



The Flyer



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Experimental Aircraft Association Chapter 44

November 2017

THE FINAL WORD

by Norm Isler

At our September meetings, I talked about our capital campaign with our Board members, and the members that attended the monthly meeting. I asked that each member donate to our building expansion fund between now and the end of the year. I told everyone that if we all donated at least \$75.00, we could meet our maximum "match" goal. I repeated myself at the October meetings. And guess what? Here I go again.

Almost two years ago, a very generous individual stepped forward and made us an offer we shouldn't refuse. "For every dollar donated to the Building Expansion Fund between now and December 31, 2017, I will match that donation, and donate a second dollar". Many have donated generously, but I am asking one more time for your financial support.

We have a truly unique opportunity available today. Every dollar that is donated to the fund will contain TWO HUNDRED pennies. In September, we were a little over 50% of the way to our "maximum match". Today, we are well over 80% of the way. To those of you that have given generously, THANK YOU! To those still sitting on the fence, PLEASE DONATE between now and the end of the year.

EAT TO VOTE

VOTE TO EAT

The annual Chapter Election will happen this month at the General Meeting, Tuesday November 21. As an enticement (aka bribe) to come vote we are cooking up steaks. So be sure to join us for a hot-off-the-grill dinner.

At the end of 2017, the following BOD member's two year terms will expire:

Kevin Arganbright

Phil Hazen

Norm Isler

Bob Nelligan-Barrett (not running for re-election)

Craig Ritson (not running for re-election)

Here's the list of members who have agreed to run for the 5 BOD openings.

Kevin Arganbright

Frank Grossmann

Phil Hazen

Norm Isler

Darrin Kenny

Mary "Willy" Mattocks

Randy Spurr

Rick Tandy

Nominations will be taken from the floor and write-ins will be possible. Come out to eat and to vote!! It's your civic and chapter duty!

Mission: EAA Chapter 44 is a tax-exempt 501(c)(3) organization of aircraft builders and aviation enthusiasts in Western New York dedicated to promoting aviation and encouraging participation in aviation-related activities. These include designing, building and restoring aircraft, education, advocacy and youth outreach programs. We promote flying with high standards of safety in an environment that supports freedom, family and personal fulfillment

Our objective is to bring in \$1,800 between now and the night the ball drops. If we don't take full advantage of this generous matching offer, it will be our chapter that has dropped the ball.

I have been a member of EAA Chapter 44 for a LONG time, over 35 years. I have seen us grow from a group of loosely joined folks with an interest in airplanes to a large family drawn together by our love of aviation. Membership has grown from about 35 to over 80. We have gone from borrowing meeting spaces wherever we could, to owning and occupying one of the neatest EAA buildings this side of the Mississippi and we own it with ZERO dept. We have provided thousands of Young Eagle rides, offered safety seminars, organized public events to educate and entertain, both the local aviation community, and the "not so aviation oriented" community. When we set our mind to doing something, there is little this group cannot accomplish. An expanded building will enable us to better support the community outreach programs we are so proud of: Young Eagles, Sport Aviation Day Camp, Safety Seminars, Builder Support, and many others.

Thank you to all who have given, and to all that plan to give before December 31, 2017. Let's not let this opportunity slip by.

And by the way, my final word is "Thank You."

OK. That's two words, but I never have been known for brevity. I guess "Thank You" wasn't my final word!



Art Thieme, Jack Frenz, & Lauren Rosenthal supervise a recent Saturday SAC Work Crew.

HANGAR FUND CHALLENGE ALTIMETER

For every dollar donated to our Hangar Fund, an additional dollar will be matched by an Anonymous Donor now through December 31, 2017. Total gifts received as of November 10 toward the \$10,000 challenge is \$8,230.



Now that our Altimeter has broken the \$8,000 threshold, our Anonymous Donor has added their eighth \$1,000 match to the Hangar Fund. At every \$1,000 milestone our Donor will add their matching \$1,000.

