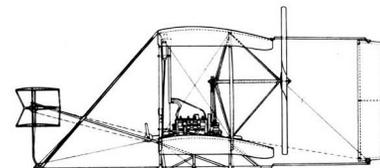




The Flyer



Volume 56, Issue 2

February 2024

Greetings fellow EAA 44 members! We have had some very nice weather as of late, but unfortunately, also some more bad news: On February 4th, we lost another venerable member and friend, Lauren Rosenthal. The following is from an email from Bob Nelligan-Barrett that I received on February 4, 2024:

BART Family,

It is with a very heavy heart that I tell you that we lost Lauren today after a short bout of Covid, RSV, and pneumonia. His downturn took several weeks across different facilities. He finally passed this afternoon in hospice. His last several days he was comfortable and not in any pain that we could recognize. His niece Lynn and long-time friend Roz were with him at the end. I had visited him this morning.

For those of you too new to BART to know him, Lauren was a long-time member of Chapter 44 and BART. He was our photographer from the beginning, replicating his role in the Army Air Force during WWII. We carpoled (and Karaoke'd) to BART every week for five years until he went into a nursing home about a year ago. His family is only his niece, a nephew, Roz. a high-school friend, EAA 44 and BART. He loved coming to our sessions, shooting pics and being involved with our restoration. I will be adding his name to the back of the instrument panel as he donated many of the instruments, along with our wheels.

It was his wish to not have any ceremony or service, but we will all have an opportunity to say something at this weeks BART session and maybe the General Meeting. Tom, will you forward this email on to the Chapter.

Bob



Board Meeting minutes are at: <https://chapters.eaa.org/ea44/newsletters/meeting-minutes> ??? Investigating...

Mission: EAA Chapter 44 is a tax-exempt 501(c)(3) organization of aircraft builders and aviation enthusiasts in the Western New York region dedicated to promoting aviation and encouraging participation in aviation-related activities. These include designing, building and restoring aircraft, education, advocacy, and youth outreach programs. We promote flying with high standards of safety in an environment that supports freedom, family, and personal fulfillment.



Lauren & some of the BART Crew



Lauren & Sharon



Lauren looking on as Earl, Vet, & Tyler work on the Baby Ace.



Art Thieme & Lauren Rosenthal. Great pic, great guys! R.I.P., gentlemen.



Jeff Paris, Art, & Lauren. Sadly, all three are departed.

Hangar Challenge Donor Revealed! By Gail Isaac

As Treasurer at that time, I was asked to fulfill a request and keep it under my hat (or wing).

We were offered \$10,000 toward our hangar fund if we could match it over 2 years, 2016 thru 2017.

We did and I approached the Donor to be able to disclose him and was told not until he passed on. It was Art Thieme.

Every time we reached \$1000, I contacted Art and he would send me a check for that amount. I went over one time and took my ledgers to show him and he was not interested. He did not want me to prove it, nor did he want to know who and how much.

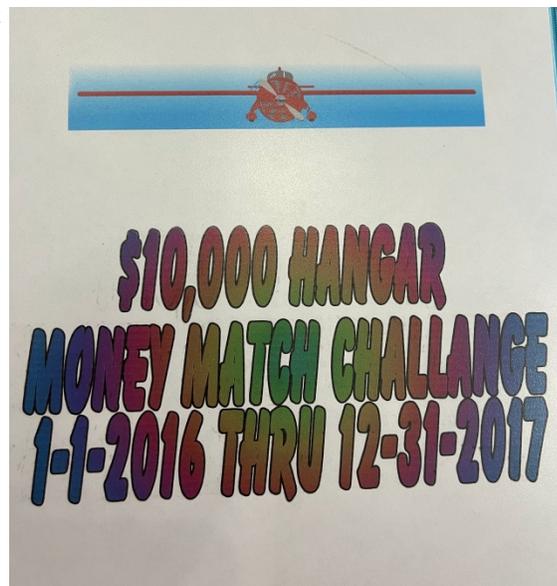
That was Art. He had complete trust in me reporting each \$1000. By 12/31/2017 you had reached deep into your pockets and we met his goal. We now had an extra \$20,000 to work with.

I can't put into words how sweet it was to work with him on this project.

When his health started to decline and he was brought to our meetings by his family, I always took the time to say hello and chit chat. I could see, as time went on, that it took him a minute to bring me to mind or maybe not but he always got a hug.

I kept my promise and now I can relax. Art is now "Forever Above the Clouds" and probably hopping in every plane he can fly.

My heart goes out to his family. You were blessed.



