



The Flyer

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

Volume 39, Issue # 10

October, 2007

All Aboard!
For Chapter 44's Cruise Aboard
the Harbor Town Belle

Reminder:



EAA Chapter 44's Fall Foliage Cruise on the Harbor
Town Belle, Sunday October 21 from 2:00 to 4:00 pm.

- Cruise From The Port of Rochester South To Veteran's Memorial Bridge
- Fall Colors Should Be At Peak Around This Date
- Main & Central Decks Are Enclosed And Heated
- Upper And Fore Decks Open For Purists
- Picnic-style meal included in price

Space is limited! As of the date this publication went to press, ticket sales were cruising along!

For details, contact Norm Isler at 585-638-7369 or visit our website at www.eaa44.org



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

Annual Election Notice

This is our official notice that annual officer elections will occur at the November 20th Chapter Meeting. There are three vacant board positions. Nominations will be taken from the floor.

Some Very Cool Information!

By Norm Isler

As many of you know, our clubhouse refrigerator recently passed away. After polling the members to see if anyone had a "spare" refrigerator to donate, it was determined that the chapter needed to purchase a new cooler.

I visited Page Appliance in Spencerport, and asked for the person "In charge of donations and absolutely excessive discounts." Jim Page introduced himself as the person I wanted to see.

I explained who we are, and what our purposes are. Jim said that while not in a position to donate a refrigerator, Page would be happy to support us by providing a new refrigerator at cost. As a result, we now have a beautiful new refrigerator at far below "normal" cost. Frozen hamburgers and cold drinks can now be found at the clubhouse once again. Thanks Jim!

If you are in the market for any appliances, please see our new friends at **Page Appliances Inc. in Spencerport.** And tell them EAA Chapter 44 sent you.

Family Owned and Operated Since 1950

Page Appliances Inc.

415 South Union Street
Spencerport, New York 14559

JIM PAGE

www.pageappliance.homeappliances.com

Phone: 585-352-4011

FAX: 585-352-4023

Book Excerpt:

The Golden Spruce

A True Story of Myth, Madness and Greed

By John Vaillant
 Copyright 2005
 W.W. Norton & Company, Inc.
 www.wwnorton.com

THE QUEEN CHARLOTTEs, all but forgotten since the collapse of the otter trade, had been rediscovered during World War I. This time it wasn't furs, fish, or gold the outsiders had come for, but air-planes. In places like Washington's Olympic Peninsula, Vancouver Island's Clayoquot Sound, arid in the Yakoun Valley, they literally grew on trees, specifically, big old Sitka spruce. Prior to the war Sitka spruce was a low-value tree, frequently passed over in favor of two other Northwest species: Douglas fir (also known as the "money tree"), which had become the builder's choice for framing, flooring, and trim, and western red cedar, whose water-resistant properties were much sought after for shingles, siding, and fence posts. The only reason for cutting a Sitka spruce down was because it stood in the way of a cedar; once on the ground, it would often be left to rot or, if convenient, maybe pulped for paper.

But when early airplane designers discovered the tree, all that changed; the lowly—but huge—Sitka spruce became an aristocrat overnight. Light in weight, Sitka spruce wood possesses a rare combination of strength and flexibility that is ideal for making airplane wings and fuselages; cut into strips and laminated, it also makes excellent propellers. It has an added benefit in that it doesn't splinter when hit by bullets—an unusual quality for any harder wood. For these reasons, the highest grade of Sitka spruce became known as "airplane spruce," and the Charlottes had one of the highest densities of it anywhere on the coast. During the war years these trees were so sought after that they became the object of an extraordinary mobilization of military forces. Starting in 1917, more than 50,000 American soldiers from the hastily formed Spruce Production Division, along with thousands of Canadian loggers contracted by Britain's Imperial Munitions Board, were sent into the coastal forests to cut and mill trees for the war effort. Much of the

wood harvested by these "spruce soldiers" went to build French, English, and Italian warplanes.* By the time the Germans surrendered, less than two years later, enough spruce had been harvested to girdle the earth one and a half times (about 200 million board feet). However, buried in the Commission on Conservation's *Tenth Annual Report* from 1919 is a sobering glimpse of the future of West Coast logging:

The supply of Sitka spruce suitable for aeroplane construction is extremely limited... [and the] continuance of cutting on a war basis for another year would have practically exhausted the spruce which should be secured at a reasonable expense of money and effort. Only the large trees contain the clear, fine-grained lumber required, and these cannot be replaced in centuries. Most of the aeroplane material was cut from trees 500 to 800 years old, and it is doubtful if the succeeding stands will ever attain the same quality as these virgin stands.

