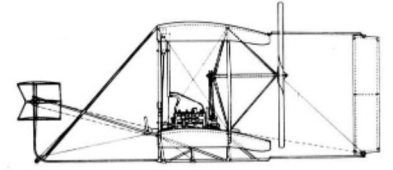




The Flyer



Volume 57, Issue 2

February 2025

From Chapter President Mark Scheda

I have two subjects on very different ends of the spectrum this month.

First, I'd like to give a bit of an introduction to the speaker for our Feb 18 gathering, in hopes of enticing ALL of you to attend. He is TSgt Casey Bukowski, one of the brave young airmen who defended the cause of freedom during WWII. Sgt Bukowski was trained as a flight engineer and assigned as a waist gunner on a B-17 Flying Fortress christened "Friday the 13th". He flew multiple search and rescue, decoy, and combat sorties before being shot down over Germany. Multiple injuries prevented him from evading capture, and he was taken prisoner by the Germans. After being held at Stalag Luft 6 and Stalag Luft 4, his last 82 days as a POW consisted of a forced march in the coldest winter on record, covering 500 miles through occupied Poland and Germany. His group of 300 POWs was liberated in Leipzig by Patton's 3rd Army, and Sgt Bukowski was repatriated to the US for medical treatment. He was awarded many honors for his combat actions, and to this day enjoys flying, and turning wrenches on warbirds. Casey is a remarkably vibrant man living in the Buffalo area at the age of 101, and he is happy to share his experiences with us as he does with many others. I am very much looking forward to hearing his story and maybe more importantly, for the opportunity to shake his hand and thank him for his service.

(President's message continued on next page)



Also from Mark Scheda:

This photo was taken on the best flying day in the past month or so.

Unfortunately, it was one of the worst days for ramp and runway conditions. I think an attempted run up would have had me sliding into the next zip code, so the airplane and I stayed on the ground.

I am really looking forward to Spring this year!

Mission: EAA Chapter 44 is a tax-exempt 501(c)(3) organization of aircraft builders and aviation enthusiasts in the Western New York region dedicated to promoting aviation and encouraging participation in aviation-related activities. These include designing, building and restoring aircraft, education, advocacy, and youth outreach programs. We promote flying with high standards of safety in an environment that supports freedom, family, and personal fulfillment.

(President's Message continued)

On a MUCH lighter note, I saw the following in what appeared to be an old crumpled news clipping and reprinted in the Short Wing Piper News supplement. It made me smile, and I am guessing it will do the same for you (something we can probably all use during what seems like an unusually-wintery winter)!

"Why I want to be a Pilot" - an essay written by a ten-year-old boy.

I want to be a pilot when I grow up because it's a fun job and easy to do. That's why there are so many pilots flying around today.

Pilots don't need much school, they just need to learn to read numbers so they can read instruments. I guess they should be able to read road maps so they can find their way if they get lost.

Pilots should be brave so they won't be scared if it's foggy and they can't see, or if a wing or a motor falls off, they should stay calm. Pilots have to have good eyes to see through clouds, and they can't be afraid of lightning (sic) or thunder because they're closer to them than we are.

The salary (sic) pilots make is another thing I like. They make more money than they can spend. This is because most people think plane flying is dangerous, except pilots don't because they know how easy it is.

There isn't much I don't like, except that girls like pilots and all the stewardesses want to marry pilots so they always have to chase them away so they won't bother them.

I hope I don't get airsick because I get carsick and if I get airsick I couldn't be a pilot and then I'd have to go to work.

As an old guy once said, "Well, I don't know about that..."

Go Flying!

Mark

*****Please don't forget to renew your EAA Chapter 44 membership*****

Lycoming Engine Factory Tour - Information

- 1) Date has now been set for April 16, 2025.
- 2) For security and safety concerns, some information and safety requirements are required for all group members (more details to come).
- 3) A sign up list was sent around at the January gathering and those names were submitted to Lycoming. There *may* be time to submit more names, so a sign up list will be available at February gathering. Jerry Isaac will be able to give us more information on this
- 4) Lycoming factory is in Williamsport, PA, approx. 3 hours south on Rte 390 (& Rte 15? - Editor)

Jerry Isaac - 585 737 1204



DO-IT-YOURSELFER—Everett Hepler, 24 Alameda St., leader in local chapter of Experimental Aircraft Assn. which plans on having its first meeting this week, is shown with the light aircraft which he constructed.

Build Your Airplane at Home!

New Do-It-Yourself Group to Meet Tuesday .

By HERB SCHAEFFER

about \$400, plus 11 months of spare-time labor.

IF YOU ARE toying with the idea of building your own airplane (and who isn't in this day of do-it-yourself rockets?), you won't waste time by attending the first meeting of the local chapter of Experimental Aircraft Assn.

It will be held at 8 o'clock Tuesday night at Hylan Airport, West Henrietta Road.

The Experimental Aircraft Assn. is an international organization devoted to the promotion and exchange

Wings

of ideas on the building and flying of home-built aircraft.

There is a total of more than 3,000 members in this country, Canada and 25 other countries.

Each year the association holds a National Fly-In Convention at Milwaukee, Wis., the organization's headquarters.

The event attracts more than 15,000 members and spectators.

Everett Hepler of 24 Alameda St., an Eastman Kodak Co. welder, estimates that

there are in the Rochester area more than 20 home-made airplanes. He did not elaborate.

