

## Squeek Built More Than Baby Aces by Bob Bailey

Squeek Helper rebuilt a Stits SA3B Playboy. I recall him saying that he liked the handling of the Baby Ace much better. His welding was always well done. It amazed me that he did not want to do the rib-stitching himself. My father and I did all the rib-stitching on this airplane. There were several others that we helped on.



This photo was taken at Canandaigua, NY. It was a small fly-in held there on August 21, 1966. At that time the runway was 1600 feet long. It was warm that day and Squeek asked my father to give rides in the airplane.



This photo was taken at the Rockford, IL EAA fly-in, in 1966. That is Squeek facing the camera. It was very typical of Squeek. He would talk with and help anyone who was interested. He was a wonderful gentleman.

## Young Eagles Aug 8<sup>th</sup> Canceled - Elise Isler

As New York State continues to set new standards for the opening of businesses and social gatherings, we

are still taking extreme precautions for everyone's safety at this time. We are looking into various ways we will be able to keep all pilots, chapter volunteers, students and their family safe during these trying times and in the future months and years ahead.

Though we are not sure, the September 19th rally is still on our schedule. If all safety regulations can be met, and our pilots and volunteers feel safe, we may still be able to fly Young Eagles September 19.

Anyone who is currently registered for the August rally may contact me if they haven't already and I will place them on the list for the September rally

Thank you for your continued support. I hope you and your families are well.

## Guess the aircraft type – Answer on page 4

I saw this parked at the Massey Ranch Airpark in Florida early this year.



23 were produced between 1965 and 1987

## BART Update – by Bob Nelligan-Barrett

The Baby Ace Restoration Team started up again with Phase 1 of New York State's reopening plan at the beginning of July. We have been following the CDC, NYS Department of Health, and EAA Guidelines.

We picked up where we left off with the wing. Progress is moving quickly as we attach hardware and cap strips on the spars. It's not exciting work but we are much farther along on this wing is a shorter time compared to the first.

## 'Tale'-winds (Part 2) by Tyler Mullen

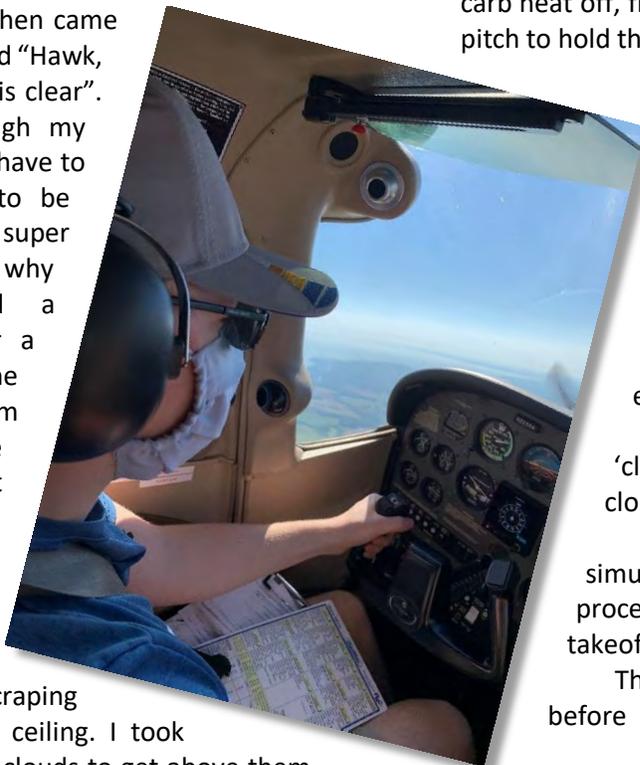
From the moment the preflight starts, there's always an excitement to get in the air. The preflight is one of the most important parts of flying, your airplane is nothing if it isn't working.

