



The Flyer

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SPORT AVIATION CENTER UPDATE

by Norm Isler



Progress continues at our new Sport Aviation Center! As of last Saturday's work crew, the final wall was framed in, completing the basic floor plan of our new home. Two restrooms, a multipurpose shower / accessible bathroom, pilot lounge / board room / library, shop and general meeting room. They are all there, plus a furnace / utility room. The utility room is dry-walled, awaiting completion of mud and paint. Once painted Crosby – Brownlie will come in and complete our furnace installation(s). Thanks to all who have helped in the framing.

Larry MacDonald, Steve Zigelstein and Curt Bradford have been busy working on the electric, and we now have enough wire that you can find your way around using a metal detector. Mike Clayton and I met with an engineer from National Grid last Monday, so the process is now officially "in motion" to connect our home to the grid. Just to keep expectations in line, the earliest we can expect completion of this part of the job is mid July to early August. The good part of that is that we will have all the wiring complete long before it is activated.

(con't on page 2)

EAA 44 RUNS HIGHLY SUCCESSFUL TRIP TO USAF MUSEUM, DAYTON

On Thursday, April 8, 2010 the new Sport Aviation Center served its first "official purpose" as our Point of Departure for Dayton. Our coach loaded up about 25 people from Chapter 44, The RUFF Group (EAA/UL95) and a few others. Off to Buffalo and we picked up another 20 folks brought to us by EAA Chapter 46. From there it was off to Dayton, and two days to explore the Air Force Museum.



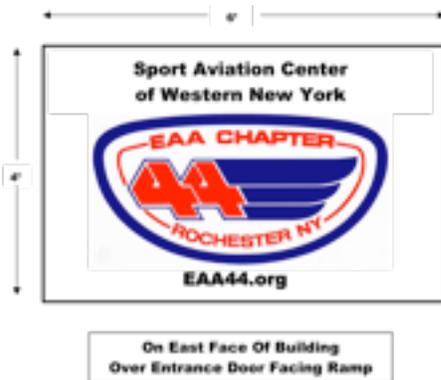
Our expedition started off with a great 2-½ hour tour of the restoration facility, a treat usually reserved for only 50 people a week. Our tour guides couldn't have been better, very knowledgeable, and highly experienced in restoring aircraft. No questions were left unanswered! We also toured the presidential aircraft area along with experimental aircraft before traveling back to the "main" museum. Friday afternoon and most of Saturday everyone was free to tour the museum and surrounding grounds at their own pace.

Friday evening was our group banquet, served at the Wellington Grille. (If you're ever in Dayton, be sure to stop in for dinner!) Jerry Getgen, president of the RUFF group spoke about the combined group camaraderie, and the opportunity to tighten the common bonds that our groups share.

(con't on page 2)

SAC Update con't

Just before meeting with National Grid, we also met with Jim Butler, the Town of Sweden building inspector to clarify a few questions we had. All is well between the town, and us and while there, we took the opportunity to complete the required paperwork to put up signs letting the world know who we are. We hope to have more information on signs by the time we all meet again, and we'll fill you in then. A copy of one of the signs is presented for your consideration.



This month's meeting will be an "Owners Tour" of our new home. Don't miss the opportunity to see our new place, and "try it on for size." Bring your better half! I am confident you both WILL like it. While there, we'll have a special "Welcome Home" meal of bar-b-que'd chicken (prepared on our brand new grill) and accessorized by your own dish to pass. Please bring a salad, desert, vegetable or other side dish to share with our members. Mike Stoddard will present an update on the revised "51% Rule" and how it will effect registering your project.

See you Tuesday!

USAF Museum Trip con't

Bill King, EAA 46 (Buffalo) president also commented on the great time everyone was having, and the opportunity for all of our groups to come together and foster a closer relationship. On behalf of Chapter 46, Bill also presented Norm Isler, EAA 44 president a 2010 Chapter Service Award for "his efforts in coordinating and managing the combined Chapter 44 / Chapter 46 / UL 95 trip."

Norm wrapped up the evening's formal presentation with a toast to Kathryn King, (daughter of EAA Chapter 46 Bill King) and her boyfriend, Peter Lukasiewicz. As the youngest members of our group, together they represent the future of our nation, and more to the group, the future of General Aviation.

