



# The Flyer

www.eaa44.org

Experimental Aircraft Association Chapter 44 • Rochester, NY

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## Wings 2008



Carl Bouwens checks out the model of our new Sports Aviation Center, which was prominently displayed at Rochester Wings 2008. Fundraising for the Sports Aviation Center is continuing. Tax-deductible donations may be made through our website at [www.eaa44.org](http://www.eaa44.org). More coverage of Rochester Wings 2008 begins on page 3 and 4.

## Annual Picnic at Spencerport Airpark



Rob Williams flew his Cub into our annual picnic on June 17. More pictures on page 5.

Next Meeting is July 15  
**At GENESEO AIRPORT**

1941 Historic Aircraft Group

Dinner 6:30 PM

Meeting 7:30 PM

Topics: Culver Cadet and  
1941 Historic Aircraft Group  
Museum

See page 2 for details

## 50<sup>th</sup> Anniversary Celebration

EAA 44's 50<sup>th</sup> Anniversary Celebration, "Families Fly," is only one month away! Be sure to mark Saturday, August 16 from 10 AM to 2 PM on your calendar. More details are on page 2.

## Volunteers Needed for Henderschott Fly-in and Geneseo Air Show

This is your opportunity to participate in the activities of EAA Chapter 44. Volunteers are needed to staff the booth at both of these events and to help with ground operations at Henderschott's. See details on page 7.

## Address Change

Please note that your editor has a new mailing address. All *Flyer*-related material should now be sent to Paul Pakusch, 121 Annie Lane, Rochester, NY 14626.

## July Meeting to be at 1941 Historic Aircraft Group in Geneseo

Our next meeting will be July 15 at the 1941 Historic Aircraft Group in Geneseo. Dinner will be at 6:30 and the meeting will start at 7:30. The program is the Culver Cadet and the museum itself.

Founded in 1994, the 1941 Historical Aircraft Group Museum is dedicated to the restoration, preservation, display, and flight of aircraft of the World War II and Korean War eras, as well as the recognition of all United States Military personnel for their service and sacrifice. The fleet includes Antonov AN-2, C-47A Dakota, C-45H, UC-43, L-16, YO-55, L-21, L-17, C-119G, and Aero Commander 100. The B-17 Memphis Belle that was featured in the movie of the same name is temporarily based at Geneseo. (This is not the original Memphis Belle, which is currently under restoration at Dayton Air Force Museum).

The Museum has several restoration projects under way, including a North American AT-6, Douglas C-47 Engine Replacement, Douglas A-20 Havoc, Mooney Cadet, and a Fairchild C-119 (Phoenix Rising Project).

Our meeting at Geneseo will occur only two days after this year's 1941 HAG Airshow. If you wish to attend the air show, gates open at 6:00 AM Friday-Sunday July 11-13. (Volunteers are needed to staff EAA's booth. Please see page 7)

The Museum is located about 20 minutes south of Rochester, off Rte. 63, just to the West of the Village of Geneseo.



## EAA 44's 50<sup>th</sup> Anniversary Celebration

Rochester Chapter 44 of the Experimental Aircraft Association (EAA) will be celebrating its 50th anniversary on Saturday, August 16 with "Families Fly", from 10:00 AM to 2:00 PM. There will be dedication ceremonies for our new building, food, fun, airplane rides (weather-permitting), Air National Guard Aircraft, and kids activities. We will honor our Chapter's heritage.

The location of this celebration will be on the north side of Ledgesdale Airport, near Brockport. The site can be accessed from Eisenhower Drive, which runs west off Sweden Walker Road, (Rt 242) just north of Colby Street (Rt 173). This is where EAA 44's new Sport Aviation Center will be built.

Participants may fly-in, drive-in, walk in or bike in.

EAA Chapter 44 is an organization that enables people to realize their dreams of flight. Our members include builders, restorers, non-pilot aviation enthusiasts, and pilots & student pilots of general aviation, ultra-light, sportplane and experimental aircraft. We highly encourage family involvement.

For more information, visit our website at [www.eaa44.org](http://www.eaa44.org) or call 585-638-7369.



**1958-2008**



## Wings Rochester 2008

### Photos by Paul Pakusch



Jarrell Battaglia, Elise Isler and Gail Isaac staff our booth and Young Eagles check-in point at Wings Rochester 2008. This year's event was held June 14 at the New York Army National Guard Facility off Scottsville Road. EAA 44 successfully flew 59 Young Eagles before rain moved in.



Whit Beckett loads three Young Eagles into Cessna N5270H, legendary for the number of Young Eagle flights flown in it by the late Mark Donovan.

*No bird ever flew nonstop from New York to Tokyo, or raced 15 miles high at triple the speed of sound. But birds do something else. They do not conquer the air; they romance it.*  
— Peter Garrison



Bill Shaw and two Young Eagles.



Bob Northrup, Mike Clayton, Lincoln Wainright, Steve North, Bob Barrett and Jack Frenz in the Young Eagles loading area.



