

The Flyer

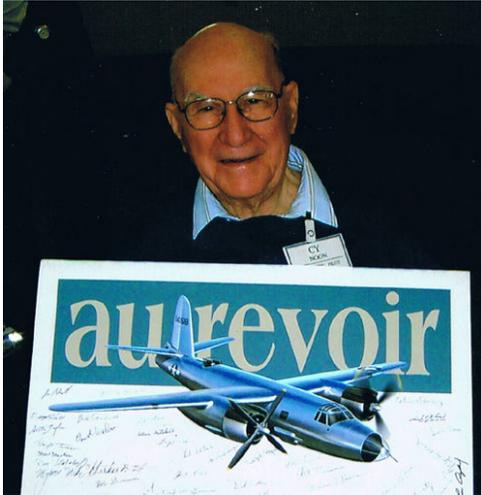
Experimental Aircraft Association Chapter 44, Rochester, NY www.eaa44.org

Volume 38, Issue #8

August, 2006

Cy Noon

By Art Thieme



Chapter 44, The Geriatric Pilots, and the aviation community lost a good friend Sunday, July 30. Cy Noon died at his home. He was 90 years old by the calendar, but young at heart and spirit.

Cy was a pilot with the Army Air Corps and flew as a test pilot many planes out of Wright Patterson Field at Dayton, Ohio. While assigned there he had the opportunity to talk with Orville Wright.

While at Dayton, the personnel had the opportunity to take their wives for a flight every six months or so. Cy tells how he asked his wife Zona how she would like to go for a ride in a B-17. Everything went well until she told him to look out the window - the engine was on fire. He declared an emergency and brought the plane back for a safe landing. She said that after that she would fly with him anywhere and they did in civilian life. Cy was one of the founding fathers of the Geriatric Pilots Association and served as the president/chairman/host/master of ceremonies for many years at the monthly meetings. It was through Cy that Chapter 44 got involved with building the Chummy and restoring the Stopplebein/Ohm racer, both now hanging at the Rochester airport. The Geriatric Pilots funded both planes and are currently funding the building of the Curtiss pusher. Cy took great pride in letting people know that he built a rib that is now in the Chummy. While at Dayton, Cy had the task of flying the B-26, known as a difficult plane to fly. Cy flew the original short wing version and found it a delight to fly. They also had to demonstrate the engine out

Next Meeting: August 15 - Chapter visit to Isler Aeroworks with cook-out, 6:30 PM
*Please bring a lawn chair!
See Page 6 for directions

capabilities of the aircraft and were known as B-13 pilots. All will miss Cy as a warm, friendly, positive individual. I will miss him as personal friend.

The chapter extends their sympathy to his wife and family. Donations to Chapter 44 Aviation Education Center in Cy's memory might be appropriate.

Airventure Oshkosh!

EAA Chapter 44 hosted its 25th annual Oshkosh Airlift this year by providing airline transportation, five nights' lodging at the University of Wisconsin, and local bus transportation to approximately 25 happy aviation enthusiasts. The following photo was taken by Norm Isler. Norm and his wife, Elise have provided accounts of their experiences at Airventure Oshkosh, which appear beginning on page 3.



B-17 at 12:00 high!

See more photos of Airventure Oshkosh and the Henderschott's Fly-in Breakfast on our website, www.eaa44.org.

Henderschott Airport Rotary/EAA Fly-in Breakfast, July 23

Photos by Lauren Rosenthal



As seen from Vet Thomas' Cub. Try and make out the long chow line. Fewer planes but I think more cars.



Vet Thomas and his favorite toy and photographer conveyance.



Airdale Flying Club's C-182 Skylane on final approach. Nice C-170 in the foreground.



Future EAA'er approaches beautiful Maule on amphibious floats.



Pristine Waco biplane.



This year's event was served by the following volunteers:
Booth: Marty Snow, Jarrel Battaglia, Phil and Marcia Hazen. Flight line: Vet Thomas and "Doc" - his Dad, Lauren Rosenthal, Jack Frenz, Carl Bouwens, Steve Zigelstein, Bob Barrett, Norm Isler, Phil Hazen, Gregg Meyers



Member Profile: Tom Poberezny

When did you join EAA and why?

EAA was founded in the basement of our home in January 1953. I joined EAA because it was an integral part of my family.

