

## President News by Randy Spurr

I hope you are well and have enjoyed your summer. I hope soon we can get back to a somewhat more normal level of chapter activities. I have been able to parlay this downtime into a ramp-up of aviation fun. I have been taking helicopter lessons from Jeff Brooks out at BAC Helicopters based at Williamson-Sodus Airport. A couple of weeks ago I was able to solo, what a blast! It's still very hard to allow myself to reduce airspeed down to zero on approach to landing. We also did a night cross-country which was challenging, as I have not flown at night in 10 years! Flying a helicopter at night with the doors off in the rain was very cool. Jeff is an awesome instructor and I know he helped another of our members get their rating this summer.

Thursday I finally passed my Airplane IFR check ride, something I've been working on since 2008. No sense rushing into things I always say. Obtaining this rating is thanks to many great people, several in this chapter, Jim Martin, Whit Beckett, Darrin Kenney, Rochester Air Center's Martha Anne Pickard and John Corl, and my wife Vicki for putting up with so many nights of studying this summer. It began with a friend and instructor who passed away several years back, Brad Newbold.



I have been working a few days a week this summer at Rochester Air Center and this has allowed me to start working on my seaplane rating, as RAC has a beautiful C-172 Amphib that is available for rental and ratings. So, it's been a summer to remember despite a crazy 2020!

## VP Corner – Did My Plane Crash in the Bahamas?

by Frank Grossman

My wife and I were on a trip to Pennsylvania a couple weeks ago. She was taking me there to shoot machine guns, bless her heart! A bucket list item of mine. During

the drive down the wife was doing her counted cross stitch and I was listening to the Aviation Careers Podcast, Episode 295 featuring Macey Beeler which was titled "Inspiring Future Aviators".

About 36 minutes into the podcast Ms. Beeler recounts a story about a pilot that had smoke in the cockpit and had to emergency land at Norman's Cay. Then she mentioned the plane was 3344 Whiskey and that it was a Cherokee Six. What!!!! THAT'S MY PLANE!!!!

I wasn't really paying attention but when I heard 3344 Whiskey my head snapped, and I rewound the podcast to listen again. Sure enough, she said 3344 Whiskey and that it crashed on Norman's Cay. The government had told them this never happened and hushed the crash up due to drug lords on that island. Now my mind was truly spinning. Did I own a crashed and secretly repaired plane or did someone take the N-number and register it to another Cherokee Six?

Ms. Beeler then mentions she had filmed a short movie about flying the survivors back to the crash site to see the plane and the crash location. The movie was called, "Return to Norman's Cay." Now, I am still thinking, how could this happen? My plane is in its hanger.

When we were listening to the podcast, we were in the southern tier mountains and couldn't get any cell service, so we couldn't immediately verify any of the story but we both resolved to order the DVD once we got within cell phone range.

Now I was going to end the article by telling you how the story ended but I think I'm going to let you hang in suspense and I will give the conclusion in next month's newsletter. Of course, you can always listen to the podcast and/or watch the DVD or research it yourself.



## 'Tale'-winds (Part 4) by Tyler Mullen

While I can legally fly an aircraft by myself, I can't drive by myself, yet. For now, that's quite all right.

My instructor decided I was ready to solo to one of the many practice areas I visited.

I chose to fly to the practice area I was most familiar with because I had flown there the most and live within the practice area itself. Once I reached my desired altitude, I started navigating the roads I am learning to drive on. Looking down I found my town, using it as a reference to make my way over to my high school, which looks great on the "What I Did During My Summer Vacation" paper for school.

I decided to take in the experience, surprised by what I have accomplished since starting my training in May. For me, flying is second nature compared to driving a car. Most teenagers look forward to getting their driver's license, but my dream has always been to fly. I know, you can't get to the airport without a car (unless you use another airplane...)

I thought it somewhat funny that I left home, with my mom, and drove us to the airport only to leave her there to fly back home, following the roads that would lead me there. Yes, I remembered to leave the keys to the car with her.

I circled my house a few times to say hello to my dad, practicing my turns-around-a-point. Later, I would see the pictures he took of me as I came in and out of his view while he waved to me from our back deck.

I returned to the airport by flying over my town once more, using my familiarity to try a few ground-reference maneuvers. The next time I soloed to the practice area, I decided to do some exploring, checking out the Bay before heading to a local beach to get a "birds-eye view" to Canada. I covered a distance that would have taken a car twenty minutes in a mere thirty seconds.

