



The Flyer



Skyhawk #1 at AirVenture

Volume 51, Issue 8

Experimental Aircraft Association Chapter 44

August 2019

BART UPDATE:

A GATHERING & AIRVENTURE

I was excited to attend the Pietenpol/Hatz/Corben Gathering in Broadhead Wisconsin and AirVenture 2019 because they would be my first occasions to see other Baby Aces and to meet owner/builders I have been talking with on the Corben Aircraft Facebook group.

You have to remember that until a year a half ago I had never even HEARD of a Baby Ace, much less seen one. N4556T, 1964 Baby Ace D was already on the Brodhead field, and I bee-lined to it to see my first other Baby Ace.

Fifty-four years old and an multi-time award winner, it was a standard that I want to measure our plane with. I met Warren Baier and his new bride Chrissy, putting faces to the names I've talked with on the Corben Facebook page.

His Father's plane won the "Best Baby Ace Award" at EAA '66 (same award 75H won in 1957!) and has traveled around to several owners before coming back to Bob Baiers' son Warren several years ago. It won an EAA award again in 2015. This plane has always been hangared, is completely unrestored, and has been going to AirVenture EVERY YEAR since 1970. I'm sure that living in Wisconsin helped that attendance.

Continued on next page

THANK YOU TO TOOL CRIB DONORS

Our call last month for donations for our Chapter Tool Crib was answered by several members. There are still items there unspoken for, hint hint! **Thank you to the following members for these items:**

Bob Dykes- a box of a dozen safety glasses and several other hand tools We have several complete sets now of the red, yellow, and green-handled Nibblers. No more are needed, thank you.

Phil Hazen- a roll of covering fabric;

Jeff Peters- a 128-piece Tool Kit in a Case;

Lauren Rosenthal- a NEW and NEVER USED Altimeter and Compass, and a 4-point seatbelt harness (also new), along with brushes, cups, and tongue depressors for composite building. Those instruments and seatbelt will save us lots of money later. There was more in Laurens' boxes. We're still going through them.

We also had friends of Jerry and Gail Isaac donate cash to our project. **Thank you.**

We still have needs for the tool crib. See the September newsletter for the list.

If I have failed to recognize you and your donation. please let me know and I will do so next month.

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.

BART Update con't

Middy a Corben Junior two-place flew in for a very short visit. I got photos of it and talked to the owner, but didn't see it leave shortly thereafter.

Near the end of the day, Zack Taylor from Texas, flew in with his 1965 D, followed by his friend Seth in their chase car. It was 26 hours of flying at 85 MPH the whole way. Determination. Zack didn't realize it until he received an invite from EAA, but his plane was ALSO at the 1970 Convention.

While we were standing around getting to know each other a woman and her adult son, Margaret and Leland Demond, came up to talk to us. It turns out that their husband/father owned a 1929 Baby Ace B of which I have a period picture. Mr. Demond was killed several years ago in that plane in a mid-air at AirVenture.

Warren and Zacks' planes were joined at AirVenture by Chris Lehner's Mechanix Illustrated Baby Ace Replica C. Chris's Replica was featured in the first "Homebuilts in Review" along with the Pietenpol, which was also celebrating its 90th Anniversary. Aviation author Budd Davisson interviewed Bob and Warren Baier for a story on their plane. Zack was interviewed by a British magazine for a future story.

And that was the Baby Ace Reunion. Fine, I'll take it. I talked their ears off. I shot pictures, I compared differences and similarities between their planes and N75H, a C model. I asked a million questions and learned a lot, exactly what I wanted to do this week here and at AirVenture. I also made some new best friends and sources of help and guidance for our build.

BRODHEAD WI GATHERING OF PIET'S, HATZ'S & CORBEN'S

You know you're getting close to an airport when you see biplanes in the pattern and you turn onto Airport Road. But wait, that intersects with Bellanca Lane, which joins Stinson Drive, which loops around to Pietenpol Place. Such is Brodhead Wisconsin, an airport town if there ever was one.

