



# The Flyer

www.eaa44.org

Experimental Aircraft Association Chapter 44 • Rochester, NY

Volume 41, Issue #3

March, 2009

## EAA Chapter 44's Original "Oshkosh Airlift"!

EAA Chapter 44 is celebrating its 28th 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 \$739
- Departing Monday, July 27, 2009
- Returning Saturday, August 1, 2009
- Reservations accepted until April 27, 2009
- For more info, contact:
- Paul Stumpf
- 585-669-2676 pstumpf@frontiernet.net

## What's All the Fuss About?

As we celebrate EAA 44's 28<sup>th</sup> annual "Oshkosh Airlift," I am thinking about the folks who have never experienced EAA AirVenture. What's all the fuss? Why is it such a big deal? By comparison, I've been to Disney World numerous times. I've heard people who have never been to Disney say, "It's just a big amusement park, isn't it?" That couldn't be further from the truth. Those who have been to Disney know there is no way to describe the experience. It's the same with AirVenture Oshkosh, but with everything being related to aviation. You can't understand what it's like to be there until you've experienced it. And as EAA founder Paul Poberezney has often said, it isn't just the airplanes. It's the PEOPLE.

Next Meeting is  
March 17 at the Chapter House  
Dinner 6:30 PM  
Meeting 7:30 PM  
Topic: Building the Vans RV tool box for those that ordered and their helpers

For someone who has never been there, and would like to consider joining EAA 44 on its "Oshkosh Airlift", this article from [www.airventure.org](http://www.airventure.org) is a good description:

If you want to enjoy a typical day at the Convention, get your walking shoes on and dress casual. The gates open at 7 a.m., but get there early to see as much as you can each day. Longtime attendees will tell you that you need more than one day to really see it all.

As you arrive, the number of people, size of the site and the rows and rows of magnificent aircraft are simply overwhelming. If you were to walk past ... not down ... each row of airplanes, you would cover 5.2 miles!

Typically about 2,500 show aircraft participate at EAA AirVenture Oshkosh, including homebuilts, antiques, classics, warbirds, ultralights and rotorcraft.

Be sure you get a map, because even if you've been here before, the new site improvements in 2009 bring a new look to one of the world's great aviation events. You don't want to waste a minute while you're here.

The first thing to look at is airplanes on the flight line. As an EAA member, you can inspect firsthand the craftsmanship and design advancements that come from the hands and minds of EAA members. If you're interested in a particular airplane chances are you'll find it in Oshkosh. As you walk along the flight line you'll see many of the newsmakers and personalities who make the world of aviation so exciting.

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## Oshkosh AirVenture

(continued from page 1)

Traveling across AeroShell Square, AirVenture's main display ramp, you might see anything from the Spirit of St. Louis to a Stealth fighter.

Don't miss KidVenture! Since landing at Wittman Regional Airport, KidVenture has attracted thousands of participants young and old alike with its hands-on, educational-and fun-aviation-based demonstrations and presentations. After all, kids get to build their own gliders and rockets, fly simulators, see aviation legends tell their stories, ride in a tethered hot-air balloon, and so much more.

### **Information is available in many places, sometimes in the shade of an airplane wing...**

From the flight line it's on to the Forums Area. During the week more than 500 forums are conducted by aviation leaders and NASA researchers, along with FAA personnel, aircraft designers and a host of others.

After taking in a couple of forums, let's visit the Exhibit Buildings. Just about everything available in aviation is there. Instruments, avionics, insurance, aircraft parts . . . the list goes on and on. Nearly 800 exhibitors participate at EAA AirVenture Oshkosh.

Want to learn how to fly? EAA's "Learn To Fly Center" can get you off on the right path. Staffed in association with the National Association of Flight Instructors (NAFI), this is the place to discover how you can make your dream of flight a reality. You'll learn what you need to know, and what the time and financial commitments will be.

EAA's Chapter House introduces you to the 1,000 local chapters worldwide. There's bound to be one in your area . . . if not, they'll help you start one. EAA Chapters provide the opportunity to meet people who have the same aviation interests that you have. It's a great way to whet your aviation appetite.

### **Then comes one of the most eagerly-anticipated highlights of the EAA AirVenture Oshkosh . . . the Afternoon Air Show...**

Unique aircraft, from early air racers to historical airplanes, participate, along with the world's finest air show performers - all of whom are headliners on their own but at Oshkosh, are part of an all-star lineup in a daily three-hour spectacular.

