

## Editor ramblings – Craig Ritson

My Homebuilt camping parking sign was printed, notam memorized, cheat sheets laminated, tent and clothes packed in the Sonex. This was the Sunday evening before Oshkosh Airventure week. I flew for an hour to verify everything was in order. The next morning, I was



Smiles after flying the Tailwind

dropped off at the airport at 6 am. Fuel and oil were checked again before I climbed into my trusty magic carpet which had taken me to Airventure twice. I pressed the starter, and the battery was stone dead. No amount of charging or jumper cables could coax the starter motor to turn the engine over.

I surprisingly found a replacement in Rochester, but in the eleven years since the original was purchased the dimensions had changed by a quarter inch and it did not fit the battery box. Earl and I manufactured a new battery box the next day, but after looking at the ominous Wednesday forecast, I decided to cancel the trip this year.

All was not lost as I spent the rest of the week working on the RV and got to solo Earls Tailwind. The performance is remarkable considering the original flew 68 years ago.

One of EAA'S goals is to introduce aviation to the youth. Anyone 18 and under is not charged an entry fee for Airventure. Millions of Young Eagles have been flown.

EAA 44 has played its part. Our junior members are getting their wings. In 2020 Tyler Mullen was awarded the Ray Aviation Scholarship and completed his PPL.

Our batting average is 100% with Jake Daly taking advantage of the Ray Aviation Scholarship this year. Read Jakes story in this newsletter.

Ivan Mofardin passed his Glider check ride in August and is preparing for his power check ride.

Dhruva Rana soloed in a glider in 2020 and has already earned several gliding badges and is close to going for his check ride.

14-year-old Wyatt Robinson, a chapter 44 EAA Young Eagles rider soloed a glider at Finger lakes Soaring Club.

The BART project has allowed the youth to learn building skills and patients. Well done, and keep the mission going.

Thank you, Trina Kenney for volunteering to take over the Treasurer role from Gail Isaac. Thank you, Gail, for keeping the books in good shape for so long.

After two years I am going to retire as your newsletter editor in December. We are looking for a volunteer.



Randy enjoying his first Airventure Trip. He drove all the way out there in his RV.

Maybe the next trip he will land on a on a dot

## Aug Mystery Plane



Built in NY – Answer on page 3

## Let the Learning begin – by Tyler Mullen

After earning my Private Pilot Certificate, I received many congratulatory emails along with nuggets of advice – fly with a second headset, don't get cocky, take someone with me (notably, my mother first). Insight came from a few emails that told me that my PPL was a license to learn and "the real learning can begin".

I was perplexed by this statement at first because I couldn't think of much else to learn. I learned how to handle an aircraft, plan a cross country flight with a pinwheel E6B and paper charts and had memorized many of the FARs that were required for me to pass my checkride. The only time I would learn something more is if I were to pursue a rating, endorsement, or a higher license.

Despite the many locations I flew into after earning my certificate, the thought of me learning something new didn't really pop up into my head. However, some recent experiences have changed that view. I had seen my fair share of bush pilot videos, imagining myself bouncing into an open field in a modified PA-18 or Cessna 170 with 29-inch tires and STOL mods. Unfortunately for me (and luckily for my parents) I don't have the money for said airplanes. Despite not being able to have the bush plane of my dreams, I can still get some grass on the tires.

I was put in touch with a CFI at Gaines Valley who owns a Cessna 150 and was willing to check me out in it and teach me how to fly out of grass strips. It was time to put the soft field checklist to use; and on an actual soft field! The 150 had the same procedure for soft fields as the 172, except it lifted off and climbed out at a slower airspeed.

I nudged the throttle forward to start taxiing but the 150 stubbornly refused to move. I added more power and it remained in place. The chocks were already off (lesson embarrassingly learned during my flight training) and there was nothing around us. I continued advancing the throttle, the little O-200 chugging away, nearing 1700 RPM, until the grass let go allowing the 150 to bounce forward like a cartoon jeep.

