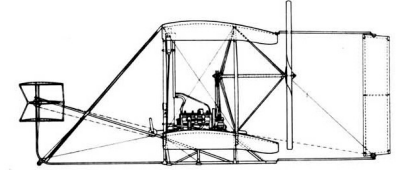




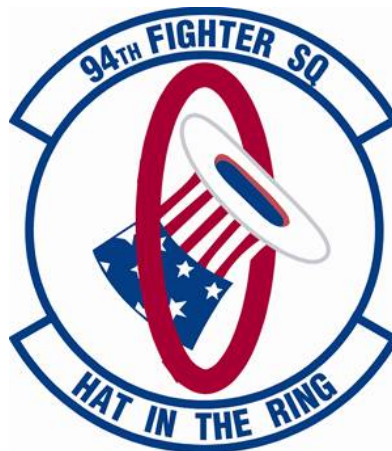
The Flyer



ELECTIONS ARE COMING !

And Getting Closer !

Well, the Federal Election is over, but there is still one more important election, that for the Board of Directors for EAA Chapter 44. I know that I've been harping about it for the past couple of months, but it is important! We always have a good volunteer turnout for events, yet there seems to be a certain reluctance when it comes to elections. And I understand that...I did two terms and am not ready to do another just yet. That being said, an organization doesn't run itself. It needs people willing to help guide it. And the keywords there are guide and *help*. No one is asking you to carry the organization by yourself. It is a team effort. Many hands make light work. The requirement to stand for election to a position on the Board of Directors is to be a member in good standing (have paid your dues!). Please contact President Tom Henion (info on last page) should you be willing to throw your hat in the ring.



Please Consider Standing For Election! Thank You!

The Editor

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.

Miracle on the Hudson - Editor

Our October presentation was by Dan Vinton, originally from Hilton, NY, who was a passenger on US Airways Flight 1549 from LaGuardia to Charlotte on January 15, 2009. This was the now well known flight that suffered a dual engine out situation due to bird strikes and ended up ditching in the Hudson River. I'm certain that most of us have heard of this incident, and the how the response of the flight crew saved many lives, and have probably seen interviews and articles on them. What Dan gave us, however, was the viewpoint of an everyday airline commuter, and all the physical and emotional trauma that came fast during the ordeal. From take off to bird strike to ditching was less than four minutes!

This was a presentation that you had to see & hear to really absorb what Dan went through. I find it hard, now a few weeks after the presentation, to summarize it. Hearing "Brace for impact." come over the PA, wondering if he was going to die, exiting the plane and standing on the wing in cold water on a cold day, the quick response of the rescue crews (25 minutes from ditching to all souls out of the water), and the aftermath of it all.

Everyone reacts differently. Some passengers later suffered from PTSD. Some never flew again. If I remember correctly, Dan took what I would describe as a larger, philosophical view of it. In the words of Mark Scheda, EAA Chapter 44 Vice President, "If you want some "reaction from the audience", both Liz and I were impressed, maybe even inspired by Dan's choice of such a constructive response to some incredible adversity. It's amazing that he views the entire ordeal as a gift that enabled him to see the best of humanity and to make some changes that put him on an even better path. I also enjoyed the storytelling style he used – like he was speaking 1 on 1 with 50 trusted friends."

I know that this doesn't do justice to Dan's presentation. If you get a chance to see him, do so!