While concerns like this were raised periodically over the ensuing decades, it would be more than fifty years before any meaningful action was taken. By then many of the islands and much of the coast would be reduced to moonscapes.

The spruce soldiers' highly organized assault on the coastal forests helped to usher in the modern age of logging when the technology for dismantling forests began outstripping the imaginations of those who wielded it.

⁵Twenty years later, during World War II, the British-built DH-38 Mosquito, made almost entirely of Sitka spruce, Douglas fir, birch, ash, and Ecuadonan balsa, was the fastest, most versatile airplane in the Allies' arsenal. Various armed with reconnaissance equipment, cannon, or machine guns, it could also carry a 4,000-pound "blockbuster" bomb. Not only did it suffer the lowest loss rate of any Allied warplane, it was also the easiest and cheapest to repair. The lightweight fighter-bomber was so fast that the Americans issued standing orders for their swiftest plane, the P 38 Lightning, never to be flown alongside it. Despite being powered by propellers, the Mosquito had a top speed of more than 400 mph (unloaded), making interception all but impossible by any other aircraft. Its alliterative name notwithstanding, Howard Hughes's famous *Spruce Goose*, the largest airplane ever built, included only a small proportion of Sitka spruce.

Member Profile: Mike Mcdermott

When did you join EAA Chapter 44 and why?

I won my first year of membership at this year's Rochester Wings show!

How Are you involved with EAA 44?

Since I (only just recently) became a member I have attended several meetings.

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

I'm a private pilot (unfortunately not current), and a previous builder.

What aircraft do you own, rent or otherwise fly?

I am a partner in a KitFox III with fellow EAA 44 member Dave Goodwin.

Where do you like to fly?

My favorite area is anywhere along the Lake Ontario shoreline.

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

I have several while holding the stick that I won't admit publicly. As for all the trips to Oshkosh, every one is its own adventure; once I had a chance lunch with Jimmy Buffet, and another time while there in October on a business trip I drove through the camp ground and down the flight line and didn't see another living soul!

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

Nothing now, was partner in build of a KitFox, completed 1994.

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

The Hilton Silo Stormers, which is what we called our team that built the KitFox; we started the build as friends and completed it better friends which in itself is an accomplishment.

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

Yes, Oshkosh annually for about ten years now, before that Sun-N-Fun annually for five years or so.

What do you enjoy about your involvement with aviation?

Everything really, it's been an achievement of a childhood dream.

What do you do for a living?

I'm the Tooling Engineering Manager for Advent Tool & Mold, a plastic injection molder in Rochester.

Please describe your family.

I've been married to my wife Barb for 31 years, and I have two children now on their own; a son Scott who works in the computer industry in California and a daughter Michelle, a traveling accountant for Bausch & Lomb based out of Rochester.

Favorite quote:

Dream as if you'll live forever, Live as if you'll die today (James Dean).

Favorite food:

Most types of seafood, draft beer and a good glass of Merlot.

Person you most look up to:

I'd have to say my daughter, for everything that she has accomplished, and for becoming such an even-keeled young woman.

Favorite TV show:

None, but my favorite movie is U571.

Favorite Singer or Band?

I like the blues: Stevie Ray Vaughan.

Favorite Sports team?

I'm not a conventional sports follower, instead I follow motorcycle racing: dirt track's my favorite.

What will your spouse say about your involvement in aviation?

Barb was supportive in my getting a license, during the build of the KitFox and in my annual "pilgrimage" to Oshkosh; she's great in that she recognizes the need for me to spend time with the guys.

"With the stick in my right hand, the throttle in my left, and the rudder beneath my feet, I can savor that essence from which life is made."

- Stephen Coonts, 'FLY! A Colorado Sunrise, A Stearman, and A Vision'



Old Goat Droppings

By Art Thieme

OLD GOAT de-ja vu's OSHKOSH

I first went to Oshkosh in 1982. For the first nine years I camped on the ground. After that I joined the chapter airlift. Have missed only once. So you will forgive me if I don't stay for the air show. My feelings are expressed by Jack McCornack in the September 2007 issue of *LIGHT SPORT AND ULTRALIGHT FLYING*:

"...this was about the twelve-thousandth time I'd seen air show aerobatics and I'm getting hard to impress". He goes on to state: "Not as hard as Chuck Yeager, though. He told me you have to auger in right in front of him to impress him any more. That guy is a tough crowd". I'm not quite that tough, but I do like to leave early to miss the crowd trying to get on the bus for the dorm.



The crowd around the Cessna LSA, Skycatcher, was constant. Reports say that the plane sold 770 orders with a deposit of \$5000, cost \$109,500 for the first 1000. After that the price goes up \$2000.

