



The Flyer



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Experimental Aircraft Association Chapter 44

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BART UPDATE

A fascinating part of this journey has been to dig into the history of Squeak Heplers' N75H with other EAA Chapter 44 Baby Aces such as Lloyd Fearys' N126L and Barbara Bells' N111B, and a Wisconsin Baby Ace N4556T built by Bob Baier. This was the 1950's version of a Facebook group, but how they communicated I don't know, paper and pencil and U.S. Mail? How quaint. ;-) But the first generation of builders (Squeak) taught the second generation (Lloyd) who taught the third (Bob) and so forth. And here we are.

I am finding a similar support network with the Baby Ace owners I met at AirVenture Oshkosh 2019 and with whom I communicate on the Corben Aircraft Facebook group. They have all been very helpful and supportive when I have a question about our build. Bob Baier even piped in on one and set us straight. Third generation helping to restore the First. Full circle. I love it.

Speaking of that, we have attached the first layer of leading edge birch on the wing. Each section got easier as the Team figured out how to bend the wood without cracking it (moisten with a damp rag.)

Anchor nut plates are being attached to the boot cowl so we can attach it to the fuselage after priming and painting. Soon..... 8-)

THANK YOU

When I was an RIT student in the '70's, I majored in Printing because I thought people will always need a printer, so I'll always have a job. As you know, I took a detour into Sign Language Interpreting. Yet, three decades later I was "Desktop Publishing." Do you remember when DTP was invented with a Macintosh computer, a laser printer, and PageMaker?

My goal with The Flyer has always been to inform you of our Chapter history, to document our current activities for future Members and the Archives, and to entertain you while doing so. I hope I have achieved those goals.

But I couldn't have done it alone. You have provided articles and photos and given me story ideas. Norm would often proofread the issue before I sent to the printer to find my inevitable mistakes (*Thanks Norm.*) ONE OF YOU WOULD EVEN GRADE MY WORK LIKE THE PRINCIPAL YOU USED TO BE! (*Thanks Art.*) Only a few would ever comment on my Easter Eggs in the April Fool's issue. I guess you thought they were true. Or you didn't read them. Hmmm...

Thank you to all who have sent me kind comments since announcing my retirement. I do appreciate them. Best of luck to our next Editor Craig Ritson. I'm sure he will do great by us. Support him as you did me.

Old Editors never die, we just bleed off the...
(*Sorry, Printers joke. Ed.*)

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.



YOUNG EAGLES 2020

by Elise Isler

Young Eagle Coordinator

As the New Year is quickly approaching, the dates for the 2020 Season for Young Eagles have been set (weather permitting!) Please mark your calendars for the following dates:

May 2, June 6, July 11, August 8 and Sept. 19.

Young Eagle Rallies provide children with the opportunity to experience a FREE flight, one on one with a pilot, sitting right seat in a private aircraft. It is an experience that promotes the joy of general aviation not only for students but their pilot as well! Students also receive some basic information explaining how science, math, geography, history and engineering are used in flight.

I am seeking EAA Chapter member VOLUNTEERS. The events run from 10:30 AM – 2:00 PM. Volunteers need to report to the SAC at 9:30AM for briefings and prep before students arrive. Coffee/tea and donuts are provided (for volunteers). Any EAA 44 member interested in helping **on the ground** – please contact me: singholley@aol.com. There is a lot you can do to help out and enjoy the excitement even if you are not a pilot!

Any **pilot** interested in flying students must meet the following requirements:

- Be an EAA member.
- Complete the [EAA Youth Protection Program](#), which includes a short training session and background check.
- Have a valid airman's certificate (sport pilot or greater).
- Possess a current medical certificate or BasicMed (if applicable).
- Be current to carry passengers in the aircraft you plan to use.
- Have a current biennial flight review.
- Conduct flights in an aircraft that is in airworthy condition.
- Have Aircraft Passenger Liability Insurance for the aircraft used (owned, rented, or borrowed).
- Adhere to all applicable Federal Aviation Regulations.
- Complete a Young Eagles registration form **before** the flight, signed by you and a parent or legal guardian

If you meet the requirements and are willing and available to fly during the 2020 season, please contact me, singholley@aol.com. Also, Phillips 66 supports our Young Eagle Pilots through their Aviation Rebate Program. For more information for the requirements and the Phillips 66 rewards go to: youngeagles.org/volunteers. I will send out a request before every event to see if you are available.

