



The Flyer

Volume 42, Issue 11

Experimental Aircraft Association Chapter 44

November 2010

SPORT AVIATION CENTER UPDATE

by Norm Isler

More progress, and more good news! Although we had a few curve balls thrown our way to slow down the installation of electric service by another week or so, we seem to be in the home stretch. Over the past week, our "Golden Boys of the Excavator", Carl Bouwens and Dave Hurd have carved a trench almost 900 feet long and 3 feet deep for the installation of our electric feed line. As we were digging, we were notified by National Grid that the conduit under a section of road on the airport was not deep enough to use. We were lucky to get Rod Finnefrock and his paving crew of magicians to show up on one day notice and cut a new slot in the pavement, dig to the required depth, install new conduit, backfill and repave. All started and finished in ½ a day. On Thursday, Nov. 4, National Grid inspected our trench and pronounced it fit for installation of cable! We are now on the schedule for Monday, Nov 8 to install the cable.

Along with trenching, Curt Bradford has been busy installing our new service entrance, the wiring and hardware necessary between the new National Grid transformer, (about to be installed,) and our circuit breaker panel. By end of day Friday Nov 5, this should be complete. Assuming all goes well, we should be "flipping the switch" on the electric service VERY SOON!

Outside work has also progressed well, thanks to many. Special thanks to Rob Williams for bringing his tractor to re-grade and smooth our parking lot making it much easier to enter the building once out of our cars. Special thanks also to Russ Swanger for "borrowing" his daughters big John Deere tractor. With this piece of equipment and Russ's skilled operation, huge chunks of stone have disappeared from sight, and the beginnings of a real lawn have started to show through.

More work has been done inside, adding drywall to the north wall of our meeting room, and completion of paint and flooring in the utility room. Finalizing the heat system and plumbing will be on the agenda soon. We can always use your help! Come on out, first and third Saturdays as a general rule, and other days as possible. See you at the SAC!

STEAK ROAST & ELECTIONS

Our next meeting, Tuesday Nov 16 is our annual Steak Roast. As this meal costs a bit more to produce than our usual fare, the requested donation for dinner is \$10.00 per person.

The Chapter will provide the steaks, beverages and the necessary plates, etc. (You may want to bring your favorite steak knife, although our steaks are usually tender enough to cut with a spoon.)

Please bring a dish to pass. The variety of side dishes our members and guests have provided in the past makes this a banquet fit for royalty. We expect a big crowd, so if you can, bring along a folding chair to be sure we have enough seats.

Lastly, to eliminate waste and unnecessary cost to the chapter, we order enough steaks to feed those that sign up. If you didn't sign up on the list at the October meeting, please be sure to call Norm Isler (638-8098) or Phil Hazen (227-9811) to let us know you are planning to attend.

HISTORICAL AVIATION

by Carl Bouwens

I had really wanted to attend the Sea Plane Centennial Celebration in Hammondsport mid September, but had to change course for a wedding and reception, Fri, September 16 in Saratoga Springs. The next morning, Carol and I headed to Old Rhinebeck, an hour and a half drive south. Not a lot had changed in the ten years we'd been absent except there were more planes (and rare early autos) in the museum buildings and they were more timid flying the one hundred year old planes. They still had the mock dog fight with the Fokker D VII smoking down to a safe landing. They flew a replica of the Curtiss that Blanch Stuart Scott flew to become the first lady aviator. Other planes that flew included an approx. 1927 Curtiss Junior, an approx. 1909 Demoselle, a Hanriot, a Fleet biplane, a Stampe, one with a rotary engine (the whole engine rotated), and a few others that I have forgotten the names. A triplane, a Sopwith, and other oldies were to fly in the Sunday Show. Old Rhinebeck is alive and well!

Came September 19 and I couldn't stay away from Hammondsport any longer. There were several seaplanes there Sunday mid day. I hopped on a float to help straighten a fuel tank vent tube and helped launch a 1948 Aeronca. Bill Lisson (sp) had flown it up the coast 1800 miles from Florida with his dog, Peanut, (with a life vest). Carol and I timed the

Continued on last page.

MANY HANDS MAKE LIGHT WORK by Norm Isler

In January 2011, a new slate of officers will “take the reigns” of our chapter. As new officers take over, we continue the exciting progress of the last few years. We once again have a growing membership, a new meeting place and many exciting programs in place that will help us move forward.