We have only 2 months left to meet OUR challenge! WE'RE ALMOST THERE!!. Let's not lose the opportunity to earn the Donor's matching support.

Make your tax-deductible donation payable to "EAA Chapter 44" and put "Hangar Challenge" in the memo line. Mail or give your donation to Treasurer Gail Isaac, 6 Clearview Dr., Spencerport, NY 14559.

Thank you to our Anonymous Donor and thank you to YOU for your support of the Sport Aviation Center Hangar Fund.

PAPER AIRPLANE INDUCTED INTO THE STRONG NATIONAL TOY HALL OF FAME

In November, The Strong - National Museum of Play in Rochester NY inducted the paper airplane into their National Toy Hall of Fame. Here is the write-up from The Strong's website.

"Historians debate the origins of paper airplanes. The ancient Chinese used papyrus paper to invent the kite, but their primitive designs likely did not resemble modern flight. Leonardo DaVinci wrote about constructing a flying machine out of parchment. In the early 19th century, Sir George Cayley identified the four primary aerodynamic forces of flight and built kite-like gliders out of linen. Early attempts at constructing flying machines fascinated children and adults alike. The success of the Wright Brothers at Kitty Hawk in 1903 fostered renewed hope of powered flight and no doubt contributed to the purported invention, in 1909, of the paper airplane. The principles that make an airplane fly are the same that govern paper versions. Paper's high strength and density make it similar, scale-wise, to the materials used to construct airplanes."

"Though the aerodynamics of paper airplanes remain the same, people play with the possibilities of shape, color, weight, and technology. Modern CAD design systems allow for exact measurements, contemporary printers enable easy duplication of popular designs, and engineers with inclinations to a paper folding hobby demonstrate varied folds such as the bull dart, the hammer, the sky king, the dragonfly, and the record-breaking, Suzanne. Pop artist Peter Max created an entire book of psychedelic paper airplane templates in the 1970s. Contemporary artists Gemma Correll and Lisa Congdon created templates for pet paper airplanes and mix and match glider paper airplanes. Play with paper airplanes is far from formulaic and constrained. Where some toys require financial investment, paper airplanes start with a simple sheet of paper, coupled with dexterity, to produce a toy with infinite aeronautical possibilities."

Source: <<http://www.toyhalloffame.org/toys/paper-airplane>>, [The Strong National Museum of Play website](#).

OLD GOAT'S SOPHISTRY

by Art Thieme

Naming the airport after Sam Cooper is an idea we should all support. Sam worked closely with the Geriatric Pilots to get the Chummy, the Curtiss Pusher and the Ohm Special funded and displayed at the airport. He also rescued the original control tower for the airport and had it displayed. He was an ambassador for the airport and a friend of aviation for many years. He certainly is the most non-controversial person to be considered.

Submitted to the D and C. Not printed again. Is it my spelling?

Chummy story continued.

Before we could build anything w had to build a table that was straight and level. Once done the fuselage was put on the table and the tube cutting began. Norby Wlock ground most of the pieces. Jim McGowen designed and built a tubing notcher. Earl Luce was amused by both methods and he cut the shapes with tin snips by hand and in a short time. Most of the welding as done by Earl Luce, Jim Birch, Vet Thomas, Lauren Rosenthal, and Whit Beckett. Earl tried to teach some of us how to weld. I managed to melt nice holes in the tubing. Work was scheduled for Wednesday night and Saturday. this was around May 1997.

Work on the wings was mostly under the supervision of Al Garlick. We had to build 36 ribs. Chapter member each built one at the meetings and signed them. At the rate of two a month it took some time- hey, it was a teaching project and it took six years. Four spars had to be made along with the leading and trailing edges. The wings were varnished and covered. Rib stitching was a long project done by Al and me. Earl Luce showed me how to do it. Never really mastered the art. Next the fabric was painted with sealer, silver and color. It got too cold to paint the fuselage so Barry Holtz stepped up and said that his auto repair shop had a booth and they could do it. He arranged transportation to move the fuselage to his place. Now his workers had much experience in spraying cars but not fabric. After a few tries they got it right. ow the project was moved to Mark Donovan's skunk works in Chili where he had a large building where we could assemble the plane.