Our group returned Saturday night, all having enjoyed the trip. This is one event that can be marked up as a success on all goals: Everyone had a good time. New friendships were made between chapter members of different groups. Many of the folks that came brought along their spouse, increasing the "family" factor, and the trip made a profit for the travelers.

One final note: A check was presented to both EAA 46 and the RUFF group as a donation recognizing their participation and efforts in making this trip a success. BOTH GROUPS RETURNED THEIR CHECKS TO EAA CHAPTER 44 UNCASHED AS A DONATION TO OUR NEW SPORT AVIATION CENTER.

To both chapters, and everyone that came on the trip, Thanks for joining us! See photos on the next page.

Where to next year? Washington DC?? Hmm..

THE ADDICTION OF THE BOTTLE QUEEN CONTINUES by GAIL ISSAC

To date, you have donated to the SAC event grill a whopping \$155.00. That is great! The grill is over 1/4th paid for. Another \$45.00 and we will have hit the half way mark. Kudo's to all of you!

Three of us have been certified for food service as of last week. Norm Eisler, Jarrel Bataglia and me. This means that we may serve food to the public at our events without having to rely on my nephew to be there. We took a 4 hour course and a test and all of us passed. Goes to show the old brain still has some oomph! Because the three of us are now certified, we should be able to cover all events since only one of us has to be there. Colby's Pig Roast offered us this opportunity and we thank them for their generosity.

So...keep drinking, I will be on guard for more "Nickels for Flight"!

PHOTO'S FROM "THE DAYTON TRIP" BY DAVE HURD



ABOVE: Cap'n Crosswind imagines he's Major Tom talking to Ground Control.
LEFT: Shortly after arrival at Wright Paterson Air Force Base, EAA Chapter 44 President Norm Isler steps off SAM 26000, also referred to as Air Force One. In this case, perhaps "EAA ONE" is appropriate.



TOP: DeHavilland in the rafters.
Bottom: Twin Mustang under restoration.

TOP: Nose art from the SECOND atomic bomber.
Bottom: Engine for a PlaneTrain or a Glasair.

VAN'S AIRCRAFT TO VISIT EAA44 -BY BOB NORTHRUP

On June 11 & 12, Mitch Locke, East Coast representative of Van's Aircraft, will be visiting



EAA 44 at Ledgesdale Airpark (7G0) for an up close and personal look at the new RV-12, Van's Light Sport Aircraft. (Van's Aircraft photo)

Mitch will be giving demo rides to potential RV-12 builders and doing an "up close and personal" presentation from the world's largest aircraft kit manufacturer. We will have a hot & hamburger cookout on Friday, June 11 at 7pm followed by a hands on presentation by Mitch.

If you are interested in a demo ride in the RV-12, contact Bob Northrup at n714b@rochester.rr.com or call him at 585-507-1000. Scheduling slots will be filled on a first come, first serve basis. We will also maintain a waiting list if anyone cancels. And as with all activities of this type, it is weather dependent.

PLANE TRAIN TWO NEAR COMPLETION -BY STEVE ZIGELSTEIN

Stephen Zigelstein brought the PlaneTrain to upstate New York in 2005 from Nebraska. It has been a popular attraction ever since. The PlaneTrain has been featured at Hendershot's Fly-in Breakfast, the 1941 HAG Airshow, the Long Acres Fly-in's, and the Lilac Festival parade.

However, after being transported numerous times, and being used on "unimproved" surfaces, the tractor's wooden fuselage regularly required significant repairs. Stephen, with the assistance of members from EAA UL 95 RUFF Group and EAA 44, decided to rebuild the fuselage prior to it being donated to EAA 44 with EAA UL 95 having access.

Significant progress has been made on the rebuild and we have a deadline of completing by May 15 for the 2010 Lilac Festival Parade. The goal is to construct the fuselage using electrical conduit and cover it with sheet aluminum. This should provide a much stronger, durable, and more maintainable vehicle that will stand up to many more years of use and enjoyment by local youth. We will also be looking for a paint scheme and use of marketing materials and or logo's that will advertise EAA and our local chapters.

Particular thanks at this time to EAA Technical Counselor George Charnitski and Carl Bowen for their time and support in getting this project moving. I am sure many more will be assisting in the future.