Mike Clayton directs an aircraft to a parking spot.  
(Photo by Norm Isler)

# More Photos from Wings/ Young Eagles by Norm Isler



Parents and Young Eagles listen attentively to Dave Hurd's safety briefing.



A Young Eagles event is a family event.

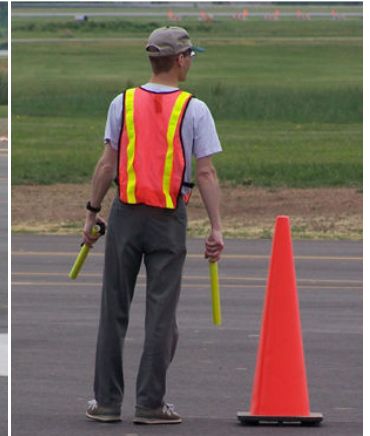


Photo opportunities for proud parents!



Below: Lincoln Wainright, coming & going!

Steve North with Young Eagles.



## Chapter 44's Annual Picnic at Spencerport Airpark



Mary and Paul Pakusch try out Bob Northrup's RV-8.



Rob Williams and Bob Northrup's grandson, Connor after an exhilarating flight.



Jarrell Battaglia and Mary Kay Rivellino show off their culinary skills.

### 50<sup>th</sup> Anniversary Celebration: Families Fly!

**When:** August 16, 2008  
10:00am - 2:00pm

**Where:** Ledgedale Airport (7G0)



**North Ramp - Site of the new  
EAA 44 Sport Aviation Center**

**What:** Food - Fun - Airplane Rides -  
Air National Guard Aircraft  
Special Guests - Kids Activities -  
Honor Our Chapter's Heritage -  
Dedication Ceremonies - More!!

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EAA Chapter 44  
Board of Directors Meeting  
Chapter House  
10 Jun 2008

Board Members Present: Northrup, Hurd, North, Isler, Williams, Zigelstein, Hazen, Pakusch

#### Reports:

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

#### New Business:

- Annual Spencerport Picnic Meeting: The June General Membership meeting will be the annual picnic meeting at the Spencerport Air Park. No official business meeting is planned.
- Sport Aviation Center: Site planning is underway, the architect has CAD data file information from Pasero's
- Capital Campaign for Sport Aviation Center: Fundraising progress is slow. We are ready to roll out premium offerings for various donations levels. The debut will be at Wings 2008. The Capital Campaign committee is looking for volunteers to staff the Chapter's information booth at upcoming aviation events.
- Rochester Wings 2008: The Chapter will set up an information booth for Wings 2008 along with offering Young Eagle rides. So far, 75 kids have signed up with 9 planes promised.

## More Old Goat Droppings: Flying is Easy

By Art Thieme

Yes. Flying is easy. Getting the license is hard. It requires concentrated study to pass the written, although with the computer and other study aids it must be easier than it was. I remember that each student that took the exam wrote down as many questions as possible and passed them on. If the FBO was on the ball he had a whole list of questions to share. And it requires dedication to keep on sort of a schedule for the dual flying lessons. We've all had the one bad session that makes one wonder if we will ever learn. But you must come back. Once you are free the joy is worth every moment of sweat.

The perfect landing is easy. NOT. Barry Schiff (AOPA Pilot, June 2008) talks about the perfect landing requiring as much luck as it does skill. Too many variables. He tells how he wanted to make a perfect landing on the last leg of his TWA retirement flight. His son was first officer. Everything was going as planned until the moment of truth: Kerplunk. It was not to be. My last landing was also not perfect. I was on glide path at Hendershott, gently easing the stick back for a perfect three pointer. It turned out to be a carrier landing five feet high. Nice bounce, good recovery.

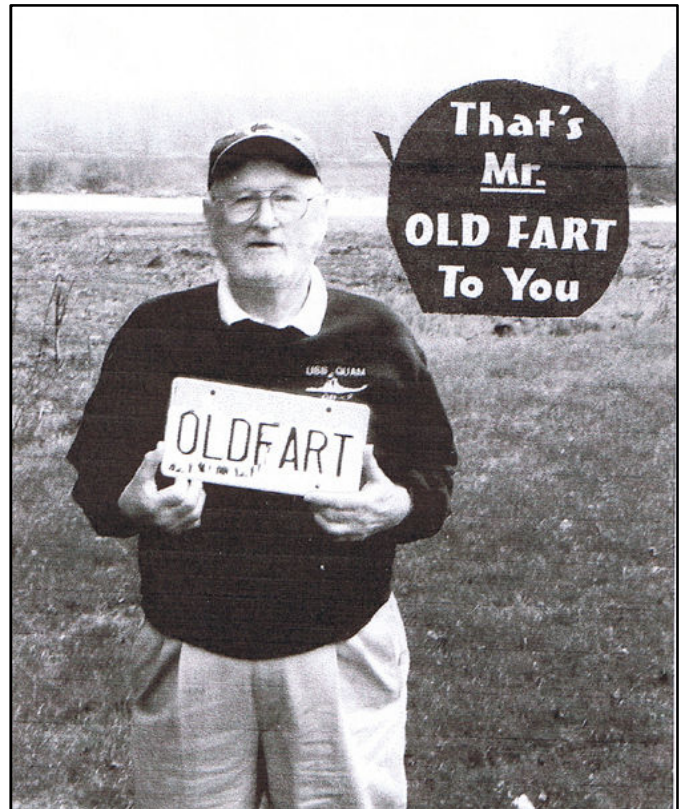
At the end of May I spent nine days in Alaska. ROC to Cincinnati. A 757 took us to Anchorage, a 7 hour flight. The next day we took a Beechcraft 1900 D to Fairbanks. No security check. Why? Seems that if the plane has less than 20 (+ or -?) seats, no security check is required. I'd prefer to fly like this all the time. On boarding there was a young man protecting us from hitting the prop. I thought he was ground crew. On board was a young woman checking the overhead bin. I figured her to be a flight attendant. Wrong! She was the pilot and the young man was the co pilot. And we flew the 389 miles with the cockpit door open. Flying like it used to be. The flight to Barrow was on a 737-400 Combi. The plane had a bulkhead at the midsection. The front was loaded with freight. Passengers sat in the rear compartment. No roads to Barrow so everything comes in by plane except for two summer months when things like cars are delivered by barge. And the Arctic Ocean was still solid ice. No, we didn't see any bears.