More next time. It does finally end.

Seasons Greetings

Que Sera', Sera'. Eyes Aloft

Old Goat Out.

THE SPIRIT IN SOARING

by Jim Coates

Today is a warm beautiful June day, light breeze with many small puffy clouds at 6500 feet. I decided to fly the Grobe G102, one of our single seat gliders. As the tow plane tightens the 200 foot attached rope, I am quickly lifted a few feet above the ground and waiting for my tow plane to be released from the earth. I follow my mother ship as we rise into the heavens.



At 3,000 feet, after making sure I am clear of other traffic, I release the cord that has given me life and I watch as the cord follows my tow plane back to earth. I am airborne, physically by myself, but far from being alone. My glider has now become my partner and second skin. We sense the energy of the air around us, and feel a playful push to the left. We turn right knowing that upward moving air has let us know that it is there.

As we move in the direction of the lift we lose altitude and are being pulled toward the ground. In the beginning I thought this to be bad. Today, I know that in order to get to the warm rising air, I must go through the cool sinking air that has already risen, cooled, and is returning to the earth that heated it and gave it life. It will be recycled to rise again. I give thanks for the Sun, that heats the earth, which in turn warms the air and lovingly releases the little bubble, so it may grow and join others in a vortex of rising air.

As I reach the vortex of rising warm air, I hear a "Whoosh" and we feel a lifting force that is unmistakable, unseen but undeniable. I begin

to circle, using my senses, my emotions, and mostly my intuition to stay within the unseen force that lifts us to the heavens. As time permits, I look at the beauty that God has allowed me to see and feel: the patch work of cultivated fields, brown with wheat and green with corn, the living water that snakes around so it can explore more of God's earth. The clouds, oh how beautiful; as I look down to earth, I see the clouds as their shadows move across the field, giving the crops a cooling breath.

As I look up, I see the cloud as it is forming, whispery at first then becoming a billowing beauty as the air cools and the moisture it holds becomes visible. On this particular day, my heart was filled with the beauty of God's Love, and I spent the next 2 1/2 hours between 4000 and 6000 feet above the earth, being sustained by Energy that I could not see, yet is very real. I returned to Mother Earth in time to put my glider into the hanger with club members who participated in my spiritual flight. Flying is always fun, sometimes it is really hard to come down and harder to put the enjoyment into words.

I dedicate this to Ed Seymour (1912-2011) and Jim Rizzo (1946-2012). They taught me that flying gliders is more than learning the technical aspects, that one can learn to Let Their Spirit Soar.

I had the privilege of being Ed's last student. Ed was 93 and used caution getting in and out of the glider. But once in, he was at home. He traveled all over the country teaching students how to pass their FAA ground school exam. His sons, Dave and John, continue the course in his absence. Jim was a lovable character who was taught by Ed, and dedicated his time and energy in teaching others the science and art of soaring. Both were FAA Designated Pilot Examiners, and were flying with me today.

**EAA Chapter 44
Board of Directors' Meeting
10 October 2017**

Board Members Present: Isler, Clayton,
Nelligan-Barrett, Arganbright, Horne,
Englund and Peters

Other Members Present: Isaac

Reports:

▲ President (Norm Isler)

▲ Norm updated the Board re the upcoming chapter and local aviation events as well as future program speakers. Todd Cameron, Chief Flight Instructor for OnCore Aviation will be the speaker for the October General Meeting and he will update the group re: advances in flight training programs and techniques.

▲ The new EAA 44 logo safety vests are in and will be available at the General Meeting for purchase (\$15.00) for members who have signed up for one and others who want to wear our new fashion apparel..

▲ A window in the Chapter Room / Pilot Lounge with mildew between the Thermo-pane glass was replaced under warranty by Finger Lakes Construction, the company that built the SAC.

▲ The AOPA Safety Institute Seminar will be held at the SAC on Thursday, October 19th.

