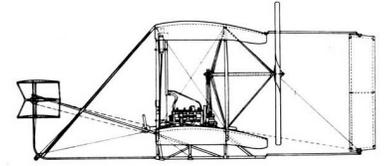




The Flyer



Volume 56, Issue 1

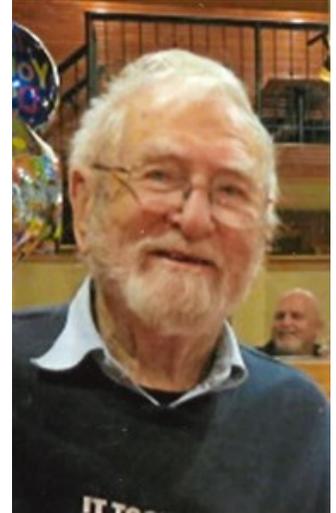
January 2024

Well folks, it is a brand new year, full of hope and promise! To counter that, however, we have to say goodbye to a longtime friend and member (since 1975!) of EAA Chapter 44. Our very own Old Goat, Art Thieme, passed away on January 2nd. From his obituary:

Eberhard "Art" Thieme

January 2, 2024, age 98. "It is what it is"

Predeceased by his wife of 65 years Audrey Thieme. Survived by his six children, Susan, Laurie, Cindy, Mark (Lisa), Amy, Lisa(Greg). Nine grandchildren, Nick (Kari), Jeffrey, April, Benjamin (Wendy), Daniel (Grace), Katie (Josh), Sara (Matt), Chris (Brenda), Joseph and 6 great grandchildren. Eberhard "Art" Thieme emigrated to the US from Germany at the age of five with his parents Walter and Hedwig. They moved to Rochester, NY where he attended schools #3 and #19 and graduated from West High class of '43. After a semester at Clarkson College he entered the US Navy and served on the USS Guam, CB-2 in the Pacific during WWII as a RDM2c.



After serving he earned a BS and MS from SUNY Oswego and a EdD from Penn State. He taught Industrial Arts for a few years in Piermont NY before moving to Rochester where he taught at Franklin and West High. He served as Director of Industrial Arts for The Rochester Schools and as Director of Secondary Education. He was head of the planning committee for a new Edison Tech and served as principal for five years, retiring in 1985.

He became an airplane aficionado starting in high school where he drew plans and built flying models. He was a private pilot, S.E.L. and glider certified. He was a long time member of the Experimental Aircraft Association and built and flew an ultralight MiniMax. He was also a long time average bowler with the Rochester School Master League, fished with friends, enjoyed his gardening (even though he never could grow corn). He traveled with family to most national parks in the US and Canada, and visited China, Egypt, England, Germany, and Austria.

There will be a private service for family only.

Donations in lieu of flowers can be made to: The Experimental Aircraft Association Chapter 44, Trina Kenney Treasurer, 27 Keystone Court, Brockport, NY 14420 or RRH Hospice, 330 Monroe Ave, Suite 400, Rochester, NY 14607.

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

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.

Editor's note: Being as Art Thieme was a member for a great many years, I am sure many of you have an interesting remembrance, anecdote, or some form of tale, tall or not. I respectfully ask for submittals of such stories so that I can add more to Art's life celebration next month. Also, any pictures, especially of Art and his MiniMax. I can scan photos if you can't. Let me know and we'll figure out the logistics. Thank you!!!

Musing about Art Thieme - by Elise Isler

About 27+ years ago, I attended my first EAA Chapter 44 meeting in the old "Club" house. I was welcomed, but except for Helen Rosenthal, I was about the only woman to ever attend, and it was about that time Helen could no longer attend due to health reasons. Pizza and wings were spread on the table and everyone joined in. It was enjoyable – even though I felt a little out of place ... I was not a pilot.

I attended the next monthly meeting. Again welcomed, somewhat... Pizza and wings were on the table and the meeting was held.

The next meeting - pizza and wings were on the table, the meeting was held, but there was a little bit of mumbling. Without really insulting me, I was beginning to realize women were not "appreciated" at the monthly meeting of "the good ol' boys" ... Art was head of THAT

...

Well, the next month I brought homemade cookies (to go with the pizza and wings). The next meeting, cookies again, and after that – as you can imagine ... "Where are the cookies?" And in not so many words, Art began to have a better feeling about me being at the meetings. I am not sure if it was just for the cookies or he was actually getting used to me. (Maybe a little of each!)

One year, Norm and I decided to host the August meeting at our home. We prepared the entire meal with the main course being Roast Beef on Weck (It's a Buffalo "thing" and I am originally from the Buffalo area.) Art was VERY gracious. As people were coming through the food line in the kitchen I was pointing out where the bathroom was if they needed it. I will never forget Art's comment to me ... "When I was here before we just went out and watered the bushes"! Well, I was a little "surprised" – but then again, it WAS Art!

