



The Flyer



Volume 50, Issue 8

Experimental Aircraft Association Chapter 44

August 2018

PERFECT WEATHER FOR 30 NEW YOUNG EAGLES

EAA Chapter 44 held its third Young Eagle Rally of the summer this month at the conclusion of our Sport Aviation Camp. Campers made up part of the headcount and young people from the Brockport community made up the rest.



Thirty Young Eagles were flown by seven pilots. A ground crew of members parked planes, escorted families to and from the planes and kept the ramp safe.

Thank you to all who helped make this event a success. Young Eagle Rallies are the gateway to aviation for many young people. Let's keep making them the wonderful opportunity parents find them to be.

One more YE Rally on September 15. Let Elise know if you can help out.

RANDY'S RAMBLINGS

by Randy Spurr

Visiting the SAC today I was encouraged to see an enthusiastic group of young sport aviation campers, and dedicated chapter members mentoring these kids. Thank you and Jeff for all your efforts!

And how about 29 Young Eagles on Saturday August 11th! Thank you to the pilots, ground crew, and Elise that helped with that exceeding successful event!

Things are moving along nicely with some of the other chapter projects too! Bob is making headway on the Baby Ace and is formulating a restoration plan. Bob has been meeting with a group of members on Saturdays to work on the wings, its great to see building going on at the SAC!

Christopher Koch and a group of members are working on forming a flying club and are scheduling a pre-buy on a Piper Colt as the club's first aircraft, stay tuned on that exciting development!

I have taken the online training for the chapter's EAA VMC club! I hope to schedule the first meeting sometime in September. This is a great way to get some scenario-based VFR training, and just get together and talk about flying!

Continued on page 3.

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.

SPORT AVIATION CAMP 2018

This year nine young boys and three young girls attending our week-long aviation day camp. We also had four Junior Counselors from previous camps assist the leaders with the hands-on workshops and lead their own traffic pattern activity. Throughout the week many members helped for one workshop or the whole week. **Thank you from Jeff to everyone who helped make this camp a success.** Here are photos of the week. More on our Facebook page: <facebook.com/ea44sac/photos>.



ABOVE: Jr. Counselor David assists a camper form a Sonex rib. David is helping his father build an RV-14. BELOW: Cap't Crosswind tried out the simulator under the critical eye of a camper.



ABOVE: Randy demos how to check fuel for water during a pre-flight inspection. Below: Campers sit in the troop seats of a Chinook helicopter at the Army Air National Guard.



**“BLANCHE STUART SCOTT,”
FIRST WOMAN TO SOLO,
ATTENDS MAY GENERAL MEETING**



Through the magic of teleportation, and Re-enactor Judy Stiles from the Finger Lakes 99's, we were honored to have the first woman to solo an airplane tell us her life story. **Thank you Blanche/Judy for your fascinating story.**

**AOPA NE AMBASSADOR
PROMOTES “MAXIMUM FUN FOR
MINIMUM COSTS”**

We had a surprise speaker at our June meeting, Norm Isler speaking on “How to Start and Operate a Flying Club.” AOPA and EAA have both recently started initiatives to assist members in setting up flying clubs, to learn to fly or brush off the flying rust.

Norm explained that the main reasons to join a flying club are the affordability, community, and quality instruction. Every club is unique and it depends on the members and what they want to accomplish with their club for it to develop its own personality.

He also talked about the legalities we need to be aware of and how to choose an airplane. **Thank you Norm. We are putting that info to good use now with some members investigating establishing a flying club affiliated with EAA Chapter 44.**

Randy's Ramblings con't

We are also talking with the Boy Scouts of America Seneca Waterways Council about starting an Explorer Group for experimental building and flight training, more to come.

And ah yes, the hangar! We have had hangar building meetings and have received a comprehensive updated quote from the contractor that built the Sac. We are in the process of obtaining some competitive bids, we have also identified some areas where we may be able to cut some costs. We hope to bring a full recommendation to the board soon.

So, there you have it! Some great things happening! It takes a little time, but I think we are moving along nicely.

ROC RENO'S REVIEWED

Our July Guest Speaker was Ms. Jennifer Hanrahan, Assistant Manager and Marketing Manager for the Rochester Airport.



She was representing her boss Andy Moore who was in Atlanta receiving a 1st Place award for the cutting edge technology used in the renovations of our terminal building.

She talked about how the changes will create a better passenger experience with improved signage and weather protection. **Thank you Jennifer for a great update.**

BABY ACE UPDATE

Several members, lead by Vet Thomas and Earl Luce, met recently to remove all the fabric from the Baby Ace wings. What we found was not unexpected for a plane of this age.



Art checks out Vet's work. He passed.

The spars and metal work seem "OK." They will have to be inspected more carefully and cleaned up.

