



# The Flyer



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Experimental Aircraft Association Chapter 44

June 2014

## 1st FLY-OUT TO PENN'S CAVE A SUCCESS!

Mike Kuyt

It was a magical moment. ATC came on the radio and said "eight seven three six uniform you are clear for takeoff, runway two five, turn left on course, heading two zero zero upon departure." I pushed the throttle all the way in and the engine roared with conviction. I wanted to yell "yippee cayay!!" and shake my fist in the air like a cowboy at a rodeo. Instead I conjured up my cool, collected and professional sounding voice and read back the clearance.

We were in the air with about 3000 feet of runway to spare. American Airlines was taxiing something big below us. We were leaving them in the dust. (for now anyway) The gauges were whirling and jumping. We climbed to 7500 feet. It was a perfectly clear day and we were on our way to Penn's Cave!

Jim Martin was in the right seat gently feeding me all kinds of information about flying and piloting. He has an incredible wealth of knowledge to benefit even someone like me flying a 172. He also has some really cool sunglasses with clear ovals for looking down at the instrument panel (below.)



Continued on next page.

## WE'VE HAD A GREAT MONTH!

Mike Clayton

First of all, the Young Eagles Rally, held on May 17th was a great success. We had lots of kids and parents at the SAC to fly, lots of pilots, good weather, and plenty of hots to share with everyone! **The Rally went off smoothly thanks to Elise Isler and her hard work and organizational abilities.** All concerned had a good time, with lots of smiles from the kids! **Thanks to all who came and supported the event.**



Ground Crew preparing for Young Eagles & their families

We hosted another Air Safety Institute seminar, sponsored by AOPA. We had a good turnout, with about 90 pilots from our area attending. The weather was not so great, but we had a good number nonetheless. Pat Brown was the presenter, and did a good job, reviewing a series of accidents and helping us all to dissect what happened, and the lessons to be learned. For those keeping track, the seminar earned WINGS credit from the FAA.

Continued on next page.

**Penn's Cave con't**

At about the same time we took off from Rochester, David and Becky Hurd departed LeRoy in Norm and Elise Isler's Beechcraft. Later in the morning, Frank Grossman departed Ledgesdale in his Cherokee six with Pat Collins, Joe Didinato, and Ron Legory on board.

In all, we had three airplanes and eight people fly to Penn's Cave. The scenery was great. You can tell you're in Pennsylvania by the fracking pads and the endless trees. Just before getting to Penn's Cave airport you cross over the incredibly long and perfectly shaped ridge that some of the world sailplane records were set over.

The wind was coming out of the East so the downwind leg was over the ridge north of the airport. We used to call that squirrel hunting as glider pilots. After turning final, the 3 degree + up slope at the end of runway 7 became very apparent. The danger of course is to think you are higher than you really are.

Everyone landed without any problems. The airport was very well kept and the scenery was like it was out of a Norman Rockwell painting. The walk was as advertised and took us past a huge flea market and antique tractor show. The cave was great. It included a half mile boat tour through the cave and out the other end into a small lake.

In preparation for the return trip, there was a lot of discussion about whether it was better to take off downwind on a level runway or take off upwind climbing a 3 degree slope for the first almost 900 feet of a 2500 foot runway. Jim and I were the first to go. We opted to go uphill and against the wind. The Cessna accelerated uphill relatively well and we were in the air with a few hundred feet of runway left. The fact that there were no trees at the runway ends was re-assuring as well. From what I understand, everyone else did the same.

The trip was a rich flying experience and was especially so because it was shared with fellow club members. It was a great deal of fun and an experience I will remember fondly. See the special color insert of photos of this activity.

**Continued on next page.**

**President's Message con't.**

After the presentation, Norm Isler, Elise Isler, and yours truly went to dinner with Pat. We had some good conversation, including a discussion with him about the third class medical exemption issue. I walked away more convinced than ever that there will be an exemption, and also that if the FAA does not move rapidly, that Congress will take it out of their hands by passing the pending bills to write it into law. Personally, I think this will be good news for general aviation, and will encourage more people to both keep flying and to start to fly.

