



The Flyer



Volume 50, Issue 2

Experimental Aircraft Association Chapter 44

February 2018

THEY SAY IT'S OUR BIRTHDAY

(with apologies to John, Paul, and Sgt. Pepper)

It was 60 years ago this month,
Squeek Hepler called together a bunch,
of builders, and flyers, and Feds,
Who had some crazy ideas in their heads.

Of kindred spirits in the air,
homebuilders with skills to share,
EAA Chapter Forty-Fooouuur

We are EAA Chapter 44,
We hope you will enjoy our group.
We are EAA Chapter 44,
C'mon, let's go fly a loop.

EAA 44. EAA 44
EAA Chapter Fourty-Four (Four Four).

We love to share our home here
at the Sport Aviation Center.
It's such an honor to satisfy
Squeek Helpers' vision for us to fly,
for all of us to fly.

I don't really wanna stop this tome,
But there's flyin' to be done.
fly solo or with a friend,
or take a Young Eagle under your wings.
There's adventure to be had
at EAA Chapter Fourty-Fooouuur.

PRESIDENTS GREETING

by Randy Spurr

Thank you to everyone for your vote! A big thank you to Norm Isler and Phil Hazen for their service as president and vice-president! What an interesting speaker Alan Reddig was, talk about a cool life!

It's a great time to be elected as your president! The chapter has done a great job fundraising for a new "addition", the current building is beautiful, membership is not declining like many other groups, and we have some outstanding men and women volunteering to make the club "Great Again" (sorry, slipping a little Trumpism in there).

There are many things I would like to do this year, the first would be increasing our social media footprint. I have some knowledge of Facebook, but I would like to get a committee started to improve our site. I need help! There must be someone out there that could help me with this? If you have any expertise could you contact me at president@eaa44.org? Most organizations are moving to Facebook to communicate with members and potential members, but the site needs to be more active and

Continued on next page.

DUES ARE DUE! Treasurer Gail Isaac reminds everyone that we are into a new year and annual dues are due. \$30/member, \$45 w/spouse, and \$15 for students. Please see Gail at the next meeting. Her contact info is on Page 7.

Thank you for your continued support of EAA Chapter 44.

2018 FAC NATIONALS

The 2018 Flying Aces Club Nationals will be held July 18-21 in Geneseo, NY, at the National Warplane Museum Field.

Registration & Scale Judging-Wed., July 18

Competition and Fun Flying July 19-21.

Field BBQ Thursday, July 19th.

Date Night Friday, July 20th.

Banquet Saturday, July 21st.

Events for the NATS will be the same as the 2017 Non-Nats with two changes:

1) The one design event will be the Martin AM-1 Mauler. Kits are available from [Easy Built Models](#). More information is available from the [The Detroit Cloudbusters](#) website.

2) Special for 2018: the U.S. AIRMAIL COMMEMORATIVE EVENTS.

2018 is the 100th anniversary of regular scheduled airmail service in the US. We what we did with the Spanish Fly events at the Non Nats. Basically, any aircraft that flew the mail in the US between May 15, 1918 and December 31, 1933 is eligible. Models must be in "airmail" color and markings...or have documentation that it was an early bird and not yet lettered by the US Postal Service. For the purposes of these two events, SIMPLIFIED SCALE rules apply. NOTE WELL... Dime Scale plans may be enlarged to qualify for Simplified Scale. Modelers who want to fly their entries in other FAC events (such as Golden Age) should make sure their models meet the requirements of those events.

For more information, go to: <http://www.flyingacesclub.com/facnats.html>.

(This information from Flying Aces Club website above. Ed.)

SHORT BIO OF NEW PRESIDENT RANDY SPURR

I am a life-long resident of the Brockport area, I got my private ticket 1984, currently own and fly an American Champion Scout based at Ledgesdale, past Chairman of The Rochester Automobile dealers Association, past member of Kendall Board of Education, past member of Hamlin Board of Appeals.

My wife Vicki teaches at Kendall Elementary School, and we have one son Jake 27, and a daughter Morgan 26.

timely. Have you "liked" our Chapter 44 site on Facebook?