As the years went on, Gail and other women joined the Chapter, the group built the Aviation Center and Potluck dinners became a regular ... not just pizza and wings! More women became active, the Young Eagles Program took off, and Art commented ... Maybe getting women involved wasn't so bad ...

I took it as a VERY high compliment when Art took me aside and personally thanked me for my involvement with the Young Eagles Program. As we know, he was a big supporter of the Chapter and of General Aviation. He was a wonderful "Old Goat" and he will be missed.

There are those of us whose interest in transportation extends beyond aviation. Shudder to think! Well, in my case, if it has an engine, I'm interested! Anyway, if you like airplanes, AND motorcycles, the Glenn H. Curtiss Museum in Hammondsport, NY, is having their Winter Cycle Therapy 2024 event on the weekend of February 17th & 18th, from 10:00 am to 4:00 pm both days. If you didn't know, Glenn Curtiss started with bicycles (hmmm, just like those Wright brothers), and progressed to motorcycles and then airplanes. He set a speed record of 135.4 mph in 1907 on a V8 powered motorcycle of his own design, including the engine. I remember seeing it at the museum. I don't think it had any brakes!

The link to the webpage about the event is : <https://glennhcurtisismuseum.org/events/winter-cycle-therapy-2024/>

Two Houses – Two Hangars – One Airplane
What To Do?

by Norm Isler

A tough question to have to answer!

After waiting just over two years, I got that phone call every airplane owner looks forward to getting for so long. “Mr. Isler, I am happy to tell you that you have FINALLY reached the top of our list. We have a hangar available for you if you still want it.”

YES! I want it! Now the question is, what do I do with it? The hangar and I are in central Florida, but the airplane is in western New York. What to do?

START AN ADVENTURE!

I was very fortunate that a friend wanted to use my hangar at Batavia during the winter, so I had an option allowing me to keep the hangar “Up North” occupied. Also, a friend who recently moved from Rochester to central Florida contacted me recently about finding a plane he could fly from time to time down here. Do I have a deal for you! And did I mention said friend is also a CFI, CFII, MEI, ATP, E I E I O? (And a few more letters after his name). He was also willing to fly from Genesee County Airport (KGVQ) to Winter Haven Regional Airport, (KGIF), only 914 nautical miles apart, with me. In other words, a second set of eyes, ears and most importantly, grey matter, to keep me from doing anything stupid by myself.

We made our plans. Each of us would fly from central Florida to Rochester to spend a few days with friends and family and then meet for the flight south. Airline arrangements were made and confirmed. I would fly up on a Wednesday, spend Thursday, Friday and probably Saturday tending to things needing attention in New York and we would leave Saturday, Sunday or Monday for the flight south.

WRONG!

Weather being what it is, once we started to execute our plans, we discovered we had but one window of opportunity to fly south. If we didn't leave first thing Thursday morning, we were going to be in New York for at least a week. And so, after arriving in Rochester at 3:30 Wednesday afternoon, 6:30 Thursday morning saw me loading the plane at Batavia and making sure we had everything aboard we needed. Brian arrived shortly after seven and we briefed our flight plan – Get out of here before the weather headed our way gets here! Wheels up just after 8:30 and south we went – with an almost 30 knot headwind. Fortunately, the further south we went the less headwind we faced.

Our first stop was Grant County, West Virginia, (W99). By the time we got to Grant County we realized there was no snow under us anymore and one layer of jackets came off. Half an hour to refuel and “de-tank” and we were off again. Originally, we planned to make three fuel stops but once underway the plane was performing well, and we felt good, so we modified our plans to only make two fuel stops. That gave us a three hour leg, an approximately four hour leg and a final leg (mostly in the dark), just over three hours. Next stop, Low Country Airport (KRBW) in South Carolina. Again, add fuel and “de-tank”. Now we need to decide whether to fly the last leg today as the sun was getting close to the horizon. It had been a long time since I did any night flying, but Brian was comfortable flying at night and confident he could keep me out of trouble so off we went.

We set the GPS for Saint Simon Island to keep us from going too far offshore into the cold, dark Atlantic. We were in luck that evening too. All the restricted and military operation areas were “cold” so we were able to just continue to fly with no deviations necessary. I should mention, we had Flight Following the entire route,

(continued)

starting with Buffalo Approach five miles out of Batavia ending with Orlando Approach when we called “Destination Airport In Sight” five miles north of Winter Haven. The only deviation from straight as we flew was near Shaw AFB in South Carolina when they thought we were getting too close to the departure end of their runway. A slight turn east and a short time later instructions to resume course. ATC was a big help, pointing out several aircraft in our vicinity and never seeming as though they didn’t want to deal with us.