The sun is setting, but the action is just beginning. There are evening programs on the grounds, too, from the nightly Theater in the Woods attractions to aviation films at the outdoor Fly-In Theater and other special events. Thousands of people make these activities a wonderful way to conclude a full day at Oshkosh.

EAA AirVenture is a 24-hour event. Sunrise will bring another great day along the flight line at Oshkosh ... The World's Greatest Aviation Celebration.

## Sport Aviation Center Update

By Norm Isler

In a month, we'll know!

On Tuesday March 3, the building committee hosted a bidders meeting at our current chapter house. Five builders came to hear more details and gather information needed to prepare their bids. Three other bidders were pre-qualified, and may or may not participate in the bid process. In three weeks, we will have the bids back, and then we will know where we really are.

Over the past several weeks, Mike Clayton has spearheaded the generation of a set of bid documents worthy of any major corporation. In addition to the building and site plans, Mike has pulled together 17 pages of additional specifications and outlined the process by which the bids will be processed and evaluated.

When we get the bids back, the building committee will meet again to evaluate them to determine who is presenting the best value to the chapter. (Not necessarily the lowest price.)

While waiting for the bids, the building committee is not on vacation. We continue to work with National Grid to arrange for electric to the site, Monroe County Health Department to finalize details for our water supply and ongoing conversations with Walt Eisenhower who is going to provide much of the excavation and mechanical work involved with the site prep.

Also part of the new building project is the fundraising that still needs to be considered. We have set a goal of raising \$25,000 in 2009 - 2010 through a variety of channels, both within the chapter and through external sources. Mike Stoddard has taken the reins for our fundraising efforts, and we will be talking more about this important subject at upcoming meetings.

Keep your eye on this spot in the newsletter for regular updates on the new Sport Aviation Center!

## “Cheapest Way to Fly”

By Alex Antonelli and Dave Playfair

Nothing quite matches the excitement of piloting an aircraft! Oddly enough, whether you fly from within or from the ground, there is a rewarding satisfaction having complete control over a vehicle in three dimensions.

Modeling offers a surprisingly affordable alternative to getting “air born”. Its diversity includes aircraft from vintage scale war birds to high-powered aerobatic flying machines, unrivaled in their stunt capabilities. Whether fueled by gasoline, alcohol, electricity, or the wind itself, fixed wing or rotary (helicopter), model aviation encompasses flying machines that DaVinci himself would admire!

The Rochester Aero modeling Society is a not-for-profit organization centered around Rochester’s east side. Annual membership hovers around 150 consisting of juniors and seniors. Monthly meetings are open to the public and include topics like show-and-tell and hobby related programs as well as business issues.

Like most organized model flying clubs, the RAMS is chartered by the Academy of Model Aeronautics (AMA). This national organization offers its membership official contest sanction, liability insurance, and acts to promote our interests with the FAA and other government agencies. Membership in the AMA is required prior to joining the club.

The RAMS supports two flying fields. The main property spans 100 acres and is solely owned by the club. It is located on Macedon Center Rd, east of Rt 350, in the town of Macedon. The park-like setting of this field remains open all year. There is also a rented property east of Webster, on the north side of Rt. 104, just east of the windmill generator in Ontario.

Club facilities are tailored to our unique needs, providing specialized tables, safety fences, frequency control boards, manicured runways, and even a field house. Both fields are gated with combination locks, but visitors are welcome anytime members are there.

(Continued on Page 4)



Just under ¼ scale Stearman with 5 cylinder radial engine



Stan displays a ¼ Scale Jet Ranger



YAK-54 being flown by Quique Somenzini

## Rochester Aero Modeling Society

(continued from page 3)

The club holds several events each year where the public can attend and for a small monetary donation to the charity of the clubs choice for that year can fly a trainer aircraft or helicopter using a buddy box control system with help of an instructor who can assume immediate control of the aircraft if necessary. In 2009 the dates of the 2 event are: Aug. 22 & 23 Macedon Field fun-fly (fixed wing aircraft are featured) and Aug. 28, 29 & 30 for the NORTHEAST HELI JAMBOREE (helicopters are featured). Both events are held at our MACEDON FIELD located at 2529 Macedon Center Road in Macedon NY,

### How much does it cost to get started?

A capable 48" 4 channel "trainer" airplane can be purchased new, almost ready to fly, for a few hundred dollars. Entry-level helicopter kits start around \$300, or twice that fully equipped.

