



# The Flyer

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

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Experimental Aircraft Association Chapter 44 • Rochester, NY

March 2010

## SPORT AVIATION CENTER UPDATE



**Framing for the three bathrooms**

by Norm Isler

It has been another busy month at the Sport Aviation Center.

Despite cold weather in February, and without heat on a regular basis, we never found the building below 38° as measured by a thermostat at table-top height. This was observed even after a full week with no heat running in the building. The good news here is that the building is well insulated and “tight” so keeping our “core”, the restrooms and utility area above freezing will be very economical.

More wires are run and connected. The temporary lights loaned to us by Glenn Reed of GNR Siding and Remodeling have been taken down and returned as many of the “real” light are now mounted and operational. When the generator fires up, there is LOTS of light. Larry MacDonald continues to direct crews as we verify that the correct wires go to the correct place, and more switches, outlets and widgets get installed as needed.

We now have multiple rooms! The wall separating the main meeting room from the rest of the building was completed by an early work-crew a few weeks ago. Walls are now up separating the rest rooms and utility areas, and hopefully by press time, the pilot lounge areas will also be framed in. All this still leaves a large shop area for projects and demonstrations.

More folks are showing up for our work “parties” on the first and third Saturdays of each month. Don’t worry if you are not a certified carpenter or experienced electrician. We can always use more hands, and we offer “On The Job Training” directed by our fearless Project Manager, Mike Clayton. And every work detail includes the opportunity to enjoy a lunch at the SAC as part of the experience.

With last weeks almost 2 foot of snow, access to the building was almost impossible for all but the best of four-

wheel drives. Special thanks to Rob Williams for stopping by with his snow plow so we can get to the building.

REMINDER: Work crews are scheduled the first and third Saturday of every month starting at 10:00 AM, but there can be other sessions scheduled any time you might like to work; just coordinate scheduling with Mike Clayton or Norm Isler.

If you haven’t been to the airport in a while, you need to stop by and see how cozy our new home is getting to be!

### EAA 44 (and EAA 46 and UL 95) GOES TO DAYTON

Plans are confirmed, and we have many reservations already logged for our trip to The United States Air Force Museum in Dayton, Ohio. Our group will leave from the Sport Aviation Center around lunchtime on Thursday, April 8 and return Saturday, April 10. In between will be two and a half days of fun, folks, food and airplanes.

We already have a sizable group signed up from EAA 46 in Buffalo as well as some members of Ultralight 95 here in Rochester. The coach is filling up, but we do still have space.

### PLEASE DO NOT WAIT UNTIL THE MARCH MEETING TO LET NORM KNOW YOU WANT TO GO!

Call him at 585-638-8098 right away to hold your seat. We can handle the paperwork at the meeting, but he needs to get names on the list as soon as possible. Because we are going to be on an active US military base, it is important that he get a list of names together for “The Powers That Be” well in advance.

This trip will be a great time! A special tour of the restoration areas has been arranged, along with the Presidential aircraft area. Plans are being finalized for a dinner banquet Friday night so everyone has the opportunity to make new friends from the other area EAA groups. And be well fed! More details as they develop. And remember, any profit we

### MARCH PROGRAM

Our guest speaker at the March meeting will be Rick Gage, an EMT in the US Air Force. Rick recently completed his first tour of duty in Iraq, serving as an Emergency Medical Technician aboard C-130s. He is home for a short time on leave, and has turned down other opportunities so he can return to the military and continue to serve his country and fellow servicemen and women.

Rick has an interesting DVD showing what life is like evacuating wounded service personnel and taking care of them aboard the C-130 aircraft. During some of his missions, Rick’s plane took hits from enemy fire, but was able to return safely to fly again another day. He is an interesting young man who will totally impress you with his enthusiasm. His name may sound familiar to any of you familiar with the Brockport airport. His dad, also Rick Gage, has an aircraft based there.

