

# The Flyer

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

Volume 38, Issue #11

November, 2006

## Xerion Avionix Engine Management Instrument

By Art Thieme

I learned to fly in a Beech Musketeer. I don't remember seeing or using a CHT or EGT instrument. When I flew the miniMAX I had both instruments, but only one cylinder. Engine management sure was simple. At the October chapter meeting the members learned what was available for engine management and from a local company. Eric Hathaway, VP from Xerion Avionix, located in Canandaigua, presented a comprehensive view of their AuRACLE engine instrument. This device does about everything except make coffee. Interest was very intense, especially by all those RV and composite builders. If you want more info talk to Jeff Paris who has installed the instrument in his Zodiac and is working closely with the company.



Next Meeting: November 21, 7:30 PM at Chapter House:  
New board member elections  
(Dinner at 6:30)



When Gregg Meyers term of office expires, he should consider becoming the full time steak master. Gregg put on an excellent steak dinner at the October meeting.



Bob Barrett takes care in keeping the bulletin board up to date.

Xerion Avionix' website is at [www.xerionavionix.com](http://www.xerionavionix.com)

At left: Eric Hathaway, VP of Xerion Avionix, demonstrates their engine management instrument.





## Member Profile: Norm Isler

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

1978. I saw an article in the Times Union (yes, there used to be an

evening newspaper by that name in Rochester!) about a bunch of crazy people who were building their own airplanes. After talking to Hugh Jones for quite a while on the phone, he invited me to visit his shop and to attend the next meeting. What can I say; it was love at first sight!

*How are you involved with EAA 44?*

I am back serving as a member of the board of directors after several years of rest and recuperation. In years past, I served as Publicity Director, Vice President and Chapter President. I was involved for several years as one of the advisors of Chapter 44's Explorer Post and I initiated and ran the Oshkosh Airlift for the first five years of operation.

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

All of the above! I still don't have my private license, but have close to 60 hours of flight time logged. (Over about 25 years!) Plans call for that to change, I have set the goal of getting my private ticket before my next trip to Oshkosh in 2007.

I've been fascinated by planes since my first airplane ride in 1964, and am finally realizing the dream of building my own airplane.

*What aircraft do you own, rent or otherwise fly?*

Most of my time was logged in Piper Cherokees, with some time in Cessnas and even an hour of tail dragger time in a Citabria.

*Where do you like to fly to?*

All of my flying to date has been in the Rochester area, but some day I hope to take the plane I am building to visit both coasts, and a whole lot of what lies in-between.

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

A partial engine failure on take off from Rochester when I had about 10 hours of flight experience. With a good instructor who made me do most of the flying, and

cooperation from the tower it became a non-event. (AFTER we landed!)

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

I am currently building a Murphy Rebel Elite, an all-metal high wing tail dragger. And before you ask me when it will be finished, let me tell you. "Someday..." I already have the N number reserved – **N711EN**. 711 is the registration on my wife's favorite airplane, the Gee Bee racer and is also our anniversary. "EN" is for the builder team, Elise and Norm.

So far, I have the tail feathers just about done, and plan to make a lot of progress on the wings this winter. Elise and I picked the Elite together because it seemed to fit us well. With 2 aboard, there is still room for full fuel and lots of baggage. (Back to that dream of visiting both coasts.)

We never flew an Elite until 3 years after we bought ours. Last summer we both logged stick time in an Elite, and in a Rebel, the Elite's predecessor from Murphy. The Elite carries a heavier gross weight rating allowing a bigger engine, and some differences in the tail and control surfaces. After each of the flights, we couldn't get the grins off our faces for days! We know we picked the right airplane. And we are having a lot of fun building it. A great feature of building a Murphy is the builder group meetings that are held every two months near Toronto. We pack off for an overnight getaway, enjoy the trip, and learn more about how to build. Now finally into the project, it amazes me the things we can do in a small shop!

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

Member of AOPA, and have over the years participated in a variety of "ad hoc" local activities.

*Have you ever been to Airventure Oshkosh or other major fly-in events? If so, please describe your experience.*

I have been to Oshkosh every year since 1984. There is simply no place like it. Oshkosh is a huge family picnic with the "family" being Sport Aviation. I don't think there is anywhere else where you can see so many people all in one place, and not have problems. (Probably the "no alcohol on the grounds" rule helps there!) Between the forums and studying the aircraft on display, a degree in engineering should be awarded to regular attendees.

We finally made it to Sun n Fun for the first time this year. I think I sense a new tradition starting. And I can

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(Member Profile, continued from Page 2)

visit my friend Mickey at the same time. Besides, come March or April, anyone who lives in western New York is entitled to seek a little sunshine.

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

Flight has always been a dream, to move in three dimensions, and to “Go where the wind carries me.” EAA has been the source of many long-term friendships and a great place to learn about airplanes, and a few other subjects as well!

*What do you do for a living?*

I work for the Canyon Creek Cabinet Company as their Eastern Regional Account Manager. Canyon Creek is located outside of Seattle Washington and manufactures affordable custom cabinetry. My territory currently includes the original 13 states.