There are many challenges when taxiing such as keeping the nose up to prevent a prop-strike, watching for other aircraft, making sure your wingtips don't hit anything, looking for moving vehicles, and listening to the ground frequency. It's not just patting your head and rubbing your stomach, but rather patting your head, rubbing your stomach, singing your ABC's backwards, and dancing to a jig.

After reaching the runway, hold short and perform a run up. You never sit in the center of the taxiway, stay to the left or right to make room for another pilot who might be holding short of the same runway. Given that commercial air traffic is minimal due to Covid-19, the only traffic is general aviation aircraft that use the same runway.

That reminds me of how I learned to share an airport with military-grade aircraft. One of the Chinooks from the local National Guard Base was given taxi clearance, but it was more of a controlled flyover at fifty feet. It also provided a nice wake for me to taxi through. After completing my run up, I contacted tower and told them I was holding short of runway seven and ready to go. Tower told me to "hold short", then came over the frequency and said "Hawk, clear for takeoff, taxiway is clear". Two thoughts ran through my mind: The first, what do I have to do to get my callsign to be 'Hawk' because it sounded super cool and the second, why would someone need a taxiway to be clear for a departure? That's when the Chinook began to rise from the other side of the runway, a sight you don't see every day.

Speaking of sights, there was a day when the clouds were lower than usual because at 2,300 ft I found myself scraping the bottom of the cloud ceiling. I took advantage of a gap in the clouds to get above them.



As I flew through the gap, sunlight began to shine into the cockpit and the clouds sank below me. The air was smooth at 3,000 ft and the morning sun left a slight orange tint in the clouds.

My moment of serenity was abruptly brought to a halt when the instructor asked me to enter slow flight,



where you pull back on the throttle, put in full flaps, then put the throttle back in. It's usually the set up for a power off stall and sure enough, I was asked to do a few of them. Power back, carb heat on, pull back on the yoke, and hold the airplane nose high even when the stall horn is screaming at you. Once the nose begins to fall, even with full back pressure on the yoke, you return to full power, carb heat off, flaps up as the airspeed comes alive, and pitch to hold the nose level.

After a few stalls, I was able to make a smooth recovery instead of performing it in a series of steps like you're taught on the ground.

I've learned through my training that ground school and flying may share the same words, but there's only so much a diagram on a board and a model airplane can teach you once the engine starts.

One day I didn't have the pleasure of 'cloud busting', as I call it, because the clouds were too low to fly VFR.

I spent an hour in the Red Bird flight simulator leaning how to handle emergency procedures including engine failure on takeoff.

The first situation was an engine failure before reaching the liftoff speed, keeping the

aircraft on the runway and maintaining control as you use the rest of the runway to stop.

The next simulated emergency was an engine failure after liftoff, working to maintain control, pitching for the best glide speed. While I hope to land straight ahead, I may have to turn left or right to land back on the airport or use a road if there are obstructions.

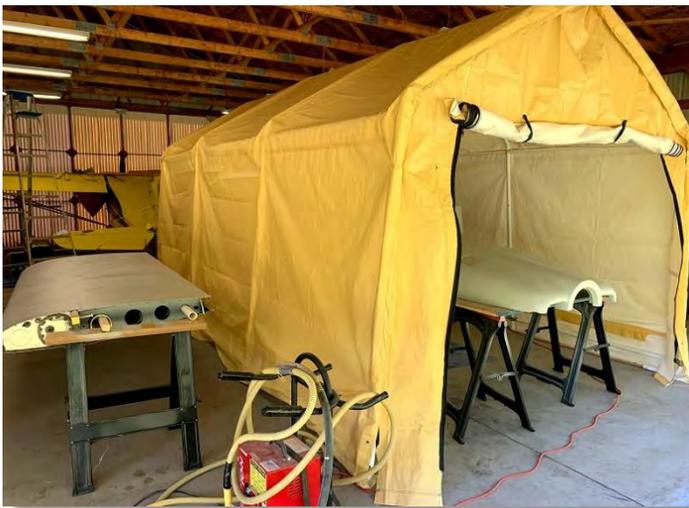
If the engine fails above 1,000 ft there's enough altitude to perform "the impossible turn". When the engine fails, you pitch for the best glide speed and make a 180 degree turn (for those of you who fly gliders, I tip my hat to you). On my first attempt, I was too focused on the climb out and didn't realize what happened. I lost too much altitude for my turn to make it all the way around and found myself trying to turn steeper and steeper, dropping my airspeed and altitude until I stalled.

