



November General Election

During the October 2020 Board meeting it was decided that due to the current Covid19 restrictions, and to ensure that all eligible members of Chapter 44 are able to participate, the annual election normally held in person in November will be held by paper ballot. All eligible voting members/households will receive the appropriate number of ballots mailed to their home. There are five vacancies for the new term and your Board of Directors asks that you consider joining us! If interested, or know someone you would like to nominate, please notify the secretary at ea44secretary@gmail.com or any board member **NOT LATER THAN** October 30th.

Ballots for the election will be mailed to eligible members the November 2nd and responses need to be postmarked **NOT LATER THAN** November 11th. An announcement will be made at the November 17th general meeting with the names of the newly elected board members. Join us on October 20th during the general meeting for further information and/or to ask questions or.....announce your candidacy!

VP Corner High Density Airport Operation

by Frank Grossmann

About 10 Years ago I decided to purchase an airplane again. I used to own a Cherokee 180 that was on lease-back to Bill Law Aviation. Naturally, like a comfortable pair of shoes, I was once again looking for another Cherokee 180. While searching I came across a Cherokee 6 for sale at Western NY flying club which was based at KBQR (Buffalo-Lancaster Regional Airport). I thought that is only an hour away, but I did not know much about that type.

After doing some research I found that running out of fuel and operation in high density conditions constituted a major percentage of the accidents for that type.

After purchasing the plane, I got some training from CFII Bob Smith, Thanks Bob! He was familiar with the plane and gave me some training in operation at max gross weight, fuel management and signed me off for the high-power endorsement. One envelope we could not train for was high density operation at max gross weight. For that, I would need a high-altitude airport within a reasonable

flying distance of Rochester and some co-operation from mother nature.

I decided during this summer of our discontent that on the next hot day I would make a trip to a high-altitude airport where I could experience how she performs in those conditions. I decided I would fly down to KHSP (Ingalls) Altitude 3793 feet, near Hot Springs, Virginia. I believe it is the highest public use airport in the east. It is a beautiful field that sits on top of the Appalachian Mountains. You can see it from a long way out.

The temperature was near 90 and the density altitude was over 6000 feet. That is a personal DA record for me for a takeoff. I was not able to make it a max gross takeoff as it was just me some luggage and 500lbs of fuel, but the extended takeoff run was still noticeable. I have a feeling the performance drops off very quickly with added weight. Still, it was an extremely comfortable takeoff. I will have to try that again sometime with more passengers.

If you ever go decide to go down, make a side trip to see the Green banks radio telescope tour. It is the world's largest single steerable radio dish and easily recognizable from the air!



Now, the conclusion of last month's "Did My Plane Crash in the Bahama's" article.

I played it many times and heard 3344w as the callsign of the plane that crashed. After researching the article, it mentions 3244w, which is also a Cherokee six! Even as I listen to it now it sounds like 3344w to me but as I am getting older, I would like some younger ears opinion. Maybe our "old goat" who is someone with greater experience than me can give me an opinion, how about it Art??



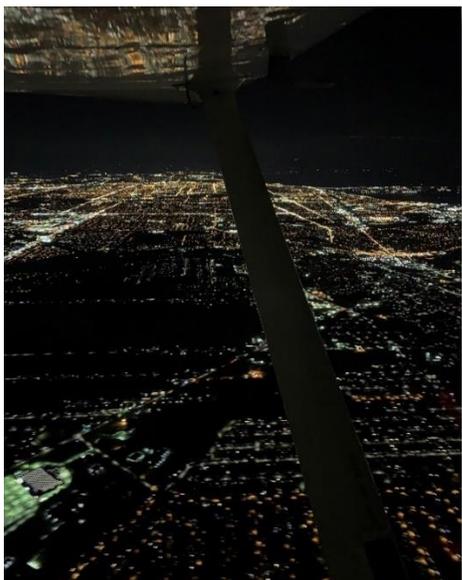
'Tale'-winds (Part 5) by Tyler Mullen

Niagara Falls has special air traffic rules which allows pilots from America to cross into Canada and fly a lap around the falls. I flew to Niagara Falls for my night cross-country, booking an extra hour so I could fill the FAA's requirement of ten full stop night landings.

