

Annual Elections

Our chapter's annual election will take place the 16th of November at 8 pm following our traditional steak dinner, starting at 6 pm. Please let Randy Spurr know if you plan to attend and your headcount for steak dinner. Email is rspurr@rochester.rr.com Please bring a dish to pass.

Rick Lekel will join us as our guest speaker at 7 pm with his talk, *Stranger than Fiction – Life Within Our Airport*, detailing his over thirty-year career with KROC.

More importantly, we have two vacancies on the board to fill. Although two members have come forward to run, please consider adding your name to the election ballot! Your board welcomes new ideas and perspectives; and we need you to join to make that happen. Chapter 44's board of directors meet via Zoom the 2nd Monday of each month starting at 7 pm except for the month of December. It's not all work, and we have a great time.

If you are unable to run for a position on the board, we ask you to consider volunteering an hour or two of your time the Saturday before the general meeting for SAC Cleanup. It's a great way to connect with fellow members while we work together to maintain OUR facility to keep it in great shape for monthly meetings as well as chapter projects.

We have been recognized by EAA national in the Chapter Recognition Program and awarded Silver. Our chapter is only as strong as the membership that stands behind it. Please consider donating a small amount of your time and let's move Chapter 44 to Gold!

We are still looking for a volunteer to take over publishing the monthly newsletter. Contact Craig Ritson at CRitson@hotmail.com for details.

Experimental Fatal Accidents Drops Again – EAA.org

Safety for experimental category aircraft in the U.S. over the past 12 months continued the trend of improvement seen over the past 15 years, as the fatal accident total fell another five percent and finished below the Federal Aviation Administration not-to-exceed number for the federal fiscal year ending September 30, 2021.

This decrease in fatal accidents mirrors a year of substantial improvement in overall general aviation, even with increased flight hours over the past 12 months. There were 42 fatal accidents in experimental category aircraft during that period (October 1, 2020-September 30, 2021), five below the FAA's not-to-exceed number set for the year. Of that total, 33 were in amateur-built aircraft.

"This is continued good news on the safety front, as fatal accident totals in the experimental category have fallen 40 percent in the past decade," said Sean Elliott, EAA's vice president of advocacy and safety. "Fatal accidents in homebuilt aircraft have dropped by one-third over that time as well, reflecting a safety culture that is more widely accepted and followed as an important part of the balance of freedom and responsibility that is such an essential element of flying."

EAA continues to focus on safety and is actively working with FAA with such groundbreaking programs as the Additional Pilot Program, the EAA-published Flight Test Manual, and the upcoming task-based flight test allowance for phase I flight testing of certain homebuilt aircraft. MOSAIC as a new baseline for recreational aircraft will also enable many safety-enhancing elements for both aircraft and pilot certification in the EAA community. Safety continues to be a central focus for EAA and its communities.

Oct Mystery Plane



New Arrival at the National Warplane museum in Geneseo.
Picture by Andrew Ginsberg – Answer on page 8

The Journey continues – by Tyler Mullen

Let me take you back to three years ago, September 15th of 2018. A comfortably warm day, high of 72, blue skies with a few cotton puff clouds, and minimal wind. Before this day EAA was completely hidden from view. I saw the SAC for the first time, airplanes dotted the ramp, and I almost ripped the car door off its hinges because I was pressing so hard against it. I blindly stumbled around while waiting for my briefing. Just outside the door sat a structure of green tubes and an odd covering on it with a tiny engine on the front and a tail on the back. The covering sounded like a drum when you flicked it. I was whisked away to sit in the student briefing where I learned about my flight and met my pilot. 30 minutes later I came back from flying a Cessna 210 with the largest grin on my face, signed up for BART, and said I would be at the chapter meeting the following Tuesday. Fast forward three years to September 11th 2021, puffy clouds, warm temperatures, a forecast for high wind, and I was pulling an airplane out of a hangar for a Young Eagle Rally. I sat in the pilot briefing, took my notes, and put them on my kneeboard. Unlike the past three years where I would listen to the pilot briefings and don an orange vest as an escort, I walked beyond the orange vests and put my kneeboard in the plane. I spent the past three years saying “I’ll be a young eagle pilot someday.” That day had arrived and I cherished every moment, being able to see the face of each kid light up as we left the ground and they looked out at the world from above. I told them everything I was doing as I did it, told them what I saw, and how my thought process was in the air in order to fly. Seeing the faces their parents went through when they learned I was only 17 and unable to drive a car was by far the best part. Rather than be scared, they congratulated me with a big smile. I hope I was able to make as much of an impact on them as the chapter had on me three years ago.

