



The Flyer



Volume 51, Issue 2

Experimental Aircraft Association Chapter 44

February 2019

HISTORIC AIRCRAFT AT ROC DISPLAYED IN NEW LOCATIONS

Vet Thomas, builder of the Curtiss Pusher Replica at the Greater Rochester International Airport, has been instrumental in the lowering and redisplaying of the Pusher, the Ohm Racer, and the Taylor Chummy Replica. Perhaps we'll see and hear more about that from our Guest Speaker this month, GRIA Director Andy Moore.

In the meantime, here are some of Vet's photos of the planes in their new locations.



NORM ISLER AWARDED CHAPTER LIFETIME MEMBERSHIP

At our January meeting, President Randy Spurr presented Norm Isler with a Lifetime Membership Award in Chapter 44.



The Board voted to award Norm this honor based on his many years of active service to the Chapter. Norm has served as an Officer and Board member many times, a Young Eagle pilot, an Oshkosh Airlift Chairman, a SAC Build Planner, and a Museum trip planner, among many other roles during his time as a member.

Thank you and Congratulations Norm. Your service is appreciated and this recognition is well deserved.

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 have fun doing it.

REFLECTIONS ON 2018

As you know, we had a BUSY year in 2018. Many of you were involved in one activity or another. Our goal of serving the pilot community and the general population is being served more and more by the continuation of our long-term programs and the development of new ones.

Our Young Eagle Rallies, the Sport Aviation Camp, the AOPA/ASI Safety Seminars, monthly guest speakers, and our annual June Fly-in have been providing entry to aviation for young people, guidance and training for pilots, and an introduction to flying for the Brockport community. These programs will continue to grow and to morph to better serve our Mission (see page 1.)

This year we added to our offerings an FAA Safety Team presentation, an historic aircraft restoration, establishment of a Chapter-affiliated Flying Club, VMC Club meetings, and the establishment of an Aviation Explorer's Post. These activities will use the Sport Aviation Center more and more, and emphasize our need for expansion. We are very fortunate to have a facility like the Sport Aviation Center of Western New York for anyone interested in aviation. As I have said before, **the SAC is the aviation education center we dreamed it would become.**

That being said, it is fitting that after 12 years in this building and 61 years as a Chapter, we need to expand AGAIN so we can continue to offer more and better programs. Our first building was the "Chapter House" on Colby Street, then the SAC, and now we are waging a Capital Campaign to build a larger facility for program expansion.

With "a hangar" we can offer EAA SportAir Workshops on different construction techniques, continue to build or to restore an aircraft, and host our own Fly-in Breakfasts.

We are closer than we ever have been to this goal. With a final marketing push, the Board believes we can achieve our goal within the foreseeable future. Fingers crossed.

WANTED: A NEW NEWSLETTER EDITOR

At the January Board Meeting, I announced to the Board that 2019 would be my last year as Editor. 10 years in one position in an organization as small as ours is long enough. It's time for new blood, a new layout, and a new Editorial perspective. If I don't step down, no one else will have the opportunity to step up.

The next Editor should be computer-literate with word processing, spreadsheet, and page-layout software, email, minor photo editing, using an address book and a text editor, and producing PDF's. It would also be helpful to be a good writer and photographer too. DUH!

In response to a query from the Newsletter Editor of the Dansville Soaring Club, I had written a step-by-step explanation of the process and timeline I use to produce The Flyer. I would be happy to share that with anyone considering this position.

December 2019 will be my last issue. Until then, I will be willing and available to teach someone how to become the latest in a long line of Distinguished Chapter Newsletter Editors (Al Garlick, Hugh Jones, Art Thieme, Dave Suits, Tom Bowdler, Art Thieme again, Paul Pakusch, and myself, in case you were wondering.)

Please consider contributing to your Chapter in this significant way. The Flyer is the record of our history. Now is the time for YOU to write that history.