I had my fun, but now it was time to go back to learning, and to kick it off was a quick review of my pre-solo maneuvers, followed by my first cross country flight! My instructor had me plan a flight to Oswego but on the day of the flight, a single storm cell at the edge of the airport said otherwise, forcing me to postpone the trip until the next day. I re-calculated my numbers from the day before because the winds aloft really determine everything.

My instructor summed up my first cross country flight by saying it was my first flight away from everything and I have to say, he was right. I made a rookie mistake in my planning, marking only two checkpoints thinking they would be enough for the eighty-mile, one-way destination. I learned the distance between the points was too far and with so few points spread over wide distances, I could find myself off course and become catastrophically lost!

Luckily, I was able to use the magenta line on the GPS in the airplane. Although it seems a little counter-intuitive to use a GPS while trying to learn dead reckoning, my instructor said to use all the tools I have. For my first cross country, GPS it was!



I've also had my first night flight and think I now understand the saying "flying blind". Even though the aircraft I was piloting was equipped for night flight and had plenty of lights, I still prepared by memorizing the airport layout and locations. I also made sure I was aware of the switches in the cockpit. No matter how much planning you put in, it can't prepare you for reality.

After performing a runup and receiving my takeoff clearance, I turned onto the runway and saw just how far my field of vision went, which was about twelve feet or so. I fishtailed a bit on takeoff and struggled to stay on the runway heading. Once departure told me to turn en-route I set a course for Genesee County Airport.

Coming into Batavia I ran into a few problems. The winds were close to my personal minimums, the wrong end of the runway was lit up, and an aircraft dove out of the clouds and entered the pattern without talking on frequency. My instructor decided it would be best just to try a few maneuvers. I did a few steep turns and learned how to pick lights as a reference point. My CFI also had me perform both power on and power off stalls for practice....in the dark....before we returned to KROC to practice a full stop-taxi back landing before my final landing.

I read that at night you appear lower than you truly are and I fell victim to that statement. I flared too early and had a less than stellar landing. Flying at night was like driving a car for the first time and while I've come a long way in four months, I have more work to go, both in the air and on the ground. In case you're wondering, COVID safety still applies and I am still flying with a mask....but you'll always find a smile behind it!

## Old Goat Thinking by Art Thieme

The Chapter has had many newsletter editors, starting with Al Garlick and one or two sheet Ditto copies. Hugh Jones incorporated technology and was my mentor. Your present editor, Craig Ritson, brings a different, let's say world-wide, approach to the newsletter. His stories could be features in national magazines. And the minutes of the Board Meetings are super. Reading them makes you feel like you were there. I kept the minutes once and they were almost one-word descriptions. Thanks to Tammy Mullen for doing a super job.

*SOARING* magazine, Aug 2020, has a nice article about power sailplane flying in formation at Oshkosh 2019. I know nothing about the Schweizer TG-7A/SGM 2-37 motor gliders. The Airforce Academy flew them for 20 years. That makes them the unique state of warbirds and allows them to fly in the airshow. The centerfold shows them in formation above the ground in a large picture of the event. I spent some time looking for Exhibit Buildings A, B, C, and D, and other landmarks. It is amazing the size of the area. I've been to at least 20 Oshkosh shows, staying at the dorms, camping in a tent and under a wing, taking cold showers, surviving a storm that blew over the outhouse at the campground, standing in long lines for a brat and even a turkey leg. I went



Schweizer TG-7A/SGM 2-37 motor gliders

to see the Flea/Fly Mart where I always bought something I didn't need and had to pay to have it shipped home. The last few years I rented a scooter so I could get around. Anyone who loves and is interested in airplanes must attend at least one show. Sorry that it had to be cancelled this year.

Did you know that the earth is made up of tectonic plates that are continually moving at the same rate that a fingernail grows? *SMITHSONIAN*, June 2020. At that rate, in 50 million years Africa will move so far north that the Mediterranean Sea will disappear. Interesting. Will the earth still be around then?

I wonder if there will ever be a time when I have nothing to do? Magazines pile up. Last time I counted, I have 18 magazines that I receive. Some I subscribe to. Others come as a result of donations to organizations. And there is still yard work to do. And models to build. Mail to answer. I still use the Post Office and stamps. There are pictures to be printed. I'm trying to update my files, put away tools, look for tools, wash windows (I don't really wash windows), etc. But now with stay at home orders, there should be more time to take care of things. Life goes on. But I do miss our meetings.