However, the rally wasn’t all sunshine and rainbows. The forecast showed the wind increasing in the afternoon. Everyone took off for the first round of flights around 11 AM. It was bumpy on the way out and during the flight, but not to the point where I had to call it. I had dealt with it before and these conditions weren’t



Whit and I in 2018 after my first Young Eagle Ride

uncommon for Ledgesdale, especially when the wind came from the south. I took a break for lunch and waited for the next batch of kids. The wind picked up and I felt my shirt billowing around me. KGVQ reported wind 250@11G17. It was only 6 knots of gust, which was within my comfort zone. The wind was supposed to be higher at 2 PM so I figured this kid might be my last. Sure enough, on takeoff at 12:55, I was hit with some nasty vortices and the entire flight was bumpy. I decided that this would be my last kid due to the conditions. As everyone else chimed in on the radio about the wind, I decided to cut it a little short. I was the only pilot out by the lakeshore, anticipating what I might be dealing with. One plane had to do a go-around and I began to wonder what I would face on my way in. The headwind was strong, the vortices over the trees churned the air, and I was fighting my way to land. My groundspeed was low due to the headwind and I had to hold the power in through final to keep me moving forward and to fight through the gusts. Despite adding half of the gust factor to my final speed, I was being tossed around. I flared and floated a bit due to the higher airspeed and the strong headwind. All three wheels touched the ground for a second, but then I felt us shoot upwards. I had a slight bounce when I came down which, combined with the headwind and higher speed, caused me to rise back into the air. Not just a few feet, but to treetop level. I immediately went to full power to go around, the plane wavering in the air as it fought against the wind. I found myself in a precarious situation, one that was never taught in training.

The stall speed of a C172N in landing configuration is ~44 kts and I was at 45 kts over the runway. The headwind was so strong that I was able to stay airborne despite being right on the brink of stall. Although I’m supposed to raise the flaps on a go around, doing so in this case would cause me to drop to the ground, and not in a good way. I kept my eyes on the trees in front of me and used my skill to react to everything going on. I saw the SAC to my right, airspeed dangerously low,



Posing with Whit after flying my first Young Eagles.

plane being shaken, and I was stuck here with the feeling that I was slipping from the grasp of the air. “Not me. Not today.” I leaned into the yoke to push the nose down slightly and my reaction seemed to work. I changed the AOA and managed to build up enough airspeed to climb out and still avoid the trees. A very slow climb out continued as I nursed us into the air as I tried to change our situation. I was able to raise the flaps and reach pattern altitude with an extended downwind to try again. I had a longer final this time to give myself room and to get ready for what was to come. I held the power close to the redline to keep myself moving forward and to fight the force of the headwind. By now, the wind had increased. Runway closing in, wings rocking, yoke against the stops, rudder pedals into the floor, I was doing everything I could to keep us steady and to come in to land. I kept my voice calm as to not spook the kid next to me who was unaware of what was happening. To him the view was incredible, and I wish I could’ve enjoyed it too if it weren’t for mother nature and I having a boxing match. I came in a little flatter as I flared, the wind letting go and the plane moving the last few feet to the ground, followed by the nosewheel. We were wheels down, and that was final. I was welcomed back by many on the radio and noticed the audience I had at the SAC. White knuckled and knees locked, I made it back, leaving me a very memorable first

Young Eagle Rally. With the Young Eagle season closed, I was able to fly four kids and start to fulfill my desire to give back to the chapter. Even though the Young Eagle season is over, I will continue to look for opportunities to share the world of aviation with other youth.



A photo of the row of planes that were there. I’m parked second from the left.

