



# The Flyer

Experimental Aircraft Association Chapter 44, Rochester, NY [www.eaa44.org](http://www.eaa44.org)

Volume 38, Issue 7

July, 2006

## Annual Chapter Cook-out at Spencerport Airpark

Photos by Dave Hurd



Bob Northrup's RV-8A under construction.

## Next Meeting: Tuesday, July 18 At the Chapter House



Jeff Paris is getting ready to take Gregg Meyer's son, Ben, up for a ride in his Zodiac 601XL. (Photo by Gregg)



Rob Williams' Stearman



Gregg chairs a short meeting. Eating and airplanes get first priority!



Jeff Paris' Zodiac



Rob flies off into the sunset in his Stearman.

## Dart you missed!

by Gregg Meyers



EAA Chapter 44 was supposed to have a fly-out, drive-out to Dart Airport and Aviation Museum on Saturday July 1st. Bryan, Ben and I arrived by car around 10:30AM. Didn't see another EAA44 body all the hours we were there. Probably the 25+ mph sustained winds and significantly higher gusts, kept the fliers back. Those who had indicated they were planning to drive down - maybe life just changed their plans for them.

As this was our first venture to Dart, I was impressed by the number of hangars there. Lots of gliders crammed into tight spaces. Cubs, Taylorcrafts, and Aeronca CY, a Neuport were hangared. About 6 Cubs flew in for the event. As did several Super Cubs, a 1936 Fleet 16B with a Kinner R5 radial, owned by John Henrich of Eden, NY (so a N-number registry search says.



However, what really caught my eye was this finely crafted Kitfox on Wilga-like legs. Definitely not your standard gear. Maybe it was how evenly the orange lines followed the Boy Scout blue and yellow body curves, even to the cowl bumps. Or the Pilot/Co-pilot names painted just under the windscreen edge. The bright yellow panel made the black-faced instruments readily stand-out. Perhaps it was the

engine-turned aluminum-covered center console. The factory standard embroidered seat covers left no question as to this bird's lineage. Maybe it was the nametags on the shoulder straps - Jim and Linda Phillips, EAA 117, Warren, PA. The sound of the Rotax 912 (S?) powering the plane skyward, after running over a miserly 200 feet of terra firma, left no surprises as to how quickly cruise altitude was reached.

If this plane arrives at OSH this year, I would be greatly surprised to see it not take a trophy home!

Yeah, it was THAT good!

Oh, yeah, you missed a great lunch at Pandora's Cafe on site. Breakfasts simple and filling, burgers and chicken wraps to drive back there for. Probably the best steak fries we have ever savored, even surpassing Red Robin's!

We watched several gliders tugged to the sky and the brisk winds helped them rise gently above us.

The Museum was not as I expected, but far from disappointing. I strained to find a Mini-Max I knew should be there, but to no avail. Perhaps it's just waiting its time for a proper display.

I only got about a minute of Bob Dart's time. Just enough to introduce myself and say hello. He and some help just unloaded a C-65 and the conversation was about this engine.

This may have been our first visit to Dart, but will not be our last. Maybe next time ya'll join us and not miss out again!

You can see this entire newsletter with full color pictures in PDF format on our website at [www.eaa44.org](http://www.eaa44.org)



## Member Profile: Paul Tomblin

*When did you join EAA Chapter 44 and why?*

I joined EAA when I went to Sun-n-Fun in 2002 for the discount. I joined the chapter

a year later just to see what was going on.

*How are you involved with EAA 44?*

I'm not really involved much with the chapter. That might change in the future.

*Are you a builder, pilot, or aviation enthusiast?*

I'm currently a pilot and an aviation enthusiast. I belong to the Rochester Flying Club, so I fly our fleet of 5 Pipers, although I mostly fly the Lance because it's roomier and faster. I'm not currently a builder, although I am having a good long look at the Glasair "Two Weeks To Taxi" program because it overcomes what I see are the biggest drawbacks of building - lack of shop space and tools, and lack of time.

The float flying bug has bitten me hard, and I desperately want a way to get onto it. I'm not sure if the solution is going to be building a kit, or getting a partnership together to buy an old Cessna 180. But I'm saving all my overtime towards it, and I'm going to be investigating my options at Oshkosh this year.

*Where do you like to fly?*

I mostly fly long cross-countries to specific destinations, although I sometimes get out and just mess around.

*Can you describe any interesting aviation adventures you've experienced?*

A few weeks ago I flew 600 miles to meet a bunch of people I knew on-line but had never met in real life before. Along the way I got some experience in dealing with handling ice (always with a clear out available) and negotiating with ATC for the route and altitude I wanted even in a class B airspace.

*Please describe any other aviation activities or organizations you are involved with.*

I'm the Secretary and Web Master of the Rochester Flying Club, and I developed and maintain a database of aviation waypoints which can be extracted in various forms at <http://navaid.com> - although my primary interest in the database is for the Palm Pilot flight planning tool CoPilot.

