

## Editors ramble – Editor

This is a great time of the year as bare trees blossom overnight, neighbors come out of winter hibernation to wander the streets and local parks. Aviators make their way to airports to fly airplanes that were dormant for the winter. Each flight adding adventures to their memory banks to be shared with those willing to listen the next winter.

As I write this the country is returning to normality with vaccinated folk not required to wear masks in some indoor stores and restaurants. This time last year we were expecting the mask mandate would be rescinded in the summer. How wrong we were.

I enjoyed Sun N Fun and I'm looking forward to Oshkosh. For those flying in there are several significant changes to the Notam. Three addition waypoints, Endeavor Bridge, Puckaway Lake and Green Lake will be used during times of extreme high volume of traffic.

Tune to Arrival ATIS (125.9) no later than 60 miles from OSH Airport and note arrival waypoints and runways in use.



## Chapter Treasurer required – Gail Isaac

Dear Members,

I have officially resigned as Treasurer of Chapter 44 after 7 years. It is time to pass the torch to the next person. I told the board last year that when I turned 75, I was resigning. I turned 75 on May 21st and stuck to my promise. I think they thought I was kidding.

If you can add, subtract, multiply and divide, you qualify for the job. I am willing to still do the banking and

check writing until our new treasurer is comfortable with the Quick Books accounting program. It is all set up and running smoothly. Entering details is not hard and then at the end of each month a reconciliation is performed for each of the 6 accounts after a balance is done to the bank statements. Quick Books does all the calculating. I will then take you to the bank, ESL, and take my name off. Entering the details will take about 5 hours a month or less once you get comfortable with the program.

Treasurer is an Elected position. You do not have to be a board member but will be required to go to the board meetings.

I am still willing to keep the kitchen running and be your Bottle Queen along with the gardening.

You may contact me with any questions and can come over to have me show you the program. When you are confirmed, I will pass the Chapter laptop over to you.

Thank you for all the confidence and support you have given me. I'll still be around.

Yours calculating Treasurer,  
Gail Isaac

Gail thank you for all your hard work keeping the books and accounts organized.

