

The Flyer

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

Volume 39, Issue #7

July, 2007

A Once in a Lifetime Event: "Carpool to the Gathering of Mustangs and Legends!"

September 27 - 30, 2007

Rickenbacker International Airport (LCK)
Columbus, OH



Some EAA Chapter 44 members will be carpooling to Columbus, Ohio for the 2007 Gathering of Mustangs and Legends. Due to logistical issues, the idea for a bus trip to this event has been dropped. If you wish to join the carpool, please contact Bob Northrup at **507-1000** or e-mail bnorthrup@xerionavionix.com.

You must make your own hotel reservations. It is encouraged that anyone interested start looking for their rooms now as they will surely be booked by the time the show arrives. A huge thank you to Gregg Meyers for all of his research on the trip. Flyers are available at the clubhouse or you can visit the website at www.gml2007.com. The website also has information on discounted tickets and links to hotels offering discounts.

Over 100 *Mustangs* are expected to attend along with 51 *Legends* who will be an array of Aces, crew chiefs, WASP's and others who were part of the P-51 family. They will reunite at the historic *Rickenbacker Int'l Airport (LCK)*, which will be celebrating its birthday of 65 years in rich aviation history.

Next Meeting:

July 17- Old Buzzard's Day. 5:00 start. Chapter house. Pilots and airplanes needed to give our non-flying members an airplane ride.

In addition to celebrating the history of the P-51 Mustang and Legends, they will also feature a World-Class Air Show celebrating Air Force Heritage past and present. WWII fighters that flew with and against each other such as the P-40, P-63, P-47, P-38, ME-109, FW-190, and Spitfire are expected to be in attendance along with some of the country's top Air Show Performers at this incredible aviation celebration!

Volunteers Needed for Hendershott Fly-in Breakfast

Fly-in/drive-in breakfast at Hendershott Airport in Hilton is Sunday morning, July 22. EAA Chapter 44 members will be directing airplanes to parking spots. If you want to volunteer, contact Vet Thomas at **392-5164** or ulpilot303@yahoo.com.

It Rained on our June Picnic

Report by Phil Hazen

A crew went over to the club house to pick up the new gas grill and bring it to the hangar so we could properly break it in.

When I arrived around 6:30, there were about 17 cars parked about the grounds. We were able to leave the main hangar door open all evening. It rained off and on while we were there but the winds were moderate enough that there was no need to close the hangar door. Unfortunately with that kind of weather there was no way anyone was going to fly in.

The primary activities for the evening were looking over Bob Northrup's RV-8, eating, hangar flying and looking out at the falling rain. The mosquitoes stayed away until dusk. There was no business meeting.

More Air Shows

by Gregg Meyers

For those of you not traveling to Oshkosh this year, you still have some opportunities to satiate that need to be around airplanes and aviation-related stuff!

GENESEO AIR SHOW: The Greatest Show on Turf July 14 - 15, 2007 Show is 10:00 AM – 4:00 PM each day. Gates open at 6:00 AM. FREE PARKING Admission: \$15.00 at the gate, Children 12 and Under: Free

Wegmans is now selling Advance Sale tickets through 2:00 pm Sunday, July 15 for \$12.00 each.

For more details:

www.1941hag.org/files_airshow/airshow2007.html

Two B-17s, four P-51s, B-2 (flyover?), four B-25s, P-40s, F-16s, Spitfires, Hurricanes, Harvards, Heritage Flight, The Flying Farmer and much more!

This is always a great event and is a short drive away!

THUNDER OF NIAGARA AIR SHOW: August 11-12, 2007

Niagara Falls Air Reserve Station, Niagara Falls, NY
Gates open at 9 AM each day

Featuring the THUNDERBIRDS!

For more details: **www.niagaraairshow.com**

Please pay attention to the info about Security screening and checkpoints.

With all the large Corporate Sponsors and no mention of tickets, it appears that the event has no admission fee!

Come support our troops!

