

The Flyer

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

Volume 40, Issue # 1

January, 2008

Election Results

Results of the November elections for the Board of Directors: Norm Isler, Phil Hazen, Rob Williams and Jeff Paris were all elected to two-year terms. Many thanks to Jarrel Battaglia for his service on the Board of Directors and to the Chapter.

November Meeting

By Art Thieme

If you can attend only one meeting, the November meeting is the one! It is steak night and builder show and tell time. Excellent steaks and great presentations.

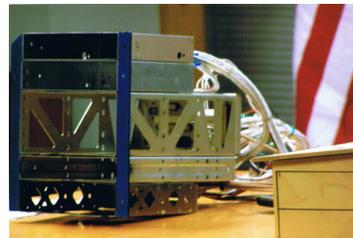
And how to you arrive at this meeting? You just take a Mohawk OV-1 and drop in. Rob Williams and Carl Vernon flew the plane into Ledgesdale and gave the members a takeoff demonstration that had the plane at least 50 feet in the air at midfield. Impressive! They will take the plane to Texas for a paint job and it will eventually go to a museum.



Rob Williams and Carl Vernon buckle up in the Mohawk. More about the Mohawk on page 2.

Give credit to Lincoln Wainwright for hosting the December non-meeting night and dinner. The group enjoyed a good meal and fine conversation over coffee. Thanks to the crew at Ledgesdale for plowing out the parking lot. The best job yet.

Next Meeting is January 15 at the Chapter House
Dinner 6:30 PM, Meeting 7:30 PM



Bob Northrup displayed his wiring harness and instrument cages. Wow!



Dave Hurd always comes up with something new to fix a problem he has in finishing his airplane. He demonstrates a through the firewall tubing.



One of the chapter's original designers and thinkers. Carl Bouwens brought a scale model of the plane he is designing to demonstrate how a power-on thrust brought the nose down, not good. A modification gave some relief. Carl still has many problems to solve, and it will be interesting to follow his design.

Mohawk OV-1

By Rob Williams

The OV-1C Mohawk is owned by Red Star Museum based in Quonset, RI. We flew it down to Texas where it will get a new paint job by Lone Star Aircraft, Carl Vernon's aviation maintenance shop. It is anticipated to be down there for a bout a year. While it is there it might participate in some airshows through the Highland Lakes Squadron of the CAF. After the paint is done it will likely return to Quonset unless the museum decides to make a trade before then.

This particular Mohawk is believed to be the only flying OV-1 left that saw action in Viet Nam. The "C" models are the short wing versions with three feet cut off of each wing compared the other models. It has two 1200 HP Lycoming T53-7 engines with full reversing props making it a fun machine to stop short and back into parking spots. With all of the electronics and other equipment used for its recon missions pulled out, it is very light making it a real performer.

So far I have logged about 16 hours in it and really hope to have the opportunity to fly it more. At the next meeting I would like to share a couple of fun stories about the flight down.

Signing the Lease!

As of this printing, the land lease for the new Aviation Education Center was scheduled to be signed at the January 8 Board of Directors meeting. President Bob Northrup said, "Walt and I will be signing the lease for our new home on the North side of the airport, culminating well over six years of negotiations, tireless work by 4 Chapter Presidents (Dave Hurd, myself, Bob Barrett, and Gregg Meyers) and the Board Members, to secure a piece of land for our new Aviation Education Center." The signing was to occur "across the airport in the big hangar to properly 'capture the moment' on film near airplanes.

(Everyone was) welcome to join us for the celebration and the kick off of our 50th anniversary year. I can't think of a better way to get this year started!"

Members who had provided e-mail addresses were notified one week prior to the event. Also, members who had signed up for the e-mail version of the newsletter received an "Extra!" mailing as notification.

We will have full coverage of this event and a summary of what got us to this point in our February issue.



If we love to fly so much, how come we're always in such a hurry to get there?

Louie Manyak

A Note From EAA's Founder

When I read through the history of your EAA, living every day for half a century plus, I truly know how time flies.