We ask all families to pre- register students at: flyyoungeagles44@gmail.com to be sure they are assigned a flight time. This has worked very well to keep things running smoothly and not have a lot of people waiting for extremely long periods of time.

And if you don't already know, we host a cookout during these events – so there is ALWAYS food and drinks! (Water and Soda!)

OLD GOAT RUMBLINGS

by Art Thieme

The newsletter is the backbone of the chapter. The Chapter has had a newsletter for a long time. It started with handwritten notes. Went to spirit duplication (known as Ditto). Cut and paste – my style. Now it is electronic.

Many editors have filled the position, each bringing their own style. The best editor was Hugh Jones. He won the Outstanding Newsletter Award from national EAA. Now Bob Nelligan-Barrett is passing the torch after many years of producing an excellent on-time product. He deserves thanks for bringing the newsletter into the electronic age. What changes will be in store for the next Editor? We wish him well.

The following has nothing to do with airplanes, but as a Navy guy I found it interesting. From *PROCEEDING* 1 Oct 2019:

“Trying to go fast under water induces a lot of ‘parasitic’ drag – the effect of the passage of fluid over the surface of a submerged vehicle. How much develops is a function of the fluid’s density and the square of a vessel’s speed.

Supercavitation can improve underwater speed by replacing dense water with air. Gas is released through a nozzle at a vessel’s front to continuously generate a bubble around the vehicle. This allows the drag effects to depend on air, which is tens to hundreds of times less dense than the surrounding water.

The Soviet Union deployed the supercavitating torpedo (*torpedo-envy Art? Ed.*) in the 1970s (though unbeknownst to Western navies until the early 1990s). The 8.2-

meter-long torpedo could travel up to 200 knots with a range of about 6 nautical miles. The VK-111 Shkval (“squall”) below had a fairly primitive guidance system, depending on a fast, straight run and a nuclear warhead to take care of its target.



Photo from the internet

A variety of recent reports suggest Russia has designed a new supercavitator. The new Russian torpedo might have a top speed up to 300 knots, though maneuverability will remain a challenge. Keeping the entire torpedo inside a gas bubble is difficult even in a straight line, and the ‘the forces resisting any change in.....course would be enormous.’”

A day after my 94th birthday, I had chest pains, called 911, and went to emergency. Unity Hospital did all kinds of tests and decided that I didn’t have a heart problem. Still felt bad. Two days later my local doctor heard crackling noises in my lungs and sent me back to emergency. Unity found nothing but decided I had a urinary tract infection. Gave me pills and in a couple of days I felt much better. I thank you for calling to check on me. As of now, I will continue to be the Old Goat.

Got a drone on your shopping list? The FAA reports there were 277,000 commercial drones in 2018, and the number could reach 1.29 million by 2023. When will the first one strike an airliner? Hope not!

Season’s Greetings,

Old Goat, out

LUNCH FLYOUT

by Dave Hurd

(AKA Cap'n Crosswind)

The other evening at cocktail hour when most of the "regulars" here at Eagles Landing get together to review the day's accomplishments, discuss future plans, swap lies, and talk about flying, Roy Glaze asked me if I'd like to ride along with him in his 350 HP Glasair III to the "Old Farts" lunch down at Sebring. "You betcha!!!"

Seems there's a pretty good sized group of pilots who have this loose club called - you guessed it - "The Old Farts." No clubhouse, no committees, and no dues. It's just one fellow with an email list, who decides where they're going to lunch, and calls the restaurant in question to let them know. People come from all over Central Florida for these get-togethers.

Here I am at the same restaurant at Sebring several years ago with my Glasair. Like my knees?



When we arrived, the ramp at Sebring was full, but the quarter mile walk to the restaurant was a nice chance to enjoy the balmy breezes, and gawk at some of the neat airplanes that were glistening in the sun. The

restaurant was full of people, including the deck which overlooks the ramp. But the service was quite good considering the kitchen must have been "in the weeds", to use a food-service expression. Lots of folks renewing acquaintances, and having a good time. My BLT was fine, and the special Roy had looked pretty yummy as well.

Sebring has a beautiful FBO with a flight school including a Redbird sim, and loads of rooms for meetings. There's no scheduled airline service there, as is the case with most of the smaller airports around here, so no TSA nonsense to deal with. Many of the fields were WW-II training bases. Sebring, was a B-17 training location, and Bartow, just south of us, was a P-51 location. Both have some nifty old pictures, and mementos to check out.