Darrin Kenney’s new Ride

Darrin has officially crossed over to experimental aviation with the purchase of a Whitman Tailwind. The aircraft and builder Ron Voss is featured in an article in the June 2021 SportsAviation magazine. Ron has built five airplanes — two Sonexes, two Wittman Tailwinds, and an RV-6. The most recent build, Darrin’s W-10 Tailwind, in the spring of 2019. The modern glass panel includes a Dynon D100 and D120, for flight instrument and an engine monitoring. They are interchangeable and programmable with a split-screen allowing personal configuration.

Darrin is working on a few modifications and getting used to flying his pocket rocket which handles a little differently than the Mooney and Taylorcraft. Rumor is the spinner is going to be resprayed purple.



Whitman W-10 Tailwind



69% power, 168 knots true airspeed at 3600 Ft

Old Goat Conundrums by Art Thieme

Change happens. If you are comfortable with things the way they are, you will probably not like change. Elise Isler is stepping down from heading the Young Eagle program. She has performed in the role for many years. It should be an easy job, but you have to work with young people, parents, and pilots. She held it together in fine fashion. Thanks so much Elise. And now she and husband, Norm, are heading south for the winter. We will miss you both.

Gail Isaac is stepping down as treasurer. I can do this job when records were kept in a notebook with a pencil. No longer. Its much more complicated with computers and Gail has done a fine job. Thanks Gail.

Our newsletter editor Craig Ritson is leaving in December. Every editor brings change and Craig has presented a newsletter that could easily be a magazine with comprehensive articles. He added pictures to my Old Goat stuff that made it look better. Thanks, Craig. Keep writing and submitting material. Change happens but life goes on. [Editors comment. Art thank you for your monthly contribution. I will do my best to do the same for my successor]



Piper J3 Cub at Williamson Sodus Airport



Luscombe Silvaire at Geneseo Airport

August 2021, list the nine most beautiful airplanes. See if you agree. CESSNA Cardinal: They like the forward placement of the front sets, the wrap around windows, the low-slung gear and cool wheel pants. It never replaced the 172 SKYHAWK.

CESSNA 195: I love the big nine-cylinder Jacobs 300 Radial engine up front. It's a taildragger, another love. It has a strutless wing. Still a beauty.

LUSCOMBE SILVAIRE: 6,000 were built. The plane is a beautiful balanced delight, a shiny sheet metal dragon fly of a plane, light, agile, silvery and timeless.

BEECHCRAFT DUKE: A swept back rakish look in your face, 600 were

Plane and Pilot,



Cessna 195 at Sun N Fun 2021

produced from 1968 – 1983. It was pressurized with good speed and great range. A good looker with a swept back design.

CESSNA 310: Long, low engine nacelles, pointed nose and rakish tail added to its allure.

GLOBE SWIFT: An all-metal taildragger with a sleek low wing. More than one thousand were built.

BEECHCRAFT BONAZA: The all-metal speedster was and is beautiful. The V-tail is the designing component.



Cessna 310 at Massey Ranch Airpark, Florida

STAGGERWING BEECH: A beauty. Beech sold nearly 800 with the radial engine and lower wing ahead of the upper wing. PIPER J-3 CUB: What's to say – you either love it or not. Beauty is in the eye of the beholder. Add your own choices to the list. I've never seen a plane I didn't love.

I have been to the Reno Air Races three times. It could have been four. Mark Donovan and I had a plane, hotel, rental car reservations all set when 9/11 happened. All aircraft were grounded. Craig Ritson did a super report on this years air race. I am not a race fan but this event and the airplanes are worth a visit. I do remember that it cost more for a bottle of water than a can of beer. And unlike Oshkosh, the empty cans and paper were dropped on the ground.

What a mess. With a pit-pass you can get up close and personal with the crew and planes. Worth going to if you like planes.

Everything in life is a what-if.

Old Goat, out.



Beech Staggerwing at Oshkosh 2019

Building Sweet Freedom N472SF (Part 2 of 2) – Questions the Editor, Answers Dave Hurd

What engine did you install?

The engine model is a Lycoming IO-360 B, manufactured by Canadian company Aerosport Power with Eci PMA'd parts. It's 180 HP, as the B model has a slightly lower compression ratio than the 200 HP C model you find on the Piper Arrow. Also means it can run on 92 UL octane avgas, but I use 100 LL.

What instrument package did you choose and why?