We have a meeting with the Spencerport Rotary on June 18th. We are going to discuss the possibility of supporting their effort to conduct a flying breakfast at Ledgesdale on August 24th. Our role would be similar to that we have had for a long time at the similar breakfast at Hendershot's in Hilton. Since this will be conducted at our home base, we have an opportunity to have our members fly homebuilt aircraft into the event, and park them for display. We may also open the SAC, and display some of our aviation history memorabilia, as well as perhaps conducting demonstrations of homebuilding. We will get this sorted out this month, so stay tuned!

Our homebuilding efforts continue, with sessions involving the Kitfox and the Breezy. Soon we will start having sessions involving a Sonex, thanks to Ron Logory, who is building one. If you are interested let Darryl Byers, myself, or any Board member know, and we will make sure you are included on the email list. You don't have to be building to come to these sessions. Just come and see what it is all about! Don't forget Oshkosh, coming up at the end of July. If you want to go as part of the Chapter Airlift, just let Steve North know, and he will give you the details. Lots of fun!

## Penn's Cave con't

**I encourage you to be bold and consider joining us on the next fly out scheduled for July 19<sup>th</sup> to Put-In-Bay, Ohio.** Put-In-Bay is a resort community on an island in the Western part of Lake Erie. ([www.putinbay.com](http://www.putinbay.com)) It can be done as a day trip but I am suggesting considering staying one night, having a nice dinner and perhaps a glass of wine. We'll designate a meeting place for 44'rs.

Put-In-Bay Airport, 3W2  
7G0 to 3W2 is 236 nm

The runway is 2870 x 75. Runway 3 is right traffic and there is no fuel.

Landing on an island certainly would be a first for some of us. Landing short or long has different ramifications than normal. The route also takes you through some class B airspace associated with Cleveland. That can be avoided with a little zig and zag if needed, but might stretch some of our comfort levels a little. I am suggesting a one night stay to allow the pilots to partake in a glass of wine or beer, although it certainly can be done as a day trip as well. The flying time in my Cessna with no wind would be about 2 ½ hours. Fuel for the trip back is available at several nearby airports.

**If you are interested in going as a pilot please let me know as far ahead as possible that you intend to go, especially if you are willing to take a passenger or two. This way I can get you matched up with a member of the club that would like to ride along. We are strongly urging riders to help with fuel costs.**

**If you are interested in riding along, please let me know ahead of time and I will put you in the lottery for whatever seats might be available. I can be reached at 585-802-2189 or [mkuyt@rochester.rr.com](mailto:mkuyt@rochester.rr.com). Let's do this... yippee cayay!**

**OLD GOAT RAMBLINGS**

Art Thieme

Have I got a deal for you! Own a piece of the Wild West. You can buy 20 acres (*and no mule? Ed.*) near growing El Paso TX. Only \$119 per month and no money down. If several of us bought adjoining parcels we could put in a runway and perhaps become a flying ranch. Good place to go in the winter. Cost only \$15,900 for 20 acres. Don't call me. Go to: <[www.eh-March.com/sunset](http://www.eh-March.com/sunset)> for more info. Perhaps you will need a float plane.

Hey! How about a flying bicycle? It's the worlds first bicycle that doubles a flying ultralight para-trike. Designed to cruise at low altitude at 25 mph. On the ground it operates like a conventional bicycle, only 4 feet wide. It can ride in traffic (check local ordinances) when the para-wing is not deployed. It rolls on 20-inch wheels and folds down to fit in the trunk of a car. Offered by Hammacher-Schlemmer for only \$45,000. Shipping and handling probably extra. It is kind of like an airboat without the boat. You will turn some heads powered by that two stroke motor going down Main St. Not to mention the police.

Last months newsletter had two pieces about the future of the chapter library. I was happy to see President Claytons' viewpoint. We can also be happy that Bob Nelligan-Barrett is organizing a group to develop procedures and guidelines for operating the library. It is a large task and Bob's interest in the history of aviation will go a long way to insure that our library will be a great aviation resource.

Did you know that by Jan. 1, 2020 all US aircraft, GA and commercial, will be required to have installed ADS-B in order to operate in controlled airspace. This instrument alerts you to traffic in your area. The problem seems to be that more than 30,000 ADS-B need to be installed annually or 120 per working day. Michael Dymant in Aviation Week May 19 says that there is no way that the 900 Certified Repair Stations can meet this deadline. He says that it takes several days to several weeks to complete and certify an installation. And he does not state what the cost per instrument and installation is or would be.

