



# The Flyer

www.eaa44.org

Experimental Aircraft Association Chapter 44 • Rochester, NY

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## Annual Meeting

November 17 is our official "Annual Meeting" where members vote to select who sits on the Board of Directors for the next two years. We currently have five board seats open, and six members have agreed to serve if elected. Also, nominations will be open at the November meeting prior to elections so additional names can be added to the ballot.

Be sure to come and vote!

## "Ask the Doctor"

By Norm Isler

Any pilot with a Private or higher license needs to be aware of the status of his or her health, and how it relates to our Class 3 (or higher) medical certificate. At 20, we probably didn't think anything of going in for a physical, fully expecting to pass with no questions asked. As we start pushing fifty, (from one side or the other!) we start to have some questions. Is my blood pressure too high? Is my vision good enough? How about my hearing? How does arthritis affect my ability to fly?

Dr. D. Kim Broadwell is well known to many pilots in the Rochester area. Practicing as North Coast Preventive Medicine, Dr. Broadwell has served many of us as our Aviation Medical Examiner of choice.

When you went for your last medical, were you concerned about some aspect of your health, but "reluctant" to ask before your certificate was issued? At our November meeting, Dr. Broadwell will take questions from our group and provide answers in a "no pressure" environment. To preserve confidentiality, you can e-mail your question to Norm Isler at [NormIsler@aol.com](mailto:NormIsler@aol.com), phone your question in to Norm at 638-8098, or bring your question to the meeting. All questions can be asked by Norm, or you can raise your hand and ask the question yourself. (In front of the group, do you really want to ask the question "How does my use of Viagra effect flights of four hours or more?")

Next Meeting is  
November 17, 2009

"The Dog House"

(Also known as Steve Zigelstein's Shop)

2896 McGovern Road  
Caledonia, New York, 14423

Dinner 6:30\*

Meeting 7:30

Topic "Ask the Doctor"

From the monument in downtown Caledonia:

- Drive west on Rt 5, (Main Street) 4/10 mile to Leicester Road, (Rt 36)
- Turn Left on Leicester Road, (Rt 36) and drive south approximately 2.6 miles
- Turn left onto McGovern Road. Steve's is the 4th driveway on your right, with an airplane on the mailbox.

If you get lost and need help, contact Steve Zigelstein at 354-3240.

\*Note from Norm: "I have been sworn to secrecy on the menu for this dinner, but you don't want to miss this one!"

## Collecting Cans and Bottles

Would you like to donate your cans and bottles to Chapter 44? Gail Isaac will pick them up and return them for the bottle deposits. Money will go towards some Chapter expenses.

For more info, contact: [gisaac@rochester.rr.com](mailto:gisaac@rochester.rr.com).

*"Flying might not be all plain sailing, but the fun of it is worth the price."*

*Amelia Earhart*

## Sport Aviation Center Update

By Norm Isler

When we turned over the first shovel of dirt for the Sport Aviation Center this spring, our goal for the year was to have a secure, enclosed structure by the end of the year. Thanks to the great work by many of our members, (and some help from Finger Lakes Construction) we have reached and surpassed this goal!

As of today, that last of the overhead wires are in for all the lights, ceiling fans, emergency exit power-packs, media projectors, exterior lights and more. The next phase will be to start assembling the circuits to include switches, outlets and all those other little pieces / parts that make a building work, and connecting everything to the circuit breaker box. Although we are going to be running off a generator for some time to come, having the circuitry in place will make power distribution easier and more efficient.

Our next step is to find a good furnace to provide heat for the building this winter so we can continue working throughout the cold months. Some detailed analysis determined that finding and installing a furnace made a lot more sense than trying to keep the building warm enough with kerosene heaters and the like. If you have any friends in the heating business that owe you any favors, or think you can help us land a great deal on a furnace, please contact Mike Clayton or Norm Isler.

We will continue work crews a couple of weekends a month throughout the winter. All are invited to join us. We get a lot of work done, and manage to have a lot of fun in the process. It's social time AND productive. If you are an expert in one field of construction, let us know. If not, come on out and learn from one of the pros!

We are well on our way to having a GREAT new home!

