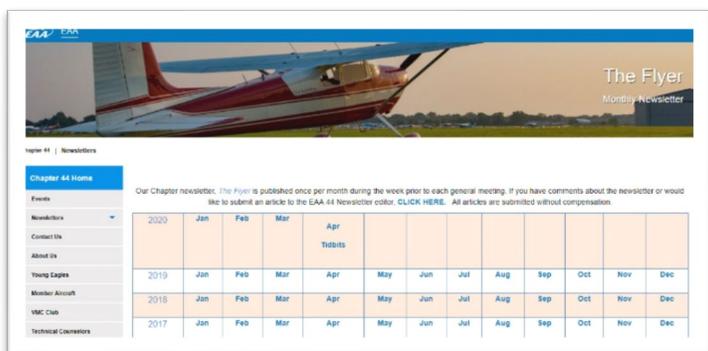




EAA Chapter 44 Website - Craig Ritson

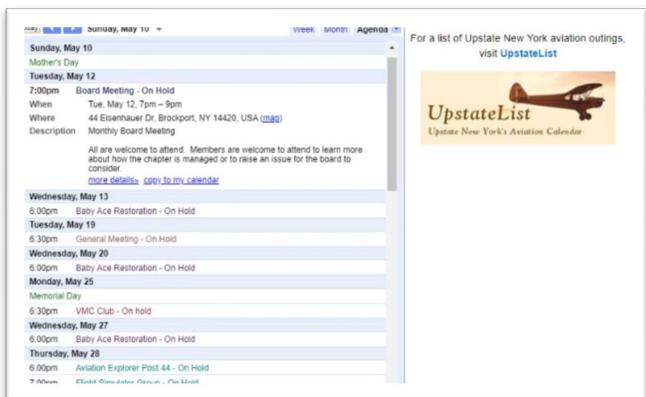
The software package used to manage the EAA Chapter 44 website has been out of support for many years and requires special skills to manage and update.

EAA National recently updated their free chapter website offering, adding new functionality and making it easier to manage.



I have worked with the board and Phil to stand up the new location and transfer content. Issues of The Flyer from January 2017 are available to read. During the next few months copies from Jan 2006 onward will be available.

Going forward the Board meeting minutes will not be published in the newsletter, but will be available on the website.



The website address is: <https://chapters.eaa.org/EAA44>

Browse this website to get used to the new format. The old site will be available for another month.

Sometime in mid-June the <http://www.eaa44.org/> address with redirect to the new site.

Young Eagles June 6th Canceled - Elise Isler



Unfortunately, due to the Covid-19 virus, the Young Eagle Rally scheduled for June 6, is canceled.

As New York State begins to set new standards for the opening of businesses and social gatherings, we are taking extreme precautions for everyone's safety at this time. We will continue to monitor the state of the State, all suggested and mandatory regulations and the way activities will be conducted for the remainder of the summer months.

We will determine whether the rallies can be held on a month to month basis and what changes may need to be made if we are able to fly Young Eagles this year. At this time, the future dates are scheduled for July 11, August 8 and September 19.

Thank you for your continued support. May you all stay safe and I pray you and your families are well.

Support EAA National – Craig Ritson

It's disheartening to learn Airventure 2020 is cancelled. This event is the main fundraiser for the organization we all love.

I visited the online store and found a lot of 2020 Airventure 2020 merchandise. Let's purchase a few items, help offset the expenses and demonstrate our support.



RV Transition Training by Craig Ritson

The Vans Transition training program is designed specifically for transitioning pilots from other aircraft types and experience into the RV. It's designed to convey the basic knowledge and skills required to fly an RV safely that meets insurance requirements.

The Vans Training program is an insurance requirement and a sensible prerequisite before flying a maiden flight.

I spoke to a local RV builder and was recommended to contact Jan Bussel in Okeechobee Florida.



Listed below is a quote from Jan's Biography.