The last view I saw was the right wing colliding with the ground before the computer screens went black. That's where I learned that if this were real life, I would have made the news and a bunch of new friends with the FAA. It took two more tries for me to get the maneuver right. I made it unscathed and returned to the same runway I departed from. The Red Bird gave me an avenue to continue my flight training with poor weather and I learned how to deal with unexpected emergencies should they arise.

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### RV Painting Project – Craig Ritson

I decided to use Stewarts Systems waterborne, acrylic urethane paint. My reasoning, it's not hazardous or flammable which greatly reduces the health hazards and safety equipment requirements for sprayings. I used this on my Sonex. It was a struggle, but the result in the end was acceptable.



Paint booth constructed from Harbor Freight portable garage

I built a paint booth in my hangar with two fans, one forcing in fresh air and another extracting the overspray.

The ideal location to paint is in a temperature and humidity-controlled environment. This was not an option, and I had to deal with the ever-changing conditions in a non-insulated hangar.

The first step is to remove surface films, oil, grease, and other contaminants prior to Etching or sanding. This was done using EkoClean diluted with Distilled water. The next step was to rinse thoroughly and blow surface dry with clean dry shop air.

Aluminum naturally oxidizes very quickly in the presence of air. It is important to etch the aluminum



Gabe and Leon etching the wing

surface to remove any trace of corrosion.

I had help from Gabe and Leon who sprayed a solution of EkoEtch diluted with water, followed by scrubbing using red Scotch-Brite, which chemically and mechanically etches the surface. It's important the solution does not dry on the aluminum, so we did small areas at a time.

The wings were then washed with a high-pressure washer to remove any traces of chemicals and corrosion.

Etching removes the top protective layer of pure aluminum from the surface which makes the aluminum more susceptible to corrosion, so it's important to prime the etched aluminum within 12 hours to prevent further corrosion.

We clean dried the wings with a high-pressure shop air before priming with Smoke Gray EkoPoxy, a two-part primer that is resistant to solvents and gasoline. Three coats of primer were sprayed, the first a light fog tack coat.

The Recommended temp range for application 60-85 deg F. 15-75% humidity. Finding windows of time to meet these conditions is a challenge in the hot barmy New York Summer.

The next step is the topcoat.

## Aircraft type is a United Consultants Twin Bee - Wikipedia

The Republic Seabee was built between 1946 and 1948, with over 1000 aircraft being sold. The type was rather underpowered, and many were later fitted with more powerful engines than the 215 hp (160 kW) Franklin 6A8 originally fitted.

In 1960, former Helio company engineer Joseph W. Gigante (1916-2012) designed a twin-engine conversion of the Sea Bee and founded United Consultants Corp in Norwood, Massachusetts, to undertake the manufacturing work on the UC-1 Twin Bee.

The first aircraft flew in 1962 and the type certificate was awarded on 25 June 1965. 23 production examples were delivered between 1965 and 1987.

The UC-1 is a major conversion of the RC-3 Seabee airframe. The single pusher engine is removed, and this allows an additional fifth seat to be fitted beneath the old installation. The twin 180 hp (134 kW) Lycoming engines, mounted in tractor configuration, are fitted in the wing, fairly close to the cabin. This required the rear cabin windows to be reduced in size, supplemented by a porthole-type window each side of the rear of the enlarged cabin.

The rights to the UC-1 design were transferred to the STOL Aircraft Corporation. J.W. Gigante advertised the rights for sale during September 2006.

