

The Flyer

www.eaa44.org

Experimental Aircraft Association Chapter 44 • Rochester, NY

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November, 2008

Annual Year-End Wrap-Up- Election-Thanksgiving-Christmas- Chanukah-New Year's Issue!

OK, *that* election is over! Enough said. Now it's time for our election which promises to be respectful by comparison. Join us November 18 for our annual election night. Board members will be nominated from the floor. This, of course, comes after a hearty dinner of steaks! If you have not already done so, please RSVP to Bob Northrup so we can get an accurate count of the number of steaks to purchase: bnorthrup@xerionavionix.com or (585) 507-1000.

On page 2 of this issue, you will find the latest Sport Aviation Center (SAC) update by Norm Isler, complete with a diagram of the eastern elevation.

Enthusiasm for our long-awaited Sport Aviation Center is growing! Last month, I mentioned a facility in Iola, Wisconsin that gave me some inspiration about what possibilities our SAC holds. Here is a response from EAA's founder that I received:

TO: PAUL PAKUSCH, EAA Chapter 44

Dear Paul,

I enjoyed reading EAA Chapter 44's newsletter and all the activities and plans for a new facility, etc. You wrote about a group at Iola, Wisconsin and what they do. I've been there a number of times just up the road and that is really an inspiration and not to be only used once in a while but a meeting place for families, social activities, airplane talks and the kids.

I certainly wish your chapter the very best because it's all about people. As I've said so often, EAA is an aeronautical, educational and social organization.

Best regards,

Paul H. Poberezny

*Founder and Chairman of the Board
Experimental Aircraft Association*

Next Meeting is
November 18 at the Chapter
House
Steak Dinner 6:30 PM (For real, this time!)
Meeting 7:30 PM
Election Night

Please RSVP to Bob so we can get a count
for steaks: bnorthrup@xerionavionix.com
or (585) 507-1000

CarolAnn Garrett to Fly Around the World Again!

Many of you will remember a presentation a couple of years ago to chapter 44 by CarolAnn Garrett about her trip around the world in her Mooney. She said our group "was very complimentary and made a nice donation to ALS research through book purchases."

Carol reports that research is going well and hopes are to find a cure in the next 3 to 4 years. ALS-TDI now has 31 scientists working full-time on this focused project.

CarolAnn is planning a new flight in December. This will be a world record attempt, around the world in less than seven days. She and her co-pilot are paying all the expenses and are looking for donors and sponsors to contribute directly to ALS. They are aiming to raise \$1 million more for research. A Donate-a-Mile program for individuals and groups has been set up. If you would like to help out, please visit the web site:

www.alsworldflight.com.

CarolAnn will be touring the US after their world record flight and giving a new presentation on how the trip went. Tentatively, she will be scheduled to appear at one of our 2009 meetings.

Sport Aviation Center Update

By Norm Isler

As most of you already know, late on Monday night, October 27, our fearless leader, Bob Northrup, sent out the following e-mail to all chapter members who have registered their e-mail addresses into our records:

It is my pleasure, honor, and sincere relief to announce that tonight the Town of Sweden Planning Board approved our site plan for the new Sport Aviation Center.

