



The Flyer

www.eaa44.org

Experimental Aircraft Association Chapter 44 • Rochester, NY

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August, 2008

Families Fly

Next Meeting is
August 19 at Isler Aeroworks
(The home of Norm & Elise Isler)
Directions on Page 7
Please bring a lawn chair
Dinner 6:30 PM
Meeting 7:30 PM

Celebrate EAA 44's 50th Anniversary!

Saturday August 16, 2008 10:00 AM - 2:00 PM Rain or Shine

Ledgedale Airport (7G0) at Brockport

North Ramp, Site of the New EAA 44 Sport Aviation Center

Take Eisenhower drive on the north side of the airport to the end

Fly in, Drive in, Walk in or Bike in!

- Food
- Fun
- Airplane Rides (as available)
- Air National Guard Aircraft
- Kids Activities
- Honor Our Chapter's Heritage
- Dedication Ceremonies and More!

Hots, Hamburgers & Soft Drinks Provided

BYOB and lawn chairs

(\$5.00 donation requested)

As this is an old fashioned family picnic at the airport, feel free to bring a dish to pass

RSVP appreciated: Norm Isler, 638-8098

Henderschott Airport Fly-in

Heavy rains the morning of the Henderschott Airport fly-in kept all transient aircraft away, but the turnout was still quite good of people seeking out a breakfast provided by the Hilton Rotary.



With no planes to park, Chapter 44's Ramp Rats spent a good deal of time near the tent.



Steve Zigelstein's Plane Train provided most of the aerial activity.

The mastery of the turn is the story of how aviation became practical as a means of transportation. It is the story of how the world became small.

William Langewiesche



In between rain showers, Vet Thomas flew his plane under a low overcast, staying within sight of the airport and demonstrating a series of turns. He was the only one to fly that day.



Elise Isler and Mary Pakusch oversee the activities!



Norm Isler showed off some of his aerobatic prowess in the Plane Train!

More pictures on page 3

More Henderschott Photos

By Art Thieme



Getting ready to put the canopy down.



This passenger flew IFR as flight attendant Phil Hazen departs.



Two Bobs and a Norm.

EAA Chapter 44
Board of Directors Meeting
Chapter House
8 Jul 2008

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

Reports:

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

New Business:

- **Sport Aviation Center (SAC)**: The building layout had to be revised due to local town codes concerning setback from the turnaround at the end of Eisenahuser Drive. The new plan is with the architect.
- **Families Fly**: In celebration of the Chapter's 50th anniversary, planning is underway for a Families Fly Day on Saturday, August 16th from 10:00 to 2:00.
- **Geneseo Air Show**: The Chapter will share an information booth with the RUFF group at the Geneseo Air Show. We are looking forward to the usual level of cooperation from the air show organizers.
- **July Chapter Meeting**: The July chapter meeting will be held at the Geneseo airport. Pizza / wings dinner at 6:30, meeting at 7:30.
- **Hendershot's**: The Chapter will again be helping with ground crew support at the Hendershot fly in breakfast on Sunday, 20 July. Also, we will be setting up our booth to promote the SAC. Interested volunteers should contact Vet Thomas.
- **Lawnmower Repair**: Thanks to Dwight Meyers for making our lawnmower airworthy again.

Supplementary Minutes:

In a special vote, the board of directors specifically approved orientation rides as part of our 50th anniversary celebration.

July Meeting at Geneseo



Chapter 44's July meeting was held at the 1941 Historic Aircraft Group Museum at the Geneseo Airport.



1941 HAG President Austin Wadsworth greeted Chapter 44's members and hosted a tour of the museum and its ongoing projects.



"Any pilot can describe the mechanics of flying. What it can do for the spirit of man is beyond description."

- Barry M. Goldwater

MORE OLD GOAT DROPPINGS

By Art Thieme

Good advice: Never step out of the airplane and ask the first person you see where you are. It is much less embarrassing to instead purchase some fuel and look at the receipt to determine the name of the airport and your location. (Barry Schiff, AOPA Pilot, March 2008.) Happened to me once. We were flying in the Champ south of Rochester. Every valley looked the same. All roads seemed to be going north and south. Finally saw an airport and landed. Didn't buy gas but the hamburger stand told us where we were.

Wish I'd said that: Talking about engine operations, Rod Machado (AOPA Pilot, March 2008) quoted that famous philosopher of engine operations known as "Aristhrottle". Seems like one of his readers expressed his displeasure about the pun. I like it!!

AOPA Pilot celebrated 50 years as a publication in March, 2008. I recently received my 40 year pin from the organization. Hard to believe that I've been a member that long. I joined EAA in 1980, so I have a while to go before reaching the same milestone. I am happy to support both organizations.