Remember to Check out Linc and Barb Wainright's UPSTATELIST
for more aviation events: **www.upstatelist.org**

See The Flyer on-line at

www.eaa44.org

You may sign up for an e-mail subscription

Are You Going to Oshkosh this Year?

Your newsletter editor is unable to make the pilgrimage this year and would like to publish reports about AirVenture 2007 in the August issue of EAA 44's *Flyer*. When you have come back from aviation heaven and have returned to reality, please send your reports and a few pictures to me! The deadline for Oshkosh-related stories and pictures will be Thursday, August 3. Send them to **paul@tallwings.com**.

Sport Pilot Training Progress

Have you been thinking about getting a Sport Pilot certificate or do you know someone who has? I thought I'd take a look and see how many Sport Pilot instructors there are. Here is a list of some in or around Western New York, according to **www.sportpilot.org**:

From Auburn, Nicholas Coblio of Icarus Aviation has a Piper Cub available. Call 315-255-2402 or e-mail coblio@hotmail.com

In Buffalo, Bob Miller has an Allegro and a Challenger available. Call 716-864-8100 or e-mail rjma@rjma.com.

In Chaffee, Bob Schutte of Schutte Sails Aviation has a SkyRanger 912S available. He can be reached at 585-496-5710 or e-mail flyablekiwi@yahoo.com.

In East Aurora, Peter Treichler of Quality Flight Training can be reached at 716-316-8048 or e-mail treichlerfarm@verizon.net.

In Livonia, Wayne Foster of Fostering Aviation can be reached at 585-346-5087 or e-mail fosteringaviation@hotmail.com.

In Niagara Falls, Andrew Raynor of XS Transport can be reached at 716-579-5120 or e-mail acr@bnblc.com.

In Weedsport, John Whitford can be reached at 315-834-9950 or e-mail John@whitfordairport.com.

All of these instructors report that they are willing to instruct in experimental aircraft. If you are an instructor who teaches for the Sport Pilot certificate, you can get yourself on the database at www.sportpilot.org.

Member Profile: Larry Mac Donald

When did you join EAA Chapter 44 and why?

After seeing all of the stunning looking aircraft at Oshkosh I started thinking of how nice it would be to own and fly one. I joined about 1974.

How Are you involved with EAA 44?

I do this and that to help out the chapter when time permits.

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

A pilot and long time builder.

What aircraft do you own, rent or otherwise fly?

I don't own and haven't rented in quite a while. My life, in recent years, seems to revolve around cutting grass at D91, Politics and building.

Where do you like to fly?

Anywhere in just about anything.

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

How about several landings at Oshkosh?

What are you building?

An RV6A

What other aviation organizations are you a member of?

I am a member of EAA National, Chapter 44 and AOPA.

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

Air shows at York Pa., Geneseo and 31 trips to Oshkosh

What do you enjoy about your involvement with aviation?

Everything. It's serious, fun, political sometimes but always enjoyable. The chapter 44 group are mature, polite and always a great group.

What do you do for a living?

I am a retired electrician; presently managing Spencerport Airpark

Please describe your family

My wife of 41 years has been the best friend and companion a man could ever hope to have. She, however, is not an aviation buff.

Favorite quote

I have so many !

Favorite food

Surf and turf

Person you most look up to

There are many and there is no "most"

Favorite Singer or Band?

Glenn Miller

What will your spouse say about your involvement in aviation?

My wife supports this but is not a joiner and does not care to participate in aviation related things.



January 10, 1964, started out as a typical day for the flight test group at Boeing's Wichita plant. Pilot Chuck Fisher took off in a B-52 H with a three-man Boeing crew, flying a low-level profile to obtain structural data.

Over Colorado , cruising 500 feet above the mountainous terrain, the B-52 encountered some turbulence. Fisher climbed to 14,300 feet looking for smoother air. At this point the typical day ended. The bomber flew into clear-air turbulence. It felt as if the plane had been placed in a giant high-speed elevator, shoved up and down, and hit by a heavy blow on its right side.

Fisher told the crew to prepare to abandon the plane. He slowed the aircraft and dropped to about 5,000 feet to make it easier to bail out. But then Fisher regained some control. He climbed slowly to 16,000 feet to put some safety room between the plane and the ground. He informed Wichita about what was happening .

