



# The Flyer

Volume 55, Issue 5

May 2023

**CONGRATULATIONS** are in order for Chapter and BART Team member Calvin Maynard. Calvin is the proud recipient of a \$1500 scholarship from The Lyons Aviation Foundation towards his Private Pilot Certificate. Well Done, Calvin!



## Notice:

Gail Isaac is looking for volunteers to escort Young Eagles to their flight aircraft during Young Eagles events. Young Eagles event dates and Gail's contact information are on the back page of the newsletter. Thank you!

**Editor's Notice:** Please submit any articles, pictures, stories, etc., that you have for the newsletter by the first Saturday of each month. I know this fluctuates, as does the publication date, but if we can get in this habit, hopefully things will go smoother in the future. Thank you for bearing with my learning curve! Darryl

(Norm kindly asked me to run this notice again.)

## Rusty Pilots Program

For those who have already learned to fly, but may be a bit rusty at it, there is an upcoming Rusty Pilots Seminar on June 17, 2023 from 9:00am to 12:30pm at the Frederick Douglass / Greater Rochester International Airport (KROC). The presenter is our very own Norm Isler!

The Rusty Pilot Seminar is a great motivator for those that have been out of the airplane for a while and want to get back. It is also a great bit of recurrent training for current pilots, student pilots and anyone that just wants to freshen up a bit of their skills.

This session qualifies for WINGS credit. More information and registration link is:

<https://pic.aopa.org/events/item/52/3879>

Preregistration is strongly suggested. Seats fill up fast.

**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.

Hi All!

I hope you have all been well. Life has been a bit crazy, both inside and outside aviation!

With the weather starting to clear up, I am finally back in the skies. My instructor and I have been working on some refreshers, such as steep turns, but also some new skills such as VOR usage and soft-field take-offs. It feels like it has been too long since I have been able to have some flights back-to-back, so I am eagerly looking forward to the upcoming sunny months. In scholarship news, I was recently honored to be the recipient of the Aero Club of Buffalo: Fran Bainbridge Flight Scholarship. With the award, I will be able to continue my flight training!

As for my life outside of aviation, many of you know I do not like to sit still. With the weather being dark early in the day, and the atrocious weather, I decided to pick up a new challenge to keep me busy. Along with studying aviation, I also enrolled in a course to become an Emergency Medical Technician. A goal for myself in aviation is that I would like to work for Mercy Flight later down the road, so I thought a great way to get the ball rolling was to gain my EMT Certification. On Monday, May 1st, I passed my college final exam and on Thursday, May 4th, I passed my NYS Practical Skills Exam. The final exam I need to take is the National Registry for EMTs, which is how I gain my EMT badge and certification. I am looking to take the test this upcoming week (5/8 - 5/12).

It has been a wild, yet fun winter and spring, and I am looking forward to walking into summer as both a soon-to-be private pilot and EMT.

Hope you all have a great week!

- Sharon Reithel

**Reminder \*SPORT AVIATION CENTER OPEN HOUSE FLY-IN\***

Saturday June 10 10 AM - 4 PM Rain Date Sunday June 11

Pathway Into Aviation

Become involved in aviation for youth and adults.

Free and open to the Aviation Community & General Public

Aircraft & activities will show the fun of building, restoring, & flying airplanes for their recreational and educational value.

Baby Ace Restoration, Homebuilt, Restored, & Production Aircraft on Display or Fly-by's, Classic Car Cruise-In Parking, Grill Food (\$), FAMILY FRIENDLY

Sport Aviation Center of Western New York 44 Eisenhauer Dr., Brockport NY 14420 Brockport Airport/Ledgedale Airpark (7G0) 15 minutes west of Rochester

Sponsored by Experimental Aircraft Association Chapter 44



**Apple Blossom Pancake Breakfast 2023**

**Sunday May 21st, 7am-12pm**

All you can eat! Kids \$6, Adults \$10 Fly-in, Drive-in, Rain or Shine

Airplane rides, Helicopter rides, Kids activities, Displays & more!

