

## News from our President – Randy Spurr

Hello friends! I apologize for not contributing to this outstanding newsletter in a while! I have no excuse better than anyone else would have for not doing so!

I have been spending my summer picking up where I left off last Fall, trying to finish off obtaining my seaplane



RAC amphibious C-172

rating. Taking a little longer than it might take at Jack Brown's with our lovely WNY weather, but it really has been a blast! I highly recommend getting this rating if you can, Rochester Air Center has a very nice amphibious C-172 seaplane for training, and some excellent seaplane instructors. There is so much more to earning this rating than just landing a plane on water. You learn maritime rules, reading the wind, docking, and sailing, slow flight, unique aircraft systems, and did I mention slow flight?

I have also been keeping up on my helicopter proficiency, striving to fly every other week. I have about



EnstromF28F

70 hours helicopter time now. It is fun, but not what I would call relaxing, you really must be on your game. I also have been working part time at Rochester Air Center, if you're thinking about learning to fly or getting back in the air, I'd be happy to answer any questions about RAC. We have several Chapter 44 members flying there now. As you may know, we have another Ray Aviation scholar, Jake Daly. If you haven't met this young man, please take a chance to do so. He has been helping with many of our recent activities as well as the BART project.

Our Batavia Flying Club is operating at full capacity, with a waiting list of perspective members!

I look forward to seeing you all in July at Gaines Valley, and I'll be going to AirVenture for the first time, so I'm super stoked about that! I'll be staying in the Chapter 46 camping area, AND my wife has agreed to go with me even though she doesn't really share my passion for airplanes, so we'll see how that goes! Plus, this is our first real trip in our motorhome. Hope to see some of you there too, stop in for an adult beverage and say hello!



Batavia Flying Club get together

## July Mystery Plane



Build your own – Answer on page 6

## August Meeting – by Norm Isler

Our August meeting will bring our chapter back to “Normalcy”. After meeting at Gaines Valley in July, our August meeting will be back at the SAC and will feature a special guest speaker and a, by now, traditional August EAA Chapter 44 dinner. Normal \$5.00 donation requested for dinner.

At 6:00pm, Norm & Elise will provide our annual treat, Beef on Weck sandwiches and members are invited to bring a dish to pass. We always have plenty to eat, and the dish to pass provides plenty of variety. Between now and August we will review that state of the covid regulations and plan appropriately to comply with both required and “common sense” precautions.



After dinner, our special guest speaker will be Jeanne Suski, a pilot for Mercy Flight out of Buffalo. Jeanne will fill us in on the history of Mercy Flight and the mission including first-hand experiences and “war stories”.

Shortly after 8:00pm, weather permitting and not being away on a call, Mercy Flight will fly in one of their helicopters. This will be your opportunity to explore a Mercy Flight helicopter without having to first be seriously injured! The crew will be there to provide a flight demo and once on the ground answer all your questions about their operation.

Don’t miss this opportunity! And consider inviting some friends to join us. They do not have to be chapter members or pilots. Although you can ask technical questions, this is not a technical presentation and will be of interest to pilots and non-pilots alike.

See you at the SAC!

## Bart Update – by Bob Nelligan-Barrett

It has been fascinating during the week of the SAC 10th Anniversary Fly-In, the June General Meeting and Young Eagle Rally to watch the reactions of members and people who know the story of Baby Ace 75H but for three years have only seen the fuselage in the shop, or a wing on a wall, and painted pieces peeking out from above the kitchen cabinets.

They come around the corner from the workshop and see 75H outlined in the Great Room door. Once they are in the Great Room their eyes travel over the whole plane, and to a person, they are stopped in their tracks, their mouths agape and they offer words of amazement at seeing it all together for the first time. It’s like they can’t believe it.

Well, neither can I. When I look at 75H, I know all the work and effort the BART’s have put into this project to get it to this point. I know all the new welding and painting and woodworking and metal fabrication skills we have learned. And there is more to learn before we’re finished. I am very proud of them all when I look at their results so far. You should be too. 90% finished, 90% left to go.