Although control was difficult, Fisher said he believed he could get the plane back in one piece. Response to the situation at Wichita , and elsewhere, was immediate. An emergency control center was set up in the office of Wichita 's director of flight test. Key Boeing engineers and other specialists were summoned to provide their expertise. Federal Aviation Administration air traffic control centers at Denver and Kansas City cleared the air around the troubled plane.

A Strategic Air Command B-52 in the area maintained radio contact with the crew of the Wichita B-52. As Fisher got closer to Wichita , a Boeing chase plane flew up to meet him and to visually report the damage. When Dale Felix, flying an F-100 fighter, came alongside Fisher's B-52, he couldn't believe what he saw: The B-52's vertical tail was gone.

Felix broke the news to Fisher and those gathered in the control center. There was no panic. Everyone on the plane and

(Continued on page 4)

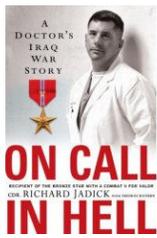
(B-52 – Continued from page 3)
in the control center knew they could be called upon at any time for just such a situation. In the emergency control center, the engineers began making calculations and suggesting the best way to get the plane down safely. The Air Force was also lending assistance. A B-52, just taking off for a routine flight, was used to test the various flight configurations suggested by the specialists before Fisher had to try them.

As high gusty winds rolled into Wichita, the decision was made to divert the B-52 to Blytheville Air Force Base in Northeastern Arkansas. Boeing specialists from the emergency control center took off in a KC-135 and accompanied Fisher to Blytheville, serving as an airborne control center.

Six hours after the incident first occurred, Fisher and his crew brought in the damaged B-52 for a safe landing.

"I'm very proud of this crew and this airplane," Fisher said. "Also we had many people helping us, and we're very thankful for that."

The B-52, Fisher said, "Is the finest airplane I ever flew."



Book Review

By Art Thieme

It is not exactly M*A*S*H because it is not a fiction TV series, but it does bring the need for quick first aid for wounded personnel to your attention.

ON CALL IN HELL is the story of a Navy doctor and the corpsman who served with the Marines in Iraq, specifically during the fight for Fallujah.

Richard Jadick started out as a 17-year-old ROTC midshipman at Ithaca College in 1983, and after graduating served six years as an officer in the Marines. He left the Corps in 1993. He went to medical school on a Navy scholarship with the idea that he would become a Navy medical officer. Part of his training was as a resident in the shock trauma center in downtown Baltimore.

He was assigned to the Marine Corps Base Camp Lejeune waiting for a spot to open up in a urology residency. But in the spring of 2004 came a chance to deploy with the First Battalion, Eighth Marine Regiment, the 1/8. From May 2004 to January 2005 he served as battalion surgeon. The 1/8 was deployed to Iraq in June 2004. On November 8, 2004 the 1/8 was part of the fight to take Fallujah. And that is where the story begins. The Marines had their aid station back of the front lines and it took up to an hour to bring the wounded to the station. Jadick knew that the quicker wounded received aid the

better their chance for survival. He proposed establishing the forward station up front where the fighting was. Now it took only 5 to 10 minutes to bring the wounded in. The aid station was under sniper fire and conditions were not the best. But it is estimated that without this station an additional thirty men would have been lost. Of the hundreds of wounded treated, only one died after reaching a hospital.

Jadick can not give enough credit to the corpsman assigned to his Marines. He states that corpsman are the most decorated in the Navy, with 22 Medals of Honor. Jadick served with the 1/8 for eight months. The unit lost 21 KIA and 200 WIA. The fight for Fallujah was one of the most important battles in the current Iraq war. The solid, bunker like houses, narrow alleyways, and long, straight boulevards, made almost every block a killing zone.

Cdr. Richard Jadick was awarded the bronze star with a combat V for valor. Reading this story brings home what our troops are facing in Iraq. It is a gripping story. ON CALL IN HELL, Richard Jadick, New American Library - a division of Penguin Group, N.Y. March 2007.