If you are interested in assisting please contact Stephen Zigelstein 585-354-3240. No particular skills needed, just the desire to help.

This just in! The PlaneTrain has been accepted into the Lilac Day Parade on May 15. If you would like to walk with the PlaneTrain that day, please call me.



Here are the details.

Show time 8:45-10:00 Parade start and line up on Science Parkway

- Must be ready in place at 10:00
- Parade starts 10:33, is 1.5 miles and should take 75 minutes
- water will be available
- wear an aviation type shirt /hat if you have
- Contact me, Stephen Zigelstein, by e-mail or phone if you are planning to attend cell 354-3240
- Keep number handy if you have trouble locating the group on parade day.

OLD GOAT'S BLOB BY ART THIEME

I have limited my night driving, especially in the winter. Norm Isler called and asked if I'd like a ride to the meetings. He said that there were members in my area. Phil Hazen called soon after and offered to pick me up. I couldn't make it at that time. Norm called a month later and told me that Phil would not make the meeting and if I was still interested in having a ride. I said yes. Soon after that Steve North called and asked if I'd like a ride. Sure, and then he asked if I'd like to go for a plane ride before the meeting. Is the Pope Catholic? Does the bear (live?) in the woods? We agreed that it would depend on the weather. Luck was on my side as that Tuesday was the beginning of a few days of CAVU. We flew along the lake and Steve pointed out Buffalo, Niagara Falls, and Toronto. I never did see Toronto. I flew about half an hour, a few shallow turns, and managed to keep within a few feet of assigned altitude. Steve even asked if I would like to land the plane. He would talk me down. I declined as it was his aircraft and I didn't have anything to prove. Perhaps next time. Thanks guys for thinking about the Old Goat.

The F-35B made the first vertical landing on March 18. This Joint Strike Fighter is for the Marines. The cost of this JSF was to be \$50 million. Today it is \$95 million, projected to be \$112 million when delivered. (Aviation Week, March 22, 2010) How would you like to be the first to prang this aircraft?

Model aviation, radio controlled planes, is watching the continued development of small unmanned aircraft systems (sUAS). The FAA is concerned how the eUAS will interface with the national Airspace System. New regulations are being developed to control these unmanned aircraft. How will models fit into the program?

Old Goat, out.

SCHOOL 34 ADVENTURE BY NORM ISLER

As most of you know, our program with School 34 in Rochester has been a big hit. We had more students participate this year than last (a full 20 instead of 12) and enthusiasm has been running very high, both among the kids, their parents and the faculty at School 34.

Our fifth and sixth grade students are soaking up the coursework of their five classes: History of Aviation, What Makes A Plane Fly?, Navigation, Tower Controlled and Pilot Controlled Airspace and Basic Aircraft Instrumentation.

As of this week, we have concluded four of the five classroom sessions planned, with the final session scheduled for this coming Thursday, May 13. **As their "reward," these Young Eagles are planning to visit Ledgesdale Airpark for their Young Eagle rides on Saturday morning, May 22 at 10:00 AM (Rain date is Sunday, May 23.)**

Many of you have expressed an interest in this program when we spoke in the past, and I am asking for your help in conducting the Young Eagle flights. For this one occasion, I am asking that each child be flown one-on-one with the pilot, allowing them to all get a front seat experience. Our flights will be a standard Young Eagle route, starting at our new Sport Aviation Center at Ledgesdale. The flights will be about 20 minutes each.

We will also need ground crew for registration, YE loading, and ground traffic control as always.

If you will be available on that day, there are 20 youngsters at School 34 that will very much appreciate your time and efforts, not to mention their parents and the faculty at School 34, and me!

If you think you will be able to fly, please drop me a short note as soon as convenient so I can start to finalize plans. Naturally, the more planes we have, the fewer flights we will each make to fly all 20 kids. The parent / teacher group at School 34 will be providing lunch for the kids, parents and pilots that are there.

Thanks for your support!



Steve North with WINGS '08 Young Eagles

SELECTING THE ENGINE FOR MY HOMEBUILT AIRCRAFT, PART 2

BY MIKE CLAYTON

You might recall that in the March newsletter, I discussed the basic requirements that the aircraft had to meet. So, as I proceeded with the engine selection, I had to keep these in mind, and in particular, the weight of the engine, as installed, as well as the cost of the installed engine.

