

# SWPC NORTHEAST CHAPTER NEWSLETTER

October - 2019

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### **President's Message**

We've actually had some pretty good flying wether lately. It finally came at the same time as our monthly fly-in! The weekend of October 19-20 was kind of perfect. We had originally scheduled this weekend to Vermont. The original intent was to go to Sugarbush and be with our member Fabio Schulthess. Fabio is a Lufthansa captain who lives in Switzerland, owns a beautiful home just across the street from the Sugarbush airport, and bases his nice Pacer (PA 22/20?) in a hangar there.

Anyone who has ever flown into Sugarbush can tell you that, except for calm days, it can be quite an experience! When the wind is really blowing, it can be good practice for aerial combat!! You will experience extreme turbulence, ridiculous cross winds, all while dodging the sailplanes in the valley & pattern. Then there is the sometimes open/sometimes closed café. Don't get me wrong. It's a great place to fly into, but not for anyone. Fabio suggested that maybe we go to nearby Basin Harbor, Vermont on the eastern shore of Lake Champlain. It has a great 3000' carpet turf runway and the restaurant (Red Mill) is great. Easier for everyone.

On the Thursday before the fly-in, several people pointed out that the Cambridge Valley Flying Club was having their big Autumn fly-in on the 19<sup>th</sup>. We have several members based

at Chapin Field in Cambridge, N.Y and we decided to make a change in the schedule and go to that event on Saturday and Basin Harbor on Sunday if that fit into one's schedule

Saturday started out with clouds at around 2000' with good visibility in the lower Hudson Valley, improving to good VFR from about Rhinebeck north. Chapin Field (Cambridge, N.Y.) is a "good old" country airport with two 2100' grass strips. One runway was closed for parking/taxiing, and the pattern was busy with all kinds of planes, with and without radios. A couple of us flew the pattern and landed while member Bill Natale was holding short in his Bucker Jungmeister, waiting to entertain the crowd with an aerobatic routine. I parked next to a Pacer (who is the owner) and many folks came over to look at my Tri-Pacer.

This fly-in is a fundraiser for the Cambridge Valley Flying Club to give out scholarships. I walked over to the big hangar for some food and drink and met Rico Cannone and Dale Prividera, who drove down from the Saratoga, N.Y. area. Soon after, Fabio Schulthess arrived with a friend in his Pacer from Sugarbush, Vermont. I haven't seen Fabio in about a year. We went to seek out Bill Natale, to see if he could help Fabio with a "screw" issue (successful). That Bucker is quite the plane!

As I prepared to leave for home, member Ray Lang landed in his Vagabond. He had just given a sightseeing ride to a young woman. It seemed like there were many rides being given by the flying club's C-172 and an autogyro. Saturday was a good day for this activity. I hope the club had a successful day of it.

Sunday was a spectacular and special day! Spectacular because of the hands off flying with CAVU and the great Fall foliage of New England. It was special because Gloria joined me for this fly-in to Basin Harbor, Vermont. It was a great flight from White Plains, N.Y. up the Hudson, Lake George, & Lake Champlain valleys. We landed and met up with Rico Cannone & Dale Prividera who drove up from Saratoga, N.Y. (Rico's Tri-Pacer is down for the moment). Next to arrive was Fabio Schulthess with his neice Michele & boyfriend Steven in his Pacer from Sugarbush, Vermont. Tom McKernan arrived from Saranac Lake, N.Y. in his Colt. Our V.P. David Adams arrived as we started to dine in the Red Mill restaurant. Dave flew in from Windsock Village, New Hampshire in his Tri-Pacer.

We all were commenting on what an extraordinary day it was to fly. ADSB was discussed and what we each did (or didn't) to comply with the January 2020 deadline. Fabio and Tom went the "big bucks" route. I got the mid-level Stratus with ADS-B in and out with the new transponder/Foreflight on iPad. It's pretty cool with all the information. Maybe a bit too much on the screen. It's something to get used to. If one does not comply with the ADS-B rule, their flying is greatly curtailed from much of the nation's airspace.

The next 2 fly-ins were scheduled. In November, we will try to go to David and Pat Adams' home at the popular Windsock Village (NH69) which is east of Lake Winnepesaukee in New Hampshire. The airport has a big 4000' turf runway. The CTAF is 123.05 and you will see the parking area at the S.E. corner of the field. I'm sure David Adams will be there to welcome us. It's a short walk to the Adams home. Pat usually provides a tasty lunch for us. The date for this fly-in is **Saturday November 9<sup>th</sup>** with the **10<sup>th</sup>** as the alternate at noon. This is a great location and the Adams family goes out of their way to host at this private field. Try to make it if you can.