*Have you ever been to Airventure Oshkosh or other major fly-in events?*

I went to Sun-n-Fun in 2002, sort of as a declaration of an intent to get my medical back. I got my medical back and an instrument rating, and flew to Oshkosh in 2003. Both experiences were unforgettable, but I was disappointed that the people I was with at Oshkosh wanted to leave "before the crowds", which basically meant before the best acts of the airshow each day. I'm going back to Oshkosh this year, with a friend, and this time we're camping so we'll see the whole show.

At both Sun-n-Fun and Oshkosh I loved to escape the hurly burly of the show site to go over to the seaplane base. They're much more laid back there - not as much going on, but a chance to sit in the shade by the shore of a lake and watch some float planes and amphibians and ultralights buzz around. When I first arrived at the Sun-n-Fun "Splash In" site, there was an announcement on the loudspeakers warning people involved in the spot landing competition to watch out for the gator who'd taken up a spot right between the two markers.

*What do you enjoy about your involvement with aviation?*

Everything. The people you meet, the places you go, the skills you acquire. Being at 9,000 feet sailing along on a direct route to where you're going when the people below you are stuck in holiday weekend traffic jams.

*What do you do for a living?*

I'm a computer programmer. I'm currently on contract at Kodak, but as always, a contractor also has to keep his ears open for the next opportunity because you never know when they'll end your contract.

*Please describe your family.*

I live with my wife. I have a daughter in college in Canada, and another living with her mother in Costa Rica. My wife has one daughter who just finished college and is looking for work in Albany, and another who is in college in Pittsburgh.

*Favorite quote:* "I fly because it releases my mind from the tyranny of petty things." -- Antoine de Saint-Exupery

*Favorite food:* Buffalo chicken wings.

*Person you most look up to:* Anybody who has achieved their dreams, whatever they are.

*Favorite TV show:* The only show I watch live rather than on TiVo these days is the Tour de France. In spite of

*(Continued on page 4)*

## Member Profile *(continued from page 3)*

the doping scandals, it's still the best sporting event in the world.

*Favorite singer or band:* I go out of my way to see Great Big Sea. I'm going to see them in Toronto on July 8th. As a pilot, I love Dwayne O'Brien's album "Song Pilot".

*What will your spouse say about your involvement in aviation?* She's certainly not as excited about it as me, and she's really unlikely to want to jump in a plane and just fly around the neighbourhood, but she appreciates getting places we want to go together quickly.

Last year, she wanted to go to a stage performance her daughter was in at her college in Mt. Holyoke MA, but the performance was at 7pm and she didn't get off work until 4pm. No way we could drive it in that time, but jump in the Lance and we got there in plenty of time. I think that one trip justified all the expense and time I've put into flying over the years.

## Previewing "Sport Pilot" at Airventure Oshkosh

EAA AVIATION CENTER, OSHKOSH, Wis. - (June 27, 2006) - EAA AirVenture Oshkosh 2006, "The World's Greatest Aviation Celebration," July 24-30, will feature an enhanced Light-Sport Aircraft Mall and special briefings as part of EAA's ongoing mission to introduce current and prospective pilots to a dramatic new movement in recreational aviation.

Sport pilot, the regulatory name for this movement, significantly lowers the cost and time-commitment barriers to becoming a pilot and enjoying the world of personal flight. EAA, the organization dedicated to enhancing its members' participation in and enjoyment of recreational aviation, lobbied in government and general-aviation industry circles for more than a decade to create this opportunity. Sport pilot enables enthusiasts to learn to fly and gain access to aircraft in half the time and for half the cost of previous alternatives.

The Light-Sport Aircraft (LSA) Mall, the centerpiece of EAA's sport pilot effort during AirVenture, will display dozens of the new, more affordable, factory-built LSAs now available specifically to sport pilots. The area will also feature well-recognized airplanes that have been mainstays of general aviation for years, which sport pilots are eligible to fly now. Finally, EAA's LSA Mall will also

include examples of amateur-built airplanes and alternative aircraft, such as powered parachutes and weight-shift-controlled craft that sport pilots can fly.

EAA's team of experts in sport pilot and light-sport aircraft will be on hand at the LSA Mall to provide guidance and answer questions.

In addition, EAA Member Village, a focal point and gathering place for EAA members on the AirVenture grounds, will feature orientation sessions for those exploring the sport pilot opportunity. Each morning a 30-minute session will cover the basic privileges and elements of the sport pilot certificate, training, aircraft ownership and rental, tips on getting started, and more. Orientation attendees will also be entered in daily drawings for free sport pilot gift packages.

Member Village will also offer EAA members the opportunity to acquire official student sport pilot certificates, a government requirement for the solo-flight phase of training, at no cost. This represents a savings that more than offsets the price of a \$40 annual EAA membership.

A major accomplishment of the EAA-led sport pilot movement is deregulation of aircraft manufacturing processes, thereby stripping away considerable expense of government bureaucracy. Consequently, new two-seat airplanes are entering the marketplace at half the cost of their predecessors.

Because sport pilots fly only under circumstances that make flying less complicated and present greater margins of safety, the training time and costs required are also cut in half. Sport pilots fly only in daylight when weather conditions present good visibility, and they avoid the congestion at the nation's busiest airports.