In terms of engine choices, I found the following as reasonable possibilities to start with, based on preliminary size, weight, and power data: The Rotax 912 series, the HKS 700E, the HKS 700T (turbocharged version of the 700E), the Great Plains VW conversion, the AeroVee conversion, the Corvair conversion, the Rotec 2800, and the Jabiru 2200. There were some other 4-stroke engines that I discovered, but did not give serious consideration to using. This was primarily because of a lack of real world experience with the engines by a significant number of users, along with the perception I had of limited customer support. In many cases, they were just too heavy, too expensive, or lacked power. I may have missed a good option that you are aware of, and if so let me know.

After a review of these possibilities in more detail, some were rejected as just too expensive for my requirements, or too heavy. For example, the Rotax 912, 80 hp would have weighed in at least at 175 lbs installed. The VW conversions would have weighed a little more. From a pricing perspective, the VW conversion kit engine is about \$7000, with options I needed, and weighs about 185 lbs installed. Installation would likely add another \$1000 to the price. It is however, about half the price for a 912. This estimate of a 912 price is based on a 2006 quote of \$12,800 for an 80 hp 912 (Rotax does not quote prices online any longer). I figured that current pricing would be on the order of \$14,000, just for the engine. Installed price would be higher, by about \$1000. The Corvair conversions come in at about 200+ lbs weight wise, which is way beyond what the aircraft can comfortably handle within the basic requirements I had set. The Rotec radial is too expensive, roughly comparable to the 912, and too heavy at 224 lbs for my requirements, and the Jabiru is too expensive at \$13,500, but otherwise would be an excellent fit for the requirements.

Moving forward, the AeroVee VW conversion was kept as a representative of this class, in the mix of engines still being considered, primarily because of pricing, and the large number of engines in the hands of customers. They also produce 80 hp, which will influence the climb performance positively.

Next, the HKS 700E (60 hp) comes in very conservatively at about 150 lbs, installed in a Kitfox. I



HKS 700E

corresponded with several people who had converted the Kitfox 2 to run with the 700E. They were all enthusiastic and happy with the performance of the airplane with that engine. Its pricing would run between \$11,000 and \$12,000, installed. The 700T comes in at about 175 lbs, and produces 80 hp. It prices out higher than the 700E, roughly comparable to the Rotax. This means it is too expensive for my requirements. Through this initial evaluation, I had reduced the engines in the mix to two: The HKS 700E, and the VW Conversions. There is something else that pops out of all this: On a hp/lb basis, the prime contenders come out pretty close. The 700E is at .40 hp/lb, the 700T at .45 hp/lb, and the VW Conversions at .40 to .42 hp/lb. This indicated to me that the 700E was probably a more conservative design. The 700E is a modern design as well.

I have found some articles about aircraft engines that provide data on a number of characteristics for engines. If you want to do some digging, the best of these (in my opinion) appears annually in KitPlanes magazine, and can be accessed at <http://www.kitplanes.com/>. The spreadsheet comparison gives information on the engine such as dry weight, horsepower rating, type of induction, and base price. Of course, manufacturers web sites provide the most detailed information. I also took the opportunity to talk to the HKS technical rep at Oshkosh in 2009, and see the engine. In January 2009, when I attended the EAA Chapter Leaders conference, I had a chance to talk to the AeroVee people, and see that engine up close as well. I recommend talking to the reps with a specific list of questions, so that you can make sure you don't waste the opportunity, and get all the information you need.

Next month, I will continue the analysis of the two engines in the final running, with analysis of weight and balance leading to the final answer.

ICARUS II BY MIKE KUYT

It was 1974 and hang gliding was a sport was in its infancy. The vast majority of hang gliders were Rogolo wings with a glide ratio of about 4:1. The rigid wing biplane, Icarus II, boasted 8:1. There were not very many of them around because they were comparatively complex and were only available as a kit. As a licensed glider pilot, I couldn't resist going for the performance though.



I was living in a studio apartment when I started construction. The fifteen foot wing sections had to be diagonally oriented across the one room I had. When I came home, I had to crawl under the wings to get to the little kitchen and bathroom. I slept underneath the wings. When the landlady discovered that I was building an airplane in my apartment, her first question was "how are you going to get it out". It ultimately went out the window and into the street below.