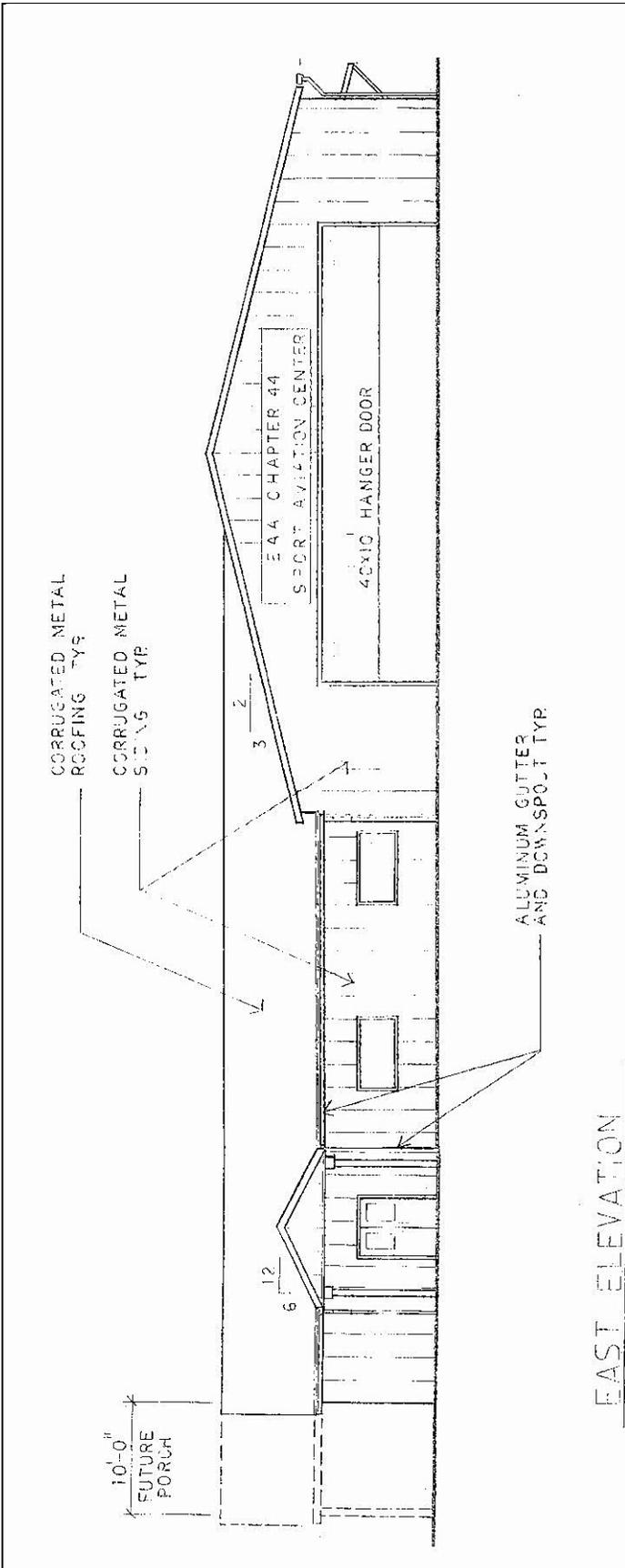
This marks the culmination of countless hours of planning, meetings, phone calls, and battling the "system" by many of our current and past Chapter Leaders. We can now let out for bid the plans of the new building, start digging holes in the ground, and preparing to move to our new home. I would like to personally thank everyone who helped get us here and to challenge the membership to move forward with the "fun" part, building the NEW home for EAA Chapter 44.

It was my pleasure to be there as well, watching the Town of Sweden Planning Board give unanimous approval to our site plan. In that one minute vote, we jumped over one of the biggest hurdles between us and occupying our soon-to-be new home.

Additional meetings have also been held with our architect, Chris McManus and other consultants to look into design options for the building. As I reported at our last general meeting, we determined that the plan we had been working on might prove to be difficult to finalize due to the roof design and the need for a structural firewall to separate the hanger and assembly room. What came out of several phone calls and meetings is a building that has the same 115 x 65 "footprint," but should save us close to 10% in costs due to the changed roofline. The eastern elevation is shown to the left, and more details will be revealed at our next meeting.

Next steps include developing and finalizing the specs on the building so we can put the project out for bid. Our objective is to have several builders know *exactly* what we want so when the bids come back we can compare apples to apples. Members of the board are working closely with Chris and others to determine just what we can include in "Phase One" to build an enclosed structure.

The closer we get to breaking ground, the more exciting this project becomes! Stay tuned, as things will continue to happen at an accelerating pace. As always, if you have any questions or concerns, feel free to call me or any other member of the Board to discuss them!



Flying to Oshkosh When There is No AirVenture

By Paul Pakusch

I had some vacation time in mid-June of 2003 and my intention was to make the pilgrimage to Kitty Hawk for that year's 100th anniversary celebration. The weather forecast to the south was for thunderstorms all over the place, so I scrapped that idea. Since I had the club plane booked and a desire to fly, I looked for an alternate idea. It was clear to the west and forecast to stay that way. I figured, "Why not Oshkosh?"

I had been to AirVenture a few times by that point but had never flown myself there. Obviously I wouldn't be doing the Fisk approach or rocking my wings in silent response to an air traffic controller on the ground with binoculars. No, this would be a routine approach and landing just like any other tower-controlled airport...as if you can call Wittman Field "any other airport."

At the time, I was a member of Airdale Flying Club so I booked the club's Cessna 182 Skylane. Estimated flight time from 7G0 to KOSH would be about four hours. Even though VFR was forecast the entire route, I filed IFR at 10,000 feet. The route, I'm sure, is familiar to many of you: 7G0-BUF-London-Peck-Flint-Ayejo-Muskegon-Falls-Lewko-Wittman. But this IFR flight to Oshkosh would require no slot reservation.