"The only thing constant is change." Greek Philosopher Heraclitus  
Old Goat, Out!

## AOPA PRESENTS ACCIDENT CASE STUDY: LIVE

AOPA presenter Pat Brown offered another outstanding seminar on GA safety at the SAC last month. 94 participants joined us, many for the first time at the SAC.



While we see many familiar faces at these twice-a-year events, we also see new faces because it's their first time "in the SAC" with EAA 44 and AOPA. **Welcome everyone!**

## AIRCRAFT FOR SALE BY MEMBER

2007 Johnston Tiger Cub, Single Seat LSA, Rotax 503 DCDI, TT ACFT/ENG 70hrs, \$12,000 reduced to \$10,000 for fast sale. Basic VFR instruments, Custom 9 gal aluminum tank, Cleveland Brakes, Custom cargo storage compartment behind seat, Folding wings, Can be flown with Door and Window open, Stall 27 - Cruise 75 MPH • Contact [Stephen Zigelstein](mailto:Stephen.Zigelstein@tigerclubaircraft.com), Owner 308-383-9786 Caledonia, NY 14423  
<http://www.tigerclubaircraft.com/ulinfo.html>



Photo from Tigerclub aircraft web site

## 1st YOUNG EAGLE EVENT OF THE SUMMER FLIES 25 KIDS

Young Eagle Coordinator Elise Isler marshaled the troops (pilots and ground crew) for a beautiful day of introductory flights for 25 new Young Eagles on May 17.

With each new Young Eagle, three - four family members are introduced to sport aviation and EAA. Phil's Porch is the perfect place for a family to watch YE flight activities, and perchance to dream themselves of the fantasy of flight.

**Thank you to all the pilots, ground crew and other supporters of the Young Eagles program.**



YE Josiah Russo enjoying a flight with VP Norm Isler.

## BOTTLE QUEEN REPORT

**Gail Isaac**

Please dispose of non-nickel plastics in your own recycle bins. They are worth nothing but the water and flavored waters are worth money. Iced teas are not (makes no sense to me either). Also, I am not collecting any tin cans either. They are not worth the gas to take them in.

Thank you though for all your nickels and I will still take them in. We are adding up the bucks nicely. Thanks, Gail

### RECENT GUEST SPEAKERS

EAA Chapter 44’s Sport Aviation Center Speaker Series continues to host a variety of aviation experts at our monthly meetings. These are always free and open to the public.



In April Brian Petrie from SkyOps LLC talked to us about the many ways that special Unmanned Aerial Vehicles (aka drones) can be used besides aerial photographic services. They can be used in agriculture for crop management, in construction for structural analysis, and in media and marketing for advertising and sports coverage among many other uses.



Last month our own Gail Isaac talked about and showed a video of Kermit Weeks’ Fantasy of Flight Museum in Florida. Imagine having a personal collection of 140 FLYING aircraft. Hardest decision every morning??? Which one do I want to fly today!

### OUR RESTROOMS AT THE BEGINNING... AND NOW

Do you remember when our bathrooms looked like THIS? circa Sept. 2009 below



We now have (from top to bottom below) a Men’s Room, a Women’s Room, and a Wheelchair-Accessible Room with a utility sink.



**Thank you to all who put so much into making these rooms comfortable and private.**

**EAA Chapter 44  
Board of Directors' Meeting  
13 May 2014**

**Board Members Present:** Clayton, N. Isler, Byers, Nelligan-Barrett, North, Hazen, Peters, Williams and Hurd.

**Other Members Present:** Arganbright, E. Isler, Englund, Greeno.

**Reports:**

- President (Mike Clayton):
  - Frances Englund shared a variety of options for member ID badges. The Board selected a simple hanging badge that would include a chapter logo, member name and member project / aircraft, and position.
  - A local Boy Scout contacted Mike regarding the opportunity for an Eagle Scout project. Mike will follow up to discuss options.
- Vice President (Norm Isler):
  - AOPA Safety Seminar this Thursday.
  - Norm has prepared a plan for installation of the cabinets that he has donated to the chapter.
- Treasurer (Elise Isler):
  - Report read and approved. Mike Clayton moved to hold a special BOD meeting on Tuesday, 27 May to review financial planning, Rob Williams seconded, passed unanimously.
- Secretary (Steve North):
  - Minutes read and approved per motion of Dave Hurd, second by Darryl Byers, passed unanimously.

