

July Meeting – Randy Spurr

July's meeting will be in conjunction with our friends at chapter 674 at Gaines Valley! We will start a little early there as well, 6 pm, Tuesday July 20th. We will be moving our grill out to Gaines Valley and be providing burgers and hots for the standard \$5 donation. We ask that you bring a dish to pass, and reply to this email "to all" if you are planning to attend and what you plan to bring so there are not a lot of duplicate food items. Again, we hope to have as many that are able, fly in and out for this event weather permitting.

Free Admission for 18 & Under at AirVenture

Young people ages 18 and under will be admitted free to EAA AirVenture Oshkosh 2021, as a way to introduce more youth to the possibilities in the world of flight. The 68th EAA fly-in convention will be July 26-August 1 at Wittman Regional Airport. Free Youth Admission is supported in part by The Boeing Company.

Geneseo Airshow-July 10 and 11

The greatest show on turf is back!! The Geneseo Airshow is following a Drive-In Theatre style airshow model, with vehicles parking in rows at the flight line and



continuing to the rear of viewing area. Each vehicle is assigned a private 20' x 20' viewing area for you and your vehicle with a 5 foot

"Safe Zone" between each viewing area. The safe zone is recommended to access the portable restrooms located at the rear of the venue and the larger driving rows.

The F-22 Raptor Demo is headlining the show and is supported by Greg Koontz in his Super Decathlon, The Alabama Boys and their hysterical farm boy antics and

outrageous stunt flying, Misty Blues Skydiving Team, Rick Volker in his pink Sukhoi SU-26M, Scott Yoak in his P-51 "Quick Silver" and a host of other performers.



Rick Volker



The Alabama Boys

June Mystery Plane



Replica of the original – Answer on page 5

ROTC Graduation at EAA44 – by Frank Grossman (VP)

Most of you know that I do Uber and Lyft driving and it was during of these drives that I met a young ROTC Cadet by the name of Keenan Butler. We talked a bit about our service in the military with him just starting and me being a military retiree. I also spoke with him about the Experimental Aircraft Association and our chapter in particular, I also invited him to attend one our dinners.

It had been quite a while since we talked during that ride so you can imagine my surprise when he called me and stated the Brockport ROTC was looking for a place to hold their graduation as the virus had restricted the colleges ability to host the event and he was having trouble locating a venue for them. I invited him to view the facility to make sure it was something that would suit their need as they mentioned they would be having approximately 100-150 people attending. The board was approached with the opportunity and approved the use.

Their Graduation was held at our facility on a beautiful sunny Friday May 21st at 10am and was attended by SUNY Brockport President Dr. Heidi Macpherson, Military Science Department Chair LT Col Bill Carr, Professor LTC Cassandra Crosby, LT Col Dan Fletcher and many others from the ROTC program at SUNY Brockport.

The Cadets asked us to bring as many airplanes as we could and park them by the SAC for a photo background for the event. Jerry taxied over his 172 Guffy, Darrin flew in from Genesee County Airport in his Mooney and with Jim Martin's help I flew my Cherokee six to the event.

Why was Jim Martin's help required you may ask? Well, that's a story for another day but let's say it involves an AME, one pilot and the FAA, and the FAA's wheels grind ever so slowly!!



Those of you who were unable to attend missed an outstanding event. There was an invocation by the Chaplain and a speech by SUNY President Dr. McPherson as well as LTCOL Carr and Crosby. The Cadets were called one by one and received their first salute. From a person of their choice. That person then was paid one silver dollar by the cadet. I've seen this in the movies but never in person.

All things totaled we about 140 attend the event and all those I talked to were grateful for the use of our facility. I conveyed to them our gratitude for their service and our wishes for a great career in the military and for their safe retirement many years down the road.

Many thanks to all who helped in getting this setup and accomplished. Special thanks to the EAA44 board for their approval, Jerry Isaac, Darrin Kenney and Jim Martin for helping get the planes there and Gretchen our airport manager for her support of the event.

I took so many photos and videos that there is no way I can attach them all to this article, so I just posted a couple of the ones I thought best. My hope is. That someday we may get the honor of hosting their graduation again.



Young Eagles May 15th – Elise Isler

On May 15, 2021, despite Covid regulations and restrictions being in place, 8 pilots and 35 ground crew staff assisted in having our first successful Young Eagle Rally since 2019! 25 students were flown, and we now have 2 new student members in the Chapter as well. I think people are excited about being able to get together and especially watch airplanes!



Everyone wore masks but smiles were evident, and many thanks were exchanged. It was a fun filled day and we couldn't have had better weather. I'm not sure to thank Lauren Rosenthal or Jim Weinkauff for that!!