Now we need some help from you, the members. No one should be expected to take on “a full time job” to run this group. The more everyone pitches in a few hours of their time and their unique skills, the more we can accomplish, and the more fun and satisfaction we will all realize. Our group has many individuals with many diverse skills. Step forward and help us continue this great growth we are seeing today.

We hope to see new coordinators take over a few of the exciting programs we now run. A partial list of areas is below. **NONE OF THESE JOBS IS A SOLO FLIGHT!** The coordinator is simply the person that pulls together all the efforts the individuals in this group are so great at. Some of these positions are already filled, and there are probably some I haven’t thought of. Also, some that won’t be active now, but might be some day. The point is, pick something you’d like to do, and **VOLUNTEER.**

Oshkosh Airlift	Non-Oshkosh Airlift Travel	Library
Meeting Program	Meeting Meals	Non Meeting Social Events
Other Chapter Liaison	Other Aviation Group Liaison	Building Maintenance
Young Eagles	Veteran Pilot Flights	Fly-In Breakfast
Fund Raising	Youth Outreach	Scout Camps
Pilot Education	Safety Advocate	Government Advocacy
Grant Writing	Flight Training	Special Events / Speakers

UPGRADING ZENITH ZODIAC N196ZP: A BUILDERS REPORT

by Jeff “Heff” Paris

Background: Since April 2009, the FAA has been conducting an in-depth and special review of the Zenith Zodiac CH601XL and the nearly identical CH650 to evaluate design and operational details of these aircraft. This review was a continuation of efforts to investigate several in-flight structural failures of the CH601XL dating back to 2005. Five in-flight structural accidents have occurred in the US and several abroad. The US accidents involved two S-LSA, one E-LSA and two experimental amateur-built kit aircraft. The design of the CH601XL and CH650 airplanes are essentially the same, but only the S-LSA aircraft are designed and produced to ASTM International LSA standards. The FAA quickly launched a Special Review because the accidents exhibited signs of structural failures, however, after the review the FAA made a determination that these accidents did not clearly indicate a single root cause or “smoking gun” to point too. Instead, it implicated the potential coupling of design and operational aspects of the aircraft may impact the overall safety of the aircraft if the “wrong” or “dubious” conditions are met.

Well, gang it’s been over a year since I grounded my Zodiac due to the FAA SAIB (Special Airworthiness Information Bulletin). The painful realization was that our Zenith Zodiac CH601XL (N196ZP) was potential candidate of in-flight structural failure and break-up was not sitting well with my psyche. Although, my Father and I spent 1500 hours over a three year period meticulously doing our best due diligence in terms of building our airplane, the NTSB, FAA and Zenith Aircraft have decided that some major “upgrades” needed to be performed on the 601 fleet. Even though we have 300 hours total time on the engine and airframe without any major- problems, (*Except for my engine “burp” adventure with Art T.*) building, maintaining and flying my Zodiac has been one of the most satisfying endeavors of my life...I was having a ball with our amateur built aircraft and experimental aviation.

In the certified aircraft world, Airworthiness Directives (AD’s) are common for owners and operators of aircraft which may be exhibiting some sort of noteworthy mechanical or structural problems. So in terms of the Zenith, this is not a unique or exotic problem in the world of flying aircraft. Many aircraft designs as they mature and age are victim to engineering, design and material deficiencies that can rear their ugly head and make an airworthy airplane a dangerous and un-airworthy vehicle. Usually, the remedy for AD’s are time well spent with a competent Airframe and Powerplant technician, good documentation from the manufacturer, lots of money, down-time for the aircraft and the painful realization that this type of endeavor is not for the weak of heart, soul or pocketbook. My ace in the hole in terms of my

Continued on next page.

aircraft's AD is the fact that I earned a mechanics certificate for my airplane because I built it and was able to document and prove it to the FAA, my caveat - I can do all the work myself! This consolation has not made things any easier to swallow

Anyways, I decided to wait things out and see if the "smoking gun" could be determined in terms of the Zenith's future, maybe they would find the problem and the fix would be simple. Well, that has not happened and the FAA and Zenith decided the best course of action was an across the board "reinforcing upgrade" of the wings and spars; no part of the wing has been left untouched and every sub system in the wing has been addressed with some sort of modification. When all is said and done Zenith has reported that the aircraft will be more than 23% stronger than the FAA and ASTM LSA standards. To say that the "fix" is major is almost an understatement, the wings need to come off and be de-skinned and the center section spar in the fuselage will need to be extracted as well for modification. Not to mention that the whole airplane will need to be stripped of paint and refinished due to 1000's of rivets that will need to be drilled out and eventually re-riveted back into place.



