

# LOGBOOK

JULY 2020



EAA602.org

## EAA 602 ADIRONDACK CHAPTER



Photo provided by: Corey Drapala

### JULY 28th —EAA Meeting

7:00 pm @ Fulton County Airport

Please join us

Mask and social distance practices required

Bring your own chair

Dinner will be carry in/carry out style

**\*\*If the weather is bad check your email.**  
The meeting place or date and time may be changed and this is the fastest way to let everyone know.

## President's Hangar

Patrick Morris EAA 839538

We had a decent turn out for our mid-month rescheduled meeting on July 14th considering the conditions. No one flew in because of earlier showers passing through but it cleared out in time for us to be outside for the meeting. It was a short meeting due to the lack of activities but it was great to see everyone. I brought a couple things for show and tell as part of our entertainment for the night. An inflatable life vest for wearing while flying over waters and a pulse oximeter for keeping an eye on your O2 blood levels when flying at higher altitudes.

Upcoming:

We have a meeting coming up on July 28th. The only things on the RADAR are a possible movie night at Fulton County Airport sometime soon and the possibility of a fly out to a restaurant. Ed is also looking at a get together to see the zenith project which is nearing completion. I am going to reach out to Mark Kenniston to see if we can schedule him for a follow up talk on his Carbon Cub build that we visited last year. It is almost complete and he could give us some insight on his building experience while it is fresh.

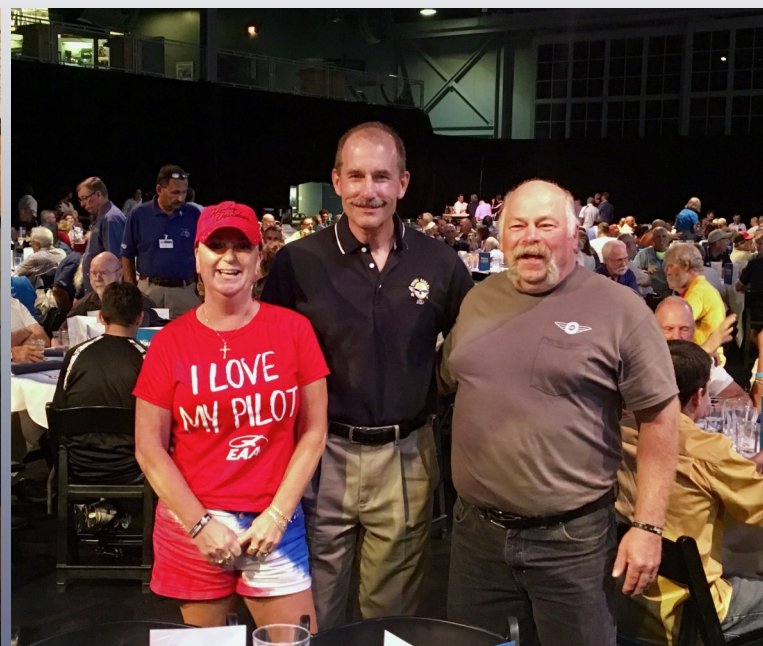
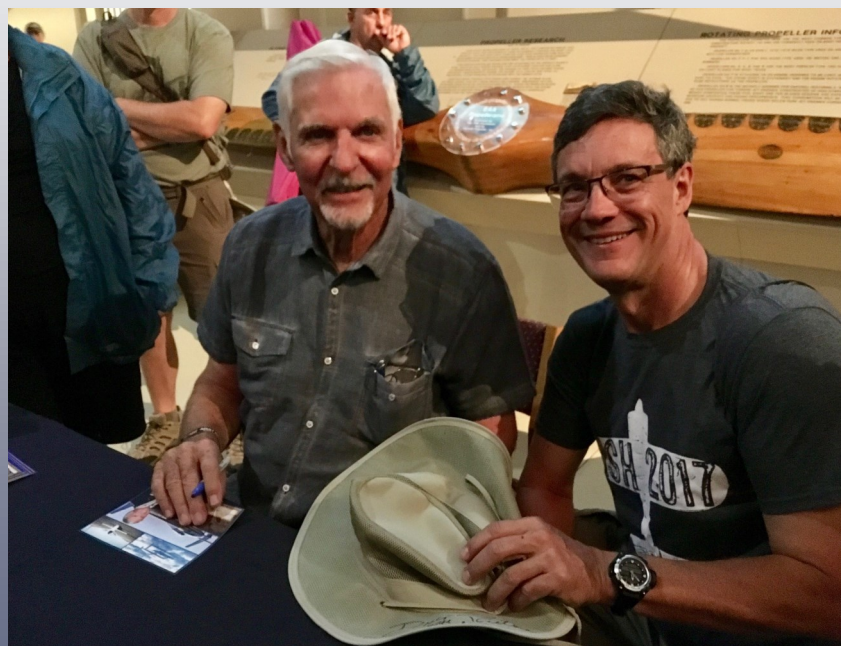