The flight to Niagara was smooth, with unrestricted visibility across the uniform darkness that was the land and the sky. I could see the lights of Buffalo from Rochester soon after I took off. I used the bright city lights to determine if I was going off course in between checkpoints.

Checkpoints are a different challenge for night flying as you cannot pick a tower or a racetrack as a checkpoint,

because you can't see anything on the ground that doesn't have a light. You could pick a tower as a checkpoint, but it's very difficult because the small flashing light of said tower can be confused with other small, flashing lights that dot the blackness. The ground at night twinkles and looks just like the stars above. I contacted Buffalo Approach and



Buffalo on route to Niagara Falls

requested a "lap around the falls" to which I was given a set of parameters to follow and a frequency to use.

Entering the clockwise pattern around Niagara Falls is like entering a non-towered airport, with a few "extras". You report your distance from the falls, say your altitude, and announce the number of times you'll go around.

At night, the topography beneath is black, adding the additional challenge of discerning farmland from water. After a thorough inspection, I noticed that land isn't completely black, but a very deep shade of gray while water is completely black. It's a very fine line, and one that you can make out from the air if you look hard enough. I followed the river and watched as the falls came into view, leaving the American side behind - no passport required for this trip!

Once we were over the top of the falls, my instructor took the controls and rolled the plane so I could take a few photos of the electric blue water, one of the many colorful attractions, easily identifiable from above.

From there, I flew to the Niagara airport, coming to a full stop on the runway and pleased that this night landing was a huge improvement over my first at ROC.

The runway I used at Niagara was six-thousand feet long, so I had plenty of space to takeoff again. Once airborne, I learned there was another aircraft from my flight school returning with us from the falls. Buffalo Tower asked us if we were racing.

Back in Rochester, I entered the traffic pattern for runway 22 because it was longer and gave me room to land, come to a full stop, and take off from that point to record another landing. It was just like my first couple of lessons in the sense that I was working the pattern, flying circles, but this time it was a longer runway and at night. I was able to meet my required night landings before I taxied back to the ramp and shut down the airplane.

Now that I am night current per FAA regulations, two of my cross-country flights have occurred with part of them during the night hours. I've flown cross-country flights to Oswego, Ithaca, Buffalo and Niagara. In the next couple of weeks, weather permitting, I will fly my first solo cross country, pushing my hours closer to forty, though I might go over that a bit (which is okay by me because that



Rochester during a cross country to Oswego

means I get extra time before my check ride).

It's been difficult scheduling those extra flights since September as my time is limited since school has started.

I've been studying as much as I can, prepping to take my FAA written exam while balancing academics and work. My teachers think it's cool that I've started working towards my PPL (thanks for spilling the beans at Virtual Open House, Mom and Dad).

Old Goat Thinking by Art Thieme

I have no problem social distancing because most of my lunch and card group friends are no longer with us. Three departed a few weeks ago. One was a navigator in a B-17 that was shot down and he was a POW. He was 98 when he died. My WWII Navy crewmate passed away at 93. A colleague, an elementary school principal and superintendent of the city school district, left us at 95. He was a B-26 pilot. Not many are left, and those that are do not go out in groups. They are all in the high-risk group. You know you're old when you have more doctors than friends.

The Chapter 44 luncheon meeting went very well. The weather was great, and it was good to see each other after a hiatus of several months. My only regret was not accepting the offer for a plane ride. I'd like to copilot the six around. A member brought a portable grill that I liked so much that I went out and bought one.

Staying at home and going through saved stuff brought forth some interesting things. I found my first year, 1949, teaching contract. It was for \$2,800/year. Five years later my salary was \$3,800. I bought a 1950 Plymouth station wagon for \$2,060. Doesn't seem like much, but it was close to a year's salary. I also bought a camera for \$125 (about 2 weeks salary). It was a Rolleiflex which was a great camera. I took hundreds of pictures with it, many from my airplane. I developed and enlarged the pictures in a modified dark room with no sink. I still have that enlarger.