▲ Three members – Richard Cromer, Carol Swanger and Trina Kenney have volunteered to take the training and become certified as Food Service Workers.

▲ . Treasurer (Gail Isaac)

▲ The September report was read and approved as per the motion of Frances Englund, seconded by Mike Clayton, passed unanimously. Following discussion, The August Report was approved as per the motion of Mike Clayton, seconded by Bob Nelligan-Barrett and passed unanimously. The BOD also reviewed the newly created Profit and Loss Statement for September. Gail will continue to explore the Quick Books software to provide additional information and trend data such as year to date cash flow and a balance sheet.

▲ Secretary (Jeff Peters)

▲ September minutes as printed in the October Flyer, and as corrected at the meeting, were approved as per the motion of Frances Englund, seconded by Mike Clayton and passed with one abstention.

Business:

- ▲ Capital Campaign
 - ▲ No Report.
- ▲ Building Committee (Kevin Arganbright)
 - ▲ No report.
- ▲ Chapter Web Site (Phil Hazen)
 - No Report

Business

- ▲ Jeff Peters reviewed the financial “Budget” report for the Sport Aviation Camp that detailed the income and expenses for the program. The SAC met the financial objectives.
- ▲ Bob Nelligan-Barrett updated the board re: the activities of the newly formed Chapter Library/History Committee that has met regularly on Saturday mornings for the past several months. Bob, Art Thieme, Bill Shaw and Lauren Rosenthal currently make up the Committee. Other members are welcome to participate. To facilitate the sharing of the history of our Chapter and aviation in Western New York, Bob will be seeking speakers who will be able to share their history knowledge. Bob will also be recommending that the newsletter be expanded by 4 pages to document important chapter events and activities.
- ▲ To facilitate the compliance with laws prohibiting pets in food service facilities, the Board adopted a policy that prohibits

all pets (excludes service dogs) from the entire Sport Aviation Center (SAC) whenever food is being served and/or prepared within the facility. Pets under the owner's control will be allowed to be in the SAC at other times when food is not being served or prepared.

- ▲ Norm and Dave Hurd recently met with Michael Giordino, Director of the Greater Rochester International Airport, and other airport and regional museum representatives. The purpose of the meeting was to discuss the disposition of the antique aircraft that are currently prominently displayed in the airport terminal. These aircraft must be relocated due to the pending major airport terminal renovation. As EAA Chapter 44 was instrumental in the fabrication and displaying of these airplanes, it is important that the chapter be involved in the relocation decisions. Norm will update the board regarding the status of this project.
- ▲ The BOD elections will be held at the General Meeting on November 21st. There will be 5 openings. Current Board members Norm Isler, Phil Hazen and Kevin Arganbright have agreed to run again for another term, and Bob Nelligan-Barrett and Craig Ritson have opted not to seek re-election. Members Frank Grossman, Darrin Kenney, Rick Tandy, Randy Spurr and Mary “Willy” Mattocks have agreed to run for one of the 5 open positions. Consequently there will be at least 8 candidates for the 5 open slots.



CONTACT EAA 44

The Flyer is published monthly. For an electronic copy, go to <eaa44.org> and enter your email address where requested. For a mailed hard copy (\$10), contact Treasurer Gail Isaac. For membership info, contact Treasurer Gail Isaac

Stories and photos by the editor unless otherwise noted. Article deadline is 1st Tuesday of the month. Send submissions to Editor Bob Nelligan-Barrett.