When first published, a full page ad in the AOPA Pilot cost \$425. Today it costs \$22,305. A back page cover was \$850. Today it is \$27,370.

Pilots that ordered a Cessna SkyCatcher at EAA Oshkosh 2007 probably thought that the numbers that registered on the buy board represented their delivery number. Wrong. Seems that the first 50 planes will be delivered to the Cessna Pilot Centers late in 2009. Individual customers will not see an aircraft until 2010 when 350 will be delivered. This will be followed by 600 in 2011. (AOPA Pilot, July 2008) And how long will it take for those Cessna Pilot Centers training aircraft to get into the hands of the second owners?

In an article about Antoine de Saint-Exupery, (Aviation History, Sept 2008), one of the Saint's former operations directors said that the Saint's log book "was not much more impressive than that of a hobby pilot". Hobby Pilot. I like that. If you don't fly for money than you are indeed a hobby pilot. Welcome to the crowd.

Last month I wrote about going to Alaska and not getting closer than 20 miles to Denali, even in a chopper. A friend of editor Paul, Donald Dick, who also acted as his safety pilot when Paul was under the hood, read the article and let Paul know that he had pictures of Denali from the top. Seems that Don is proofreading a book that Malvern J. Gross ("Mal") is writing about his flying experiences. Gross took his family up to Alaska in his Cessna Turbo 210 and got to fly over Denali at 25,000 feet. (Picture at right). Don copied my Alaska article and sent it to Gross who generously sent Donald a copy of the Alaska chapter and two 8 x 10 color pictures of the top of Denali. Don got the material to Paul who delivered it to me. I was and am thrilled! You might be interested to know that Mal Gross has 7,000 hours in GA aircraft and is on the Board of Directors for the EAA. I look forward to reading his book and sharing it with you.

Old Goat, out.

(Editor's note: Just prior to going to press, I learned that Art and Mal unexpectedly ran into each other at Oshkosh! I'm sure Art will describe the meeting in next month's issue.)



ALASKAN BUSH PILOT

Book Review by Art Thieme

He had just delivered a doctor and a nun nurse to a village. The doctor didn't know how long the case would take so the pilot decided to stay with the plane and catch a few winks. After all, he'd been awake for 18 hours. It was 30 below but he had a sleeping bag in the plane. He woke when the plane shook. He thought that the wind had come up. When it shook again he raised himself up and looked out the window and saw the nose of a polar bear. The bear was trying to get in the plane. He saw meat. The pilot tried to get someone on the CB radio, but got no answer. Not knowing what else to do he decided to turn on the strobe lights. That frightened the bear and he ran off 100 yards. He couldn't keep the strobes on because it would drain the battery and at that temperature he needs all the juice to start the engines. The bear came back and tried climbing up on the other wing. He pawed on the windshield and it seemed to give. How the pilot got out of this jam is just one of many stories he tells about this experiences in Alaska.

Another time he was flying a native woman from one village to another. The silence was broken with the shout: "Hey Pilot! I've got to pee". He told her to hold it for a few minutes, they would soon be there. She shouted again, only louder. So he looked for a container, thought about a sick sack. Couldn't find anything. Finally in desperation he took off his left boot and handed it to her. That would have been OK except the woman managed to knock over the filled boot. Soon his left foot got colder and wet. And of course he had to clean up after they landed.

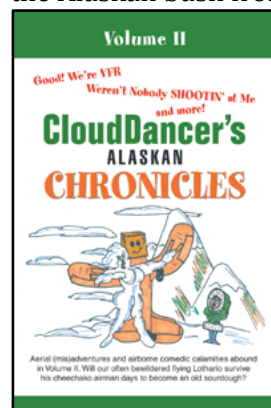
He was flying co pilot with the plane owner. It was an 8 passenger plane. The pilot told him to move his seat all the way forward and also the rear seats as far forward as they could go. Now he loaded 12 people in the plane. The nose gear barely touched the ground. They would never get off the short strip, he thought. The owner/pilot got in, started the engine and told him to drop the flaps when he told him. A quarter down the strip he dropped 10 degrees. Halfway down he dropped to 20 degrees. The end of the strip was coming up and they were not anyway near liftoff speed. As they got to the end of the strip he was ordered to drop full flaps. The badly overloaded plane staggered into the air. They flew in ground effect until the speed came up to allow for a climb. The lesson: passengers and freight means money. They had to make it while they could. And the FAA wasn't there to crack down. That came later.

