

# The Flyer

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

Volume 39, Issue # 11

November, 2007

## A Very Successful First-Annual Fall Foliage Cruise!

The secret is out: Sometimes aviators DO think of other things in life besides flying! Such was the case on an unusually warm and sunny Sunday afternoon in late October when over 70 members of EAA Chapter 44, including family, friends, and members of the Geriatric Pilots Association, Rochester Flying Club and R.U.F.F., enjoyed a Fall Foliage cruise and lunch aboard the Harbor Town Belle. Although, I suppose if the boat had a GPS for navigation, there would have been no less than a small huddle at the captain's door to gawk at the fancy gadget.

The idea for this event was born back in July when two couples, yours truly with my wife, Mary, and Norm and Elise Isler, spent a similar afternoon of relaxation together on the paddleboat. When the unavoidable topic of Chapter 44 came up, Norm and I both agreed that hosting a cruise for the Chapter and other area aviation enthusiasts might be a great, affordable event for the entire family.

And what an event it turned out to be! It was sunny with a slight southwesterly breeze and the temperature was in the upper 70's. The Belle left her dock near the Fast Ferry Terminal and first ventured a mile or two into Lake Ontario. Then she turned back up the river and headed south, just reaching the Veteran's Memorial Bridge. Normally she would go under and past the bridge, but Captain Bill Porter respected the low water levels and opted to avoid the risk of becoming stuck in the mud. As the Belle turned around to reverse course just north of the bridge, the spectators from all sides of the boat were treated to a view of the magnificent archways not normally seen.

Along the way, our group was treated to river views of the pier, the Port of Rochester, Turning Point Basin, and Fall colors estimated at 50-75% peak. The open Colonel Patrick O'Rorke Bridge seemingly stood at attention as the Harbor Town Belle passed underneath.

Captain Porter extended the cruise by 20 minutes longer than billed with a second excursion into the lake.

For you trivia buffs, owner Jeff Gillette built the Harbor Town Belle from scratch in three years. How many homebuilders get their aircraft completed in that amount of time? See photos on page 2.

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

## Notice of Annual Meeting:

November 20, 2007 at 7:30 PM. EAA 44 Chapter House at 2123 Colby St, Sweden, NY at Ledgesdale Airport.

Election for 4 open Board of Director seats. Nominees are Jarrel Battaglia, Phil Hazen, Norm Isler, Jeff Paris and Rob Williams.

There is no general meeting in December. An officer's meeting may be scheduled at the discretion of the president.

There is no newsletter in December. This issue completes two years for me as your editor. It is an honor and a privilege to be able to write and edit this newsletter on behalf of such a fine organization. I appreciate all the nice comments I have received about its format and the stories within. I rely heavily on member input, so please consider submitting stories about your own aviation experiences as well as photos of your airplane or airplane project.

I am always appreciative of Editor Emeritus Art Thieme's regular contributions. He still combs the many aviation publications that he receives for information that may be valuable to EAA 44 members. And I always enjoy his wit! Thanks, Art!

**Are you one of the readers** who gets your copy of the *Flyer* via e-mail or from a complimentary subscription? Please consider joining EAA 44 and help to support local aviation and the Aviation Education Center.

\* \* \*

Have yourself a bunch of Happy Holidays and you'll be hearing from me again in January!

*Paul Pakusch*  
Editor

Here is a sampling of photos from the Harbor Town Belle Cruise. There are many, many more available on our website, [www.eaa44.org](http://www.eaa44.org).



Enjoying a scenic Fall view along the Genesee River.  
Photo by Art Thieme



The Harbor Towne Belle passes the Coast Guard Station.  
Photo by Nigel Kent.



Jarrell Battaglia and Mary Kay Rivellino sold raffle tickets for door prizes donated by Marty Snow (thank you Marty!) and a 50/50 grand prize. In this photo, Giana draws a winning ticket. Photo by Nigel Kent.