The ribs were a high performance design with an under camber. They came as precut foam. Spruce strips needed to be glued to the top and bottom using resorcinol glue. The wing leading and trailing edges as well as tips were one inch diameter 6061 aluminum tube. The tubes were attached to each other using aluminum tube sleeves and pop rivets. The ribs were attached to the tubes using strips of aluminum, wood screws, and pop rivets.

Icarus II had a very substantial sweep for yaw and pitch stability and a lot of dihedral for roll stability. It had a liberal amount of wash out in the wings as well. Pitch control was handled by sliding yourself forward or back between the two tubes you were hanging from under your arms. There were twist tubes with cables attached to deploy the tip drag rudders. If you wanted to turn right, you twisted the right tube creating drag on the right tip forcing a turn. There was no positive control for returning the drag rudders to neutral. The air flow while flying would return the rudders to neutral when releasing the cable.

I covered it with Dacron cloth that remained unfinished. There were numerous cables with turnbuckles for tension adjustments. It was difficult to transport even with the wings collapsed and took a long time to set up on the field. I tried to do some test flights on gentle slopes but could not seem to find a good location to do that successfully.

In my youthful exuberance, I decided to test fly it from Boughton Hill in Victor. It is about 90 feet and the slope is very steep. One could probably describe it as a cliff. In any case, I got the glider to the top and recaptured my breath from the long climb carrying the 30 foot aircraft.

I positioned myself for takeoff and waited for a breeze.

It was a calm day and I stood there a long time. My arms were getting tired holding the weight of the glider. Finally a little breeze! Maybe 5 – 10 MPH. I knew that I could not do this half way. I ran as fast as I could. I started to run downhill. Then I noticed that although I was still running, my feet were not connecting with anything anymore.

The glider flew beautifully and did not need much pitch adjustment. It seemed to have a good attitude and airspeed. Of course that was a subjective judgment, no instruments. Now I started to notice that the performance of my glider was going to take me all the way to the road and power cables unlike the Rogolo wings. I made a decision to turn right.

I was flying beautifully. Unfortunately, a very large apple tree was now ahead. After a considerable and fast paced discussion with myself, I decided that I could fly over it. I lifted my legs a little not sure of how much clearance I really had. I still remember looking down into that apple tree as I slowly flew over the top of it.

Now there was just field and grass in front of me. I was getting closer to the ground and it was time to land. I flared a little and landed gently on my feet. It was a perfect flight! It ended up being my only flight in that glider. I got married that year, and my wife Julie was convinced that I was going to do myself in. I sold it to a couple of gentlemen that were planning on flying it from a large ridge in Pennsylvania.

Apparently a few years after that, the designer of Icarus II introduced "The Easy Riser" which was a refined version of Icarus II. He then strapped a small motor with propeller to it and it became the first powered ultralight.

Someday, I'd like to fly an ultralight again, although with the change in my personal weight classification, I'll need to go with 1 ¼ inch tube instead of the 1 inch used way back then. I'll probably need another few square feet of wing area as well. The question is though, could I evoke that youthful exuberance that enabled me to leap off a cliff in an untested airplane that I built with a hand drill and pop rivets? Perhaps not.

Why I Love DC-3's by Mike Clayton

I was reading the latest issue of Sport Aviation the other day, and ran across the article about the DC-3. As with most of us old guys, that jogged my memory, and I remembered my first airplane ride.

I grew up in Tulsa, Oklahoma, which was, and still is, deeply involved in aviation. My father worked for the old Gulf Oil Company (now part of Chevron). His job used to take him all over the Midwest and Southwest of the country. When I was about ten years old, he was spending several months in Hobbs, New Mexico. He wanted me to visit him, and so arranged a ticket for me to fly to Hobbs. In those days, flights were pretty much direct, and this one was no exception. I was supposed to board the plane in Tulsa, and then after stops along the way at several small airports, arrive in Hobbs.