The next time you see the plane, it will be disassembled again. We will have installed the control cables, given it a good pre-covering inspection, and started rib-stitching the fabric on the wings and tail feathers. There will be other projects on the plane that will be getting attention at the same time, so if sewing is not your thing, I’ll find something that is.

NOW IS A GREAT TIME TO GET INVOLVED IF YOU HAVEN’T BEEN YET! Make your contribution to the Chapter project. Get us over the Finish Line! No Experience Necessary! Almost all of us are “Restoration Rookies.” Stop by any Wednesday night 6-9 PM to see what we’re doing. We adhere to the “Voyager Seven-Minute Rule.” If you don’t know what that is, stop by the SAC and I’ll show you. ;-)



## Bob Northrup Aircraft – Norm Isler

Hopefully, if you are reading this newsletter, you were at the Tenth Anniversary Celebration of our Sport Aviation Center on June 12, 2021. Many of our members were there as well as many non-members. It was great to see our parking lot full of visitors, the lawn covered with classic cars and the ramp filled with a wide range of aircraft.

One thing you may have missed – long time chapter member Bob Northrup, now residing in North Carolina, stopped by for a visit. Along with friendly greetings, renewing old acquaintances and making new friends Bob was on a mission. He recently cleaned out his hangar and brought a sizeable crate of goodies along with him. First option went to the B.A.R.T, (Baby Ace Restoration Team) for anything they could use. Once they took what they needed the remainder was secreted off to a classified location for cataloging. Below is a list of materials that were “declared surplus” from the Bob Northrup Aircraft Building Machine.

If there is anything on this list you can use, just contact Norm Isler (585-279-4024 or NormIsler@aol.com) and make arrangements to pick up. First come first serve. And if it helps you reach a goal on your project, saves you a few dollars or just gives you a few goodies to tinker with, say a quiet “thank you” to Bob and consider making a donation to EAA 44 general fund. All donations to the general fund, big or small, help to support our building and all of the programs that EAA 44 operates.

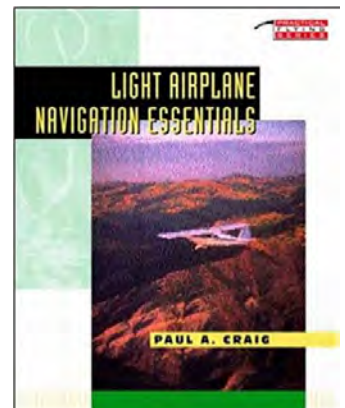
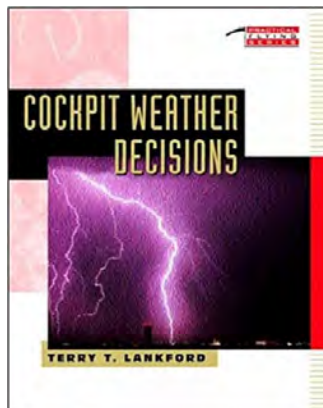
Thanks Bob!

