



# The Flyer



Volume 45, Issue 8

Experimental Aircraft Association Chapter 44

August 2013

## OSHKOSH UPDATE

by Elise Isler

Writing from my desk in the dorm at Oshkosh ~ the sound of planes passing over and wishing to crank my head out the window to see. As familiar to most of us - one can be in a very interesting and informative conversation (as we were with a representative from Evektor aircraft) and suddenly 3 heads look to the skies as a plane passed overhead! (Art Tartola - the rep) , Norm and myself!! Great place to be!!!

Big announcement made as far as the Young Eagles program is concerned - Jeff Skiles and Chesley "Sully" Sullenberger are stepping down as co-chairmen of Young Eagles and Sean Tucker - aerobatic pilot - will be taking over. "... More to follow ...

**Many kudos given this year to ALL the volunteers who help make the programs at EAA a success! The atmosphere is much different here than last year! I too would like to thank all the volunteers from Chapter 44. It is a volunteer organization that brings people together - not just promoting aviation - but long term friendships!**

## YOUNG EAGLE RALLY

**Our next Young Eagles Flying event is Sat. August 17th 9AM-Noon. I am looking not only for volunteers - but also interested students wishing to fly! Go to [YoungEagles@eaa44.org](mailto:YoungEagles@eaa44.org) for details, and contact Elise Isler if you are available to help at [<singholley@aol.com>](mailto:singholley@aol.com).**

## LETTER FROM LIGHTSPEED AVIATION FOUNDATION

Greetings and Blessings to you in 2013. I trust last year was a good one for you and your ministry efforts. You are one of dozens of organizations working very hard to make the aviation community stronger, and in many ways, the whole world a better and more connected place. It has been an honor to be involved with your mission and a small part of helping you extend your passions into the lives of others this past year.

As the Lightspeed Aviation Foundation, we were fortunate to have an exciting year of growth in both exposure and overall serving opportunities within the aviation community and beyond. In finishing our third year, we have been blessed with active organizations like EAA Chapter 44 that have helped build momentum around our goals of pilot growth, increased awareness, and extended compassion through the use of our Aviation gifts. Your specific efforts to educate and engage your constituents about the Foundations efforts generated a record number of votes for all the finalists this past year in the "Pilot's Choice" awards.

As we are preparing to launch into our fourth season of service, we're thrilled to be able to provide some ongoing support to help accelerate your 2013 efforts. Attached please find a check..., the result of the activities from our "Customer Choice" designations. As you may recall, purchasers of Lightspeed headsets this past year, when they register their products, could designate a specific organization to receive dollars for every Zulu and Sierra headset they bought. so this check carries with it a tangible vote of confidence by faithful supporters of your work. Blessings to you, your team, and your work during the coming year.

Allan Schrader  
on behalf of the Board  
of the Lightspeed Aviation Foundation

## OLD GOAT MEANDERINGS

by Art Thieme

I went to the Geneseo Airshow mainly to see the deHavilland Mosquito bomber. I saw one years ago at Oshkosh. It belonged to Kermit Weeks and is now probably in his museum in Florida (*It was until a hurricane destroyed the whole museum and many of the planes in it, including the Mosquito. Ed.*) The bomber was not there. A nice Avro Lancaster bomber was instead. Asking where the Mosquito was we were told that the company that owned the planes went bankrupt and the bank won't let them fly any of them.

Fast Forward. The August 2013 issue of FLYING features an article on the Mosquito bomber. This one was made in Canada and never saw combat. It was found in a farmers field in Alberta, Canada. Eventually it was purchased by the Military Aviation Museum in Virginia Beach VA. It took eight years to restore it in Auckland, New Zealand. The plane made its first flight in September of last year in NZ. Early this year it voyaged back to North America to its new home in VA. And will probably stay there for awhile.

I never could remember compass turning error. Dick Karl in FLYING July 2013 tells what an instructor told him. When turning south the compass turns more quickly because everybody wants to go south. When turning north the compass lags because who wants to go back north? Works for me. But who uses a compass today?

Good quote: Peter Garrison, FLYING July 2013: I tell people who want to build an airplane that they had better like building at least as much as they like flying, because they were more likely to do a good deal more of the former than the latter. Check your logs and I think that this is true.

Old Goat, out!

## LAST MONTH'S GUEST SPEAKER

WWII Veteran, P-51 Pilot, Author and Founder of the Geriatric Pilots Association—these are some of the labels that describe our July speaker Elmer Pankratz.

Elmer enthralled us with tales of being a young man with a Mustang fighting the Great War. He sold autographed copies of his book “I Needed A War To Do It, A Veteran Remembers” and donated one copy to the Chapter Library.

**Thank you Elmer.**



Members of the Chapter attended the opening night of Disney's animated movie "Planes" in 3D.

### VARIATIONS ON A THEME AT THE GENESEO 2013 AIRSHOW

This Editor/Photographer has long been fascinated by the variations in aircraft tails. Here are four twin-tails spotted at the recent airshow. Can you identify them? Answers on page 6.