The considerable extra engine power of Twin Bee proved to be attractive to private owners, as the aircraft has STOL takeoff and landing ability. 15 of the 23 conversions were currently registered in the United States in April 2009. Other examples are active in Switzerland and the Philippines.<sup>1</sup>



Photo: Colin K. Work

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## Batavia Flying Club Hanger Hangout – Norm Isler

The Batavia Flying Club, a “spin off” from EAA 44 has been up and flying since December. Even with COVID 19 we have remained active since the beginning. Some activities had to be postponed, but on Thursday July 2, we finally got to have our first official Club Hot Dog Dinner at Norm’s hangar.

It was unanimous - we will be doing lots more dinners at the airport. As the old saying goes, “The way to a pilot’s heart is through their stomach!”.



Club members enjoying the outdoors and airport hot dogs

## Old Goat Thinking by Art Thieme

I love reading Martha Lunken's material in *FLYING* magazine. Her life as a pilot, instructor, FAA employee, DC-3 check pilot, etc. makes good reading. As a member of the FAA she didn't always follow the rules but used her head and was often written up. She also dinged several of her planes.

In the October 2018 issue of *FLYING* she writes about getting older. As pilot ages, they are obsessed with the impact of aging on their piloting skills and decision-making abilities. Martha says aging gracefully is an art and a pain in the butt. Most changes are gradual and just annoying, like trying to climb into the backseat of a Cub. I remember several of us trying to get in and out of Vet's Cub. And there are your fingers struggling with a safety wire on the oil filter. You have to make the decision when to stop flying. I was 79 when it became a problem to get the plane ready to fly and to climb in. Also, a 10ft bounce landing brought the point home. Can I still fly? Sure. It's the takeoff and landing that gives me thought. I do miss it!

This has nothing to do with airplanes, but I found it interesting. *PROCEEDINGS* July 2020 reports that the Coast Guard is building three ice breakers. They will be 960ft long with a beam of 88ft, and a displacement of 22,900 tons. My navy ship displaced 28,000 tons but was 800ft long. The ice breaker will break through 6.5ft of ice at 3 knots. How thick is that hull? Three ships plus two more will cost \$1.9 billion. Construction starts in 2021 with delivery in 2024.



The Healy engaged in research in the Arctic region. (Photo courtesy USCG)

The same issue ran a short piece about various nations' torpedoes. One had a range of 27 miles at 50 knots. What kind of homing device does that have? Most were listed with maximum depth of 1000ft. What kind of pressure is that? At boot camp I volunteered for torpedo school. Didn't want submarines, but the school was a top-notch technical school. I also volunteered to be an aerial gunner. That was about as close to airplanes as I could get. I didn't get either one. Probably saved my life.

NATIONAL GEOGRAPHIC, July 2020, ran an article about a group that was going to look for some lost Mt. Everest climbers from long ago. It was thought that these climbers may have been the first to reach the summit. Reading what climbers have to go through even with today's better equipment, makes me wonder why anyone would want to do that. Even with oxygen, 29,035ft with gale winds and snow is just nuts. And who cares if you climbed it? Only other climbers. It's like being a pilot – does your neighbor care? I do.

"When you get to be my age, life seems little more than one long march to and from the lavatory." Writer John Mortimer

Dr. Old Goat, out

## CHICKEN WINGS®



## Sharing the joy of aviation – By Darrin Kenny

The week included an unusual combined share of Aviation & Cancer/Medical issues. Al, my Flight Instructor and Aviation Mentor, retired JetBlue Captain was recently diagnosed with cancer and other medical complications. He let me know last week and shared the rude letter from the FAA that said, “his medical and certificates were being revoked due to medical reasons, you have fourteen days to mail your certificates to the FAA or legal action will ensue”.