After lunch, we headed back to Winter Haven throttled way back to save a bit of fuel at about 48% power lean of peak. He says that's "RV speeds" - about 150 knots. I wanted to respond; "Hey, that's how fast I go." But I uncharacteristically kept my mouth shut. (The trip down at 2,500' was at about 68% power with 38 inches of manifold pressure off the twin turbos, and when I looked over, the TAS was reading 195 KT.)

When I got home I told Miss Becky I might become an Old Fart, but she responded; "That ship has already sailed."

Here's the web site with some of the pictures:

<https://mailchi.mp/ea6e86cd4075/sebring-ksef-old-farts-kickoff-recap?e=730b4226be>

**EAA Chapter 44
Board of Directors Meeting
12 November 2019**

Meeting called to order at 7:10 pm

Members present; Randy Spurr, Frank Grossmann, Jim Weinkauff, Kevin Arganbright, Frances Englund, Norm Isler

Non board-member present; Bob Nelligan-Barrett

Discussion of October minutes – motion passed to approve the minutes.

President Report –

Six Board positions will be open on January 1, 2020. Terms expiring (and running for re-election include) Randy Spurr, Frank Grossmann, and Phil Hazen. Terms expiring (not running for reelection) include Norm Isler and Kevin Arganbright. Stepping down at the end of this year is Jim Weinkauff leaving one year of his term to be filled.

Nominations for the six positions to be open on the board as of today include Randy Spurr, Frank Grossmann, Phil Hazen, Rick Tandy, Tammy Mullen, Larry MacDonald and Darryl Byers.

Nominations will remain open until just before the election at the November Chapter meeting. Currently, we have enough candidates to at least fill all open seats.

Vice President Report –

The SAC will be outfitted soon with a new WiFi connection through a new Mobil Beacon hot spot. Mobil Beacon is on order and should arrive soon.

Explorer Post – Multiple members have expressed interest in participating in a continued Explorer program. Frank envisions scheduling the meetings once a month over approximately six months instead of eight consecutive weeks. Also, Explorer meetings will be on same night as simulator Club meetings to cut down on travel time for Frank, and, hopefully, to encourage attendees to join both groups. Further discussion ensued regarding new scouting fees and policies.

Also scouting related was discussion about chapter history running Aviation Merit Badge programs. Chapter has interest in providing such a program so long as the details can be worked out that our desires and scouting requirements can be brought into alignment.

Motion to approve (**amount redacted**) Exploring program for Spring of 2020. Moved by Frances Englund, seconded by Norm Isler. Motion Passed.

Treasurer / Budget Committee Report -

Treasurer's monthly report presented by email due to recovery of treasurer from recent surgery. Monthly analysis of performance to budget presented by Norm Isler. Discussion of Treasurer and Budget Committee reports including need to further investigate for clarification of certain expenses noted in Treasurer Report.

Motion to Accept Treasurer report. Moved by Kevin Arganbright, Seconded by Frances Englund. Motion Passed

Building Committee

Building has passed annual Fire Marshal Inspection. No discrepancies noted but Fire Marshal did recommend replacing current lighted exit signs and emergency lights with newer LED units that use less energy and last longer. (Current emergency light units are original and closing on planned ten-year life span).

Motion to approve (**amount redacted**) to purchase four new combination units. Moved by Frances Englund, Second by Frank Grossmann. Motion passed.

Young Eagles

Dates planned for Young Eagle Rallies in 2020;

Saturday – May 2, 2020

Saturday – June 6, 2020

Saturday – July 11, 2020

Saturday – August 8, 2020

Saturday – September 12, 2020

(The September date has since been changed to Sept 19, 2020 due to a schedule conflict)

(Proposed dates have been discussed with Big Fella / Ledgesdale Airport mgt and approved as not conflicting with other events)

Motion to approve Young Eagle dates as proposed. Moved by Frank Grossman. Second by Frances Englund. Motion Passed

Snow Plowing

Discussion of need for more frequent plowing of SAC parking lot this year due to increased use of building. Big Fella / Ledgesdale Airport has made offer to allow shared use of airport snow removal equipment for nominal fee per use. Discussion ensued with BoD deciding it was a good offer and should be accepted.

BART Team Report

Bob Nelligan-Barrett provided update on status of project and expenses. One wing is approaching completion and should be finished by end of year. Second wing should progress much more quickly as 1) All parts for both wings were cut and produced before assembly of first wing began, and 2) Having completed first wing, should be much shorter “learning curve” to complete second.

Completed, (but uncovered) wing will be hung from wall or ceiling in “out of the way” location in SAC to allow construction of second wing.