**MADE IN ROCHESTER- CUNNINGHAM-HALL AIRCRAFT CORP.**



1929 PT-6



1929 X-90



1936 GA-36 at Niagara Aeronautical Museum, Niagara Falls, NY

The Cunningham-Hall Aircraft Corporation was formed in 1928 at 16 Canal St. Rochester. The first design was the PT-6, which first flew on April 3, 1929. The PT-6 was a [biplane](#) of all-metal construction with a fixed [landing gear with tail skid](#). The aircraft was powered by a 300 hp [Wright J-6 Whirlwind radial engine](#). Two PT-6 aircraft were built.

The 1929 X-90 has an 85 HP 5-cyl. Vega engine, narrow-chord (24"), variable-camber, wing with ailerons mounted on top; lower wing had slots and full-span flaps (72" chord); inverted-V wing struts. It was an entry in the Guggenheim Safe Aircraft Competition.

The 1936 GA-36 was powered by a 150 HP Warner Super Scarab engine. The ship was all-metal construction except for the fabric covered empennage, ailerons and flaps, and part of the upper wing surface. Stabilizer was adjustable and the ailerons, which had only upward movement, were

located in the upper surface of the wings above the flaps. Except at the wing tips, the flaps went full span. The special high-lift wing had a vane aft of the lower leading edge that opened inward, allowing air to enter the wing and flow over the lowered flaps, thus increasing their efficiency at low airspeeds. This system operated automatically, and extensive testing proved its effectiveness, but was more complicated and less efficient than the newly developed Fowler flaps. Because of a heavy wing and overall robust construction, it made the GA-36 somewhat slower and more expensive than other aircraft of its class. Proposed further modification to correct those deficiencies were not carried out, and the aircraft was not put into production.



Factory at 16 Canal St. Building has since been demolished.

Sources: Sport Aviation. Wikipedia. & <a href="#">aerofiles.com>

**OLD GOAT'S BLOB BY ART THIEME**

I am suffering withdrawal symptoms as there was no Old Goat's Ramblings in the last newsletter. I understand completely that editor Barrett had to make a decision, He was in the inevitable position of having too much material. (Doesn't happen often) He had to go with the time related material. My page and a half is timeless.

I wonder who will be the first politician to legislate new laws against private aviation as a result of the Texas crash into the IRS building. Keep alert!

**STIMULATION OR SIMULATION?**

Simulators can have the effect of training the student to excel at simulation without being able to excel at the actual task". A quote from the Naval Institute's magazine PROCEEDINGS, Dec. 2009. The author uses as an example where Conan O'Brien beats Serena Williams in Wii tennis but admits that he could never beat her in a real game. The author does point out the cost savings in training by simulation. "Repetition can be obtained to raise proficiency. High risk evolutions can be practiced. But if used without a firm commitment to

live training, simulation risks expertise in simulation and craftsmen whose skills are incomplete."

Interesting. What do you computer geeks think?

Old Goat, out.



A Fisher over Lake Alice

**GAIL ISSAC'S CAN COLLECTION UPDATE**

Keep those bottles and can's coming folks. So far, we have raised \$173.65 toward paying off our new furnace. Sugar water and juice will keep you warm. Please bring your bottles to the next General Meeting or drop off in the wire crate box outside the Sport Aviation Center.



## Selecting the Engine for My Homebuilt Aircraft

by Mike Clayton  
Part I (of 4)

As many of you know, I am in the process of rebuilding a KitFox II. Initially, as I looked over the collection of parts that I had, representing the remains of an aircraft badly damaged in an accident, I was scratching my head to find a starting place. There were so many things that would have to be rebuilt, tested, and verified as being airworthy. Not the least among these was the engine. It has been said that the "engine is the heart of the airplane". This is so true that it hardly bears mentioning, but it does mean that great care should be exercised in selecting the engine. It is also the single most expensive component in the aircraft system. One of the main reasons I undertook this rebuilding project was to keep the cost of having an aircraft down (in addition to having fun). If the engine cost can be kept to a reasonable number, I should be able to keep the total aircraft cost to under \$15,000. So the challenge was to balance all the parameters associated with the engine to achieve this goal.