"Jan Brussel has been a pilot and airplane owner since 1967, and has logged over 7,000 hours in more than 30 different types of aircraft. He is a CFII, MEI, and has built both of the airplanes he uses for training.

Jan's 4,500 hours of instruction include 1,200hrs in the 160hp RV-6A and 1,200hrs in the 180hp RV-6.

Jan, now retired, has been a flight instructor since 1976 as well as having taught in the classroom environment for over 35 years."

A few weeks before the training, I received an e-mail with the RV aircraft performance specification and a detailed training syllabus. Included were lesson objectives, oral discussion points, pre, and post-flight briefings, and all the flight maneuvers.



On arrival at Jan's house on the River Oak aviation estate, I was greeted by two excited small dogs sitting on a golf cart. Jan introduced himself, followed by a brief overview of

his education and flight training background.

The next hour of ground school was spent reviewing my flying background and topics including aircraft systems, flight characteristics of the RV aircraft, V-Speeds, taxi techniques, awareness of high sink rates with low approach speeds, climb profile, performance, and emergency procedures.

In the hangar, we completed a pre-flight inspection and a cockpit familiarization lesson.

We took off the dusty turf runway close to max gross weight, making sure enough rudder was applied to offset the P-factor. On climb-out; it came apparent why this training is essential. The controls were sensitive compared

to the average Cessna or Piper. Pitch was similar to my Sonex, but the ailerons were lighter.

We climbed southbound at 110 MPH at 900 FPM to the training area. Leveling out at 3,000 Ft. and low cruise power setting we accelerated to 140mph.

In the next 30 minutes, we executed 360-degree standard rate turns at 30, 45, and 60-degree banks. This was followed by slow flight in multiple flap configurations and bank angles.

Power-off and Power-on stalls, with and without flaps demonstrated almost no stall warning buffering before the break. Stalls were recovered immediately by unloading the wing with a touch of down elevator.

I did have a slight wing drop on a power-on stall which was quickly picked up with opposite rudder with me avoiding the natural temptation to use aileron.

Accelerated stalls pulled at 60-degree banks occurred abruptly around 90mph and once again an application of a little forward elevator got us flying again.

We then flew a few miles to Okeechobee County airport and completed 19 touch and goes. A local pilot got on the radio and asked us 'How many more landings are we going to do? You going to wear it out'.

A 10-knot crosswind gave Jan an opportunity to instruct how to handle non-ideal conditions. I completed a wide variety of landing configurations from no flap to full flap and hard side slips.

An interesting exercise was flying along at 5 feet doing multiple touch and goes on the 4000 ft runway.



On the Climb-out heading back to River Acres I was surprised when Jan pulling the power back to idle at 500ft instructing me to execute the *impossible turn* making sure I don't go below 98mph. A hard 60-degree bank turn lined us up back on the runway with height to spare. We both smiled impressed with the outcome.

The flight back was uneventful and gave me confidence in the nose gear's ability to handle a rough turf runway. Jan's RV6-A has been flying off this turf for more than 20 years without any issues. The trick is to keep the nose gear off the turf as much as possible. After landing Jan showed off his restored motor vehicles before a flight debrief during lunch.

I highly recommend flying with Jan. He has honed his skills with decades of teaching in high schools, colleges, and flight instruction. His calm demeanor, aeronautical knowledge, and instruction make me rate him as one of the best instructors I have flown with.