Must be something in the water... Photo by Nigel Kent



Captain Bill Porter



Owner/builder of the Harbor Town Belle Jeff Gillette and yours truly



## Old Goat Droppings

By Art Thieme

### Old Goat Reads a Book

"I had never told anyone in the Army Air Corps that I had a fear of heights, and not having ever flown, I didn't realize there is a difference between looking down from the top floor of a tall building and being in a plane looking down". (Same fear I and a number of pilots have.)

So writes Jack Valenti in *THIS TIME, THIS PLACE* (Harmony Books, N.Y. 2007). So who is this Jack Valenti? I remember that he had something to do with motion pictures. In fact, he was head of the Motion Picture Association of America for almost 40 years. Jack was a B-25 pilot and flew 51 missions with the 12th Air Force in Italy. He earned the Distinguished Flying Cross.

What I didn't know was that he was the right hand man to vice president and president LBJ. Jack was in the motorcade when president Kennedy was shot and on the plane that carried his body back to Washington. Valenti makes no bones about being a loyal supporter of LBJ. This part of the book about the workings of the White House and president Johnson is most fascinating. You will remember that the administration was caught up in the Vietnam war.

As head of the Motion Picture Association Valenti meets and deals with the movers and shakers of Hollywood. You will meet them all. I am not a great movie fan (unless it has airplanes in it) but what went on and goes on in Hollywood and world wide in the movie industry is an eye opener. Movie buffs will enjoy his relationships with the stars of Hollywood.

Reserve a copy of the book at your local library. Good reading.

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SkyCatcher update: Aviation Week reports that Cessna has more than 850 orders for the plane. Interesting as it won't hit the market until 2009. Also read somewhere that Cessna will not build the plane in the US. Can't confirm this source, so keep it under your hat for now.

• • •

Airbus A3 80 has 165 orders, one is in service for Singapore Airlines. It take 951 gallons of chromate-free paint to cover the plane with three coats.

What the heck is a Kudos? At any rate give one to Norm Isler for putting together the fall river trip. A boatload of persons enjoyed perfect weather and a fine lunch.

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If you were designing a face, would you put eyebrows on it?

Old goat, out.



### Cold Weather Inflight Hazards and Tips

By: Technical Counselor Dave VanDenburg  
(email: WA8DOF@yahoo.com)  
EAA Chapter 439 (Michigan)  
www.eaa.439.org

This month I would like to discuss cold weather operations by discussing some in-flight hazards and tips applicable in the winter months.

Probably the first in-flight hazard that comes to mind when we think about winter is icing. I have flown combat aircraft in a lot of areas of the world, and short of actual combat, only two things scare me in an aircraft. One is thunderstorms (which we don't see much of in the winter) and icing, which we do. If you see ice build up on your windshield or wings, change altitude or find clear air quickly. Don't be afraid to use the "E" word (emergency) to get whatever help is available from ARTCC.

If you experience a reduction in RPM (fixed pitch prop) or a reduction in manifold pressure (constant speed prop) suspect induction system icing. This could be carb ice or impact ice on your air filter. If you think you are experiencing induction system icing, apply full carb heat or select alternate air. If you have carb ice, the engine will probably run rougher (as the ice melts) but will clear up soon. I do not recommend using partial carb heat unless you have a carb air temp gauge. Partial heat may increase the carb ice problems.

If you are flying behind a constant speed prop, cycle it every 30 minutes or so to keep warm oil in the dome. A sluggish pitch change mechanism could be slow to react and result in an engine overspeed during a rapid power application. This could be real expensive (and dangerous).

Switch fuel tanks with plenty of fuel remaining in the tank. If you have a frozen valve and cannot select the full tank, you will still have enough fuel to land safely. If you

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## Cold Weather, Continued from Page 3

wait until the engine coughs, and then find you cannot move the selector valve, you will probably call yourself a few bad names and join the ranks of those called “Glider Pilots.”

Avoid power off letdowns. A high speed, idle, descent can result in very rapid cooling of your engine (shock cooling) and cracked cylinder heads. Lycoming recommends a maximum temperature change of 50 degrees F per minute. Keeping the engine leaned until you are approaching pattern altitude can also help keep your engine temps up.