*Please describe your family.*

I am married to the girl of my dreams, Elise. We have three kids; Nick a Rochester City Police Officer, Kelly, working at U of R in Alzheimer’s research and Christy, finishing her final year at Paul Smith College in Hotel / Resort Management

*Favorite quote:* “Only two things are infinite, the universe and human stupidity, and I am not sure about the former” --- Albert Einstein

*Favorite food:* A well prepared cheeseburger!

*Favorite TV shows:* West Wing and M\*A\*S\*H

*Favorite music:* A wide variety ranging from classical to rock, jazz to Broadway

*What will your spouse or significant other say about your involvement in aviation?* “If he has to be excited about another woman, at least she’s an airplane!”

## Progress of John Oliveira’s RV-9A

John says it was moved into the basement and the forward section and tailcone were joined thanks to the help of Dave Hurd and Don Shire. He expected it to be ready to rivet in early November.



Side skins and longerons incorporated with center section and tailcone.



Left to right: Rudder, elevator, aileron, elevator.



Center section overview.

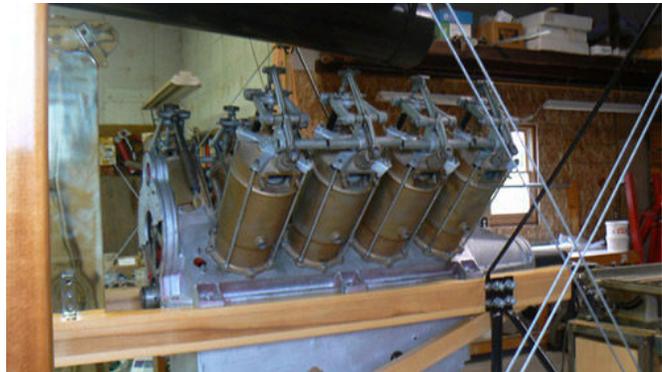
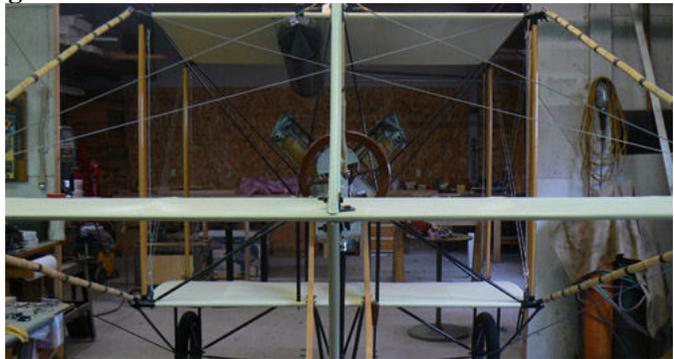
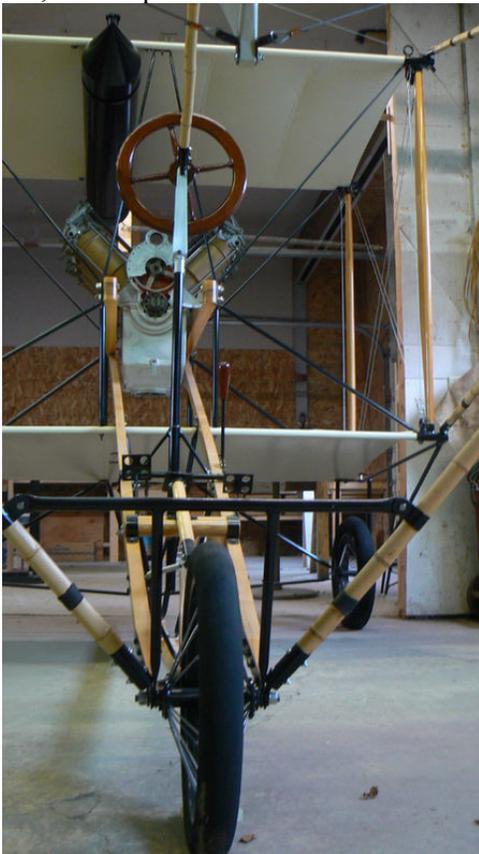
## Progress of Curtiss Model D Pusher

*Photos by Tracy Pakusch*

Four years into construction, the 1911 Curtiss Model D Pusher is taking shape. If all goes as planned, the Curtiss will be joining the Chummy on display at the Greater Rochester International Airport sometime in the spring. Vet Thomas has done the vast majority of the work, with contributions by his dad Doc Thomas, Jim Birch and Art Thieme. The Curtiss Pusher will be airworthy by 1911 standards, although Vet doubts that the engine will ever actually run. It is an original 1918 OX-5 engine, acquired several years ago by the Geriatric Pilots Association. The Geriatric Pilots is funding this project.

Vet says it took about six or seven years of research to plan and build this aircraft with drawings from the original Curtiss Pusher. He is currently working on the radiator. All of the airplane's parts are built from scratch. In many cases, he had to get creative. In order to make 1911 airplane wheels, he bought dirt bike rims on ebay, made the hubs himself, and sent them to a company in California to put the spokes on them. The tires he purchased were stripped of their treads because they didn't have dirt bike tire treads back in 1911.