It just recently came to our attention that long time EAA 44 member Paul Neumann passed away on July 26, 2009. Paul and his wife Ruth enjoyed 60 years together. Paul loved attending aviation air shows near and far, often collecting the posters for them. He also built up a very nice collection of scale plastic model airplanes that would have made a wonderful program in themselves. He'll be missed.

## Runway Complete!

Ray Detor, owner of LeRoy Airport (5G0), reports that the runway project is complete! Here is a photo.



## Bob Northrup's RV-8A

Bob Northrup's RV-8A has recently gone through engine tests and has started high-speed taxi tests.

Photos by Gregg Meyers.



## Adventure to M.E. Regional Fly-In

By Jeff Paris

EAA Chapter 44 Tech Counselor

One of the advantages or gifts of building and flying your own experimental aircraft in this country is that we can experience the freedom of flight. When we exercise our privilege to operate and fly an aircraft constructed with our own head and hands we tend to enjoy the company of like-minded folks. With that thought in mind, I decided to have an air adventure of my own: I decided to fly my Zenith Zodiac CH601XL to the Mid-Eastern Regional Fly-In at Grimes Field (I74) in Urbana, Ohio. The "MERFI" as they call it has been going on annually for 42 years, although not officially affiliated with the EAA it's a real fun event to fly to, camp out and hang out with other aviation enthusiasts.



If the reader will forgive me, I need to back track a bit and explain myself. As many of you may recall I spent last March at Jabiru Aircraft learning about my Jabiru 3300 engine. Anyways being a sucker for a good PowerPoint presentation on the merits of a Fuel Economy Tuning kit for my Bing altitude-compensating carburetor decided to take the financial and re-engineering plunge and rebuild my carby. To make a long story short it has taken me since late winter of last year until the weekend of Sept. 12<sup>th</sup> to feel comfortable to operate and fly my once reliable engine, you see I spent the entire summer battling gremlins that cause high CHT temps in aircraft engines. I built new baffles, changed out the jetting (twice), sent the carb back to Jabiru for service and testing, pleaded to god and took off and replaced my cowling ad infinitum, flight tested, recorded flight parameters, e-mailed those results to supposedly in-the-know type individuals until I was blue in the face and frustrated beyond belief. I pleaded with Jabiru to help me figure out my problems and get me back to the happy times of \$100.00 hamburgers and fun flying. Unfortunately, I guess that's why they call it experimental aviation because I ate, slept, lived and died experimental aviation this past spring and summer. I eventually prevailed and indicating acceptable CHT temps I advised my wife Heidi that I needed to take a

well-deserved mental health flight to an airplane type of event because I just can't get enough! (My wife believes me to be a helpless airplane masochist) I Googled away on my computer and low and behold "MERFI 2009" came up so I decided to go...weather permitting of course and that's where the fun began.

Anyways, most of you know the litany of taking a long X-country, you check weather 3 times a day for a week, buy the maps and airport guides, pack your sleeping bag, tent, clothes, water, snacks, camera, food, plan the flight and write up a log and the day of the flight comes along and you are weathered out: Great mental exercise for the flight planning skills, but still no flight occurs and you are on the ground. Basically, shoulda. coulda. woulda: This time I treated things quite differently, I definitely watched the weather, however, I said I'd wait until Friday the 11<sup>th</sup> and I would make my decision at noon. Although a stationary front was holding steady to the southeast and just peeking into northwestern Pennsylvania, for the most part my course was going to be VFR with 9000+ foot ceilings, great visibilities, winds out of the NE (tailwinds...YES!) with occasional 3000 broken and widely scattered chance of light rain or mist in the aforementioned part of PA, but severe clear on either side of this little fragment of pesky weather, screw it! I decided it was a go.

I raced home, changed, packed, inspected, fueled-up and requested flight following just in case things got hairy. Heck, I could always turn around and head home and be in bed with the wife that evening should things go to hell. Anyways, the flight from Williamson Sodus to 10 miles outside Jamestown was beautiful and then it started to close in a bit, I mean there were decent 4000' OVC ceilings but visibilities definitely were in the < 5 mile category but it started to mist pretty good and my pucker factor definitely went from yellow zone into the low reds. In addition, flight following ended for me due to the fact that the ERIE TRSA cannot pick up anything below 4000': I was advised to squawk 1200/VFR and remain clear of terrain.... great! So with the flick of GPS magic, I decided to land at Lawrence Cory Airport (8G2) for some fuel, a bathroom break and a weather check. By the time I landed, the mist had turned to steady rain, the visibility went to pot and I was definitely lamenting the sad fact that I might be camping out in a pilot's lounge in Corry, PA, let alone making it back in time for bed call with Heidi. To make matters worse I couldn't get weather on the computer due to the fact that they had dial up and the screens would not refresh for the weather images I so wanted to summon. I called Flight Service and ended up talking to a specialist from Lockheed Martin located in Kansas, nice guy, the weather was great in Olathe but not a great deal of help with the vagaries of lake effect weather and all weather