Hepler is flying a Corbin Baby Ace, which he built in his cellar about two years ago, moving it out of the basement BEFORE attaching the wings and wheels.

Hepler had heard of and read the oft-repeated tale about the man who built the boat in the basement and then had to have part of the house torn out so he could get the thing into the open.

He constructed the 17-foot-long aircraft with the help of his son, Ted, after buying what remained of a Piper Cub which had been wrecked in a snow storm near Syracuse.

Hepler estimates the I-did-it-all-by-myself-with-the-help-of-my-son airplane cost him

EAA 44's First Meeting!

Bob Nelligan-Barrett found this gem and sent it to me for the newsletter! While originally published in the Democrat & Chronicle, Bob found it at Newspapers.com and it is copyrighted by them (2024)

I (your newsletter editor) neglected to bring a notepad to take notes at last month's gathering presentation. I asked Paul for a brief synopsis and he provided me with the following. He was even kind enough to put it in a format that made it look like someone else wrote it! Thank you, Paul!

Last month Paul Berg gave a presentation on his path to winning a Silver Lindy at Oshkosh '24. He began his love of flying with parachuting in the late 1970's. Since he enjoyed the trip up more than the trip down, he began taking flying lessons at Hylan Aviation (ROC) in 1982 and soon had his Private - SEL certificate. Over the next 18 years, he and his wife Marcia enjoyed many adventures in their Piper Tomahawk followed by a Citabria (Marcia learned to fly in the Citabria). However, the helicopter bug bit him after a helicopter demo flight. After considerable research, and realizing that building/maintaining from a kit was the only affordable way to go, he decided to build a Rotorway Exec 162F. He began building in 2000. After many delays due to his job and growing family obligations, he finally got the Airworthiness certificate in September of 2019, shortly before getting his Rotorcraft – helicopter add-on to his license. Since then he has put about 125 hours on the ship between local flying and going to rallies with his fellow Rotorway builders throughout the Eastern US. In 2024 he joined his fellow builders at Oshkosh and received a Reserve Grand Champion award (the silver Lindy) in the Rotorcraft category.

In addition to describing this journey, Paul also spent some time talking about how helicopters work and how different they are from fixed wing aircraft, most notably how the rules for flight are different and how both arms and legs are required continuously while flying.

Lastly, Paul touched on the topic of helicopter wake turbulence, which is a risk to fixed wing aircraft positioned near or following behind departing helicopters of all sizes. This is a topic getting considerable attention from the AOPA Safety team and others.

For an interesting article on helicopter wake turbulence, please go to:

<https://ushst.org/avoiding-helicopter-wake-turbulence/>





The photo above, of Paul Berg with his Silver Lindy Award and a picture of his helicopter, and the one on the previous page of Paul during his presentation, are courtesy of Bob Nelligan-Barrett.



The photo above of Paul's Silver Lindy Award, and of his Rotorway Exec 162F helicopter, at left, are courtesy of Paul Berg.



Next General Gathering

February 18, 2025

Dinner @ 6:30 pm

Dinner will be provided by Tom & Eileen Henion. Entrée will be Lasagna. There will be a Buffalo Chicken version and a traditional sausage version. Please bring a dish to pass.

Gathering is @ 7:30 pm.

The presentation will be Casey Bukowski. Please see the front page for details.

SAC Work Day - Saturday before General Gathering, 10 am.

All activities take place at the Sport Aviation Center of Western New York, and are free and open to the public, unless otherwise noted.

Sport Aviation Center, EAA Chapter 44
44 Eisenhower Drive, Brockport, NY 14420 Brockport Airport / Ledgesdale Airpark (7G0)
43° 10' 56" N, 77° 55' 1" W

Board Meetings - 2nd Tuesday of the month

General Gatherings - 3rd Tuesday of the month
\$5 Dinner 6:30 pm, Meeting 7:30 pm

BART (Baby Ace Restoration Team) - Every Wednesday 6pm to 9pm, everyone welcome!

VMC/IMC Club (Visual/Instrument Meteorological Conditions) - 2nd Thursday of the month, 7:00 pm

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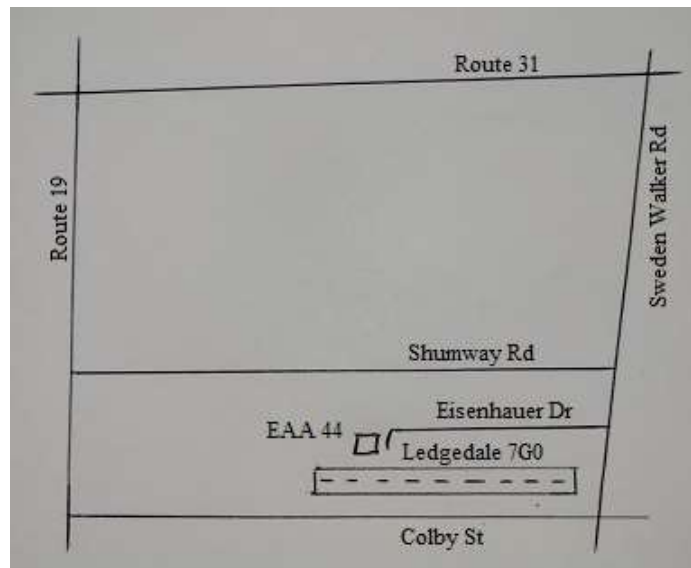
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