OLD GOAT'S HYPERTHYMESIA

by Art Thieme

Jack Pelton, head of the national EAA writes that there is a steady renaissance in the lighter side of affordable ways to fly. He goes on to say, "Sometimes I fly to go places but often the only place I want to go is up, and not very high at that. That is where ultralights really excel, low and slow just for the sake of flying." That is the way I mostly flew. It got my juices flowing and I was ready to build another ultralight. Then I asked myself-what the hell, are you nuts? At this age I will live with my memories.

Ever wonder why doesn't the high pressure area under the top wing interfere with and reduce the effectiveness of the low pressure area above the bottom wing. Seem that some interference does occur but it is insignificant when the vertical distance between the two wings is greater than the longest chord of either wing. Did anyone ever screw this up?

Ever been on a cross-country flight with clouds in the distance and wonder if you can top them? A good technique is to take a sealed clear water bottle about two-thirds full and hold it sideways at arms length with the water line on the horizon. If the clouds are above the water level you will not clear the clouds. If the clouds are below the water level you WILL clear the clouds. Or you can just keep going and you will find out. This tip from Richard McSpadden in [AOPA Pilot](#), October 2018.

Talk about old goats. There are pilots now that brag that they are flying bombers that their grandfather flew. Yes, those are B-52 pilots. The last B-52 came off the assembly line in October 1962. The bomber has 8 jets, and must have a handful of throttles. An interesting feature of the plane is the landing gear that casters in line while the plane is crabbing into the wind. There are 65 combat ready B-52's on duty. If I remember correctly, these bombers were once based in Rome NY, or someplace near there.

Happy 2019

Old Goat, out

JIM MARTIN EXPLAINS GLIDING VS. SOARING

Jim Martin was our lead off Guest Speaker for 2019. For over an hour he regaled us with stories how, even though he is a military test pilot, his flying passion is soaring.

He loves soaring because it's FUN, provides a unique flight experience, and is excellent training for emergencies.

Jim gave us a short history of the sport from Lillenthal in 1880 through the Wright



Brothers, to the Germans in WWII.

Competitive soaring pilots aim to earn Diamond Badges for Distances over 500 KM, Duration of over 5 hours, and an altitude over 18,000 feet. Jim has a Triple Diamond.

Oh, the difference between gliding and soaring? Gliding is a Tow Up...Glide Down flight in the local area. Soaring is traveling out of gliding distance of the airport. Soaring includes extensive altitude gain and traveling great distances (from Jim's slides.)

Also, gliders are for training, have <30:1 glide ratio, and are rugged aircraft with high control forces. Sailplanes, on the other hand, have a >36:1 glide ratio and are flown competitively. They are light and have harmonized control forces.

Thank you Jim for your presentation.

BABY ACE UPDATE: TURNING A CORNER

Despite, or maybe in spite of, the weather, the BART's made significant progress since the new year.

The corner that we turned this month is that now we are doing CONstruction instead of DEstruction, building and adding pieces instead of taking them off, and doing it with a consistent crew of 10-15 BART's every week. The deconstruction has mostly ended I think, and we are starting to put Humpty back together again.

This week I saw the end result of something we started back at our first meeting in September, building a wing rib jig. During the next five months we cut and precisely angled the pieces that would become a rib. Then built full and aileron ribs, precisely locating the opening for the wing spars. Then Rib #1 was used to build the 2nd wing rib jig for the aileron ribs.

This production line was led by restoration veterans Jim Gooding, Bruce Willis, and Peter Bonneau. They have done a wonderful job guiding each neophyte rib builder through the process. They have provided consistency across these important parts.

And now we have the spars (**from our sponsor Aircraft Spruce.**) Do they arrive precut and angled to size? Of COURSE not. So Gail and Jerry Isaac and I took the 13 foot spars (they DO fit in a minivan, but it's close) to Vet Thomas's workshop where he has the tools, space, and knowledge of how to cut them. And you know what? The random sample rib we brought with us fit snugly on both the front and rear spars. Full circle started in September is now closed. Vet said, "What would you expect?" I said, "If it was me, they WOULDN'T fit." This is why we have the Vet's

experience guiding us on the wood parts of the Baby Ace. **Thank you Vet.**

Earl Luce is our metal guy and an EAA Technical Counselor. The fuselage, tail, and landing gear are his balliwick in the division of labor.

