



The Flyer

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

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Board Candidates Named

There are 5 Board Member/Chapter Officer terms that will be completed this December. We want to thank them all for their efforts to, not only keep the Chapter on course, but to move the Chapter forward to an even more brighter future! Five individuals have volunteered to be considered for these vacancies:

Bob Northrup
Marty Snow
Dave Hurd
Jarrel Battaglia
Stephen Zigelstein

This is our "official" notification for the election that will occur at the November 17th Chapter Meeting. Thank you to these individuals, willing to give of themselves to benefit the whole group!

Next Meeting, Oct 17: Meeting, 7:30 PM at Chapter House: Eric Hathaway, from Xerion Avionix, will be with us to talk about their AuRACLE Product line. (Dinner at 6:30.)

Chapter Dinner RSVP Needed!

For those who did not put your name on the sign-up sheet at the last Chapter meeting and are planning to be at the October 19th meeting, please email me at greggmeyers@myibocs.com or call **293-3866** to RSVP. We will be having our annual grilled steak dinner and we need to plan accordingly. Thanks, Gregg

Also at the October Meeting....

Continuation of Marty Snow's Internet-based pilot shop "going out of business sale". Pilot supplies and cool aviation stuff, including flight jackets, coffee mugs, videos, books, T-shirts and many other bargains!



25th Anniversary, Airlift Group Photo

Taken in front of the Chapters Building, most of the 18 travelers on this Oshkosh Airlift. Photo courtesy of Gregg Meyers.

Chapter 44's annual Oshkosh Airlift price includes airfare, ground transfers, 5 nights lodging in a University of Wisconsin dorm, and local bus passes.

Jets to AirVenture 2006

By Rob Williams



EAA AirVenture 2006 had something a little different to offer me this year. After nearly 25 years of attending the event where I have stayed at the dorms, flown to and slept under the wing, volunteered, and participated in a number of activities, it was the first time I flew a classic jet to the event (or any display aircraft for that matter) and flew in the air show. For years I wondered what it would be like to be a “performer” in the show. Now I had the chance and I want to share the short version of the story with my fellow EAAers.

Carl Vernon and I teamed up as a flight of two on the Friday before the event to fly out from Genesee County Airport. Carl was flying the Wings of Flight DH-100 Vampire and I was in my HA-200A Casa Jet. Our trip out took an unexpected two days after being marooned at Lost Nation Airport due to weather and a few mechanical hiccups, but that is another story. Sunday midday we arrived at Oshkosh in formation via the warbird arrival after a fantastic flight across Lake Michigan. I was flying lead. The tower offered us the option for a military break over the runway, but I opted not to take it as Carl and I had not briefed it. In hindsight, it would have been more fun to take the break, but discipline prevailed. We landed in formation on the runway 36 rolling past show center. I got real excited in anticipation of the coming week.

Arrival to the warbird ramp found a helpful group of flightline crew, accommodating registration personnel and several friendly folk including Jerry Parker and Nash Dysylva who took care of much of the CJAA (Classic Jet Aircraft Association) setup. A quick trip to our rented

trailer in warbird camping and we were quickly settled in. The accommodations were quite improved from tenting it under the wing as I had previous years. Not that I don't like tenting, I just like air-conditioning and electricity more. Having the CJAA Headquarters trailer on the flightline provided another oasis from the heat and a great central meeting place for the CJAA members and visitors. Other buildings in the warbird area were also available to us as pilots. My special blue hat got me almost anywhere without question. We ate very well all week.

Aside from all the great prop driven warbirds, there was a fantastic turnout of jets this year. In fact at one point the number of jets on the flight line outnumbered any single category of prop warbirds including the T-34s and T-6s. There was a Mig 15 UTI, a Mig 17, a Sea Fury, at least 12 L-39s, a L-29, an A-37, a couple of T-33s, a Soko Galeb, the Casa Jet and the Vampire and probably several others I am forgetting. I'm sure I am missing a few. Carl, Nash and I spent much of the time on the flightline briefing interested crowds on the aircraft. In fact I hardly left the warbird area all week. It is usually the area I spend the least time in.