I had packed for an overnight stay in Oshkosh and booked a hotel. Since I was going to cross Lake Michigan, I included a life jacket.

I departed Ledgesdale and picked up my IFR clearance to Oshkosh. Before long, I was over Canada north of Lake Erie. The flight was uneventful; just fly the course and respond to ARTCC hand-offs. I actually had a tailwind from the east to help speed things up a bit, so I managed to trim about 15 minutes off my estimated flight time. Approaching OSH from the southeast, ATC directed me to a right base to runway 36. The same runway that is the focus of the aviation world for one week each year; where countless memorable aerial demonstrations occur that are written into aviation history. On final, that's 8,000 feet of runway before me and the FBO is beyond the other end; you know...you have to cross over North 40 before you get to the FBO. So why rush this landing? I flew down the runway a bit to savor the view before landing.

That's when I got my first glimpse of what a ghost town this place is when AirVenture is not in progress. Glancing to the left, I could see the permanent

structures and signs that most of us find surrounded by people, tied down airplanes, and displays. Not today. The buildings looked lonely and the "Classic Cafe" sign beckoned to no one.

I taxied to the FBO, made arrangements to tie down for the night and got a rental car. It was late in the afternoon so my first destination was the EAA museum before it closed for the day. Sure, I'd been here before, but I never tire of looking through aviation museums. After that, I drove around the areas outside the airport fence, looking at lonely but familiar sights of AirVenture, minus all the displays. The bus loading area was quite prominent. In another 6 weeks, thousands would be arriving and departing from this location to the dorms and other AirVenture housing. Then I drove the few miles over to the entrance of the seaplane base. It's private land, so the entrance was gated. No surprise that I couldn't get in. I just wanted to see the entrance.

With my mission for the day accomplished and no events scheduled at EAA, I drove to my hotel for a quiet evening and planning for the return flight the next morning.

I decided to fly VFR back to Ledgesdale. This meant filing a VFR flight plan was required as I'd be crossing Canadian airspace. I departed runway 27, turned northeast and began the route back from a point further north on Lake Michigan than I had crossed the previous day. Being VFR, I wanted to circumnavigate a MOA. I still had an easterly headwind, which was payback for the tailwind I had earlier. The return flight was therefore 30 minutes longer.

Six weeks later, I was back in Oshkosh again for AirVenture! (By airline, that is.)

FAA Re-opens Comment Period on Proposed 51% Rule Policy Changes

October 31, 2008 (www.eaa.org) — Those people who did not submit comments to the FAA's proposed changes to interpretation and enforcement of the "51% Rule" will have another opportunity to do so following action this week by the FAA. Citing the inadvertent removal of reference materials for several days during a previous comment period, the FAA announced this week it will accept further comments until December 15, 2008. These reference materials and other related documents are located on the FAA website.

**EAA Chapter 44
Board of Directors Meeting
Chapter House
14 Oct 2008**

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

Chapter Members Present: None

Reports:

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

New Business:

- EAA Calendar Order: An order form for 2009 EAA calendars will be circulated at the next General Membership meeting.
- Elections: The Board is still looking for three additional volunteers to run for the open seats on the board. Nominations will begin at the October general meeting and close just before the elections at the November meeting.
- Capital Campaign: The Capital Campaign needs to become more aggressive in fundraising to help support the Sport Aviation Center building plans.
- CarolAnn Garratt: Norm Isler proposed and the Board approved sponsoring a visit from the noted pilot adventurer CarolAnn Garratt.

- Sport Aviation Center: The Board discussed plans for the Sport Aviation Center stressing cost reduction options.