Now, as you read through this, you may say "What's the big deal...doesn't everyone know this stuff?" If so, then I challenge you to find an article, or a book that pulls all this stuff together in one place. Anyhow, here goes my attempt to share what I learned!

The original engine was a Rotax 532, and while, according to the logbooks, it did not have many hours on it, it had suffered a prop strike. In fact, all three blades were broken off at the hub. From what I could learn, the engine was running at a good clip when all this happened. In addition, the engine was old, and had the appearance of having lived a hard life. Further examination disclosed that the exhaust pipe had been striking one of the tubes on the motor mount for some time, and had worn a hole in the steel tubing. Some of the wiring associated with the engine looked jury rigged.

I had a basic decision to make...should I attempt to resurrect the 532? For me, the decision was biased by my experience, which has been exclusively with 4-stroke engines. This was further confirmed as I gradually discovered more about this 2-stroke engine, its construction, and its relatively short TBO. As I looked across the range of available 2-stroke engines, I didn't find anything that made me want to continue considering them. I know there are some of you who have flown 2-stroke engines successfully for many hours. I also know some folks who seem to have an annual adventure with their 2-stroke engines which quit in flight, or just can't seem to get going in the first place. For me, the 4-stroke was the way to go, even though they tend to be heavier than 2-strokes, and more expensive. The choices would be limited by horsepower (around 60HP to 80HP), and by the need to keep weight close to that of the 532.

I took the 532, as originally installed, and weighed not only the engine, but all the needed accessories. I felt this would give me a good baseline for comparison between all

the options, as far as weight was concerned. Here are the weights in lbs:

### Original Kitfox Engine Installation (Rotax 532)

Rotax 532 - Block, Exhaust Manifold, Two Carbs, Intake Manifold, Reduction Drive, Starter	**	86.00 lbs
Muffler, Exhaust Pipe **		8.60 lbs
Radiator **		2.20 lbs
Engine Mount**		5.00 lbs
Propeller Hub, Spinner - GSC**		3.80 lbs
Propeller (3 Blades)*		18.00 lbs
Miscellaneous hose, tubing, wiring, etc *		10.00 lbs
<b><u>TOTAL 532 WEIGHT, DRY</u></b>		<b>133.60 lbs</b>

\*\* Actual Weight \* Estimated Weight

As you can see, the total weight of the basic engine is increased by about 155%, by the addition of all the necessary items to make it work in the aircraft. I initially took this as a rough guide in doing quick comparisons between different options. While we're on the subject of weight, the all up weight of the 532 was 29% of the total weight of the original aircraft. Given that I have made some changes to the aircraft, which will add weight, about 15 lbs, I felt that going to a heavier engine would have to provide benefits that would more than compensate for the reduction in useful payload. As you will see later, I constructed a spreadsheet, which allowed me to track the total aircraft weight, and calculate weight and balance as well, providing a good way to compare engine options.

As I started to explore the engines that were available, I found that there were more than I thought initially. The issue began to be how big? That is, how much horsepower, and how much weight would be optimum for my aircraft, the way I wanted to use it. In the process of sorting through this, I began to realize, yet again, how much of a "system" an aircraft really is. In other words, every part works, in harmony with all the others, to create a smoothly functioning whole. So perhaps the best engine for my airplane would turn out to be one that was very similar, if not identical, to the original one. In other words, the original designer had done a good job of building an optimized system. If that were the case, then any other engine would involve a number of compromises.

