



The Flyer

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

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Memorial Wall Dedication for Cy Noon

By Bob Northrup

Two years ago I had the honor of coordinating the enshrinement of Mark Donovan and Stan Teachman on the EAA Memorial Wall at Oshkosh. Once again I have the privilege of remembering one of our most beloved members, Cy Noon, to this place of honor. The ceremony will take place on Sunday July 29, 2007, on the last day of Airventure. It is an awe-inspiring event and a truly fitting tribute to our dear friends who have gone before us.

I am collecting the necessary funds to make this happen. EAA requires a "donation" of \$350 for each entry on the Wall. You may either see me personally or mail your donation to me at:

Bob Northrup
143 Bennington Hills Ct.
West Henrietta, NY 14586

Any funds over and above the EAA requirement will go into the Aviation Education Center fund in Cy's name. Thank you for helping us pay tribute to a great man and a dear friend.



An aerial view of the Memorial Wall, courtesy www.airventure.org. The Memorial Wall is nestled among the EAA grounds to the northwest of EAA's Fergus Chapel.

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

End-of-Summer Thoughts

Paul Pakusch, editor

This summer has not gone as expected for yours truly due to my wife, Mary's cardiac arrest and some other issues that have caused me to temporarily eliminate flying from my family budget. As a member of the Rochester Flying Club, I am currently on inactive status. I also cancelled my planned trip to Airventure Oshkosh.

Mary is doing miraculously well. It looked very grim for her the morning of July 15 when she suddenly collapsed in front of me with no warning. Fortunately, the cooperation of the 911 operator, the emergency services in the town of Greece, and an amazing staff at Park Ridge Hospital enabled her not only to recover, but to come through the experience with no apparent long term brain damage. I had been told to expect the worst.

Many of us use the term "chain of events" to describe how an aviation accident might have been prevented. In reverse, I have marveled at how a chain of events saved Mary's life. One link in that chain was the fact that I had been working on the August issue of *The Flyer* just prior to Mary's collapse in our kitchen. I finished what I was doing on my computer in the basement, then came upstairs. Did editing *The Flyer* reach a point in its production that morning that ended up saving her life? What if I had spent just a few more minutes working on it? Would I have made it in time to find her and call 911? It's a sobering thought.

Thankfully, she is doing well and now has an implanted defibrillator in case it ever happens again. Thanks to all the members of EAA 44 who sent their best wishes, prayers and signed a card.

My last aviation event this year was the Young Eagles Flights during Rochester Wings weekend. I was impressed by how Chapter 44 and ATC succeeded in flying 85 kids in

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End of Summer, Continued from Page 1

spite of a weather delay. On a personal note, it kept me short by only four kids of reaching my goal of flying 100 Young Eagles. Maybe next year.

I have spent the rest of the summer observing aviation from the sidelines. The death of Cy Noon is the end of an era for Rochester-area aviation. As Art Thieme reported in the August issue of *The Flyer*, Cy was once a test pilot at Wright Patterson Field. He was well known in local aviation circles, was a member of Chapter 44, and was a founding member of the Geriatric Pilots Association. He had an influence on me the very first time I met him.

Chapter 44 once again pitched in and parked planes for the annual Henderschott's fly-in breakfast. We were able to see some great craftsmanship in progress with visits to Crosby-Brownlie, Inc., where Earl Luce gave an excellent presentation on the new tricycle gear Buttercup he is working on with Ray Johnson, and a visit to Norm and Elise Isler's house to see "Isler Aeroworks."

I can't pass up an opportunity to praise the great culinary craftsmanship that Chapter 44 members often get to sample prior to the Chapter meetings and at the annual picnic.

Chapter 44 proudly hosted its 25th annual "Airlift to Oshkosh" this summer, escorted by none other than our current sitting president, Gregg Meyers. Here's another peek at one of the more popular aircraft, an RV-8, photographed by Bill Shaw:



Chapter 44 was also represented on the flight line at Airventure when Rob Williams flew his CASA jet in some demonstration flights.

Light Sport Aircraft were prominently displayed at Airventure. I'm looking forward to seeing who in our area invests in the new production models and what clubs or partnerships may be formed.

Behind the scenes, our officers continue to negotiate the final details to purchase the land on which our new club house, or Aviation Education Center will sit. Hopefully it won't be too long before we will all be having our meetings in the new building.

Elsewhere, the first of what many hope will be annual Rochester pilot picnics was held on August 13 at Genesee Valley Park. It started as a collaborative effort between Artisan and Rochester Flying Clubs, but anyone with an interest in aviation was invited to attend. Several Chapter 44 members attended, including yours truly. Here are a couple photos taken by Bill Shaw:



As always, you'll find many more photographs taken by our members if you visit Chapter 44's website at www.eaa44.org.

Summer is gone, but hey, folks, the flying season isn't over yet. Lincoln and Barb Wainright have taken over the aviation calendar, which can now be found at www.UpstateList.org. Go there and you'll see many fly-in breakfasts and other events listed through September and October. I suspect you'll see Lincoln at many of these events as well! He is featured in this issue's Member Profile.

