



The Flyer

www.eaa44.org

Experimental Aircraft Association Chapter 44 • Rochester, NY

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January Meeting Kicks Off A Very Ambitious Year!



Luke and Martin from Dream Air Craft in Canada showing off their Tundra 4 seater. It can operate on wheels, skis, or floats, has a 1,500 hour build and finishing time (fast build kit available), conventional gear or tricycle, 200 HP, stall/75%cruise @ 42/132 mph respectively. Several members assembled a tail section. Below, while unveiling the new model of the SAC, Jeff Paris and Norm Isler display the closeness that has developed from spending many years on this project. (Page 4) Norm Isler handed out 2008 Service Recognition Awards to Phil Hazen (Young Eagles),

Dave Hurd (Treasurer), Marty Snow (VP), Bob Northrup (El-Presidente), and Paul Pakusch (Editor & webmaster).



Next Meeting is
February 17 at the Chapter
House

Dinner 6:30 PM

(Vintage cartoons with an aviation theme
to be shown during dinner)

Meeting 7:30 PM

Topic: Builder's Show & Tell

Sport Aviation Center Update

By Norm Isler

We continue to make progress towards our new Sport Aviation Center!

Preliminary interviews have been held with several potential contractors, and Mike Clayton has been burning the midnight oil drafting the necessary documents to put a "Request for Bid" out to approximately 8 pre qualified contractors. The building Committee was to meet on Monday, Feb 2, with the expectation that we will finalize the bid documents. We also expect to firm up the timeline for the bid process, including the return of bids, and establish the criteria by which we will determine which bid represents the best value for the chapter. By the time you read this, the dates for the bidders meeting should be published. We are also researching hanger door options to determine how best to address that need.

We have also worked with Schultz Associates and our attorney, Chris Mumford, to generate the necessary documents to record our lease with Monroe County, making the lease public record. This will protect the chapter in the event that the original lease becomes lost or disputed at some point in the future. A modified lease is currently being prepared to address the change in location of our building from the original concept.

Now, if someone could just get the snow out of the way, we can have the land surveyed!

EAA Leadership Conference

By Norm Isler

Over the January 23 - 25 weekend, Chapter President Norm Isler, Vice President Steve Zigelstein and Board Member Mike Clayton traveled to Oshkosh to visit EAA Headquarters and participate in a Chapter Leadership Conference with 20 other Chapter officers from across the country. While the seminar focused on member recruitment and retention, fundraising and chapter operations, few subjects went uncovered. More details will be reported later, but here are a few photos.



Take your last look at "The Oshkosh Tower We All Know," A new tower was built and activated in the summer of 2008, and now the familiar landmark will be coming down. Asked about preserving the tower as an observation platform, the FAA has said it

obstructs too much view from the new tower, so it has to go.



El Presidente Norm Isler walking through the Ski Plane Fly In at Pioneer Field Saturday afternoon. Temps were in the single digits with reported wind skills of 20 below. "Felt like a warm spring day in Rochester."



Mike Clayton walking through the Ski Plane Fly In at Pioneer Field Saturday afternoon, Give a whole new understanding to Wisconsin's new state motto - "Come Freeze With The Cheese!"



Steve Zigelstein getting to know EAA founder Paul Poberezny



Norm and Paul acting a little more proper.

EAA Leadership Conference

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The Three Musketeers enjoy an after hours tour of the EAA museum Saturday night.



Chapter 44's original donation brick by the entrance of the EAA museum. (In the early 80's when EAA undertook a capitol campaign to fund building this premier facility, Chapter 44 pledged a significant amount to be part of this great project, building "our" museum.

News From LeRoy Airport (5G0)

By Ray Detor

In late December we closed on the last piece of property required for the runway extension. The extension will bring us to 3855 feet from our current 2640 feet. On January 7th there was a bid meeting. Approximately 35 construction companies appeared for the meeting.

The runway extension will not be the only project as planned. The bid package has been modified and we will try to complete the following in 120 Calendar days:

- runway extension
- parallel taxiway extension

- seal coat runway
- re stripe runway and taxiway

The bid opening was January 20th 2009. LeChase Construction was the lowest responsible bidder. Start date will be weather permitting late February or more likely March 2009 with our current weather pattern.