My interest in aviation was fostered by my family and the fact that EAA shaped our way of life.

How are you involved with EAA?

I've been President of EAA since January 1989, and chairman of the annual EAA convention ... AirVenture since 1976

Are you a builder, a (student) pilot, or aviation enthusiast?

I've been involved in a number of building projects including a Pitts Special, and the restoration of a Rearwin Sportster. I'm an aerobatic pilot and for twenty years owned a Piper Twin Comanche. I flew with the Eagles aerobatic team (Christian Eagles) and the Red Devils flight team (Pui accumulating over 7,000 hours in those two airplanes. (Christian Eagle)

What aircraft do you own, rent or otherwise fly?

The primary aircraft that I flew for many years was a Piper Twin Comanche that was owned by my wife and myself. I have flown a variety of airplanes from the Twin Comanche, Piper Cub, and Bowers Fly Baby.

Where do you like to fly?

The first 25 years of my flying career I focused on competition and air show aerobatics. The majority of my flying was acrobatically oriented or cross-country to all corners of the United States and Canada. Recently my flying is refocused on local flying, the majority for pleasure.

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

As a result of my participation with EAA I have many wonderful aviation experiences. I think the highlight of my career was competing in the world aerobatic championships in 1972. Charlie Hillard, Gene Soucy, and myself won the world championship. The following year I won the National Aerobatic Championship in Sherman, Texas.

If you're a builder or restorer, what are you building or restoring?

I currently to not have any projects in process.

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

Majority of my aviation activities focus around EAA. They include Young Eagles, AirVenture Oshkosh, Chapters, as well as serving as publisher of Sport Aviation and Sport Aerobatics. I am a member of AOPA as well as number of type clubs.

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

I've attended or have been involved with every EAA convention except one when I could not get back from the world aerobatic championships. EAA AirVenture Oshkosh is one of the highlights of my aviation activities and our family calendar.

What do you enjoy about your involvement with aviation?

I enjoy the airplanes and the thrill of flying, but more importantly, I enjoy the relationships that have developed as a result of my aviation activities.

What do you do for a living?

President the EAA is my full time job.

Please describe your family.

I've been married to my wife, Sharon for 32 years. My daughter, Lesley, is 24 years old and is a graduate of Southern Methodist University in Dallas, Texas.

Editor's note: A very big "thank you" to Tom for taking the time to fill out the standard Member Profile questionnaire and for being a good sport about answering these questions! For anyone that does not already know it, Tom's father Paul is the founder of EAA.

You've been to Oshkosh HOW many times?

By Norm Isler

I get asked that question a lot. And even more, I get asked WHY have you been to Oshkosh so many times. Let's see if I can explain what keeps bringing me back.

My first trips out were typical of many first timers. I ran from one end of the field to the other, trying to see everything, which I have concluded is impossible. I did my best to support Kodak, shooting countless rolls of

Continued on Page 4

Norm Isler, Contined from Page 3

photos. As I put more years under my belt, I refined my goals. Not everything there really excites me, so I don't try so hard to see everything, just the things that really turn me on. For example, one day in the next few years I will need to buy an engine for my project, but for now, engines just don't excite me all that much. So I spend little time searching out engines. (Sorry A.J.L.)

My son grew up on the grounds of Wittman Field. He came with me the first time when he was 6. His last trip was as a college student, and I expect he will join me again one year soon as his work schedule permits. Oshkosh is a family event that kids can enjoy with their "parental units", and also a safe event that kids can "earn their wings of freedom" exploring the field away from Mom and Dad as they grow older.

My "Oshkosh" friends. Some were only there once or twice. One year we had breakfast every morning with Dudley from Australia. We never heard from him since. But many are diehard regulars, and Oshkosh is our annual reunion. I spent this past week with about a half dozen people that I have seen in Oshkosh (and a few other places) many times over the past 20 years.

Every year I make new friends, the folks on line waiting for the bus, or another person just relaxing in the shade for a bit. This year while waiting for the bus I met a US Air Force colonel that served with, and is friends with a buddy of mine from high school, 35 years ago! On another bus ride Elise and I struck up conversation with a glider instructor from south Jersey who also runs an aviation youth group. We hope to connect with him again soon.