Qty	Item	Manufacturer	Description	Supplemental Information
6	SA-F10	Avery Tools	1/4" Tubing "T" fitting	Some new, some used in good condition
1	Tachometer - Electric	UMA Instruments	Electric Tachometer	New in box with connector wires and instructions
2	Fuel Gauge	UMA Instruments	Fuel Gauge	New in box with connector and instructions
13	BNC Connector	Amphenol / Other	BNC and Coax Cable Connector	Mostly new in package
1	Thermocouple Sensor	UMA Instruments	Sensor	Model T3B1 - S/N A1078
1	Push /Pull Cable (Ratchet Fitment)	ACS Products	72" Long - Locks in Position as set	Included as part of Filter Bypass Door Installation Kit
1	Hardware Assortment	Van's	Misc. Screws, Rivets, Nutplates, Adel Clamp	Included as part of Filter Bypass Door Installation Kit
4	AN4-?			Bolts, washers and Nylock Nuts
1	GPS Antenna	Dynon	External GPS Antenna	Appears new in box - Never installed
1	GPS Antenna	AeroAntenna Technology	External GPS Antenna	Appears new with no box and some scratches
1	Fuel Gauge	UMA Instruments	Fuel Gauge	Appears never used but not in box - no connector or instructions
1	Instrument Light Inverter	UMA Instruments	Inverter Power Supply for LED Lighting	24-28 volt New in box with connector and instructions
2	Probe	Westberg Mfg	Pressure Sender	0-100psi S/N2287
2	AN4-26A Bolt			
2	AN4-17A Bolt			
2	AN4-30A Bolt			
8	AN-?	Aircraft Spruce	Aircraft Grade Stud	
4	SA-F2	Avery Tools	1/4" Tubing Straight Tube to 1/8" NPT	
1	SA-?	Avery Tools	1/4" Tubing "X" fitting	
1	AS-F11	Avery Tools	1/4" Tubing Straight Union	
1	Grease Cartridge - #5	AeroShell	Grease gun Cartridge of grease	Bottom of tube partly opened
1	Anti-Corrosion Spray	ACF - 50	Spray Can Anti Corrosion Treatment	Appears Full / Missing Cap
3	EGT Probes	Alcor Inc	EGT Probe kit with probe, clamp & wire	2 New in package, one out of package
3	EGT Probes	No tags	EGT Probes with probe, wire & clamps	Three new, never installed - No additional information
1	CHT Probe	Universal Corp	Probe with wire only	

Qty	Item	Manufacturer	Description	Supplemental Information
1	CHT Probe	Alcor Inc	Probe with wire only	
1	D-Sub Hood	Radio Shack	Hood for 25 Pin male or female connector	New in package
1	Thermocouple Sensor	UMA Instruments	Thermocouple Sensor	New in package with instructions
1	Fuel Flow Pressure Transducer	JPI / Floscan	Fuel Pressure Transducer 0.6-60 GPH	Used - Tested good - Came off Job 3300 engine
1	Sensor - Unknown	Bendix		
1	CHT/EGT Temperature Guage	Westberg Mfg	Combination CHT/EGT gauge with wiring harness	Appears new with Westberg thermocouple 713-7D-CHT proba attached
2	SpeedFlex Brakeline Hose	Earl's	SpeedFlex SS Braided Jacket Brake Hose	12" Long - 1/4" (?) Fittings
1	Aeroquip Firesleeve	Aeroquip	Firesleeve	Approx 36" long
1	Aeroquip SS Flex Line	Aeroquip	Flex Line 1/8" ID with Stainless Steel Braid Jacket	No end fittings - 44" long
1	Aeroquip Firesleeve	Aeroquip	Firesleeve	Approx 19" long
1	Aeroquip Firesleeve	Aeroquip	Firesleeve	Approx 42" long
2	Aeroquip Firesleeve	Aeroquip	Firesleeve	Each approx 10" long
1	3/4" Split Plastic Wire Loom		Plastic Wire Wrap	Approx 60" long

## Books

ASA Visualized Flight Maneuvers Handbook	Revised 1997	Used. Good condition. Maneuvers haven't changed!
ASA Private Pilot SEL Practical Test Standard	Revised 1997	Obsolete. Superseded by Airman Certification Standards. Good Reference
Better Takeoffs and Landings	1995 - Michael C. Love	Good Reference
Cockpit Resource Management	1998 - Thomas P. Turner (Second Edition)	Good Reference
Cockpit Weather Decisions	1997 - Terry T. Lankford	Good Reference
Weather Patterns and Phenomena	1995 - Thomas P. Turner	Good Reference - Some things never change
Light Airplane Navigation Essentials	1997 - Paul A. Craig	Good Reference - You can ignore the part about Loran
The AeroElectric Connection		Information Service and Guide to Theory, Design and Fabrication of Aircraft Electrical Systems Revision 10 A - December 2002
Engine Management Made Easy	2003 - Walter Atkinson, George Braly, John Deakin	Training seminar text / workbook