Aspen Pro-Pilot with steam gauge backups for Attitude, Airspeed, and Altitude. Engine Monitoring is a VM 1000-C system from Vision Microsystems. Autopilot is a True Trak Sorcerer 2 axis. The radio stack includes a Garmin 430 WAAS, Garmin SL-30, Garmin GTX 330 transponder with the extended "squitter" for ADS-B out, and a PS Engineering audio panel with Bluetooth.

These items were selected because I am instrument rated, and planned on a useful cross country airplane. The improvements in avionics that have come along since the days of VOR radials, and NDB approaches are stunning. I do not have an ADF in the airplane, but there is a marker beacon receiver in the audio panel. There are NO vacuum instruments in the airplane, as I once had a failure of a dry vacuum pump, fortunately in VFR conditions. I subsequently learned the MTBF of dry pumps is in the neighborhood of 500 hours, which I consider unacceptable on an engine with a TBO of 2000. As I am all electric, I have a full sized second battery as power to my Endurance Bus with the provision for the main battery to also feed that bus through a diode. My goal was to have enough electricity to power the airplane on the endurance bus for at least 500 nautical miles, which is about 3 hours and 20 minutes in the airplane. I designed the electrical distribution system to be as robust as possible while at the same time keeping it simple. I believe firmly in the idea that a part that's not there will never fail. Simple is good.

Who did the first flight and how eventful was the first 40 hours?

First flight was done by me. I had wanted to locate someone else with more testing experience, but none was available. Jim Martin had just been hit by a car while riding his 10 speed and was unavailable, so he and I talked at length on the phone and worked out some test cards for me to use. I also consulted the FAA Advisory Circular on test flying for some additional sage advice. I stayed current thanks to the generosity of Norm Isler, who allowed me to fly his very nice Beech Sport quite a bit, and I also got 5 hours in the right seat of another builder's Glasair so I could get the feel of the airplane, which helped out tremendously. With the first flight in November, the weather was rather uncooperative as the winter moved in. I was also not in any hurry to fly off the 40 hours required for Phase 1 testing. When April of 2014 rolled around and the weather improved, I could get serious about the test program. I keep a digital logbook of the hours flown



Turning final on 10 at Le Roy



Peter & Jeff Paris after the move to Williamson Sodus airport

temps stabilized. Second problem was on the same flight. Seems the left fuel tank seal wasn't quite tight enough on the cap, and 100LL was being sucked out and creating a blue stream behind the airplane. I quickly checked to be sure I wasn't on fire, and coached myself to; "fly the airplane." Called down to Jeff Paris on his handheld to let him know what was happening, and the first thing he said was; "Fly the airplane, Dave." Great minds thinking alike. I brought it around, and made a decent landing, Jeff grabbed a couple of wrenches and had the cap adjusted faster than it takes me to write this, and I went back up to try to get at least some of the items on my test cards finished before it got too dark. The only other problem was the "departure" of a gear leg to fuselage fairing on the 7th flight. The installation instructions called out attachment screws that turned out to be too small in length. I removed the other leg fairing, and have never bothered to replace them. They are non-structural, and I'm not sure they do much good anyway. If anybody found a funny shaped piece of white painted fiberglass in the Williamson-Sodus area, it might be mine, unless it damaged somebody's house or car, in which case I plead the Fifth. [Editor Note – Jeff was on the ground with a radio backing me up during my Sonex maiden flight. I miss him.]

Tell me about your longest flight without refueling?

My sister and her husband live on the island of St. John in the US Virgin Islands. Yeah, it's tough duty, but somebody has to do it. There's no airport on St. John, so it's necessary to fly into St. Thomas, just "over there", take a bizarre taxi ride to the dock, and hop on the "people ferry" across Pillsbury Sound over to Cruz Bay on St. John where you can trundle up to the bar at the Gekko Gazebo, and get schnocked on Pusser's Pain Killers, or a little concoction called The Bushwhacker. Three of those babies, and the next thing you know, it's Thursday. My liver hurts just thinking about them, but they are yummy.