phenomenon near Lake Erie. Things were not looking good at that moment, but better bumming on the ground than scaring yourself \$^&\$%-less at altitude: I decided to wait it out. As the minutes passed I decided to alter my plan, I decided if weather improved I would fly to the next closest airport, say 10 miles away and repeat the process until things got better. About an hour passed the rain subsided and it seemed to get a bit brighter and the ceilings looked good, Screw it I thought I'm on an adventure! On to the next airport. Wonder of all wonders the sky opened up, shafts of sunlight streamed down, I re-established flight following with Cleveland Center and 2 hours later I was landing at Grimes Field In Urbana, Ohio. God works in mysterious ways, I made it.

After landing, I set up my camp and introduced myself to some of my neighbors and being really tired I brushed my teeth, undressed and crawled into my tent and sleeping bag and fell asleep under Ohio skies. Upon waking in the morning, I opened up my tent and low and behold it was "pea soup" everywhere. Anyways, that kind of fog burns off, so I refreshed myself with a quick towel bath of dew collected off my wing and found a port-a-potty and that was it for my luxury facilities. My dog would have loved it (especially my growing stinkiness), anyways; I was invited by my fellow campers to a pancake breakfast and all the sights and scenery to be had at MERFI.

As the day unfolded, the weather improved to CAVU and the aircraft started flying in and lining up in the fields and I got the pictures to prove it! Man I was in heaven! Come to find out Grimes Field notoriety lies in the fact that Grimes Manufacturing Aircraft Lighting Company was founded by a local "Horatio Alger" entrepreneur by the name of Warren Grimes who dedicated his life to making flying safer through his company's efforts in terms of all devices regarding the lighting of aircraft. One of the highlights of the weekend was puttering around the Grimes Flying Lab Museum and eventually watching their beautifully restored Beech 18 flying laboratory fly at night with all the lights-on, and I mean all the lights on! What a trip!



Another fun fact of note was that the "MERFI" also serve as the unofficial rendezvous for aficionados of the post WWII Globe/Temco Swift Fury aircraft. In addition, on display was the Lo Presti Speed Merchants re-certified version of the Globe Swift Fury, very sexy and sharp. As the morning wore on, it was announced that organizers expected about 450 aircraft to fly in and join the fun. Man they were right; they had a B-17 from Michigan arrive to give rides and tours. The usual gaggle of home-builts, i.e. Van's, Ran's, Zeniths, Glasairs, Hummelbirds, BD-4, Wittman Tailwinds, Rutan types, Ultra lights, powered trikes, liaison, trainers, certified aircraft, LSA's, warbirds, antiques, WWI replicas all landed and parked for our delight. I was very surprised at all the F1 Rockets (Van's RV-8 airframe on major steroids) that were on display as well as some aircraft that I have never seen in person or published.

As with any fly-in there was no shortage of how-to demonstrations and activities regarding materials and processes for the gypsy airplane lover; I wandered into a hangar where a group of devoted men were restoring a B-17 from the ground up and I mean ground-up. I could smell the fresh off the factory floor B-17 aroma that permeated the hangar, very impressive to say the least. I also experienced a demonstration of a working reproduction of the Wright Brothers engine and when they started it up I was a little nervous that it was going to explode and send shrapnel into the audience. In addition, they had working replicas of a Wright glider and the 1909 Wright Flyer that was touted as the first commercially available aircraft for purchase by individuals who had the means and desire to slip the surly bonds of terra firma. Anyways, I could bore you all to death with the details of a DC-3 going under a restoration and a mint B-25 that was having a engine replaced, as well as one hangar that had two beautiful flying Fairchild-24's that had been restored as well as one in the corner waiting to be resurrected.