Rolleiflex camera

I bought a registered dachshund for \$45 in 1951. I look in the paper now and see that dogs go for hundreds of dollars. That dog gave me 5 puppies and I kept 2. I found the receipt for my Gateway computer bought in 2003. I still have the computer. Now you know why I don't do e-mail, etc. Also, hard to read the screen.

What ever happened to Canadian quarters? It used to be that you would get them in change, and no one wanted them. My daughter says that people seldom get any change anymore. Charge it.

It's never over until it's over. (Yogi Berra) and It is what it is.

Old Goat, out

P.S. I now have 58 calendars for 2021.

Chapter Picnic First Gathering Since March by Jimmy Olsen

Chapter 44 took its first baby steps into "unpausing" after the New York State lockdown in March. BART resumed weekly meetings because their group size was ten or less.

This month we tried a larger "Socially-Distant Chapter Picnic," which was quite successful in several ways. First the weather started off chilly and CAVU, though by mid-day we were peeling off our outer layers. It got warmer, but still severe clear skies.

Around twenty members attended, most drove and 8 planes flew in, including Bill and Liz King from Chapter 46 in Buffalo. They joined us, then flew back to their Chapters Fly-in Pig Roast. Thanks for coming Liz and Bill.

Everyone brought their own food, drink and utensils. Most wore masks, those that didn't kept their distance. Everyone got along and it was nice to catch up with each other.



Chapter members enjoying the warm weather and in-person meeting

Owning an older airplane by Norm Isler

Owning an airplane old enough to collect Social Security can be both a thrill and a challenge. My Cessna 175 is a 1958 model, so that makes the plane 62, old enough to collect Social Security (but unfortunately still not collecting).

I bought the plane in June of 2019, participating in a fairly complete owner assisted pre-buy inspection and annual. Both were performed in the hangar of the seller at a small grass strip in Pennsylvania, just south of Binghamton NY. Our intentions through the process was to verify the basic integrity of the engine and airframe. Generally, all was in good condition, but I strongly suspected the next annual would be a bit more involved.

Unfortunately, due to covid this year, Boshart Aviation is not allowing the usual owner assisted annual I have done with them in the past. It was all on them with a few quick visits from me. Not surprising to me, they found a lot of issues. Most were minor and took less than 15 minutes each to correct; a fuel line or wire not secured against chafing - add a wire tie or a spacer, a worn bolt - replace. All told, the old girl was in pretty good shape.

When I bought the plane, the panel was pretty

much 1958 original. Along with the annual I planned to update the panel from "Cessna Shotgun" (put instruments wherever) to a modern six pack. Also, two of the instruments (horizon and directional gyro) were of questionable value in flight. The bearings on the DG didn't "bear" right and so the heading moved in 10 - 20-degree increments - when it moved. And the gyro horizon precessed rather badly so you really didn't know what your attitude was in a left turn. I replaced both instruments with new(er) editions and moved them all into a "standard six pack" configuration.

Removing the old instruments (the horizon looked to be almost as big as a Norden Bombsight) cleaned up the panel and reduced the weight of the panel by almost 8 pounds! The plane flies great and the instruments are a pleasure to behold. I have moved the plane from state-of-the-art technology - 1958 to about 1980. Progress is being made!

Pictures show the basic panel with the cosmetic cover off. I just completed modifying the cover, and once fit is confirmed it will get reinstalled, painted to match the new seat upholstery and carpet. I continue to update and improve a bit at a time. The joy of owning an airplane does not end when you are on the ground!



Norm posing with his 1958 Cessna 175



Before



After

BART Update Two Years In By Bob Nelligan-Barrett

Tyler Mullen reminded me at our last BART session that it was two years ago this September that he took his Young Eagle flight, learned about the Baby Ace Restoration Team, and joined us at our first meeting (he remembered the exact dates!) You see where THAT got him!

I also recently read a Chummy Update by Art Thieme in the November 2000 The Flyer. He was at the five-year mark on that build and he was thanking everyone involved. It sounds like this was the end of the build but I'm not sure. I haven't read that far yet.

