



The Flyer



Volume 50, Issue 6

Experimental Aircraft Association Chapter 44

July 2018

CHAPTER 44 CELEBRATES 60 YEARS OF SPORT AVIATION



Chapter 44 members pose for their 60th Birthday photo at the Sport Aviation Center with a 1956 Corben Baby Ace built by the Chapters' Founder, Everett "Squeek" Hepler, and donated to us for a restoration project.

The Baby Ace was the centerpiece of our celebration, along with member homebuilt, restored, or production aircraft, close to 30 visitor airplanes, classic cars, great food, and a plaque from EAA HQ presented by John Egan, EAA Manager of Chapters.

Several hundred people from the Brockport community joined us for breakfast and lunch. It must have been the birthday cake all day that drew them in. See photos on pages 4 & 5.

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, and to have fun doing it.

THE POWER OF GA

by Frank Grossman

Many of us think about the high cost of our aviation hobby, but with commercial aircraft carriers charging a premium for a last minute ticket, then also charging for baggage and THEN telling you to arrive 2 hours early for security screening, traveling by general aviation aircraft can be much cheaper, faster, and more flexible than traveling by commercial aircraft could ever be.

Case in point. My wife and I took a last minute trip last week to celebrate her retirement and our anniversary. She had always wanted to go to Cape Cod so we took our Cherokee 6. We avoided the major airport at Hyannis Massachusetts and after a 2.5 hour trip burning 35 gallons we landed at Chatham Municipal (KCOX) on the end of Cape Cod. After a short Uber ride we were at our hotel.

On the second day we decided to visit Martha's Vineyard. The FBO recommended Katama Airpark (1B2) which he said was a grass strip with 3 runways that can get busy and to stay alert for other planes if we decided to go there. We departed Chatham and flew over Nantucket for pictures and landed at Katama 20 minutes later burning 6 gallons. We spent the day visiting Edgartown and Oak Bluffs and returned to Chatham burning another 6 gallons.

Our flight home to Rochester was much longer due to head winds, requiring 3.75 hours and about 48 gallons. Total cost for our last minute vacation - 95 gallons of aviation fuel for a total of \$475. Checking Orbitz, 2 last minute tickets to Hyannis from Rochester were \$1,370. The ferry ride to Martha's Vineyard is \$120 for two people and the ride is an hour each way. Total \$1,490.

We spent 6 hours total traveling by plane but a car trip would have been 9 hours each way plus the ferry ride of an hour each way. That's 20 of hours traveling!! Now I realize this does not figure in plane insurance and other related costs but it does show you the tremendous savings in time and money that general aviation can bring to the table.

AIRWORTHINESS AND AN AWARD: THE BABY ACE

RESTORATION PROJECT

As has been reported in previous newsletters, Chapter 44 has received a 1956 Corben Baby Ace N75H built by our Founder "Squeek" Hepler. In the year of our 60th Anniversary we have the opportunity to go back to our building roots as a Chapter, back to PLANS-BUILT airplanes, with parts we will have to build from scratch (Anyone want to build wing ribs? We'll need plenty, and Earl has Squeek's ORIGINAL rib jigs for our use!)

Over the past several years we have seen some members drop away who are more interested in building than socializing. That's too bad, but the fact is that we DON'T have many projects going now among ourselves. Back in the day we had 15 -20 builds going at any one time! Now maybe two or three. That's just who we are now.

I hope this project will involve more than the four plus two who said "I'm interested but not at this time." Past experience on Chapter projects like this started off gang-busters, but then fizzled out to a few die-hards. Here we're starting small and hopefully will grow.

My (Bob NB) goal for the Baby Ace Restoration Project is to get it to the point of Airworthiness, and then fly it to AirVenture to see if it can win an award again. "Airworthiness and an Award" will be our motto. Of course it will have to be sold or donated to another party to get it airworthy. And after that, I'd like to see the restorers fly it to AirVenture.

