

The Flyer

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

Volume 39, Issue # 2

February, 2007

January Meeting Remembrances

By Art Thieme

If you remember, the Monday before the meeting we had an ice storm and the trees were coated and some power was out. The forecast for Tuesday was lake snow. The questions in my mind was this old guy going to go to the meeting? With the promise of another good meal I decided to go. Driving wasn't bad, but there were snow showers along the way.

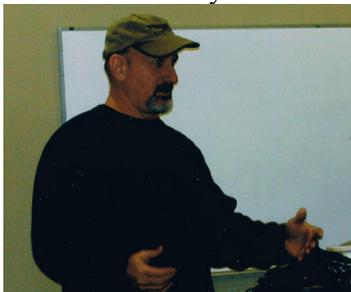
Getting to the clubhouse I saw no lights. Had I missed reading an e-mail cancellation? There was one car parked in the lot with the lights on. I pulled up next to it and lowered the window. Our president, Bob Northrup, greeted me to tell me that there was no power to the clubhouse and we were meeting in the Ledgesdale hangar.



Bob kept the report/meeting short!

I drove over and found the corner pilot's lounge with lights on and some familiar faces showing through the windows. Inside the chef was preparing the meal and a few early members were standing around. As more members came in the chatter increased and we all enjoyed a good meal.

Bob Northrup held a short meeting and we turned our attention to Rob Williams. He told us that in 35 years of flying he never had an emergency - until this year when he had two. The first one was with his Stearman. He was going for his annual and when taking off the engine blew blue smoke and quit. His chase plane pilot wondered if Rob had a smoke system installed. Rob had to make a



Rob Williams: "I couldn't see"

choice of where to land. The engine quit just after he had rocked his wings. There was enough room in front of him to land on the runway. The problem was with the carburetor float - it had developed a leak and filled partially with gasoline. It proceed to flood the

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Next meeting:

February 20 at the Chapter House

Dinner at 6:30, Meeting at 7:30

Rob Williams will be presenting part II of his presentation on Reno, jets, the jet warbird museum

Lunch at Rohrbach's

On January 29, a representative cross-section of EAA 44 members gathered for their first casual lunch at Rohrbach's Restaurant and Brewery. According to President Bob Northrup, it was a "big turnout."

These lunches will be held at 12:00 noon on the last Monday of each month. Order from the menu and pay for your own lunch. Rohrbach's is at 3859 Buffalo Road, just west of Manitou Road.

The next lunch will be on **Monday, February 26 at 12:00 noon**. Please RSVP to Paul Pakusch by Sunday, February 25 so we can get a head count for table reservations: 746-4514 or e-mail to paulpakusch@gmail.com.

Take a Cruise and Help Raise Money for the Aviation Education Center!

Thinking of taking a cruise this year? Consider booking it through Paul Pakusch. As a "going-out-of-business" sale, Paul will give half the commission to EAA 44 for the Aviation Education Center. The deadline for reservations is February 28, 2007. A cruise booked by then may be taken any time in 2007. The price to you would be the same whether you book it through the cruise line or through Paul. This way, the AEC will receive a financial benefit. See www.mtktravel.com for more details or contact Paul: 746-4514 or e-mail to paulpakusch@gmail.com.

Sorry, we are unable to book cruises on aircraft carriers. ☹

January Meeting, continued

engine and caused it to stop. He was lucky that he wasn't over the woods in Pennsylvania on his way for the annual.

The second emergency happened in his jet on takeoff. They had just lifted off when the cockpit filled with smoke. His eyes smarted and it was difficult to see. He checked all the instruments and emergency lights but nothing seemed out of order. He called the airport and told them that he was making a quick return. The engines kept running and he was able to land safely. Taking off some panels didn't reveal any burn damage. They finally narrowed it to some oil that had leaked onto a motor (or something). They couldn't replicate the smoke on the ground. Everything is OK.