I want to share with you some of the thoughts of our members as they appeared in our *Sport Aviation* magazine back in 1963 (below). The organization of dreamers, homebuilders and fellow aviation supporters building/designing their aircraft under the CAA/FAA 51% rule we worked so diligently for and earned is something to be treasured. One can build his or her airplane for educational and recreational purposes and friends can work with you for their own educational value. Really, we can build one half of it – the other half, such as engines, propellers, wheels, brakes, instruments, radios, items not normally within the capabilities of those who work with hand and mind can be purchased. Now we are faced with a situation of the FAA amateur building program being used for commercial purposes – from building complete aircraft or well over the half mark ... not within the intent of the program given to us by those CAA/FAA folks who believed in us. *Let's hope we don't lose this privilege.*

Sincerely,

Paul H. Poberezny
Founder and Chairman of the Board, EAA

The following is reprinted from Sport Aviation Magazine, February 1963

Experimental Or Not?

By Joe Kirk, EAA 2023
3405 Harrington, Rockford, IL

RECENTLY THERE has been a rush to bury the "Experimental" in our Experimental Aircraft Association. Are we moving in the proper direction by so doing? At first glance, it seems that it is only sensible to eliminate the so-called stigma which is associated with any aircraft labeled "experimental," especially when and if it is involved in an accident. There were some cases, no doubt, where EAA suffered because of injuries and deaths caused by an accident, wherein a truly "experimental" ship, rather than a "homebuilt" was involved. Immediately, in such a case, the proverbial shoe starts to pinch. And being the humans that we are, fumbling around in the gloom, we start to switch the shoe to the other foot. But wait! Let's try to visualize what this change might bring forth.

Probably a good way to illustrate this is to put ourselves in the shoes of John Q. Public. It is true that his knowledge of aircraft is tantamount to the idea that a tricycle gear should only be operated by Junior on the sidewalk in front of his own house.

Being a solid citizen and trying to get the proper slant on the news, John Q. subscribes to a couple of rival newspapers. Picking up both papers one day, he finds similar headlines. One paper says: LOCAL EXPERIMENTAL AIRCRAFT CRASHES, PILOT KILLED. The other paper says: LOCAL HOME-MADE AIRPLANE CRASHES, KILLING ITS BUILDER. What do you suppose is the conclusion that John Q. quickly comes to in view of these headlines? Or what would his thoughts be if he saw only the first headline? Or, worse yet, what would be his instant conclusion if he saw only headline No. 2?

Think on it awhile; the answers should be revealing. I'm sure many of you have already seen headline No. 2. And knowing the old American foible, that only "store-bought" goods are a guarantee to quality, you can come up with some uncomfortable conclusions of your own.

This riddle, however, does not resolve itself to the question: "To change or not to change?" It goes far deeper than that.

Back in the early beginnings of EAA there was a hard core of rugged individualists who were highly dissatisfied and dismayed at the status quo.

The aircraft available then had all practically boiled down to a single, stereotyped design, about as exciting and different as the automobiles available in the Communist countries of today. You could at that time buy any kind of an airplane you wished (at the popular price), as long as it was a two-place, enclosed cabin Monoplane.

Popularly advertised cruising speed was 100 plus miles per hour which you could often push up to 90-plus average on a typical cross-country trip. Imagination in design was gone. Federal regulations, in an effort to protect old John Q. from himself, had in effect forced all design thinking into a tight engineering mold, precluding all but the conventional approach.

Finally, however, when Washington became convinced that this hard core of individuals was not hellbent for suicide, but instead, was liberally endowed with hard-headed and eminently practical dreamers, the door was opened for homebuilts. Or, more properly, for the privately engineered and privately built experimental and semi-experimental aircraft.

It was not long before the early EAA members, and members-to-be, realized that this was the golden opportunity for which they almost had given up all hope, after the dismal days of the old Bureau of Air Commerce.

