



The Flyer

www.eaa44.org

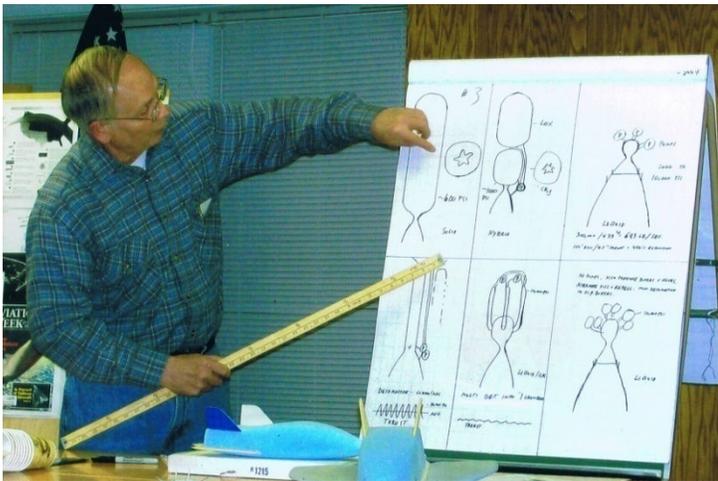
Experimental Aircraft Association Chapter 44 • Rochester, NY

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April, 2008

March Meeting

By Art Thieme



Most of the members of EAA 44 are not rocket scientists, but Carl Bouwens is close to being one. His presentation about rockets and space ships at the March meeting was outstanding. Carl had many charts, drawings and pictures to illustrate his presentation. One outstanding performance!



Since being asked to leave Kodak (downsizing), Vet Thomas has started his own business. Besides machining, he has expanded his interest in airplanes by talking to world war one builders of replica war planes. He shows a reproduction of a compass used by the planes. Making this compass required making castings, EDM machining, and other skills. It is a real work of art. Vet continues to correspond with the replica builders and may make more hard to find parts.

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



Proudly displaying part of his Sonex project is Mike Stoddard. Mike showed several parts and impressed the group with the quality of his workmanship.

Aviation Education Center

Fundraising continues for the Aviation Education Center as plans are now becoming a reality for its construction. For your convenience, it is now possible to make donations on our website, www.eaa44.org. You can use a major credit card or an existing Paypal account. All transactions are encrypted and secure.

The Board has discussed renaming the Aviation Education Center [AEC] to more accurately reflect the general mission of EAA. Leading candidate: Sport Aviation Center. Other ideas are under consideration.

A Roundup of Some Recent Newsworthy Items

From General Aviation News, 1/11/08: The fact that Cessna's LSA, the Skycatcher, is being built in China has garnered a lot of attention for the Wichita airplane manufacturer—and not all of it is good.

Many took the company to task for not building the plane in the U.S., but instead choosing the Shenyang Aircraft Company (SAC) in China to manufacture, assemble and test fly the LSA's. Once SAC is finished with its part of the process, the Sky Catchers will be partially disassembled and packed in containers for ocean shipment to the United States. They will be reassembled at a number of Cessna's authorized service centers, including one in Wichita.

Cessna officials are quick to point out that company employees will be on-site to oversee all operations in China.

"It needs to be understood that the SkyCatcher will be designed, tested, constructed and serviced to the same Cessna quality standards that enabled us to become the world's largest manufacturer of general aviation airplanes," says Tom Aniello, VP marketing in a blog on the Cessna SkyCatcher's website. "Cessna backs the SkyCatcher completely, the same as any other aircraft we produce. We have complete confidence that Shenyang Aircraft Company will build the SkyCatcher to Cessna's rigorous standards for safety, quality, reliability, value and performance."

Aniello emphasizes that SAC was chosen only after an exhaustive, worldwide search, noting that the aircraft business is one of the most regulated in the world for quality and safety.