Our trip took us from Barrow, the northern most village, to Seward on the Gulf of Alaska. We stopped at Denali Park and I expected to see Mt. Denali. Wrong. It

was 50 miles away. Had to take a helicopter or plane ride to get near it. I took the helicopter flight (\$320) and never got closer than what seemed like 20 miles. At this time of year there was 20 hours of daylight. I think that I could live in Fairbanks, except perhaps for the winter. Anchorage is like any big city, except that there is a limit on the height of the buildings due to the earth quake possibilities. I bought three books about bush pilots:

**Noel Wien, Pioneer Bush Pilot** from the 1920's, **Arctic Bush Pilot** from the late 40's, **Alaska's Sky Follies** from the 60's. Vet Thomas loaned me **Cloud Dancer's Alaskan Chronicles**, which brings us up to the jet age. A review of the Cloud Dancer book will be in the next issue. We flew home from Anchorage to Seattle. From there to Newark in four and a half hours. Take the trip when you can before you are too old or the price of jet fuel is too high.

Old Goat, out.



Picture taken in Denali Park. License plate is Alaska Centennial plate. Alaska celebrates 50 years of statehood next year. Don't know who the native is holding the plate.

*The most beautiful dream that has haunted the heart of man since Icarus is today reality. — Louis Bleriot*

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, 121 Annie Lane, Rochester, NY 14626 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. All phone number area codes 585 unless otherwise indicated.

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## Volunteers Needed for Henderschott Fly-in

Volunteers to assistance in ground operations and crowd control are needed for the Henderschott Fly-in on Sunday July 20. The Travelling Vietnam Memorial Wall, balloons and Mercy Flight's Helicopter are all scheduled to be there. Large crowds are expected and all help will be appreciated, even for a short time. Volunteers are requested to arrive by 7:30 A.M. for a briefing. If you want to volunteer, contact Vet Thomas at **392-5164** or **ulpilot303@yahoo.com**.

Henderschott's is on Route 18 on the west side of Hilton.

## Volunteers Needed For Geneseo Air Show

EAA Chapter 44 will share a booth with the RUFF group (Rochester Ultrasport Fun Flyers, EAA 95UL) at the Geneseo Air Show July 11-13. Volunteers are needed to staff this booth. If you wish to volunteer, please contact Bob Northrup, **507-1000** or **n714b@rochester.rr.com**.

## Tall Paul's Logbook

Paul Pakusch

With the 4<sup>th</sup> of July just behind us, I got to thinking about patriotism. A lot of aviation enthusiasts are very patriotic. Certainly there is a great amount of appreciation for the flight crews and ground crews who served and are serving in the military. That should be quite evident when we have our July meeting at the 1941 Historic Aircraft Group in Geneseo. I also get to see a good dose of patriotism when I'm marching in my band, the Orleans County East Battalion Firemen's Band. We often play "America the Beautiful" and "Tribute to the Armed Services." I love watching people's reaction to those songs. It's easy to find the veterans among the crowd when their branch of the military is honored in "Tribute."

As noted elsewhere in this issue, I recently moved. I went from the east side of Greece to the west side. This puts me 10 miles closer to Ledgedale Airport. That's the whole reason I moved! ☺ I wanted to be closer to EAA 44's new Sport Aviation Center!



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Next Meeting is July 15

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Museum

See page 2 for details

## 2008 Calendar

July 12-13: Geneseo Airshow

July 15: General Meeting AT GENESEO

July 20: Henderschott Fly-in Breakfast

July 26-27: Rochester Airshow

July 28-August 3: AirVenture Oshkosh

[EAA Chapter 44 Airlift Jul 28 - Aug 2]

August 16 (Saturday): 50<sup>th</sup> ANNIVERSARY

CELEBRATION

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  
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