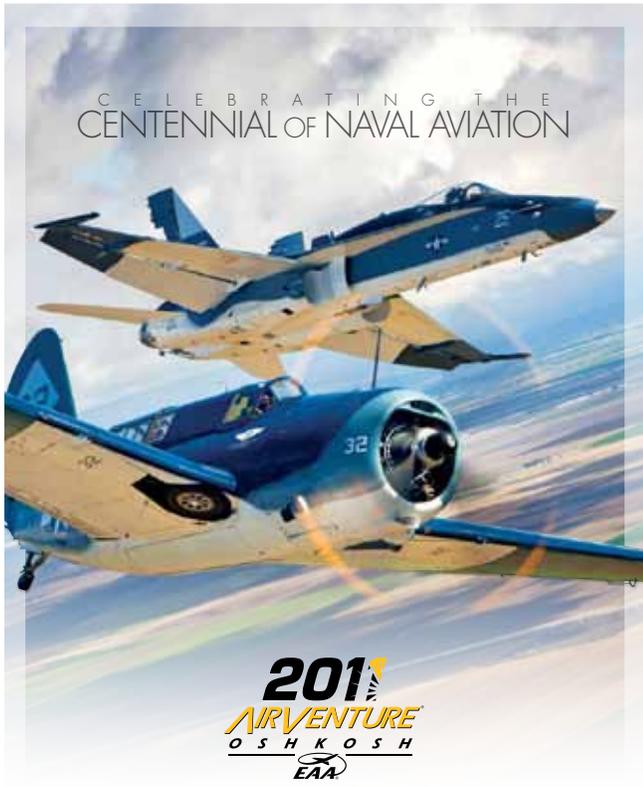
wing I mean ON THE RIGHT WING. First we takeoff in formation at a respectable 20 or so feet apart, but as soon as we leave the runway it was gear up and tighten up to REAL formation flying. Nothing like looking out to the left and seeing another plane 6 or 7 feet away.

A few minutes later Bryan asks over the intercom if I am OK. My reply was "I'm doing great but you don't have to fly that close on my account". After a few chuckles from him, he tightened it up a bit more. Great flying!!

After proceeding to the middle of the lake, we performed a loop, wing over to a barrel roll all at once - WOW!! All that and we never wavered from position. These guys sure can do formation flying with these big ugly beasts. All and all it was a great experience. Maybe I'll try that drawing thing again next year.



Fly Safe, Doug



July 25-31 ★ The World's Greatest Aviation Celebration ★ AirVenture.org



EAA602 FLY MARKET

FOR SALE

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

September 2011

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. 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.