But these two events made me look back on what we have achieved with the restoration of 75H. First of all, we have a "Chapter Project" like we haven't had since the Chummy in the last century (1995-2000). We've developed a team of around 10 BART's, from restoration rookies to a Restoration Instructor and Tech Counselor, who have regularly attended our Wednesday sessions for the past two years. And while COVID-19 did put us on pause for two months, we were the first, and so far only, Chapter activity to resume during the pandemic. Like Jack Frenz, our own late Energizer Bunny, we just keep on keeping on, always with our eye on the goal of an airworthy and flying airplane.



Baby Ace standing out in the sun outside the SAC

The result of much of our work was on display at the Chapter picnic. The fuselage was on its wheels, the seat and the stick were in, a turtleneck had been built, tail feathers were on, and it was all out in the sunlight of a CAVU day for the first time in two years. Several members commented while looking at the plane that they were impressed with our work and proud of what we are accomplishing. Made me feel good for the whole team. **Way to go BART's!**

You have seen the right wing on the wall. The left wing is almost ready for hanging also, but instead of on the wall, we will test-build the plane in the Great Room and hang the wings on the fuselage! But we have to work around any face-to-face Chapter meetings in October or November.

I have learned during this build that my personal estimates of how long it will take to finish have been WILDLY optimistic. I originally thought we would restore it within a year. HA! While I am still aiming for AirVenture 2021, I have a feeling AV2022 may be more realistic. We'll see. "It'll be done during the summer. What year?"

School has started again and our three BART's who are high school and college students are starting again, one way or another. And school takes priority over BART. But if they can, they work their school schedules and homework around their attendance at BART. They are now responsible for designing a storage compartment and building the turtledeck.

The BART Team is making steady progress on the left wing. We have mounted the original hardware on the wing and are moving to varnishing and adding the wood leading edge and aluminum trailing edge. We hope we have something special to show you at the Chapter picnic.

Recently I received a CD-ROM from the FAA Aircraft Registry Branch with the Airworthiness and Registration documents they have on file for the Baby Ace. They make for interesting reading. Well, maybe not THAT interesting!

We know the airplane was built in 1956 by Chapter Founder Everett "Squeek" Hepler and learned it was sold to 11 other owners outside of New York State before coming back to Chapter 44.

Squeek kept the plane for 6 years and then sold it in 1962 to Owner #2 in WV, who kept for 11 years. 75H then bounced around to West Virginian Owners #3, 4, and 5 until 1984. But between 1979-1984 there were no logbook entries except for an entry stating 75H had 425 hours on the clock in '79.

Snoopy & the Red Baron...and Other Aviation Finds by Bob Nelligan-Barrett

Lauren Rosenthal and I decided to break out of quarantine recently and go see the “Snoopy & the Red Baron” exhibit at the Glenn H. Curtiss Museum in Hammondsport. This was a fascinating collection of original drawings by Charles Schultz about our favorite WWI Flying Ace. The captions to several of the drawings explained that Schultz took great pains to be sure Snoopy’s comments were historically accurate. It was a wonderful opportunity to see this unique view of aviation.

While we were wandering about, I noticed a WWI fighter with an “EXPERIMENTAL” on the side. WWI warbirds not being my forte I didn’t know what it was, and probably passed by it several times without paying any attention to it. But this time I read its sign board. This was a 7/8 scale S. E. 5, an Oshkosh Award winner, (and built by former Chapter 44 President and FAA Designee, italic comment added) Tony Mangos! I didn’t recognize his name until I read about him in The Flyer history that I am documenting. This plane was even the star of a Kodak movie entitled “A Generation Too Late” where Tony’s S. E. 5 has a dogfight with the Williamson Flying Club WACO.

That got me thinking...how many of us have a DIRECT connection to an aircraft or artifact in an aviation museum? I know I do. If you do, send me your story and I will compile them for a future article.