Since 1976 the National Pietenpol Association has been holding its annual reunion the weekend before Oshkosh. Recently it was reorganized as the Brodhead Pietenpol Association, an educational type club for more than 550 builders, owners, pilots and fans of Bernard Pietenpols' Air Camper and Sky Scout aircraft. Their reunion is held at Brodhead Airport (C37) the weekend before AirVenture. In later years they invited Hatz Biplanes to attend, and this year in celebration of the Piets and the Baby Aces' 90th Anniversary, they invited us. The 4-day event is sponsored by the BPA and EAA Chapter 431.

Brodhead is a vintage, grass strip airport about 2 hours southwest of Oshkosh. In attendance this year were 15 Piets, 5 Hatz's, and 3 Baby Aces. One Ace was a 2-place Corben Junior that only stayed for an hour or two before striking out for Oshkosh. This was a weekend of pop up storms for us, but it didn't damper the fun and camaraderie of the event. Like AirVenture, these folks have been coming and reuniting with friends for years.

If you like Pietenpols, this is your place to go. There were 15 in attendance, some as simple and basic as our plane, and others with full electrical systems. No glass panels in any of them other than iPads and portable GPS. They were powered by Ford Model A and T engines, several versions of Corvair engines, Continentals, and one with Rolls Royce cylinder

Continued on page 4.

DEGREES OF SEPARATION = 0

You've probably heard that everyone in the world is related to Kevin Bacon within "seven degrees of separation." In the aviation world, it can be much closer.

As I walked around the Pietenpol/Hatz/Corben Gathering and later AirVenture, I noticed aviation "dignitaries" mingling with the crowds without any entourage around them. If you blinked, you would miss them, but if you didn't, you could get an earful in the best possible way.

While standing around the two Baby Aces that had flown in to Brodhead, a woman Margaret and her adult son Lemond approached us. They were obviously knowledgeable about Baby Aces. Turns out her late husband owned a Model B that had a mid-air at Oshkosh a few years back. I have a picture of the model, maybe the same one, in my slide show. Days later at AirVenture, I ran into Lee and his daughter Lizzie at the Baby Aces. Three generations of folks tied to the original BA! And that wasn't enough, Lizzie is a pilot and engaged to Kyle Franklin, pilot of Dracula, a jet-powered, Waco biplane flying in the daily airshow. I didn't meet HIM, but again, only two degrees of separation between little ol' me and an aerobatic star- thru the bloodlines of the Baby Aces.

Speaking of bloodlines, I finally met "the little girl in the picture." Cindy Baier Boelk was five years old when her father Bob was building BA N4556T. He took a picture of her standing in front of our plane N75H. 60-some years later we finally meet at AirVenture and replicate the pose, now with 4556T which is back in the family with brother Warren after being sold to several previous owners (*sounds like our story. Ed.*)



Carol, Bob, Bill, Warren Baier, and Cindy (Baier) Boelk

Cindy and Warren's father, Mr. Bob Baier, seems to be Wisconsin aviation "dignitary." He is

certainly respected for his encyclopedic knowledge of Baby Aces. He even remembered Squeek and details of our plane!

Lyman Hatz, son of John Hatz, designer of the Hatz Biplane was supposed to be at the Gathering but he didn't come in until Monday. He did however ferry the Baier's 1965 Baby Ace D to Airventure and later joined us for a Wisconsin dinner around the Baiers' campsite table.

First on my list of people I wanted to meet at AirVenture was Budd Davisson, aviation author and writer of more than 300 Pilot Reports on different airplanes. Wouldn't you know it, he came up to US at the Baiers' plane, wanting to meet the owners and get information for a future story. I quickly pitched him our plane and project for a future story and PiRep. Later in the week I sent him an email explaining our project more fully. He is interested in it and I have put him on the weekly email BART update list. Be sure to read Budd's article in this month's Sport Aviation about the Curtiss Flying Boat.

At the Brown Arch was Kevin Lacey from "Airplane Repo" fame, posing for pictures with the BART family on vacation with their matching T-shirts.

If you weren't paying attention to the crowd in the Rutan area of the Homebuilts, you would have missed Burt walking around, chatting with owners, posing for pictures and signing aircraft.