The LSA Mall at Airventure Oshkosh

[www.airventure.org](http://www.airventure.org)

**A Board of Directors meeting of Chapter 44 of the  
Experimental Aircraft Association  
Held at the Chapter House on 13 Jun 2006 at 7:30 PM**

Members present: Northrup, Isler, Meyers, Snow, Williams

Reports:

- **Treasurer [Larry Greeno]: Absent**
- **Secretary [Stephen North]: Read and approved**

New Business:

- **Fly-In Breakfast: Due to time constraints, the EAA Chapter 44 sponsored Ledgeale Fly-in breakfast previously planned for August has been postponed at least until the fall and perhaps may not be held until next spring.**
- **Wings 2006 [follow up discussion]:**
  - **Greg Meyers attended a follow-up meeting with the event planners to discuss lessons learned.**
  - **Gregg's main observation was to avoid scheduling an official Boy Scout merit badge program in conjunction with a Young Eagles event. Tying the two activities closely together can create conflicts in passenger priority if flying is delayed because of weather. For future open Young Eagle Events, the Scouts are welcome but will have to line up with the general public.**
- **Land Purchase: A purchase agreement with Walt Eisenhower will be complete as soon a few final details concerning ramp access can be resolved.**
- **Capital Campaign: Marty Snow handed out reference binders to the members of the Capital Campaign committee. Fundraising should begin in earnest shortly.**
- **Oshkosh Airlift: 17 registrants to date.**

**A General Meeting of Experimental Aircraft Association Chapter 44  
Held at Spencerport Airpark on 20 June 2006 at 6:30 PM**

- **Annual Meeting at Spencerport: The regular General Membership meeting was replaced by the annual cookout / fly-in at the Spencerport Airpark. Gregg Meyers and Family did an excellent job preparing and serving the meal to the appreciation of all who attended.**

## **Fight Legislation Requiring Criminal Background Checks for Student Pilots**

Your urgent action is needed to request Governor George Pataki to veto legislation (A2122) that requires criminal background checks for student pilots. Despite strong recommendations against passage by the Rules Committee, the Senate in a last minute effort cleared the bill for the governor's signature. If enacted, it will have a chilling effect on efforts to recruit new pilots, and will have a serious financial impact on New York flight schools and FBOs. Please CALL the Governor and urge him to VETO A2122!

The Federal agency charged with aviation security, the Transportation Security Administration (TSA) and the Federal Aviation Administration (FAA) already have aggressive and comprehensive security programs that include identity verification for all pilots and background checks on non-U.S. citizens. Federal law and court rulings clearly pre-empt the ability of the states to require these kinds of checks on pilots Flight Schools and flight instructors are required to receive annual security awareness training and report suspicious activities to the TSA.

Additional requirements will increase costs and hurt New York's aviation businesses without improving security. The number to Governor Pataki's office is: (518) 474-8390. You can also follow up your call with an e-mail by going to this link: <http://161.11.3.75/govemail>

The Flyer is published monthly except December. Subscriptions are welcome for \$10. Contact Treasurer Larry Greeno for details. For newsletter by e-mail, send request to paulpakusch@yahoo.com. Stories and photos by the editor unless otherwise indicated; deadline 1<sup>st</sup> Tuesday of the month. Send newsletter material to Paul Pakusch, 216 Spanish Trail, Rochester, NY 14612 or e-mail to paulpakusch@yahoo.com.

For membership info, contact Treasurer Larry Greeno. Gifts of cash, securities or other property to EAA Chapter 44 in the interest of sport aviation are welcome and fully tax deductible. Chapter 44 is a 501c3 organization. Contact Larry Greeno for details.

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## EAA Chapter 44 Calendar for 2006

July 18: Meeting, 7:30 PM at Chapter House. (Dinner at 6:30)

July 23: Henderschott Fly-in

July 25-30 - Oshkosh Airlift to EAA Airventure

August 15: Chapter visit to Isler Aeroworks with cook-out

Sept 19: Meeting, 7:30 PM at Chapter House: Request for Board Nominations (Dinner at 6:30)

Oct 17: Meeting, 7:30 PM at Chapter House: Publish Board Candidates names (Dinner at 6:30)

Nov 21: Meeting, 7:30 PM at Chapter House: New Board member elections (Dinner at 6:30)

For more fun flying activities, visit

**[www.UpstateList.com](http://www.UpstateList.com)**

Upstate New York's Aviation Calendar

UpstateList is a volunteer organization dedicated to the pursuit of pancake breakfasts and other fun aviation outings.

## What's a Sky Ranger?

For those who have inquired about the plane I plan to build, my reply has been the Sky Ranger. It's a high-wing, dacron tube and fabric, quick build. The photo here is Guy Sisson's custom painted plane, from Delevan, NY. It was flown to Wings 2006 by Bob and Gail Schutte.

When one of the big-named exhibitors didn't show, Brian Blazey offered the Schutte's indoor space, right next to Rob Williams' gorgeous Stearman.

For more info, log onto [www.skyrangeraircraft.com](http://www.skyrangeraircraft.com)

*Gregg Meyers*