## May Mystery Plane

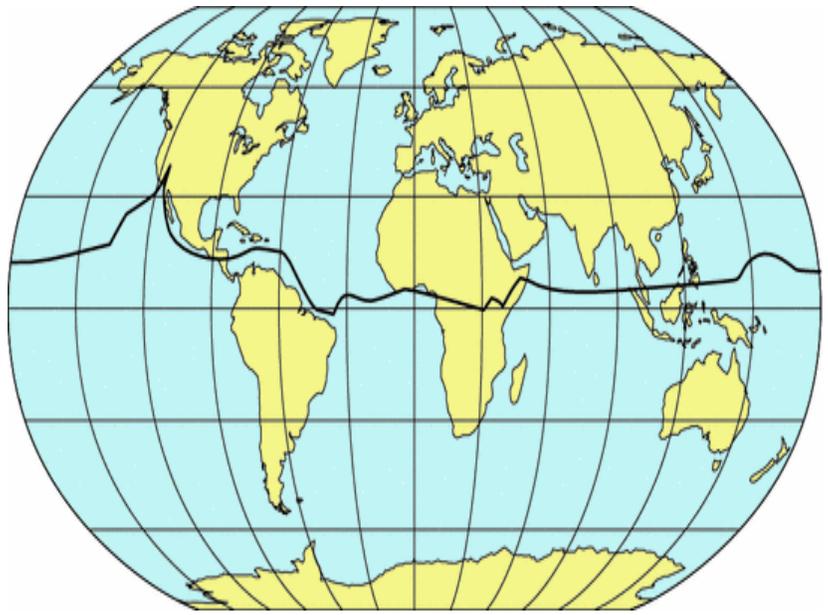


Three were built – Answer on page 5

## Voyager Journey – Keith Gordon (EAA Chapter 99)

**Day 1:** On the chilly morning of December 14, 1986, Voyager N269VA was at the end of Edwards Air Force Base 15,000' x 300' R/W 05R. Base personnel are using a hot-air blower to clear frost from the airframe. Pilots' Dick Rutan and Jeana Yeager settled into the confined space of the flight station. This would be home for the next 9 days. At 8:00 am the control tower gave the clearance for takeoff. Dick, at the controls, opened the throttles. Jeana called 75 kts then 85 kts. Calculated liftoff speed is 87 kts. Dick is feeling for lift. The wings are flexing up, then drooping. An observer beside the runway noticed the wingtip contact the runway. Mike Melville and Burt Rutan in a chase-plane also noted the wingtip contact the runway. Dick is watching the runway distance remaining markers and at 14,200 feet Voyager lifted off. He remained in ground-effect as long as he could while accelerating to 100 knots. A 180-degree turn put them on course to Hawaii. The chase-plane crew moved in for a closer look. Both wingtips had damage. The right winglet was fluttering, however increasing speed took it off with a large piece of skin, and then the left winglet came off. Closer examination from the chase-plane crew decided to let the flight proceed. Both navigation lights were gone. This could give trouble over hostile countries. 18 hours later, cruising at 5,000 feet at an average speed of 117 knots, they were over Hilo, Hawaii. The Omega navigator read the exact position coordinates, confirming its' reliability.

**Day 2:** Heading now changed to 258 degrees for Wake Is. Both engines still running, and airspeed gradually decreased to 107 knots during the next 18 hours. Wake Island is now below, and the Omega position agrees. A tailwind of 8 kts average has persisted. Dick and Jeana are changing position every 6 hours, with Dick doing most of the night flying. Engine oil is topped up every 6 hours by the off-duty pilot. Another 10 hours and the island of Guam is below. This is the front engine shutdown point. The airplane is too heavy, so the engine is restarted. 6 hours later it is shut down again, but 1 hour and 20 minutes later it had to be restarted for a climb to avoid weather. Weather radar is working well. They are approaching typhoon "Marge". Len Snellman at Mission Control has been watching the typhoon from weather satellites. He advises Dick to move closer to the core on the northern side. This should give them a good strong tailwind. They have to climb to 20,000 ft. which means breathing precious oxygen. They crossed the Philippine Is. chain at 125 W, 9 N at 57 hours into the flight, dodging weather most of the time. The attitude indicator failed on this leg. Jeana, working from the rest-space, managed to change this unit with a spare they brought and restore the auto-pilot function, which is in use 99% of the time.



*The 9 day around the world nonstop route*

**Day 3:** Penang, Malaysia is crossed over at 69 hours into the flight. The flight altitude varied considerably after descending when past the typhoon, but aimed to be no lower than 5,000 ft. Any higher altitude was starving their bodies of oxygen. An average 10 kts of tailwind was seen. Heading now changed westward to settle on 4 degrees N latitude.

**Day 4:** Dick is becoming concerned that fuel used was in excess of the flight plan. The airplane was only equipped with one sight gage in the header tank located between the cockpit and the front engine. All the rest of the 16 tanks are plumbed by clear plastic tubes to a terminal in the cockpit. Fuel transfer is accomplished with c/g and lateral balance in mind by unplugging the plastic supply line and connecting it to the header tank line. Don't forget, saving weight. No heavy selector valves. An electric pump and fuel flowmeter/totalizer are located in this line. The quantity transferred from each of the 16 tanks is recorded to ensure that all the fuel, a known quantity, is drawn out. The totalizer adds up the total used from tanks so far. This is the figure Dick is concerned with. During his rest-period, he notices a fine trail of air-bubbles flowing back to the last tank emptied through a small quantity of fuel laying in a low part of the line. Did this mean fuel was being syphoned back to the tanks?? He could see the flowmeter needle from a different angle while in the rest-space. The needle was not on the zero stop. A tap on the face of the gage zeroed it and the bubbles ceased. The totalizer had been adding a tiny false flow of air to the total drawn from the tanks. An accurate performance flight-test,