## Old Goat Musings by Art Thieme

At last month's anniversary celebration, I fell in love. One look at Randy Spurr's new airplane and I was gone. It is a Champ. A Champ on steroids. My Champ had an 85 hp engine and I thought that was good. Randy's plane has 210 hp. It could probably get off the runway in 50 ft. My Champ did 80 mph with a tailwind. This plane can probably do 120 at least. It has a glass cockpit. I don't know about an autopilot but wouldn't be surprised. I offered Randy 50K for a half share. He, as a former auto dealer, would probably laugh loudly. If I had a plane like his, we could do tandem air shows. Smoke on!

Speaking of planes, Norm Isler gave me a tour of his refurbished plane. It is beautiful! I wondered how he could do the overhead and seats so well. He said you could buy the parts and installation wasn't too hard. I suspect Elise did most of the work. Sorry, Norm. You have to see this. It may give you inspiration to do the same. Great job Norm and Elise.

Low on final? What do you do? Pull back on the stick? Pitch for altitude or add power? Power for air speed. Or is elevator for air speed and throttle for pitch? Wolfgang Langewiesche states, in his book ["Sick and Rudder"](#), that it is counter intuitive. Pitch for air speed and power for glider stick slope. When we learn to fly, we know it is pitch for altitude



P47 Thunderbolt



Yakovlev Yak-9

and power for air speed. Most pilots fly using pitch and air speed. If you are too low on glide slope, raising the nose will get you back toward the desired flight path but it might slow you down, so you increase power a smidge. Use small input. You can fly a good approach using either method or a combination of the two. Or you could just go around.

Why do pilots sit in the left seat? In Britain, drivers sit on the right and pilots sit on the left. Why? The answer is hotly debated. Some say it goes back to the way soldiers held their sword in battle. Some say it is due to the design of early aircraft. Some early air designs had steering wheels on the right. The Ford Model T in 1908 had the steering on the left.

The Wright brothers released the two seat Model D (1907) with only left seat controls. Since most people are right-handed, it seems likely most pilots would prefer to sit in the left seat to better navigate flight control to the right. Since most planes have left torque, CFI's holler "more right rudder!" Sitting left makes it easier to counter this left turning tendency. The left turning torque is probably why we fly left hand patterns when landing. Sitting in the left gives a better view of the runway. But there are a few airports with a right down wind pattern. So, it is what it is.

What were the most produced WWII warplanes? The numbers are outstanding. British Hawker Hurricane - 14,583. German Junkers Ju88 - 15,183. American P-51 Mustang - 15,586. American P47 Thunderbolt - 15,660. Russian YAK-9 - 16,769. American Liberator B-24 - 18,482. German Focke-Wulf Fw 190 - 20,050. British Spitfire - 20,351. German Messerschmitt Bf 109 - 34,852. Russian ground attack Ilyushin Il-2 Shturmovik - 36,183. Amazing number for the conditions, labor, materials, etc.



Ilyushin Il-2 Shturmovik

Warning! I now already have nine 2022 calendars.

Old Goat, out

## Sport Performance Aviation Panther Kitplanes and Sport Performance Aviation LLC

Dan Weserman and his wife Rachel head up Sport Performance Aviation LLC. based in Green Cove Springs, Florida. The single seat aerobatic Panther is the first design of Dan, a long-time pilot and machinist who has developed parts for the popular Corvair engine conversion.

The Panther is offered as an ELSA kit featuring CAD-design parts that fit together well for a reasonably quick build. Skins are pre-punched to allow quick match-drilling to ribs, and the use of pulled rivets speeds up and simplifies the construction time. The fuselage is a steel-tube frame in the forward section that carries loads from engine to wing to cockpit, and a monocoque aft fuselage that supports the tail surfaces. The wings and tail are traditionally constructed of aluminum skin and ribs.