From The Jewish Ledger, 10/18/07: As of 2008, all airlines flying into Israel are required to equip their pilots with Code Positive, a system that allows ground controllers to determine whether planes have been commandeered by terrorists.

The Israeli invention, which Israel's Transportation Ministry will distribute free of charge, consists of a personalized card with which the pilot relays a predetermined code upon approaching Tel Aviv.

Should hijackers kill or remove the cockpit crew in the manner of the Sept. 11 attacks on the United States, their non-transmission of the code will let Israel know something is amiss. If a pilot is forced by terrorists to activate Code Positive, he or she has the option of entering false data, which will serve as a discreet

mayday message.

Israel's air force is under instructions to force suspect planes to land at a location far from built-up areas.

From AOPA Pilot, Nov. 2007:



A picture may be worth a thousand words, but is a picture worth being forwarded a thousand times? Starting in December 2006, a photo of a small airplane lodged in a large tree, framed by a "Learn to Fly Here!" sign, began its journey through the inboxes of the Internet public at an extraordinary rate.

The writer of this story gave the details of the full story behind this picture. To summarize here, the pilot is Terry Brookham, an instrument-rated private pilot with more than 30 years experience. He served as an airplane captain on an aircraft carrier, he was a mountain/mission pilot for the Civil Air Patrol (with one find and two saves) and he flew skydivers in his own Cessna 206.

On this particular day, he had rented a Piper Archer to practice night takeoffs and landings to maintain currency. On his first downwind leg, he experienced an engine failure. After going through emergency procedures, he tried to avoid obstacles and land on a road. Then he saw an oncoming car, swerved to the left, cut a set of power cords and ended up in the tree.

An Air Force officer who happened to be driving nearby saw what happened and aided Terry in getting out of the aircraft and down from the tree. The fuselage was warped and Terry could not get the door open. With fuel leaking, he kicked out a window and escaped. Terry's only injury was a pair of scratches above his left eye.

The NTSB's ruling was "loss of power due to carburetor icing." It was cold and the humidity was high. Terry had not used carburetor heat because it's not in the Archer's checklist.

Although the signs do stand near the tree, the photo itself is the result of photo-editing software.

Own A Certified Airplane? Just Say No to Ethanol

Ben Visser, General Aviation News 12/21/07

In my Nov. 23 column, "What effect does ethanol have on airplanes?", I tried to answer the question of what to do if you end up accidentally getting some auto gas that contains ethanol in your airplane. I had intended this to be information for people who tried to use non-ethanol containing auto gas, but unintentionally got fuel with ethanol.

However, I received several notes from people who indicated that if the only problem with ethanol fuel was rubber compatibility with the fuel system, then they thought that their systems should work with ethanol-containing fuels, since they had clean metal fuel tanks and had replaced the fuel lines with new automotive lines. Now I know there are a few experimental aircraft that have been modified to run on ethanol but if you have a certified aircraft, or one that has not been "properly modified," fuels containing ethanol should never knowingly be used in your airplane— period.

If you have questions about this, look up FAA Special Airworthiness Information Bulletin CE-07-06 dated Oct. 27,2006. It goes into many of the problems you can expect from using ethanol-containing fuels in an aircraft, including vapor lock, phase separation and reduced energy content. There also is concern that an ethanol-containing fuel will clean up a dirty fuel system, blocking filters among other things. Lastly, the effects of the long-term use of fuels containing ethanol on engine wear, and the corrosion of aluminum and other soft metal fuel system components, is unknown at this time.

So I want to make this very clear: If you accidentally get a tank or two of fuel containing ethanol in your aircraft, you may be able to "get away with it" if you monitor it carefully and take precautions as outlined in the previous column; but if you think you can use fuel containing ethanol if and when you please, you may be headed for serious problems.

Please do not take this as one of those casual problems that you really do not have to worry about. It is a very serious concern that can cause you very serious problems.

MORE TO WORRY ABOUT...

