

LOGBOOK

MARCH 2020



EAA602.org

EAA 602 ADIRONDACK CHAPTER

EVENTS

No March Meeting

See you in April.

President's Hangar

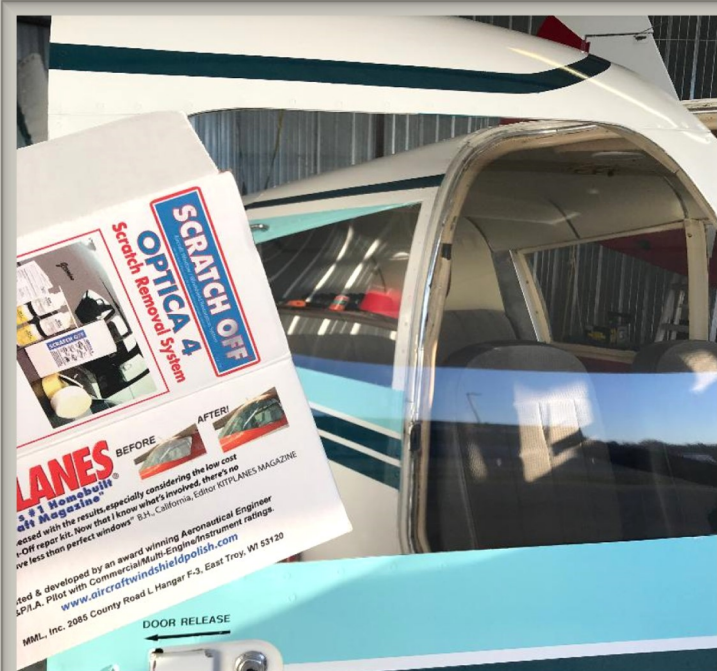
Patrick Morris EAA 839538



Photo provided by: Corey Drapala

Well it has been an interesting time since our last meeting. It seems like our whole world has turned upside down and not in an aerobatic good kinda way. We will get through it though and soon enough we'll be back on track. Hopefully everyone is being careful and following the social distancing advice out there. This is why we are going to cancel our March meeting and just have our newsletter to tie us together this month. It has been tough for me because I like the social part of flying. Our planes are very tight and it is probably not prudent to go up with someone who is not in your personal home group for a while. Unfortunately no one in my home is currently interested in flying, I'll have to get out there solo soon in the meantime. I haven't heard of this thing affecting airports although I have heard of large cut backs in staffing. There has been mention from AOPA of the idea that things like medicals may be extended like our car drivers licenses and registrations. We will have to see if the FAA comes out with anything on our many expiration dates like medicals, annual inspections, and transponder checks. I doubt it but it would be nice. At the February meeting I brought a product I received for Christmas to remove scratches in our acrylic windows, Scratch Off Optica 4. It comes with four levels of compound and two levels of application pads that fit on a drill attachment. For really bad scratches you start with 600 grit wet sandpaper which is not included. I promised a product review after I tried it out. I am happy to say that it works very well! It took some time but I just finished all of my windows inside and out. You can start at any of the five levels of the process depending on the severity of the scratch. I had

a couple on the windshield that needed to go back to the sandpaper level, very scary as you can see from the photo. I am here to say that the compounds in the kit are sufficient to bring the window back from sanding. If I did it again I would do a much smaller section for sanding, maybe a quarter to half inch over the sides of the scratch. The tool does not fit in between the top of the instrument panel and windshield on the inside. Doing this by hand is very tight also. I could spend some more time now that I have gone over all of the windows and go back to a few spots that I noticed still have very small scratches. Overall I am very happy with the results and they are 95% clearer. Looking out at lights in the night time is where there is a very noticeable improvement. I did this when only one side of the windshield was complete and the tiny swirls in the unfinished side were like night and day. :-)



Dean Riggi sent me an update on the Tri Pacer wing recover. He is learning the process from Tim Hines and has made some progress. Last month we saw some photos of the control surfaces. The project is in Tom's garage while he shows Dean how it's done. It sounds like Tom and Lynn needed something to do while cooped up the last couple of weeks and got the wing just about covered



UPCOMING:

The Norwhich Chilli Fly In planned for March 28th has been canceled due to COVID concerns. We will have to see if they reschedule for a later date. It looks like everything else for the next month is canceled or put on hold. This is a good time to catch up on those magazines that pile up, watch that aviation film or documentary, or maybe start learning the material for a new rating! Hang in there everyone and let's hope for better things in April.

“The highest art form of all is a human being in control of himself and his airplane in flight, urging the spirit of a machine to match his own.”

Richard Bach



Vice-President ~ Darryl White

Well last month I reminisced about my introduction to this great EAA chapter and how we can all do our part to support in including attending meetings and events.

The recent events of Covid-19 have changed all of our lives in ways I couldn't have imagined a month ago. For the first time in my 30+ year career supporting the US Navy at KAPL I am going to work 2 days a week and working from home the other three days. Our Hawaiian cruise plans are cancelled and I don't even want to look at my retirement savings.

Despite all this bad news and turmoil I am blessed to be able to fly my little plane, share quiet time with my loving wife, and slow down a bit. We have taken quiet walks at our beach and done some outdoor spring chores before this recent snow covered and ground again. I was planning to get out flying but recent snow has postponed that for another week or two. Meanwhile I plan to get up to the airport and continue my post winter airworthiness inspection of the Hawk. When the weather warms and the runway at the Pines is sufficiently dried out it will be time to fly.

I hope you all stay well and I will be thinking about you all Tuesday night. Be safe and I look forward to seeing you all again soon!

Zenith 650

Pictures of progression.

Ed Zwolinski



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Visit the website for updated events, pictures and more.
www.eaa602.org

- Please submit your article to Shellisaupe@aol.com by the 10th of the month for the newsletter.
- Newsletters are typically released the Sunday prior to the meeting date on the chapter website @ www.eaa602.org

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