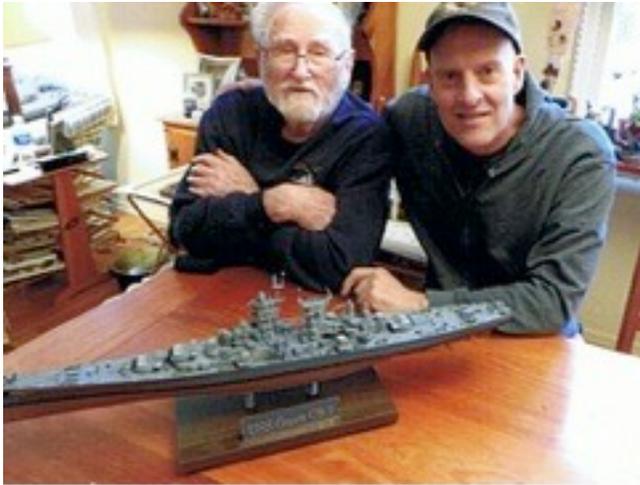


And off to the side in another small group of 4 people, Mike Melville, pilot of SpaceShip One, just talking with the guys.

The thing that amazes me about this is how down to earth and approachable most aviation people are. Our common love of flying breaks down most barriers between people. Those at the higher echelons of our field don't hold others down, but rather they pull them up with them, and encourage their dreams. It's not something you see in the everyday world away from an airport.

OLD GOAT'S SCINTILLATING STUFF (or Not) by Art Thieme

The Memorial Service for Jeff Paris was well attended by family and friends. Intimate memories were shared, such as fishing in the nude. I said that I didn't know Jeff that well. I was surprised that no mention was made about flying with Jeff. Dave Hurd and Bob Northrup were there. I'm sure Jeff helped both of them with building their aircraft. Bob recently had a knee replacement and was still in the recovery stage. Jeff had a big impact on family and will be missed by them and the aviation community.



Barry Schiff asked his aviation friends what they thought was the best aviation book ever written. (*AOPA Pilot*, May 2018.) 84% said Ernest Gann's *Fate Is the Hunter*. Schiff agrees. I don't think so. The story is about an airline flying from Hawaii to San Francisco. They have an engine come loose, lose fuel, face head winds, San Fran weather terrible. But ¾ of the book is about the problems that passengers have. I didn't care. Gann wrote many books that were much better. Schiff thinks the three greatest aviation writers

are Gann, Saint-Exupery, and Richard Bach. I never could get into *Wind, Sand and Stars* by Saint-Exupery. But I agree that Richard Bach's trilogy *Biplane*, *Nothing By Chance*, and *Stranger To the Ground* are a literary treat. (Schiff's words)

I found a T-shirt with a flying cow picture that was dated Oshkosh 1997. Twenty-two years ago and still in good shape (*It probably still fits too, eh? Ed.*)

General Aviation News, June 20, 2019, lists the top ten states for general aviation. New York didn't make the list. California was Number 1, followed by Texas and Florida. Could that have something to do with the weather?

Don't tell people your troubles. 20% don't care. 80% are glad you have them.

Old Goat, out.

Brodhead con't

head covers. (below.) Was it a Rolls? I never found out. I collected many ideas for our instrument panel from looking at these also.

It's Warren's hope that this was the beginning of an annual Baby Ace Reunion before AirVenture and it is my expectation that N75H will attend in a year or two. Fingers crossed.





Three Hatz Biplanes and a Baby Ace at Brodhead Field. No asphalt in sight.



A beautiful Pietenpol built by a local builder and President of the Brodhead Pietenpol Association..

