

The Flyer

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

Volume 39, Issue #3

March, 2007

He's Not Walter Mitty

By Art Thieme

There is a little Walter Mitty in all of us. We dream of things that we'd like to be able to do. Not many of us can follow our dreams.

Rob Williams is not a Walter Mitty. He actually does things we dream about. He flies a Stearman, a Cub, a jet, a Colt, Cessna 210, and is restoring a Stinson 108. And the best part is that he actually owns these aircraft.

At the February meeting, Rob shared his experience as a crew member of a jet that raced at Reno 2006. He and friends crewed for Brad Morehouse, owner and pilot of an L-39 jet. This was the first year that Brad flew in the race with the help of his novice crew.

Rob tells how after each race the crew polished and waxed the aircraft. One member even crawled into the exhaust pipe of the engine and polished the blades of the turbine. Tape was added to cover items that might contribute to drag. The ailerons were adjusted to get a few more miles of speed. All this work helped increase the speed as shown by the race results below.

As a new race pilot, Brad had to learn the course while pulling g's. In order to fly a tighter oval, he had to increase the bank angle. This increased the g force to somewhere around 6 g's and caused a momentary grey out. Not good at 400 + mph 50 feet above the ground. In-plane camera footage showed how Brad corrected for this and continued the race.

Williams and his fellow pilots are thinking of entering their jet next year. He plans to take the necessary qualifying instruction to allow him to fly the race. And Oshkosh 2006 saw him fly his jet at the air show.

I told you he was not Walter Mitty.



"Pip Squeak", the L-39 in which John Penney totally dominated the Jet class this year, setting new qualifying and race records. His race record of 484.602 mph was the fastest of any class at Reno '06. From Sportsman Pilot, Fall 2006. Photo by Bryan Cox.

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

Race results shown below are from SPORTSMAN PILOT, Fall 2006.

JET - HEAT 1A - 6 LAPS

1. John Penney, Evergreen, CO, #2 L-39 "Pip Squeak" - 436.474 mph
2. Rick Vandam, Reno, NV, #5 L-39 "American Spirit" - 418.350 mph
3. **Brad Morehouse, Afton, WY, #4 L-39 - 411.013 mph**
4. Phil Fogg, Milwaukie, OR, #8 L-39 "Ultra Hog" - 406.351 mph
5. Dave Morss, Redwood City, CA, #1 L-39 "Tejas Pistolaero" - 401.409 mph
6. Larry Teuber, Rapid City, SD, #6 L-39 "Tornado" - 400.179 mph

JET - HEAT 2A - 6 LAPS

1. John Penney, #2 L-39 "Pip Squeak" - 454.022 mph
2. Rick Vandam, #5 L-39 "American Spirit" - 436.137 mph
3. Dave Moras, #1 L-39 "Tejas Pistolaero" - 421.824 mph
4. Phil Fogg, #8 L-39 "Ultra Hog" - 415.576 mph
5. **Brad Morehouse, #4 L-39 - 407.182 mph**
6. Cliff Magee, #25 L-39 "Giantkiller.biz". 404.195 mph
7. Trevor Schaefer, #20 L-39 "Gringo Bandito" - 403.565 mph
8. Larry Teuber, #6 L-39 "Tornado" - 396.983 mph

JET - HEAT 3A - 6 LAPS

1. John Penney, #2 L-39 "Pip Squeak" - 466.812 mph
2. Phil Fogg, #8 L-39 "Ultra Hog" - 436.181 mph
3. **Brad Morehouse, #4 L-39 - 435.086 mph**
4. Rick Vandam, #5 L-39 "American Spirit" - 430.467 mph
5. Trevor Schaefer, #20 L-39 "Gringo Bandito" - 427.046 mph
6. Dave Morss, #1 L-39 "Tejas Pistolaero" - 425.599 mph
7. Cliff Magee, #25 L-39 "Giantkiller.biz" - 423.553 mph
8. Larry Teuber, #6 L-39 "Tornado" - 419.019 mph