**Business:**

- Building Committee (Kevin Arganbright, et. al.):
  - Discussed plans for expanding and improving the parking lot. Kevin has solicited quotes for grading and stone. Rob Williams moved to allocate funds out of the hangar fund for parking lot improvement and expansion to include grading, stone, and compaction. Dave Hurd seconded, passed unanimously.
- Homebuilder's Council (Darryl Byers, et. al.)
  - Dave Hurd and / or Jeff Paris might be able to develop a composite practice kit for a future homebuilder program. Update => Dave would prefer to focus on an actual airplane project instead of a simple practice piece.
- Capital Campaign (Larry Greeno):
  - Working on a new brochure design and plans for a feasibility study.
- Old Business:
  - None
- New Business:
  - Our first Young Eagles event will be Saturday, May 17<sup>th</sup>. Elise Isler is coordinating ground staff and pilot volunteers.

# 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 Elise Isler. For membership info, contact Treasurer Elise Isler.

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 Elise Isler for details.



## REGIONAL CALENDAR

Look to Upstate NY's Aviation List at <upstatelist.org> for regional fly-in breakfasts and other events.

### SENTIMENTAL JOURNEY

#### TO CUB HAVEN FLY-IN

6/17-6/21 Piper Mem. Field  
(LHV) Lock Haven, PA.

<[sentimentaljourneyfly-in.com](http://sentimentaljourneyfly-in.com)>

### GENESEO AIRSHOW (D52)

#### THE GREATEST SHOW

#### ON TURF

July 11-13

Featuring the only flying  
DeHavilland Mosquito

See the 1941 Historic Aircraft Group's whole schedule of summer events at <1941hag.org>

### ROCHESTER AIRSHOW

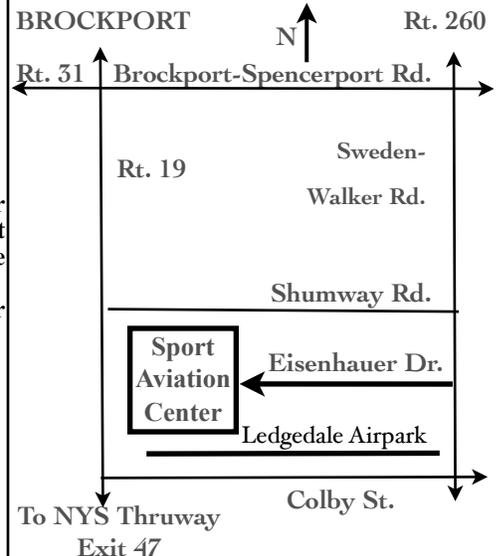
Aug 16/17 featuring  
the USAF Thunderbirds.

<[RochesterAirshow.com](http://RochesterAirshow.com)>

### CURTISS MUSEUM FALL FLYING FESTIVAL

Sept. 13

Watch airplanes and seaplanes fly over Keuka Lake & circle the Curtiss gravesite.



## EAA 44 Calendar



### **NEXT GENERAL MEETING**

Tuesday June 17

**Guest Speaker  
Trafford Dougherty,  
Executive Director of the  
Glenn Curtiss Museum  
will speak.**

Dinner will be hots &  
hamburgers on the grill.  
Please bring a dish or dessert  
to pass.

June 14 SAC Work Day

**June 17 General Meeting  
NEW AGENDA-SPEAKER**

June 28 SAC Work Day

July 8 Board Meeting

July 12 SAC Work Day

July 15 General Meeting

**July 19-20**

**PUT-IN-BAY FLY-OUT**

July 26 SAC Work Day

**July 30-Aug 3 OSH AIRLIFT**

Aug 9 SAC Work Day

Aug 12 Board Meeting

Aug. 19 General Meeting

Aug 23 SAC 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

\$5 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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