On January 24, 2024, your editor (me!) received an email from Sue Vicari, Art Thiemes's daughter:

Hi! I am Art's daughter Sue. Dad left a last article for the newsletter with a note that it was to be submitted after his passing.

Here it is. The final Old Goat

I've been interested in airplanes most of my life. I don't know where this interest comes from. Certainly no one in my family had any connection to airplanes. The earliest that I can remember is during my high school days. I used to build balsa flying models in the upstairs bedroom of 98 Barlett Street. The finished models were hung by strings on the ceiling. I never really flew any of them. I think I was afraid of breaking them. Also, there wasn't a lot of room in the house to fly them.

During high school we formed an aviation club called "The Progressive Aviation Group". The biggest achievement that I remember is that we had corduroy jackets made with the name on the back. Some old pictures show that we did go flying in what looks like South Park. And it must have been spring as the pictures show many landed in standing water.

I subscribed to two airplane magazines: *Model Airplane News* and *Air Trails*. I wish that I had kept all the issues. At model airplane shows these old issues sell for \$10. There were always plans in them that you could enlarge. I enjoyed doing that. I built a gas-powered plane called the Buzzard Bombshell. A few years ago, I built a 1/2 A powered model of this plane. I still have it. The engine of the original was a Brown D that I traded for something else. I'm sorry I did that because I love that engine. At that time all engines had ignition with coil, condenser and spark plug. There was a timer that you connected to the batteries that would limit the time that the engine ran. I never actually flew that plane. I'm still building planes and subscribing to model airplane magazines, although the planes today are mostly radio controlled and many are called ARFs – Almost Ready to Fly.

After high school, airplanes were put on hold for a while. I focused on marriage, college and family. Eventually I joined my friend Ward Donahue and his wife in a ground school class held at the RIT downtown campus. Yes, the campus was downtown, now where the City School District has its headquarters. In order to become a pilot, you had to pass a written exam about things like navigation, weather, safety, and theory. I can remember studying for this exam when I was at Penn State to get my doctorate degree. Talk about dedication. I passed the exam in the high 90s. My first flying lesson was 3/29/67. I flew in a Beech Musketeer out of the Hylan Hanger 3 on the Scottsville side of the airport. Compared to now, things were easy. You only had to contact ground control for permission to get to the active runway and then the tower for permission to take off. I remember taking lessons around 7am before work. This was a good time because there wasn't much air traffic and the air was smooth. I passed my flying test 10/31/67. My examiner was Ron Feldstead who later taught on my staff at Edison. At that time, I had about 40 hours of instruction. In the early days before controlled airports you could earn a license in probably 20 hours in a Cub or Champ. I see that I had about 20 hours before I could solo.

Taking lessons there I met a fellow by the name of Keith Bower. I think it was he who told me about an Aeronca Champ tied down in the infield grass and one of the partners wanted to sell his share. One thing led to another we became 1/3 owners each of a 1946 tail wheel Champ. The remaining owner was Stan "Ike" Izyk. Now all we had to do was learn how to fly a tail dragger. The Musketeer was a nose wheel plane. I checked the log and found that I had 3 hours of instruction, and I was Ok to go. I never had any real problems with that plane. Today you need a tail wheel endorsement to fly one. We flew that plane until Ike crashed it August 15, 1988, killing himself and injuring his daughter.

In 1975 I took gliding lessons at the Schweizer Soaring School and earned my glider rating. I highly recommend this experience, especially when you experience an engine out. I was a fair weather flyer, wings level most of the time.

Around January 1977 I bought a 1/3 share in a Piper Warrior. This was a modern low wing airplane, not unlike the Musketeer. The partners were two guys who worked at Xerox. In July 1977 I flew that plane to Broome County Airport and picked up my mother-in-law for a visit to Rochester. My daughters Amy and Lisa were along as passengers. I also flew up to the Thousand Islands to play golf. I landed on a grass strip called Paddock. I sold my share in May 1979. During this time, I was still a partner in the Champ. My longest flight was in August 1988 to Bennington, Vermont.

After the Champ was destroyed, I bought a 1/3 share of a Cessna 172. That was also a nice plane. Tom Sardou and Al Weaver were my partners. Sometime after that I lost my medical. Failed the flight physical. The examining doctor thought that I had experienced a silent heart attack. My cardiologist said that was not true, but the FAA made me go through so many tests that I just gave up my license. I sold my share of the Cessna.