In my Aug. 10 column ("Tester ensures autofuel is alcohol free"), I wrote that Vermont and New Hampshire, along with several other states, were considering using only auto fuels with ethanol. I recently received a note from Dick Lindell, who wrote

that only southern New Hampshire is using ethanol-containing fuels and that auto fuels in Vermont and northern New Hampshire may or -may not contain ethanol.

The bottom line is that it is very important to buy or build an alcohol fuel tester and use it on every fuel purchase. You should know that many fuel suppliers may not know if their auto fuel contains ethanol. Even if your fuel supplier and other sources claim that the auto fuel you are buying contains no ethanol, it can still be cross contaminated with an ethanol containing fuel.

Remember, what you don't know can hurt you.

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.



From Space.com, 1/23/08: Future thrill-seekers will ride a sleek spacecraft berthed under a massive, twin-boom mothership to the fringe of space in a design unveiled by Virgin Galactic.

The SpaceShipTwo spacecraft and its WhiteKnightTwo carrier will begin initial tests this summer to shakedown the novel spaceflight system designed by aerospace pioneer Burt Rutan and his firm Scaled Composites.

Based on Rutan's SpaceShipOne, a piloted and reusable spacecraft that won the \$10 million Ansari X Prize for suborbital spaceflight in 2004, SpaceShipTwo is an air-launched vehicle designed to carry six passengers and two pilots to suborbital space and back.

But unlike SpaceShipOne, which launched from beneath its single-cabin WhiteKnight carrier, the new craft will drop from a twin-cabin high-altitude jet that can double as a space tourist training craft. WhiteKnightTwo carries four engines and a wingspan of about 140 feet, rivaling a B-29 bomber.

Virgin Galactic is offering tickets aboard SpaceShipTwo spaceliners for an initial price of about \$200,000.

**An Invitation... In Honor of the Fiftieth Anniversary of
The Rochester Flying Club**

And

General Aviation in the Rochester Area

A Celebration will be held at

The Rochester Yacht Club

5555 St. Paul Blvd., Rochester, NY 14617

On Saturday, June 14, 2008

6:00 PM

**All present and past members of
The Rochester Flying Club are invited**

As well as

All members of the local flying community

Including

Artisan Flying Club, EAA Chapter 44

And

All Friends of General Aviation

\$40.00 per person includes dinner. Cash bar.

Make checks to the Rochester Flying Club.

Send payment, name(s), confirmation address & dinner selection(s) to

Channing Philbrick, 26 Mt. Eagle Drive, Penfield, NY 14526

(585) 671-6736, by June 1, 2008.

chphilbrick@frontiernet.net

Meal selections: Please indicate the numbers of each meal desired.

**_____ Chicken Wellington _____ Pork Porterhouse
_____ Baked Salmon _____ Grilled Vegetable Strudel**

Or download and print a PDF invitation from www.rochesterflyingclub.com

MORE OLD GOAT DROPPINGS

By Art Thieme

If you are any kind of airplane lover, you just can't pass up going to visit air museums. GA News in their January 25 edition, list five "must see" museums. They are: The National Air and Space Museum, The National Museum of the Air Force, EAA Airventure Museum, Wright Brothers Memorial Kill Devil Hills, and Beechcraft Heritage Museum. I've seen all except the Beechcraft Museum. The first three certainly make my list.

Also mentioned are Old Rhinebeck Aerodrome, The Piper Museum in Lock Haven, Museum of Flight in Seattle, Fantasy of Flight in Polk City, Florida, National Museum of Naval Aviation in Pensacola, Fla., The Museum of Aviation, Warner Robins, Ga., New England Air Museum, Windsoor Locks, Conn., and the San Diego Air Museum. I've been to all but the Piper Museum and The Museum of Aviation in Ga.

My must list would include the Naval Museum in Pensacola and the Museum of Flight in Seattle. I have to thank my wife for tagging along on many of these visits. It is strange how I find these museums on our trips. There are other museums not mentioned. One is the Aerospace Heritage Museum of Utah on the Hill Air Force Base in Ogden, Utah. I've also been to the Wings and Wheels Museum that no longer exists. And how about our Curtiss Museum? Send in your favorites to the editor.