“Aluminum Overcast” coming to Elmira

In case you haven't heard, EAA's "Keep It Flying" B-17 **Tour** will be coming to Elmira August 14-15! The tour brings the beautifully restored B-17 Flying Fortress "Aluminum Overcast" to a local airport for flight experiences and walk-through tours. Out of over 12,000 that were built, this aircraft is one of a handful of airworthy B-17s still flying.

EAA invites you to reserve a seat for a flight aboard this rare WW II bomber and experience "the ride of a lifetime."

You can learn more about the flight experience, history and operation of our B-17 at www.b17.org Pre-booked flights cost \$359 for EAA Members, and \$399 for non-Members. Walk-up prices are \$385 for EAA Members and \$425 for non-Members. Seats are filling up fast, so pre-book your flight today and save \$26 off the walk-up price! It's a great experience you won't want to miss ... plus you'll be helping to support the preservation of aviation history and supporting aviation in your local community.

Don't delay, call our B-17 hotline at **800-359-6217** or visit our website at www.b17.org to reserve your seat today!

Farewell Mud Hens

By SUSAN CAREY

April 13, 2007, Wall Street Journal

ANCHORAGE, Alaska -- They called themselves the Arctic Eagles. For years, they flew Alaska Airlines passengers on the lonely routes from here to 20 remote outposts across the nation's largest state. With limited instruments and little air-traffic control, they faced blizzards, bear heads, gravel runways and volcanic eruptions.

But after 25 years, the Eagles are being disbanded. Alaska Air two weeks ago retired the last of its dedicated fleet of banged-up old Boeing 737-200s affectionately known as "mud hens." As the airline expands its routes, it is sending the roughly 60 pilots onto newer aircraft that they'll have to fly to California, Mexico and the East Coast as well as the Alaskan destinations.

Alaska is no longer their exclusive fief, either. Some of the airline's other pilots will be able to fly the Arctic routes as long as they're "checked out" on some of the most demanding airports.

Jet crews usually cheer the arrival of new equipment. But the Arctic Eagles lament the idea of manning aircraft that can land on automatic pilot. And many are not crazy about the prospect of flying to cities in the lower 48, where air-traffic controllers dictate their every move. They wax nostalgic about the stubby, noisy planes and the challenge and wonder of flying them up here in the frozen north.

"We were just a different breed of cat in Anchorage," says Capt. Kevin Earp, a 26-year veteran. Once, Capt. Steve Rhodes, 44 years old, was heading south from Deadhorse above the Arctic Circle when he inadvertently flew into ash spewing from a volcano down below. "The cockpit smelled like rotten eggs and it got dark," he recalls. Volcanic dust can shut down jet engines, so he changed course and avoided trouble.

In Nome and Kotzebue, both located on Alaska's northwestern coast, high winds and snow squalls roll in from the Bering Sea -- conditions that are difficult even for the most experienced pilots. "When you get into Nome on the third shot, after going to Kotzebue to gas up and try again, people say, 'Thank you,'" says Capt. Terry Smith, a 28-year veteran of Alaska Air and chief pilot of the Anchorage base.

Years ago, Capt. Malcolm af Uhr, 45, co-piloted a flight headed for Juneau in a snowstorm. He and his pilot, he recalls, aborted four attempts to land because they couldn't see the runway at the critical moment.

After refueling back in Sitka, 95 miles away, they returned to Juneau and tried to land five more times without success. As local fliers dozed or read the paper, a passenger from California stood and demanded, "What's wrong with you people?" The plane finally landed on the 10th try.

Way out in the Aleutian Island chain sits Dutch Harbor, a former U.S. Navy base with one of the trickiest airstrips anywhere. The short runway is surrounded on three sides by water and on the fourth by a mountain. A plane overshooting it could plummet straight into the drink, an outcome the pilots call the "40-fathom overrun."