After landing, run your engine at a low power setting for several minutes prior to shutdown. This also promotes slow cooling and will reduce oil cooking if you are turbo supercharged.

Lastly, I highly recommend you carry some form of survival kit. It would really stink to survive an off airport landing and then freeze to death before someone found you. Some of the things I recommend are space blankets, some duct tape, matches, an aluminum cup, knife, freeze dried coffee, tea, signaling mirror (a CD works great) and warm clothing to include a hat and gloves. Also carry a hand held radio.

These have been just a few ideas to consider when flying during the winter months. Lycoming has some cold weather tips in their book “Key Reprints.” This book is available free online at [www.lycoming.textron.com](http://www.lycoming.textron.com). Your POH is also a great source of cold weather operating tips.

Winter flying is fun and can be just as safe and enjoyable as summer, if we take a few precautions.

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## The Condition Inspection

By Technical Counselor Dave VanDenburg  
(Email: [WASDOF@yahoo.com](mailto:WASDOF@yahoo.com))  
EAA Chapter 439 (Michigan)

Pilots all know that every certificated aircraft registered in the U.S. requires an annual inspection once every 12 months. Does this requirement apply to amateur built aircraft as well? If so, what does this inspection consist of and who can do it? I would like to discuss the Condition Inspection and maybe answer these questions as well.

First of all, amateur built aircraft also have a requirement for an inspection every 12 calendar months but it is not called an “annual inspection.” It is called a “Condition Inspection” and is very much like an annual, but there are significant differences. For example, an annual inspection must be done by an appropriately

licensed aircraft mechanic. This means an individual who holds a license with an Airframe and Powerplant rating and an inspection Authorization (A&P with IA). A “Condition Inspection” on an amateur built aircraft, however, can be done by any A&P (no IA required) or by the builder of the aircraft if he or she has applied to their local FSDO for a “Repairman’s Certificate.” This certificate is like having an A&P license, with IA privileges, for that specific aircraft only. After all, if you built the aircraft, you should know enough to determine if it is in a condition for safe flight.

Another difference is the logbook entry. Both inspections require an entry into the aircraft logbook. The wording for an Annual inspection comes from 14 CFR Part 43. The wording for a Condition inspection, however, is different and comes from the Aircraft’s Operating Limitations which are issued with the aircraft as part of its Airworthiness Certificate. If you homebuilders have a local A&P do your condition inspection, make sure you provide him with your operating limitations so he can get the entry right.

The actual inspections are basically the same. Those of us flying certificated aircraft probably have factory built checklists for the annual. Piper, Mooney, Cessna, etc. all supply checklists for 100 hour, and Annual Inspections, but how about us homebuilders? I know some kit manufacturers provide checklists for their products, but for the most part, us homebuilders are “on our own” Not to worry, the “Friendly Aviation Administration (FAA)” has taken care of us. Appendix D to 14 CFR Part 43 (available at [www.faa.gov](http://www.faa.gov)) is a list of the minimum items that must be included on a 100 hour, Annual or Condition Inspection. Note, I said minimum items. You will want to use this document as a basis and expand your checklist to cover all parts of your aircraft. In fact, you will probably add items from time to time as you discover problems or hear of problems others are having with similar aircraft. 14 CFR Part 43 requires a mechanic to use a checklist for an Annual. This requirement does not exist for homebuilders, but do yourself a favor. Build a checklist and use it every time you do a Condition Inspection. This will prevent missed items and maybe save your life.

This has been a very brief discussion of the Condition Inspection. If you want help building a checklist, or would like an “over the shoulder” when you do a Condition inspection, I would be glad to help. As a technical counselor, my job (and goal) is to keep you alive, so don’t hesitate to call, My email is listed above. Let’s all inspect thoroughly and fly safe!