Lesson one, I need a lot more power to taxi than usual. I was around two-to-three-times the normal RPMs to taxi around. I lined up with the runway looking ahead, not a single piece of asphalt in sight. With flaps set at 10 degrees, I held the yoke back and went to full power. The engine put out all it could, the wings dipped around as we bounced along the grass, and I was dancing on the rudder to keep us pointing straight. With full back pressure I held the nosewheel off the ground for as long as possible. The 150 lifted off the ground but began to settle back as its eagerness to fly was higher than the airspeed was. I reduced the back pressure to lower the angle of attack and the 150 began to float once again.

Wheels free from the turf, I found myself equal with the tops of the hangars, holding the nose level until I had sufficient airspeed to climb out. I spent a few minutes in the local area getting used to the handling of the 150, especially in slow flight. It felt a lot lighter on the controls than the 172 did and it didn't require as much force in the yoke. The only downside was it felt underpowered, struggling to lift two people and 20 gallons of gas (already less than full) on 100 hp.

Even at stall speeds, the 150 was very snappy in its controls, making it perfect for a first-timer on grass. If I needed to move, this plane would do so. I set myself up for final at Gaines, but not in the way you would imagine. Greeting my approach were trees at the end of the runway, extending my touchdown point. With such a shallow approach, I would use a third of the runway before I rubber met terra firma; and, given the wet grass, I would have a much longer roll out.

I set the flaps to 30 degrees and held the nose up to make a very steep approach. As the wind hit the trees



The Cessna 150 is a fine training aircraft



Soft field conditions at Gaines. Note the 40 degree flaps.

it created many little vortices that did all they could to grab the plane and send it everywhere but the runway. I fought all the way down until I was below the tree line, the wind shifting to meet me straight down the runway.

Sinking faster than I was moving forward, I pushed the throttle to get some momentum to arrest my descent so I could flare out. Unlike the hard bite of pavement, grass dampens the touchdown and lets the plane roll into a landing. With light braking action I came to a stop, heart pounding in excitement at the realization of what I just accomplished. I took off and landed, but in a completely new way!

I made eight landings in total to make sure I had the skills down. I followed up by taking a 172, and my dad, the very next day landing in the same airstrip in the soft grass. Though it may not be a higher rating, I am learning a lot more since earning my private.

It truly is a license to learn. I did say my journey began when I had my first flight lesson, that I merely picked up a backpack with some tools, but I stand corrected. After earning my license, the journey truly begins.

My training, and ppl, are the basic tools to learn so much more - grass runways, short runways, high-performance aircraft, complex aircraft, tailwheels, aerobatics, etc. With some grass on the tires and the wind under my wings, I'm just getting started!



A stunning summer day at Gaines Valley with 'Gulfy' the trusted C-172

## Schweizer 1-26 – Wikipedia

The SGS 1-26 enjoyed a very long production run from its first flight in 1954 until 1979, when production was ended. The 1-26 is the most numerous sailplane found in the US. Schweizer Aircraft based in Elmira NY originally proposed the idea of a simple, inexpensive, one-design class sailplane at the 1945 Motorless Flight Conference

Paul A Schweizer was a proponent of the One-Design concept and the 1-26 as the aircraft by which to establish a one-design class in the US. He wrote:

The true measure of pilot ability and experience is usually shown by his final standing in a contest. What could be more indicative of this when pilots are flying identical sailplanes with identical performance. One design competition is the sure test of soaring skill.

The design was a success as a one-design and became the most popular one-design class in the world.

The 1-26 design gained weight through the evolution of the models, as the gross weight increased from 575 lbs to 700 lbs. Performance testing showed that there is very little difference between the models and that the one-design concept has been maintained throughout the aircraft's production life



A restored 1-26B

## Destination Sign Post – Norm Isler

As many of you may know, EAA Communities Director and Director of Chapters Charlie Becker invited all chapters to bring a sign to AirVenture this year to “show the way” from Oshkosh back to the chapter’s home. If you have ever watched the opening credits for the TV show M\*A\*S\*H you know what the signpost looks like.