The pictures here show the Pusher without the wings, which are currently stored in Vet's house. The seat is missing so that a member of the Ninety-Nines can sew the seat. When displayed at GRIA, the airplane will have a mannequin seated in it, representing Blanche Scott since she learned to fly in the Curtiss Pusher. Blanche was the first woman to learn how to fly. Art crafted the spindles on the steering wheel and the spark advance. Vet fashioned the aileron pulley in the lower left by hand from scratch. Jim Birch helped with the fabric covering and rib stitching. For additional pictures, see the photos on our website at [www.eaa44.org](http://www.eaa44.org)



A Board of Directors meeting of Chapter 44 of the  
Experimental Aircraft Association  
Held at the Chapter House, Colby Street,  
Brockport, NY  
on 10 Oct 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 an accountant's review is needed for the New York State filing of the Chapter's 501c3 paperwork. The Board agreed to an expenditure of \$500 for this service.
- Cy Noon Memorial: Bob Northrup is still soliciting donations for the purchase of a commemorative plaque at the Oshkosh Memorial Wall. The Geriatric Pilots Association has agreed to cover half of the \$350 cost.
- November Program: The November meeting will be a builder's night.
- Capital Campaign: Marty Snow noted that the Capital Campaign is ready to begin in earnest. EAA National has donated a leather flight jacket to help in fundraising. The jacket will be offered in a silent auction at the next General membership meeting. Marty also volunteered to put together several packages of aviation related items from his excess on-line store inventory for the silent auction.
- Airport Sale: No offers yet.
- Land Purchase: Gregg Meyers sent out a blanket plea for help in eliminating the last roadblock to the land purchase. The deal is hung up on receiving official FAA approval of the taxiway access easement.

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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): Absent, no report  
Secretary (Stephen North): Read and approved

Builders Reports:

- Battaglia Falco: No progress.
- Hurd Glasair: No progress.
- MacDonald RV6-A: No progress.
- Northrup RV-8: Minor panel revision underway.
- Paris Zenith Zodiac 601XL: Have accumulated 110 hours in first year of flight. Working on new fairings.
- Snow Rans S-9: Ordering and installing new parts.

New Business:

- Cy Noon Memorial: Bob Northrup reported that he has collected a total of \$100 so far towards the purchase of a commemorative plaque at the Oshkosh Memorial Wall. The Geriatric Pilots Association has agreed to cover half of the \$350 cost. Bob circulated a donations pledge list for the balance.
- Capital Campaign: At the November general membership meeting, the Chapter will hold a silent auction in support of the AEC building fund. EAA National has donated a leather flying jacket [size large] for sale to the highest bidder. Additionally, Marty Snow has generously donated several aviation related gift packs for auction as well.
- A.E.C. Status: Final closing on the sale of the AEC property only needs approval from the FAA for the grating of a permanent easement to the airport taxiway. The specific closing date is not firm yet but should be before the end of the year.
- Program: Eric Hathaway from Xerion Avionix presented their AuRACLE all in one engine analyzer. The system is able to monitor and display a number of engine parameters in one elegantly engineered package. Non-certified units are currently being shipped. See <http://www.xerionavionix.com/> for more information.

October Program: Builders night! Dave Hurd to coordinate.

The Flyer is published monthly except December. Subscriptions are welcome for \$10. Contact Treasurer Larry Greeno for details. For newsletter by e-mail, go to [www.eaa44.org](http://www.eaa44.org) and subscribe. 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](mailto: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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Nominated for Board candidates, by Gregg Meyers, on 10/24/06

- Bob Northrup
- Marty Snow
- Dave Hurd
- Jarrel Battaglia
- Steve Zigelstein

Motion was seconded by Norm Isler (10/24/06) and confirmed by the members emails (Yeahs).

Official vote to take place at the November 21st Chapter Meeting.

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## Calendar

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

No chapter general meeting in December. Happy Holidays!

Next chapter meeting: January 16, 2007

Mark your calendar:  
Rochester Wings Weekend  
May 4 & 5, 2007

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## RV-12 Flies!

Van's RV-12 flew for the first time on November 9! See [www.vansaircraft.com](http://www.vansaircraft.com) for details!

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## Noteworthy News

*By Gregg Meyers*

**Congratulations to Diana Petranek** on attaining her Private Pilot's ticket this summer! Along with Paul G.'s tutelage, I think I heard about some help from Gail and Jerry Isaac ... Could someone say the Chapter's first female Young Eagles pilot? Blue skies and tailwinds to you, Diana (and Paul)!

**By the time you read this, Bob Barrett and Donna Nelligan** will have tied the knot on November 10th. Seems some 29 years ago, they dated when Donna was a student at RIT and Bob was early in his career as an interpreter for the deaf community. Not sure what caused Bob's lag in getting Donna to the altar ??? Best wishes to them both!