My favorite "person" story from Oshkosh happened in 1997. I had asked my girlfriend to fly to Oshkosh with me to see the show. On the flight home, she said, "I had a good time. I'd like to do that again" So I asked her to marry me! And it has been the best thing that ever happened to me!

My first few years out, actually building an airplane was a dream, but for many reasons, not realistic for "the near future." As the years marched on, the dream became more realistic. Then it became a matter of choosing the "Wright" project for my planned use. Eventually, we found the right bird, and after a year of mulling over the choice, wrote a check for the first of three sub-kits at Oshkosh 2000. The remaining two sub-kits were purchased in 2002 and 2005. Unlike some guys I talk to who bought airplane parts fearing their wife's reaction when they found out, my wife signed as witness on the order forms. Thanks Elise!

Now we are builders, so every year we spend time at the Murphy Aircraft booth. (No comments about Murphy's Law please!) Seeing complete Murphy aircraft,



A beautiful example of a Murphy Rebel Elite on Montana 2200 amphibious floats. Built by Al Hepburn in Petawawa , Canada it was a treat to examine and discuss with the builder. This is what Oshkosh is all about, one builder providing knowledge, advice, experience and inspiration to another builder.

Rebels, Mooses (or is that Meeses?) and Elites like the one we are building always helps stoke the fires of enthusiasm to come home and pull more rivets. But the greatest part is the people...the other builders; Al, Bob, Jack and his son Mike from Canada, Nigel from England, John from Australia, Dale from Pennsylvania, Ralph from Chicago and many others from around the world. Each one is part of the "Murphy Family", and only an e-mail away when I need advice on how to accomplish the next step on my project. They are a great bunch, and I look forward to seeing them all every year.

By this point, I have spent more time in the University of Wisconsin dorms than many graduating students! It is time they awarded me some sort of degree. Perhaps a "Doctor of Letters". Of course, the letters would be "EAA."

Why do I keep going back? I like to see my friends. I like to learn more, about my project and every other aspect of aviation. And I like the airplanes. Did I mention there are airplanes out there? Lots of them, and just about every type you can imagine.

One last thought guys. Don't go alone. I'm very fortunate that Elise enjoys the show (almost) as much as I do, and joins me every year. If you haven't already, ask you wife / girlfriend / significant other to join you. If all else fails, ask a friend to go with you. Half the fun is having someone to share it with.

Now a word for the ladies. When he asks you to go, say "Yes!" If he is going to have another "lady" in the hanger, start competing with her early. You'll have a great time.

Back to the first question. "You've been to Oshkosh HOW many times?" I have been to Oshkosh every year since 1984. That makes 23 consecutive years. I'm already planning trip # 24. Once upon a time, I thought I would quit at 20, but every year we decide we had a good time, and we'll do it again. I need to at least hit the "quarter century" mark of annual trips to Oshkosh. I'll see what I think then.



Norm & Elise Isler with Lt. Col. MICHAEL J. MASUCCI USAF Commander, 1st Reconnaissance Squadron ("Dragon Tamers")
As we were waiting to board a bus from the college to the airport, we met a fellow in an Air Force flight suit. I noticed he had a "Dragon Lady" emblem on his shoulder patch. I asked if he knew a friend of mine from high school who was also a U-2 driver and trainer. Turns out the two of them worked together quite a lot, including "being deployed together to places he couldn't tell me about." So standing waiting for a bus, I met a buddy of one of my high school buddies who I still stay in touch with 34 years later. It is a small world!

EAA Oshkosh, 1997 – 2006

by *Elise Isler*

I have been asked to write an article for this month's newsletter from several different perspectives – first as a non-pilot, second as a return visitor and third as a woman.

Why? I have asked myself many times in this past week and a half.

I guess the first invitation to go has a big influence on why. My husband of eight years, Norm Isler, asked me to go with him to an air show in Batavia about 10 years ago. We took my two daughters and it was a very enjoyable outing. It was then that the girls became "Young Eagles." I had not yet had the opportunity to fly in a small plane but I could see the girls' excitement! Our older daughter even got some stick time!!! I enjoyed watching Norm's face as well and hearing all he had to say about the planes and the mechanics, much of which I did not and still do not understand. Then – there was the air show. I don't really enjoy the loud noise, but the symmetry of the formation pilots, the stunts, it's amazing!