Over a decade, Alaska Air says it operated more than 7,000 mud hen flights to Dutch Harbor, and never had any reportable incidents. Yet because of the difficulty landing there, service was unpredictable, so the airline stopped serving Dutch Harbor in 2004. Alaska Air still flies to other Aleutian locations. Just the other day, Anita Davis, a flight attendant for Alaska Air for 27 years and married to a pilot, found herself and the crew grounded by nasty

winds at Red Dog, an isolated zinc mine northwest of Kotzebue. The crew and passengers stayed at the mine dorm, sleeping while miners worked and clearing out when they returned. It wasn't at all awkward, Ms. Davis says, because "these people are some of my best friends."

Alaska Air was founded in Anchorage in 1932 and, now based in Seattle, is the nation's ninth-largest airline by traffic. But it still devotes more than 20% of its seats to its namesake state and its jets are emblazoned with the carrier's navy-and-teal logo of a smiling Eskimo.

Connecting towns that are inaccessible by road, the flights ferry groceries, plasma TVs, high-school teams, musher dogs, walrus meat and whale blubber, as well as prisoners, itinerant priests, dentists and oil workers. Once Alaska Air hauled a plane full of frozen Chicken McNuggets to Anchorage after local McDonald's stores ran out.

Jeff Munro, manager of cargo operations in Anchorage, says communities awaiting goods know what they want most. "Two things they ask us to prioritize -- beer and toilet paper," he jokes. "The groceries can wait."

Several years ago, Capt. Rhodes was flying a woman with a high-risk pregnancy from Nome when a flight attendant announced the baby's arrival "just this side of Galena," Capt. Rhodes recalls. Galena has a runway, but no hospital, so he flew on to Anchorage, where an ambulance waited. First, though, cargo containers carried in the mud hens' passenger cabins had to be unloaded so the mother and baby, both fine, could be lifted out through the freight door.

Pilots liked to tease out-of-state tourists by announcing the imminent crossing of the Arctic Circle. Just as the plane passed over the line, pilots goosed the controls to make the plane wobble, producing the "Arctic bump." The airline banned the practice after a passenger complained, but many pilots smile coyly when asked if they still do the bump.

Recently, a passenger boarded in Dillingham toting the head of a freshly killed black bear in a plastic grocery bag. Flight attendant Mary Jane Bridwell hid the memento -- "about the size of a large St. Bernard head" -- in a galley cupboard. When another attendant asked about an odor, Ms. Bridwell showed her the source. "She got very pale," says Ms. Bridwell, a 10-year Alaska Air veteran.

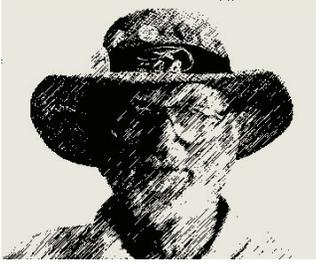
The mud hens were designed to land on short runways, and on gravel and ice. They guzzle gas and trail black smoke from their engines. Their cockpits lack the digital controls, advanced navigation aids and computerized maps that guide newer planes around mountains and other hazards. Passengers disembark from the rear on fold-out stairs.

Because of the tough conditions they faced, mud hen pilots had to endure rigorous training to learn to spot local landmarks, understand extreme weather conditions and perform landings with rudimentary airport beacons. "You pass that training program, you had a lot to be proud of," says Capt. Earp.

The newer 737s that the airline uses in the rest of its network and now is bringing to the 49th state have all the modern cockpit and passenger conveniences, and will make flying in rugged weather safer, the carrier says. Because the newer jets aren't designed to land on gravel, the landing strip at Red Dog had to be paved.

Although new route assignments will take the Anchorage-based pilots to sunny destinations like Cancun, Mexico, and Palm Springs, Calif., the pilots say they'll miss the old challenges and the camaraderie with crew members and local passengers.

Capt. af Uhr, who co-piloted that 10-approach flight to Juneau, says flying to get "food on the table in Nome" will always be more rewarding than "getting a bunch of irate people to Newark."



Old Goat's Blog

By Art Thieme

What the heck is a blog? It's not in my Funk & Wagnalls, admittedly an old one (1963), and who would want to look for and read one?