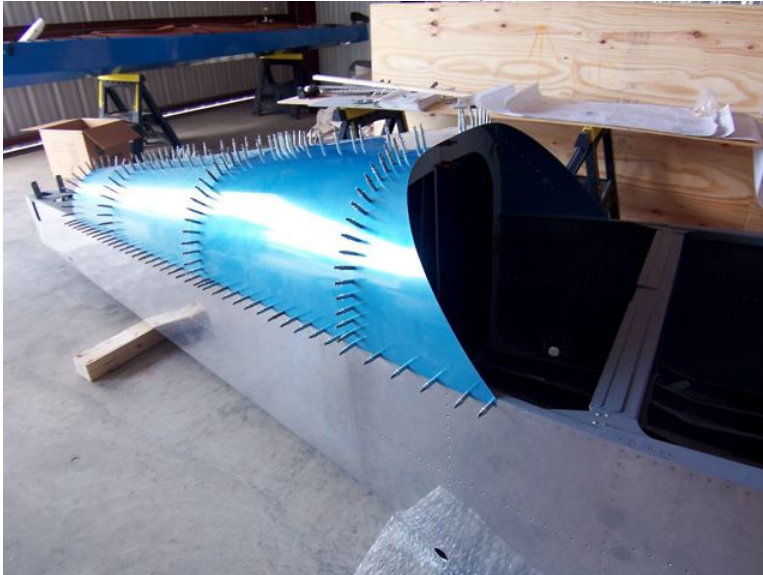
*The air up there in the clouds is very pure and fine, bracing and delicious. And why shouldn't it be? —it is the same the angels breathe. — Mark Twain*

## Builder's Report From John Oliveira

(Port Townsend, Washington) I have spent about 20 hours on the RV9A project in the last month. I am motivated by the numerous RVs and Antiques on the field here.

It is tough to keep working with all the activity on the field. An open hanger door also seems to attract a lot of visitors. The local Aero Museum occupies several hanger bays with projects being restored and a number of very nice aircraft in flying condition.

As you can see by the photo below, there is progress being made. Note the Kayak that I am sharing the hanger with. The wings have been checked and had no damage, but it seemed wise to leave them in the crate until I am ready for them.



Here is a photo of John's new home base, from website [www.portofpt.com/airport.htm](http://www.portofpt.com/airport.htm)



**Runway** 9/27

**Dimensions**  
3001 x 75 ft.

**Identifier** 0S9

**Elevation** 107 ft.

**From City**  
4 miles SW of Port  
Townsend, WA

## Website Improvements

After discovering the ease of using the photo-hosting site, Picasa, I have created an account for Chapter 44 and linked it to our website.

Starting with beautiful, colorful pictures from our Fall Foliage Cruise, we now have hundreds of photos on our website. Many of these photos are contributions from our members and friends of EAA 44. Nigel Kent, a friend of Jarrel Battaglia, sent us some outstanding photos from the cruise and allowed us to post them on the site. Please take the time to visit [www.eaa44.org](http://www.eaa44.org) and see them. You may find a picture of yourself!

While you are visiting our website and browsing the photos, please consider taking the time to send your own photos to me for inclusion on the website. They can be photos of Chapter events, other aviation events, your airplane project, or anything else you'd like to share with members of EAA 44. Make sure you include photo captions and/or descriptions!

Send them to me at [editor@eaa44.org](mailto:editor@eaa44.org).

Or you can mail prints or a cd-rom to me at:

Paul Pakusch  
216 Spanish Trail  
Rochester, NY 14612

I will return prints and cd-roms as requested.

## Yes, Virginia, There Really is a Flying Santa!



William Wincapaw  
Snow



Anna-Myrle and Edward Rowe  
Snow

*Friends of Flying Santa, Inc.* was formed in 1997 to help ensure the future of the annual Christmas flights to New England lighthouses. The aerial visits of Flying Santa to lighthouses and lifesaving stations have been a New England tradition since 1929.