We touched down at Winter Haven at 9:10pm, and again at 9:10 and 5 seconds later. (It was my first night landing in several years!) Everyone in our neighborhood (just outside the airport fence) had followed our progress on Flight Aware, but only Elise and one friend greeted us at the hangar as we taxied in. After all, this is largely a retirement community and landing after 9:00pm, well, most were probably already in bed!

I am thrilled to have made the flight as it is the longest cross-country experience I have ever had. We experienced almost every class of airspace available along the way and completed the entire flight without climbing above 5,500 feet. I am especially glad Brian was willing to make the trip with me. I like to “push my envelope”, gain new experiences and build self-confidence, but I like knowing that I have someone with experience and judgment beyond my own, just in case I get too close to the edge of my envelope. Thanks for flying with me Brian!

Sorry to say, I did not take too many photos along the way, so I am limited as to how many I can include but you will get a taste of our adventure with the accompanying photos and route map.

Conclusions after the flight –

Yes, I CAN DO IT!

I love GPS! (VOR, what’s that?)

I like “Low and Slow” Although in some conditions it may have been faster or smoother higher, I really enjoyed seeing the world go by below me.

Push yourself to new experiences. But have an appropriate safety factor on your side.

Enjoy the scenery but FLY THE AIRPLANE!

No autopilot in my plane so always pay attention.

I am looking forward to the flight back north come spring.

I love the airplane and it flew GREAT!

When you mention a Cessna 175, chances are someone will quickly tell you what a piece of junk it is. Ask if they ever flew one. The answer will be “No.” Ask if they ever owned one. The answer will be “No.” How do they know it is such a bad bird – “Well, that’s what I heard at the airport”. Find a 175 owner and they will tell you they love their airplane.

The 175 developed a reputation as “unreliable” early in its production run when pilots flew the geared Continental engine the way they “KNEW” it should be flown, NOT the way the engineers at Continental designed it to be flown. You need to fly it like you stole it. Cruise engine rpm is 3000 with a gearbox reducing prop speed to 2400 rpm. Slower engine speed resulted in low cooling air, low oil pressure and blown engines. Run it like Continental tells you to and the engine just keeps on purring along.

Now the only question is, who is going to be in the airplane with me on the way back?



Charging the navigation equipment before the flight :)



Flight apparel, early on at left, and later (and warmer) at right



At left:
Somewhere over western New York.
It looks cold down there!



Route of flight – KGVQ to KGIF

At right:
Hills!
No good emergency landing spot down there.



At left:
Taxiing in.
16B taxies up in front of her southern home, Hangar 290-4

EAA Chapter 44 Calendar

Next General Gathering

January 16, 2024

Dinner @ 6:30 pm

Tom & Eileen Henion will be providing Lasagna & Italian Bread..

Gathering is @ 7:30 pm.

Presentation will be by the FAAST's (FAA Safety Team) Gene Benson, "CFIT- A Fresh Look" (Controlled Flight into Terrain)

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!

Contacts & BOD Terms

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

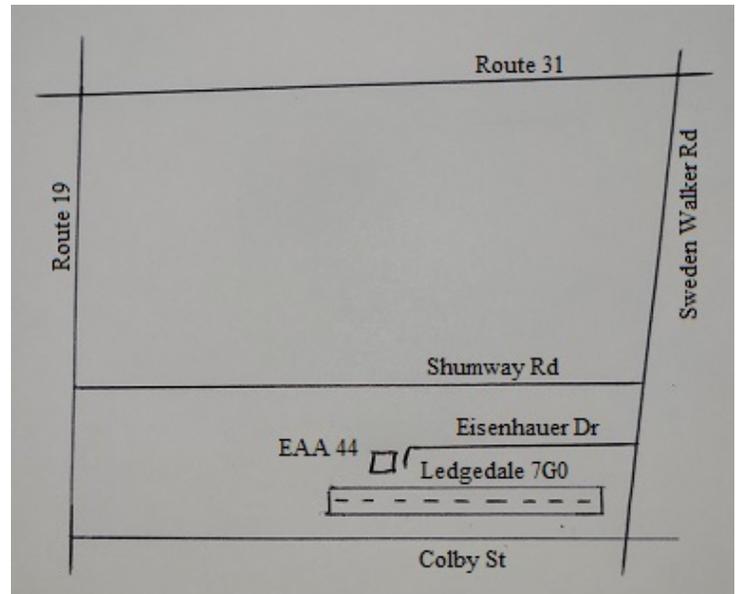
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Young Eagles Coordinator - Rick Tandy (see above)



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