Rob also talked briefly about his experience as part of a pit crew in Reno. And he shared facts about a jet museum they are trying to establish at Batavia. More about these adventures at the February meeting.

Those of you that didn't attend the meeting missed a good one, in spite of the power outage. See you next month.



I suppose we have to listen before we can eat.



Cook & cookie?
Good meal – gives credit to his wife.



These guys are pilots?

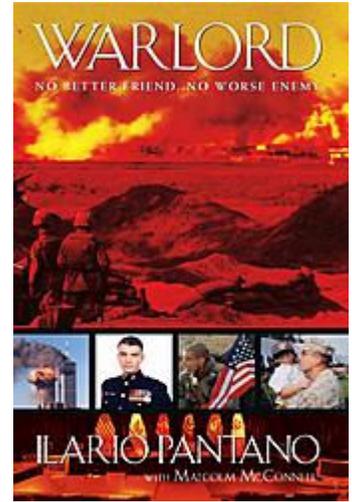


President Bob as trash man.

Book Review: The War in Iraq

By Art Thieme

Unless you have a friend or relative in the armed forces or serving in Iraq, the war has had little direct impact on us, with the possible exception of gasoline prices. We get the news via TV or print and react to the pictures of our service people and civilians being blown up or shot. The reality of the war for the ground troops was brought to me by Ilario Pantano in a book titled WARLORD.



Pantano enlisted in the Marines when he was 17 and served in the first Iraq war. He served four years and after his discharge he earned his degree from New York University. He worked in the investment business and served on the floor of the stock exchange. He next began producing and consulting in groundbreaking documentary television, film, and digital media.

When 9/11 took place, he was in New York and saw the attack, and determined he had to get back into the Marines and fight the fight. He was 31 years old. The Marines took him in and he became a second lieutenant. He didn't want a desk job and asked for and got command of an infantry platoon in Iraq.

The book tells about how he trained his men and describes in detail the fire fights and roadside bombings that he and his men engaged in. But this is only part of the story. During one engagement he shot and killed two Iraqi insurgents. Months later, one of his own men disputed Pantano's self defense claim. Pantano was relieved of his command and charged with premeditated murder.

The book weaves the story of his experiences in Iraq and the hearings about the charges against him in a most spell binding way. It is a story that is hard to put down. Pantano has some definite opinions about the war. He feels that if we had shot the looters early on, I would have established who was in control. He also is a strong believer in bring fire power into the engagements to fight the insurgents.

Get the book: WARLORD by Ilario Pantano, Threshold Editions, New York, NY 2006.

Member book reviews accepted for publication in The Flyer in the order they are received. Send to editor Paul Pakusch.



Member Profile: Rob Williams

When did you join EAA Chapter 44 and why?

I don't remember exactly the date, but it was in the mid to late seventies. Probably 1976

or '77 when the chapter was still meeting at Silloway's airfield in Hilton, which no longer exists. It was Greg Kessel who got me interested.

How are you involved with EAA 44?

I am currently on the Board of Directors, but first got involved in the organization leadership in the early 80's by serving as president and rotated through the Board then as well. Back then the Board was very inactive, meeting once or twice a year. My fellow officers and I brought it to life by setting up monthly meetings and making it a more active body. Like many members I have been involved in a variety of chapter activities over the years. The biggest most recently was the fly-in breakfast last year.

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

I have been a builder and restorer over the years, but I am one of those statistics that never finished a building project...yet. I have been flying since I was 15 and got my private at 17. I have been an aviation enthusiast since I can remember. I did all that stuff as a kid like jumping of the garage with homemade wings, climbing the highest trees in the neighborhood and building flying (most of the time) models.

What aircraft do you own, rent or otherwise fly?