I learned years ago that any engineering decision involves setting requirements. In this case I needed to set some basic requirements for the aircraft as I wanted it. I constructed a list of these, shown here:

(con't on Page 4)

## RIT & RMSC win \$600 K from NASA Funding will Support 'NASA Family Day' events

by Susan Gawlowicz, Jan. 25, 2010  
[RIT News & Events](#)

The Rochester Museum & Science Center and RIT are on a mission to inspire and engage preteens and their families with a program highlighting NASA science and technology.

A \$598,185 grant from NASA will fund the development of six "NASA Family Day" events at the museum. Themes featuring NASA missions, technology, discoveries and imagery will include the Earth as a Planet, Life in the Universe, Superhuman Physical Achievement, Communicating On and Off the Planet, Earth in the Solar System and Major Feats of Engineering. The project was funded as part of NASA's \$6.2 million Competitive Program for Science Museums and Planetariums.

Funding for this project represents the first NASA grant won by RIT and Rochester Museum & Science Center following a formal partnership between

the two institutions made official last summer. The partnership links the museum's and the university's efforts to inspire students to embrace careers in science, technology, engineering and mathematics, also known as the "STEM" disciplines.

"The Rochester Museum & Science Center is the place to go to discover the fun of science and technology," says science center president Kate Bennett. "We are inspiring the next generation of Rochester innovators and entrepreneurs, and RIT is the perfect partner."

Coordinators from the museum and RIT's Chester F. Carlson Center for Imaging Science will spend three years developing the family-day events and planetarium shows. Key to the project's success is the involvement of a cohort of 72 5th-to-7th graders and their families recruited from the Rochester City School District, Rush-Henrietta School District, West Irondequoit School District and Genesee Community Charter School. The

families will actively contribute to the project development. RIT students and faculty will help serve as a bridge to the children and their families.

"RIT students are excited to share their scientific and technical knowledge and passion with families and school systems in our community," says Stefi Baum, director of the Chester F. Carlson Center for Imaging Science at RIT. "In turn, they will learn and gain invaluable experience working with the families and RMSC staff. As a team, we will bring our diverse skills and perspectives together to create experiences featuring NASA's achievements that will inspire students and their families to question, inquire, explore and embrace the future of scientific discovery and innovation."

"RIT really understands our mission," says Calvin Uzelmeier, Rochester Museum & Science Center director of education. "In addition to their expertise and enthusiasm, they are eager to shape these new experiences

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## Selecting the Engine for My Homebuilt Aircraft (con't from Page 3)

### Minimum Requirements for Kitfox Rebuild

*Gross Weight:* 950 lbs.

*Minimum Useful Load (no fuel):* 450 lbs.

*Cruise Speed:* 75 – 85 mph.

*Takeoff Ground Roll:* 250 ft. at gross weight

*Landing Ground Roll:* 250 ft. at gross weight

*Rate of climb:* 900 fpm

*Fuel Consumption at Cruise:* Less than 3.5 gal/hr. (solo range of 250 miles, 30 min reserve)

*Total Cost of Aircraft:* \$15,000

These requirements are based on my personal desires, plus some typical numbers for the Kitfox 2, as given in "The Kitfox Pilot's Guide" published by Kitfox Aircraft LLC.

Next month, we will explore some of the engines I found and their characteristics.

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### RIT & RMSC \$600K

with the collaboration of the children and families we serve. With our panel of local and national advisors, we will learn family entry points to science and technology."

"We want to expose a whole new generation of youth to STEM careers and NASA, and to create an environment for them to pursue those interests," says Jacob Noel-Storr, assistant research professor in RIT's Center for Imaging Science and director of the Insight Lab for Science Outreach and Learning Research. Noel-Storr, president of the Association for Astronomy Education, is a nationally recognized evaluator of NASA Family Science Nights. Rochester Museum & Science Center will add the NASA Family Day events into its annual offerings and will share results with other museums and planetariums.