I had been agitating to get an airplane ride anyway, and spent as much time as I could hanging out at the airport watching the airplanes, so this was a BIG DEAL. My mother took me to the Will Rogers Memorial Airport, and we marched up to the ticket counter. She announced that I was going to Hobbs, and wanted someone to look after me. The ticket agent took us out to the airplane, which was parked outside the terminal, and introduced my mother and me to the "stewardess". As I remember, she was really young, but seemed to know a lot about the airplane. The aircraft was beautiful, shiny and BIG! We climbed aboard, and she showed me my seat, which was a window seat, and explained to me that she would sit next to me during the flight when she was not occupied with the other passengers. My mother and I said goodbye, although I was so anxious to leave that I don't remember much of the event.

When all the other passengers, mostly all businessmen in suits and ties, were on board, the door was shut, and the pilot walked down the aisle, talking to the passengers. He said hello to me, and invited me to come to the cockpit when we got airborne.

Soon, the engines started up! The big radials coughed and spat smoke, and finally began to run smoothly. The ground crew wheeled the fire extinguishers away, and the aircraft began to taxi towards the runway. When the pilot applied takeoff power, the noise was deafening, and the airplane vibrated like it was going to come apart. We were soon off the ground, however, and the engines smoothed out until the noise was just a dull background roar. I looked out the window, and saw some familiar sights around the airport, and then we were into new territory.

The flight took us across the Oklahoma and Texas panhandles. If you have ever been in that country, you know it is as flat as a pool table, and the only landmarks are a few small towns and houses sprinkled around. The whole area is one big landing strip. I saw a few oil derricks, and some walking beams for wells that were pumping away. Thinking back, I would guess that we were not flying much over 3000-5000 feet AGL, if that.

The trip to Hobbs was supposed to take about 6-8 hours as I recall. Remember that the DC-3 flies at about 130 mph, and so even given the few stops we had to make, it was much faster than driving, which would have taken several days (no Interstate Highways!). As we got into northeastern New Mexico, the weather, which had started out clear and sunny, began to deteriorate. It started raining, and I could see flashes of lightning out the window. Soon we ran into severe turbulence, and the airplane started bouncing around quite a bit. I remember thinking that this was fun, just like some of the rides at the State Fair carnival! One of the passengers began to get sick, and the "stewardess" was helping him with the sick sack, when we hit a really big bump. She was standing several rows in front of me, and holding on to the back of the seat when we hit the bump. As she was facing me, I could see her face. I vividly remember her with her body horizontal in the air, as the plane dropped, and a really strange expression on her face.

Of course the crew was really worried, as we had gotten mixed up with some thunderstorms. Remember that this was before weather radar, and all they had to go on were the local reports of weather activity. At the last stop before we ran into the weather, I remember the "stewardess" telling me that we were worried about some storms, but that based on the information we had just gotten, we should miss them, and arrive in Hobbs pretty much on time. At that point, I was starting to worry about not being able to land in Hobbs, and wondered how my father would know where to meet us. She said if we had to divert, that the pilot would radio ahead, and my father could meet us at the alternate airport.

The fun with the turbulence continued for about another ten minutes, and then started to calm down. The "stewardess" said that we were diverting to another airport.

In the end, all ended well. We landed safely, and my father was there to greet me. I had a great time with him in Hobbs, and we returned home safely by car.

From my current perspective, I marvel at the flight crew and the aircraft. The plane never flew over about 5000 feet AGL, and managed to safely navigate through some of the most severe weather I have ever experienced. I have flown hundreds of thousands of miles on commercial aircraft of all types, and never had a repeat. The aircraft was, and still is, beautiful to me. It is also one of the reasons I got hooked on aviation.

Postscript: About five years ago, I had the chance to see some DC-3's in Plattsburgh, NY. We were looking into the possibility of buying one for a test bed aircraft, and there were three for sale up there. We flew up in our Cessna Caravan, and spent three or four hours looking the aircraft over. Two were cargo aircraft (C-47's), one of which had flown during the Normandy invasion, and was painted in that paint scheme (with the three wing stripes). One had been restored as an American Airlines plane, and I got to fly in it. I sat in the same seat I had on my first flight, and recalled that early experience. What a privilege! The airplane flew just as I remembered it, and I got a chance to go up in the cockpit and watch the crew. The workload for flying the aircraft seemed to be much more than any modern plane, but what a feeling to be roaring along at 1000 ft AGL in this beautiful beast.