As long as we are looking at lists, PLANE & PILOT in their September 2007 issue list the 10 sexiest airplanes, in their opinion. They are in order: Spitfire, Staggerwing, Nemesis NXT, Lancair 320, Lear Falcon, Vulcan Bomber, Cirrus Columbia, North American F-80, F-22 Raptor, Lockheed Blackbird.

Can't forget the honorable mentions: Tomcat, Beech Starship, Cirrus/Labelle Sailplane, Spartan Executive, Lockheed Electra, Edge 540.

Some writers/editors had their own list, including: Piaggio Avanti, EADS Socata TBM, Pitts Model 12, Stemme S10-VT, Cessna 120/140, BT-13 Vultee Vibrator, Bonanza, and the B-2 Bomber. I guess sexiest is in the eye of the beholder.

I don't claim them as being the sexiest but I like the A-10 Warthog and the Aeronca C-3.

"Regrets, I have a few" croons Frank Sinatra. I think we all do. One of mine is that I never took helicopter lessons. I'd really like to know if I could fly one. But it is like my seaplane instructor asked me after 6 hours in a Lake Amphibian: What do you want with a seaplane rating? No one is going to rent you a seaplane."

Old Goat, Out.

Airlift to Oshkosh 2008

EAA Chapter 44 is celebrating its 27th annual Airlift to Oshkosh!! Imagine traveling by jet with fellow Oshkosh-bound aviation enthusiasts to spend 5 days, with round trip jet air transportation and accommodations included in one low package price. Your flight pass entitles you to:

- Round-trip jet airfare from Rochester.
- Private coach ground transportation to our accommodations.
- 5 nights lodging at the University of Wisconsin dormitories in Oshkosh. Only a short walk to the Dining facilities at Blackhawk Commons and the bus stop where we pick up our shuttle to AirVenture.
- "Go Anywhere" Oshkosh Bus Pass includes Shuttle Pass to and from the convention grounds.

Only \$695

Departing Monday, July 28, 2008

Returning Saturday, August 2, 2008

Reservations accepted until May 15, 2008

For more info, contact:

Paul Stumpf

585-669-2676

airlift44@yahoo.com

Or download the brochure on our website

www.eaa44.org

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

Held at Norm Isler's on
11 Mar 2007 at 7:30 PM

Members present: Isler, Snow, Hurd, North, Zigelstein, Williams, Hazen, Pakusch

Reports:

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

New Business:

- Pay Pal Account: Paul Pakusch has set up a PayPal account for AEC donations. He will coordinate with Dave Hurd so that receipts will transfer automatically to the Chapter's checking account.
- A.E.C. Fundraising: A number of ideas were discussed regarding fundraising including lifetime memberships, souvenirs and other premiums. Norm Isler volunteered to investigate options.
- A.E.C. Renamed: The Board discussed renaming the Aviation Education Center [AEC] to more accurately reflect the general mission of EAA. Leading candidate: Sport Aviation Center. Other ideas are under consideration.

A General Meeting of Experimental Aircraft Association Chapter 44 Held at Chapter House, Colby Street on 18 Mar 2008 at 7:30 PM

Reports:

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

Builders Reports:

- Paris Europa: Progressing...glass projects are a lot of sanding
- Bouwens Mystery Ship: Working on seats
- Stoddard Sonex: Brought in tail parts for show and tell
- Casey RV-8: Tail and wings pretty well done. Fuselage next
- Also, Vet Thomas has started a business: Thomas Restoration and Manufacturing. He's making parts for WWI era aircraft such as Fokker "one sided wing nuts".