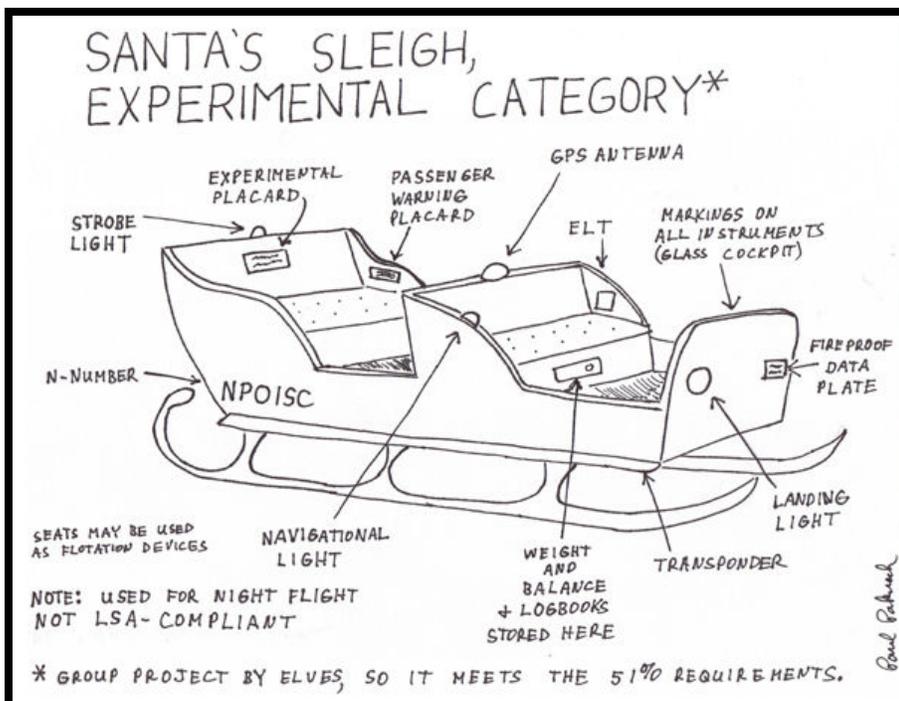
**A General Meeting of Experimental
Aircraft Association Chapter 44
Held at Chapter House,
Colby Street on
21 Oct 2008 at 7:30 PM**

Reports:

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

New Business:

- Thanks: Thanks to Gail Issac for bringing cookies for tonight's dessert.
- Guests: Dan Burrell from the RUFF group. Dan is finishing a Sky Ranger that will be based at Ledgeale. The second guest was Hugh Johnson who keeps a Cardinal at Ledgeale.
- Sport Aviation Center (SAC): Norm Isler outlined general plans for the SAC with particular emphasis in keeping costs under control and enabling a phased construction schedule. Norm encourages any member with a question or comment to get in touch with him.
- Board of Director Nominations: Five Board of Director positions are up for election in November. The following current board members have agreed to run for an additional two year term: Dave Hurd, Steve North. The following members have been nominated and agreed to run, Mike Clayton, Mike Stoddard, Jarrell Battaglia. Members are encouraged to volunteer.
- Program: Rob Williams presented a very interesting report on this year's Reno air races.



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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Old Goat Droppings

By Art Thieme

Attention all you weather observers. If you want to have a rudimentary idea of what the weather will be within the next 8 to 10 hours, stand with your back to the wind and extend your left arm. You are now pointing at the nearest center of low pressure. Neat! But so what? The counterclockwise flow of winds around a low pressure area creates frontal weather and divides the air masses into cold and warm sectors. Combined with a knowledge of typical cloud formations, surface temperature, barometric pressure and the strength of the wind, you can come up with a pretty good idea of where you fit into the big picture. Of course, you can always go to the TV, newspaper, or other electronic sources. You can read more in Winter Rules to Live By, by Thomas Horne in the November 2008 issue of AOPA Pilot.

We have all read about airport congestion, especially at the major hubs. It has been suggested that airlines are discouraged to fly airplanes with larger capacity and encourages the use of smaller planes by the landing fees. (Alfred E. Kahn, Aviation Week, Oct. 27, 2008). Some landing fees: For a 747, Toronto, \$12,290, NY JFK: \$4,681, For an A320, Toronto \$2,275, JFK \$2,408. (Aviation Week, Oct. 20, 2008). It suggests that smaller capacity, lighter weight planes would save money. I paid landing fees only once on a grass strip near the Thousand Island bridge. It was \$5.00

Don't expect us old goats to do much for the economy. We spent all our money on children, homes, cars, and perhaps an airplane or boat. We don't buy much. I haven't bought a necktie in 20 years. I suggest that you invest in pharmaceuticals. We do buy lots of pills.

I don't know why I have not read anything about the ultralight helicopter that was at Oshkosh. You can check it out at www.personalrotorcraft.com.

And to all you goats out there, Happy Thanksgiving and Season's Greetings.

Old Goat, out

Visit our website

www.eaa44.org

And make a secure on-line
tax-deductible donation to the
construction of our
Sports Aviation Center!



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bnorthrup@xerionavionix.com

or (585) 507-1000

2008 Calendar

November 18: General Meeting

December: No meeting. Happy Holidays!

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.

**No Meeting or Newsletter in
December. Election results will
be posted on the website by
November 19.**

Seasons Greetings!

Paul Pakusch
EAA Chapter 44 Newsletter Editor
121 Annie Lane
Rochester, NY 14626