At any rate, that was my first airplane ride, and the DC-3 will always hold a special place for me. I hope some of you get a chance to fly in one before they are all gone.

**EAA Chapter 44
Board of Directors' Meeting
13 April 2010**

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

Reports:

- President (Norm Isler): No report.
- Treasurer (Dave Hurd): Report read and approved
- Secretary (Stephen North): Minutes read & approved

Business:

- Sport Aviation Center (SAC)
 - The Town of Sweden issued a second building permit to cover the SAC interior construction. Both the Building Inspector and Fire Marshall have been on site to inspect current construction and future plans.
 - Thanks to the "You Light Up Life Campaign" the Chapter now has sufficient funds to begin the installation of electric service. The entire process is expected to last from 4 – 6 weeks for planning and execution. The Board approved a motion to have Mike Clayton send National Grid a deposit to secure a place in their work queue (Battaglia moved, Nelligan-Barrett seconded, passed unanimously).
- Capital Campaign (Mike Stoddard)
 - The Chapter members are continuing to honor their SAC support pledges.
 - Mike will contact Larry Greeno about the possibility of soliciting estate bequests as a source of SAC capital funding.
 - Vet Thomas has generously offered to donate his 1996 Honda Accord to the Chapter. The Board will consider the best method of transforming Vet's gift into cash.
- Air Force Museum Trip (Norm Isler)
 - Norm reported a very successful trip to the Air Force Museum in Dayton, Ohio. The Board agreed to donate a portion of the proceeds to EAA Chapter 46 and Ultralight Chapter 95 in appreciation for their assistance with this event (Hazen moved,

Nelligan-Barrett seconded, passed unanimously).

- Rochester Wings 2010
 - The Chapter is looking forward to participating in a successful and enjoyable Wings 2010
- Oshkosh Airlift 2010 (Steve North)
 - The sales of Oshkosh Airlift packages remain light so Steve is seeking additional advertising avenues.
 - Covered Wagon Tours, the travel agent used for last year's Airlift, agreed to refund the funds left in the Chapter's account.
- Young Eagles
 - In cooperation with Chapter 46, Chapter 44 is planning a Young Eagle rally in Batavia, day TBD.
- General
 - This year's aviation education program at Rochester School 34 is off to a great start with a number of enthusiastic participants and presenters.
 - Steve Zigelstein noted that the Plane Train will again participate in the Lilac Parade. He is looking for help to finish the overhaul and also ground crew to assist on the day of the parade.
 - Bob Northrup shared the details of a visit from Van's Aircraft on June 11 and 12. Weather permitting, a representative from Van's will be at Ledgesdale with their new RV12. Bob will coordinate demo flights and the Chapter, care of Bob Nelligan-Barrett, will provide a picnic dinner on Friday (June 11).
 - The Board is submitting nominations to EAA national for the following member service awards in recognition of extraordinary effort in support of the Chapter
 - Paul Pakusch – Newsletter
 - Norm Isler – Major Service (SAC)

**EAA Chapter 44
General Membership Meeting
20 Apr 2010**

Reports:

- President (Norm Isler):
 - Thanks to the parents of Jeff Paris for providing our April meeting location *and* a delicious dinner.
 - Norm presented Jim Martin a Chapter Service Award in recognition of Jim's efforts as a Tech Counselor.
 - Norm further presented Paul Pakusch a commemorative plaque acknowledging Paul's many years of service as newsletter and web site editor.
 - Guests tonight are Dave Cooper from the Wings 2010 organization and George Braidic from the Airdale Flying Club.
 - Norm noted that long time member Bill Shaw is recovering well from his recent medical challenge. Bill was able to stop by the Sport Aviation Center and admire the progress.
- Vice President (Steve Zigelstein):
 - The Plane Train is scheduled to participate in the Lilac Parade on 15 May. Please contact Steve if you are interested / available to assist in either finishing the Plane Train overhaul or marching the parade.
- Treasurer (Dave Hurd): Financial summary read and approved. Please pay you dues!
- Secretary (Stephen North): Minutes read & approved.

Business:

- Sport Aviation Center (SAC)
 - The Town of Sweden issued a second building permit to cover the interior construction.
 - The bi-weekly work crews have made excellent progress on the interior partitions and electric service.
 - The success of the You Light Up My Life campaign has enabled the Chapter to begin contracting with National Grid for connection of electric service.