### HENDERSHOT'S ANNUAL LAST FLY-IN BREAKFAST

While we parked planes, the Hilton community came out for the annual fly-in breakfast. Here are some highlights.



Father & daughter enjoy a Sunday morning together.



This nice Ercoupe flew in for breakfast.



Lauren Rosenthal imagines he's a twin-tail airplane!

## DON'T MISS YA, DON'T NEED YA, DON'T WANT YA

by Dave Hurd

A quick vent.

FWIW, I did an unscientific poll of my neighbor, and newest Chapter 44 member Bill about his reaction to the airshow in Geneseo which he attended on Sunday 7/14. He was totally stoked about the aerobatic routines flown, along with the parachute team that dressed in 1944 gear and jumped from the museum's C47/DC-3, along with the other numerous activities at the event. All the acts were performed by civilian organizations or volunteers.

I had visited there on Friday evening and enjoyed walking past the warbirds, especially the Hurricane and Spitfire which had flown down from a museum in Canada. Not to be left out was the gleaming P-51. All gorgeous examples of the pinnacle of piston powered flight.

After his detailed explanation of the interesting and exciting acts and displays he witnessed at the airshow on Sunday, I asked Bill if he missed not seeing the usual fly-by of some active duty military iron, or an appearance of the much vaunted Blue Angels, or Thunderbirds. Answer – “Didn't miss them a bit.”

Got me to thinking about the "sequestration", and all the "hardship" airshow visitors are supposed to be enduring this summer by not seeing these precision teams in action. Also got me to thinking about why these teams were formed the first place in the 1950's. It was originally intended to be a recruiting tool for the Navy and Air Force. Still is.

The story persists about the glut of applicants for naval flight training which followed the release of the movie *Top Gun*. Another great recruiting tool. Super in-flight footage. Who got almost as much out of the movie as the studio? The Navy.

So who really benefits from the appearance of these teams, made up of outstanding aviators, trained to razor sharpness, executing some terrific aerobatics? The military branches which attract young fighter jock wanna-bees.

The rest of us are just as happy watching the P-51's, B-17's, Spitfires, Hurricanes, and even the venerable C-47, rather than having our hearing impaired by a 130 decibel over flight of a 550 Knot F-16. Or the outrageous roar of a Marine Harrier – gee whiz – I'd like to be able to pass the hearing test of my next flight physical, please.

I don't get the kick out of watching a jet go smoking by, as I do watching something with a prop out front. Just doesn't have the same panache.

So to those who think airshows must have the latest kerosene burning Mach 2 wonders from Northrop-Grumman. I say; "Sorry, they don't." We don't mind seeing you folks blast by with your Spiderman suits on fire, and we sure do appreciate the skill you have developed and dedication to duty you demonstrate, and we'd love to have you, but if not – that's OK too.

And as a separate extension of that thought, maybe our national organization might suggest that all the pink shirts from the FAA aren't **quite** as necessary as they think they are either, that a half million dollar tab for the service isn't necessary (or probably legal), we can do it better ourselves, and you FAA managers can all toddle back to your cubicles in the beltway now, because until you learn to play nice, you're neither appreciated nor wanted.

Middle Aged Goat – Out. (Sorry, Art.)

### DE-ROCK THE SAC!

The Chapter recently held a SAC work day to clean up the trenches we dug for our water and electric lines. The good news: the weather was good and there was a crew of about 15 with two tractors. The BAD news: they stirred up a hornets nest in the process. No one was hurt but the bee's were PO'd!

**Thank you to all the workers for their back-breaking work and to Jim Weinkoff and Rob Williams for their heavy equipment.**



Rob Williams deftly manipulated his tractor to move topsoil and level the site. OMB Dave Hurd and top-free Jerry Isaac did shovel work.

G. Isaac photo



How many EAA 44 members does it take to supervise a work crew? Hmmm....

### SUMMER OPEN HOUSES INCREASE AWARENESS OF SAC

Three Open Houses held this summer introduced the Sport Aviation Center to more members of the flying community and general public. Each opening had more visitors and aircraft than the previous one. We provided hots and hamburgers for guests and also chapter members who were concurrently attending SAC work Saturdays, like De-Rock the SAC.



Late former member and CFI Helen Moore's son flew in July with this 1940-era family Cub that he had restored. He remembered coming to meetings at the Chapter House when he was a young kid!



August was our best month. Seven airplanes flew in and we had almost 20 visitors on this beautiful day.

**EAA Chapter 44  
Board of Directors' Meeting  
9 July 2013**

**Board Members Present:** Hurd, Clayton, Byers, Nelligan-Barrett, North, Isler, Peters

**Other Members Present:** Greeno

**Reports:**

- President (Rob Williams):
  - Absent
- Vice President (Norm Isler):
  - Filling in for Rob Williams
- Treasurer (Dave Hurd):
  - Received rental payment from the AOPA Air Safety Foundation for SAC rental. They seemed very pleased with the facility and will hopefully return in the fall.
  - Report read and approved.