I was reading a story where the character was observing cars in a parking lot, mentioning that they were mostly old with the tailpipes held up by clothes hangar wires. It brought back memories when a car or two of mine had tailpipes and mufflers held up by clothes hangers. Bring back any memories?

Not that you are interested, but an issue or two back I described the building of several ice breakers and said they were 960ft long. Typing error. That would make them as big as an aircraft carrier. Correct length is 96ft.

Conneticket, Connetetic has been in the news lately. I realized that I couldn't even spell it. Connecticut. Had to look it up. But I can still spell Canandaigua!

My local bank offered me a \$100,000 loan, with a monthly payment of \$250, since I was a good customer. Wow! Now I can buy a plane and can afford \$250/month. That's only 400 months. Add hangar/tie down fees \$100+, insurance \$100, and maintenance \$100, and it would only cost me \$500+/month. And I haven't flown an hour. Perhaps I need a few partners. And \$100,000 probably wouldn't buy the plane I would like. Got to build one for \$50,000. Bucket list?

"At my age, getting a second doctor's opinion is kind of like switching slot machines." President Jimmy Carter.  
Old Goat, out

## BART Update & 75H Ownership Path – By Bob Nelligan-Barrett

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.

In 1978 and 1979, Owner #5 received a Special Airworthiness Certificate and Operating Limitations that are still in effect today. Why 75H changed from a “regular” to a “Special” Airworthiness Certificate, I don’t know.

It was then sold in 1984 to Owner #6 in Kentucky who had a checkered history with 75H. He owned it for 11 years but only flew it for two hours. He sent a letter to the FAA saying the plane had been “scrapped” in 1984 (just after he bought it) and requested, and received, de-registration in 1991. Did he prang it and leave it in a barn? Who knows, but like a good genealogist I cross-referenced other source documents, the Logbook and Airworthiness history, for clues.

Though there is no specific mention of an incident, both Owners #6 and 7 mention repairs to the wings, tail section, replaced fuselage undercarriage tubing, new fabric and paint, along with the installation of the Remaster engine and Tennessee prop. So yes, SOMEBODY pranged it.

#6 sold it to Owner #7 in Ohio in 1995 who requested (and fortunately received) re-registration with the original N-number “for historical purposes.” That four-year gap could have caused the plane to permanently lose that number if someone else had requested it.

But the airplane is now in Ohio, where it is passed around to Owners # 8, 9, 10, 11 and 12 between 1996 and 2018. Owner # 11 was Jim Wheeler who bought it in 2001 and partnered with his son (Owner 12) in 2014. Jim and his son documented several repairs and did annual disassemblies for winter storage.

In 2018, Jim felt 75H should come back to Rochester and donated it back to Chapter 44, lucky Owner #13. Last hour entry was 579 hours in August 2001.

Any owner can contact the FAA Aircraft Registry Branch in Oklahoma City for a copy of your airplanes history. They send it and invoice you for \$10.

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## You’re Invited to a Fly in/Drive in Chapter 44 Picnic at the SAC

### Saturday September 19 11 AM-4 PM

While our September General Meeting will still be Zoomed, the Board would like to invite all Members and their Families to a Chapter Picnic. It will have been more than seven months since we’ve seen each other “F2F” (Face to Face.) Let’s fix that!



Bring your own picnic meal & drinks but no dishes to pass, sorry) and a blanket or folding chairs

Socially distance at all times please, have your mask handy if you can’t (not like photo on the left!)

The bathrooms will be available, but the rest of the SAC will be closed.

This is an outdoor only event. If the weather is VFR, we will grade the landings of the flying-in members. If the weather is IFR, the rain date is Saturday Sept. 26

## Rochester Aviation History – Taylorcraft by Martin Maisel

Clarence Gilbert Taylor was born in Rochester, New York in 1898 (according to his New York Times obituary, though some biographies state that he was born Nottingham, England, but grew up in Rochester). He learned mechanical and fabrication skills at various jobs and when working with his father and brother Gordon at the Tool, Die and Specialty Company in Rochester.

In 1926 Clarence and Gordon purchased a surplus Curtiss Jenny and embarked on a barnstorming venture. The brothers formed the Arrowing Company in 1927 and designed and built a two-seat, radial-engine powered, high-wing monoplane that they called the A-2 Chummy. The company slogan was “Buy Your Airplane Taylor Made”. In 1928 the company was renamed the Taylor Brothers Aircraft Manufacturing Company.