proved the airplane weight, and therefore fuel remaining, was on flight plan. Whew! Now they had the necessary fuel to continue with the flight. Colombo, Sri Lanka passes underneath 82 hours into the flight. Jeana discovers coolant fluid, used in the rear engine, on the floor. No explanation and no reappearance. It was on this leg across the Indian Ocean that Voyager passed the halfway point and broke the straight-line, non-stop, non-refueled distance record of 12,532 miles set by an Air Force B52H in 1962. Mogadishu, Somalia is reached 103 hours into the flight. They turn south to stay off the coast of this unfriendly nation. Turning onto the new heading at night, Dick notices a flash of light reflected off the canard. Looking back, he sees what appears to be a spotlight. He reported this to Mission Control, but, then realizes it is that “pilot trap”, the morning star, Venus rising.

**Day 5:** Occurred as they crossed the Equator and turned westward to cross the “Waist of Africa”. Passing Mt Kilimanjaro, over Nairobi, Lake Victoria and the Rift Valley proved a nightmare with towering cumulous and lightning. At one stage of the 2,200-mile crossing to the Atlantic Ocean, Voyager was flipped into a vertical bank, however it recovered without damage. They exited Africa at 4S x 11E, headed to Ascension Is.

**Day 6:** Crossing the African coast they were 1 hour ahead of the flight plan and had flown 14,163 miles, 451 air-miles more than planned. As calm conditions now allowed a performance check, this put them 50 lbs. of fuel behind flight plan. They had been cruising at 85 kts. with a groundspeed of 80 kts. Before reaching Ascension Is, they had picked up a 15 kt- tailwind. Good news changed to a fright. Dick was off duty and answering a “call of nature” when the rear-engine low oil pressure light illuminated. They had forgotten to top up the oil. It took a couple of minutes to add oil and Dick dressed again before the light extinguished. Ascension Is. to the East Coast of South America was deliberately kept south of the equator to avoid bad weather in the mid-Atlantic. Nevertheless, one updraft rolled the airplane nearly vertical, but no damaged was experienced. The cumulative effect of fatigue by the pilots and Mission Control was evident. As they angled northward, they stayed far enough from the coastline to avoid thermal and mountain wave- activity. It was time to reflect on the reliability of the rear Continental, liquid-cooled engine and constant-speed propeller. The combination had been running continuously at full throttle for 156 hours for the engine and the propeller being gradually reduced to 1850 RPM to maintain the speed schedule of 80 kts. The fuel flow was now less than 2 gallons/hour. Recife, Brazil is reached 156 hours into the flight. Turning northwest, they pass the mouth of the Amazon River. With the goal now in sight, everyone is anxious to speed up. At 30W longitude they are 7.5 minutes ahead of plan.



**Day 7:** Trinidad is reached 179 hours into the flight and 9.5 minutes ahead of plan, but only 20 lbs. ahead on fuel. Just after Caracas, Venezuela the power is reduced to 18” hg x 1900 RPM. The speed fell to 70 kts. At .55 C/L, the NAMP went to 5.0 nm per lb. gross weight. Lead fouling of the spark plugs became a problem. The decision was to increase power. This would eat into reserve fuel, but everyone felt confident they had it made. At 75W they are 18 lbs. (3 gallons) ahead after 19,783 nm of flight. Fantastic! Above planned altitude cruise because of weather and tailwinds account for the surplus. A decision had to be made, whether to cross Mexico with its mountains and strong headwinds or cross Costa Rica to the Pacific. They wanted to fly some extra distance to ensure they exceeded the FAI required round-the-world distance and get a more comfortable ride for the very exhausted pilots. Costa Rica won.

**Day 8:** Over the Pacific now with wind tending towards the South at about 15 knots would push them North at a good groundspeed, but not for long, as 270/15 became the average wind. Fuel that had been kept in the outboard tanks to relieve stress on the wing-roots while heavy was not flowing freely. The engine spluttered and stopped once. While transferring fuel, several hours later, the electric pump for the right side failed and the rear engine stopped for 4 minutes. Dick started the front engine. Jeana crawled under the instrument panel and replumbed the supply line to the left pump. After that they decided to keep both engines running at reduced power.