Jeff lends a hand

in the Glasair, along with my traditional paper logbook for all my pilot hours. I have numerous notes about performance, power settings, fuel flows, temperatures, GAMI checks, etc. in the electronic logbook for Phase 1. I even took it up to 14,000' in stages toward the end of testing to check on optimum altitudes for cross country flying. Turns out it's happiest at 8 to 10 thousand, and going higher doesn't buy me anything from a performance standpoint. I even had the autopilot shoot a GPS approach into Williamson-Sodus on the last day of testing on July 25th of 2014. Damn thing does a better job than I do, it's embarrassing. Signed it off on July 26, 2014.

Only 3 problems in the first 40 hours. First flight with a new engine will run hot until the rings seat, and I got a false alarm about engine overheating during climb out, so I simply reduced the power a bit and lowered the nose to improve cooling and the



Relief after completing the maiden flight

power a bit and lowered the nose to improve cooling and the

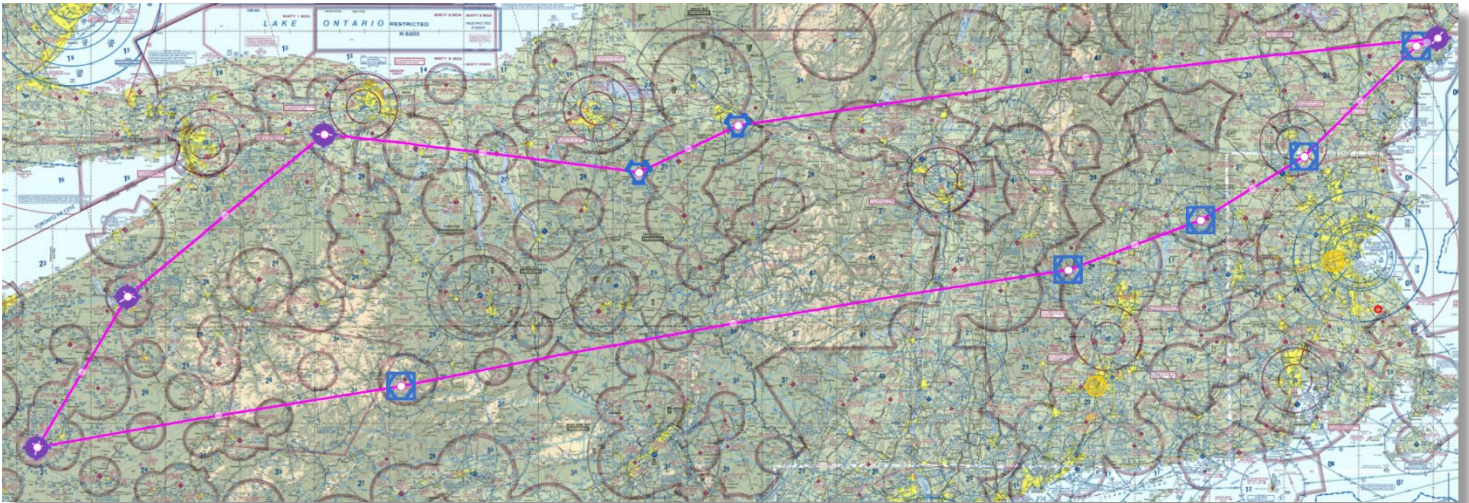
With the new requirement for eAPIS notification for people going to or coming from a foreign country, I have it on good authority that a flight from the US to a US territory is not considered to need the eAPIS process. As both Puerto Rico and the USVI are American, the prospect of going direct without landing in the Bahamas appeals to me. Overflights don't count as having been in a foreign country, otherwise you couldn't fly from Buffalo over Canada, to Detroit without going through customs. The other big plus, is once above 6,000' you're talking not to the Bahamian controllers, but either Miami Center, or San Juan

Center for the whole trip. Only question was, can I make it non-stop from Florida to at least Puerto Rico, or better yet, all the way to St. Thomas?

After much research, I discovered an excellent route would be from Pompano Beach, GPS direct, to Borinquen, PR. Then if there were adequate fuel, continue along the north coast of Puerto Rico and the short hop across to St. Thomas. I have flown to the Bahamas years ago, before 9/11, and the hop over from Florida is no big deal. The route from there at 11,000 has me within gliding distance of land the entire route, until passing some of the smaller islets near Grand Turk. Then I will be "feet wet" for about an hour and a quarter, mostly out of gliding distance of land.