The wing's aspect ratio is higher than many sport planes, providing good performance and a low stall to meet LSA requirements (and a short-winged "sport" version is available for those that might want a little higher roll rate at the expense of low-speed performance).



*Tri-gear is an option*



*This example is covered in Vinyl Wrap and powered by a Lycoming O-235*

The seat back is adjustable before flight, and the rudder pedals can be moved for long or short legged pilots. It has folding wings, which allow it to fit in a roadable trailer. The cockpit bubble-type canopy opens to the right and is designed to self-detach if it unlatches in flight. A quick-unlatch mechanism allows the pilot to bail out in an emergency. A BRS parachute is also optional equipment. The canopy is high enough to clear the head of most tall pilots.

Fuel is provided in two leading-edge wing tanks, plumbed to the fuel selector in front of the pilot, and then fed to the engine with two parallel fuel pumps.

There are a number of engine choices including the Corvair, Jabiru 3300, Lycoming O-235, Lycoming O-320, Titan

X340 Experimental Series or UL350Is.

Aerobatic performance may not be in the Extra class but is still very capable and easy to fly with no nasty habits. Maximum G-loading is +6/-4.4. Ground handling in the tailwheel configuration is very good. It offers X-country speed in excess of most amateur-built airplanes. Baggage space, limited to 25 lbs. is situated behind the pilot's seat.

A two seat version is in the drawing board. Details will be revealed at Oshkosh 2021.



*The Wings can be folded allowing hanger sharing or trailering home*

### Specifications

	Panther LSA	Panther Sport
Wingspan	23.5 ft	21.5 ft
Wing Area	93 sqft	85 sqft
Empty Weight	650-750 lbs	650-850 lbs
Gross Weight	1115 lbs	1150 lbs
Fuel	27 gal in wings	27 gal in wings
Top Speed	140-180 mph	160-200 mph
VNE	200 mph	220 mph
Max G	+6/-4.4 G	+6/-4.4 G

## Young Eagles June 2021 - Elise Isler

On June 19th EAA Chapter 44 held another successful Young Eagle Rally. There were lots of smiles and many questions. Several of the older students are enthusiastic Simulator Pilots. Others live nearby and have been watching the airplanes fly by but were unfamiliar with the program until recently. We even had a very excited dad who is now a Chapter 44 member and plans to join the BART team!



I would like to thank everyone for their support, time and contributions. Special thanks to Dave Hurd for watching the weather and making a successful call (at the horrible hour of 6:00 AM!!). It was a 50/50 chance GO/No GO. I notified all involved on Friday to watch for the morning email which luckily was never sent. The clouds, wind and rain all cooperated.

We flew 20 students thanks to Whit Beckett, Norm Isler, Mike Kuyt, Willy Mattocks, Rick Tandy and Randy Spurr. Also, through their generous offer to fly students, not only did the Young Eagles have a great time, thanks to EAA, the Chapter will also be getting YE Credit money to support more youth education programs for next year.

Unlike other years, thanks to Jim and Cathy Carpenter and Joan and Betty Ann Manganello, all relatively new members, we had a remarkably successful Cook Out fundraiser! The Chapter did not contribute a penny to the event, and it was ALL profit. Jim and Cathy acquired monetary donations from Wegman's, Aldi and Walmart. Joan and Betty Ann received food donations from Zweigle, Skips Meat Market, Dunkin' Donuts and an anonymous supporter.

Joan and Betty Ann were also instrumental in spreading the word about the program. I still think it best that we advertise mostly by word of mouth and through the school districts. We have a limited number of pilots so we can only fly a limited number of students. YOU also can contribute to the advertising by having parents eligible students to reach out to me at [FlyYoungEagles44@gmail.com](mailto:FlyYoungEagles44@gmail.com). Our remaining events are July 17, August 7 and September 11.