**Day 9:** Voyager arrived over Edwards AFB to a huge welcoming crowd. The official flight-time logged was 9 days, 3 min, 44 sec. FAI distance = 24,987 sm. or 21,713 nm. Fuel used = 6,796 lb. or 1,172 gallons. The flight plan had a 400 lb. reserve. They lost 109 lb. due to right wingtip fuel cap leakage and they landed with 324 lbs. in reserve. Had they not flown 1,455 sm. extra distance to avoid weather, deliberate extra distance and above optimum airspeed, they would have landed with 630 lbs. of fuel.

## Old Goat Musings by Art Thieme

I was in the doctor's office. The assistant was preparing to put drops in my eyes when I observed the tattoos on his arms. "Did they hurt?", I asked. "Not as much as shrapnel." What?! He was in the army as a medic in Iraq, riding in a vehicle



*USS Alaska (CB-1)*

when a bomb exploded, and he was hit in the upper body. He saw my WWII hat and asked what ship I was on. I said, "The Guam, a ship you never heard of." He said that he knew of the ship as his father was on the Alaska. The Alaska and the Guam were the only battle cruisers to serve in the war. The ships were



*USS Guam (CB-2)*

together often in the same battle groups. What were the chances of me meeting the son of a man who served at the same time and place in the Pacific?

I received my Covid shots at the Kodak parking lot. I was saluted 3 times by former servicemen who saw my WWII hat. I was surprised and honored. It does pay to be an old goat.

You have an engine go out on takeoff. What do you do? You have two choices: land dead ahead or try a 270 back to the runway. Depends on how high you were. I've always favored the straight ahead and between two trees where the wings would absorb most of the energy. Doing a 270 to the runway is possible if you can bank steep with a minimal altitude loss. The consensus seems to be 45 degrees is the optimum. Rod Machado and Barry Shiff agree that that is the most efficient, as a shallow bank takes so much longer to complete that you already lose more altitude than in a 45-degree turn. The downside is the possibility of a high-speed stall. It is suggested that you try the maneuver at altitude and see what happens. Many crashes happen on base to final when the pilot overshoots the runway trying to come back. I still favor straight ahead.

If you fly cross country today you will have GPS or a glass cockpit. The Champ only had a compass and a chart. No big deal flying to Vermont. Follow the thruway to Albany, cross the Hudson, go IFR to Vermont. Only problem was there was no railway to be found. Where were we? I knew we had to fly NW and did until we flew over a village. There was a central school visible, so I dropped to 200ft, flew around the building and was thankful that the town name, and not the mayor's name, was on the building. Found it on the chart and we were good. No school? You can always look for a water tower with a name. If that doesn't work, follow a road and try to read the town name. You could always land in a farmer's field or airport, if lucky. Just don't ask, "Where are we?" and look stupid.

In 1984 Wayne Mathis began making planes after a flying friend bet him that he couldn't make a good-looking airplane out of a tin can. He made a set of planes and sold them for \$10. Altogether he has plans for 50 airplanes made out of tin cans. In response to the pandemic, he decided to give back to the community and was offering for free his entire stock of 50 planes. Mathis said that more than 5000 people have built planes from his plans. Looking at some pictures, I can see that you might need some degree of skill. If interested, go to [bcair.com](http://bcair.com). AOPA PILOT May 2021.



*Pawnee*



*Quickie 200*



*RV7*

Eighty-eight keys, ten fingers. How do they do it?