**Business:**

- Building Committee (Darryl Byers / Mike Clayton)
  - Planning on additional concrete work.
  - Bathrooms nearing completion, partitions and vanities are yet to be installed.
  - Trench filling planned for Saturday, 10 Aug.
  - The SAC Great Room needs a general cleanup and reorganization to better display our aviation memorabilia and eliminate some of the clutter.
  - Norm shared several examples of a sign for the south side of the SAC. The Board selected a

design featuring the Chapter logo and a single line "Sport Aviation Center" identification. Dave Hurd moved to authorize Norm contract our sign maker to make it so, Bob Nelligan-Barrett seconded, 8 in favor, 1 against. Motion passed.

- Capital Campaign (Larry Greeno)
  - Larry reviewed current preliminary fundraising preparation plans.
- Old Business:
  - Induction loop system – Bob Nelligan-Barrett reported on the possibility of installing a sound amplification system for hearing aid users. The system should work within the Great Room. Cost estimates were discussed Looking to include this as part of an overall sound system.
  - Bob Nelligan-Barrett submitted an application for the AOPA Giving Back Program – a philanthropic program that provides grants to worthy aviation organizations. Individual awards of up to \$10,000 are available. Keeping our fingers crossed.
  - Per Board direction, Norm Isler purchased eight additional white tables for the Great Room.
  - Discussed ideas for re-energizing next year's Oshkosh Airlift.
- New Business:
  - The "make-up" Young Eagles rally is Saturday, 17 August. Pilots and ground crew are needed.

•The answers to the Twin-Tail Test are (from top to bottom): the Avro Lancaster, a Beech Model 18, an Ercoupe, and a B-25.

How many did you get right?

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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. For membership info, 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.

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**EAA 44 is a 501(c)3 organization.**

Gifts of cash, securities or other property to the Chapter for the benefit of the Sport Aviation Center are welcome and fully tax deductible.

Contact Treasurer Dave Hurd for details.



**Sport Aviation Center of Western New York**

# REGIONAL CALENDAR

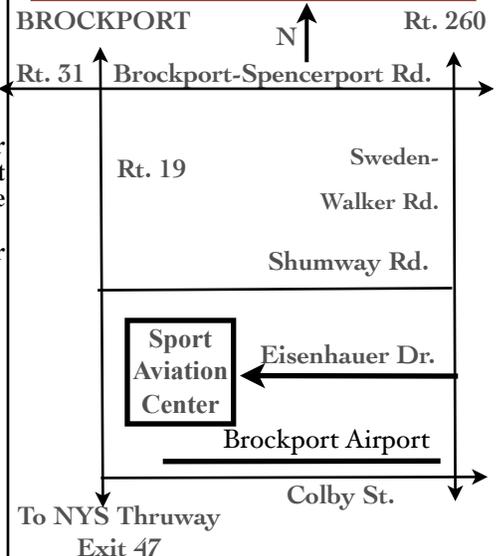
See the Upstate NY Aviation Calendar for fly-in breakfasts and other events.

<UPSTATELIST.ORG>

**NATIONAL AVIATION DAY**  
marking Orville Wright's 142nd birthday.  
August 19

**NYS FESTIVAL OF BALLOONS**  
Aug 29-Sept 1,  
Dansville Airport (KDSV)  
<nysfob.com>

**CANADIAN INT'L AIRSHOW**  
Aug 31-Sept 2  
Toronto, CA  
<cias.org>



## EAA 44 Calendar



### NEXT GENERAL MEETING

Tuesday Aug 20 6:30 PM

**Norm and Elise will be serving their delicious Beef on 'Weck.** Please bring a side dish or dessert to complement their dinner.

**Our guest speakers will be our Oshkosh attendees** to tell us about their experiences that week.

### **Aug. 17 Young Eagle Rally**

Aug 20 General Meeting  
Aug 24 SAC Sat. Work Day

Sep. 10 Board Meeting  
Sep. 14 SAC Sat. Work Day  
Sep. 17 General Meeting  
Sep. 28 SAC Sat. Work Day

Oct. 8 Board Meeting

Oct. 12 SAC Sat. Work Day

Oct. 15 General Meeting

### **Oct. 24 AOPA ASI Seminar**

Oct. 26 SAC Sat. Work Day

Nov 9 SAC Sat. Work Day

Nov. 12 Board Meeting

Nov. 19 General Meeting

Nov. 23 SAC Sat. Work Day

**All activities take place at the Sport Aviation Center unless otherwise noted.**

### **Sport Aviation Center**

44 Eisenhower Dr. 14420

Brockport Airport/  
Ledgesdale Airpark (7G0)

43° 10' 56" N 77° 55' 1" W

### **Board Meetings-**

2<sup>nd</sup> Tuesday of the month, 7 PM

### **General Meetings-**

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

Dinner 6:30, Meeting 7:30

### **SAC Saturday Work Days-**

2<sup>nd</sup> & 4<sup>th</sup> Saturdays, 10 AM

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