However, the news has been reporting the return of the USS INTREPID from a full body makeover of her hull. Now the ship is back for an interior upgrade, reported to cost about \$8 million. The ship is a sea, air and space museum tied up to a pier in New York City.

The story of the ship brings back memories and I went to my ship's log (the USS Guam, a battle cruiser) and found the following: On March 14th, Task Group 58.4 sailed from Ulithi anchorage for the home waters of Japan. In the Task Group sailed the USS YORKTOWN, USS INTREPID, USS ENTERPRISE, THE INDEPENDENCE and the LANGLEY. Steaming to the port and starboard of the GUAM were the USS MISSOURI and the USS WISCONSIN. Sister ship ALASKA along with cruisers ST. LOUIS, SAN DIEGO and FLINT, along with 15 destroyers completed the group.

On March 18 the group was attacked by Kamikaze fighters and bombers. The USS ENTERPRISE and the USS INTREPID were damaged. The ENTERPRISE was hit near her island by a bomb. The INTREPID was struck on her flight deck. Fire on both carriers was controlled quickly and damage was light.

On the afternoon of April 16, in another enemy attack, the INTREPID was hit a second time.

On May 14 the Task Group completed 61 days of war patrol and dropped anchor in Ulithi harbor.

The result of this patrol was 292 planes shot down by aircraft, 22 shot down by ships. The INTREPID lost 40 planes from the Kamikaze. The GUAM went to air-defense stations 91 times. Twenty three Jap planes were taken under fire by the GUAM, of which she received credit for blasting two.

During this time I served on the air search radar in the Combat Information Center. My hat's off to the crew members of the carriers. These ships were the targets and many were hit. The worst of these was the USS

FRANKLIN on March 19. She was dead in the water and listing badly. The ship was taken in tow by the USS PITTSBURGH and escorted by the GUAM and ALASKA. On the following day the FRANKLIN was able to make 14 knots and by March 22, 20 knots. She eventually made it back to the States alone.

And all this happened 62 years ago.

I signed up to work at the clubhouse on Saturday. In the middle of the week I received a call from Vet Thomas asking me if I wanted to go flying on Saturday. And would Hugh Jones also be interested? I wondered how we were all going to fit into his Cub. Not to worry. He was going to rent a 172 out of Batavia and fly down to Dart Field where they were having a fly market. The flight was smooth but there was a lot of haze that cut down the visibility somewhat. At Darts I looked for my miniMAX, but no joy. It was gone. I did buy several copies of AIR TRAILS magazine from the 1940's. Coining back we stopped at the clubhouse to see if we could help, but the crew was gone. It was 4 pm. Sorry guys, but these old goats don't get a chance to fly every day. Thanks Vet!

When you make a call for help or info it is likely to be answered by someone in India. Outsourcing seems to be the way to go. Now Boeing is building a 787 Dreamliner that has the tail section built in Japan, the center fuselage in Italy, and the rest in the US. The parts will be flown to Everett, Wash. for assembly in a 747 Dreamlifter that has the internal volume of three times that of a standard 747-400. Most of the plane will be a composite. How much instant glue will it take to assemble it?

Reports say that the injury was not life threatening. I can't help but feel that they hurt just the same.

You have been blogged!



Editor's note: Art, if it makes you feel better, the word "blog" isn't even in my spell-checker! Your 1963 Funk & Wagnalls was four decades too early. And for any old goats who seriously don't know what a blog is, it's a word made up from "weB LOG". It's basically a website journal or diary, written for the general public to read or for friends-only to read.

All Greases Are not Created Equal

BY BEN VISSER

General Aviation News, Jan 20, 2006

To the average pilot — and even many mechanics— grease is grease. People feel that as long as they inject a slimy substance into each grease fitting at the proper time interval that all of their bearings should last forever.

It is important to know that grease is not super thick oil. Greases start off as base oils that are thickened by some means. Some greases use a clay or mineral type thickener to change the oil to a thick gooey mixture. Of course there are a lot of other additives in a grease to improve load carrying, reduce water run out, plus a whole host of other properties needed to meet the requirements for each application. There are also long lists of other type thickeners, including soaps, which are used to meet the differing requirements of the numerous applications for which greases are used.