How it may effect you **PHASE I:** 45 days to be completed by 5/15/2009

- there will be a 500 foot displaced threshold for landing aircraft on runway 28
- usable runway for landing to be 2140 feet
- runway lighting will not be available at this phase
- 5/15/09 full 2640 feet will be available with runway lights
- PAPI's for runway 10-28 will not be available until the extension is completed
- The eastern marked fence on th approach to runway 28 will be removed and replaced in PHASE III

PHASE II

- This will return the full 2640 feet back to you on 5/15/09
- The runway will return to its full lighting for day time and nighttime use
- PAPI's will not yet be returned to service
- three calendar days will be allowed for paving (closures of the runway)
- the airport will have a 48 hour notice before any closing

Phase III

Pavement sealing, crack filling, pavement markings and striping (depending on temps require a day for closing)

- Runway 10-28 will be opened for the complete use of 3855 feet day and night.....on or about June 30th

Please, should anyone have any questions or concerns do not hesitate to contact me. I will do everything I can, to make this a smooth and hopefully seamless transition for all of us based at 5G0, as well as the rest of our general aviation community.

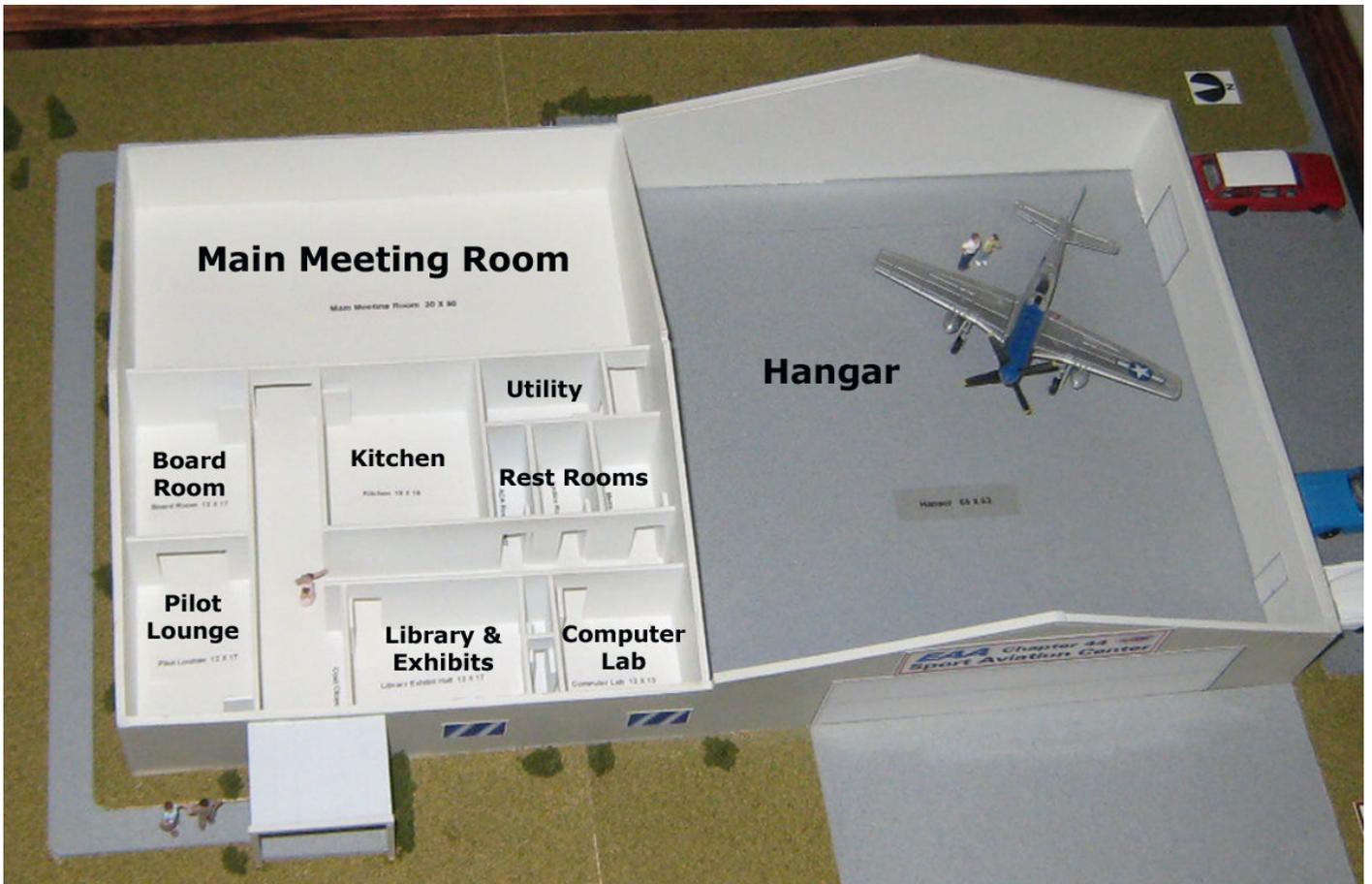
Of course I will keep you tightly in the loop as things progress. Looking forward to the completion of what has been a 14 year long project for me and those that have come to enjoy 5G0.