My first airplane I owned was the 1961 Piper Colt that Mark Donovan and I bought back in 1985. We recovered it the following year in Phil's new garage on Standish Rd. When I moved out to the country in 1987 and had my own grass strip I bought Mark out. I still have that airplane and have been collecting ever since. The current stable includes: a 1974 Cessna 210L, 1940 Piper J-3, 1943 E-75 Stearman N2S-5, a 1948 Stinson 108-3 restoration project, the Piper Colt, and have a co-owned HA-200A Saeta Casa twin engine classic advanced fighter/trainer jet (designed by Willie Messerschmidt). I have been very fortunate to have flown a variety of aircraft in recent years including the T-6 Texan, Mig 15, Provost MkIII, Fouga Magister, BAC Strikemaster, T-33, Aero Vodochody L-39, and a Twin Sea Bee among others. I am hoping to pick up a few more type ratings this year. I think I counted once and was up to about 38 different aircraft with rides in several other unique aircraft. I feel lucky and thankful everyday for all these opportunities and I am not done yet.

Where do you like to fly?

I have been all up and down the east coast including Florida and the Bahamas. I really enjoy flying to Oshkosh. The first time I flew out there was in 1987 with the Colt. Prior to that I had been taking the buslift, airlift or driving. After flying out and

staying under the wing, I haven't gone any other way since. This past year I took the jet out and participated in the Warbird show which was a blast.

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

One of the most interesting adventures I had was the flight back to Batavia after purchasing the J-3 Cub several years ago. I found it out in Iowa City, Iowa and flew it back the first week of February when a big high pressure system covered the entire route. The high temperature both days of the trip was 2 degrees Fahrenheit. It took me 13.5 hours with stops every 1.5 hours or so. The guys at the small airports along the way thought it a little strange when this little Cub came flying in for fuel with sub zero wind chills when no one else in their right mind was out. I had a few interesting discoveries along the way including the dramatic long snow shadows the westerly winds leave down wind of objects in the mid west. It is something you wouldn't notice unless you spent long hours overflying the plains at low altitude and slow speeds. I have to include the seaplane rating, acro in the T-6 and flying the jet at Oshkosh as best adventures also. The latest thing I am very excited about is developing my skills flying close formation. I got my F.A.S.T. Wingman card this September having the privilege again to fly with my friend Rick Milson who is a former Blue Angel. Like any rating or qualification, it is a beginning, but man is it exciting.

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

My projects of the past that were never finished included the Flaglor Sky Scooter, Quickie, and Acro Sport II. Other projects included the recover of the Colt and now I am very slowly working on the restoration of the Stinson 108-3. The Stinson kind of accidentally fell into my lap, not unlike finding an abandon sick kitten and bringing it home for safe keeping only to have it stay. Next thing you know it is part of the family.

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

I am a member of the usual organizations like AOPA & EAA. Other memberships include: the Cub Club, International Stinson Club, Stearman Restorers Association, Antique Classic Association, Warbirds of America, Vintage Aircraft Group, Short Wing Piper Club, and the Classic Jet Aircraft Association. I am sure I am forgetting a few. I am still a member of Civil Air Patrol, but have not been active for a number of years. The biggest thing going right now besides our chapter stuff is the development of the Genesee Warbird Museum in Batavia where I am a Trustee.

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

Oshkosh for most of the last 25 years, Reno Air Races & Sun 'n Fun (less so). Many great experiences at Oshkosh over the years including those described earlier. The air races are always fun, but this year I crewed for one of the rookie L-39 guys. A

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Member profile, continued from Page 3

lot of fun and stuff to learn there. We are hoping they open up the jet class this year, because we might put a team together if they do.

What do you enjoy about your involvement with aviation?

Just about everything.

What do you do for a living?

Currently I am retired. I did work in mental health as a clinical therapist and then took those skills to enhance the performance of systems of care in the behavioral health arena.

Please describe your family.

My wife Barbara and I have five children between us with two grown and long gone, one in college, one in high school (soon college) and one in junior high. From oldest to youngest they are Sarah, Mitchell, Rachel, Nick and Taylor. Barbara is a school superintendent.

Favorite quote: "To most people the sky is the limit, to those who love aviation, the sky is home."