Psychologically it has not been an easy year for the Paris AerKraftWerks, Ltd. Overwhelming might be a better way to describe my life as of late, in addition as many of you know I was in the late stages of completing our second experimental project a Europa Classic Monowheel. I had one lame and sick bird and another that I'm in the process fledging, in addition, I also had to find a way to keep flying and stay relatively proficient in terms of my piloting skills. Finally, I would have to earn a tailwheel endorsement to understand and fly the Europa. Problems, yes, good problems-YES, two airplane problems-OH FUDGE! All it's going to take more time, money and the sweat of my brow

but at least I'm safe on the ground pondering these issues and not in the air with a big knot in my stomach to the 10th power!

With our Europa project in the hanger we are currently waiting for it's prerequisite FAA registration paperwork, which is sitting on someone's desk in Oklahoma City: And once the pink ticket is in hand we can schedule a DAR inspection and hash out a Phase 1 test flying program for the Europa. So, with time marching on we had some time to start our "3rd" aircraft project I decided that the Paris AerKraftWerks, Ltd. could safely order the Zenith upgrade kit and begin our modifications to the Zodiac in search of a CH601XL-B designation!

We placed our order with Zenith Aircraft in Mexico, Missouri; and the kit arrived a week ago and we proceeded to pull the wings off of the aircraft and opened the leading edge and top trailing edge skins: Surprisingly, the rivets come off faster than when they were originally fastened. In short order we had both wings opened up and we commenced ourselves to a detailed inspection of our handiwork and have looked in earnest for any strange anomalies, wear/tear or any failures within the wing structure: So far nothing out of the ordinary. Things started to get real hairy when I removed the center section spar of the aircraft in the fuselage, boy what a mess trying to get that major structure out of the airplane; cables, wires, control linkages, conduits...*ad nauseum* all being taken apart for the greater good of the FAA, God and my own psyche. All I can think about is how in the hell am I going to remember how to put Humpty Dumpty back together again? Daunting, you bet! We are definitely in the SH\$%#@*&*T! But what other options do we have?

"Got a lemon...time to make lemonade! Well, I'm making lemonade if I have the choice, like any big project the hardest part is getting started. The only guy holding up the endeavor is the guy I look at every morning in the mirror and that's me. So far I have a pretty good record completing projects of this magnitude, once flying and building aircraft gets into your blood it's hard to get it out of your system. So, damn the torpedoes, full steam ahead and git'er done... and all that nonsense. Honestly, I look at the situation as a lucky person on a great journey; anyways life is all about unfinishedness... and hopefully I'm not done yet!

As for the Zenith's SAIB notice do not pity me (short term inconvenience vs. long term education and satisfaction), however, what I will ask of the reader is this: If you are sitting on the fence and thinking about learning to fly or building your own aircraft do not waste time, jump in and do it! Along the way flying and aircraft homebuilding has associated me with a great community individuals that are creative, entertaining, knowledgeable, innovative and command intellects which make my existence worthwhile and inspire my everyday life. EAA has been a great outlet and avocation for me and we have a great chapter to back up those dreams and aspirations.

OLD GOAT EMPTIES THE RECYCLE BIN BY ART THIEME

As there is no December meeting, this is a good time to empty the recycle bin, as if I knew what that means.

If anyone is interested, I have about 25 calendars from various organizations that I have given money to. Some came as early as July. I also have numerous tote bags. And 4 clocks. Give and you shall receive.

Everyone should have a hobby, for no other reason that to give relatives a clue for giving you gifts. Unless you really want underwear and neckties.

What you don't want to hear: "Are you gonna wear THAT?"