Williamson-Sodus Airport, 5502 Route 104, Williamson, NY

[info@williamsonflyingclub.com](mailto:info@williamsonflyingclub.com)

## **BART UPDATE**

**by Bob Nelligan-Barrett**

We are making great progress recently with 75H Fury. The tail feathers have received their final coat of white, the ailerons are out for paint now, and the wings are to be done soon. We will have some Saturday sessions soon at the SAC (say THAT three times fast!) to prime the front of the fuselage outdoors and to cover it before June 10.

We have had two new young ladies join our team. Welcome Violet (YE Workshop '22) and Nina. Mark Scheda took them under his wing and taught them how to measure, cut, and shape aluminum for the storage compartment door. By the end of the evening, they had cleco-installed it. Mark taught Violet how to read the Aircraft Spruce catalog and ordered the parts for the door cam-locks.

The fuel tank has been expanded, filler caps and drain plugs installed, support straps primed and ready for painting. Brake pedals are being welded up, and tires donated by Earl Luce. We may use a pair of donated wheels we have in stock.

It is my hope that we are able to display the plane outside at the June 10 Open House, wings, tail and engine mounted, and instruments in the panel. The fuselage may be covered but not painted. None of it WORKS yet, but it will look like a new airplane.



### **Air Shows 2023**

**June 3 & 4** - "Greatest Show on Turf", National Warplane Museum , Geneseo Airport (D52)

**July 24-30** Oshkosh Air Venture

**August 12 & 13** - Rochester International Air show at Rochester Int'l Airport (KROC)  
USAF Thunderbirds are supposed to be there!

**Sept 2 & 3** - "Wings over Batavia" Genesee County Airport in Batavia (KGVQ), with day and night events!  
Check out: [wingsoverbatavia.com](http://wingsoverbatavia.com)

## **Scratching the Twenty-Seven Year Itch** **By Norm Isler**

Some of you may recall that for years, a lot of years, I have been interested in gyroplanes. Sometimes called gyrocopters, the correct term is gyroplane. Gyrocopters is a tradename owned by Bensen Aircraft, but often used generically, just like Kleenex.

At one time I owned a partial kit of a Benson B8M gyro, but after research I determined that it was not airworthy, and not financially feasible to make it airworthy, so it was donated to a museum.

In 1997 I had plans to purchase a RAF 2000 gyro, (once I figured how to finance it!), but that idea gave way to purchasing the Murphy Rebel Elite kit in 1998. (More on that project coming soon). The challenge with gyros is they are great “fun” machines, but not terribly practical for distance travel. I remember determining that with the RAF 2000, if Elise and I wanted to travel anywhere overnight, we would have to FedEx a change of clean underwear ahead due to the lack of luggage space in the aircraft. Notice, all of this so far concentrates on aircraft and not on training. Unfortunately, training can be difficult to find as there are a lot less gyro CFIs than fixed wing CFIs, and very few in the northeast.

Over the years, Elise and I have both taken demo rides in gyros at Oshkosh, but no formal training. Guess what I recently discovered – Florida has gyro CFIs! In April of 2022, we attended Benson Days at Wachula Airport (KCHN), the gyro world’s version of AirVenture. (But MUCH smaller!) This year we attended again, and we both took another demo ride. Rather than a side-by-side aircraft this time we were flying in a tandem seater. Elise LOVED the view, and I loved the handling. We also met a manufacturer’s rep / gyro CFI we like. We scheduled my first official gyro training two weeks later.

Training “close by in Florida” is a relative term. We are located at Winter Haven, (KGIF) and Herbie Lewis, my CFI, is based at North Palm Beach County Airport (F45). Although only 109.4 NM as the crow flies, that translates to almost 3 hours by car. We decided to make it an overnight trip so I could get in two days of training for one trip. We were also able to explore Palm Beach a bit, an area we had never been to before.