Before packing and leaving for Oshkosh, Norm and Elise Isler prepared a sign for installation at The Blue Barn, home for chapter activities at Oshkosh. On Wednesday afternoon they visited the Blue Barn and installed the sign. Two eight-foot-tall poles were already filled with signs pointing in all directions. EAA 44 got the prime spot-on pole number three, right at eye level.

So if the course is 146\* magnetic from Oshkosh to Brockport, what course would you fly from Brockport to Oshkosh? (Please don’t forget variance, drift etc!)



Norm and Elise installing sign at AirVenture Oshkosh 2021.



Finished sign installed on third of three signposts



The shortest route is across Canada.  
Did you flying in Canada on a Basic medical is not permitted?

## Old Goat Blurps by Art Thieme

Thinking of the Olympics. I could not compete in an event. But then I thought someone has to come in last – I can do that! I couldn't even qualify. I admire the dedication and practice they have to do.

On my way to the July meeting, there was a grey overcast. The weather forecast was for thunderstorms and heavy rain starting around 5 pm. As I went west, it got darker and occasional raindrops appeared. It got darker and the rain become heavier. I don't drive at night or in the rain. The devil on my left should say, "You're a man, you can make it." The



F-35 Lightning II

angel on my right shoulder said, "You have to go back; it will be dark and probably rain heavily." I'm not IFR qualified and decided to return to base. Shortly after putting the car in the garage, the thunder and rain came. It was a sound decision to return to base. I'll be able to attend another airport meeting.

Does Switzerland need an air force? They are looking to replace their F/A185 and F-5's. Swiss voters were divided on whether the landlocked neutral nation should even buy combat aircraft. Last September, 50.1 percent of voters approved buying aircraft. The decision was made to buy F35's, the offer was for thirty-six F35's at a cost of \$5.5 billion. Approval will be made in 2022. The question is whether they really need this kind of plane.

During the cold war, the U.S. built a huge bomber, the B-36. It had six piston pusher engines and four jets added later. The plane could fly to Russia and back. The Russians feared it. It was called the

"Peacemaker." The piston engines were R-4360 Wasp Major consisting of 28 cylinders, with four rows of seven-cylinder engines mounted in a row leading to the name "corncob." It produced 3000 HP How did they time 28 cylinders? And inject fuel? The top speed was 435 MPH.

In the late 1940s, forty B-36's were in a squadron, but only five to eight were ever flyable. Four Peacemakers are still intact at the air force museums in Dayton, Ohio, Tucson, Arizona, Ashland, Nebraska, and Atwater, California.

Back in the days of black and white TV, when the hit show was Friday Night Wrestling, the British produced a series about two RAF squadron flying Spitfires and each tried to outdo the other. Every episode started with a song and played when they did stupid things like flying under a bridge.



Corvair B-36 Peacemaker

The song is The Bells of Hell. Sing along with me:

The Bells of Hell go ting-a-ling-a-ling,  
For you but not for me.  
And the little devils have a sing-a-ling-a-ling,  
For you but not for me.  
Oh death where is they sting-a-ling-a-ling,  
Oh grave thy victory?  
The Bells of Hell go ting-a-ling-a-ling,  
For you but not for me.

I warned you! I now have twenty-one 2022 calendars. Many from organizations I have never heard of. I must be on many sucker lists. They will be available for you at the September or October meeting, in time for you to wrap them for Christmas.

I got a call for jury duty. Would you want this old goat on your jury?

Old Goat, out

## Chasing the Dream Jake Daly

Some of you may already know me but for those who don't my name is Jake Daly, and I joined the chapter last December. I have an older brother and sister, Tyler, and Leah, as well as my mother and father, Kelly, and Scott Daly, we have lived in Clarkson for 18 years.