The pilot who wrote CLOUD DANCER'S ALASKAN

CHRONICLES, 2007, tells about his learning experiences in the Alaskan bush from the late 60s to the 70's. His logbook included 12,000 hours flown in the Arctic Alaska, total time over 22,000 hours. He now flies for a US Airline. We don't know his name. He only refers to himself as CLOUD DANCER.

Vet Thomas got the book on line. It is autographed "HiYa Vet. Happy landings". See Vet if you would like to borrow the book. You are next in line after Phil Hazen. If you would like to order

the book try www.iuniverse.com. Or call 1-800 288-4677. It is a great read.



Tall Paul's Logbook

Paul Pakusch

Last month's meeting at Geneseo was a homecoming for me. I attended SUNY Geneseo from 1979-1983, which was before I developed a real interest in aviation. We could see the grass field that was Geneseo airport from almost anywhere on campus, but I don't recall there being much activity in those days. About midway through my college career, the roots of the National Warplane Museum took hold when they began having small gatherings of vintage aircraft. The only attention I paid at the time was to notice all the airplanes seemingly buzzing the campus. Oh, the ignorance of my youth! To top it off, my dorm room number in Jones Hall was B-17!

As many of you know, the Museum later acquired the B-17 *Fuddy Duddy* and grew "Wings of Eagles" into a top-notch air show by the late 1980's. After the Museum moved to Elmira in the early 1990's and the 1941 Historic Aircraft Group was formed, my annual visits to Geneseo ceased mostly because the air show was almost always scheduled during my annual family vacation when I'd be out of town. So it had been quite a while since I visited Geneseo. A lot has changed.

It occurred to me that 2008 is the 25th anniversary of my graduating from SUNY Geneseo. I decided to arrive early and do some bicycling around the village and campus. I spent about an hour and a half bicycling, first heading UP "cardiac hill", as we called it then. I road back and forth on Main Street, noticing what's still here and what's gone. Buzzo and Sundance are still there, as is the Big Tree Inn. A couple frat and sorority houses are now being used as office and hospitality space by the College. I wonder what strong measures it took to clean up the beer that was soaked into the floor. Around campus, there is a large new building with classrooms on the College Green.

(continued on page 7)

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, 121 Annie Lane, Rochester, NY 14626 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 (continued from page 6)

The "tundra", which is what we called the long walkway between the main campus and the south dorms, now is lined with campus housing.

Three of the four bars I used to attend are still in existence: The Vital Spot, the Inn Between, where Mary and I began our courtship, and the Statesmen. Tony Battaglia owned the Statesmen back then. He had been the first bartender to go into business in Geneseo after Prohibition ended. Tony made the best Sloe Gin Fizz Mary and I ever tasted. I haven't had one that good since 1983. Makes me wonder what he actually put in them.

General Meeting, August 19 Directions to Isler Aeroworks (The home of Norm & Elise Isler) Please bring a lawn chair

Address is 3631 County Line Road - Brockport, 14420
Phone number for special clearances is 638-8098

Coming from the south and/or east:

Take Rt 490 west to Rt 531 west.
Follow Rt 531 west to the end at Washington Street
Go north approximately ¼ mile to the first traffic light and turn left (west) onto Rt. 31
Follow Rt. 31 west. You will cross Rt. 19, and continue west.
After crossing Rt. 19, you will see Wegmans on your right, and Tim Hortons on your left.
At the third traffic light past Rt.19, turn right to follow Rt. 31 north on Redman Road.
Follow Redman Road about 1 mile, across the Erie Canal.
At the first traffic light, turn left to follow Rt. 31 west on Brockport - Holley Road
Take the first right turn (approximately 1 mile) onto Monroe - Orleans County Line Road.
Go north on County Line Road approximately 1 mile.
We are the second house on the left after you pass the Brockport Country Club, house #3631.

Coming from the north and/or east:

Follow Rt 104 (Ridge Road) west past Spencerport (Rt 259)
Continue West on Rt 104 and cross Rt 19 (Brockport)
After you cross Rt 19 you will drive approximately 4 miles
At the junction of Rt 272 / Monroe Orleans County Line Road there are two blinking yellow lights on your right just before the intersection
Turn left (south) onto Monroe Orleans County Line Road
We are the second house on your right, approximately 1 mile south of Rt. 104. House #3631.



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Directions on Page 7

Please bring a lawn chair
Dinner 6:30 PM
Meeting 7:30 PM

2008 Calendar

August 16 (Saturday): 50th ANNIVERSARY
CELEBRATION

August 19: General Meeting
September 16: General Meeting
September: Tentatively, Aerocamp
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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