Favorite food: Everything

Person you most look up to: My father, now deceased. He was a pilot before I was born, giving up flying after WWII. He in the Navy Air Transport Service during the war and I use to love to hear his stories.

Favorite TV show: Discovery channel

What will your spouse say about your involvement in aviation? "He is just an airplane head"

**A General Meeting of Experimental Aircraft Association
Chapter 44
Held at Hangar Office, Ledgeale Airport on
16 January 2007**

Conditions – Cold with blowing and drifting lake effect snow showers. Power out at Chapter Clubhouse. THANK YOU to Gretchen and Walt for allowing us to meet in the front lobby of their offices on the north side of the airport, which still had power.

13 hardy souls were in attendance and all enjoyed the EXCELLENT BBQ served up by Linc Wainright, and prepared by his lovely wife. The folks at the Dinosaur better be careful as they have some serious competition.

Meeting called to order at 1931 EST (0031Z) by President Bob Northrup.

Treasurer Report by Dave Hurd

Pres. Northrup reported on the following:

- Quicksilver donation received by the chapter 12/29/06

- AEC Land purchase limitations and issues:

No through the fence access can be obtained for aircraft per the FAA

On Airport buy versus lease for a piece of property being evaluated by the board

- He attended the LSA show at Sebring Fl. and saw plenty of slick hardware. However he thinks there will be a "shake out" of the LSA vendors over the next few years, just as there was with the UL manufacturers back in the 80's.

Norm Isler reports he is working on Name tags and sent around a sign up sheet for those present to indicate what they are building, or buying, their position in the chapter, and their piloting credentials. He also reports a new addition to the family, a 1977 Beechcraft Sport. Congratulations Norm!!!

Not to be outdone, Paul G. reports that his company just acquired a Cessna T210 (Turbo) and is having the TKS anti-ice system installed. Congratulations Paul and Diana!!!

The Program was provided by Rob Williams who presented Part 1 of the many interesting events of the last year he has experienced. This part focused on his involvement with the Genesee Warbird Museum and its vision for a showcase for classic and tactical jets. Then he related two real-life emergencies he had to deal with in the past year and suggestions for all of us. First was an engine failure in the Stearman shortly after takeoff, caused by a sunken carburetor float. The lesson for us all was to stick to the standard routines in a preflight, which MAY have helped him catch the problem while still on the ground. The second was smoke in the cockpit during takeoff of the CASA jet. Nothing he could have done here would have prevented the problem, but it was his memorization of the emergency procedures for the jet which allowed him to handle the situation quickly and efficiently. The lesson for us all is to memorize the emergency procedures for each airplane we fly, even if we are renters. As Rob says, "Know the airplane you fly."

The meeting was concluded by Pres. Bob at 2034 EST (0134Z).

Respectfully submitted,

Dave Hurd – Treasurer and Acting Secretary du jour.

Chapter 44 has announced the 2007 "Oshkosh Airlift" will be departing Tuesday July 24 and returning Sunday July 29. Cost is only \$659 for round trip air, 5 nights lodging at the U. of Wisconsin, private coach ground transportation, and a "go anywhere" Oshkosh bus pass. Reservations accepted until May 15. More details on our website at www.eaa44.org or contact **Paul Stumpf: 585-669-2676** or e-mail airlift44@yahoo.com.



Aviation Education Center Capital Campaign Fund 2007

Dear Chapter 44 Member,

With the new chapter membership year upon us, the Capital Campaign Team would like to encourage each member to consider making a tax-deductible gift to the Capital Campaign Fund. Every Chapter 44 member is an integral part of the Capital Campaign process and clearly establishing the commitment of our own membership towards meeting our fund-raising goals will be a key element in securing the contributions of outside donors.

In order to keep everyone informed of the progress toward our fund-raising goals, updates will be posted in the chapter newsletter and a status given during the monthly meetings. Our fund-raising goals are as follows:

Total Construction Goal: \$200,000.00
 Construction + Program Support Goal: \$250,000.00

Levels of Giving

Level I – Name Dedication

- This opportunity entitles the sponsor to have the specified portion of the facility named in their honor or in the honor of someone designated by the sponsor. A special dedication plaque will be permanently displayed in that area.