*Taylor Brothers Arrowing B-2 Chummy, 1928 (all-aero.com)*

Unfortunately, while demonstrating the Chummy at an exhibition in Detroit, Gordon was killed in a crash. In spite of that tragedy, Clarence decided to continue his work in aviation. However, the cost of the airplane was nearly \$4000 and the Chummy did not sell well. By late 1929 the company was rapidly sliding toward bankruptcy.

At that time, Clarence, known as “C. G.” Taylor, had the good fortune to receive an attractive offer from the city of Bradford, Pennsylvania. Bradford was in an oil producing area, but the city leaders were seeking to diversify their industry base, in case the oil business would decline. The businessmen of Bradford offered a large facility to build airplanes and substantial investment capital to get the company back on its feet.

In 1930 C. G. Taylor embarked on the production of a two-seat tandem low-powered aircraft, with wings mounted high on the fuselage, an open cockpit, fabric-covered tubular steel fuselage and wooden wings. It was originally powered by a 20 horsepower Brownback “Tiger Kitten” engine. Since the young offspring of the tiger is called a cub, one of Taylor’s employees was inspired to name the little airplane “The Cub”. The severely underpowered engine was later replaced with a 40 horsepower engine that yielded adequate (but modest) performance. The re-engined airplane, designated the Taylor E-2 Cub, received a Type Certificate from the U.S. Department of Commerce for manufacture in June 1931.

But even with new and improved designs, the relocated Taylor Brothers Aircraft Manufacturing Company did not fare well. At the onset of the Great Depression the market for light aircraft did not exist and by 1931 the company was facing bankruptcy again. At that time, one of the local businessmen who promoted bringing the Taylor company to Bradford purchased the remaining assets of the company for \$761. That investor was 50 year-old oilman, William T. “Bill” Piper.

The company was reorganized as the Taylor Aircraft Company with Piper, having the controlling interest, as the secretary-treasurer. C. G. Taylor was retained as president and continued to lead the design and development of the Cub.

One of the most successful products of the Taylor Aircraft Company was the J-2 Cub, an upgrade of the E-2 with 550 rolling out of the factory in 1936 and deliveries continuing to increase in early 1937. However, things were about to change.

After a series of clashes, the rift between Piper and Taylor led to C. G.’s departure from the company. Piper agreed to pay Taylor \$250 per month plus life insurance costs for a period of three years.

When C. G. Taylor left Bill Piper and the Taylor Aircraft Company he vowed to build a new personal airplane superior to the Cub in all respects. Taylor formed his own company, Taylor Aviation, and initially set up shop in Lock Haven in a rent-free facility offered by the city to encourage new local industry. A year later he moved his operation to rented facilities at the Pittsburg-Butler Airport, where the first airplane of his new design was manufactured.

In July of 1936 aircraft production was moved to Alliance, Ohio. A new partner, William C. Young of Alliance, joined the business and it was renamed the Taylor-Young Airplane Company. With Young onboard the company was able to raise sufficient capital to begin aircraft production with the sale of over 35,000 shares of company stock to local citizens. After 1938 the company was again renamed as the Taylorcraft Aviation Corporation.

The initial product, the Taylor-Young Model A, became known as the Taylorcraft A. The general configuration of the A resembled the J-3 but provided side by side seating instead of the J-3’s tandem arrangement. Piper threatened suit against Taylor allegedly for infringing his rights, but the case was not pursued since Taylor was producing a newly designed plane (that was actually his seventh new design).

Under Taylor's presidency Taylorcraft Corporation eventually grew to 750 employees producing eight planes a day and became one of the major industries of the city of Alliance. Over 600 of the Model A type were built by the end of 1938. Taylor then introduced the Taylorcraft B series with upgraded powerplants. The Taylorcraft BC-12 was first sold in 1938 priced at \$1,495.



*C.G. Taylor (Use by permission of Rodman Public Library and alliancememory.org)*

The demand for light liaison and observation planes during World War II was met by the expansion of the Alliance facility in 1941. Over 2000 of the L-2 and O-2 models were delivered to the U.S. Army Air Force.

While C. G. was capable of leading an aircraft design and manufacturing team, his company management was continuously beset by financial difficulties. As new executives joined the organization, Taylor's control and financial interests diminished. By the time he left in 1942, he owned only 13% of the company.

Following World War II demand decreased as many Piper, Taylorcraft and Aeronca light planes were offered to the public at cheap surplus prices. A fire in the Alliance Taylorcraft factory in 1946 put a halt to production and the company was placed in bankruptcy. Since that time Taylorcraft continued to operate

intermittently under different ownerships with limited success.