JET - HEAT 4A - 6 LAPS

1. John Penney, #2 L-39 "Pip Squeak" - 484.602 mph
2. Rick Vandam, #5 L-39 "American Spirit" - 447.928 mph
3. Phil Fogg, #8 L-39 "Ultra Hog" - 437.593 mph
4. Dave Morss, #1 L-39 "Tejas Pistolaero" - 435.245 mph
5. Trevor Schaefer, #20 L-39 "Gringo Bandito" - 425.617 mph
6. **Brad Morehouse, #4 L-39 - 421.204 mph**
7. Larry Teuber, #6 L-39 "Tornado" - 393.078 mph

JET - GOLD - 6 LAPS

1. John Penney, #2 L-39 "Pip Squeak" - 470.195 mph
2. Rick Vandam, #6 L-39 "American Spirit" - 443.349 mph
3. Phil Fogg, #8 L-39 "Ultra Hog" - 433.002 mph
4. Dave Mores, #1 L-39 "Tejas Pistolaero" - 432.069 mph
5. **Brad Morehouse, #4 L-39 - 431.311 mph**
6. Trevor Schaefer, #20 L-39 "Gringo Bandito" - 422.675 mph
7. Cliff Magee, #25 L-39 "Giantkiller.biz" - 414.703 mph
8. Larry Teuber, #6 L-39 "Tornado" - 411.256 mph

JET - Last year's Jet class winner John Penney blew away his competition this year, beginning with a new Jet qualifying speed record of 468.788 mph in the L-39 Pip Squeak. Rick Vandam was a distant second at 443.958 mph in L-39 American Spirit, followed by Dave Morss at 430.756 in L-39 Tejas Pistolaero, Phil Fogg at 427.304 mph in L-39 Ultra Hog and Brad Morehouse at 419.574 mph in L-39 (no nickname).

Nine Jets (all L-39s) qualified this year, at speeds ranging from John Penney's record 468.788 mph to Terry Sunday's 385.863 mph in Stress Relief.

This plane needs a nickname. Let's suggest one!

Airline Ticket Prices Soar as Funding for the National Airspace System Dries Up!!

By Paul Pakusch

(March 15, 2018) Airline ticket prices have gone up sharply this year as the funds to run the national airspace system have become sharply reduced. In the last few years, significant numbers of general aviation businesses and pilots have stopped flying. The collection of newly added General Aviation fees and taxes was once expected to be a major source of income for the operation of air traffic control and its infrastructure. On the contrary, a new agency has burdened the system with much higher operational costs while at the same time sharply reducing the expected revenue. In order to make up this shortfall, the airlines need to generate more funding.

Ten years ago, Congress formed the Federal Airspace Revenue Trust (FART) to create a new funding mechanism as envisioned by former President George W. Bush. The agency added scores of government workers to the tax rolls to process the collection of new fees that were added to users of the national airspace system. At the same time, general fund contributions from all taxpayers were eliminated. Prior to this act, the U.S. airspace system was considered the best in the world.

After FART was created and aviation fuel taxes were quadrupled, many pilots simply gave up their flying privileges, citing soaring costs. Former airports became littered with rusting airplanes after owners who could not find a buyer abandoned them. Similar aircraft, still flying, decreased sharply in value. Most flight schools have gone out of business as few students were enrolling in them.

One congressman was quoted as saying, "I can't believe all these people gave up flying; it has really hurt the economy. I didn't realize that so many pilots and aircraft owners didn't have the financial resources we thought they had to support the added fees. It's a shame we don't have this revenue source that we had anticipated."

Similarly, many business owners have lamented the loss of General Aviation aircraft to support their businesses. "I miss the flexibility I once had to get my sales force through their regions quickly," said one. "It's now costing me a lot of lost sales due to the reduced productivity of my sales team. I've had to lay off some of my production workers."