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### FOR SALE: 1975 Cessna 150M

5296 TT 1253 SMOH, STOL kit & Vortex Generators, Narco Mark 12D with Glide Slope Marker Beacon, ADF, Transponder & Mode C encoder, Sigtronics Intercom, Loran Autofuel STC, Wheelpants. Hangered at Stafford NY. Contact Lincoln Wainright, friend of owner, via email: [C150@upstatelist.org](mailto:C150@upstatelist.org)



**EAA Chapter 44  
Board of Directors' Meeting  
18 January 2010**



**Board Mtg. at Norm & Elise's home**

**Board Members Present:** Zigelstein, Isler, Hurd, Battaglia, Nelligan-Barrett, Hazen, Clayton, Stoddard.

**Reports:**

- Treasurer (Dave Hurd):
  - The Chapter has received notice from the State of New York that we have completed the required paperwork for our tax-exempt filing status.
  - In support of the airport management, the Chapter continues to confirm the tax-exempt status of our leased parcel.
- Secretary (Stephen North): Minutes read and approved

**New Business:**

- Sport Aviation Center (SAC)
  - Per Town of Sweden regulations, the airport manager is required to update the airport site plan to reflect the SAC's leased parcel. Since this is an expense directly related to the SAC the Chapter has agreed to pay the town to cover the cost of this drawing revision (Moved: Steve North, Seconded: Steve Zigelstein, Pass unanimously)
  - President Isler note that he has a contact who might be able to donate bathroom flooring
  - Per a HVAC contractor review the SAC will only require a single furnace as its main heat source. Small zone heaters may be deployed as required in the Board meeting room and the pilot lounge.
  - A food preparation and warming area will be included as part of the main meeting space.

- Pending suitable weather, a Chapter logo will be attached to the SAC's exterior.
- Capital Campaign (Mike Stoddard)
  - Mike is working on a revised fundraising brochure
  - The "You Light Up My Life" Campaign continues to move steadily towards the goal of raising enough money to cover the cost of running electric service to the SAC
- Rochester Wings 2010
  - The Board met with Todd Cameron, one of the organizers of Wings 2010. The Board reviewed some of our logistic concerns mainly involving the operation of the Young Eagles program.
  - Todd outlined the changes for Wings 2010 that should help with the overall flow of the Young Eagle rides. Specifically a dedicated passenger loading area should help eliminate the ramp congestion and associated ground delays experienced in previous years.
- General
  - The Chapter will again be running a series of introduction to aviation classes at Rochester School 34 starting in April. The program will conclude with Young Eagle flights later in the spring.

Norm Isler distributed brochures for the upcoming Chapter sponsored trip the Air Force museum in Dayton, Ohio. Norm noted that five packages have been sold so far.



**EAA 44 PlaneTrain in formation with the B-17  
at the Geneseo Air Show.**

**EAA Chapter 44  
General Membership Meeting  
16 February 2010**

**Reports:**

- Treasurer (Dave Hurd): Financial summary read and approved. Please pay you dues!
- Secretary (Stephen North): Minutes read and approved.
- President (Norm Isler): Longtime Chapter member Bill Shaw is recuperating in St. John's nursing home and he would welcome visitors at any time.

**New Business:**

- New Member: Al Bouwen was welcomed as EAA Chapter 44's newest member.
- Trip to Air Force Museum (Dayton, OH): In cooperation with Chapter 46 and Ultralight Chapter 95, Chapter 44 is sponsoring a trip to the Air Force Museum in Dayton, Ohio. The trip departs Thursday (8 April) and returns on Saturday (10 April). Norm Isler reported that a total of five packages had been sold so far.
- Oshkosh Airlift: This year's Oshkosh Airlift departs on Monday (26 July) and returns on Saturday (31 July). Steve North, this year's airlift coordinator, distributed informational brochures.
- Rochester Wings 2010 – President Isler summarized the discussion the Board of Directors had with Todd Cameron, one of the organizers of Wings 2010. The expectation is that the event should run smoother this year with a better traffic flow on the ground and better communications with the event management.
- General
  - The Plane Train is in desperate need of an overhaul. Members interested in assisting should contact Steve Zigelstein.
  - There are tentative plans for a visit from Van's Aircraft on June 11 – 12. They will demonstrating the new RV12. Details to follow.