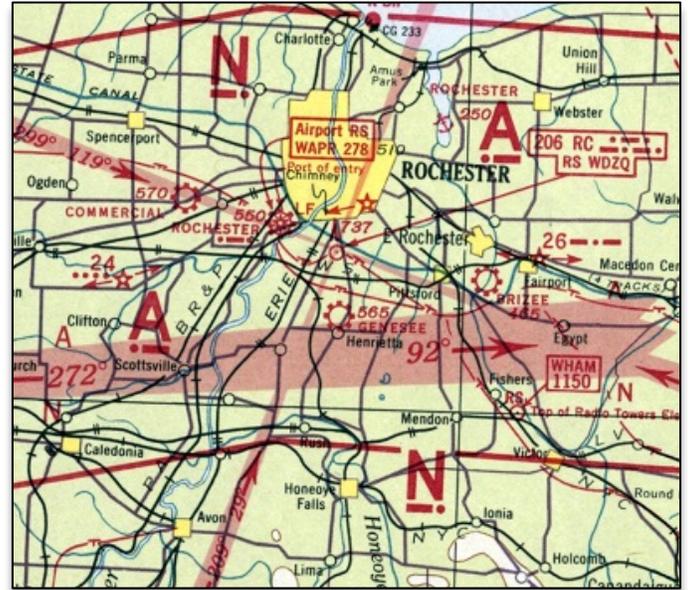
Genesee Field – Rochester, NY - *Abandoned & Little-Known Airfields & Democrat and Chronicle (1/16/2015)*

This general aviation was evidently established at some point between 1938-40, as it was not yet depicted on the July 1938 Albany Sectional Chart.

The earliest depiction which has been located of Genesee Field was on the January 1940 Albany Sectional Chart. It depicted Genesee as a commercial/municipal airport.



1951 picture depicting Genesee as having 3 grass runways, with several small hangars & over 20 light planes on the northeast side



Genesee Field, as depicted on the January 1940 Albany Sectional Chart

Genesee Field was evidently closed at some point between 1952-55, as it was no longer depicted on the May 1955 Albany Sectional Chart. Although the specific reason for its closure is unknown, it was presumably not able to maintain viable business, given that Hylan Field was located less than a mile to the west.

Alan Reddig noted, "I suspect the reason that two airports that close together were not viable is because Ray Hylan, who had a flying school, made his field to the west bigger & better, and simply overwhelmed Genesee."



There is no longer any trace of the airport. The building on the top right is the Double Tree Hotel



1945 photo of James Reddig (courtesy of his son Alan Reddig)

Appearing nightly, the Quest Diagnostics Air Force - Eric Tegler - 4/29/2020

Somewhere above, a pilot bathed in the glow of avionics is looking up from his instrument panel into the night. Behind him are 76 soft-sided coolers holding the physical data on which modern medicine depends—samples of blood, urine, and tissue from individuals around the country.

They're aboard a Pilatus PC-12 turboprop business aircraft, collected from airports where they've been delivered from laboratories, doctors' offices, and hospitals. The airplane is part of the 25-strong specimen-transport fleet of Quest Diagnostics, one of the two leading companies in the medical lab services market.



There are remarkably few aircraft in the air over America at night in this time of COVID-19. Take a look at [FlightRadar24.com](https://www.flightradar24.com) or [FlightAware.com](https://www.flightaware.com) at 10 or 11pm in the evening and you'll see.

Today, Quest flies nine PC-12s along with nine Beech B58 Barons and five Embraer Phenom 100s. Able to cruise at 200 knots (230mph/370km/h) at about 7,000 feet, the piston-twin Baron is suited to shorter flight legs, while the twin-jet Phenom 100 is more efficient on longer routes in the western US, cruising above 30,000 feet at 400 knots (460mph/740km/h).

But the PC-12 is likely the future of the Quest fleet. Its load capacity and middle-ground speed/altitude/fuel consumption qualities are encouraging the company to acquire more. It's a good fit in terms of size for an operation that's always assessing its efficiency, including the utilization of cargo space.

Well over a decade ago, Quest recognized that the traditional hard coolers it transported specimens in had a lot of "empty air" inside, Borton says. "So we went ahead and patented our own soft-sided coolers [in 2003]. That freed up about 50-percent capacity in all of our aircraft." All specimens are packaged for the aircraft in the same sterile format, including the many COVID-19 specimens that Quest has been transporting to and from 12 different laboratory facilities



during the crisis. Like more routine samples, they're managed with competition-like teamwork.