Don't let this "news story" become a reality! Write to your congressional representative to protest user fees and a four-fold increase in aviation fuel taxes. Visit www.eaa.org or www.aopa.org to learn more.

New Arrival At The Isler Family!!!

By Norm Isler

Nick and Norm are proud to announce the latest addition to the Isler family. (Of fine Motor vehicles.) After giving Nick some hands on flight training last fall, one of his friends "apologized" to me for causing Nick to get "bitten by the aviation bug." After that, Nick and I both decided that this is the year we will get our private pilot tickets.

After doing some number crunching, we decided that renting an airplane for training was way too expensive, and it would make more sense to take the plunge (or the flight!) and look for a top quality training aircraft that would also suit our travel needs for some time to come once we complete our basic flight training.

On New Year's Day, we took a daytrip to Fryeburg, Maine, and inspected N23964, a 1977 Beechcraft Sport 150. We put down a deposit on the spot, and closed on the deal Friday, January 16, 2007.

N23964 is now OUR airplane. All we need to do is get her home from Maine. In late February, Nick and a friend of his drove from Rochester to Fryeburg Maine. After too few hours of sleep, they went to the airport, paid off the hanger fee, topped off the tanks did a very thorough preflight and a few other things, and 964 was airborne for the first time as OUR airplane.

Nick had to drive home, but his friend made good time (considering a not too fast airplane, and winds on the nose most of the trip), arriving at Canandaigua for a fresh annual and a few minor issues on the squawk list. Then on to Brockport so Nick and I can start flying her.

Some details: IFR Certified, All new radios, Garmin 430 panel mounted GPS, 150 Horsepower, Seats 2 to 4 people (depending on fuel load and passenger weight!)

Can you tell we're excited???





Member Profile: Bob Barrett

When did you join EAA Chapter 44 and why?

I don't remember though I was introduced to EAA 44 at one of the last Greece Mall shows.

How are you involved with EAA 44?

I have been a general member, and then served as Secretary, Vice-President, and President. Now I am a general member again. I serve on the Library and Wall Decoration committees. One of my particular interests is local aviation history. For that I collect newspaper articles about aviation history throughout the year and post them on the bulletin board.

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

I am an inactive, post-solo, 100-hour student pilot. And aviation nut. My personal interests are golden age, classic aircraft, Cessna's of all sizes and shapes, especially C-170B's which I hope to own one someday. I'd been an aviation enthusiast I was about 1 1/2 old and my mother took me to the airport to meet my father coming back from the Korean War. They always said I was more interested in the airplanes than him.

What aircraft do you own, rent or otherwise fly?

Anything that someone will let me sit in the right seat. "Will buy gas for flight time."

Where do you like to fly?

My first airplane ride ever was in an airliner to Europe for a family vacation when I was 13. I'd like to fly to the airports of my youth someday. One is a grass strip, another is at an uncontrolled field, and the third is in controlled airspace. Flying from 7G0 to OSH in a Skyhawk with Ranger Bob was an absolute thrill. I never told him that I never had my foot on the rudder during our long climb over Lake Michigan. I'm looking forward to flying cross-countries with both trepidation and excitement. I'd look forward to loading up a plane with

Donna and the dogs and flying off to faraway places.

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

My first solo of course. Flying to OSH with Bob. Flights in Vet's Cub, Rob's C-210, Paul G's GP-4 (too briefly), EAA's Ford Tri-motor, a tow-launch off of Harris Hill in a sailplane. I contributed to the Voyager flight and had my name carried on the flight in a logbook of Voyager Important People. I also interpreted for pilots Dick Rutan and Jeanna Yeager at their first speech at UR after the world flight.

Any other aviation activities or organizations you are involved with?

EAA, AOPA, Cessna 170 Association

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

Yup, three times. I was pleasantly overwhelmed the first year. All three times were great of course. If you've been there you know you just can't explain what it is like. You have to experience it.