We also had a former Young Eagle fly as a Young Eagle Pilot for the first time! Thank you, Nick Isler. As you can imagine, Norm and I are immensely proud. Nick received many compliments from the parents of the students he flew as well as big smiles from the YE themselves! We are looking forward to having more of our former Young Eagles join the rallies as pilots. We have several student members

who now have their ticket, and some are even in the area. We also know of one in Florida and another in Colorado who said if they were in town, they would like to participate.

Many thanks to all our volunteers! We are off to a good start and hope the year proves to be a great one for many flying adventures.

Special Kudos to Wegman's for their donation which helped to cover the cost of the food.

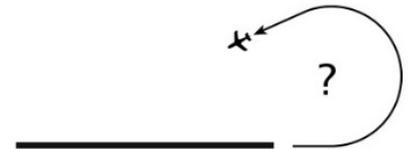


Old Goat Musings by Art Thieme

The May meeting at SAC reminded me of our meetings in the Colfax building. We sat on discarded sofas and surplus chairs and tables. The standard food was always pizza and wings. Having people at the May meeting was great and something we can do until we can again have our wonderful meals. I was happy to see Vet sit next to me, as I wanted to ask him about the tail wheel conversion. He looked at me with a smirk but didn't say anything. Other members laughed and said it was an April Fool's story. Ouch! But you have to know Vet to believe it could happen. As a former newsletter editor, I wrote some April Fool's stuff and readers didn't get them either. This time they got me.

Here we go again. Engine out on takeoff. Land straight ahead or do a 270 to the runway? Depends on your altitude and if there are buildings or a structure at the end of the runway, and the plane and skill of the pilot. Barry Schiff says landing straight ahead is almost always the safest course of action, but there are exceptions to the rule. In September 2018, the FAA published advisory circular 61-83J, which stated that flight instructors should demonstrate and teach trainees when and how to make a soft 180 degree turn to the field. The FAA decreed that the impossible turn was now possible. Schiff states that nothing could be further from the truth. He feels that such a misunderstanding will lead to an increase in turnback accidents and fatalities. He states a pilot should not turn around unless he believes landing ahead is more dangerous. Some pilots begin the turn without any knowledge if they have the altitude and the skill needed to do it safely. They should not do it without having been trained to execute the maneuver. Where does a pilot get such training? The FAA implies that flight instructors have an obligation to teach the turnaround maneuver but provides no guidance for such training.

In the same *AOPA* issue, June 2021, Richard McSpadden writes that the AOPA Air Safety Institute fly's profiles to determine the [feasibility of turnback's](#). They flew a Super Cub, Van RV4, Bonanza A36, and Cessna 172. All flew a 45-degree bank. The Super Cub and the 172 made all three turnback attempts. The RV4 made it back barely 2 out of 3 times. The Bonanza didn't come close to making it back in any attempt. They concluded that for aircraft with good climb rates, flown by proficient pilots who have trained for the maneuver, a turnback was a viable option. Fly at altitude with a CFI to determine if you and your plane could make it.



I did my pilot training in a MUSKETEER nose wheel aircraft. A share of an Aeronca Champ was available at the Rochester airport, and I bought it. I never even sat in a taildragger. At that time there was no requirement for a tail wheel endorsement. I had two hours of dual and was free to go. The tail wheel plane was supposed to be difficult to fly and land in windy conditions. I never ground looped or had a problem. But I never flew when the traffic lights were swinging or the trees bending.

There is a good article in *PLANE & PILOT*, June 2020, by Gary Deck, about taildragger skills. He writes that you should remember that you are piloting a weathervane. If the wind is strong enough, you will pivot. The rudder is the most effective control surface to prevent the plane from pivoting like a weathervane, but the elevator and ailerons are also important, especially if the wind is coming from behind the airplane. A down elevator prevents a gust of wind from lifting the tail and driving the engine into the ground. A down aileron will prevent the wing from lifting and putting the wing on the ground. He says to move the stick in the opposite direction the wind is coming from. If the wind is coming from the right rear, move the stick to the left and down. This will lower the right aileron and elevator, reducing the chance the wind will lift the right wing or tail. If the wind is coming from the left front, pull the stick back and to the left, into the wind. Works well if you think about it. Or, like me, don't fly in strong wind.