After C. G. Taylor withdrew from the company he worked as a consultant in the aircraft industry. He became coordinator for nine companies building Waco CG-4A Gliders during World War II, including the Gibson Refrigerator Company at Greenville, Michigan (where over 1,000 gliders were built) and the Ridgefield Manufacturing Company, in Ridgefield, New Jersey (where 156 were built).

After the war Taylor was involved in several diversified ventures but returned to Alliance in 1956 to again design and remodel small planes. But, in time that activity failed.

Clarence Gilbert Taylor died in 1988.

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## Homebuilt Air/Oil Separator

One reason to install an Air/Oil separator is to stop oil from the crankcase breather line finding its way onto the airplane belly. This is a common problem when zero or negative G's are flown. Cleaning the crud is a thankless job. A new commercial unit off the shelf costs between \$180 and \$600.

The cost of this separator is dependent on your beer preference.



Sonex Air/Oil separator shared on the Vans Airforce website 9/8/2020

## If in Doubt, Chicken out!

I do not recall this local accident in 2016. Going under one set of wires and over another takes some skill, and luck. I was surprised that he had 102.4 hours and was still a student pilot. The aircraft is now registered to someone in Florida.

[NTSB Identification: ERA16LA192](#)

Accident occurred Thursday, May 19, 2016 in Batavia, NY

On May 19, 2016, about 1320 eastern daylight time, a privately owned and operated Piper PA-28-180, N7781W, was substantially damaged during landing at Genesee County Airport (GVQ), Batavia, New York. The student pilot was not injured. Visual meteorological conditions prevailed at the time and no flight plan was filed for the instructional flight that was conducted under the provisions of 14 Code of Federal Regulations Part 91. The flight originated about 1300 from Akron Airport (9G3), Akron, New York.

The student pilot stated that he departed from 9G3 and flew to GVQ where he performed two uneventful touch-and-go landings on runway 28. During a third touch-and-go landing he landed uneventfully, retracted the flaps, and added engine power. He was utilizing some right rudder input as the airplane reached rotation speed (approximately 70 mph), and "pulled hard to the left," which he could not correct with full application of right rudder. As the airplane approached the left side of the runway, he noted runway signage, but because the airplane was at takeoff speed, he thought climbing above the signs would result in a safer outcome and continued the takeoff. The airplane departed the left side of the runway and while attempting to clear the signage off the left side of the runway, both wings collided with separate signs, which breached both fuel tanks. The pilot continued the takeoff and while turning left to land on a nearby road, he noted fuel streaming from the left fuel tank and the engine lost power. He flew under one set of powerlines and then over a second set before landing uneventfully on the road.

Examination of the airport and airplane by a Federal Aviation Administration inspector revealed browning of grass beyond both impacted airport signs, and for a short distance past the point where the airplane became airborne. Both fuel tanks were breached; neither contained any fuel. Flight control continuity was confirmed for all flight controls. Examination of the impacted airport signs revealed their posts were frangible.

The pilot reported the wind to be from north at 8 mph with no gusts, while a weather observation taken about 26 minutes before the accident at an airport located about 22 nautical miles east-northeast from GVQ reported the wind was from 280° at 9 knots.

**Age:** 25, male.

**Flight Time:** 102.4 hours (Total, all aircraft), 102.4 hours (Total, this make and model), 29.8 hours (Pilot In Command, all aircraft), 65.6 hours (Last 90 days, all aircraft), 18 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)



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## Member News

### Tyler Mullen

Congratulations to Tyler who is working hard at realizing his dream of becoming a pilot. Pilot training takes a lot of dedication, study and hard work. Most students do get past solo or finish.

Thank you for documenting your training experience for *The Flyer*.

As mentioned in the article above there is a smile under this mask.



### Craig Ritson

The RV painting is moving along. The final coats are going on. It's good to see gray primer replaced with white and maroon. Various parts are displayed below including wingtips, flap, elevators and propeller spinner.



### Rick Tandy

Rick, Norm Isler and Frank Grossmann are now hanger neighbors in the new Genesee Country Airport (GVQ) hangars. Rick is working on his hangar "Man Cave" and will share pictures when complete.

Please send member news or articles to [newsletter@eaa44.org](mailto:newsletter@eaa44.org). They do not have to be aviation related.

## Chapter 44 Monthly Activities

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

### Sport Aviation Center

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

### Fly in/Drive in Chapter 44 Picnic at the SAC

Sat, Sep 19<sup>th</sup> 11 AM - 4 PM