We had a special guest, Andre Williams, who flew as a Young Eagle with Norm in 2017 just before his 18th birthday. That Fall, he headed to Embry-Riddle and completed his program in 3 years graduating in 2021. During that time, he received his private pilot license and has earned numerous ratings: instrument, commercial pilot land, multi-engine add-on, complex endorsement, certified flight instructor initial. Within the next month he should complete his CFII and plans to instruct at Embry-Riddle to build hours. Following that, he plans to fly at any regional airline that has the fastest upgrade times to receive his minimum 1,000 hours PIC. His long-term goal is to fly for FedEx. At 21 years of age, Andre has proven to be very ambitious AND very successful!

Andre gave a wonderful presentation and all present were amazed! He extended his gratitude to Norm, me and EAA Chapter 44 for hosting the Young Eagles program. It was the first time he had ever had the opportunity to fly in a small aircraft and his dream continued from there.

Andre's mother, who also attended and has been his strongest supporter, said that Andre has had the goal of becoming a pilot since he was 10 years old. She tried to direct him into becoming a computer engineer or other related field, but he was determined!

Finally, I would like to thank all the Chapter members who came and helped for the day. It is a fun way to support the Chapter. After all, who among of us doesn't like to watch airplanes and see the smiling faces of young and old alike?

**Total Young Eagles Flown: 2,211,151 — Stats as of June 7, 2021**



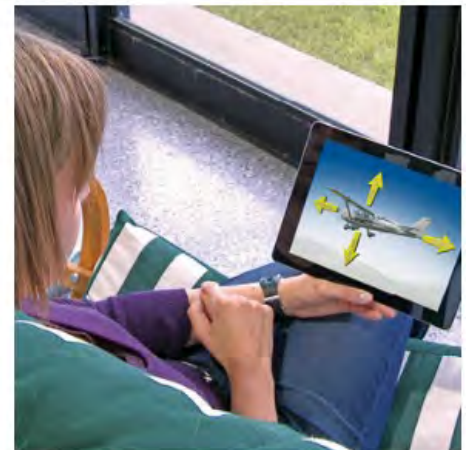
### Step 1: Become a Young Eagle

Learn how to become a Young Eagle and taste the freedom of flight!



### Step 2: Get an EAA Student Membership

The tools you need to reach your aviation dreams.



### Step 3: Take Sporty's Learn to Fly Course

A free online flight training program.

SAC 10th Anniversary Fly-In June 12, 2021 by Bob Nelligan-Barrett



Our Runway Sale was very successful.



Classic cars, like this Amphicar, are always a hit at our fly-ins.



What do you think, Dear?  
Trade in our motorhome for one of these? Yes!



Dave Coan's vintage Luscombe panel.  
Simple & sweet.



Earl Luce & Jeff LaChausse's Buttercups sandwich Craig's Ritson's Sonex.



Norm Isler presenting a 15-minute presentation on EAA, Chapter 44, and SAC history.





Two vintage Stinson's joined us.



Cockpit of the Gullwing Stinson above. Beautiful.



Grill Cooks Frances Englund & Trina Kenney



Members share a meal face to face again.

## Contacts

### President

Randy Spurr (585) 509-1585  
[president@eaa44.org](mailto:president@eaa44.org)

### Vice-President

Frank Grossmann (585) 305-0552  
[Vice-president@eaa44.org](mailto:Vice-president@eaa44.org)

### Directors

Frances Englund (585) 890-0487  
Tom Henion (585) 317-8508  
Darrin Kenney (585) 455-4301  
Steve North (585) 705-0462  
Rick Tandy

### Treasurer

Gail Isaac (585) 737-1205  
[treasurer@eaa44.org](mailto:treasurer@eaa44.org)

### Secretary

Tammy Mullen [secretary@eaa44.org](mailto:secretary@eaa44.org)