We were headed to lunch (Maybe Baby’s, 50’s diner food, delicious and huge portions on Rt. 54) and passed for the second time a field with a windsock and a bright orange wind TEE. But we were hungry and passed it by. Until our return, when we couldn’t resist the Siren’s call and pulled in to check it out. I had been there before. It is/was an airport, a farmers field really, Loucks Airport (25NK). 2,700 x 100 turf runway, 11/29, private use, permission required prior to landing. The open T-hangars are filled with hay rolls, farm equipment and two derelict airplanes. Here’s “the FBO.”

Hmmm, so if we wanted to have a Chapter fly-out to the Curtiss Museum and land here, arrange for a member shuttle or walk the short distance to the Museum, and back...

While we were in town. Lauren suggested we check out the Finger Lake Boat Museum, even though neither of us are boat-guys. Very nice museum and interesting place. You should go. They specialize in displaying “Trout Boats,” which I had never heard of before. I’m used to pontoon boats and powerful outboards. But these are smaller, wooden runabouts, for getting around and across a Finger Lake. Some were inexpensive with low power engines (<10 HP,) like a VW Bug for a teenager. Others were more nicely built with better woods, 2-seaters, with more power for “adults.” These reminded both of us of Golden Age aircraft and their woodwork.



Our attention was drawn to a display case with “First Aircraft Carrier.” Who’d a thunk we would’ve found something aviation in a boat museum, except in the town that honors the Father of Naval Aviation? But back in the day (1908), an aircraft, the “Red Wing” was designed by Thomas Selfridge, built by A. G. Bell’s Aerial Experimental Association, and powered by a Curtiss engine, was slid onto the deck of a steam freighter, the Lon Springstead, and floated several miles down Keuka Lake to the frozen surface area where it was unloaded and did an ice-runway takeoff. The first flight, and the second flight five days later, both ended in crashes and the plane was not flown again. Hence the “Lon Springstead” became “the first vessel to carry an aircraft over water.”

You never know where you will find unexpected aviation opportunities. Keep your eyes opened. You might be surprised.



First Helicopter Rescue – ThisDayInAviation.com

21 April 1944: The first military helicopter combat rescue began with Lieutenant Carter Harman, 1st Air Commando Group, being ordered to proceed from Lalaghat, India with his Vought-Sikorsky YR-4B, 43-28247, 600 miles to Taro in northern Burma.

Technical Sergeant Ed “Murphy” Hladovcak, pilot of a Stinson L-1A Vigilant liaison airplane, had crashed in the jungle behind Japanese lines while transporting three wounded British soldiers. Lieutenant Harman was assigned to attempt to rescue the four men. It would be a marathon operation.

It took Harman and his Sikorsky 24 hours to arrive at Taro. After a brief rest and dip in the river to cool off, he continued for another 125 miles to an airstrip in the jungle called “Aberdeen” which was well behind the enemy lines. It was from here that Sgt. Hladovcak had been operating, flying out wounded soldiers. From Aberdeen, Harman was led to the location of the downed men by another liaison airplane. The survivors were surrounded by Japanese soldiers who had found the crashed airplane and were trying to locate the four men.

Because of the high heat, elevation and humidity, which increased the density altitude, the YR-4B’s air-cooled engine was unable to produce its full rated power. Also, the helicopter’s rotor blades were not as effective as they would have been at lower density altitudes.



The first Stinson O-49 liaison airplane, 40-192. The type was redesignated L-1A Vigilant in April 1942.



Lieutenant Carter Harman in the cockpit of Sikorsky YR-4B 43-28223, Burma, 1945.

Harman planned to lift one of the survivors out of the clearing in the jungle and fly a short distance to a sand bank where other L-1 or L-5 liaison airplanes could pick them up and fly them back to Aberdeen. He would repeat the operation until all four men had been rescued. However, it took the rest of the day to airlift just the first two wounded and very sick soldiers. On the second flight, the helicopter’s engine was overheating and on landing it seized and could not be restarted. Sergeant Hladovcak and the remaining soldier were still in the jungle, Lieutenant Harman was stuck by the riverbank and Japanese soldiers were everywhere.

On the morning of 25 April Lieutenant Harman was able to get the helicopter’s engine to start, and again, one at a time, he rescued the two remaining survivors. A liaison plane flew out the wounded soldier while Hladovcak rode along with Harman back to Aberdeen. He had never seen a helicopter before.