The Vampire received a lot of attention, being the oldest flying jet in the world with its unique ownership history (John Travolta). Carl spent many long hours entertaining the crowds and even did a video interview with a news crew from the Air Force. The Casa Jet initially attracted the European crowd. I heard comments like “I use to instruct in one of these” or “my father use to talk about flying these. He loved it”, or “I built a model of one of these when I was a kid”. The domestic curious wondered what it was. They became more interested when they found out it was the last aircraft to go into production fully designed by Willy Messerschmitt. He went to work for Hispano Aviacion after WWII. We fielded a lot of questions about all the jets there. Our impression was that there is tremendous interest among the spectators for the classic jets. More than I previously thought.

The warbird airshow was another great part of the experience. Outside of the current military hardware, the classic jets put up three groups during three shows. The Migs and Sea Fury had their own show routine, the L-39s had their group and the “Korean Era” included the T-33s, Casa Jet, A-37 and the Vampire. Air Boss alternated the Korean and L-39 groups between the high show over the crowd and the low show out in front. Carl & I were in the Korean group and managed to get the low show on Saturday during the big show with the addition of pyrotechnics. It was great!

(Continued on Page 3)

Jets to AirVenture (continued from page 2)

I was a bit nervous with anticipation for the first show on Tuesday having never been a part of such a huge aerial production with literally over 100 warbirds in the air at one time awaiting the well-choreographed entrance of each group, with no less than three groups "on stage" at once. I paid very close attention during the daily briefings and took good notes for my kneeboard. Wayne Boggs was Air Boss and I found him to be absolutely professional and knowing his stuff. The briefings were crowded and lasted about an hour. After that, each section held their own briefing with their respective lead. I was the slowest jet in my group so I spent most of the time a 2 G turn in the staging area flying a tighter circle than the rest in order to keep up. Flying the show was a little easier as I had some straight legs by the crowd and on the back side of the race track. I still had to turn tight and it was a little hairy diving down into the low show the first few times trying to make sure I didn't bust the no cross line. My smoke worked great and I really enjoyed flying past the pyro. It was a great experience.

There were a couple other highlights this trip. Carl decided to enter the Vampire for judging in the Antique Classic Division and won "Most Unusual Aircraft" award. The Antique Classic people were thrilled to have a jet entered in their judging. It was a first for them. Another special event was the flight a group of us took in the Sikorski S-38 arranged by Carl who was friends with owner. It was a real thrill. We went out and landed on Lake Winnebago and a few of the brave went swimming. I road right seat on the way back to Wittman Field. The S-38 is a gorgeous airplane.

The entire experience this year was great, quite different from previous years. I decided that each year I am going to try to make the pilgrimage a little different. I suggest you try to add a little something different to your trip too.

Follow-Up on Test Fuel

Aviation Week, Sept 25

The first flight test of a B-52 fueled with a blend of synthetic kerosene and JP-8 appeared to work successfully Sept. 19 at the Air Force Flight Test Center at Edwards AFB. Air Force Undersecretary Ronald Sega, who was on board the flight, says the two TF33 engines in the test pod performed the same as the other six powerplants, which were fueled totally with JP-8. The flight was cut short when the left wingtip landing gear failed to retract properly. At least two other B-52 flight tests are planned. If all test points are covered and the synthetic proves out, another flight will be scheduled using synthetic kerosene in all eight engines. The Air Force has taken the lead in investigating alternatives to petroleum-based fuels.

Meigs Field

By Art Thieme

My WW2 Navy ship reunion was held in Chicago this year. While on the local tour bus I thought that it might be appropriate to ask the tour guide what the people of Chicago thought about the closure of Meigs Field. I got an ear full about the rich guys flying there in their jets and the threat that the planes had to the security of the city. The bus driver said that he tried to fish off the airport and they kicked him out. It should be public land and available to all. I reminded them that they said that all the shoreline was available to the public for 20 or more miles. And most of the planes were not big commercial jets and were not a serious threat to the city. Both were in full support of the mayor's actions and felt that he did the right thing. The waterfront belongs to the people. The mayor requires that all new buildings in the city have trees planted on the roof to combat pollution. I have to admit that the city we saw was green and clean. I did see the airport from the top of the John Hancock Building and confirm that the location was a big plus being next to the city.