Our yearly "holliday" fly-in will be on **Saturday December 14<sup>th</sup>** with the **15<sup>th</sup>** the alternate, to Kozels restaurant at the south end of the field at Columbia County airport (1B1) in Hudson, N.Y. Let's plan on meeting in the FBO so we can go over to Kozels for a noon lunch. I'm sure there will be some folks driving in who can give the flyers a lift over. There will be a drawing for paid up members (check to see if you are paid up with Rico) for some holliday \$\$\$\$. Perhaps some other aviation related stuff also?

As the winter flying season is knocking at the door, one should take care to deal with some of winter flying things. One is to do a complete pre-flight of your aircraft. Remember that just a little snow/ice/frost can ruin your day. Try to pre-heat your engine/oil/cabin/instruments if possible. Winter gives us some of the best days and nights to fly, but we have to be prepared for what winter weather brings to the "game". I hope to see some of you on November 9<sup>th</sup> at Windsock Village. Safe flying to you all. – Andy



On short final at Basin Harbor



Sagamore Resort on Lake Champlain



L. to R. Steven, Michele, Fabio Schulthess, Gloria Fields, Andy Seligson, David Adams, Dale Prividera, Rico Cannone, Tom McKernan



L.to R. Andy Seligson, Rico Cannone, Dale Prividera, Fabio Schulthess & friend at Chapin Field.



Ray Lang & Vagabond at Chapin Field



L to R: Fabio Schulthess, neice Michele, Steven, Tom McKernan, David Adams, Rico Cannone, Dale Prividera, Gloria Fields, & Andy Seligson –Red Mill at Basin Harbor, Vt.





Andy Seligson's Tri-Pacer at Basin Harbor, Vt.



Tom McKernan at Basin Harbor



Andy Seligson & Bill Natale's Bucker Jungmeister at Chapin Field



Approaching Lake George from the south



Lto R: Steven, Fabio Schulthess, Michele at Basin Harbor



Refueling at Ticonderoga, N.Y. after this gentleman, Gloria, & I figured out how to open the shed that had the fuel pump

## **Lucky With Bad Luck – by Fabio Schulthess**

My very last flight flying the Airbus 350 before my fall vacation in Vermont, ended up with an emergency landing! So here we are at 40,000' over Labrador, flying the schedule from Munich to Montreal. At 6pm local Montreal time, my entire crew surprises me with a birthday cake, as I have my birthday, European time. All eleven flight attendants come to the cockpit to sing "Happy Birthday". Imagine how big the cockpit is to fit all of them in! So we are happy and laugh a lot, I am eating some cake, and suddenly we get a message on the screen that the hydraulics are not good. To make a long story short – we lost half of the hydraulics, forcing us to put the gear down by gravity and the flaps down very slowly. It meant that we would not be able to put the gear and flaps up again. We were committed to landing; no go around. We told Montreal tower the situation and set up for a long approach. We landed in good weather, in the dark. Since we lost nosewheel steering, I managed to steer the Airbus with about 300 passengers to the high speed taxiway. There we stopped and had to get towed to the gate. What a birthday!

This year has also had its share with my Piper Pacer. In flying to Sentimental Journey this past June, after flying for 90 minutes on the right tank, I wanted to switch to the left and realized that the selector handle was missing! It must have fallen under my seat? All I could find was the screw that holds it. I just could not reach for the handle and I needed it, or pliers, to switch tanks, I was close to Binghamton, N.Y. and was talking to approach for flight following. I told them the situation and diverted to a nearby airport, flying on the "wrong" tank. After landing, I found the selector and screwed it back on.

This week, flying back from another trip to Pennsylvania at 3000', I heard a bang and clicking noise from the engine. I was planning to fly over the Adirondacks, but changed my mind and diverted to Saratoga Springs, N.Y. Rico Cannone lives there and I might need his help if I get stranded. I tried everything, but nothing changed. I landed and inspected the plane, but couldn't find anything. I continued on to Burlington, Vermont. Approaching at idle power, the engine backfired; something was definitely wrong! I landed, parked the plane, and called a mechanic. We learned soon that the number two exhaust muffler was separated. I called my mechanic Scooter up in Northern Lights, Vermont and had him talk to the local mechanic. Scooter had a spare muffler in his shop, flew it down, and fixed the problem in 1 hour! I was home in Sugarbush the same evening.

The next day I flew to Basin Harbor for lunch. Taxiing back for takeoff, the Pacer pulled all the way to the right. Something was wrong with the tailwheel. I discovered a flat tire. Scooter to the rescue again. He flew down the next morning to fix it. My visitors from Switzerland drove down from my house to pick me up.

At the Cambridge fly-in, closing the door, I heard a scratching noise. I discovered that the small round plate around the right fuel drain in the wing was missing 3 screws. Thanks to the presence of member Bill Natale, he fixed that problem. Thanks Bill! After all these things, I always made it back home. Today, our Basin Harbor fly-in went well. I did several sightseeing flights after the meeting and got home ok. It was a great pleasure to see everybody again – you bring me luck! - Fabio Schulthess



Fabio's muffler



Scooter working on Fabio's muffler