• Program

Jim Martin presented a very interesting autobiography of his aviation career starting when he was a teenage sailplane pilot flying out of Dansville though his service in the Air Force in high performance fighters eventually transitioning into a test pilot for some of the major bizjet manufacturers.



**Member Jim Martin describing his many experiences in aviation.**



**Dave's head HURTS from hearing everything Jim has done in aviation!**



**A rapt audience!**

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The Flyer is published monthly. For an electronic copy, go to <eaa44.org> and enter your email address where requested. For a mailed hard copy (\$10), contact Treasurer Dave Hurd.

Stories and photos by the editor unless otherwise noted. Article deadline is 1<sup>st</sup> Tuesday of the month. Send submissions to Editor Bob Nelligan-Barrett.

For membership info, contact Treasurer Dave Hurd.

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**Chapter 44 is a 501(c)3 organization. Gifts of cash, securities or other property to EAA Chapter 44 in the interest of the Sport Aviation Center are welcome and fully tax deductible. Contact Dave Hurd for details.**



## REGIONAL CALENDAR

April 2 EAA 486 Lycoming  
Thunderbolt Engine Pres.  
Fulton-Oswego County Airport  
(FZY), eaa486.org

June 16-19 25th Annual Sentimental  
Journey to Cub Haven Fly-in,  
Lock Haven PA (LHV)  
<[sentimentaljourneyfly-in.com](http://sentimentaljourneyfly-in.com)>

June 19-20  
Red Bull Air Race  
Hudson River, NYC  
[redbullairrace.com](http://redbullairrace.com)

Sept. 11 EAA 486 RV Builders Forum  
Fulton-Oswego County Airport  
(FZY), eaa486.org

### Remember March 31 Deadline for Replacing Paper Pilot Certificates

Pilots who have not yet traded in their paper pilot certificates have until March 31, 2010, when the paper certificates expire. If you're still using paper, do not delay. Pilots can no longer exercise the privileges of their paper pilot certificates after the March 31 deadline. Student certificates are not affected. Certain non-pilot certificates (those issued under 14 CFR part 63 and part 65) are still valid for three more years — until March 31, 2013 — before they need to be replaced.

Renewing a certificate can be done online or through the mail, and instruction can be found at: [http://www.faa.gov/licenses\\_certificates/airmen\\_certification/certificate\\_replacement/](http://www.faa.gov/licenses_certificates/airmen_certification/certificate_replacement/).

## EAA 44 Calendar



**Food, friends, & airplane parts.**

### Next General Meeting

**Tuesday March 16**

Dinner 6:30 PM, Meeting 7:30 PM

B'port 1st Presbyterian Church

35 State St. behind Strand Theater

Speaker: Rick Gage, USAF EMT  
serving on C-130's in Iraq.

See article on page 1.

**April 8-10: EAA 44/46 Bus Trip to  
the Air Force Museum**

**June 15 Spencerport Fly-in Mtg.**

June 19-20 Rochester Wings

**June 19 Wings Young Eagles**

July 26-Aug. 1 AirVenture Oshkosh

**July 26-31 EAA 44 Original  
Oshkosh Airlift**

**November 16: Annual Election  
Meeting**

### Board Meetings-

2<sup>nd</sup> Tuesday of the month

Norm and Elises' Home 7 PM

3631 Orleans-Monroe County

Line Rd., 14420

### General Meetings-

3<sup>rd</sup> Tuesday of the month

Location TBA at <eaa44.org>

### SAC Saturday Work Crews-

1st & 3rd Saturdays of the month

10 AM-?



Bob Nelligan-Barrett

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