The length of the minimum route from KPMP to TJBQ is 856 Nautical Miles and always within land, if not an airport almost all the way, until Grand Turk. So I decided to test out if such a flight was feasible for both the aircraft and me. Not wanting to find out when over the briny deep, if I had miscalculated, I decided to make a test flight over *terra firma*. (I may be crazy, but I ain't dumb.)

I worked out a flight that would be 910 nautical miles which is 106% of the length of the trip from Pompano to Borinquen. In addition I planned a touch and go at the farthest point of the test route, as that would require more fuel than simply rounding a point and heading home. I felt the route would provide a realistic assessment of the requirements for my great adventure. So here goes...



July 19, 2019. Departed Leroy, and headed to Jamestown VOR. Wanted to climb all the way to 10,500' as part of the test, but there was a layer of smoke in the air because of the fires out west and couldn't get to 10,500' right away. Had a nice view of Lake Ontario, and could see the mist from Niagara Falls looking north. Passed JHW, and headed for Franklin PA (FKL), south of Erie, via the TDT VOR. Finally got up to 10,500' around TDT. After passing Franklin, looked over at Lake Erie, turned east, and climbed to 11,500' en route to Stony Fork (SFK). The smoky haze below began to clear as I was south of Elmira headed toward Chester, Mass (CTR). Over the Poconos, then the Catskills, and now the Berkshires. Turn slightly north and head for Gardner (GDM), still at 11,500', but time to start planning a descent.

The Glasair is a pretty slick airplane. It doesn't like to "slow down" and "go down" at the same time, so planning for a descent to almost sea level when you're over 2 miles up and booking along at 155 knots takes some thought. Started down at about Manchester, New Hampshire (MHT), and it started getting bumpy. By Kennebunk (ENE), I was getting down to pattern altitude, and my T&G destination, Biddeford ME, B19 was in sight, along with the Atlantic Ocean, just about 6 miles off to the east.

I did a touch and go at Biddeford (rough pavement), and started the climb out back up to a nice smooth 10,500' altitude direct to the Utica VOR (UCA). Lake Winnepesaukee and the White Mountains of New Hampshire were clearly visible off my right. Rutland, VT off on the right where they have a nice airport restaurant, then over the Hudson River with Lake George to the right, and Saratoga Springs on the left, where they have the horse racing in August, and try to keep pilot riff-raff like me away from the well-heeled. After doing a VOR check off the Albany VOR, passed over the Great Sacandaga Lake, and on to UCA. Turned southwest for my next fix, the Georgetown VOR (GGT), and then headed west over the northern ends of the Finger lakes. Started down after passing the west shore of Canandaigua Lake, and flew the VOR-A approach into Leroy under VFR conditions, just for fun.

Before commencing the final descent into Leroy I switched over to my auxiliary tank, not because I was running out of gas on the main, but I just wanted that little bit of additional security, knowing I had all 8 gallons at the ready, in case of a go around. After landing, I estimated I still had better than 12 gallons on board the airplane, which is more than an



The vinal design was by Jeff Paris

hour and a half at cruise settings, and good for more than 200 NM. Full up, the beast holds 59 gallons, so I probably used about 47. The VM-1000 has a readout that tells how much fuel has been used on any given flight, but I didn't check it at the end.

The first part of the flight was 3.8 hours, and the second was 2.5 hours according to my logbook, so that's 6.3 hours, including startup, taxi, run up, and taxi to shut down. So that comes out to 144 knots over the whole thing. If you forget the taxiing, and the run up, etc. it works out to about 150 knots.

Lessons learned: Take along plenty of bottled water to avoid dehydration, and sip frequently. Also have a plan to deal with the result of frequent sipping. I won't go into any more specifics on that one. Smooth air is far less taxing than rough air. If the sky gods are unfriendly, find smooth air, or pack it in for the day.

October Mystery Plane – Meyer OTW - Wikipedia

The Meyers OTW (Out To Win) was a 1930s United States training biplane designed by Allen Meyers and his Meyers Aircraft Company based in Tecumseh, Michigan from 1936 to 1944. In anticipation for a demand for training aircraft caused by the introduction of a civilian war training scheme (in which civil flying schools would provide primary training for the military), Allen Meyers designed the OTW and formed the Meyers Aircraft Company to build it. 102 were produced. The cruise speed was 120 mph with a range of 275 miles.