- The SAC is in need of 5/8" thick 4X10 sheets of drywall; donations gladly accepted.
- With the arrival of warmer weather, some attention will be diverted from the interior of the SAC to begin landscaping.
- Todd Cameron, head of Rochester Wings 2010, has offered to donate networking equipment to help get the SAC online.
- Capital Campaign (Mike Stoddard)
 - Member donations continue as pledged.
 - Vet Thomas has graciously donated his previously enjoyed car for the Chapter's use as a fundraiser.
- Rochester Wings 2010: Dave Cooper from Rochester Wings 2010 briefed the membership on plans for this year's event. The Chapter has expressed some concern about the sometimes less than smooth operation at previous Wings.
- Oshkosh Airlift (Steve North): Sales have been slow so far; the membership was encouraged to sign up as soon as possible since air fares have been a little volatile.
- Air Force Museum Trip (Dayton, OH): A total of 45 participated in this Chapter sponsored trip. Many thanks to Norm Isler for arranging a very successful event. The Board of Directors had authorized a donation from the proceeds to be given to co-sponsors Chapter 46 and Ultralight Chapter 95. Both organizations graciously redirected their portion to the SAC.
- Fly-In Breakfast 2010 – Gail Isaac has agreed to help with the 2010 Fly-In Breakfast in an advisory capacity only; we need someone to assume the Chairman role. The date will be Sunday, Aug 15.
- General
 - Weather permitting; Van's Aircraft will be visiting the Ledgesdale Airport on June 11 – 12 to demonstrate their new RV12. Contact Bob Northrup if you are interested in this kit and would like a demo flight. The Chapter will host a picnic dinner on Friday, June 11, Jarrel Battaglia to coordinate.
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CONTACT EAA 44



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 1st Tuesday of the month. Send submissions to Editor Bob Nelligan-Barrett.

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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.



J.Nohlquist photo
**Sport Aviation Center
of Western New York**

REGIONAL CALENDAR

June 5/6 EAA 1041 Fly-in/Drive-in
Breakfast
Gettysburg Regional W05
<http://sites.google.com/site/gettysburgbarnstormers/>

June 12 - EAA 46 Young Eagle Rally
Buffalo Lancaster Airport
eaa46.org

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

June 19-20
Red Bull Air Race
Hudson River, NYC
redbullairrace.com

July __
EAA 44/46 YE Rally @ Batavia

Aug. __
EAA 44/46 YE Rally @ Akron

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

- **(Minutes Con't)**
- Thanks to Jerry and Gail Isaac for floating the Chapter a loan for the purchase of a extra large gas grill. Payment to be made via nickel deposits.
- The Rochester School 34 Aviation Education program is underway with 20 eager aviation students; please contact Norm Isler if you're interested in participating.
- Program – Tour of the Paris Aeroworks and their latest project: a Europa.

EAA 44 Calendar

Next General Meeting Owner's Walk-Thru Sport Aviation Center

Tuesday May 18
Dinner 6:30

As during our last Owner's Walk-thru, **please bring a delicious dish to pass** and a lawn chair.

Meeting 7:30

Program: Mike Stoddard

New Revisions to the 51% Rule and It's Impact on YOUR Aircraft Registration.

May

May 15 - PlaneTrainTwo in Lilac Festival Parade
May 15 - EAA Learn to Fly Day
May 5, 13 - YE School 34 Adventure
May 22 - **School 34 YE Flights 7G0**

June

June 11 - RV-12 Demo flights at 7G0 with evening hots & burgers
June 12 - RV-12 Demo flights
June 18 - WINGS Set-up Day
June 19 - **ROC WINGS YE Flights**

July

July 25 - **Hendershot Fly-in B'fast**
July 26-31 - **Oshkosh Airlift**

August

August 15 **Pancake Breakfast 7G0**

Recurring Future Meetings

Board Meetings-

2nd Tuesday of the month-June 8
Norm and Elises' Home 7 PM
3631 Orleans-Monroe County
Line Rd., 14420

General Meetings-

3rd Tuesday of the month-June 15
Location TBA at <eaa44.org>

SAC Saturday Work Crews-

1st & 3rd Saturdays of the month
10 AM-3PM- June 5, 19

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