Here are a few other ideas I'd like to pursue this year:

Hangar Flying Meetings

More social and fundraising events, i.e. wine event, fly-in breakfast, USO type dance/dinner

Host an on-airport camping weekend

Sponsor a flight training scholarship

Develop a chapter handout outlining what we do

Develop a Young Eagle handout to present to school administrators

Join Brockport/Sweden Chamber of Commerce and host one of their open house nights at EAA

New member welcoming ambassador to greet and pair up with new members reducing the "intimidation factor"

Form a group of members that could go to other Hangar Flying Meetings, flying clubs etc. to recruit new members

Get more involved with drones to broaden our member base

Guest speaker committee to get some thought starters on future guests.

What's your idea?

I know that's a big list, right? That's why I need your help! I can't do this alone! Could you please contact me if you could help with any of these things? I look forward to 2018, and the future of EAA Chapter 44, and most of all, meeting you all!

OLD GOATS GALLIMAUFRY

by Art Thieme

When it was announced that the airplanes at the airport had to come down I was full of trepidation. What was going to happen to them? We would need a number of members to disassemble them. Where are they going to be stored? We don't have any wing cradles.



Word came out that they were going to be lowered on Monday at 7 PM. About 15 chapter members came to help. No way. We could not touch the airplanes. But not to worry. The Boulter company had given the matter much thought. They carefully lowered the Curtiss Pusher and put it on dollies. Vet Thomas was called on to help take off the tail section. A number of chapter members helped push the plane to the west end and out onto the concourse and back to the eastern part where it will be

displayed. Vet has to go back to repair some of the bamboo on the tail.

Bob NB and I left about 10 PM thinking that was the end of the work. The Boulter crew took a lunch break and started to lower the Chummy. A few of our members helped with this and the plane was moved to the western part of the concourse where it will be displayed. Those helpers got home about 2:30 AM. Vet came back on Tuesday and helped with the Ohm Special racer. The planes will be put on pedestals so people can walk around them. Should be good.

It is time to work on the hangar. We have enough money to build a structure like the hangars out at Gaines. No need to build a Taj Mahal. A place where members can assemble their planes, hang an engine, do repairs. Insulation can be a members work project. Heat can initially be with a space heater. We used one out at Mark Donovan's place. You usually only work 3 or 4 hours. It might be a good time to get estimates for a spring building.

New Years Resolution: Always wear an apron or shop coat no matter how small the project. Not going to happen. Broken already.

Warning: My drivers license was renewed. I will be 100 when it expires. What will last longer, me or my truck?

Old Goat, Out.



Vet Thomas supervised the lowering of the Curtiss Pusher (left) while the Chummy and Ohm Racer snuggle in their temporary location. (Photo above © V. Thomas.)

THREE DEGREES OF SEPARATION

It's not often that we have a speaker and topic that leave us slack-jawed with aviation history and stories that we have not heard before. Chapter 44 members in the early 1990's had the good fortune to hear first-hand from fellow member Jim Reddig, who was directly involved with and a contemporary of many of aviation's pioneers. Last month, his son Alan Reddig, talked to us about his "Old Man" and the airplane he designed, the Fleetwings Seabird. The story-telling seed didn't fall far from the tree.



Loening XSL-1 Folding Submarine Airplane, 1931 that Jim Reddig worked on for the Grover Loening Co.

Like many of us, Jim Reddig became fascinated with aviation at a very young age. He was born in 1907, so his exposure to early aviation was very unique. He was a modeler and went to an "Aviation Expo" in New York City where "the Bug" bit him hard. He was handy with tools and built a 30 gauge rifle in shop class (Try doing that today! Oh right, there are no more shop classes.) He set his mind on the goal (at age 12!) and attended MIT for Aeronautical Engineering, then went to work for his dream job with Grover Loening. Grover paid for his flight lessons.

To give you an idea of the time-frame of Jim's life, Jim met Thomas Edison as a school boy and the meeting had a lasting impact on him. He worked for Roy Grumman in high school and while at MIT. He was at MIT when Charles Lindbergh flew to Paris. He knew Anthony Fokker and shared a

dinner with him the night Richard Byrd flew a Fokker Tri-motor around the North Pole in the "Josephine Ford." (That plane has a LeRoy NY connection.) He was a contemporary of Jimmy Doolittle during the first blind- instrument flight with Ben Kelsey as the safety pilot. Alan showed group photos of his father with Orville Wright, David Douglas and Amelia Earhart and many others, another one with "Wrong-Way" Corrigan. Later in life he became friends with Paul Garber of the Smithsonian Institute and the NASM. From Alan to his father to these pioneers, three degrees of separation. And when Jim was a member, only two degrees. Pretty amazing when you think about it.