## Vice-President ~ Darryl White

Well here we are the end of July, for the first time in decades there was no gathering for I have written a series of detailed articles about attending Oshkosh in 2019 and all that we did that week but I got thinking that in other years we have had other one of a kind opportunities and memories that keep me excited for the future.

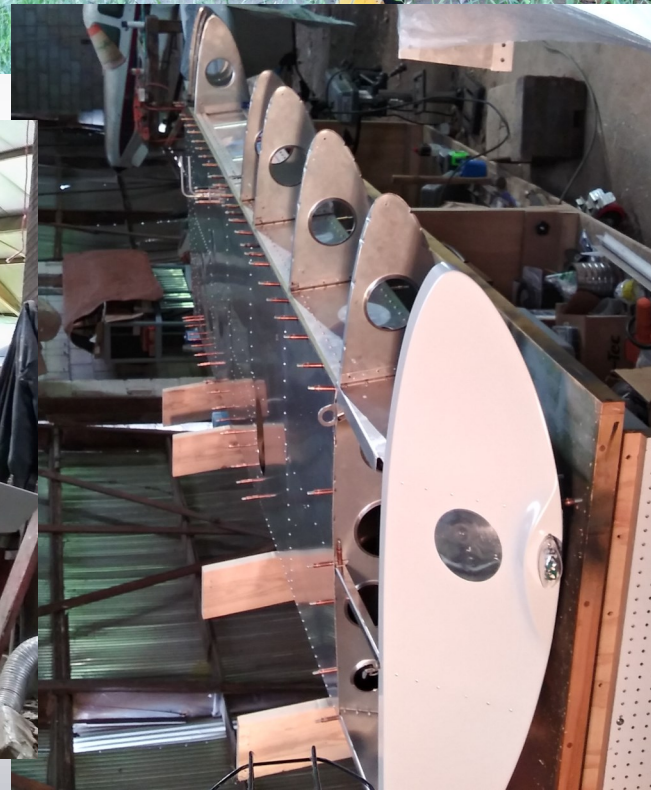
Here are a few memories I would like to share:

- 2008 was our first trip to Oshkosh, Doug and Judy showed us the ropes. Saw Paul Poberezny drive by in the Red One VW, we yelled to him and he gave us a thumbs up and a big smile. Pretty cool when the guy who started it all is there sharing it with us.
- Chatting with Edsel Ford and meeting Miracle on the Hudson pilots Sully Sullenberger and Jeff Skiles at the Ford chapter leaders reception.
- Meeting Dick Rutan and seeing him and his brother Burt at many seminars and talks at theater in the woods.
- Enjoying young eagles dinner at the museum and getting a picture with Jeff Skiles.
- Seeing in person gatherings of astronauts from the Apollo and Shuttle eras in theater in the woods.
- Hearing talks from multiple airline crews that dealt with emergencies and solved the problem to save the lives of their passengers.
- Going to builder workshops and seminars on multiple topics.
- But the best part, by far, is being there with friends from 602, supporting our pilots who have flown there by doing ground support, or cargo carrying, fine dining dinners out at Durangoes and A&W, the Chinese buffet and the Olive Garden. One of the best memories is when we had about 10 members there one year and got a picture in front of the brown arch.