On the appointed day we met at the airport and briefed my lesson. Initially we thought we would fly for an hour, take a break, and then fly another hour but Herbie and I both felt cool and awake at the end of the hour, so we just continued flying. We began with a short flight just outside of the airport traffic area gaining familiarity with the aircraft; climbs, descents, tracking a curving road and turns about a point. Next, back to the pattern.

Being in a rotorcraft, we flew our pattern opposite the fixed wings and at half the altitude. Truth be told, we rarely got above 500 feet AGL, unless I got distracted and went above planned altitude, which happened “occasionally”. Day one we did about twenty takeoffs and landings. Up, down, up, down. Lather, rinse repeat. I actually started to get the hang of it!

Flying a gyro is just like flying a fixed wing. Only different! In addition to managing airspeed and altitude, you must always keep in mind the energy in the rotor. Remember, the rotor is not powered, so it builds energy quickly in descents, and takes time to bleed off excess energy once on the ground. And, of course, while in the air you want to be sure to maintain energy in the rotor as well!

Climb and cruise airspeeds are similar to light fixed wing, 65 – 90 knots. But take off and landings are different. After pre-rotating the main rotor to about 300rpm, holding full back stick, takeoff occurs very quickly. Then, you must push forward to remain in ground effect to build airspeed and rotor rpm, the energy you need if there is a sudden loss of power. Once at 65 knots, climb is swift and exciting!

Descents can be similar to fixed wing in that pattern speed is about 65. BUT you reduce speed as you descend so you land with almost no forward motion. Even more interesting is the vertical descent landing. Come over the numbers at or above pattern altitude, pull up on the nose to zero airspeed and drop straight down to about 300 AGL. Stick forward to pick up airspeed (and keep the energy in the rotors) until you round out (no real flare) to land with almost zero forward motion.

There are two ways to become certified to fly a gyro; either a Sport pilot Gyro Endorsement or a Private Pilot Certificate. The sport endorsement takes a licensed, fixed wing pilot about 10 – 15 hours of training. Once your instructor believes you are “proficient,” you fly with a different instructor and if he / she agrees that you are proficient you receive an endorsement allowing you to fly with Sport Pilot privileges in a gyro. At this point you can build solo hours and eventually get an official check ride from an FAA Designated pilot examiner to fly with all rights and privileges of a Private Pilot, Gyro.

We only planned for two days in Palm Beach, so not enough time to get a gyro endorsement on this trip, but as General Douglas MacArthur famously said, “I shall return!” Next year we plan to spend a few more days exploring the Palm Beach area, and in between exploratory adventures, I will complete my training and come home with a gyro endorsement.

Next adventure; how and where to buy a gyro!



At left, an ELA EVO, built by ELA Aviation in Spain, powered by 115 HP Rotax 914 UL Turbo , 122 mph. Above, Magni M-24 Orion, built by Magni in Italy.



## EAA Chapter 44 Calendar

### Next General Gathering

Next Gathering: May 16, 2023  
 Dinner @ 6:30 pm, \$5 donation  
 Randy Spurr is providing tacos for our meal.  
 Gathering is @ 7:30 pm.  
 Our presentation is To Be Announced (TBA) at this point. I assume President Tom Henion will send out an email when it becomes known.  
 SAC Work Day - Saturday before General Gathering, 10 am.

**EAA 44 Open House is  
 June 10, 2023**

**Young Eagle Workshop  
 Daycamp is  
 August 19 & 20, 2023**

**Young Eagles Events are  
 scheduled for:**  
**May 20, 2023**  
**June 24, 2023**  
**August 26, 2023**  
**September 23, 2023**  
**October 21, 2023**