My trivia book states that on the back of \$10 bills you will see a car in front of the U.S. Treasury building. It is a 1926 Hupmobile. I checked all my tens and could find no car. Perhaps they changed the bill sometime. Care to look?

Have you noticed that all the computer operators on TV dramas are speed typists? One of my doctors used to dictate his reports. At my last visit he was typing the info into a laptop. I remarked that I used to be a 10 finger typist, but now use two fingers, just like the doctor did. It took him a long time to put in the info. And he told me had had to let three typists go.

How come guys that go bald still grow beards?

You can practice radio communications with a program called Parrot, Strange how once you have memorized your call sign all other calls are meaningless.

Kitplanes, December 2010 issue, lists all the airplanes you can build today. They have added a feature that not only lists the kit price, but also estimates the completed cost. The RV-12 kit lists for \$60,990. It is interesting how the completed cost is two or three times the cost of the kit. My MINIMax came in about \$6000. The kit now comes to over \$12,000 and lists the Rotax 277, which is no longer made.

Pilots with about 500 hours are among the most dangerous because they willingly take chances that rookie pilots would avoid. AOPA Pilot, Nov. 2010, p110. Does the shoe fit?

A word of warning; Don't fly with a pilot who says: "Watch THIS!"

Happy Thanksgiving and Happy Holidays.

Old Goat, out.

ONCE A PILOT, ALWAYS A PILOT BY NORM ISLER

Back in the 1940's, like so many others of his generation, a young man by name of Ray Gendron stepped up to serve his nation. Joining the United States Navy in 1943, Ray trained to become a Naval Aviator, learning to fly in SNJs. He accumulated about 150 hours, approximately 1/3 of which was solo time. And then a wonderful thing happened. World War II ended, and Ray was sent home to live his life.

He got a job at Kodak, married, had a family, and all the other things we do that we call "growing up" and "living life". Back in October, Ray turned 85. Shortly before his birthday, Ray's daughter Julie asked her dad "What would you like for your birthday?" Much to her surprise, the answer was "I would like to fly an airplane again." And that is when I got the call.

Through "a friend of a friend of a friend" I was asked if I might find someone to take Ray for a ride. Making a long story short, On Tuesday, Nov 2, 2010, I was honored, and it was my pleasure, to take Ray for a ride in the Beech. Several family members joined Ray at Leroy Airport as we pulled out the airplane, briefed our flight and took off. Once airborne, we shared the controls, with Ray flying an airplane for the first time in 60 years. The Navy taught him well. Altitude control and maintaining heading were all a snap for him. We flew north to the lake, and then circled the Rochester "Charlie" airspace.



Before long, we were back in the pattern at Leroy. On the ground, we noticed his entire family was outside, beside the taxiway, waving and smiling. Ray also had a big smile on his face.

Thank you to the Gendron / Smith family for allowing me this opportunity to meet you all, and enjoy an hour or so aloft with your dad. And thanks also to Ray, for your service to country and giving me the opportunity to share our mutual love, flight.



Are your friends and family wondering
what to get you for the holidays?

Don't need another tie, scarf or pair of gloves?

Perhaps they will help to support a cause
important to you?

Ask them to donate to the EAA Chapter 44
Sport Aviation Center of Western New York

As the holidays fast approach, our families and friends are making their lists and checking them twice. Often we are asked what we want for the holidays, and we offer a non committal answer that
"I really don't need anything."

While that may be true, our generous friends and families often spend hours in search of a gift of one
sort or another for us.

This year, make a difference!

Ask your loved ones to consider making a donation to
the EAA Chapter 44 Sport Aviation Center of Western New York
in your name. All donations will be used completely towards completing construction of this unique
building. All donations are 100 % tax deductible.

Please show your loved ones this letter.
A special card and receipt will be sent to all who donate.

Thank you, and enjoy the holidays!

Fall - 2010

Dear Friends and Family,

With the holidays fast approaching, I know that I am very fortunate to have you in my life and anxious to please me with a holiday gift. Instead of braving the mobs at the mall, please consider making a donation in my name to the EAA Chapter 44 building fund to support construction of the new EAA Sport Aviation Center at Lagedale Airport in Brockport.

All donations will be used 100 percent towards completing construction of the new Sport Aviation Center. All donations are tax deductible.