Ray Detor, 585-259-9308
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www.leroyairport.com

New Model of EAA 44's Sport Aviation Center!



This new model of our Sport Aviation Center was built by Jeff Paris and unveiled at the January meeting. It has a removable roof.



Old Goat Droppings

by Art Thieme

Is there a pilot out there that hasn't role played the pilot of the Airbus A320 that ditched in the Hudson River? If you ever lose an engine (I have) the first thing you do is lower the nose and pick up your best glide speed. Now look for a place to land. If you just took off and are not very high, don't try to do a 270 to return to the runway. No, it's not a 180 turn. Land straight ahead. The worst thing that you can do is to try to stretch your glide. You will pull back on the stick and before you know it you will stall and be too low to recover. Not good.

The pilot of the 320 looked at his options. Going into buildings was not one of them. Trying to reach the airport was not another. That river had to look pretty good. He did an excellent job putting down in the water. Speed control was very important. Nice job.

Remember: Lower the nose. Fly the plane.

More about the Kodiak aircraft

I have a friend who worked for the missionary group that paid for the development of the aircraft. He has a friend who works for JAARS, (Jungle Aviation something or other). This group has plane #8 and it is scheduled to leave for Papua, New Guinea in August. The plane will require special adaptations to carry cargo, avionics, and train pilots and mechanics. JAARS used to fly the Helio and was often featured in the fly by demos at Oshkosh. These planes could almost fly backward in a stiff wind. The problem is the shortage of avgas and spare parts. The organization used to ship avgas in drum containers to Cameroon. JAARS flies Pilatus P-12 and Pilatus P-6, manufactured in Switzerland.

My friend invited me to visit JAARS in Rock Hill in March to visit and tour the facilities. I might just do that.

Who cares?

The super bowl is over and we can now all think about the Buffalo Bills draft. If you read the sport pages you will see quarterback ratings. It is a number. How is that number arrived at? Read on.

The NFL quarterback rating formula is an unusual math problem. So grab your calculator and follow these steps:

1. Divide completed passes by pass attempts, subtract 0.3, and then divide by 0.2.
2. Divide passing yards by pass attempts,

- subtract 3, and then divide by 4.
3. Divide touchdown passes by pass attempts, and then divide by 0.05.
4. Divide interceptions by pass attempts, subtract that number from 0.095, and divide the remainder by 0.04.

The sum of each step cannot be greater than 2.375 or less than zero. Add the sums of the four steps, multiply that number by 100, and divide by 6. The final number is the quarterback rating.

When you see a newspaper article about a football game, the story may state that Gannon was 22 of 36, passing for 310 yards. Translation: He completed 22 of 36 pass attempts and gained 310 yards on those 22 completions. Not a bad game.

Can you believe this?

The above from FOOTBALL FOR DUMMIES, by Howie Long, Wiley Pub. Inc. 2003

Old Goat, out.

EAA Chapter 44
Board of Directors Meeting
Chapter House
12 Jan 2009

Board Members Present: Clayton, Isler,
Zigelstein, Stoddard, Battaglia, Hazen

Chapter Members Present: None

Reports:

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

New Business:

- Fire Safe: The Chapter now has a fire safe for protecting important documents. It will be kept in the Chapter house until a more permanent home can be found.
- Oshkosh Airlift: The Board needs to confirm that Paul Stumpf will coordinate the 2009 Oshkosh Airlift. The Board also had no objections to Norm Isler continuing to run his own Oshkosh expedition.

Continued on Page 6

Board Meeting Minutes, continued

- Meeting Programs: The Board reviewed Chapter Meeting program plans for the coming year. Most slots were filled with a couple of options kept in reserve.
- AEC: Once the site plan is approved the next step is a site survey. Steve Zigelstein moved that the Board approve funds for the site survey. Mike Clayton seconded the motion and it passed unanimously.

EAA 44 General Meeting Minutes Jan 20, 2009

Mtg. opened at 7:30 PM.

Thanks to Jarrell for a delicious dinner.

Intro'd and welcomed our two guest presenters from Canada.

Builders Reports:

Carl Bowen- working on the nose gear
Norm Isler- now has heat in his shop

Jeff Paris has been appointed an EAA Technical Counselor for aluminum and composite aircraft. Congratulations Jeff!

Service Recognition Awards were distributed:

Phil Hazen - Young Eagle coordinator
Earl Luce- Tech Counselor
Paul Pakusch- Web Editor and Newsletter

Editor

Steve North- Secretary (unfortunately Steve HAD to go to Fla with his family for a week and missed this meeting.)