(continued on Page 4)

Experimental or Not, continued from Page 3

Soon tiny aircraft began to appear all over the United States. Some were cute little Biplanes, with open and closed cockpits. Some were Parasol Monoplanes, some were racy low-wing Monoplanes, some were extremely professional four-place jobs with construction features obviously pointed to production. There were painstakingly and meticulously finished aircraft with the look of diamonds, and there were hammer and long aircraft with the look of haywire and blacksmith shop. But all had the unmistakable stamp of Yankee ingenuity! Another thing in common that all these aircraft had was the true reflection of the designers' and builders' desires. Some were strictly fun ships, built for short-hopping the local countryside. Others were rugged things, as much at home inverted as upright. There were those who sought a snug sports job for fast cross country on small and thrifty engines. And some were working with the thought of possible certification and production. In this respect it can be pointed out that the old free enterprise system is still in top-notch working order. Just witness Ray Stits' latest creation; type certificated, rugged and loaded with individuality. Also notice B. D. Maules' "Bee Dee." This ship is now certificated and in limited production. How many of the modern day, snob appeal, four-place "executive" ships can honestly give true cowpasture utility tied to a bonafide cruise speed of 1 mph for each and every available horsepower? B. D.'s Bee Dee does, and it does it with a gentle smile.

To neglect to mention the handiwork of one of the greatest individualists of them all, Steve Wittman, is to neglect the entire story of the private-built aircraft movement. Steve is the master of simplification. The sheer, utterly simple practicality of his landing gear design in itself will be a monument to this, the most eminent of all backyard innovators.

Because of the freedom we have enjoyed in creating aircraft as we see fit, we have attracted world-wide attention and world-wide support. Our membership has grown enormously, including recruits from the four corners of the globe. This growth is continuing with still no end in sight. In the light of this, it is easy to look around and think of consolidating the hard-earned gains we have acquired. It is easy to suggest a "beef-up" in regulations—to "force" out "poorer" designs, to artificially promote finer workmanship, to "eliminate" names or words which might be derogatory or stigmatizing. It is easy to give lip service to the most modern of our clichés, "up-grade."

Let's stop and examine our collective conscience. By "up-grading" our organization, are we truly up-grading the direction of our movement? Or are we, without

realizing, taking the easier down hill road to creeping conformism?

By eliminating the word "experimental," are we truly ridding ourselves of an imagined sigma, or are we unwittingly putting our foot in the door and holding it ajar for the moral, if not the physical, control of free-thinking and unfettered creativity? By so doing, are we alienating the up and coming Stits and Maules', discouraging the future Wittmans', and consolidating a status quo for the conformist?

Is the Experimental Aircraft Association flexible enough to contain the enterprising individual, the free-thinking experimenter and tinkerer, the fun-loving sportsman as well as the general enthusiast whose sole enjoyment is lending moral support and watching new developments grow first-hand? Is the EAA big enough to contain the staid, the bizarre; the new, the old; the proven, the untried? Can the EAA be a haven both for the conformist and the non-conformist? Personally, I believe that it can. But the real answer lies within you—it's your Association.

An Invitation for Volunteers!

Henry Hartman, President, EAA Chapter 1041, The Gettysburg Barnstormers, recently became a Co-Chairman of the AirVenture Departure Briefing Crew.

He is asking for volunteers to come to Oshkosh, enjoy the show, and spend some time helping to make it the greatest aviation gathering in the world.

What does the Departure Briefing crew do? He says it's very simple, and any pilot or aviation enthusiast can master the job in a few minutes. Pilots planning to depart Wittman Field using runway 18-36 during the convention are expected to receive an in-person Departure Briefing. Briefing volunteers have hand-out sheets with the departure procedures printed on them, and do a quick review with the departing pilot to make sure they understand safe procedures while on the ground and in the air when leaving.

New volunteers spend an hour or so with an experienced briefer and then they can do the job! Around the airport, there are about 6 locations where departure briefings are given, and they have several 'roaming' briefers on scooters and utility vehicles. Hours are 7 am to about 1 pm, and they try to schedule several shifts so each person is only required to stay 2-3 hours any day. Extra help is especially needed during the latter half of convention week, when the majority of planes are leaving Oshkosh, but any day of the week is a good day to volunteer.

For more info, contact Henry at 717-637-3741 (days) or e-mail: hartmansteiner@comcast.net.