# **“Phoebe” Zenith CH 650**





## The End is in Sight

Time for another rather overdue update on “Phoebe,” my Zenith CH 650 project. As the title of this article suggests, we are finally nearing the finish line. If all goes reasonably well over the next few weeks, I should be ready to do some ground-based testing (fuel flow, level calibration, engine ops, taxiing, etc.) late this month, or in early August. Final inspection will be scheduled based on how all that goes.

The last few months have been a hustle. While I certainly would’ve preferred better circumstances, I’ve been flexing my modified pandemic work schedule to maximize my time in the hangar as much as I can, resulting in two full and two half “airplane days” just about every week since this all hit in March. Round Lake is perfect for anti-virus isolation too ... since there is pretty much no one around most days.

The first wing (starboard) dragged out over most of late fall and through winter, in large part due to it being a learning experience, partly due to interruptions like holidays and so on, and certainly due to the fact that the barn was generally unpleasant to work in, especially when I needed to shovel out a parking spot and a path to the door first. For comparison, the second wing was properly started in late March and finished by mid-May (just in time to have my roof done at the house, yay). Having better working conditions and a plan/system based on lessons learned during the first wing made a world of difference.

Mounting the wings solo (to observe proper social distancing practices and all that) was an interesting challenge. The wheeled wing-building work tables my friend built me (3 years ago now, yikes) proved extremely useful, since they could split from one 4 x 12 table into two 4 x 6 tables. I was able to carefully maneuver the wings to get one on each table, with the help of pool noodles and cheap chair cushions to prevent scrapes and dents. Though the tables were a little too tall, when spaced far enough from the fuselage I could pivot each wing to finagle it into place. This took some iteration, since the upper and lower skins needed some light trimming to fit properly and leave room for the wing root seals. Thankfully, the holes in the spar and spar carry-through were already drilled by Zenith (so it’d be really difficult to screw up the dihedral) but I did need to hone them. They also didn’t send enough wing bolts (or the right size, for 4 of them) so I had to wait on an order too, which was still slow at the time due to virus delays. Honing also turned out to be a massive PITA for the holes in the spar carry-through due to access limitations and took a lot longer than I wanted it to (and burned through an extra flex hone). However, both wings were on by early June.

Most of the rest of June was spent fussing with the flaps and ailerons to get them installed, operational, and rigged/balanced. A few small screw-ups but nothing irrecoverable. Most of the electrical hookups are done and appear to work, at least on the battery (gasp!). Annoyingly, my elevator trim works, but the position indicator does not. Likely one of the tiny wires for the indicating circuit has been pulled out or otherwise damaged, but I have not fully diagnosed the issue yet. Hoping the problem is in the indicator and not the servo. Though I have a transponder and know what ADS-B option I intend to use, I have decided to worry about completing installation and certification later. I am content to fly outside airspace where they are needed while working off the initial 40 hours.

I decided to redo some of the fuel system plumbing I started ages ago to minimize the length and rise in the lines to minimize the amount of work the pump has to do. I have yet to finish this work, but it will be done soon.

You can clearly see from the pictures that paint (and polish) is unfinished. I am not all that great at paint (yet?) so even when it is eventually done it surely isn't going to win any awards. There will likely be a second paint job sometime in the future (also a second try at an interior – learning how to sew too), but I am not too fussed over it. Paint doesn't make 'em fly – and I'm not building her to sell – so I'd rather try it and learn something than just pay someone else to do it. If that's not what the "experimental" category is all about, then I don't know what is.

Here's to hoping I can keep this head of steam. If so, she should fly this year!

by Ed Zwolinski

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- Please submit your article to [Shellisaupe@aol.com](mailto: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](http://www.eaa602.org)

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