I'm still relishing my role as EAA 44's newsletter editor. Work commitments prevent me from attending many of the meetings, which causes me to rely on others for reports. Editor Emeritus Art Thieme has submitted many reports and continues to provide me with other goodies from time to time. If anyone else wishes to contribute anything, please do! The deadline for each issue is the first Tuesday of the month.

Member Profile: Lincoln Wainright

When did you join EAA Chapter 44 and why?

I joined Chapter 44 in spring of 2002. It was great to be around a bunch of doers so interested in building planes and talking about aviation. I joined National in May of that same year, after Bill Shaw proved remarkably persistent in asking for my EAA number.

How are you involved with EAA 44?

I've served on the ground crew for multiple Young Eagles events. I've helped out with Chapter House clean-up day. I really like our Builder's nights, and our Old Buzzards / Young Fledglings flying events.



Lincoln parking a plane at the 2005 Ledge Dale Fly-in

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

I'm a pilot. I got my license at age 17. I had a full private pilot's license before I had a full driver's license, but I wasn't one of those hard-core types who took the flight test on his 17th birthday.

I don't have time to build right now. But perhaps in the future I'll be able to build (or more likely rebuild) an aircraft in the light-sport category.

What aircraft do you own, rent or otherwise fly?

Currently I rent Cessnas at Ledge Dale. During the warmer months I also go to a lot of fly-in breakfasts with a friend who owns a Cessna 150. Across the last three years we've hit virtually every breakfast we could find in western New York.

I also try to get flight experience in less common airplanes.

My most recent adventure in a production airplane was flying an AMD Alarus at Schenectady County. Some of the aircraft I'm still looking to try include a Maule, a two-seat Grumman, and a Diamond Eclipse. I'm also looking to try out any of the new crop of light sport aircraft.

In 1993 I got my tail-wheel endorsement in a Champ. One of these days I'm going to get some more tail-wheel time. It was very educational. In the Champ I learned a lot about precision flying and low speed handling. With only 65 horsepower you can't use power to cure your problems.

In the Experimental - Amateur built category I've ridden in a Davis DA-2A, a Cuby, a Christen Eagle, and a Zenith CH 701. (My thanks to the EAA members who made these flights possible.) There are many more Experimental aircraft that I'd like to experience.

Where do you like to fly?

My Cessna 150 buddy really likes to check out grass strips. Other than that I mostly fly locally. I like to maintain and improve my flying skills.

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

Controlling a Cessna 152 using nothing but the doors.

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

I'm a member of the Genesee Pilots Association, a social organization of pilots and enthusiasts who live mostly in Genesee, Livingston & Wyoming counties. And each year I help out with the Flying Farmers fly-in breakfast at Genesee County. Finally, my wife Barb and I maintain UpstateList.org, the online calendar of aviation events.

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

I've only been to Oshkosh once, in 1976. It was a different world then. But it left a lasting impression. That year Burt Rutan's Vari-Eze was the big news. His booth was jam packed. Not far away was Jim Bede. His BD-5 adventure was in the process of collapsing. I stood 5 feet from Jim Bede while checking out the over-priced items at his booth. He looked uneasy.

In the air show that afternoon, a bunch of guys tore up the sky with Pitts Specials, and someone did an inverted ribbon cut with a Decathlon. Then Duane Cole flew aerobatics in his clip-wing Taylorcraft. He flew so low and slow that the

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Member Profile, continued from page 3

loops were so tight that they seemed to be right in front of us, not above us. I felt I could reach out and touch him. And I was convinced that he was going to fall right out of the top of the loops. I still think that was the most impressive aerobatic display I've ever seen.

What do you enjoy about your involvement with aviation?
I enjoy just about everything about aviation. I really enjoy learning more about how to control the airplane. I've taken training in aggressive stalls, spins, unusual attitude recovery, and basic aerobatics. The unusual attitude recovery training was a real eye opener. Reading about a spin entered at full power was one thing. Doing it and recovering was another.

Aviation has lead me to other interests, including a significant interest in weather. I've learned a lot about the realities of forecasting from the National Weather Service forecast discussions now available on the Web. Each forecaster explains the information they used to make the forecast, and why. Frequently there is a special section that explains the aviation terminal area forecasts. Parts of the forecast discussion are still over my head, but I get a much better understand of why they wrote the forecast the way they did. Some days it's not an easy job.

What do you do for a living?

I'm a software designer / developer for Paychex.

Favorite quote: (That I try NOT to live by):

"If everything seems under control, you're not going fast enough."

- Mario Andretti

What will your spouse say about your involvement in aviation?

Barb always says: "Have a good time at the airport!" She knows that when I come home I'll be happy.



From Air Force Magazine, July 2006

Submitted by Art Thieme

The Air Force Research Laboratory plans to test fly a B-52 bomber with alternative fuel at Edwards AFB in September. The experiment was prompted in part by rising fuel costs and the service's reluctance to rely on foreign petroleum products, the Air Force said in May. Two of the bomber's eight engines will be powered in part by a natural gas jet fuel that is made using the Fischer-Tropsch process, a special technique that can convert natural gas, coal, and shale to liquid fuel products.