But the following notice in Aviation Week, Sept. 25, 2006 brought some satisfaction to me:

Chicago will end up paying \$1.6 million for "illegally tearing up Meigs Field airport," according to AOPA. The city has already spent \$550,000 fighting a fine and repayment, but will not have to fork over a \$33,000 fine and repay \$1 million of airport funds diverted to contractors to tear up the airfield in the middle of the night in 2003.

On another note, we flew Southwest into Midway Airport. The pilot told us that planes for O'Hare were not allowed to take off due to congestion and weather. Midway does not have the traffic that O'Hare has. On the return flight the pilot never slowed down from the taxiway to the active. We were number one! The only problem is that Midway is about 15 miles south of O'Hare and our hotel was about 20 miles north and it cost \$60 taxi fare one way.

When your editor has no other member profiles ready to be published, it's time for his own!



Member Profile: Paul Pakusch

When did you join EAA Chapter 44 and why?

I don't remember exactly when; it was sometime in the 1990's when I was invited to attend a meeting with Rob Roll. It seems like I was joining just about every aviation organization at the time.

How are you involved with EAA 44?

Editor of this newsletter and I like to participate in the Young Eagles events.

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

Pilot and aviation enthusiast. I wouldn't feel safe in something I built.

What aircraft do you own, rent or otherwise fly?

The Archers and Dakota in the Rochester Flying Club.

Where do you like to fly?

I especially enjoy long cross-countries, but since I don't get very many opportunities, it's mostly local flights.

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

- My first trip to Oshkosh in 1995 as a passenger in RFC's Lance with Mike Pelletier and a couple other members
- My media ride in the B-17 Fuddy Duddy
- My ride around, on, and just a few feet above Canandaigua Lake in a Lake Renegade
- Flying myself to Oshkosh in June 2003 when the place was empty. It looked like a ghost town.
- My introduction to seaplane flying in a Supercub while flying around Seattle. We did a 360 around the Space Needle.

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

At the moment, just the Rochester Flying Club and AOPA

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

Airventure Oshkosh 1995, 2001, 2003, 2004
Sun-n-Fun 2000, 2003, 2005

What do you enjoy about your involvement with aviation?

Getting high! I'm convinced the lower oxygen level gets into our brains and makes us high! Other than that, I love the view and the thrill of flying. It's something you have to share to get the maximum fulfillment out of it, so I love taking people for airplane rides or flying with other pilots as a passenger.

What do you do for a living?

My regular job is working in the control room at WHEC-TV 10.

I've also started up a travel business that specializes in cruises. I have a website at www.PaulCruise.com

Please describe your family.

My lovely wife Mary and my three beautiful daughters, Kristi, Tracy and Melissa. And as of this month, Kristi's husband Andy!

Favorite quote: "Live cheap and take expensive vacations!"

Favorite food: Pizza with tomato on top.

Person you most look up to: My wife, Mary.

Favorite TV show: Bewitched.

Favorite singer or band: Buddy Holly and the Crickets.

What will your spouse or significant other say about your involvement in aviation?

She has always been very supportive of it. She loves to fly as a passenger.

Want to be featured in a Member Profile? Answer the questions you see in Italics here and e-mail me: paulpakusch@yahoo.com. I publish them in the order that I receive them. I encourage you to send a photo of yourself as well.

A single lifetime, even though entirely devoted to the sky, would not be enough for the study of so vast a subject. A time will come when our descendants will be amazed that we did not know things that are so plain to them.