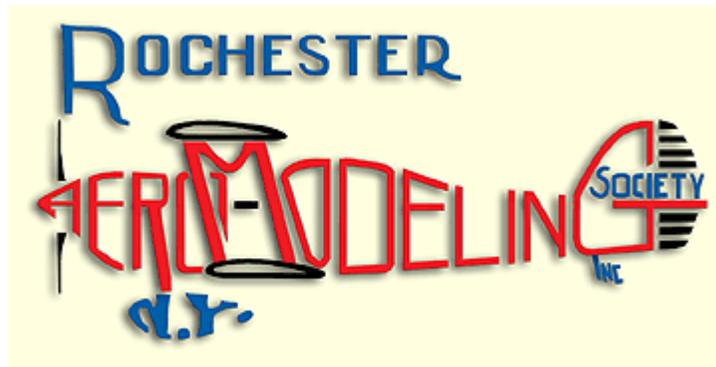
A 72 Mhz or DSS aircraft transmitter starts at a few hundred dollars as well. It is the control for all your models and is considered the most important investment.

### What if I crash?

Everyone hits the ground a little harder than anticipated once in a while; it's the nature of the hobby. Most quality kits are repairable and/or have replacement parts available to reconstruct "good as new".

Modern computer simulator programs provide an invaluable resource for "getting the hang" of flying before actually taking to the sky.

Visit RAMS website at [www.ramsrc.org](http://www.ramsrc.org)



## Old Goat Droppings

By Art Thieme

Good for a beer bet:

Peter Garrison in FLYING, March 2009, presents the following:

### **Hold That Runway!**

*There are certain conundrums that circulate persistently among pilots. One of them is the pigeon problem: If an airplane contains a flock of pigeons, and the pigeons all take flight at once, what happens? Some people think the airplane climbs, because it is relieved of the weight of the pigeons. Some believe that it maintains the same altitude, because the forces holding the pigeons aloft are exactly balanced by increased pressure on the floor. The latter explanation is closer to the truth, but the real answer is that the airplane moves slightly downward, because the center of gravity of the closed airplane/pigeon system has moved slightly upward.*

Even after reading this several times, I still don't understand it.

By some standards I am a bad administrator. I have a messy desk. It is always piled up with folders, papers, ads, bills, etc. My desk is on a hollow core door. The actual working space measures 16 x 14 inches. As long as material is on or in a pile, I can find it. Once it is filed, it is lost.

AVIATION WEEK, Feb.9, 2009, reports that Robinson Helicopter Co. delivered 893 civilian helicopters in 2008. The piston powered, two blade singles list for \$404,000 and \$243,000. Robinson has delivered nearly 9,000 helicopters since 1979. Why don't we see more of them around here?

Jack McCormack wrote the following in Light Sport and Ultralight Flying, March 2009:

*Surprisingly, the press made a bigger deal out of Captain Sullenberger's former fighter jock status than his current sailplane pilot status. If I were riding in a quiet airliner, I'd rather have a glider pilot behind the stick than a fighter pilot.*

I agree, don't you?

Fortune Cookie Dropping:

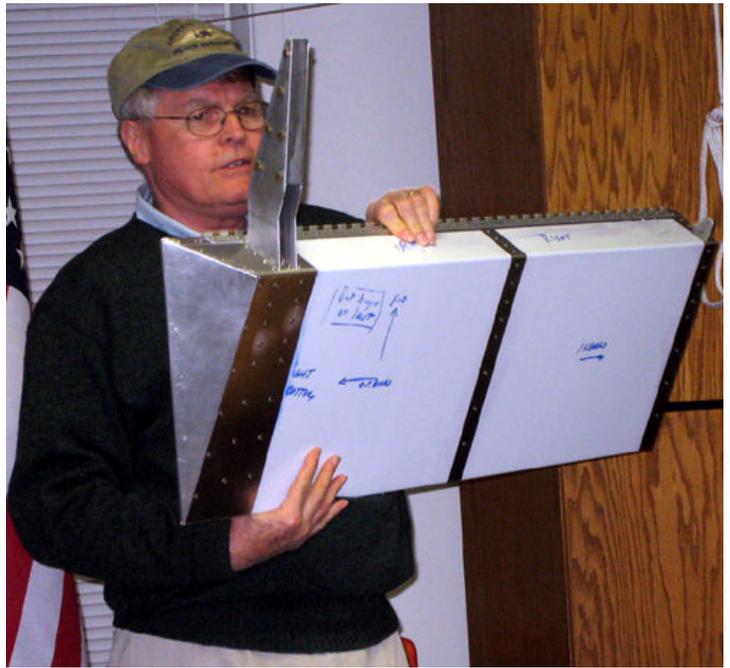
If you must choose between two evils, pick the one you've never tried before.