From 1939-1973 Jim Reddig worked for the Eastman Kodak Company on many projects that are STILL secret. But those that aren't that he worked on were Kodak's 1939 World's Fair Exhibit and the Lunar Orbital Aerial Photography.

Around 1984 EAA 44 escorted Jim to Oshkosh for the airshow. The Seabird was going to be there. And so was Concorde, barnstorming Mach 1 rides to the lucky few. Alan made sure his father was one of them. Imagine your aviation career culminating is seeing YOUR airplane at OSH and taking a flight on Concorde. It doesn't get any better than that.

Thank you Alan for one of the most fascinating presentations we have had in a long time.



Alan Reddig (r) explains to an Old Goat the workings of an Everal one-bladed prop model that his father built but did not invent.

EAA Chapter 44 Board of Directors' Meeting 9 January 2018

Board Members/Officers Present: Spurr, Grossmann, Isler, Clayton, Arganbright, Horne, Englund, Isaac and Peters

Board Members/Officers Absent: Hazen **Other Members Present:** Nelligan-Barrett

Reports:

President (Randy Spurr)

Randy introduced the agenda for the meeting, summarized his personal background and provided an update to the Board re the upcoming chapter and local aviation events as well as future program speakers. Ray & Mary Smeal will provide a chili dinner for the January Meeting. Jim Reddig, a former member and aeronautical engineer, designed the Fleetwings Seabird amphibian. The prototype now belongs to the Golden Wings Museum. His son Alan Reddig will be our guest speaker.

Randy reported that New York State has awarded a grant to update the Ledgesdale Airpark runway and beacon lighting system. The amount of the Grant is \$973,325. As is customarily the case, the owner of the airport, Big Fella Enterprises Inc., is required to pay a specified percentage of the grant amount. Gretchen Pennington, Airport Manager, attended a part of the meeting and provided details about the grant and options to satisfy their financial obligations.

In 2018, Young Eagle Rallies will be held on the following Saturdays – June 2nd, July 14th, August 11th, and September 15th. Due to the logistics involved, there will be no rain check dates. The board discussed the policy regarding Young Eagle second rides during the same season including the relationship between the Young Eagle Rally Program and the Sport Aviation Camp. The issue was tabled pending additional review.

Randy and new Vice President Frank Grossmann will be preparing short bios for the newsletter.

Randy is in the process of developing a Chapter Member Survey to obtain information about the membership's needs, wants and concerns, and their interest in participating in the various Chapter activities and committees, including a new Social Media Committee. He distributed a draft and solicited ideas and comments from the board. The Survey will be distributed at the January General Meeting.

Several Chapter members including Norm Isler, Gail & Jerry Isaac, Jim Weinkauff, Larry MacDonald, Rick Tandy, Frank Grossmann, Phil Hazen, Art Thieme and Vet Thomas, participated in relocating the three vintage aircraft that have been hanging on display in the secure area of the Rochester Airport. Our group was primarily there to observe and monitor the complicated relocation process to ensure the "safety" of the planes. The group was very impressed with the professionalism and skill of the rigging crew that moved the aircraft. Vet Thomas was actively involved in the relocation activity as he was instrumental in building the Curtiss Pusher. Scott Perkins and others from the Curtiss Aviation Museum also participated in the event that was held on Monday, January 8th as the Museum currently owns the three planes. As part of the Airport remodel project, the aircraft are being relocated to facilitate greater visibility. The Ohm Special will hang above the West Rotunda and the other two planes, the Chummy and the Curtiss Pusher, will reside at each end of the ticketing part of the terminal at ground level with appropriate signage.

Vice-President (Frank Grossmann)

To facilitate more flying opportunities for members who do not own or have ready access to an airplane, Frank will develop a process for connecting pilots who have available seats and members who would like to be part of that flight activity. Frank also reported that the second computer flight simulator is now operational, including the monitor.