A Board of Directors Meeting of Chapter 44 of the Experimental Aircraft Association
Held at the Chapter House
14 Nov 2007 at 7:30 PM

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

Reports:

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

New Business:

- **Property Lease:** Final lease details are under discussion.
- **Elections:** BOD elections are next month; Bob Northrup will prepare the ballots. The Board discussed the idea of holding elections earlier in the year so they don't conflict with the holidays.
- **November Program:** The November program will be a member's forum.
- **Newsletter Mailing:** Norm Isler suggested that it would be easier and slightly cheaper to forego an envelope and simply send out the newsletter folded, taped, and stamped. The Board approved this idea, implementation TBD.
- **AEC Donation:** Dave Hurd has donated a used but serviceable electric range to the AEC.
- **Ken-Lou Donation:** Rob Williams presented a \$3,000 check from the Ken-Lou Foundation to the AEC.
- **Family Fly Day:** Dave Hurd volunteered to help coordinate a Family Fly Day. The intention is to offer rides to all family members: young, old, and male and female.
- **Programs for 2008:** Bob Northrup proposed a set of four skill workshops as programs for 2008 General Membership meetings. Topics would include woodworking, metal, composite, and electrical.
- **Membership ID:** Norm Isler proposed some form of member identification pins that might also denote years of membership. Tabled for future discussion.

A General Meeting of Experimental Aircraft Association Chapter 44
Held at Chapter House, Colby Street on 20 Nov 2007 at 7:30 PM

Reports:

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

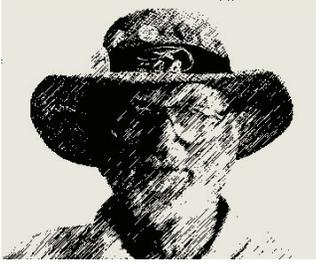
New Business:

- **BOD Elections:** The following were elected to the Board of Directors: Phil Hazen, Rob Williams, Norm Isler, and Jeff Paris.
- **Lawn Tractor:** Norm Isler reported that he's fixed the lawn tractor.

December Non-Meeting: Lincoln Wainwright suggested a December non-meeting. This would be a very casual get together to talk about flying. Date would be the regular meeting night (18 December).



EAA AirVenture air show pilots Sean D. Tucker (top), Ed Hamill (middle) and Mike Goulian team up for a spectacular photo over Oshkosh, Wisconsin.
(EAA photo)



Old Goat Droppings

By Art Thieme

Yes, it is true. Cessna will build the 162 SkyCatcher in China. Aviation Week (Dec.3, 2007) and General Aviation News (Dec. 7, 2007) confirmed that the planes will be built by Shenyang Aircraft Corp. SAC is a subsidiary of China Aviation Industry Corp. The plan is to build 50 aircraft for delivery in 2009, eventually building 700 a year. Cessna says contracting out production was to save on labor costs and minimize investment. Will they be put in containers and shipped by boat? Other sources indicate that an option will be for installation of a ballistic chute.

Aviation Week (Dec. 17, 2007) reports that the Defense Department has 5,300 unmanned aerial vehicles in inventory. There seems to be a problem with the FAA in trying to get airspace access.

Want to spread a loved ones ashes out of your airplane? December issue of Flying has a good article about the potential problems.

Doesn't seem to be a legal problem, rather one of the wind flow around and into your aircraft. If you have any questions just contact Earl Luce, who has experience in this area.

Can you believe it? Airbus has orders for more than 1200 new aircraft. Boeing has listed orders for 1,144 new aircraft. Airlines have ordered 6,000 aircraft in the past three years. Source: Aviation Week, Dec. 10, 2007. Now you can see why there is a predicted shortage of pilots.

Does the shoe fit? "Most fighter pilots suffer from a condition know as Gonads Malapropos - some of our body parts are bigger than our brains. Size 17 gonads and size 7 hats is a bad combination." From "The Great Riserger Raid of 1968, by Maj. Gen. Don Shepperd. Flight Journal, Feb. 2008.

I think that it is time for the chapter to decide if they are going to build a hangar/clubhouse combination, or a

hangar, or a meeting place. Unless we strike oil, there is not enough money in the building fund to build what we would like. Once decided, design estimates should go out so that when the land lease is ours and spring comes, building can start.