Is that wishful thinking? Probably. But other chapters have had their YOUTH's who work on chapter projects trade work hours for flight instruction time, until they earn their license. And then they DO fly the plane THEY built or restored to Oshkosh. I'm just sayin'.

TWO MEMBERS COMPETE IN AIR RACE CLASSIC

Members Frances Englund and Samantha Horne recently competed in the Air Race Classic from Texas to Maine. Frances and Sam will be our August Guest Speakers talking about the race. Here is Sam’s brief account of their race performance.



© F. Englund/S. Horne

In response to my email, Sam wrote, “No worries on not making it to Penn Yan, we didn’t get there ourselves. Unfortunately, we ended up withdrawing from the race hours before the deadline after getting stuck in Litchfield, Illinois.

2018 was the most difficult year on record for the Air Race Classic, with only 3 of the 8 stops not being canceled. The teams ended up scattered across the Midwest, in which a good portion of us ended up not being able to finish. We have many pictures and lots of stories!

Thanks for showing interest in the journey! While it had moments of disappointment and frustration, I had fun and learned so much throughout the experience.



© F. Englund/S. Horne

WHATIZZIT? (Answer on page 6.)



WHAT IS “SPORT AVIATION?”

If you look thru this issue of The Flyer you will see the wide variety of “sport aviation” activities in which our members participate.

We have an active chapter of over 80 members in a facility which has become what we always expected, an aviation education center for Western New York. Frank Grossman demonstrated the **utility** of using a personal airplane for **recreational travel**. Samantha Horne and Frances Englund used Frances’ Skyhawk to **participate in an historic air race**, the predecessor of which was the Powder Puff Derby. Vet Thomas **builds and restores parts and instruments** for WWI aircraft,

Continued on Page 6.

FLY-IN BREAKFAST & 60TH BIRTHDAY PARTY



Guests enjoyed the lawn in front of the SAC to eat and to watch take-offs & landings.



Future Young Eagle gives the Baby Ace a thumbs up.



Inviting local classic car clubs always brings out a varied and interesting turnout.



Pres. Randy Spurr, EAA Chapters Manager John Egan, Event Chair Bob Nelligan-Barrett, Director Norm Isler, & Young Eagle Coordinator Elise Isler receiving our 60th Anniversary plaque.



Soda can says, "Grillmasters." Food Committee Co-Chair Trina Kenney & Donna Nelligan-Barrett.



Dave Amsler's Sonex in the foreground and Craig Ritson's in the background.

SAC Planes: We had over 40 member and visitor aircraft at our party. Here are some of them. Clockwise from right- Jim and Pat Coates' RV-12, a Piper Clipper, Randy Spurr's American Champion Scout with Gail and Jerry Isaac's Skyhawk in the background, an Ercoupe, and a Chipmunk.

Over the life of the SAC we have had over 100 different types of aircraft fly in for Chapter 44 activities, from homebuilts to the Ford Tri-Motor. These aircraft exemplify sport aviation in all its forms.



© F. Grossman



OLD GOAT DROPPINGS

by Art Thieme

“If I were king of the FAA, I likely would require airplane pilots to become proficient at flying sailplanes (gliders)” writes Barry Schiff, AOPA Pilot, June 2018. He continues, “Soaring offers a purity of flight that better teaches the essence and nuances of aircraft control... It is never too late to get a glider rating and sharpen skills that an improve and make safer the manner in which we fly powered aircraft.”

Now I completely agree with Barry probably because I have a glider rating. I spent four days at the Schweitzer Soaring School in Elmira. This was in August 1977. I camped in a pup tent and drank Manhattan’s at supper (We didn’t fly until the afternoon.) Training was in a two-place 2-33A. I later flew solo in a 1-26 single-place. Never trained in or flew a high-performance sailplane, mainly because I didn’t have a chase crew to pick me up from a farmers field miles away. Also didn’t want or couldn’t pay for a retrieve from a a farmers field miles away!