This year I am going to be a senior at Brockport high school as well as Freshman at SUNY Brockport as a part of their 3-1-3 program to get college credit during my senior year of high school. I joined Chapter 44 last December, and since I have been volunteering for EAA with the Young Eagles program. I also have been helping out at B.A.R.T. to help in the restoration of the baby ace, the B.A.R.T. program has helped me realize an avenue of aviation that I didn't know existed and that I have found a new appreciation for. I started my flight lessons around the same time I joined EAA last December, I currently have around 25 hours as of writing this. I recently soloed on July 20th at the Canandaigua airport. This week I have completed two more solo flights at the Rochester Airport.

On the actual day of my solo, I did not know until that morning that it was time for me to go up alone. We flew out to Canandaigua because Rochester had runways closed, and many of the taxiways were also closed. On the way out there, I was able to text my dad who was able to meet us out there in time for me to go up. After doing a couple of practice landings it was time; my instructor got out of the plane and walked away to stand with my dad. It was at this moment that the realization that I was in a plane by myself and I had to fly alone really hit me; I had an "oh crap" moment. That feeling left me pretty quick as I started taxiing out onto the taxiway and muscle memory kicked in and I felt comfortable with my abilities. As soon as I took off for the first time, I realized how much having another person in the plane affected how it handles, it felt like it was essentially taking off on its own. My first landing came and went and all of a sudden two planes came into the pattern with me, one in front and one behind. At the same time the horizon became blurry with haze, but I could still see the runway and landmarks I recognized from previous flights. After coming in for my second landing the two other planes stopped flying in the pattern, so I was alone for my last loop. And just like that it was over just as fast as it began, yet the memory of my first solo is not something I will ever forget.

- I am so thankful that I got to share this experience with so many people who have given me so much support over the course of my flight training and time at EAA



*Jake all smiles after his first solo*

## Earls Buttercup gets an engine upgrade

Earl had to abort a takeoff in front of many spectators while leaving the Bethany airport hotdog day. It was a hot, humid high-density altitude afternoon, but he had just watch Jeff's 150 HP Buttercup leap off the ground. Something had to be done fast. A recently overhauled 140 HP Lycoming O-290 D2D was lying in his hangar waiting for an airframe.

The old engine came off and sold for a fistful of cash to a chapter member who had an unfortunate prop strike. The angle grinder cut up the old mount and a new engine mount was designed and built. The old engine was The next task is to build a new cowling.



O-200 removed



New Engine mount



O-290 installed



# Young Eagles August 7<sup>th</sup> 2021 - Elise Isler

August 7, 2021 – What a WONDERFUL day for our Young Eagles program! 9 pilots, 30 students and their families and 26 volunteers! It proved to be a great day for flying. Thank you, weather “controller” Lauren Rosenthal (with a little help from Mother Nature) and weather briefer Dave Hurd! We also had a fantastic cookout with hot dogs, hamburgers, and Italian sausage. Many kudos to Trina Kenney for standing by the hot grill cooking and serving all the meats! No need to go to the sauna.



Dave Hurd

Even though everyone wore masks in the Sport Aviation Center (new Covid regulations) – smiles could be seen inside and out on the faces and in the eyes of students, families, AND pilots! We have received many thanks and many donations for Chapter 44. I thank you all in return.

Special thanks to our Civil Air Patrol volunteers, Jonathan McGarvey, Benjamin McGarvey, and Bill Holland who helped escort the families safely to and from the airplanes as well as our members, Randall Hickenbottom, Betty Ann Manganello, Tyler Mullen, Darryl Byers, Nick

Humphreys, and Christopher Koch. I hope you all got your “steps in” for the day! I know I did!!

Working at the cookout were Ginny Byers and Jim Weinkauf. Linda Tandy was our Load Master and Jim and Cathy Carpenter spent the day helping me in the Great Room cleaning and setting tables AND cleaning bathrooms after every briefing (Covid regulations!). Certificate coordinator, Bill Shaw was busy at the computer printing certificates and making sure the certificates and logbooks were ready for pilots to sign.