Just like any fly-in the fun is walking the flight line and looking at airplanes, taking pictures of airplanes and talking to the owners. I was especially amazed when I saw the original Dyke Delta designed and built by the legendary John Dyke fly-in and park on the ramp in front of a hanger. When I looked at my schedule I saw that John Dyke was slated to talk about his design. Moreover, he was supposed to have co-hosted the talk with our own Earl Luce, however, the schedule for the talk was published incorrectly and Earl never made it to the fly-in. Well you get the picture, but what was really cool in the fact that I hooked up with a gentleman looking for the same talk; and as it turned out he said that he was a 21 year builder of a Dyke Delta and had "stopped building his Dyke Delta 40 times and restarted the project 41 times." Anyways, we found John Dyke and I got introduced. Anyways these two men, designer and builder were on the ground in short order crawling under Mr. Dyke's plane discussing the infinite details of a project under construction: Wow, what a treat to meet a legend in the experimental pantheon of designers!



After a late lunch I headed back to my campsite and I hooked up with my fellow camping flyers and we got to know each other. Three of the guys were retired and flew in from outside of Pittsburg, two were flying Ran's products and the other a Zenith STOL 701, they had arrived the same day as me, commenting on that stubborn stationary front, and their ultimate goal was to take a leisurely flight X-country out to the 4 corners in Moab. The guys had no real agenda in terms of getting to the destination, however, they were going to visit the Wright Brothers Museum, the Air Force Museum at Wright-Patterson Air Force Base and from there they were going to fly out to Zenith Aircraft in Mexico, Missouri for the annual builders fly-in, as well. Moreover, and just to be fair, these guys were going to visit the Randy Schlitter at the Ran's Aircraft factory in Kansas. I was a bit envious of their adventure and to be honest I did briefly have a bit of a fantasy with the idea of joining up on their journey.

For dinner, the MERFI people hosted a lasagna dinner for all interested parties. The dinner program and entertainment was given by a Mr. David Scheff, USAF Chief Master Sergeant (ret.) who for 18 years was head honcho of all aircraft maintenance for Air Force One. Mr. Scheff's stories, anecdotes and recollections of his service to country and Presidents- Bush, Clinton and Bush was fascinating. In a nutshell, other than the President, Mr. Scheff's main duty was to inform the Captain of Air Force One that she was airworthy and ready to serve the most powerful man in the free world and as Mr., Scheff, iterated more than once, "it's really good to be the President of the United States," and after his talk the whole audience were drop-jawed believers.

After dinner, I found myself pleasantly satiated and tired from all things airplane. After marveling at the Grimes Beech 18 Flying aircraft light laboratory fly-bys I was ready to hit my sack. The night was beautiful and I watched two young couples with their little kids have a small campfire by their Mooney and Maule; it was quite idyllic really. I slept pretty good and when I awoke, I at least found a small bathroom that had running hot water, I definitely felt better after a warm sponge bath, then I wandered over to the pancake breakfast hosted by the local Urbana Rotararians and with a full belly it was time to think about breaking camp and flying home.

I checked weather and the forecast was very similar to what was going on Friday. Well, I thought I'll ask for flight following and see if I can get through; I packed up, gassed-up, pre-flighted and in no time I was on my way back to New York cruising at 5500 feet in total VFR bliss. As I traveled through Cleveland's Class B airspace I had to descend in order to get under the scattered overcast and by the time I was 10 miles outside of Erie's TRSA I had lost flight following again, but I was headed to Jamestown for some fuel and to stretch my legs noticing it had been 3.0 hours in the modest Zenith cockpit. Upon landing in Jamestown I called my family and checked weather and even though ceilings and visibilities weren't the best it was doable and I decided to launch. Just south Buffalo's Class C airspace I got flight following back and by 15 miles east of BUF the skies opened up and it was clear sailing back to Williamson Sodus (KSDC). Safe at home.

Summary, 800 NM round trip, 8.5 hours in the air, a fabulous weekend, people and adventure at the MERFI Fly-In. It was a great time! The Mid Eastern Regional Fly-In was a fun experience and it's always challenging to really test your "chops" on a long X-country flight. For me it was the furthest west I have ever been in a light aircraft. The experience was great, however, it would have been even more fun if we could get a few other Chapter members and do such a weekend as a group.