Old Goat, out

## The C.H.3 Series 4 Skyjeep Wikipedia

The British Super Ace was developed from the earlier Chrislea C.H.3 Series 1 Ace, a high-wing four seat cabin monoplane with a tricycle undercarriage and two fins. The Ace had an unusual 'steering wheel' control arrangement which eliminated the conventional rudder bar. The wheel was mounted on a universal joint; turning it applied aileron, moving it vertically applied elevator and sideways the rudder. It originally flew with a single vertical tail but was soon modified with twin fins. The lone C.H.3 Series 1 Ace first flew in September 1946. The Series 1 Ace was powered by a 125 hp Lycoming O-290 engine. It was fitted with a tricycle undercarriage, which was unusual in this time period.

Soon after the company moved to Exeter, the first production aircraft, the C.H.3 Series 2 Super Ace flew in February 1948. This model was powered by a de Havilland Gipsy Major 10 inline 145 hp piston engine. Wing and tailplane were now metal structures, the span was increased by 2 ft compared with the Ace, and the fins were smaller and rounder. The control system of the first Super Ace was not well received and, as a result, that aircraft and all other Series 3 machines had a rudder bar. Construction was initiated on a production run of 32 aircraft, but only 18 Super Aces were completed and flown. Only 3 of these stayed in the UK; the rest were either immediately exported (12), exported after time in the UK (2) or worked abroad under British registration in the Near East (1). Super Aces flew in Europe (Switzerland), Africa (Gold Coast, South Africa), Asia (Japan, British Malaya, Pakistan), South America (Argentina, Brazil) and Australasia (Australia, New Zealand).

The final variant, taken from the Super Ace production run, was the C.H.3 Series 4 Skyjeep, first flown in August 1949. The Skyjeep had a tailwheel landing gear, a conventional control stick instead of the wheel and removable top decking on



*Cabin detail showing the unusual twin "steering wheel" controls jutting out from the instrument panel*

the rear fuselage. A fuselage stretch of 8.5 in improved the legroom and, combined with the accessible rear fuselage, provided a more flexible internal space. It was powered by a 155 hp Blackburn Cirrus Major 3 engine.

In all, three Skyjeeps were built and sold in Uruguay, Indochina and Australia. The Australian machine flew there with a 200 hp de Havilland Gipsy Six engine for a time, but has since been refitted with the Cirrus and is now flying in the UK.

Sales of the two types were disappointing and 11 of the 32 planned were either not completed or built but not flown. These were scrapped in 1952 when the company assets were bought by C.E. Harper Aircraft Limited.



**Specifications:** Capacity: 5 people, Wingspan: 36 ft., Length, 21 ft. 6 in.

Empty weight: 1350 lbs., Max. T/O Weight, 2,350 Lbs. Range: 400 mi.

Max. Speed: (145 hp, engine) 126 mph. Cruise speed: 112 mph. Rate of Climb: 750 fpm.

## Nose Dragger for Sale - \$750

Gail asked I include this interesting plane mover for sale in the newsletter.

\$750, One owner, reason for selling. They sold their plane. 😞

Call Brent Skinner 426-0092 or Amy Skinner at 766-2315. Local area code.

The picture is from manufacturer website.



## EUROPA XS TRIGEAR JABIRU 3300 - \$40,000

Jim Martin has completed 2 flights in the late Jeff Paris Europa. Jeff sadly never say it fly in the tri-gear configuration. Jim is impressed with the power and performance using the Jabiru 3300. 1300 fpm climb at 85 knts. The price is a bargain.

N127ZP is listed on Barnstormers <https://www.barnstormers.com/classified-1659078-Europa-XS-Trigear-Jabiru-3300.html>. It would be amazing if she stayed in the area. Contact Jim for details. (585) 507-0245



*Jim doing some ground test runs, setting the idle mixture and rpm*

Click the picture for short video of the engine running



## Massachusetts Bill to impose \$1,000 Landing Fee

Massachusetts state Sen. Julian Cyr, who submitted to the state legislature a bill to require a \$1,000 landing fee for virtually all general aviation aircraft, now says he has plans to extensively revise the bill when it comes before the relevant committee. The bill was proposed ostensibly to reduce carbon emissions generated by what he sees as "luxury aircraft owned by the ultra-wealthy."