Old goat, out.

## February Builder's Night



Carl Bouwens shows his construction of a compact "A"-shaped leaf spring for the main gear for his Roadable delta wing pusher amphibian.



Mike Stoddard shows the completed right aileron for his Sonex.

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### EAA Chapter 44 Board of Directors Meeting Chapter House 9 Feb 2009

Board Members Present: Clayton, Isler, Williams,  
Stoddard, Battaglia, Hurd, Hazen  
Chapter Members Present: Meyers

#### Reports:

- Treasurer (Dave Hurd): Read and approved
- Secretary (Stephen North): Read and Approved
- New Business:
- By Laws: Dave Hurd will distribute copies of the Chapter by-laws to the Board for review prior to the next BOD meeting.
- Oshkosh Airlift: The Board discussed options for a more aggressive marketing plan for this year's Oshkosh Airlift. S. North volunteered to contact the webmaster for "Upstate List" to see if the airlift could be listed as a local aviation activity.
- Instrument Flight Ground School: A Chapter-hosted instrument rating ground school is in the tentative planning stages. A couple of issues are yet to be resolved and a meeting site has to be selected.
- Membership Roster: Dave Hurd noted that he has recently distributed a current membership roster.

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- Sport Aviation Center (SAC): The Board reviewed recent developments as we move towards groundbreaking sometime in the Spring. The property lease needs to be recorded with Monroe County, to meet code a check valve is needed in the water supply line, and Mike Clayton is actively meeting with potential builders to review details of the Request for Bid.

### EAA Chapter 44 General Membership Meeting Chapter House 17 Feb 2009

#### Guests:

- Welcome to guests Mike and Julie Kuyt.

#### Reports:

- Treasurer (Dave Hurd): Read and approved

#### Old Business:

- Info packs for the Dream Aircraft Tundra (last month's program) are available at the Chapter House.

#### New Business:

- Upcoming Program: Please sign up with Norm Isler soon if you want to build a Van's RV Tool Box. This will be the program for either the March or April meeting.
- May Meeting: The May meeting will be a Genesee Warbirds hangar tour at KGVQ. (Genesee County Airport, Batavia NY) (continued on page 6)