The ribs are very brittle, some broken, and other wooden pieces have delaminated. Job One is to build jigs and then all new ribs, 13 per side of differing lengths. Then one wing at a time will be disassembled and rebuilt, using the other wing and our plans for guidance.

The second (concurrent) project will be to remove the Revmaster engine and clean it up for sale. This income will help fund the project. Anyone need an engine for your project?

Future needs: We have had some discussions about things we will need but not yet. Does anyone have a used-but-in-good-condition Continental C-85 with prop, and any Poly-Fiber or Stewart System materials sitting in your garage or basement. Let Bob know.

OLD GOAT MEMORIES

by Art Thieme

I have been looking for m log books for a long time. Finally found them buried with the log books of the Aeronca Champ. Reading the entries brings back long ago forgotten memories. I loved that Champ like pilots lobe the Cub. A low and low flyer all allowing you to enjoy the flight.

The longest flight I made was to Bennington, VT. Navigation was by chart and compass. Follow the Thruway to Albany, cross the Hudson and pick up the railroad tracks to Bennington. No problem except that there were no train tracks, only woods. I flew northeast until flying over a small town that had a school. Down to 200 feet to fly around the building hoping that the name of the town was on the building and not the mayor. It was and I found it on the chart and found our way back to Bennington. One stop on the way with flight time a little over three hours. Coming back I remember smelling the fumes from a brewery near Oswego. You can do that when you fly low and slow.

I took my biennial flight test in a glider at North Myrtle Beach. When we got to altitude the examiner told me to do a spin. I told him I never did a spin. He talked me into one and I asked if I could do another. A spin in a glider is pure poetry, slow and smooth. Now when I got home I had to do that in the Champ. The log book shows I did two one turn spins. When the nose of the plane points straight down the ground looks like it is two feet away. Never did anymore.

The Champ was destroyed in a crash. If I knew then what I know now I would have rebuilt the planes thanks to the EAA members who had the knowledge and skills. I really loved that Champ.

I know enough to know I don't know enough.

Old Goat, out.

DONATION RECEIVED FROM GENESEE PILOTS ASSOCIATION

At a recent General Meeting, two gentlemen stood up and introduced themselves as John Sackett, President (and Ercoupe owner) and Paul White, Treasurer of the Genesee Pilots Association. They informed us that the GPA was disbanding and that they had decided to distribute the balance of their Treasury to various aviation groups, ours among them.

They presented Randy with a generous donation to be used as we see fit. **Thank you very much Mr. Sackett and Mr. White.** We will put it to good use.



Beautiful Republic SeaBee stopped in for a visit.

ORDER CHAPTER CLOTHING AND SAVE MONEY!

Bill Shaw wants to remind you that you can get EAA Chapter 44 logo'd hats, shirts, jackets, and more at a discount by browsing the Queensboro online catalog and then placing your order through him. We have an account with them and they have our chapter logo on file.

The ordering process is:

1. Go to queensboro.com to browse their catalog.
2. Select items you want and note the style number, color, and size desired.
3. Send your information to Bill via e-mail at Shaw.William7@gmail.com or call him at 585-739-4483.
4. Bill will initially pay the whole bill and then collect from you when the items are delivered.

VISITS TO OTHER CHAPTERS

As a new way to promote our 60th Birthday Party, I took the opportunity to go to seven EAA Chapters and one UL Chapter within 100 miles of Rochester to personally promote the event.

The Chapters were: UL 95 (RUFF) Spencerport, EAA 46 Buffalo, EAA 504 Middlesex, EAA 1017 Auburn, EAA 486, EAA 362 Phoenix, EAA 107 Marcellus, and EAA 811 Ithaca. It was a wonderful experience.

I learned that the Spirit of Aviation is alive and well, no matter the size of the Chapter. All these members were proud of their activities and accomplishments. The full membership of Chapter 107 Marcellus is seen below:



Many of these Chapters are based at airports, some, asphalt, many turf, all well maintained. It would be nice to have a round-robin fly-in to each others airports.

Another thing I found in common is our belief in "Eat to Fly, Fly to Eat." Bringing a dish to pass, sitting around a picnic table, and hangar flying is very common among all the Chapters I visited.

Thank you all for your hospitality, and to EAA 486 Pres. Roger Morton for attending our 60th Birthday Party.

GOING TO OSHKOSH FOR 4 HOURS

by Frank Grosmann

At the last monthly dinner meeting I offered to fly anyone out to Oshkosh for the day. I had one person take me up on the offer, Carlos Martinez.



We originally planned to leave early Thursday morning, but a large rpm drop on the left mag had us cancel for that day. Thanks to Jim over at Boshart's who was able to fix the problem the same day we were able to leave Friday morning.