New Business:

- Guests: Tom and Mary Lynne, Craig Ritson
- Dinner: Many thanks to Dave and Becky Hurd
- AEC: The BOD is researching architectural firms to support the AEC construction. Fundraising efforts are ongoing. The fundraising committee recommended acknowledging donations with premiums such as pens, pins, bricks, etc. Norm Isler volunteered to donate the first 100 pens. Another suggestion was to ask Earl Luce to hold a class on welding at the Chapter House. A nominal fee will cover materials and anything left over would be donated to the AEC. Invitations will be extended to the RUFF group as well.
- Oshkosh Airlift [Paul Stumpf]: Paul reported that he has sold four trip packages so far. Paul asked the membership to help distribute promotional flyers.
- Rochester Wings: Rochester Wings 2008 is June 13th and 14th, with Young Eagle flights on the 14th (Saturday).
- RUFF Trip: Steve Ziglestein reported on the RUFF group trip to the Wings of Eagles Museum in Elmira. Steve reports the museum is alive and well and well worth the trip.
- Chapter Anniversary: The Chapter's 50th anniversary celebration is scheduled for either August 9th or 16th.
- Program: Space travel, by Carl Bouwens

\$ome Money Trivia

If cigarettes are going up to \$6 per pack, that comes to \$2,190 per year for a pack-a-day habit. A local FBO charges \$75/hour for a Cessna 152 and \$96/hour for a Cessna 172. Give up that smoking habit and you can fly the 152 for 29 hours or the 172 for 23 hours. Or, at the last reported rate of \$4.49/gallon for LL at 7G0, you could purchase 487 gallons this year for your own aircraft.

\$2,190 would also get you quite a nice hand-held GPS unit.

If you want to help the general aviation economy by using your \$600 tax rebate for flying, you'll get 6.25 hours in that 172 or 8 hours in the 152. Or you can get 133 gallons of fuel for your own aircraft.

Or check out shop.eaa.org for quite a range of items for \$600 or less.

Or use it towards EAA 44's Airlift to Oshkosh!

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. All phone number area codes 585 unless otherwise indicated.

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Tall Paul's Logbook

Paul Pakusch

If you haven't already read Art Thieme's "Old Goat Droppings" (page 5), read that first and then come back here. Art talks about many of the aviation museums around the country and the fact that he has visited many of them. I'm proud to recognize some of those museums from my own experiences: The National Air and Space Museum, EAA Airventure Museum, Fantasy of Flight, Old Rhinebeck (near my wife's home town), and the Museum of Flight in Seattle.

It reminds me of the potential that once existed to have a first rate museum right here in Western New York. In the late 1980's and early 1990's, the National Warplane Museum hosted what I thought were the best air shows ever seen in Western New York; first in Geneseo and then in Batavia. Each year, attendance and attractions grew at a phenomenal rate. Then some money-types got themselves elected as officers and decided to move the museum away from its hometown, Geneseo. Tax dollars for a fancy new building were the bait. I questioned, "Why would you want to move this museum away from the hard-working volunteers who built it? Why would you move the air show away from Rochester, Buffalo, Canada, and every other place accessible by the New York State Thruway?"

It ended up in Elmira and I'm still bitter about it. I know there were internal politics involved, but the net result is that the museum ultimately suffered cash flow problems, the once-popular air show died off from low attendance, and the gem of the museum had to be sold off. It was "Fuddy Duddy," one of the few remaining flyable B-17's in the world. Kudos to the original volunteers for keeping a presence in Geneseo through it all. The 1941 Historic Aircraft Group has emerged with a fine air show and other year-round activities ever since.

Now we have a new opportunity before us. I really like the board's idea to rename the AEC as the Sport Aviation Center. The concept is unique in Western New York. If sport aviation continues to grow, perhaps spurred on by the new sport pilot rules, pilots and aviation enthusiasts will look to our chapter for inspiration and guidance. Let's continue to raise funds, and then be ready to pitch in with member sweat when we are ready to start building it.



www.eaa44.org

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Dinner 6:30 PM
Meeting 7:30 PM

2008 Calendar

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 Jul 28 – Aug 2]
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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