Well, that was Batavia – nothing compared to Oshkosh! When Norm asked me to go there I was very excited. At the time, Norm had gone every year for almost 15 years. Flying was (and still is) a big part of his life and I was honored to be asked to be a part of it. He did not want it to be only a "guys' thing". He has been

hoping to some day build and airplane and to share it with someone special. Well, to try to make a long, happy story short, I'm the chosen one!

My first year in Oshkosh I also fell in love with a great little plane, the GeeBee Racer. I was lucky enough to see it fly several years in a row before it was retired. Again, I was amazed. It was small and FAST. It could fly low to the ground. In fact, one of the demonstrations was to fly it under a line tied across the runway!

Obviously, since Oshkosh hosts the world's largest civilian air show, there were many more planes to see than in Batavia as well as much more excitement. And people (as well as planes) from all over the world! We have many friends with whom we are in touch from our years in Oshkosh. Sometimes, unfortunately, meeting in Wisconsin is our only time to reunite, but another wonderful reason to go.

I mentioned my husband's dream was to build an airplane. Well, that's the main reason for going to Oshkosh I guess, to see what's there and to learn what one can from others. Again, we have done both. We now have the pieces-parts to our plane. We found it together while walking around the flight line. We got to sit in it and it felt as comfortable as our cars. We knew it was the plane we wanted even though we hadn't flown one – or even in one. We are slowly putting it together – Unfortunately, in some ways, we have many distractions and the plane will take us many years to finish – but dreams don't always come true in a day (or night). I try to help Norm as much as possible, but the most important thing to me is watching him – his face, the satisfaction, the excitement when he is talking with someone. He has many connections now from the Internet – and we have been able to meet some of these people as well in Oshkosh. – This year we met Nigel from England, John from Australia, and Al from Canada – all building planes similar to ours, A Murphy Rebel Elite. We have also had several rides in Elites and in Rebels which are very similar to the Elite. We are very satisfied with our decision.

Well, I maybe didn't answer the questions in "so many words", but that's about as short a summary as I can write. There are MANY reasons I enjoy Oshkosh. There is always something new ... And I do still watch the air show as well!

One thing you may have noticed is that I did not mention shopping! – Well – there is that too. Of course there are many airplane "things" and tools etc. but there are the souvenir shirts, hats, jackets as well – AND for those of you who sport "airplane" fare – you will find the "original designers" right there.

One more thing ... "Women Fly" and someday – so may I!

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 1st 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

August 15: Chapter visit to Isler Aeroworks with cook-out (Directions below) 6:30 dinner, 7:30 meeting

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)

Directions to Isler Aeroworks

Full address is 3631 County Line Road - Brockport, 14420

Phone number for special clearances is 638-8098

Mapquest now has edited where my house is located on County Line Road, and it shows in the right location (finally) so anyone can use Mapquest to generate exact directions from their point of departure.

Coming from the south and/or east:

Take Rt 490 west to Rt 531 west.
Follow Rt 531 west to the end at Washington Street
Go north approximately ¼ mile to the first traffic light and turn left (west) onto Rt. 31
Follow Rt. 31 west. You will cross Rt. 19, and continue west.
After crossing Rt. 19, you will see Wegmans on your right, and Tim Hortons on your left.
At the third traffic light past Rt.19, turn right to follow Rt. 31 north on Redman Road.
Follow Redman Road about 1 mile, across the Erie Canal.
At the first traffic light, turn left to follow Rt. 31 west on Brockport – Holley Road
Take the first right turn (approximately 1 mile) onto Monroe – Orleans County Line Road.
Go north on County Line Road approximately 1 mile.
We are the second house on the left after you pass the Brockport Country Club.
Our house number, 3631 is on the mailbox post.

Coming from the north and/or east:

Follow Rt 104 (Ridge Road) west past Spencerport (Rt 259)
Continue West on Rt 104 and cross Rt 19 (Brockport)
After you cross Rt 19 you will drive approximately 4 miles
At the junction of Rt 272 / Monroe Orleans County Line Road there are two blinking yellow lights on your right just before the intersection
Turn left (south) onto Monroe Orleans County Line Road
We are the second house on your right, approximately 1 mile south of Rt. 104.
Our house number, 3631 is on the mailbox post.