Earl has been showing several of the "Restoration Rookies" how to use a grinder and a torch to remove damaged portions of the fuselage and to repair them. Where previous owners drilled holes in the structure, we filled them and will weld tabs on to hold pieces in place. **Thank you Earl.**

We are using sheets of cardboard to cut templates for sheets of aluminum that will cover the cowling and the front of the fuselage/cockpit area.

Only two areas needed to be cut out and to be replaced by our Father and Son team of Jason and Elijah Brewer. They also have built a cardboard template for our seat cushion.



Vet and Gail test fit a wing rib to a spar. Tight and snug like it should be.

Experimental Aircraft Association Chapter 44

Meeting Minutes

January 8, 2019

Opening

The regular meeting of the Experimental Aircraft Association Chapter 44 was called to order at 7:10pm on January 8, 2019 at the EAA44 SAC.

Present

R. Spurr, K. Arganbright, N. Isler, M. Clayton, F. Englund, F. Grossman, J. Weinkauff, D. Kenney, P. Hazen, G. Isaac, B. Nelligan-Barrett

Approval of Minutes

Upon the *motion* of Frank G. seconded by Kevin A., the minutes of the regular meeting of the Board of Directors, December 18, 2018 were unanimously approved.

Officer Reports

President Spurr - reviewed the status of the January 2019 meeting. Gail Isaac volunteered to bring Hamburger Soup, using the Chapter's remaining hamburger and Jim Martin will present on non-powered flight.

Vice President Grossman –

1. Discussed the Boy Scout Explorer program. Need for 8 volunteers, at least four adults. Preferably two females. Target to start around the first week of April, evening per week of 1.5 hours for eight weeks. There are related nominal costs for background checks of program advisors and program insurance as well as supplies. Discussion ensue regarding whether students pay fees and if/how costs would be covered. **MOTION by Francis E, seconded by Darrin K to establish a budget of up to (amount redacted) for program related startup costs to be revisited as needed upon development of the program by Randy S and Frank G.**
2. New sign is ready to order and proceeding well.

Financial Report – Gail Isaac Treasurer, and Mike C presented Balance Sheet and Profit and Loss Statements. Mike C also presented a sample first draft Budget Status report to be further developed and utilized in the future.

Facilities Report – none

New Business

1. Capital Committee – President Spurr reported there will be a meeting on January 22nd to review and discuss the second draft of the brochure of the Capital Campaign
2. Baby Ace Restoration Project – Robert Nelligan-Barrett
 - a. The current financial status after purchasing wood is approximately *(amount redacted)* followed by discuss regarding funding sources and BOD authorizations.
 - b. Bob is working with Mike C. on refining a detailed schedule of expenditures.
 - c. A GoFundMe.com account has been established and two donations have been received to date. It was recommended that local EAA members pay directly to EAA44 to negate the service fee and maximize the donation.

- d. EAA44 has received Aircraft Spruce sponsorship and discount. Discussion regarding tax exempt status and procurement methods were discussed.
 - e. The project has progressed to the point where there is a need for space for fuselage work and separate space for wings. Discussion regarding alternate locations within the SAC, intended use for spaces and impacts on other SAC programs was discussed.
 - f. June 15, 2019 was posed as a potential date for a Display of the Baby Ace event. No decision made yet on a June event.
 - g. Bob reviewed with the BOD a first draft Transfer of Ownership Plan. More research needs to be done with the EAA on how best to accomplish this and learn from other chapters that have preceded EAA44.
3. EAA Ray Awards
- a. Discussion on qualifications and if there were current young members that may qualify. Some qualifications include but not limited to, 15-22 years old, valid medical and student pilot certificates and must start flight instruction within 60 days.
 - b. The Chapter would need to apply to and be approved by the EAA prior to administering the Ray Award.
 - c. R. Spurr will do further research and report to the BOD at later date.
4. EAA Flying Start Program – formerly Eagles program is similar to Young Eagles, but for adults was introduced to the BOD by R. Spurr. The thought was it might be something good to offer at an open house or other event. The BOD discussed casual “sightseeing flights” versus the intended attraction of those genuinely interested in learning to fly and the fact that Ledge Dale does not have a flight school to refer them to. More to follow.
5. Chapter Membership Dues – ***Motion by N. Isler, second by F. Englund to rescind the dues rate increase approved by the BOD on December 18, 2018.*** The subject may be revisited by the BOD as part of the budget process and presented to the general membership for input.