What was left after that? You could fly ultra-light planes without a medical, so I decided to build one. It was a miniMax, mid wing, single seat, powered by a 277 Rotax of 28 horsepower. I started this about 1992 in the room that was once the girls' bedroom downstairs. I had to remove the windows in order to get the wings out of the house. It was finished in October 1994 and made the first flight on the 17th out of a field in Hamlin. A big help in building this wooden, fabric covered plane were Al Garlick and Earl Luce. They were part of EAA chapter 44, which I had joined in the early 80s. I flew this plane out of Hamlin and then Hilton, Hendershott field until October 2003. At this point, it was getting to be too much of a problem physically to get the plane ready, so I finally sold it to Bob Dart, who operates a flying field, museum, etc. in Mayville, NY, where I hope the plane is displayed.

I have been active in the EAA chapter for a long time. I know that I'm not the sharpest tool in the toolbox, but I have been fortunate to be able to associate with people more knowledgeable and skilled than I was. I was newsletter editor for 12 years, finally retiring in 2005. The chapter made me the project manager for building a replica Taylor Chummy airplane. The plane was manufactured in Rochester in the 1930s. Stan Teachman drew the plans and the chapter members helped to build it. It took us 5 years to build the plane, which is now hanging in the Rochester Airport terminal. This project was sponsored by the Geriatric Pilots Association. They also obtained a racing plane that was built in Rochester, called the Stoppelbeim/Ohm racer. It needed some restoration work, and the Geriatric Pilots asked me if I would take on the job. I looked at it and thought that the EAA chapter members could do it. The plane was in a heated garage structure at the Rochester airport and we worked on it for many months. The plane also hangs in the terminal.

EAA Chapter 44 has seen much growth with a new chapter home on the field of the Brockport airport. There are not many "old goats" left, but many new younger members.

You are all the wind beneath my wings.

Old Goat, really out



EAA Chapter 44 Calendar

Next General Gathering

February 20, 2024

Dinner @ 6:30 pm

Mark & Liz Scheda will be providing Italian Sausage with peppers and onions on a roll. Please bring a dish to pass.

Gathering is @ 7:30 pm.

Presentation will be by member Moritz Wagner on the construction of his Zenith CH 701

SAC Work Day - Saturday before General Gathering, 10 am.

Air Shows 2024

July 6-7, Greater Binghamton Air Show, Johnson City, NY

July 13-14, National Warplane Museum Airshow, Geneseo, NY

July 22-28, EAA Airventure, Oshkosh, WI

August 3-4, Rochester International Airshow,

August 31- September 1, Wings over Batavia

All activities take place at the Sport Aviation Center of Western New York, and are free and open to the public, unless otherwise noted.

Sport Aviation Center, EAA Chapter 44
44 Eisenhower Drive, Brockport, NY 14420
Brockport Airport / Ledgesdale Airpark
(7G0) 43° 10' 56" N, 77° 55' 1" W

Board Meetings
2nd Tuesday of the month

General Gatherings
3rd Tuesday of the month
\$5 Dinner 6:30 pm, Meeting 7:30 pm

BART - Every Wednesday 6pm to 9pm, everyone welcome!

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Director - Frances Englund Nov. 2024 fenglund@yahoo.com (585) 899-0487

Director - Richard Tandy Nov. 2025 rltandy23@gmail.com (585) 944-0568

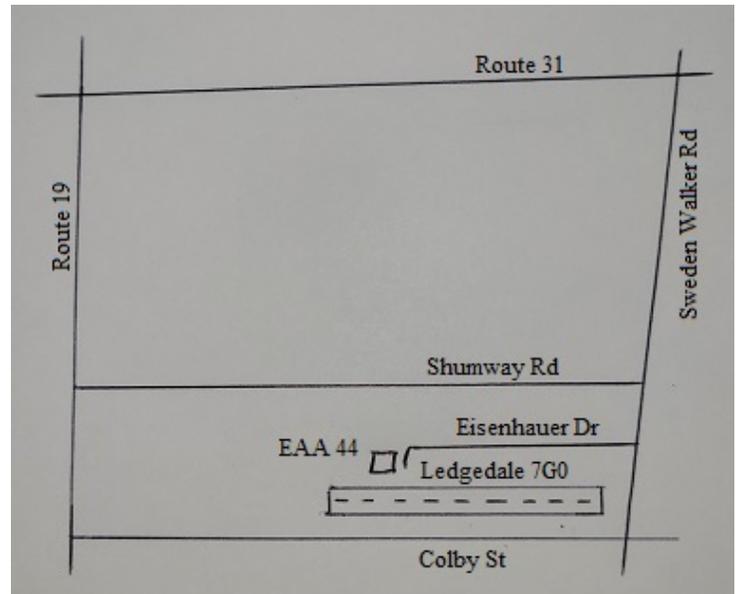
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Young Eagles Coordinator - Rick Tandy (see above)



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