The OTW was a conventional biplane with tandem seating for two in open cockpits and a fixed tailwheel landing gear. The prototype was powered by a 125 hp Warner Scarab engine and it first flew on 10 May 1936. It was originally intended to be an aerobatic sport plane. But, as war loomed on the horizon in Europe, it was soon designated as a primary trainer that could turn raw recruits into fully-fledged aviators as soon as possible. It did just that and with it, had a reputation for reliability and safety that was second to none. It is reported that a cadet was never killed while learning to fly in the OTW. It was the second aircraft type approved for use for the Civilian Pilot Training Program in 1939. The aircraft was produced in two main variants; the OTW-145 powered by a 145 hp Warner Super Scarab, and the OTW-160 powered by a 160 hp Kinner R-5 engine.

Variants

OTW-125 Production variant with 125hp Warner Scarab engine.

OTW-145 Production variant with 145hp Warner Super Scarab engine.

OTW-160 Final production variant with 160hp Kinner R-5 engine.



1941 Meyers OTW-145

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News around the Globe

Dhruva Rana

Congratulations to EAA 44 junior member Dhruva Rana who passed his Private Pilot Glider evaluation on a cold and rainy Saturday 23 October.



DPE Jim Martin, newly minted PPL Dhruva, & instructor Rick Lafford stand in front of the Schweizer 2-33 glider which was manufactured in Horseheads NY

Christopher Koch

Chris recently relocated his C-140 from Gaines Airport to Akron to make room for a new project. Chris knows the aircraft from back to front and does owner assist annual inspections.



Chris's Cherokee 140 got back in the air after it had not flown for a while

Vet Thomas

We wish a speedy recovery for Vet, who recently had serious valve maintenance done on his heart.

Earl and Laura Luce

Our continued thoughts and prays go out to the Luce family after losing their beloved son Matthew to Covid.

Please send articles to newsletter@eaa44.org

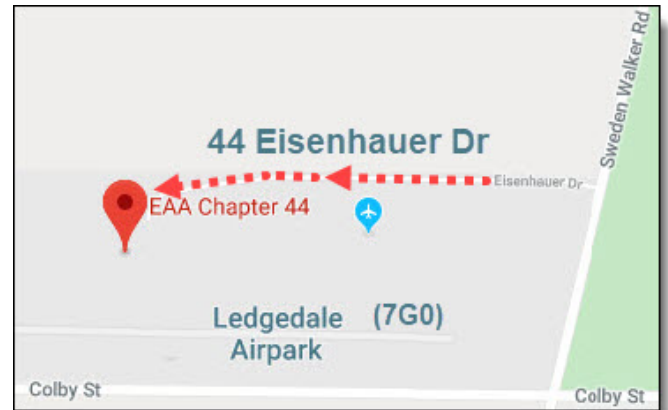
Chapter 44 Monthly Activities

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)



Vet Thomas's Cubby. An experimental amateur built aircraft based on the Piper J-3 Cub



His Day in Aviation

22 October 1938: Lieutenant Colonel Mario Pezzi, set a (FAI) World Record for altitude when he flew an experimental *Società Italiana Caproni Ca.161bis* to an altitude of 56,047 feet.

The Caproni Ca.161bis was an experimental single-seat, single engine, two-bay biplane developed from the earlier Ca.113. It was 27 feet, $\frac{3}{4}$ inch long with a wingspan of 46 feet, 9 inches and height of 11 feet, $\frac{5}{8}$ inches. The airplane's empty weight was 2,657 pounds and gross weight was 3,638 pounds.

The Ca.161bis was powered by an air-cooled, supercharged, 38.673-liter (2,359.97 cubic inch) Piaggio P.XI R.C.100/2v two-row 14-cylinder radial engine which produced 700 horsepower and drove a four-bladed propeller through a 0.62:1 reduction gear. This engine was a license-built version of the French Gnome-Rhône 14K Mistral Major.

The pilot sat in a pressure vessel built into the cockpit.