Fuselage progresses with boot cowl and accessory cowl almost ready for paint. Some items received damaged from supplier have been replaced by supplier at no charge but slowed progress a bit.

Discussion about process of approval of expenses for BART project. Group spent slightly more than had been pre-approved, but the amount was not excessive, and the BoD approved the expenses as necessary. Greater care will be exercised to advise BoD before spending money to avoid a repeat of the issue.

Newsletter

A new newsletter editor has stepped up! Craig Ritson has offered (and we have accepted!) to produce the EAA 44 newsletter beginning in January 2020. Thank you for stepping up Craig, and “Thank you!” Bob Nelligan Barrett for filling this vital role for the past ten years.

By-Laws Review

Nothing to report.

Old Business

Discussion of status of dues structure to clarify what was determined at past meetings. Our dues are structured for full year membership. New members joining after March 30 will pay prorated dues during their first year. Existing members paying their dues late will NOT pay a prorated amount, but rather a full year of dues.

New Business

Norm Isler asked the BoD to approve the use of the SAC for two Air Safety Institute presentations during 2020. (Dates to be determined later) Although the chapter does not see a direct income from the events, they fulfill a goal of the chapter, making the SAC a center of General Aviation activity. Motion to approve moved by Jim Weinkauff. Seconded by Kevin Arganbright. Passed unanimously except for Norm Isler who abstained.

Prior to end of meeting there was additional discussion about upcoming meeting to discuss with members multiple subjects;

- 1) Where is chapter headed, what sort of events should we be planning?
- 2) How will we bring in sufficient income to provide these services and programs?
- 3) How do we insure we continue to grow our operating budget AND our building expansion fund raising as two separate and distinct funds?

Meeting adjourned at 9:15pm



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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CAPITAL CAMPAIGN

Volunteer Needed

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Art Thieme: 585-663-1875

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Jim Martin: 585-507-0245

HOMEBUILDERS COUNCIL

Volunteer Needed

**BABY ACE RESTORATION TEAM/
HISTORIAN/LIBRARIAN/
NEWSLETTER EDITOR**

Bob Nelligan-Barrett:
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SPORT AVIATION CAMP

Volunteer Needed

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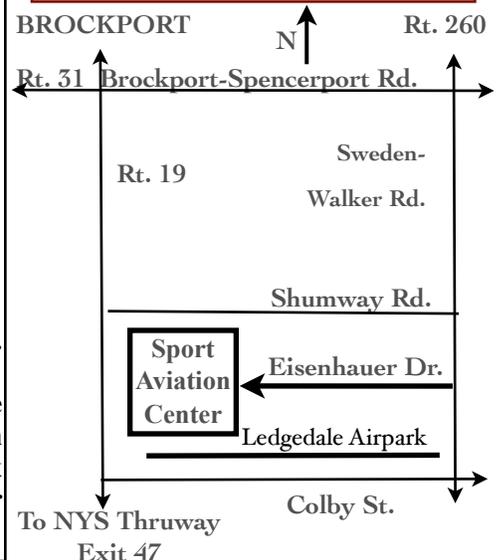
EAA 44 is a 501(c)3 organization. Gifts of cash, securities or other property to the Chapter for the benefit of the Sport Aviation Center are welcome and fully tax deductible. Contact Treasurer Gail Isaac for details.

REGIONAL CALENDAR

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

Just Announced!
AOPA Regional Fly-in
September 11-12, 2020
@ the ROC!

More details to follow as they become available. We have a direct line to an unnamed inside source. Shhh!



EAA Chapter 44 2020 Calendar



NEXT GENERAL MEETING

January 21 Our Guest Speaker, Topic, and Dinner entree will all be a surprise!

Go ahead, bring a side dish or dessert to match THAT! Like you usually do.

(Thank you to all those that have brought home-made meals to our meetings for the past eight years. Yummy. Ed.)

January 14 Board Meeting
January 21 General Meeting
January 26 EAA Founders Day

February 2 Super Bowl
February 11 Board Meeting
February 18 General Meeting
February 25 1958 1st Meeting of EAA Chapter 44

March 10 Board Meeting
March 17 General Meeting

**Young Eagle Rallies for 2020
(mark your calendars now!)**

May 2
June 6
July 11
August 8
September 19

All activities take place at the Sport Aviation Center, & are free & open to the public
Sport Aviation Center
44 Eisenhower Dr. 14420
Brockport's Ledgesdale 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

Bob Nelligan-Barrett
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