Keep dreaming, keep building and keep flying.

EAA Chapter 44  
Board of Directors Meeting  
13 October 2009

EAA Chapter 44  
General Membership Meeting  
20 October 2009

Board Members Present: Clayton, Hurd, Isler, Battaglia, Isaac, Hazen, Williams, Zigelstein

Reports:

- Treasurer (Dave Hurd): Read and approved.
- Secretary (Stephen North): Read and approved
- New Business:
- Sport Aviation Center (SAC)
  - The SAC is fully enclosed and weather tight. The septic system is installed and inspected. The focus now shifts to interior construction work, primarily wiring. Small teams will be organized to start tackling this task.
  - Capital Campaign: The Board will be calling members who have yet to make a pledge to the SAC and encourage them to do so.
- General
  - Insurance: Steve Zigelstein moved that Dave Hurd should be authorized to spend up to a maximum of \$750 to secure "all hazard" insurance on the new SAC. Steve North seconded the motion, which passed unanimously.
  - Volunteers Needed: The positions of Airlift Coordinator, Newsletter Editor, and Webmaster are open. Members interested in filling one of these open slots should contact any Board member.
  - After a review and discussion of the Chapter By-Laws the Board concluded that a By Law change specifically addressing the issue of reduced spousal dues rate is not required since the Board is already empowered to set dues rates as they see fit.
  - Rob Williams moved that the By-Laws be modified to reflect the Chapter's new address: 44 Eisenhower Drive, Brockport, NY 14420. Jarell Battaglia seconded the motion, which passed unanimously. This change will be brought before the General Membership for ratification.
  - The following Board Member's terms expire at the end of this year: Isler, Zigelstein, Hazen, Williams and Stoddard. All have agreed to run again. Open nominations will be announced at the next General Membership meeting.
- Coming Up
  - The November meeting will be held at Steve Zigelstein's House, possible guest speaker: Dr. Kim Broadwell, FAA Aviation Medical Examiner

Reports:

- Treasurer (Dave Hurd): Read and approved.
- Secretary (Stephen North): Read and approved
- Special Note:  
This is the first General Membership meeting in our new Chapter home! Many thanks to all those past and present who made this possible.
- Guests: Bill King, Chapter 46 president, and his wife.
- New Business:
- Sport Aviation Center:
  - The building is complete and weather tight! Interior construction will concentrate on running electric service and erecting interior partition walls.
  - For the time being the building will be locked; each Board Member will be assigned a key.
  - The SAC is insured against all hazards.
  - Fundraising: Mike Stoddard reported that a total of \$9410 has been pledged with \$5203 actually received. Mike suggested that Members who are hard to shop for may wish to designate the Chapter as a recipient for gift donations.
- Oshkosh Airlift
  - After many years of much appreciated work in running the annual airlift, Paul Stumpf is taking a well deserved break. A volunteer is needed to fill this important role. Interested members should contact Paul or anyone on the Board of Directors.
- Elections: Nominees for the five open Board of Directors spots: Isler, Zigelstein, Hazen, Williams, Stoddard, and Nelligan-Barrett. Elections will be held at the November General Membership meeting.
- By Laws Change: The following change is to be voted upon at the November general membership meeting:
  - MOVED: Chapter 1, ARTICLE IV of the Chapter By-Laws shall be modified as follows:
    - Under the heading "LOCATION" the entry shall read: "The territory in which operations are principally to be conducted is identified generally as metropolitan Rochester, NY. EAA Chapter 44 is based at the Sport Aviation Center of Western New York, 44 Eisenhower Drive, Brockport, NY 14420."
- General
  - The Chapter expressed general interest in a spring trip to the Air Force museum in Dayton Ohio.

Volunteers Needed: The positions of Airlift Coordinator, Newsletter Editor, and Webmaster are open. Members interested in filling one of these open slots should contact any Board member.