### Building/Grounds Coordinator

Kevin Arganbright (585) 392-2689

### Flight Advisor

Jim Martin (585) 507-0245  
Craig Ritson (585) 683-5356

### Technical Counselor

Earl Luce (585) 637-5768  
Jim Martin (585) 507-0245

### Webmaster

Craig Ritson [webmaster@eaa44.org](mailto:webmaster@eaa44.org)

### Newsletter Editor

Craig Ritson [newsletter@eaa44.org](mailto:newsletter@eaa44.org)

### Young Eagles Coordinator

Elise Isler [flyyoungeagles44@gmail.com](mailto:flyyoungeagles44@gmail.com)

### Baby Ace Restoration Team Leader/ Historian/Librarian

Bob Nelligan-Barrett (585) 754-7263

Chapter Website <http://www.eaa44.org/>

Chapter E-Mail [mail@eaa44.org](mailto:mail@eaa44.org)

## News around the Globe

### Wyatt Robinson

Congratulations to 14-year-old Wyatt who soloed a Schweizer SGS 2-33 glider at Finger Lakes Soaring club in Dansville on Saturday July 10<sup>th</sup>.



His flight was flawless ending in a greaser of a landing. He was greeted by a bunch of spectators including his Dad and club members.

Just before the flight Wyatt was reminded to wear a shirt he did not mind being cut apart. He quickly changed but was not prepared for a shower before the traditional cut. While taking the obligatory photo being congratulated by his instructor Rick Lafford. Chapter 44 member Ivan Mofardin sneaked behind and gave Wyatt the first solo water treatment.



Wyatt has flown as a EAA44 young Eagle. He is well on his way to becoming a pilot.

### Mandy Ritson

Mandy has been spending time at the Gaines Valley Airport helping prep the RV for painting stripes.

The prep work takes longer than shooting the paint. The entire fuselage had to be wrapped to prevent overspray.



The end result made all the work worth it. We are one more step closer to completion.

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

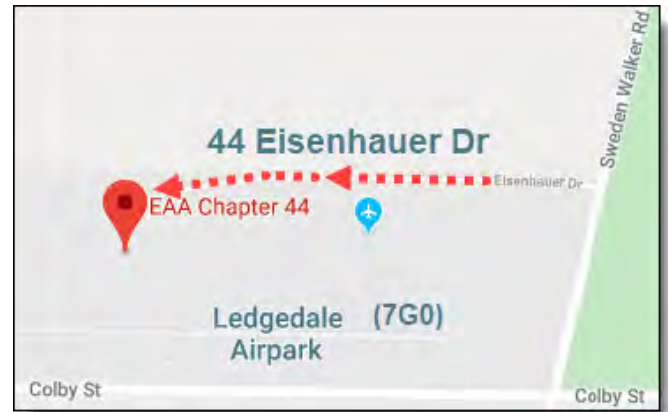
## Chapter 44 Monthly Activities

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)



*Eastern New York from a Pegasus Glider. We like to stay close to the clouds for lift.*



*Hot air Balloon and Pegasus Glider at Dansville Airport*

## His Day in Aviation

12 July 1957: President Dwight D. Eisenhower was the first United States president to fly in a helicopter when a U.S. Air Force H-13J-BF Sioux, serial number 57-2729 (c/n 1576), flown by Major Joseph E. Barrett, USAF, departed the White House lawn for Camp David, the presidential retreat in the Catoctin Mountains of Maryland. Also on board was a U.S. Secret Service special agent. A second H-13J, 57-2728 (c/n 1575), followed, carrying President Eisenhower's personal physician and a second Secret Service agent.

The helicopter was intended to rapidly move the president from the White House to Andrews Air Force Base where his Lockheed VC-121E Constellation, *Columbine III*, would be standing by, or to other secure facilities in case of an emergency.

Major Barrett had been selected because of his extensive experience as a combat pilot. During World War II, he had flown the B-17 Flying Fortress four-engine heavy bomber. During the Korean War, Barrett had carried out a helicopter rescue 70 miles (113 kilometers) behind enemy lines, for which he was awarded the Silver Star.