What do you enjoy about your involvement with aviation?

The people, places, and planes. The romance of flight. As I walk up and down the Oshkosh flightline I am fascinated by the variety of shapes that fly.

What do you do for a living?

I'm a sign language interpreter at RIT and for the Sorenson Video Relay Service.

Please describe your family.

Donna and I just got married in November. She came with son Ben, daughter Megan, dogs Reuben, Gabe, and Allie, and a partridge in a pear tree.

Favorite food: Donna's cooking. She's a GREAT cook. Lucky me.

Favorite TV show: "Ripcord" (skydivers jumping from Cessna's every week during the 60's), "Designed to Sell" on H&G channel.

Favorite singer or band: Bruce Springsteen & the E Street Band

What will your wife say about your involvement in aviation?

She's very supportive. We'll see how she is on her first flight with me.

Book Review: *Solo: My Adventures in the Air*

by Clyde Edgerton

As reviewed by Jeffrey J. Paris

As you the reader are very aware, our more inclement months in terms of weather have been upon us in upstate New York and much of our flying activities are frustratingly curtailed courtesy of lake effect and winter weather. During these times of low ceilings, unpredictable precipitation and days of unending overcast of gray stratus can really put a damper on even the most stalwart and hardy of individuals.

As the Dalai Lama wisely says, "it is what is is", in a nutshell you can gripe all you want or you can put your "downtime" to work for you. I find the winter months the perfect time to catch up on all things aviation in terms of reading. Pilot proficiency and a pilot's mindset need not be sacrificed during these hard winter months. With that in mind, I just finished a book called *Solo, My Adventures in the Air* by Clyde Edgerton; a wonderfully easy read for those cold winter nights in bed.

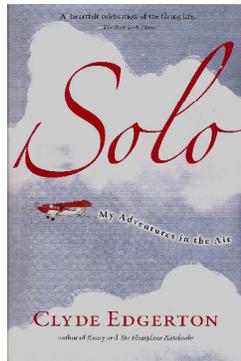
Edgerton's book is an engaging memoir and a heartfelt celebration of this man's personal flying life. The whole book is a running narrative that chronicles the author's love of flight from his first solo, Air Force Pilot training, flying jet fighters, flying forward observation duty in a OV-10 in Vietnam and his rediscovery of flight years later when he purchased a Piper PA-12 Super Cruiser he named Annabelle.

The conversations and narrative in this book are not hard facts but have been recreated by the author to the best of his recollection. The author in no way bludgeons the reader to death with chest thumping macho pilot dialogue and antics. Conversely, the prose is easy going and informative, the people are real and although some of the details like aircraft call signs and cockpit conversations may have been omitted or muddled due to the fog of time is no big deal it only adds to the charm of the book.

For this reader the prose did not disappoint, the book is what we could call one man's "hangar-flying" in print. Pilots will totally relate to Edgerton's experiences with the various flight instructors; we have all flown or been taught by a "teacher" that has left an indelible mark on our psyches; Non-pilot aviation enthusiasts can enjoy this book just as much because if you enjoy all things aviation, the book is a wonderful tool to keep your dreams of flight and piloting alive and well.

"SOLO" is a book about nostalgia, entertainment and a true love affair of flight that spans Edgerton's life up to this point in time: More or less it's is a delightful and easy read and anyone who is interested in flight will enjoy this book. In a nutshell, this book falls under the category of one of my favorite history Professor's proverbs in college: When we used to ask how long our term paper's should be, Dr. Randolph would reply, "the paper's length and content should be like a woman's skirt, long enough to cover the subject, but short enough to keep it interesting," and so goes Clyde Edgerton's book *Solo: My Adventures in the Air*.