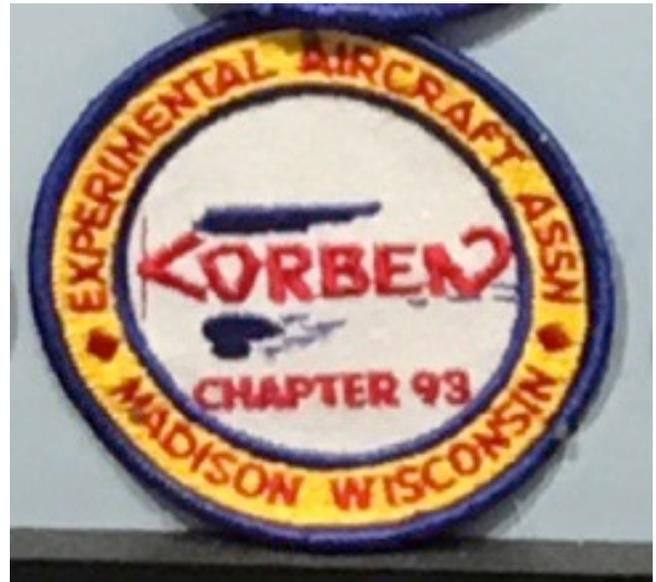


In the back of one of the hangars was a full blown, 1950-s era model airplane store, WITH NOTHING FOR SALE! Lots of other surprises in the hangars at this field.

IMAGES FROM AIRVENTURE OSHKOSH 2019



I guess this Chapters' motto has a double meaning! Hmm...



Chapter 93 in Madison WI is the "Corben" Chapter because the Ace Aircraft Co. was established there.



EAA has rolled out a new program called "Young Eagles Build and Fly" where an EAA Chapter works with a local group like the Radio Control Club of Rochester. The Young Eagles would build and fly the standard radio-controlled aircraft pictured here with the guidance of experienced modelers. The goal is to unite the Young Eagle flight experience with building and flying an RC plane. Any RC flyers out there interested in this?



A Baby Ace stained-glass window in the EAA Chapel.



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

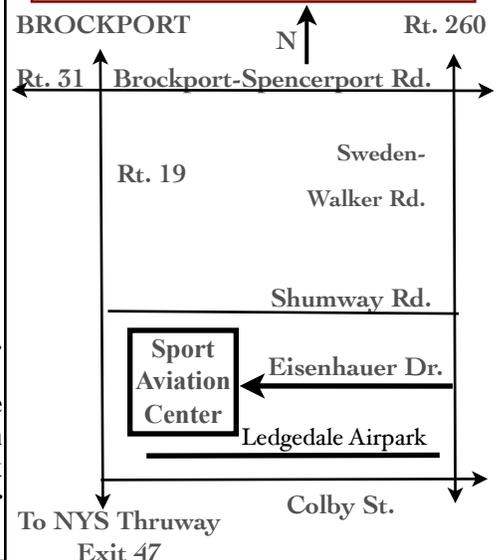
Look to Upstate NY's Aviation List at <upstatelist.org> for regional fly-in breakfasts and other events.

September 14
EAA Chapter 44
Young Eagle Rally
 @ the SAC (7G0)

August 19
National Aviation Day
 Celebrate Wilbur Wright's
 birthday in 1871.

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

August 31
Last Drag Races of the Season
 (7G0)



EAA 44 Calendar



NEXT GENERAL MEETING CHANGE OF LOCATION AND TIME!

**Gaines Valley Airport
Gaines Waterport Rd. (RT. 279),
Albion 5:30- DARK**

Earlier start time to allow more flying, eating and visiting time. Norm and Elise Isler are providing Beef on Weck. Please bring a side and dessert for all to share.

**Aug. 15 FAAST Seminar
“Loss of Control” with
Gene Bensen, 7-9 PM**
**Aug. 20 General Meeting
@ Gaines Valley Airport**

**Sep. 8 Chapter Founder
Everett “Squeek”
Hepler died 1987**

Sep. 10 Board Meeting

**Sep. 14 Last Young Eagle
Rally of the Season**

Sep. 17 General Meeting

All activities take place at the Sport Aviation Center, & are free & open to the public
Sport Aviation Center
44 Eisenhower Dr. 14420
Brockport’s Ledge Dale Airpark (7G0)

Baby Ace Restoration Team

Every Wednesday 6-9 PM

History Committee

1st Saturday of the month, 10 AM

Board Meetings

2nd Tuesday 7 PM

SAC Work Days

2nd Saturday, 10 AM

General Meetings

3rd Tuesday

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

VMC Club

4th Monday 6:30-8 PM

Flight Simulator Group

4th Thursday, 5:30-8 PM

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