Taildragger

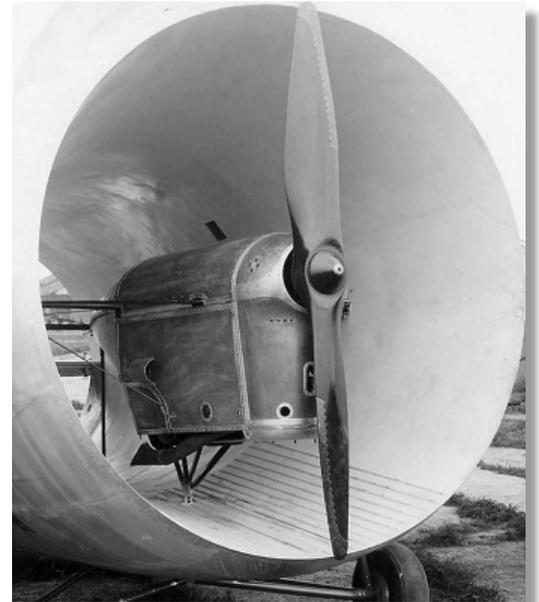
Flying a helicopter on Mars staggers the imagination. The atmosphere on Mars is equal to 100,000 feet on earth. To compensate for the thin air, the aircraft uses two, four-foot counter rotating components, wide core rotor blades that spin five times faster than the typical 400-500 RPM rotor on earth. The top speed is about 8mph. I'm amazed that we, and others, can even get to Mars.

Age doesn't matter unless you're a cheese.
Old Goat, out

Stipa-Caproni Wikipedia

The Stipa-Caproni, dubbed "the barrel-shaped plane", this forerunner of jet airplanes was an experimental Italian aircraft designed in 1932 by Luigi Stipa (1900–1992) and built by Caproni. It featured a hollow, barrel-shaped fuselage with the engine and propeller completely enclosed by the fuselage—in essence, the whole fuselage was a single ducted fan. Its design influenced the development of jet propulsion. Stipa's basic idea, which he called the "intubed propeller", was to mount the engine and propeller inside a fuselage that itself formed a tapered duct, and compressed the propeller's airflow and the engine exhaust before it exited the duct at the trailing edge of the aircraft, essentially applying Bernoulli's principle of fluid movements to make the aircraft's engine more efficient. This is a similar principle as is used in turbofan engines but used a piston engine to drive the compressor/propeller rather than a gas turbine. Stipa later became convinced that German rocket and jet technology (especially the V-1 flying bomb) was using his patented invention without giving proper credit, although his ducted fan design had little mechanically in common with turbojet engines and nothing at all with the pulsejet used on the V-1.

The mid-wing monoplane of mostly wooden construction dubbed the Stipa-Caproni or Caproni Stipa was funded by the Italian Fascist government keen to showcase the success of Italian technology. The fuselage was a barrel-like tube, short and fat, open at both ends to form the tapered duct, with twin open cockpits in tandem mounted in a hump on top of it. The wings were elliptical and passed through the duct and the engine nacelle inside it. The duct itself had a profile similar to that of the airfoils, and a fairly small rudder and elevators were mounted on the trailing edge of the duct, allowing the ducted propeller wash to flow directly over them as it exited the fuselage to improve handling. The propeller was mounted inside the fuselage tube, flush with the leading edge of the fuselage, and the 120-horsepower de Havilland Gipsy III engine that powered it was mounted within the duct behind it at the midpoint of the fuselage



120 hp de Havilland Gipsy III inverted in-line piston engine



A front quarter view of the Stipa-Caproni with wheel spats removed.

it very stable in flight. The Stipa-Caproni proved to be noticeably quieter than conventional aircraft of the time. Unfortunately, the "intubed propeller" design also induced so much aerodynamic drag that the benefits in engine efficiency were cancelled out, and the aircraft's top speed proved to be only 81 mph.

All test pilots reported that the plane was extremely stable in flight, to the point where it was difficult to change course; test pilots were also astounded by the very low landing speed and the consequent very short landing run.

The cockpit was not ideal, as pilot's line of sight was hampered by humped surfaces at front and rear which restricted ground views during landing or taking off. As the plane did not perform noticeably better than conventional aircraft designs, the Regia Aeronautica decided to cancel further development. No further prototypes were built.

The Stipa-Caproni first flew on 7 October 1932 with Caproni company test pilot Domenico Antonini at the controls. Initial testing showed that the "intubed propeller" design did increase the engine's efficiency as Stipa had calculated, and the additional lift provided by the airfoil shape of the interior of the duct itself allowed a very low landing speed of only 68 km/h (42 mph) and assisted the Stipa-Caproni in achieving a higher rate of climb than other aircraft with similar power and wing loading. The placement of the rudder and elevators in the exhaust from the propeller wash at the trailing edge of the tube gave the aircraft handling characteristics that made

SAC 10th Anniversary Fly-in Update - Bob Nelligan-Barrett

I wanted to take this opportunity to thank all of you for attending or volunteering at Saturday's Sport Aviation Center 10th Anniversary Fly-In. From what I could see on people's faces, all of you and our visitors seemed to enjoy themselves. We had a great turnout of members, visitors, interesting airplanes and classic cars.