## Old Goat's Blob

By Art Thieme

There is little doubt that the newsletter binds the chapter together. We have been fortunate to have people step up to take on this responsibility; Al Garlic, Hugh Jones, Art Thieme, Tom Bowdler, Dave Suits, Paul Pakusch. Each editor brought a different style. Al Garlic used spirit duplication (Ditto). Those of you old enough will remember the smell of alcohol on freshly duplicated sheets. Hugh Jones was the first that understood and used the computer. Art Thieme used the old cut and paste method. Still does. Tom, Dave, and certainly Paul used the latest technology. I have just reviewed 21 years of our newsletter. Yes, I keep the copies. One thing stands out: the quality of the pictures has really improved. The content is excellent. I never understood why we didn't receive national recognition, with the exception of Hugh Jones, who was recognized as the top editor. At one point I suggested to headquarters that each state select their top newsletter and from those national can pick the best. Great idea they said. Go ahead and do it. I wonder why that never happened? I am sorry to learn that Paul has decided to retire. He certainly knows how to use technology and produced an outstanding newsletter. My best wishes and thanks go to him!

The chapter had its first meeting in the new building. I certainly was impressed with the structure and look forward to the expanded use it will give us. But somehow I felt like a stranger in my new home. And the reason I decided was that I had contributed nothing to the building of the structure. At our old place I was deeply involved. Hugh Jones and I even got up on the roof and painted the EAA 44 sign. Neither of us can do this again. I will celebrate a birthday in November. I will be 84. I still like to think and act like 64. Not going to happen. But I was happy to see all the younger members at the meeting who have taken over the work and will continue the spirit of the chapter! I will now lead a cheer or go have a drink.

Veteran's Day: I have not received any names of veterans in the chapter. This is because nobody reads the old goat stuff or they are being modest and don't want to attract attention. So Hugh Jones and I are the WW2 vets. Larry McDonald, when asked, told me that he was a Korean war vet. Anyone else?

I just finished reading INTO THIN AIR by Jon Krakauer, Anchor Books, N.Y. 1997. It is the personal story of a Mt. Everest climb in 1996. Six people lost their lives on this climb. Makes you wonder why people would go to the "death zone" above 25,000 feet, with or without oxygen. But then again, many people think that people that fly aircraft, especially homebuilt, are a little nuts.

There is no December newsletter so I take this opportunity to wish you all a happy thanksgiving and a happy holiday season. Keep building and flying!

Old Goat, out.

## Tall Paul's Logbook

By Paul Pakusch

You'll notice that the newsletter and officer information that usually lines the left side of this page is missing. As your outgoing editor, I had to make an editorial decision: Cut a story out or cut that out. For once, I decided to cut that out so we can run all the news that's fit to print. It's my last issue. I don't think anyone will mind just this once.

This edition of The Flyer concludes four years of yours truly at the helm of this newsletter and nine years of hosting EAA 44's website. Both of these positions have given me a unique view of our Chapter's operations under the guidance of several presidents. Virtually all of that time has been spent waiting for the day when our Sport Aviation Center becomes a reality. I'm pleased that the building finally exists! It is an AMAZING cooperative effort by this entire Chapter!

My successors will be familiar to most of you. Longtime members Phil Hazen will become your new web manager and Bob Nelligan-Barratt will take over the editorial duties of The Flyer.

I want to thank all who have made contributions to The Flyer and continue to do so. I love it when we get articles like this month's story from Jeff Paris! It shows what our members are up to. As editor, I have always felt that I wanted to focus on our members.

I want to give special thanks to my predecessor, Art Thieme, for his continued contributions to The Flyer; especially his monthly column, "Old Goat Droppings." Art still uses the time-tested methods of printed paper and film cameras for his submissions. Every month when his packet arrived in the mail, I was privileged to be the first person to read his column and see his photos.

I'm taking a step back from active involvement at EAA Chapter 44 while I tend to some personal priorities, continue my path into accounting studies, and also further my immersion into the world of Fife and Drumming. I play snare drum for the Excelsior Brigade Fife and Drum Corps, which can be seen in area parades and at Civil War Re-enactments.

You'll still see me at some Chapter meetings and events, and for those I'll be an active participant. You can also find my blog on the web at [tallpaulsrap.blogspot.com](http://tallpaulsrap.blogspot.com).

See you at the January meeting!



[www.eaa44.org](http://www.eaa44.org)

Next Meeting is  
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(see page 1 for directions)  
Dinner 6:30 PM  
Meeting 7:30 PM

Paul Pakusch  
EAA Chapter 44 Newsletter Editor  
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