Dave Hurd- Treasurer
Marty Snow- Vice-President
Bob Northrup- President

Old Business:

Treasurer's Report: DUES ARE DUE! SEE DAVE HURD TO RENEW.

Report read and accepted.

Dave can't find new member Larry Gross. If you know him please help Dave contact him.

Signup list for monthly dinners and tool box builders went around. Bob & Donna Nelligan-Barrett are providing February's dinner.

February Meeting topic "Builder Show and Tell."

EAA has established a new program called "AeroScholars" to promote online distance learning. See www.aeroscholars.org.

Sport Aviation Center

Lots is happening. At the December Board Meeting, several bids were developed and a list of builders was generated. Mike Clayton was selected as our Building

Manager. Thanks Mike. You've got your hands full.

Walt Eisenhower will provide his backhoe for trenching work. Contractors will be contacted for bids. Draft bids are being developed. Site and Architectural plans for done. Maps and legal documents for registering with Monroe County are being prepared to protect our position if the airport is ever sold.

Thanks to Chris Schultz Associates for their work. The Building Committee will be made up of Norm Isler, Steve Zigelstein, Steve North, and Mike Clayton.

Norm I, Steve Z., and Mike C. will be going to OSH for chapter training and will report back in February.

Jeff Paris showed a new model of the SAC...with the Chapter P-51 displayed inside.

New Business" CFII Tom Hodgins has offered to teach an IFR ground school at Ledgesdale. Interest was moderate. Classes would be held at the Chapter House. Fee would be paid to EAA 44, and students would need to buy their own materials. Classes tentatively on Monday nights from 7-9 PM, probably to start in February.

Phil nominated Earl Luce for the Tony Bingalis AWARD. Members agreed. Phil will follow up.

The family of a deceased pilot at Gaines Valley has a Colt and a Champ for sale. See Earl Luce if you are interested.

Guest Presenters: Luke and Martin from DreamAir Craft in Canada showing off their Tundra 4 seater. It can operate on wheels, skis, or floats, has a 1,500 hour build and finishing time (fast build kit available), conventional gear or tricycle, 200 HP, stall/75% cruise @ 42/132 mph respectively. Several members worked with Luke and Martin to assemble a tail section after the meeting.

Respectfully submitted,
Bob Nelligan-Barrett

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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Light Sport Club at Ledgeale?

By Paul Pakusch

The purpose of this article is to generate some discussion over whether there are enough interested and dedicated people to form a new flying club at Ledgeale Airport (7G0) under Light Sport Aircraft (LSA) rules. In general, sport flight requires a pilot's license, VFR daytime only, maximum two seats, in aircraft with certain weight and speed restrictions. No medical is required; just a valid driver's license and self-certification per FAA rules. For more details about sportflight, please see the website at www.sportpilot.org.

I created a web page for a possible club that is tentatively called the Western New York Sport Flying Club, www.wnysportflying.org. In recent weeks, I have been contacting area pilots to find out how much interest there is in forming a club. The initial response has been good, with approximately 20 pilots saying they are at least somewhat interested in this club.

- We would begin with one LSA aircraft, type to be agreed upon by the charter members, tied-down or hangared at 7G0.
- Maintenance officer will oversee all maintenance needs, in accordance with FAA Light Sport regulations.
- Flight instruction will be provided to member students and for member checkouts and BFR's.
- Fully democratic club with each member having an equal vote. Role of board of directors to be determined during writing of by-laws.
- Income structure to include initiation fee, monthly membership fee (to cover fixed costs), and flying charges (to cover flying and maintenance costs).

We will have a meeting of interested parties on **Saturday March 7 at 12 noon** at EAA's Chapter House. The agenda for the meeting will include the following:

- Overview of LSA rules
- Discussion of possible aircraft types
- Overview of how to form a non-profit flying club
- Formation of committee(s) to research costs and other needed information



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House
Dinner 6:30 PM
(Vintage cartoons with an aviation theme
to be shown during dinner)
Meeting 7:30 PM
Topic: Builder's Show & Tell**

2009 Calendar

February 17: General Meeting
March 9: Officers Meeting
March 17: General Meeting
April 13: Officers Meeting
April 21: General Meeting
May 11: Officers Meeting
May 19: General Meeting
June 8: Officers Meeting
June 16: General Meeting
June 27 (Saturday): World flight presentation
by CarolAnn Garrett
July 13: Officers Meeting
July 21: General Meeting
July 27-August 2: AirVenture Oshkosh
[EAA Chapter 44 Oshkosh Airlift TBA]
August 10: Officers Meeting
August 18: General Meeting
September 7: Officers Meeting
September 15: General Meeting
October 12: Officers Meeting
October 20: General Meeting
November 9: Officers Meeting
November 17: General Meeting

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