**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 Monday 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,**

### **Contacts & BOD Terms**

**President - Tom Henion** Nov. 2023  
[the5onions@aol.com](mailto:the5onions@aol.com) (585) 317-8508

**Vice President - Randy Spurr** Nov. 2023  
[rspurr@rochester.rr.com](mailto:rspurr@rochester.rr.com) (585) 509-1585

**Director & Secretary- Stephen North** Nov. 2024  
[snorth59@rochester.rr.com](mailto:snorth59@rochester.rr.com) (585) 705-0462

**Director - Darrin Kenney** Nov. 2024  
[dkenney1@rochester.rr.com](mailto:dkenney1@rochester.rr.com) (585) 455-4301

**Director - Frances Englund** Nov. 2024  
[fenglund@yahoo.com](mailto:fenglund@yahoo.com) (585) 899-0487

**Director - Richard Tandy** Nov. 2023  
[rltandy23@gmail.com](mailto:rltandy23@gmail.com) (585) 944-0568

**Director - Richard Tandy II** Nov. 2023  
[tandysurplus@gmail.com](mailto:tandysurplus@gmail.com) (585) 820-1397

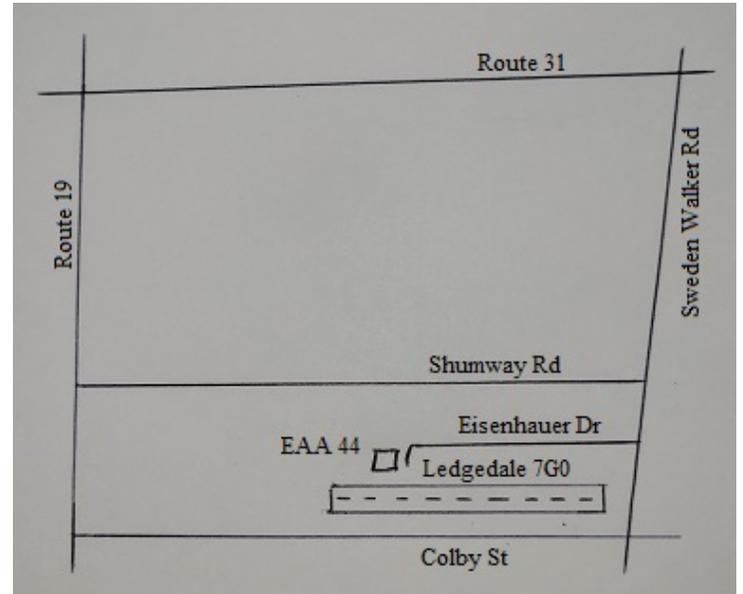
**Director - Peter Bonneau** Nov. 2023  
[peterbonneau@hotmail.com](mailto:peterbonneau@hotmail.com) (585) 298-1678

**Director - Joe Scanlon** Nov. 2024  
[jscanlon48@aol.com](mailto:jscanlon48@aol.com) (585) 721-6559

**Treasurer - Trina Kenney**  
[trina.kenney@gmail.com](mailto:trina.kenney@gmail.com) (585) 737-9279

**Membership Coord./Receiving Treasurer - Gail Isaac**  
[gisaac@rochester.rr.com](mailto:gisaac@rochester.rr.com) (585) 737-1205

**Young Eagles Coordinator - Rick Tandy** (see above)



**Building/Grounds Coordinator - Kevin Arganbright**  
 (585) 284-6304

**Baby Ace Restoration Team Leader / Historian / Librarian - Bob Nelligan-Barrett**  
 (585) 754-7263

**Flight Advisor - Jim Martin**  
 (585) 507-0245

**Technical Counselor - Jim Martin**  
 Earl Luce (585) 637-5768

**Newsletter Editor - R. Darryl Byers**  
[dbyers9@rochester.rr.com](mailto:dbyers9@rochester.rr.com) (585) 233-8015  
 or [newsletter@eaa44.org](mailto:newsletter@eaa44.org)

**Chapter Website - <https://chapters.eaa.org/eaa44>**

**Webmaster - Tom Henshaw, [rotaxtom@yahoo.com](mailto:rotaxtom@yahoo.com)**