Treasurer (Gail Isaac)

The December and year end financial reports were read and approved as per the motion of Frances Englund, seconded by Kevin Arganbright, and passed unanimously. The BOD had a extended discussion about the type of future reports and data required to meet the needs of the BOD to monitor and oversee the financial function of the Chapter. Mike will continue to assist Gail in the use of Quick Books and will develop a budget process for the Chapter.

Secretary (Jeff Peters)

December minutes were previously approved per an e-mail vote.

Building Committee (Kevin Arganbright)

Kevin reported that he will be contracting for the annual furnace inspection as well the backflow preventer inspection. He will be investigating the materials and costs to install heating ducts into the restrooms as they currently do not have "central" heat. As Jim Weinkauff will be unavailable to plow the Chapter parking lot for part of the winter due to an out of town vacation, Kevin will obtain a plowing contractor. Randy Spurr volunteered for the plowing duties if needed.

Business:Capital Campaign

The Building Expansion Fund (aka the Hangar Fund Challenge) has achieved and exceeded the objective of raising the \$10,000 by 12/31/17 to receive the total match of \$10,000. The details will be announced at the General Meeting.

Safety Seminar

Norm reported that Bill Abbott, FAA FAST Team Director has asked us to hold a safety seminar at the SAC. The Board voted to authorize the use of the SAC for the event. Norm will follow up and report back.

Squeek Helper's Corbin Baby Ace

Bob Nelligan-Barrett, our historian and librarian, led a discussion about the unique opportunity for the Chapter to obtain and own Chapter Founder Squeek Helper's Oshkosh award winning Corbin Baby Ace. Bob had contacted the current owner who thinks that the ACE should ultimately reside in Rochester. The discussion followed a number of related board e-mails outlining the potential opportunity. The board explored the details and pros and cons of obtaining and owning the Baby Ace as well as the remaining questions that have to be addressed. Bob will follow up with the current Ohio based owner.



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.

The Chapter email address is: mail@eaa44.org.

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.

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REGIONAL CALENDAR

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

Here are the dates for this summers **Young Eagle Rallies**. Put them on your calendar and let Elise know if you can help as pilot or ground crew. There are no rain dates this year.

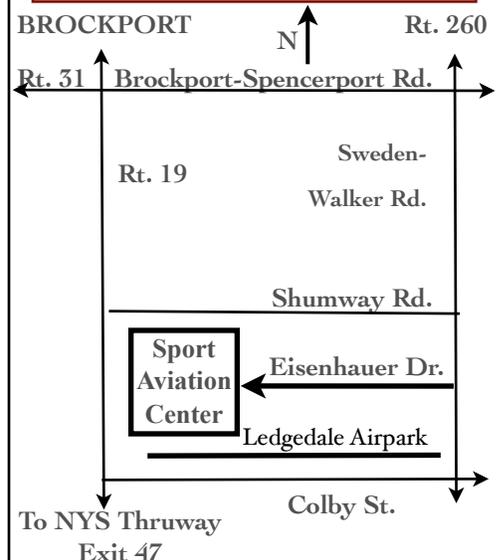
Saturdays June 2, July 14, August 4, and September 15.

March 29 FFAST Team Presentation "Emergency Procedures" with Scottie Burge, 7-9 PM

May 10 AOPA ASI Presentation "Collision Course; Avoiding Airborne Traffic" with Mark Grady, 7 PM

July 13-15 Geneseo Airshow at the National Warplane Museum Geneseo

July 18-21 Flying Aces Nationals at the National Warplane Museum Geneseo (see article in February newsletter.)



EAA 44 Calendar



FEBRUARY 20 GENERAL MEETING

Naomi Wadsworth from the National Warplane Museum in Geneseo will be speaking on the flight of C-47 "Whisky 7" back to Normandy Beach France for the 75th Anniversary.

Ginny and Daryl Byers will be providing their traditional Italian Sausage Soup. Please bring a side dish to compliment their entree. **60th Birthday Cake will be provided by Gail.**

March 10 SAC Work Day
March 13 Board Meeting
March 20 General Meeting
**March 29 FAAST Seminar
"Emergency Procedures"**
April 10 Board Meeting
April 14 SAC Work Day
April 17 General Meeting

May 8 Board Meeting
**May 10 AOPA ASI Seminar
"Collision Course: Avoiding
Airborne Traffic"**
May 12 SAC Work Day
May 13 Mothers Day
May 15 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

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