"From feedback I've received from [aviation advocates] and others about the bill, it's clear that more exemptions should be included," Cyr responded. "Specifically, flights used for pilot training, sightseeing tours, and smaller Cessna-like airplanes and/or those registered in Massachusetts and owned by a Massachusetts resident."

Click the link to read the bill. <https://malegislature.gov/Bills/192/S2305>

## Young Eagles June 19th – Elise Isler

Fifteen students are resisted for the June 19<sup>th</sup> Rally. With the newest guidelines out, I think it will be on the honor system as to the wearing of masks. If you have been fully vaccinated it will not be necessary but please remember, you can still be a carrier even if vaccinated. Children are becoming more vulnerable and we do not want to be responsible for anyone becoming ill. We still have a couple weeks before I put out any definite mandates.

Thank you again for your help and cooperation. Great rally in May! Let's hope we have great flying weather again in June!

## Contacts

### President

Randy Spurr (585) 509-1585  
[president@eaa44.org](mailto:president@eaa44.org)

### Vice-President

Frank Grossmann (585) 305-0552  
[Vice-president@eaa44.org](mailto:Vice-president@eaa44.org)

### Directors

Frances Englund (585) 890-0487  
Tom Henion (585) 317-8508  
Darrin Kenney (585) 455-4301  
Steve North (585) 705-0462  
Rick Tandy

### Treasurer

Gail Isaac (585) 737-1205  
[treasurer@eaa44.org](mailto:treasurer@eaa44.org)

### Secretary

Tammy Mullen [secretary@eaa44.org](mailto:secretary@eaa44.org)

### Building/Grounds Coordinator

Kevin Arganbright (585) 392-2689

### Flight Advisor

Jim Martin (585) 507-0245  
Craig Ritson (585) 683-5356

### Technical Counselor

Earl Luce (585) 637-5768  
Jim Martin (585) 507-0245

### Webmaster

Craig Ritson [webmaster@eaa44.org](mailto:webmaster@eaa44.org)

### Newsletter Editor

Craig Ritson [newsletter@eaa44.org](mailto:newsletter@eaa44.org)

### Young Eagles Coordinator

Elise Isler [flyyoungeagles44@gmail.com](mailto:flyyoungeagles44@gmail.com)

### Baby Ace Restoration Team Leader/ Historian/Librarian

Bob Nelligan-Barrett (585) 754-7263

Chapter Website <http://www.eaa44.org/>

Chapter E-Mail [mail@eaa44.org](mailto:mail@eaa44.org)

## News around the Globe

### Craig Ritson

I am using Stewarts Paint systems to paint the RV. This waterborne paint requires at least 65 degrees Fahrenheit for three days to cure. I did not want to wait until June for warm weather to continue painting the RV. Jeff LaChausse was kind enough to let me use his heated paint booth in his garage.

Jeff, Earl and I moved the RV fuselage from Gaines airport to Hilton. The last rivets were driven with the help of my bucking partner daughter Lisa before tackling the painting.

I am pleased with the results. I will be adding a few stripes soon. The airframe is back at Gaines airport. I hope that's the last time it is moved by road.



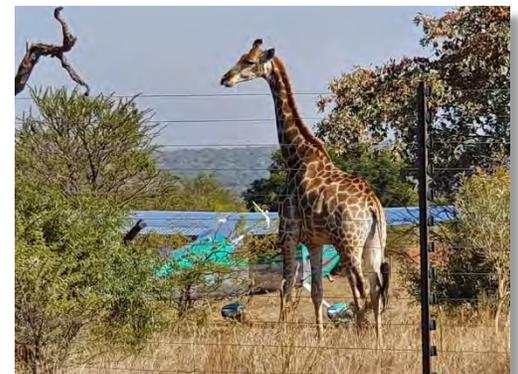
*RV-7A about to be loaded on a trailer*



*Lisa about to climb under the panel with a bucking bar*

### Karl Jensen

Karl our general meeting April presenter send these two photos of his Cessna 170 parked at the Tranquility Airstrip. I think we should save our dollars and experience the sights and sounds of Africa ourselves.