— Seneca, Book 7, first century AD

A Board of Directors meeting of Chapter 44 of the
Experimental Aircraft Association
Held at the Chapter House, Colby Street,
Brockport, NY
on 12 Sep 2006 at 7:30 PM

Members present: Meyers, Snow, Isler, Pakusch,
Greeno, Battaglia, Hurd, Hazen, Northrup, Greeno,
North

Reports:

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

New Business:

- **Filings for 501c3:** Larry Greeno reported that he is working on the required State and Federal 501c3 filings. These forms are due no later than November 15th. Originally Larry had thought that he might use QuickBooks to assist in preparing these forms but instead opted to continue to use the slower but more reliable manual method.
- **Oshkosh Airlift:** Gregg Myers is preparing final cost accounting for the 2006 airlift. Gregg noted that he is looking for a local travel agent to assist with trip plans for next year and that Paul Stumpf has agreed to serve as Airlift Chairman.
- **Land Purchase:** The Chapter's attorney, Chris Mumford, met at length with Jim Townsend who represents the seller, Walt Eisenhower. Chris and Jim hammered out the last few details of the land purchase contract. Gregg Meyers will send out the final copy to the Board members for review. Gregg also placed a proposal before the Board for the sale of the so-called "Hazen Parcel". Norm Isler moved to approve the sale and Jarrel Battaglia seconded. The motion passed unanimously.
- **Board Member Elections:** The following board members are up for re-election in November: Northrup, Battaglia, Hurd, Meyers, and Snow. All but Meyers have volunteered to run again. Open nominations will be solicited at the next Chapter meeting.

A General Meeting of Experimental Aircraft
Association Chapter 44
Held at Chapter House, Colby Street on 19 Sep
2006 at 7:30 PM

Reports:

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

Builders Reports:

- **Battaglia Falco:** Slow progress
- **Hurd Glasair:** Control cables and firewall forward
- **MacDonald RV6-A:** No progress.
- **Northrup RV-8:** Thanks to Bill Shaw and his nephew for help in some of the final riveting. Working firewall forward now.
- **Paris Zenith Zodiac 601XL:** Having a ball.
- **Snow Rans S-9:** Frustrating progress...change can be a dangerous thing.

New Business:

- **Board of Director Elections:** The following board members are up for re-election in November: Northrup, Battaglia, Hurd, Meyers, and Snow. All but Meyers have volunteered to run again. Open nominations will be solicited at the October Chapter meeting.
- **A.E.C. Status:** Final contracts ready for signature
- **Cy Noon Memorial:** Bob Northrup is soliciting donations for the purchase of a commemorative plaque at the Oshkosh Memorial Wall.
- **Gathering of Mustangs:** Gregg Meyers presented details for the Gathering of Mustangs scheduled for next September 2007 at Rickenbacker Field in Columbus, Ohio. Further details to follow.
- **Marty Snow Sale:** Marty Snow announced that he is holding a clearance sale of the remaining inventory of his on-line pilot store. The sale will run from 10:00 – 5:00 on Saturday, September 30th.
- **October meeting:** Steak night!

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

Oct 17: Meeting, 7:30 PM at Chapter House: Publish Board Candidates names. Guest speaker: Eric Hathaway, from Xerion Avionix (Steak Dinner at 6:30 – RSVP requested)

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

Wing Tank For Sale:

Wing gas tank for PA-12, in good shape. For more information, contact Jack Frenz (585) 865-2890

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For anyone who wishes to receive EAA 44's newsletter, *The Flyer* by e-mail, there is now an automated sign-up feature on our website. Please visit www.eaa44.org to sign up.

Bus Trip to A Gathering of Mustangs

Chapter 44 is tentatively planning a bus trip to Columbus, OH in September, 2007 for A Gathering of Mustangs, the Final Roundup. The Gathering of Mustangs and Legends-The Final Round Up has been greatly anticipated and will include a massive 51-plane Mustang formation, solo and formation Mustang demonstrations, USAF Flight Demonstrations and numerous other aerial activities and demonstrations, an aviation auction, as well as ample opportunities to photograph the planes and meet the Aces, Legends and Heroes who flew the P-51 Mustang.

Columbus, OH is the home of the 447th composite Group/332 Fighter Wing, These Tuskegee Airmen who flew the Mustang in WWII, and safely escorted the bombers during their daring raids over Germany. Rickenbacker International Airport (Lockbourne Army Air Base during WWII) was also a B-17 training base during the war and produced many of the B-17 crews that the Mustang airman protected as they flew missions over Europe. Rickenbacker International Airport will be celebrating its 65th anniversary in 2007 while hosting an expected 100 Mustangs and 51 Legends.