When a donation is received, a receipt will promptly be sent to the donor indicating the date and amount donated. A gift card will also be sent either to the donor, or directly to the person your donation honors. This full color card will let the person you are honoring know that you have made a donation in their name to help realize the EAA dream.

Please use this handy form to mail your donations to our Treasurer, Dave Hurd at:

EAA Chapter 44
c/o Dave Hurd Treasurer
1681 Oak Openings Road
Avon, New York, 14414

Enclosed is my check payable to EAA Chapter 44 as a tax-deductible gift of \$_____ to the EAA Chapter 44 Sport Aviation Center in honor of :

Name of Honoree _____

Address _____

City _____ State _____ Zip _____

Name of Donor _____

Address _____

City _____ State _____ Zip _____

Please mail holiday card to donor honoree.

Special message you would like written in card:

EAA Chapter 44 is a 501(c)3 educational organization registered with the federal IRS and NYS. We are dedicated to the promotion of aviation activities and the preservation of our aviation heritage.

ANTONOV 225 VISITS BUFFALO



Recently, the worlds largest cargo aircraft, an Antonov 225, landed in Buffalo to load some heavy, HEAVY equipment for Saudi Arabia.



BOTTLE QUEEN REPORT BY GAIL ISSAC

Hello all you loyal drinkers! The cool weather is upon us and drinking cold drinks is not predominately on our minds. So...warm up that beer and put a nip in that coke to keep you going. LOL !

At the last meeting I gave Dave \$100 along with a receipt for \$99 that covers the purchase of 2 propane tanks for the new event grill. You bought the tanks and now the grill is fully ready to go for the November steak roast meeting and the EAA owns the tanks. Woohoo!

I am not sure what you will call me now but I have great news! I took a load of "stuff" (to be disclosed at the meeting) to Metalico on Scottsville Rd. Since I was the dumb one, I went to the office and asked for instructions. I put my faithful van on the scale and was sent back to a certain door. All my "treasures" we unloaded and weighed and I was instructed to put my van back on the scale on the way out. I parked and went in the office to get paid. They have an ATM machine that scans a bar code on your receipt and, whala, out comes cold, hard cash! Now I know why a truck goes down our street on garbage day before the garbage trucks and picks up all metals at the curb.

We can do that too! Search your garages and basements and set aside all metal "stuff". Broken lawn chairs, refridgerators, stoves, leftover siding, pipes etc.I got good money and more than I even imagined! I have a stove in the basement that is going and an old dinosaur fridge in the basement that I am working on Santa to replace. I was blown away when I saw what trucks were bringing in. One pickup had a pallet of car batteries. Lead in those. Bring it to the SAC and I will carry on....and on....and on!

Come to the meeting to hear my results....I am so excited!

**EAA Chapter 44
Board of Directors' Meeting
12 Oct 2010**

Board Members Present: Hurd, Isler, Clayton, Hazen, Stoddard

Reports:

- President (Norm Isler):
 - Vice President Steve Zigelstein has had to resign (see report below). The Chapter will need to start making plans soon to relocate the items that Steve as kindly been storing for us.
 - EAA National is offering 2011 calendars for sale. However, there isn't much of a savings for the Chapter to buy them in bulk so the Membership will be encouraged to purchase directly from National if interested.
 - Norm suggested that the Chapter should investigate offering "Vet Flights" to older Veteran pilots who may not have had the chance to fly in a few years.
- Vice-President (Steve Zigelstein)
 - No report since Steve has fortunately found a job in Nebraska and unfortunately has resigned as Vice President.
- Treasurer (Dave Hurd):
 - Report read and approved
- Secretary (Stephen North):
 - Report read and approved

Business:

- Sport Aviation Center (SAC)
 - All paperwork filed with National Grid, electric service installation planned for the first week of Nov. Trenching for the cable run will be done the week before.
 - Preparation for the building exterior electrical connection will start immediately
 - The Board approved a motion to fund the completion of the electric install (Isler moved, Hurd seconded, passed unanimously).
- Capital Campaign (Mike Stoddard):
 - Pledges continue to be paid.
- Elections
 - Need to fill 4.5 positions (the half term is for Steve Z.)