Please keep the articles coming. Send to [newsletter@eaa44.org](mailto:newsletter@eaa44.org).

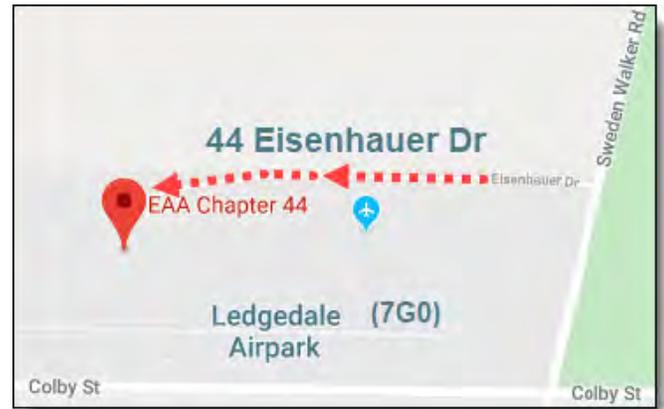
## Chapter 44 Monthly Activities

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

Check the [website](#) for scheduled activities already there

### Sport Aviation Center

44 Eisenhower Dr. 14420  
Brockport's Ledgesdale Airpark (7G0)



Chapter 44 members enjoying an in person gathering at the SAC



## His Day in Aviation

4 May 2005: Test pilot Didier Delsalle landed a Eurocopter AS 350 B3 *Écureuil*, c/n 3934, registration F-WQEX, at the summit of Mount Everest, the highest point on Earth, at 8,848 meters (29,029 feet).

The *Fédération Aéronautique Internationale* required that the helicopter remain on the summit for at least two 2 minutes for the landing to be considered official. Delsalle actually landed on the summit twice, staying four minutes each time. The flight set two world records for the highest take-off.

These records broke Delsalle's previous records for highest take-off, 7,927 meters (26,007 feet), set just two days earlier.

During flight tests to evaluate the practicality of the Everest flight, on 14 April 2005, Delsalle and the AS 350 set three time to climb world records over Istres, France. The *Écureuil* climbed to a height of 3,000 meters (9,843 feet) in 2 minutes, 21 seconds; 6,000 meters (19,685 feet) in 5 minutes, 6 seconds; and 9,000 meters (29,528 feet) in 9 minutes, 26 seconds.

## SAC 10<sup>th</sup> Anniversary Fly-in Update by Bob Nelligan-Barrett

Our celebration is less than a month off and I'd like to invite you all to attend. Let's see each other again! Most of our activities will be outside, and we will follow the CDC and NYS COVID Guidelines in place at that time.

As we had done with the Tri-Motor event, the Ledgesdale 50th and our Chapter 44's' 60th Anniversaries, we will need many volunteers throughout the day to park planes, cars, and classic cars; to work the grill line; to be greeters; and to occasionally sanitize the bathrooms. And most of all, we need pilots to fly their planes in for display.

If you are willing and able to help out, please contact me at [trailbossbob@icloud.com](mailto:trailbossbob@icloud.com) or 585-754-7263. Thank you to all of you. I look forward to your support of our first big Chapter activity in over a year.



**Saturday June 12, 10 AM- 4 PM**

Sport Aviation Center of Western New York  
44 Eisenhower Dr.,  
Brockport NY 14420 Brockport's Ledgesdale Airpark (7G0)  
(15 minutes west of Rochester)

**CELEBRATING 10 YEARS OF FREE AVIATION EDUCATION PROGRAMS AND  
ACTIVITIES OFFERED TO THE AVIATION COMMUNITY AND THE GENERAL  
PUBLIC.**

**Baby Ace Restoration, Flight Sims Available Homebuilt,  
Restored, and Production Aircraft on Display, Grilled Food (\$),  
Classic Car Cruise-In, **Family Friendly****