OFFICERS

President: Norm Isler '17
585-638-8098

president@eaa44.org
3631 Orleans Monroe CL Rd.
Brockport NY 14420

Vice-President: Phil Hazen '17
585-227-9811
vice-president@eaa44.org

Secretary: Jeff Peters '18
585-233-6880

Treasurer: Gail Isaac
585-737-1205
treasurer@eaa44.org
6 Clearview Dr.
Spencerport, NY 14559

DIRECTORS

Kevin Arganbright '17
585-392-2689

Mike Clayton '18
585-352-1763

Frances Englund '18
585-890-0487

Samantha Horne '18
585-755-1454

Bob Nelligan-Barrett '17
585-754-7263

Craig Ritson '17
585-683-5356

BUILDING/GROUNDS COMMITTEE

Kevin Arganbright:
585-392-2689

CAPITAL CAMPAIGN

Volunteer Needed

EDITOR EMERITUS

Art Thieme: 585-663-1875

FLIGHT ADVISOR

Jim Martin: 585-368-9333

HOMEBUILDERS COUNCIL

Volunteer Needed

LIBRARIAN/NEWSLETTER EDITOR

Bob Nelligan-Barrett:
585-754-7263

newsletter@eaa44.org
146 Worthington Rd.
Rochester, NY 14622

SPORT AVIATION CAMP

Jeff Peters 585-233-6880

TECHNICAL COUNSELORS

Earl Luce: 585-637-5768

Jim Martin: 585-368-9333
Bob Northrup: 585-507-1000
Jeff Paris: 585-750-5333

WEBMASTER

Phil Hazen: 585-227-9811
webmaster@eaa44.org

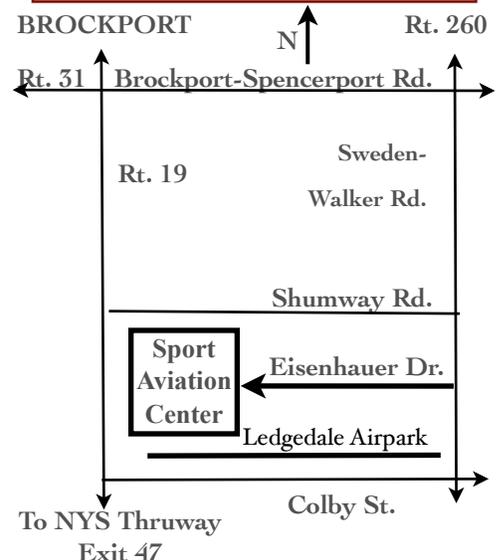
YOUNG EAGLE COORDINATOR

Elise Isler
flyyoung eagles44@gmail.com

EAA 44 is a 501(c)3 organization. Gifts of cash, securities or other property to the Chapter for the benefit of the Sport Aviation Center are welcome and fully tax deductible. Contact Treasurer Gail Isaac for details.

REGIONAL CALENDAR

Look to Upstate NY's Aviation List at <upstatelist.org> for regional fly-in breakfasts and other events.



EAA 44 Calendar



NEXT GENERAL MEETING

Tuesday November 21, 6:30 PM

We will be cooking up your steak to your perfection. Come hungry!

And as always, please bring a side or dessert to complement dinner.

This is our last meal this year. Let's do it up nice with our usual selection of home-made goodies. Thank you very much.

Dec. 9 SAC Work Day
Dec. 12 Board Meeting
Dec. 19 No Meeting! Only 5 shopping days left. Use them!!

**HAPPY HOLIDAYS
&
HAPPY NEW YEAR**

Jan. 9 Board Meeting
Jan. 13 SAC Work Day
Jan. 16 General Meeting

Feb. 10 SAC Work Day
Feb. 13 Board Meeting
Feb. 14 VALENTINE'S DAY!
Feb. 20 General Meeting

All activities take place at the Sport Aviation Center, & are free & open to the public unless otherwise noted.

Sport Aviation Center
44 Eisenhower Dr. 14420
Brockport Airport/
Ledgedale Airpark (7G0)
43° 10' 56" N 77° 55' 1" W

Board Meetings

2nd Tuesday of the month, 7 PM

General Meetings-

3rd Tuesday of the month

\$5 Dinner 6:30, Meeting 7:30

SAC Saturday Work Days

2nd Saturday, 10 AM

History Committee

Every Saturday 10 AM

Bob Nelligan-Barrett
EAA 44 Newsletter Editor
146 Worthington Rd.
Rochester, NY 14622