## General Meeting Minutes

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- Sport Aviation Center:
  - ✓ Norm Isler is working on getting the revised land lease recorded with the County.
  - ✓ Mike Stoddard has stepped forward to be the Capital Campaign Chairman. Thank you Mike!
  - ✓ Mike Clayton (SAC project manager) provided a detailed report of his dialog with several interested building contractors. He expects to hold a bidders meeting very soon. Mike also spent three valuable hours with the Town of Sweden Building Inspector. This effort confirmed the plans for several items that need to be done during the project.
  - ✓ Mike and Norm reviewed the goals for Phase one: Build the shell of the building with the minimum interior work needed to achieve a Certificate of Occupancy. Careful planning will make sure that the critical pieces go into the right places while the shell is going up. After that, we've got a lot of work to do to make it nice.
- Oshkosh Airlift (Paul Stumpf): The airlift price will be \$739 this year. We will be flying into Milwaukee to control costs. The sign up deadline is early: Monday April 27. Paul encouraged everyone to help distribute brochures. In addition, Phil Hazen will be arranging a time when all who are interested can brainstorm new ideas for promoting the Airlift.
- Proposed IFR Ground School: This has been delayed by a month or so. Still working out the details. Contact Norm Isler if you're interested.
- Youth Outreach: Interactive program with the Rochester City School District: Norm Isler is investigating a program with the RCSD which would introduce more kids to aviation, and generate some publicity for us too.
- Rochester WINGS 2009: Phil Hazen attended the first organizational meeting. Wings will be June 5 & 6, at the new Air National Guard hangar. Phil also reported that the FAA people are very interested in promoting and growing aviation.
- Western New York Sport Aviation Club (Paul Pakusch): Paul presented his plans to investigate forming a club that would own a
  - light sport aircraft based at Ledgesdale. He's had positive responses from several people, and has scheduled the first exploratory meeting.
  - EAA Chapter Leaders Seminar: Steve Zigelstein, Mike Clayton, and Norm Isler described their experiences at the seminar in Oshkosh. They found that our chapter is already doing most things the right way. Areas we can focus on: More family involvement; More word of mouth advertising; Personal invitations to meetings; and making contact with the local members of EAA National that are not chapter members.
  - Builders Reports and Program:
    - ➔ Steve Z: Has decided to build a Rag Wing Storch. All wood construction.
    - ➔ Jeff Paris (Europa): 1600 hours into the project. Working on the instrument panel now.
    - ➔ Jeff Paris (Zenith): Thinks he's found the air leak in the fuel system, at a fuel filter connection.
    - ➔ Mike Clayton (Kitfox): Found a better way to build the wing ribs.
    - ➔ Bob Northrup (RV-8A): Working on wheel pants and fairings. Hates Fiberglass.
    - ➔ Dave Hurd (Glassair): Routing wires for the 16 engine compartment sensors. Still loves fiberglass.
    - ➔ Jarrell Bataglia (Falco): New shop is coming together, back to aircraft building soon.
    - ➔ Craig Ritson (Sonex): Purchased an almost complete Sonex in Florida. Working to complete it.
    - ➔ Norm & Elise Isler (Murphy Rebel Elite): Norm has passed his Knowledge test and completed his cross countries. So he's almost ready to take his private pilot flight test.
    - ➔ Larry Greeno (RV-6A): Flying well. 300 hours flying in 6 years.
    - ➔ Gail Isaac (C-172): Gail is 1.5 hours short of 500 hours total flying time.
    - ➔ Dwight Myers (Navion): On jacks in the Elmira EAA hangar for an extended annual and several improvements.
    - ➔ Carl Bouwens (Roadable delta wing pusher amphibian): Working on the nose wheel steering system. Carl also showed off his construction of a compact "A"-shaped leaf spring for the main gear.
    - ➔ Mike Stoddard (Sonex): Showed off his completed right aileron. Some of the bigger challenges were shaping the end piece to fit inside the skins, and hand cutting a lead wedge for the counter-balance.

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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After February's Builder's Night, Jeff Paris provided this photo of the panel for his Europa project, ready to install as soon as the weather cooperates and he can work on his fuselage.

## From the UltraFlight Radio Show

Doug Macnair, Experimental Aircraft Association The Transportation Security Administration has proposed regulations that will impose sweeping restrictions on general aviation aircraft. It's called the "Large Aircraft Security Program" but it might as well be called the "Large Aircraft and Medium Airport Security Program" because not only does it restrict really large aircraft owners (those with aircraft over 12,500 lbs gross weight) but it will also require airports that support those aircraft to enhance security in ways that will probably hurt plenty of other pilots, too. The proof of that is the initial list of airports that the TSA says will be affected by the rule. Check the list, your airport may be on it. Doug Macnair works government issues for the EAA and explains what is going on. We checked the list: 7G0, Ledgesdale Airport, is in fact on the list.

## EAA Names Tom Poberezny as Chairman

EAA AVIATION CENTER, OSHKOSH, Wis. - (March 4, 2009) - EAA today announced the appointment of Tom Poberezny as chairman of the board. EAA's founder and previous chairman of the board, Paul Poberezny, 87, officially stepped down as chairman earlier this month. Tom will continue with his current duties as president while also assuming the chairman's role.

Additionally, Tom Poberezny announced a leadership succession initiative to prepare the organization for the next phase of growth. He will begin work with the Board to initiate and lead a search for a new president. Continued success and continuity of leadership are key objectives.



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those that ordered and their helpers

## 2009 Calendar

March 17: General Meeting  
April 13: Officers Meeting  
April 21: General Meeting  
May 11: Officers Meeting  
May 19: General Meeting at Genesee County  
Airport  
June 5-6: Rochester Wings  
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 July 27-Aug 1]  
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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