- President may appoint someone to fill Steve Zigelstein's spot temporarily

• **General**

- The Board acknowledged the tremendous efforts of the "Bottle Queen" (a.k.a. Gail Isaac) in collecting an amazing amount of container deposits; the proceeds have paid for several needed accessories. Per the Treasurer's request, all future proceeds will be deposited directly into the Chapter's account
- The Board approved a motion that Gail Isaac purchase two filled propane tanks out of the Bottle Queen proceeds (Hurd moved, Hazen seconded, passed unanimously).
- As a token of thanks, Norm Isler gave the Chapter's attorney a ride in his plane. The Board agreed to reimburse Norm for half of his fuel cost (Hurd moved, North seconded, passed unanimously)
- The Chapter hosted a very successful demo of the new Van's RV12. The Board agreed to reimburse Bob for his expenses (Hurd moved, Clayton seconded, passed unanimously).

**EAA Chapter 44
General Membership Meeting
19 October 2010**

Reports:

- President (Norm Isler):
 - Thanks to Tom Bowdler for supplying a great chili dinner along with arranging for the Chapter to meet at his church. Also thanks to Lorraine Myers for providing a delicious assortment of pies for dessert.
 - Steve Zigelstein is resigning to begin a new job in Nebraska. On behalf of the entire Membership, Norm thanked Steve for his contributions to the Chapter and wished him good luck in the future.
 - The November General Membership meeting will be an owner's tour of the SAC.
 - The Plane Train has passed its annual inspection. A steering knuckle was replaced and two inner tubes were installed.
- Treasurer (Dave Hurd): Report read and approved.
- Secretary (Stephen North): Minutes read and approved.

Business:

Minutes continued on next page.

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 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.



**EAA 44
SPORT AVIATION CENTER
LEDGEDALE AIRPARK 7Go**

Minutes con't

- Sport Aviation Center (Mike Clayton)
 - Plans are in place to have the electric service run the first week of November. Trenching will begin the last week of October and work on the exterior building connection can start immediately.
- Capital Campaign (Mike Stoddard):
 - Pledges continue to be paid on schedule. Mike reminded the members that donations are tax deductible.
- Elections
 - The November General Membership meeting will feature the annual elections for open / expied Board of Director positions. Four spots are open (North, Hurd, Battaglia, and Clayton) plus the resignation of Steve Zigelstein has created a fifth semi-vacancy. North, Hurd, and Clayton have agreed to run. Additionally, Bob Northrup nominated Mike Stoddard and Mike Clayton nominated Gail Isaac. Nominations remain open until the election. The top four vote recipients will serve full two year terms while the fifth place finisher will complete the last year of Steve Zigelstein's term.
- General
- The Bottle Queen is continuing to accept donations. All proceeds will be directed into the Chapter's general fund.
 - The program for November (besides being steak night and elections) will be Earl Luce and the Buttercup.
 - Mike Stoddard shared photos of a "Fly Baby" project is currently stuck in a basement. Mike suggested that this might be a good project once the SAC is operational.

EAA 44 Calendar



NEXT GENERAL MEETING

Tuesday Nov. 16

Dinner 6:30, Meeting 7:45

Sport Aviation Center

44 Eisenhower Rd.

Brockport NY 14420

Program: Steak Roast, Board of Director Elections, Earl Luce on "Buttercup- Building a Modern Classic." Bring a dish to pass, a chair, and a steak knife.

water take offs of several planes as follows: The 1948 Aeronca took 36 sec., his friend in a 582 Kit Fox took about 27 sec.(both had very leaky floats), two Lake amphibians took 26 & 30 sec., and the champ was a homebuilt Murphy Moose (below) with a 9 cylinder radial – 11 sec.! Apparently there were about three times as many planes there on Saturday; sounds crowded! I heard that the replica of the one hundred year old seaplane flew, with beautiful weather.

We're lucky to have such a rich aviation heritage right here in NYS!



Board Meetings-

2nd Tuesday of the month, 7 PM

Norm and Elises' Home
3631 Orleans-Monroe County
Line Rd., Brockport, NY 14420

General Meetings-

3rd Tuesday of the month

Dinner 6:30 PM, Program 7:30

Sport Aviation Center
44 Eisenhower Rd.
Brockport, NY 14420

SAC Saturday Work Crews-

1st & 3rd Saturdays of the month
10 AM-3 PM

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