Trina Kenney and Frances Englund donated ALL the food and greeted all our guests at the hot grill with a smile. Because of their donation, all the income from food sales went into our account. Betty Ann Manganello (aka BAM) handled the money and was a runner when necessary. Peter Bonneau and Macalee Carey helped Frances unload her car and bring food into the kitchen. Frank Grossmann and Frances cleaned bird poop off of the picnic tables, then Pete and Mac dried them. Pete and Mac stocked the coolers with drinks and ice and hauled them out to the porch. Mac later filled more condiment cups with more onions. Every job, no matter how small, needs a volunteer.

Randy Spurr and Chris Koch parked the boring cars and interesting classic cars. There were some interesting vehicles there weren't there?

Jerry Isaac, Randy Spurr and Jim Weinkauff parked planes and kept civilians out of spinning props. They did a great job shuffling the traffic on the ground.

Joan Manganello came up with a new idea for us to try, a Runway Sale. I'd say it was a success by the items that you all brought in and how most of them sold. And we got rid of more books. Joan's sister Betty Ann helped here too when not on the food line.



Frank and Jim waiting for new arrivals



Feeding the hungry visitors



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News around the Globe

Ray Johnson

Ray, a member of EAA chapter 674 has been building his Tri-gear Buttercup under the guidance of Earl Luce for many years. The Buttercup is waiting for FAA paperwork and an inspection before its



maiden flight. Go out to Gaines Valley and look at this one-of-a-kind aircraft and get the details from Ray.

Hendershots Airport is closed

The last runway was plowed up in early June, officially closing this gem of an airstrip that has been around since the 1950's. At one time there were three runways on the property. In years past Bud hosted a fly-in breakfast that would host over 50 aircraft.



Happy Birthday John Dougherty



In June the Rochester Air Center hoisted a birthday celebration for John, their head instructor.

There is a good chance if you are a Rochester area pilot at some point you received instruction from John. There are at least 5 chapter 44 members who have being instructed by John in the past.

John earned his pilot's license in the early 1950's and has over 14,000 hours instructing without a single

accident or ground loop. That's an amazing achievement. Congratulations John.

Please keep the articles coming. Send to newsletter@eaa44.org.

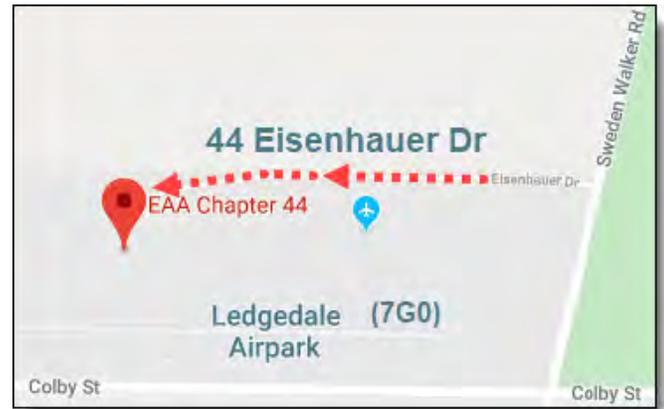
Chapter 44 Monthly Activities

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)



Dave Amsler's Sonex at the 10th SAC Anniversary



BART Baby Ace

His Day in Aviation

8 June 1911: The Aero Club of America, as representative of the *Fédération Aéronautique Internationale*, issued Aviator Certificate Number 1 to Glenn Hammond Curtiss.

Glenn Curtiss was born in Hammondsport in the Finger Lakes region of New York in 1878. His mother was Lua Curtiss née Andrews and his father was Frank Richmond Curtiss a harness maker who had arrived in Hammondsport with Glenn's grandparents in 1876.

Although his formal education extended only to eighth grade, his early interest in mechanics and inventions was evident at his first job at the Eastman Dry Plate and Film Company (later Eastman Kodak Company) in Rochester, New York.

Glenn Curtis had a busy year in 1910, being involved in the following.

- First simulated bombing runs from an aircraft at Lake Keuka.
- First firearm fired from aircraft, piloted by Curtiss.
- First radio communication from an aircraft in flight.
- First successful takeoff from a United States Navy ship.