We got as far as the east side of Lake Michigan and had to land at Miller-Sparta (8D4) airport due to the cloud deck getting lower and lower. A quick phone call to flight service and they reported the cloud tops at 8,000 feet. We climbed to 10,500 over the clouds and descended on the other side of Lake Michigan. The rest of the flight was uneventful and we landed at Brennand (79C).

The FBO at Brennand is something to be seen. When was the last time you saw a FBO

with a two lane bowling alley inside? Or an FBO with bathrooms with showers and a large screen TV made out of 6 large screen TV's?! Be sure to stop there if you ever get the chance. The airport manager is the most friendly fellow. The airport is only 10 miles north of Oshkosh and just a quick Uber ride and you're at AirVenture.

We originally planned to stay 4 hours and then leave but my wife, bless her heart, sent me a message that it was ok to stay overnight if I could find a place. Carlos was ok with the extra day so we spent a night at the Motel 6. They have a free shuttle service to Oshkosh.

We got to see a lot despite the limited time. We also got to see Norm and Elise at the EAA blue barn, the warbird area, and the vendor areas (*Boy, they were busy moving around.! ;-)* Ed.) I even picked up a full size plane tug as pulling my plane is wrecking my back!! Wasn't sure it would fit in my plane. After I removed the seats it went in the plane just fine.

I also attended a class for getting authorized to fly into the FRZ in Washington DC. As soon as I complete the fingerprints and background check I should be able to fly into College Park (CGS) which is close to the subway.

Our trip back was on Saturday. We left Oshkosh at 4 PM and arrived at Ledgeale around 8PM with no fuel stops. It was a great trip and my thanks to Carlos for keeping me company. I know a day or two is not nearly enough time for such a large event but if I do the same thing next year I invite any of you to come along and get a taste of AirVenture.



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.

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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.

RUFF FLY-IN / DRIVE-IN,

Sponsored by the Rochester Ultrasport Fun Flyers (RUFF), EAA UL 95.

August 25/26, 9:00 AM- 6:00 pm;
Long Acre Farms Airport [23NK],
1342 Eddy Rd, Macedon, NY

For more information please visit
[RUFF FLY-IN](#)

WINGS & WHEELS SEAPLANE HOMECOMING & CAR SHOW

Glenn Curtiss Museum,
Hammondsport, NY

Sept. 15 10 AM-4 PM

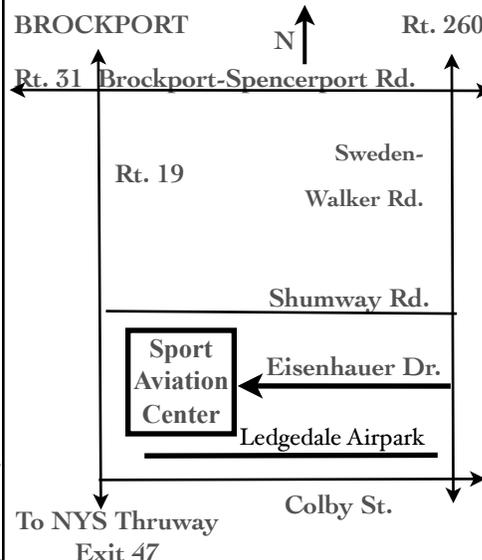
NEW YORK AIR SHOW, Sept.

15/16, Stewart International Airport
[SWF], New Windsor, NY.

Features USAF Thunderbirds, C-17
Globemaster III, & more.

For details visit: [New York Airshow](#).

**1ST FLIGHT OF A RESTORED
TOMMY SCOUT originally built in
Ithaca;** Sept. 29 Ithaca Tompkins
Regional Airport (ITH), Ithaca NY



EAA 44 Calendar



NEXT GENERAL MEETING

August 21 Samantha

Horne & Frances Englund will be speaking about their participation in the Air Race Classic. **Norm & Elise Isler** will be serving their traditional Beef on 'Weck. Please bring a side or dessert to compliment dinner.

**Aug. 19 Spencerport Rotary
Fly-in Breakfast @ 7G0**
**Aug. 24 Fly-in/Drive-in
Camp-out @ the SAC**

Sept. 11 Board Meeting
Sept. 15 Young Eagle Rally
Sept. 18 General Meeting

**As the Summer flying season
winds down, so do our
extra activities.**

Oct. 9 Board Meeting
Oct 16 General Meeting
Oct. ? AOPA Safety Seminar

Nov. 13 Board Meeting
Nov. 20 Steak Night/ Elections

Dec. 11 Board Meeting
No General Meeting in Dec.

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

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

History Committee

Saturdays 10 AM

SAC Work Day

2nd Saturday, 10 AM

Baby Ace Restoration Team

To be determined.

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