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



ON ANOTHER NOTE

Art Thieme

Barry Schiff talks about turbulence in the March issue of AOPA PILOT. The worst he ever experienced was in a light plane over the mountains in California. It was one of those moments where you wondered if the plane would come apart. Schiff says that most pilots know enough to reduce speed to maneuvering speed (V_a). He quotes a friend as advising to use V_a as a limit, not a target. You should fly below V_a , but not so slow that the controls become mushy.

Every pilot learns the operating limits of the aircraft he flies. (You do, don't you?) He says this is usually 3.8 Gs + and 1.52 Gs -. The only way to abide by these limitations is to observe loads on a G meter. G meters are inexpensive, self contained, and easily installed. He urges you to get one if you have space 'on your panel.

I have seldom seen G meters advertised or displayed. My old catalog had a mechanical meter for under \$100. You have to read this one in the act. Recording meters are close to \$250+.

I wonder how it would look in the miniMAX? Anyone out there have one?



A Board of Directors meeting of Chapter 44 of the Experimental Aircraft Association
Held at the home of Norm Isler, Brockport NY
7:30PM 13 February 2007

Members present: **Northrup, Hurd, Isler, Battaglia, Hazen,**

Reports:

- **Treasurer (Dave Hurd):** Read and approved
- **Secretary (Stephen North):** Absent

New Business:

- **Fire Insurance:** The Board discussed the Chapter building's fire insurance coverage. Our policy with EAA National already covers liability. President Northrup is checking on availability and costs.
- **A.E.C:** The Board reviewed progress on the acquisition of property for the A.E.C. Walt Eisenhower is reviewing the options and available courses of action from his end to comply with the FAA grant requirements
- **Quicksilver Donation:** We are still waiting on certain required paperwork from the donor before the chapter can take any action on ownership transfer
- **Wings 2007:** President Northrup reported on the first meeting for Rochester WINGS 2007. The chapter will fly Young Eagles again this year. There will not be a banquet this time around, but the afternoon speaker will be AOPA President Phil Boyer.
- **National Coverage:** Rob Williams is a published author! His "Jets to Airventure" article in the Chapter 44 Flyer was picked up by someone at EAA and they had him expand on the piece, which was then published in the December issue of EAA's Warbirds magazine, complete with pictures of Rob decked out in his flying togs. (magazine cover at right)
- **Chapter Events:** Pres. Northrup stated that his prime goals this year are the property acquisition and continuation of the chapter Airlift and capital campaign. Other board members brought up additional possible activities that they would research.

A General Meeting of Experimental Aircraft Association Chapter 44

Held at Chapter House, Colby Street on 20 Feb 2007 at
7:30 PM

Reports:

- **Treasurer (Dave Hurd):** Read and approved
- **Secretary (Stephen North):** Read and approved

Builders Reports:

- **Battaglia Falco:** No progress
- **McDonald RV7:** No progress
- **Olivera RV9:** Rear turtle deck on, basic fuselage complete
- **Bouwens:** No progress
- **Hurd Glasair:** Firewall forward electrical work
- **Snow Rans S9:** Collecting parts

New Business:

- **Curtis Pusher:** Art Thieme reported that Vet Thomas and the Geriatric Pilots Association were scheduled to hang the Curtis Pusher in the terminal at the Rochester International Airport on March 15th.
- **Oshkosh Airlift:** Paul Stumpf presented the details of the 2007 Oshkosh Airlift. Departure is on Tuesday, July 24th with return on Sunday July 29th. The package price is \$659. Paul passed out brochures for distribution at the local aviation enthusiast outlets [e.g. airports].
- **Capital Campaign [Snow]:** No report.



Rob Williams' article, "Jets to Airventure" from the October issue of EAA 44's *The Flyer*, was picked up by "Warbirds" magazine. Congratulations, Rob!

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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Calendar for 2007

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.

Lunches at Rohrbach's are casual affairs. Contact Paul Pakusch by the day before the lunch so we can get a head count for the table: 746-4514 or paulpakusch@gmail.com.

For other aviation events, visit www.UpstateList.org