On the way to Elmira, New York, or to Denver, Colorado, in the darkness, Quest pilots are well-known to the air traffic controllers who also work the third shift. When switching to a new frequency en route, pilots often recognize the voices of controllers they work with nightly and vice versa. "We're very professional, and that translates to being treated well by the controllers," Borton says. "In our business, time matters, so any shortcuts or direct routing they can give us help a lot."

Photo by Steve Hockstein/HarvardStudio.com

Old Goat Conundrums by Art Thieme

Attention: Now that we must observe social distancing, I am cutting off 4' of the 10' pole that you never touched anything with. I will put a nice leather grip on the pole, and you will have an automatic measuring stick to keep your distance. Also makes a good walking stick. Available in a choice of colors. \$19.95. Call 1-800-STK-PICK.

I had to go outside to a store but didn't have a face mask. What to do? I wore an athletic supporter. (Not really. Just wanted to see you thinking about it and laughing.)

What else to use? How about a bra? Good fit and in the winter can double as earmuffs. And Ladies, please don't give me "the look." I have cabin fever. I'm too old.

Do you want to fly like an eagle? Sam Weigel, FLYING, March 2020, writes: "Once every year or two I have a peculiar and memorable dream while I sleep. I am quite sure I'm not alone among pilots in occasionally dreaming that I am flying. I mean bird dreams, just pure, joyful, unadulterated flight, wheeling over the earth with absolute freedom, borne on unseen wings."



I too have those dreams. Not so much about bird flying but about soaring from a cliff or tall building. Don't recall landing. But most of the dreams are about flying the Champ. I recall the airports where landing, the persons I gave rides, the running out of gas, getting lost on a cross country, bad and good landings, etc. I even remember bird nests in the engine of the 172. Do you have dreams too or is it just when you get older?

Apropos of nothing, I love oysters. When in Florida I had them for lunch almost all the time because every restaurant had them. Not so in Rochester. I occasionally buy two oysters from Wegmans and try to open them. Used chisels, screwdrivers, pliers, hammer. Even bought an oyster knife. Didn't help much. Bernard's Grove has oysters and I asked if I could watch the chef open them. No problem. He put on a special glove, stuck the knife in, and opened the shell. Do that again, I asked. Looked easy. Will try that at home. Stay tuned.

With the libraries closed, I've been reading magazines that have been in a pile. I'm now catching up, with some of them dated 1998. My wife loved Louis L'amour books. My daughter is now reading them. Seems that Audrey had 60+ L'amour paperbacks. I'm next on those.

Raise your hand if you've ever tasted truffles. I didn't think so.

Stay home if you can. Wear a mask. Stay healthy. I miss our meetings.

Old Goat, out

California Sonex Lands in Parking Lot - source The Orange County Register March 2020

An 80-horsepower Sonex experimental-built airplane landed safely in the lot near Newland Street and Pacific Coast Highway. The pilot, Jon Grazer, said he was flying to Long Beach to a practice area and to check out ships when he noticed his fuel dropping. He had a full tank when he left John Wayne Airport, so he said he knew something was wrong. He said he had heard of the beach parking closures so thought the lot would be the best place to land.

"Everything worked out," Grazer, a Newport Beach resident, said, noting there was a strong headwind. "There were some barricades I had to pull through and fortunately cleared those." he said. Orange Coast State Parks Superintendent Kevin Pearsall said "no one was injured, no damage was done and the plane was being removed.



"It was a clean landing," he said. Pearsall said the Federal Aviation Administration was quickly on the scene to take a report.

Baby Ace Update by Bob Nelligan-Barrett

The Baby Ace Restoration Team is still on NYS-Pause for a few more weeks. We are chomping at the bit to get working again. Too much time lost. in the meantime, ...

Recently I was going through the Library shelves in the Airplane Shop and I found this issue of Sport Flying February 1968 (above) with a cover story on the Fleetwings Seabird and an article on the Corbin Baby Ace. As you may remember, the Seabird was designed by Chapter 44 member Jim Reddig, and several members built multiple Baby Aces. In fact, a photo of member Lloyd Feary's 126L is part of this article. "The Stainless Steel Goose" told the history of the Seabird and of Channing Clarks restoration of one in 1964. No mention is made of Jim Reddig.