For his actions, Lieutenant Carter Harman was awarded the Distinguished Flying Cross.

The YR-4B was powered by an air-cooled, direct-drive 555.298-cubic-inch-displacement Warner Super Scarab seven-cylinder radial engine, rated at 185 horsepower at 2,175 r.p.m. at Sea Level, and 200 horsepower at 2,475 r.p.m. (five-minute limit) for takeoff.

The R-4B had a cruise speed of 65 miles per hour and maximum speed of 82 miles per hour and a 157-mile range.

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Member News

Earl Luce

Last month Earl and Jeff LaChausse flew via commercial airline to Minneapolis, Minnesota to pick up a 150hp Buttercup, Jeff recently purchased. The two-day ferry flight adventure home is an upcoming Flyer story.



This aircraft was featured in a six-page story in the June 2018 Sport Aviation magazine. An excerpt from the magazine describes the unique ski setup.

The skis, which are made by Datum Inc. in Montreal, Canada, incorporate electric linear actuators that move them fore and aft in relation to the axle. When the actuator is keyed to move the ski backward, it forces the ski under the tire, so, in effect, the tire rides up out of its hole in the bottom of the ski and onto the top of the ski. The wheels aren't "retracted" in the normal fashion. The skis are fiberglass with space-age, Teflon tape (UHMW), no-stick bottoms.



Gaines may be the only airfield in the world with two flying Buttercups. A third is close to completion.

Randy Spurr

Randy having passed his Instrument Rating is now concentrating on his helicopter license. He has completed several cross countries.

Jim Martin

Jim has spent many hours preparing the late Chapter 44 member Jeff Paris's Europa for flight. Jeff had converted the Europa from a mono-wheel to a tri-undercarriage configuration, but never flew it in that configuration. This aircraft is on the market.

Chapter 44 Monthly Activities on Hold

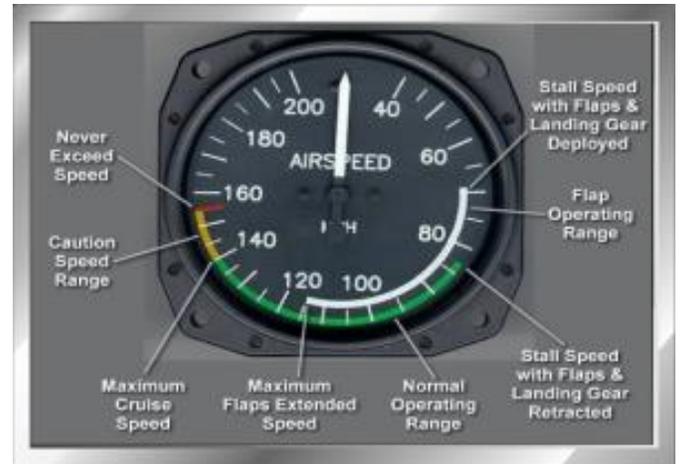
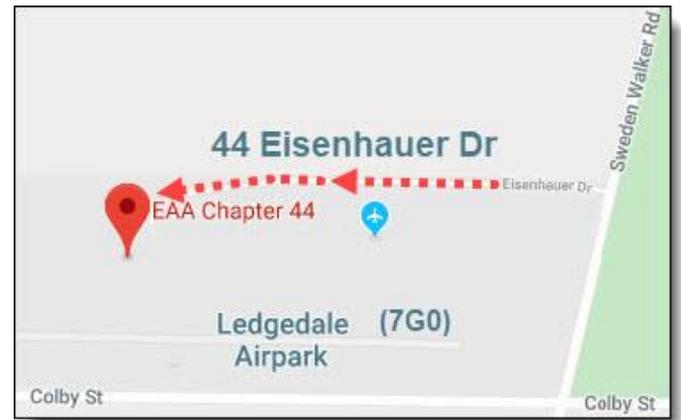
Most activities take place at the Sport Aviation Center (SAC), & are free & open to the public

Sport Aviation Center

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

Baby Ace Restoration Team

Every Wednesday 6-9 PM



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