Education Center Meeting Facility	Hangar	Museum/Library	Construction/Restoration Shop
\$50,000	\$50,000	\$25,000	\$25,000

Level II – Pioneers of Aviation

- With these levels of giving, the donor's name will appear on an engraved plate mounted to a Perpetual Plaque and displayed on the Aviation Education Center's Wall of Honor.

Wright Brothers Level	Glenn Curtiss Level	Charles Lindbergh Level	Amelia Earhart Level
\$1,000 +	\$500 - \$999	\$250 - \$499	\$100 - \$249

Level III – Friends of Chapter 44: \$25 - \$99

- This level of giving will be acknowledged in the Aviation Education Center's dedication program.

Thank you for your support!

Marty Snow, Norm Isler, Jarrel Battaglia
 Capital Campaign Team

Calendar for 2007

The Flyer is published monthly except December. Subscriptions are welcome for \$10. Contact Treasurer Dave Hurd for details. For newsletter by e-mail, enter e-mail address where indicated at www.eaa44.org. Stories and photos by the editor unless otherwise indicated; deadline 1st Tuesday of the month. Send newsletter material to Paul Pakusch, 216 Spanish Trl, Rochester, NY 14612 or e-mail paulpakusch@gmail.com.

For membership info, contact Treasurer Dave Hurd. 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 Dave Hurd for details.

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February 20- Meeting, 7:30 PM at Chapter House, Dinner at 6:30

February 26- Lunch at Rohrbach's Restaurant & Brewery, 3859 Buffalo Road. 12:00 noon.

March 20- Meeting, 7:30 PM at Chapter House, Dinner at 6:30

March 26- Lunch at Rohrbach's Restaurant & Brewery, 3859 Buffalo Road. 12:00 noon.

April 17- Meeting, 7:30 PM at Chapter House, Dinner at 6:30

April 30 -Lunch at Rohrbach's Restaurant & Brewery, 3859 Buffalo Road. 12:00 noon.

May 4 & 5 - Rochester Wings weekend

May 15- Meeting, 7:30 PM at Chapter House, Dinner at 6:30

May 28- Lunch at Rohrbach's Restaurant & Brewery, 3859 Buffalo Road. 12:00 noon.

June 19- Meeting, 7:30 PM at Spencerport Airpark, Picnic at 6:30

June 25- Lunch at Rohrbach's Restaurant & Brewery, 3859 Buffalo Road. 12:00 noon.

July 17- Meeting, 7:30 PM at Chapter House, Dinner at 6:30

July 24-29 – EAA Chapter 44 Airlift to Oshkosh!

July 30- Lunch at Rohrbach's Restaurant & Brewery, 3859 Buffalo Road. 12:00 noon.

August 21- Meeting, 7:30 PM at Norm Isler's, Dinner at 6:30. Directions will be posted in the August *Flyer*.

August 27- Lunch at Rohrbach's Restaurant & Brewery, 3859 Buffalo Road. 12:00 noon.

September 18- Meeting, 7:30 PM at Chapter House, Dinner at 6:30

September 24- Lunch at Rohrbach's Restaurant & Brewery, 3859 Buffalo Road. 12:00 noon.

October 16- Meeting, 7:30 PM at Chapter House, Dinner at 6:30

October 29- Lunch at Rohrbach's Restaurant & Brewery, 3859 Buffalo Road. 12:00 noon.

November 20- Meeting, 7:30 PM at Chapter House, Dinner at 6:30

November 26- Lunch at Rohrbach's Restaurant & Brewery, 3859 Buffalo Road. 12:00 noon.

Officers Meetings are the second Tuesday of each month at 7:30 PM. All members are invited to attend.

See more EAA chapter news at

www.eaa44.org