A Board of Directors meeting of Chapter 44 of the Experimental Aircraft Association Held at the Chapter House on 11 Jul 2006 at 7:30 PM

Reports:

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

New Business:

- **New Members: The Chapter welcomes Rick Ermer and George Perry as new members.**
- **EAA Chapter Survey: Gregg Meyers went over a chapter survey from National. The questions covered such areas as chapter organization, membership, activities and goals.**
- **Hendershot's Fly-In Breakfast: The Hendershot's fly-in breakfast is scheduled for Sunday, 23 Jul from 8:00 - 12:00. Volunteers are needed to man the flight line. The Chapter will approach the Hilton Rotary for a modest increase in the profit sharing percentage.**
- **Land Purchase: Final details of the land purchase contract are still being worked out. The main sticking point is crafting a solid agreement on a guarantee of permanent ramp easement.**
- **Next Meeting: Gregg Meyers will be at Oshkosh so Marty Snow will be taking over President duties. Pizza and wings are promised.**

**A General Meeting of Experimental Aircraft
Association Chapter 44**

**Held at the Chapter House on 18 Jul 2006 at 7:30
PM**

Reports:

- **Treasurer (Larry Greeno):** Read and approved
- **Secretary (Stephen North):** Read and approved

Builders Reports:

- **Battaglia Falco:** Vertical fin assembly underway, rudder being built
- **Hurd Glasair:** No news
- **Northrup RV-8A:** Fiberglass!
- **Snow RANS:** Not much progress

New Business:

- **Paul P's Wife:** The good news is that Paul Pakusch's wife is recovering from her sudden heart attack.
- **Hendershot's:** Ground crew volunteers are still needed for the Jul 23rd Hendershot's fly-in breakfast.
- **Break-In:** The chapter house was the victim of a recent burglary. One of the north side sliding glass doors was broken and a few items taken. Fortunately there was no serious damage. A new door is on order. The exterior security lights will be checked.
- **Oshkosh Airlift:** 18 and counting!
- **AEC:** The final land purchase contract is being forward for signatures, closing is expected by October 16th.

**A Board of Directors meeting of Chapter 44 of the
Experimental Aircraft Association**

**Held at the Chapter House on 8 Aug 2006
at 7:30 PM**

Reports:

- **Treasurer [Larry Greeno]:** Read and approved.

Secretary [Stephen North]: Read and approved.

New Business:

Land Purchase: Chris Mumford, the lawyer handling the negotiations for the land acquisition from Big Fella Enterprises, visited to go over final contract details.

The discussion began with a review of options if the Ledgeale deal could not be completed. While a number of promising alternatives were identified, the general consensus was that Ledgeale is still the preferred location for the A.E.C., at least for the time being. Chris then noted a couple of minor purchase contract revisions requested by the seller. Neither was deemed significant and Norm Isler moved that the contract be accepted as revised. Steve North seconded and the motion passed unanimously.

**A General Meeting of Chapter 44 of the
Experimental Aircraft Association**
**Held at Norm Isler's House, Colby Street on 15 Aug
2006 at 7:30 PM**

Secretary's Report [North]: Minutes of previous meeting read and approved.

Treasurer's Report [Greeno]: Account balances reported and approved.

Builders Reports:

- **Luce Buttercup:** Tricycle gear Buttercup still under construction
- **Paris Zenith Zodiac 601XL:** Engine analyzer out for upgrade
- **Northrup RV-8:** Running wires
- **Hurd Glasair:** Working firewall forward
- **MacDonald RV6-A:** No progress
- **Battaglia Falco:** Slow progress
- **Snow Rans S-9:** No progress

New Business:

- **Memorial Wall:** Bob Northrup will be collecting money for a commemorative plaque on the Oshkosh Memorial Wall in remembrance of Cy Noon.
- **Oshkosh Report:** Rob Williams made some demonstration flights in his CASA jet. Lots of Light Sport Aircraft. Airlift went very smoothly.
- **AEC:** The final purchase contract details are being worked out. The main sticking point has been obtaining a solid agreement that the Chapter will have an easement from our property to the airport taxiway. The unexpected news that the airport is being sold should not affect the land purchase.
- **Bethany Air Park:** A hotdog cookout is planned for 9 Sept at the Bethany Air Park [approx. 17 SW from the junction of routes 19 and 33]. Stay tuned for details.

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

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)

BECAUSE I FLY

by *Anonymous*

- *Because I fly*

*I laugh more than other men
I look up an see more than
they,
I know how the clouds feel,
What it's like to have the blue in
my lap,
to look down
on birds,
to feel freedom in a thing called
the stick...
who but I
can slice between God's
billowed legs,
and feel then laugh and crash
with His step
Who else has seen the
unlimbed peaks?
The rainbow's secret?
The real reason birds sing?
Because I Fly,
I envy no man on earth.*