Al was pretty dejected getting that letter after 42 years of spotless record and the day before chemo starts. Al commented, “I would love to see your plane and hope to someday be well enough to fly with you one more time”. Monday morning the weather was great, his wife Christine confirmed Al was doing pretty well, so..... “I’ll be in Pittsburgh in an hour and ten minutes, can you get him to the airport?” Al definitely didn’t seem himself when I got there but he was anxiously waiting and slowly made his way to check out the plane. He decided he would try to fly for maybe 20 minutes, so the three of us piled in and off we went. Next thing we knew 2.9 hours went by, and since I didn’t fill up from my flight down it was time get fuel within the next hour. As we flew, he seemed stronger and better color, I think he did every commercial maneuver at least twice, instrument approaches, etc. When we got out of the little bird, I noticed he had his signature snap in his step and his pilot swagger back, smiling, laughing and much more positive. Christine said it is the best she’s seen him in five months. Well worth the trip and was fun going to 11,500’ msl coming how to be above and go around the building cumulous (plus a lot cooler up there)

My wife Trina asked me to take a coworker’s 8<sup>th</sup> grade son flying. He had never been in a plane but thinks he wants to be a pilot. Sounded like a great excuse to fly to me, right? I met Trina, Mom Sarah and the rest of the True family kids, Jake, Hanna, Paul and Joe.



All were very excited and appreciative for the opportunity to fly, “this is the best thing to happen to our family all year”. That’s when I learned that the mother, Sarah last summer had a mastectomy and just six weeks ago another. She has a genetic mutation that unfortunately three of the four children have as well. All have been hospitalized in the past year. My budding pilot, Paul got out of the hospital two weeks ago, saving his energy for that evening. Jake the oldest wanted to see the U of R from the air, he is going to study medicine.

KROC ATC (Air Traffic Control) was great letting us do whatever we wanted, including chasing Randy Spurr from ROC back to Ledgesdale. A few days I received a very nice card from the family. Trina calls Sarah her hero because of the poise, grace and positivity she has despite all the family hardship. They are still very excited and raving about it.

Bob N-B, Sarah and Paul were extremely interested in knowing more about the EAA and the BART project, so I need to get them connected with the right people.

It’s amazing how a little General Aviation can make such a huge difference in so many lives.



Al is all smiles with a Mooney chip on his shoulder



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## Member News

### Earl Luce

On the morning of July 11<sup>th</sup>, Earl completed a few fast taxis runs to check his Tailwinds ground handling, engine temperatures and RPM. Everything looked and felt normal. A few minutes later the Tailwind left the ground for its first flight after a long slow 13 years upgrade. After the 30-minute flight Earl reported the only snag was a heavy wing. Work is in progress to remedy that problem.



Earl gives the thumbs up after a successful flight.

The Tailwind was painted by Jeff LaChausse.



Earl, King Salmon fishing on Lake Erie



### Randy Spurr

At the time of this writing Randy had completed two solo helicopter flights in an Enstrom F-28F. Randy is training out of William Sodus airport with B.A.C. Helicopter, owned by Ray Chapin.



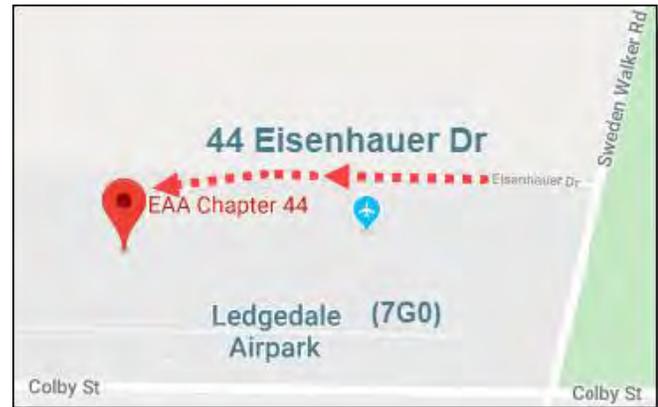
## Chapter 44 Monthly Activities on Hold

All activities take place at the Sport Aviation Center (SAC), & are free & open to the public

### Sport Aviation Center

44 Eisenhower Dr. 14420

Brockport's Ledgesdale Airpark (7G0)



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