Did all of this pay off when I ran out of fuel in my miniMax? When the engine quit I became a glider and the Max had the glide ratio of a rock. I WAS ALSO AT 500 FEET LOOKING FOR MY GRASS STRIP! I put the nose down and found a grass field and dropped it in. Did glider training help? Probably. But a glider rating was not expensive and was a lot of fun. Do it!

Reading makes you fat. Who said that? Me. It seems that I like to snack while reading. Chips Ahoy! (*He even eats Naval chocolate chip cookies!*)

Old Goat, Out

WHATITIZZ

by Vet Thomas

This is an original Tachometer for a Fokker DVII on Page 3. I did a complete restore on this including a new dial face (below.)

I do my own art work and have a local shop do the printing. They do not do silk screening, but a process called pad printing, as was used in WWI.



Con’t from Page 3.

originals and replicas. Art Thieme can **fly** sailplanes. Dave Amsler and Craig **built their airplanes**. We take kids for **airplane rides and offer a summer camp**, and our own fly-in camp-out for adults, and **guest speakers** on the future of the Rochester Airport and the ARC. We are all of this and more. EAA Chapter 44 **IS** Sport Aviation.



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: Randy Spurr '19
17 Laurelcrest Dr.
Spencerport, NY 14559
585-509-1585
president@eaa44.org

Vice-President: Frank Grossman '19
Vice-president@eaa44.org
585-305-0552

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 '19
585-392-2689

Mike Clayton '18
585-352-1763

Frances Englund '18
585-890-0487

Phil Hazen '19
585-227-9811

Samantha Horne '18
585-755-1454

Norm Isler '19
585-638-8098

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

BABY ACE RESTORATION/ HISTORIAN/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

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.

REGIONAL CALENDAR

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

July 18-21 Flying Aces

Nationals at the National Warplane Museum, Geneseo (see article in February newsletter.)

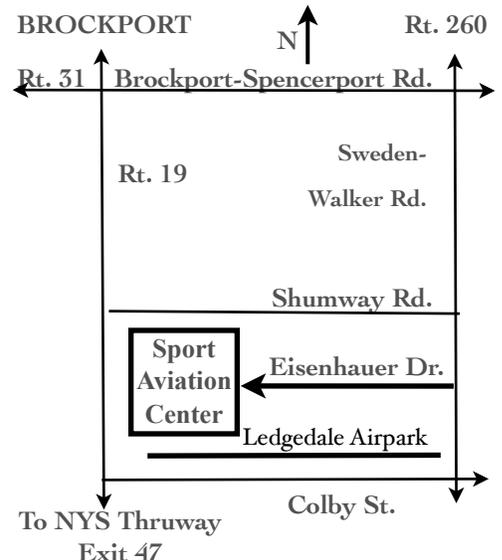
July 23-29 AirVenture Oshkosh

August 19

Spencerport Rotary

Pancake Breakfast, 7G0

The National Warplane Museum's B-17, the movie Memphis Belle, will be selling rides at Ledgesdale Aug. 18 and 19 as part of this event. Breakfast is served only on Sunday Aug. 19.



EAA 44 Calendar



NEXT GENERAL MEETING

July 17- Andy Moore, Interim Director of the Greater Rochester International Airport, will be giving us an update on the terminal renovations.

Randy Spurr will be providing a chicken stuffing casserole.

As always you are requested to bring a side dish or dessert to complement our meal. Thank you. Bon Appetite!

July 14 Young Eagle Rally
July 17 General Meeting

July 27 Fly-in/Drive-in
Camp-out @ the SAC

August 6-10 Sport Aviation Camp
August 11 Young Eagle Rally
August 14 Board Meeting

August 15 EAA 44 Hosts
Brockport Chamber of
Commerce Mixer @
SAC

August 21 General Meeting
Frances Englund &
Samantha Horne, Competing in
the Air Race Classic

August 24 Fly-in/Drive-in
Camp-out @ the SAC

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

2nd & 4th Saturday 10 AM

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