Capt. William Wincapaw of Friendship, Maine - an aviation pioneer - began the flights as a gesture of recognition to the dedicated lighthouse keepers and their families as well as the crews of the lifesaving stations. Capt. Wincapaw and his son, Bill, Jr., continued the flights for close to two decades. The father and son team eventually recruited legendary author and historian Edward Rowe Snow to assist them with their expanding list of lights and boat stations. After Capt. Wincapaw's passing in 1947, the mantle was passed to Mr. Snow, who faithfully carried on the tradition for over four decades. With the help of his wife Anna-Myrle and their daughter, Dolly, the isolated residents of lighthouses throughout North America continued to receive visits from the "aerial St. Nick"

Today, through fund-raising and public outreach, the *Friends* work to continue the flights and carry on this gesture of gratitude to the men, women and families of the United States Coast Guard who keep watch over our coastal waters. Thousands of hours are volunteered each year to ensure the success of our helicopter flights which now encompass over 33 stops including 45 Coast Guard units from Maine to New York.

Website: [www.flyingsanta.org](http://www.flyingsanta.org)



## After Fight, Airport Embraces SUX Code

Sun Oct 21 (Associated Press) City leaders have scrapped plans to do away with the Sioux Gateway Airport's unflattering three-letter identifier — SUX — and instead have made it the centerpiece of the airport's new marketing campaign.

The code, used by pilots and airports worldwide and printed on tickets and luggage tags, will be used on T-shirts and caps sporting the airport's new slogan, "FLY SUX." It also forms the address of the airport's redesigned Web site — [www.flysux.com](http://www.flysux.com).

Sioux City officials petitioned the Federal Aviation Administration to change the code in 1988 and 2002. At one point, the FAA offered the city five alternatives — GWU, GYO, GYT, SGV and GAY — but airport trustees turned them down.

Airport board member Dave Bernstein proposed embracing the identifier.

"Let's make the best of it," Bernstein said. "I think we have the opportunity to turn it into a positive."

He noted that many airports, including some of the busiest, have forgettable three-letter codes.

"I've got buddies that I went to college with in different cities that can't even remember their own birthdays, but they all know the Sioux City designator — SUX," he said.

Mayor Craig Berenstein, who in 2002 described SUX as an "embarrassment" to the city, said he views the new slogan as a "cute little way" to make light of the situation.

## Keeping Up With Santa Claus

This has been posted in various places on the internet, but it's fun to consider the following:

There are approximately 2 billion children in the world (people under the age of 18).

Approximately 15% of the world celebrates Christmas. That's 378 million. The census approximates 3.5 children per household, which gives 91.8 million houses (assume 1 out of every 3 children is a good child).

Due to time zone switches and maximization of timing, Santa can have 31 hours of Christmas to work with. This means he'd need to visit 822.6 houses per second. This means that for each visit he has 1/1000th of a second to park his sleigh, drop down the chimney, fill stockings, leave presents under the tree, eat snacks, drink milk, go back up the chimney, get back in the sleigh and go to the next house. If we say that the stops are evenly distributed around the world (which isn't true, but we will assume, as the final number should be close enough), that's about .78 miles between households for a total trip of 75.5 million miles.

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## Santa, Continued from Page 6

So 75.5 million miles in 31 hours. The sleigh would have to be moving at the rate of 650 miles per second (2,340,000 mph), or 3,000 times the speed of sound to put it into perspective. A reindeer can run 15 mph, tops. The fastest manmade vehicle, the Helios 2, moves at approximately 150,000 mph. If each child averages a 2 pound present, that would be 321,000 tons of cargo on the sleigh. Reindeer can pull no more than 300 pounds, while on land. If we grant that these 'flying reindeer' can pull 10 times the normal amount of a reindeer, we'd still need 214,000 'flying reindeer' to pull the sleigh. That would make the weight of all things combined at about 353,000 tons.