Nice paint job. I wonder if they will all sport this design?

At right, I found this fold up plane interesting. It is called The Transition and will be a factory certified LSA. Completion late 2008, first delivery late 2009. Purchase price \$148,000. Will we see it again? →



Fascinating, to say the least, was the concept electric plane by Sonex. John Monnett and Pete Buck are undertaking the formidable task of designing and building a brushless DC cobalt motor, controller and battery charging system. The technology is similar to the electric powered RC model airplanes. No such motor exists. When completed the motor will be about the size of a coffee can. It will be a three phase, 270 volt, 200 amp motor. There is not a controller available yet. E Flight is a proof of concept project in its initial stage. Very interesting, but apparently a long way off.



Cirrus Design Corporation showed off its "personal jet". This is a beauty, quiet in the fly-by. The company is in the early design and development phase. If they can keep the price to the reported 1 million, it should be a success.



(Continued on Page 6)

A Board of Directors Meeting of Chapter 44 of the
Experimental Aircraft Association
Held at Phil Hazen's home
11 Sept. 2007 at 7:30 PM

Members present: Northrup, Isler, Snow, Hurd,
Zigelstein, Battaglia, Pakusch, Hazen, Nelligan-Barrett

Reports:

- Treasurer (Dave Hurd): Read and approved. Dave will move some monies from the money market fund into CD's to get a better return on our investment.
- Secretary (Stephen North): Absent, minutes taken by Nelligan-Barrett

New Business:

Memorial Gifts: Bob Nelligan-Barrett presented a proposal to solicit Memorial Gifts of aviation memorabilia from deceased chapter members or people in the Rochester community who may have something to donate to the AEC. Bob received guidance from Larry Greeno. The chapter will try to establish personal contact with the family of the deceased rather than sending a form letter. We will look into establishing a Memorial Plaque and Book to remember the person by. Steve Z offered to store any materials until the AEC is built.

Elections: Coming in November. The floor will be open at the October meeting for nominations from the floor. Now is the time to make your contribution to the chapter.

Mini-workshops (Norm Isler): Norm suggested we consider offering mini-workshops on metal, welding, fabric stitching, and fiberglass. Anyone willing to teach?

Resource List: it was suggested that we add resource list on the home page of helpful sources that members have come across in their building. For ex., sources of powder coating and panel making to name two.

Old Business:

- Dinner Cruise (Norm Isler): The plans for the cruise are coming along. There is a 10% discount for chapter members. See Norm if you would like to participate.
- Property Lease (Bob Northrup): We are waiting on final paperwork from the lawyers before sending it on to the FAA. Wait and see from them.
- New Refrigerator: Norm obtained a new refrigerator for the chapter house.

A General Meeting of Experimental Aircraft
Association Chapter 44
Held at Chapter House, Colby Street on
18 Sep 2007 at 7:30 PM

Reports:

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

Builders Reports:

- Hurd Glasair: Working on alignment of landing gear
- Isler Murphy Rebel Elite: Some progress, working on re-organizing shop
- McDonald RV7: No progress
- Bouwen Mystery Ship: Progress in a bunch of areas

New Business:

- Chapter 486 Builder's Forum: Marty Snow presented a summary of Chapter 486's builder's forum held on 8 September. Marty noted the event was educational, informative and a lot of fun. He recommended it highly.
- Dinner Cruise: Norm Isler shared the details of a Chapter sponsored fall dinner cruise. The event is scheduled for Sunday, 21 October at 2:00 PM and is open to all members of the local aviation community and their families. Cost \$25 per person with a 10% discount for Chapter members. Norm encouraged everyone to sign up early and often.
- Elections: Five board of director positions are up for re-election in November. Norm Isler urged any interested member to consider serving.
- New Refrigerator: A new refrigerator is now in place at the Chapter house courtesy of a generous deal from Page Appliances of Spencerport.

*"You haven't seen a tree until you've seen
its shadow from the sky."*

- Amelia Earhart

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 editor@eaa44.org.

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

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

October 21- Fall Foliage Cruise aboard the Harbor Town Belle.

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

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.)

Old Goat, continued from Page 4



I really want to see one of these fly. This is a Bell/Agusta BA 609 Tilt Rotor. It can seat 12, flies at 275 knots, ceiling of 25,000 feet, and a range of 700 nm.



This idea is so simple that I wonder why we didn't think of it before? An air conditioner for your plane. Basically an ice box with a fan. These were selling for around \$700 at the fly market. I have seen others advertised for around \$500. Ice extra.



Old goat out.