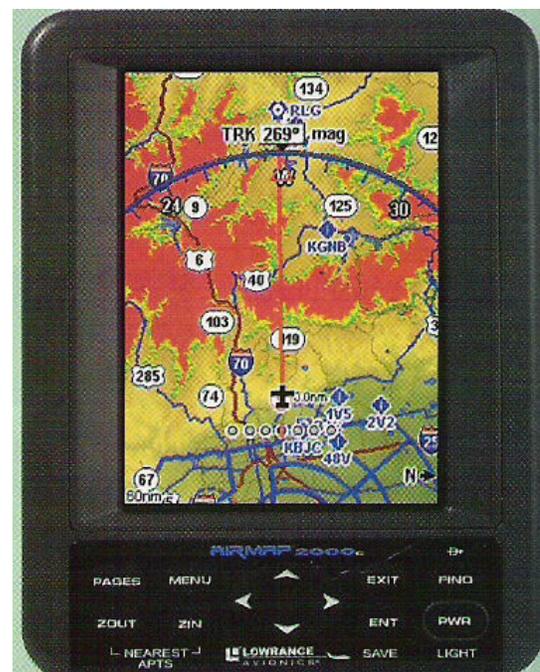
GPS Unit for Sale

Lowrance Airmap 2000c
5" Bright Color TFT Screen
Sunlight Viewable
WAAS Capable
"Glass Cockpit" Presentation
Create Your Own Waypoints
Aviation, Marine & Automotive modes
Unit Is 2 - 3 Years Old.

Current Published Price At Pacific Coast Avionics - \$999.00

Bill's Price For This Unit - \$500.00

If interested and for more information please call Bill Herring - 585-638-8624



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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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Tall Paul's Logbook

Paul Pakusch, editor

Since many editors of publications write columns, I decided to add my own. "Tall Paul's Logbook" is the best name I could come up with. If anyone has a better idea, let me know. The grand prize winner gets a hearty handshake!

"Tall Paul" has been my nickname since I was nine years old and was already taller than almost everyone else my age. The name came after two little girls next door to me started calling me "Tall Paul", in reference to a Disney song by Annette Funicello that was released in the 1960's. Since many people ask, here are answers to the two FAQ's: I am 6' 5" and no, I never played basketball.

I've been told my head is in a cloud. Is that because I'm tall or is there another reason.....?

I recently discovered that e-mail from my home is "blocklisted." That means enough people have deleted my e-mails as "spam" that I'm on some "blocklists." The worst of it seems to be when I try to send e-mail to people with AOL addresses. What this means is that about a quarter of e-mails that I send out never get to their destination. So, if you don't get an e-mail reply from me, now you know why.

Yahoo's headline on December 27 screamed out, "Surprising Reason for Top Airline Flight Delays." It referenced a USA Today article that found the number one reason for flight delays is "airline glitches," not bad weather or the system's inability to handle traffic. "Airline glitches" includes such things as maintenance issues and crew shortages. Is anyone reading this really surprised at this news?

AOPA is advocating the use of popular internet sites such as MySpace, Facebook and YouTube to promote general aviation. It sounds like a good idea to me! Post videos of general aviation flights and get young people interested in aviation.

On January 2, during an interview with new Rochester School Superintendent Jean Claude Brizard on Channel 10, he revealed that he is a pilot with a commercial rating. He said that flying is his "escape." I'm sure we can all understand that. However, if the opportunity presents itself, it seems that he might be a good inspiration for kids to take an interest in aviation.



www.eaa44.org

Next Meeting is January 15 at
the Chapter House
Dinner 6:30 PM
Meeting 7:30 PM

2008 Calendar

January 15: General Meeting
February 19: General Meeting
March 18: General Meeting
April 15: General Meeting
May 20: General Meeting
June 17: General Meeting at Spencerport Airpark
July 15: General Meeting
July 28-August 3: AirVenture Oshkosh
EAA Chapter 44 Airlift details TBA
August 19: General Meeting
September 16: General Meeting
October 21: General Meeting
November 18: General Meeting

Officer meetings are the second Tuesday of each month 7:30 PM at the Chapter House. All members are invited to attend. Officer meeting time and location subject to change, so please verify with an officer if you plan to attend.

Paul Pakusch
EAA Chapter 44 Newsletter Editor
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