If 353,000 tons are traveling at 2,340,000 mph, the reindeer and sleigh would burn up in the atmosphere, due to air resistance. The leading reindeer would absorb 14,300,000,000,000,000 joules of energy, per second, each. If this happened, they would instantaneously burst into flames, setting off a chain reaction of flaming reindeer, creating massive sonic booms in the process. The reindeer would all be vaporized within .00426 thousandths of a second. Santa Claus would be subject to experience centrifugal forces about 17,500.06 times more than gravity. If we say Santa is 250 pounds, he'd be pinned to the back of his sleigh by a force approximately equal to 4,315,015 pounds.

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

Held at Steve Zigelstein's on  
9 Oct 2007 at 7:30 PM

Members present: **Northrup, Isler, Snow, Hurd, North, Zigelstein, Williams**

Reports:

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

New Business:

- **Lawn Tractor:** Norm Isler reported that the lawn tractor has a broken check valve and is leaking hydraulic fluid. He's ordered a replacement.
- **Dinner Cruise:** So far 51 have signed up for the Chapter sponsored fall river cruise on Sunday, 21 Oct.

- **Website:** Paul Pakusch's daughter has generously volunteered to serve as the Chapter's webmistress.
- **Property Lease:** Final lease details are under discussion.
- **50<sup>th</sup> Anniversary:** 2008 is the 50<sup>th</sup> anniversary of EAA Chapter 44. The Board reviewed a number of commemorative ideas such as a visit from EAA's B-17, a hanger dance, a chapter yearbook, a mall show, and fly-outs or chapter trips.

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### A General Meeting of Experimental Aircraft Association Chapter 44 Held at Chapter House, Colby Street on 16 Oct 2007 at 7:30 PM

Reports:

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

Builders Reports:

- **McDonald RV7:** No progress, working on Link trainer
- **Snow Rans S-9:** Back on track, now have the help of a building buddy
- **Paris Europa:** Working...
- **Isler Murphy Rebel Elite:** Working on shop organization
- **Hurd Glasair:** On the gear, focused on alignment
- **Bouwen Mystery Ship:** Building side arm controller
- **Northrup RV8A:** No progress.

New Business:

- **Dinner:** Many thanks to Cheryl Stumpf for providing dinner.
- **Dinner Cruise:** Norm Isler noted that 62 have signed up for the chapter sponsored fall river cruise planned for Sunday, 21 October.
- **Lawn Tractor:** Norm Isler reported that he's fixed the lawn tractor.

**BOD Elections:** Four spots on the Board of Directors are up for re-election. So far Phil Hazen, Rob Williams, Jarrell Battaglia, Norm Isler, and Jeff Paris have agreed to run.

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](http://www.eaa44.org). Stories and photos by the editor unless otherwise indicated; deadline 1<sup>st</sup> Tuesday of the month. Send newsletter material to Paul Pakusch, 216 Spanish Trl, Rochester, NY 14612 or e-mail [editor@eaa44.org](mailto: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

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

No meeting in December. Happy Holidays!

**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.)**

## Where's the Member Profile?

Apparently I've run out of willing participants. Feedback for publishing this feature has been good, but it requires that a member fill out the questionnaire and send it back to me. Although I've made multiple requests individually to members in recent months, I have run out of returned questionnaires to publish. Perhaps I missed willing participant(s). Consider this a "last call" for members to profile. If you would like to be profiled, answer the questions below and send them to me using contact info at the left. Thanks!

*Paul Pakusch, Editor*

- When did you join EAA Chapter 44 and why?
- How Are you involved with EAA 44?
- Are you a builder, a (student) pilot, or aviation enthusiast?
- What aircraft do you own, rent or otherwise fly?
- Where do you like to fly?
- Can you describe any interesting aviation adventures you've experienced?
- If you're a builder or restorer, what are you building or restoring?
- Please describe any other aviation activities or organizations you are involved with.
- Have you ever been to Airventure Oshkosh or other major fly-in events
- What do you enjoy about your involvement with aviation?
- What do you do for a living?
- Please describe your family.
- Favorite quote:
- Favorite food:
- Person you most look up to:
- Favorite TV show:
- Favorite Singer or Band?
- Favorite Sports team?
- What will your spouse or significant other say about your involvement in aviation?