Of course, this program could exist without our wonderful pilots: Norm Isler, Dave Hurd, Mike Kuyt, Rick Tandy, Randy Spurr, Willy Mattocks, Frances Englund, Bryan Mettler and Rick Ermer. Many thanks for all your generous donations and for providing this wonderful experience for our youth. Also on the flight line were Jerry Isaac and Bob



Frances Englund’s Cherokee prepped for a YE ride



Randy posing with a happy young lady

NB directing the airplanes and keeping everyone on the ground safely out of the way of moving aircraft.



Norm handing out a Logbook

Anyone who has not participated in one of our rallies is always welcome as a volunteer or just to come enjoy the day. Our next rally is September 11, weather permitting. Wheels up at 11:00. Anyone who has not volunteered and would like to do so please contact me so I can add you to my mailing list.

As always, thank you for all you do.

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## News around the Globe

### Ivan Mofardin

Congratulations to Ivan for passing his glider check ride. The Designated Pilot Examiner (DPE) was EAA 44 member Jim Martin. Ivan has flown several gliders including single-seaters.



### Jeff Brooks

Jeff had to make an emergency landing in his Fokker DVII replica after the engine quit. He was in the patten at Geneseo, and no harm was done. Jeff is having challenges with the modified carb and suspects carb icing was the cause.

Visit the National Warplane Museum in Geneseo for a tour of this and many other historic aircraft including Memphis Belle.

Visit Jeffs website for a captivating story on his build at <http://www.theaerodrome.com/forum/showthread.php?t=24887>



### Peter Bonneau

Peter recently completed a builder assist annual on his pretty Aeronca Chief at the Geneseo airport where his aircraft is based.



Send articles to [newsletter@eaa44.org](mailto:newsletter@eaa44.org)..

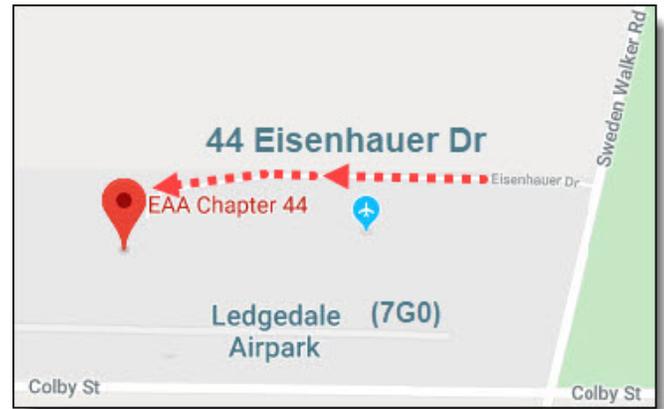
## Chapter 44 Monthly Activities

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)



Lake Erie sunset from the Sonex



Mercy Flight helicopter outside the SAC – Photo by Tyler Mullen

## His Day in Aviation

21 August 1944:<sup>1</sup> The first of two Grumman XF8F-1 Bearcat prototypes, Bu. No. 90460, made its first flight at Bethpage, New York, with Grumman's Chief Engineer and test pilot Robert Leicester Hall at the controls. The Bearcat was a light-weight high performance interceptor, designed to operate from the U.S. Navy's smaller aircraft carriers. It used an air-cooled, supercharged, 2,804.4-cubic-inch-displacement (45.956 liter) Pratt & Whitney Double Wasp 2SC13-G (R-2800-22) two-row, 18-cylinder radial engine, an uprated version of the engine used in its predecessor, the Grumman F6F Hellcat.

The R-2800-22 engine was rated at 1,700 horsepower at 2,600 r.p.m. at Sea Level, and 2,100 horsepower at 2,800 r.p.m., for takeoff and Military Power.

The Bearcat was 20% lighter than the Hellcat. It was 50 miles per hour faster and had a much higher rate of climb.

The Bearcat had a top speed of 336 knots (387 miles per hour) at Sea Level, and 388 knots (447 miles per hour) at 28,000 feet . The airplane had initial rate of climb at Sea Level of 4,465 feet per minute and it could climb to 20,000 feet (6,096 meters) in 8.4 minutes. Its ceiling was 38,200 feet.