Adjournment

Motion by D. Kenney, second by N. Isler to adjourn. President Spurr adjourned the meeting at 9:47pm.

Minutes submitted by: Darrin T. Kenney

Approved by: TBD

a.



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>.

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FLIGHT ADVISOR

Jim Martin: 585-507-0245

HOMEBUILDERS COUNCIL

Volunteer Needed

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HISTORIAN/LIBRARIAN/
NEWSLETTER EDITOR**

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SPORT AVIATION CAMP

Volunteer Needed

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Elise Isler
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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.

**June 1, July 13
August 10, September 14
EAA Chapter 44
Young Eagle Rallies
@ the SAC (7G0)**

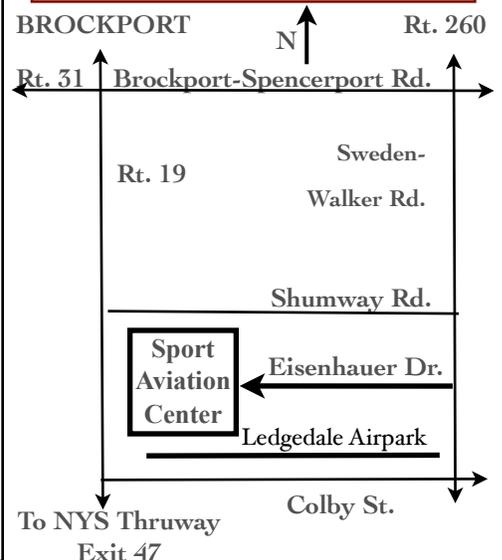
**April 2-7
EAA Sun 'n Fun
Lakeland FL (LAL)**

**April
May 1
AOPA/ASI Safety Seminar
@ the SAC (7G0)**

**July 12-14
National Warplane Museum
Airshow,
featuring the A-10 Thunderbolt,
B-17 and C-47 Rides
Geneseo NY (D52)**

**July 22-28
50th Years In Oshkosh
AirVenture 2019
Oshkosh WI (OSH)**

**August 24/25
Rochester Airshow
featuring USAF
Thunderbirds
and F-22 Raptor
Rochester NY (ROC)**



EAA 44 Calendar



Photo copyright GRIA.

NEXT GENERAL MEETING

Feb. 16 6:30 Dinner, Mtg. 7:30-9

Andy Moore, Director of the Greater Rochester International Airport will be speaking on the recent renovations to the airport.

Julie and Mike Kuyt are cooking up some **Chicken Gumbo for our culinary delight**. You know the rest of the drill...sides and desserts to fill us up on a cold February night. Thank you.

February 19 General Meeting
February 25 61st Anniversary
EAA Chapter 44, 1958
February 27 VMC Club

March 9 SAC Work Day
March 12 Board Meeting
March 19 General Meeting
March 27 VMC Club

April 6 History Committee
April 9 Board Meeting
April 13 SAC Work Day
April 16 General Meeting
April 24 VMC Club

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

Baby Ace Restoration Team

Every Wednesday 6-9 PM

History Committee

1st Saturday 10 AM

Board Meetings

2nd Tuesday 7 PM

SAC Saturday Work Days

2nd Saturday 10 AM

General Meetings-

3rd Tuesday

\$5 Dinner 6:30 PM, Mtg. 7:30-9

VMC Club

4th Wednesday 6:30-8 PM

Bob Nelligan-Barrett
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