Each thickener has a particular characteristic which makes it desirable for some applications. For example clay-type thickeners are great for high temperature applications. Most of the wheel bearing greases use clay thickeners so that they stand up to the high temperatures that can occur during a hard brake application. If one of the soap-type greases were used in a wheel bearing, the high temperature would “coke” up the grease, resulting in a possible bearing failure. Conversely, a helicopter rotor does not require high temperature grease, but because of the chattering of the rotor, it does have some very unusual load carrying requirements. Therefore most helicopter rotors utilize soap-type grease.

The problem occurs when you try to mix the different greases. For example if you do not have the proper grease for your propeller, you could – incorrectly -- use the logic that a helicopter rotor is just a large propeller and substitute a helicopter grease for your prop. If you do this, you will end up with a soup-like mess that will not protect your prop, but will leak out everywhere. The other major factor about grease is the base oil. The base oil varies by type, mineral vs. synthetic, and viscosity.. In general aviation, most wheel-bearing greases use a thick mineral oil, while most airframe greases are blended with much thinner mineral base oils. If a person used an airframe grease on his wheel bearings, it probably would not hold up to the high temperatures from severe braking. Conversely, if a person used a heavy wheel bearing grease on some the control surface bearings, he could have a difficult time moving the stick, especially in cold temperatures. (The technical term for this is a stiff stick, but that does not sound politically correct).

For most commercial or military applications, synthetic-based grease is used. Some of these products will work at temperatures down to -100 F.

These are great greases in their proper application, but if you try them in your wheel bearings, the grease would probably ruin the rubber seals and allow dirt ingestion and grease leakage.

Another problem is that synthetics are great lubricants, but poor solvents. If some of these greases are used in an area with high centrifugal loading, like in a prop, the additives and thickeners can centrifuge out, leaving you with a thin base oil

that will leak out.

The bottom line is that not all greases are created equal. In all applications — but especially in aviation — you should only use the grease recommended for your specific application. So when you are greasing your aircraft, look up the mil spec for each lube point and only use a product that is qualified against that specification.

Ben Visser is an aviation fuels and lubricants expert who spent 33 years with Shell Oil. He has been a private pilot since 1985. You can contact him at Visser@GeneralAviationNews.com.

A Board of Directors Meeting of Chapter 44 of the Experimental Aircraft Association

Held at Chapter House, Colby Street on
11 June 2007 at 7:30 PM

Members present: **Northrup, Hazen, Hurd, North, Zigelstein, Stumpf**

Reports:

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

New Business:

- **Oshkosh Airlift: Paul Stumpf reported that a total of 10 airlift packages have been sold to date, well below expectations. He is sending out a questionnaire to previous participants to help determine the reasons for the poor showing this year. The Board spent considerable time discussing options for increasing interest in the airlift. Ideas include earlier and better advertising, adding group activities at the convention site, and booking rooms in air conditioned housing.**
- **Investment Return: The board continued the previous month's discussion regarding options for increasing our investment rate of return. The Board is in favor of plan for rotating funds into a series of short-term certificates of deposit. The resulting payback would be higher than the Chapter is currently receiving but we would still have reasonable access to our funds.**

A.E.C: No news of any significance, work continues to secure a building site.

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 paul@tallwings.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

July 17- Old Buzzard's Day. 5:00 start. Chapter house.

July 22- Fly-in Breakfast at Henderschott's Airport in Hilton

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. (Meeting time and location subject to change, so please confirm with an officer if you plan to attend.)

Lunches at Rohrbach's are casual affairs. They are the last Monday of each month. Contact Paul Pakusch by the day before the lunch so we can get a head count for the table: 746-4514 or paul@tallwings.com.

For other aviation events, visit www.UpstateList.org



One more photo from Young Eagles 2007: Bob Northrup stands with Ken Light and his 300th Young Eagle! Ken was visiting from EAA Chapter 486.