There are a dozen photos of different Baby Aces, one with a checkerboard paint scheme and all of them experimenting with different tails in the transition between "C" and "D" model tail feathers. The article tells the history of the Ace Aircraft Co and the various modification to the plane over the years. Speaking of 126L, two period photos of it have shown up on Facebook since our last update.

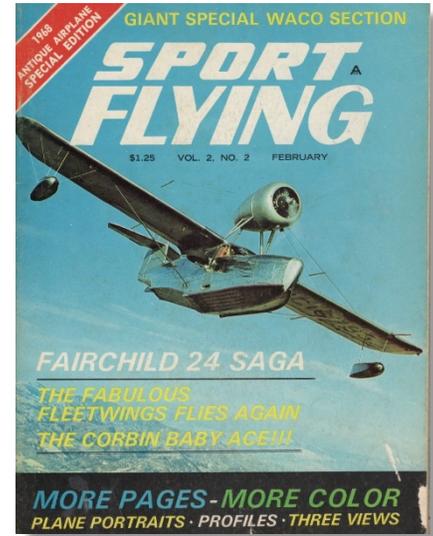


Photo credit Bernardo Melendez



Photo credit Eric Weiss

American Aero Services

In April I visited the American Aero Services workshop at the New Smyrna Beach Airport (EVB) in Florida. There is lots of activity going on in the warbird restoration/maintenance hangers.



Lockheed P-38 Lightning



F6F-3N Hellcat night fighter



This Consolidated 24J Liberator Built August 1944, the Liberator was built at the Consolidated Aircraft Company's Fort Worth, Texas plant

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Member News

Craig Ritson

I had the opportunity to take Jonathan Solo who is struggling with cancer for a flight. The picture of Jonathan smiling, next to Jaime Ritson is proof aviation can bring joy to all, including someone fighting this terrible disease.



I am promoting aviation wearing my personalized Rochester sectional face mask.

Jim Martin

April 25th Jim Martin and Craig Ritson flew the Finger lakes Soaring clubs ASK-21 glider for the first flight of the season. Due to COVID-19 social distancing rules we operated with only three members on the field. The thermals were strong with Craig climbing up to 6,000 feet after releasing at 2,500 feet.



Schleicher
ASK-21 Glider

Tyler Mullen

Tyler is starting his journey to become a qualified pilot on Wednesday, May 20th at Rochester Air Center. Congratulations Tyler keep a journal and keep us updated on your progress.

Chapter 44 Monthly Activities on Hold

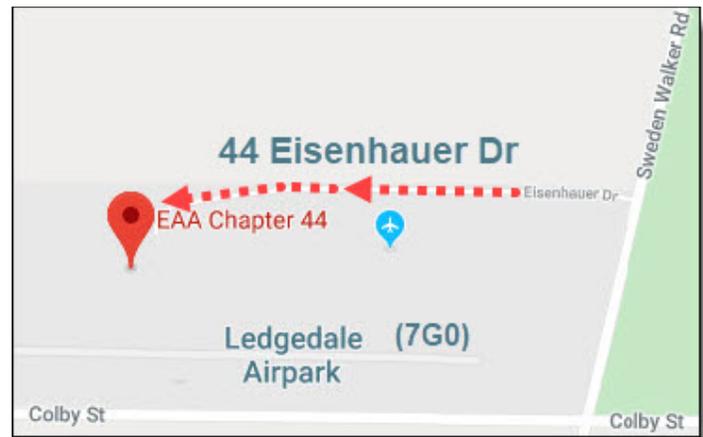
All activities take place at the Sport Aviation Center (SAC), & are free & open to the public

Sport Aviation Center

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

May and June activities are on hold.

Check our website for updates.



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