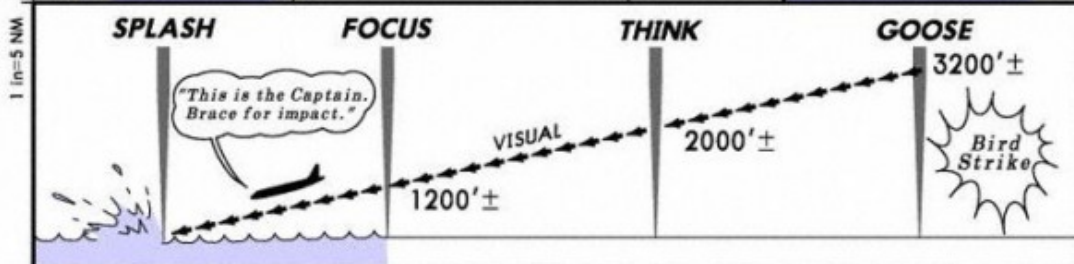
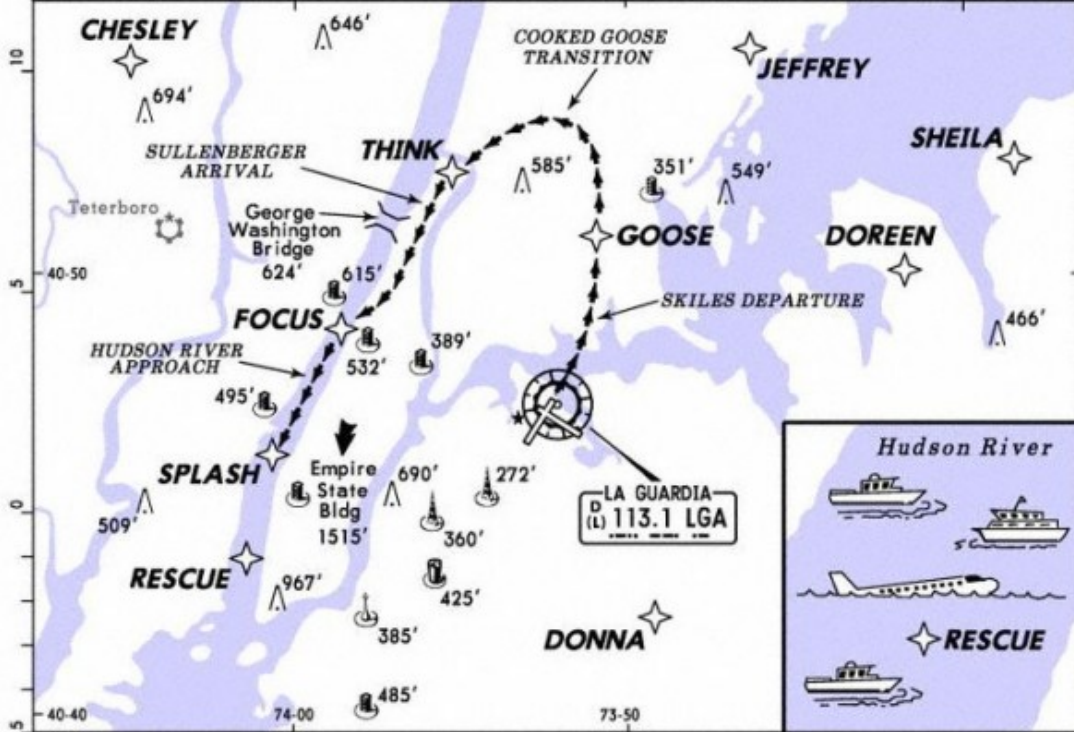
Photo courtesy of Bob Nelligan-Barrett

KLGA/LGA
LA GUARDIA

JEPPESEN
AUG 2010 (No. 1)

NEW YORK, NY
HUDSON MIRACLE APCH

D-ATIS Arrival 125.95		NEW YORK Approach (R) 120.8	LA GUARDIA Tower 118.7	Ground 121.7	Emergency 121.5
VFR ONLY	Final Apch Crs HUDSON RIVER	Minimum Alt FOCUS (All You Can Get)	MDA(H) 0' (You're Committed)	Apt Elev 22' TDZE WET	U.S AIRWAYS Flight 1549 January 15, 2009 Airbus A-320 150 Passengers + 5 Crew 155 Survivors
MISSED APCH: None (ONLY ONE CHANCE). NOTE: After water landing, oversee evacuation of ALL SOULS from airplane. Float via HUDSON RIVER to RESCUE point. Once everyone is SAFE aboard rescue boats, secure passenger list and double check cabin. Captain is last to exit. Give THANKS.					
1. SAAAR PROCEDURE: Special Aircrew, Airmanship, and Ability Required. 2. Duration of flight from Take-Off to Splashdown approximately 5 minutes. 3. Save soggy shoes and wet jacket. Donate to the EAA Young Eagles program.					



Gnd speed-Kts	90	100	120	140	All SOULS OK? Float On HUDSON RIVER To RESCUE Point Check All SAFE On Boats Give THANKS
VERTICAL ANGLE	Best You Can Get				
THINK to SPLASH	Comes Way too Soon				US AIRWAYS FLIGHT 1549 CREW Flight Deck Captain CHESLEY SULLENBERGER, III United States Air Force Academy(1973) US Airways(PSA Airlines)(1980) 35 Years Experience Total Flight Hours 19,663 First Officer JEFFREY SKILES US Airways(USAir)(1986) 22 Years Experience Total Flight Hours 15,643
STRAIGHT-IN LANDING HUDSON RIVER ETOPS APPROACH MDA(H) 0' (You're Committed)					
A	VFR Conditions Only				ETOPS: Engines Turning or People Swimming.
B					
C					
D					

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BART Update - Bob Nelligan-Barrett

It's been several months since I've provided an update unless you were at a monthly Gathering. Here's what we've been working on.

Back in July BART's completed the fuselage covering and prepped it for painting. This is the last major structure, along with some minor ones, to be painted by Jeff LeChausse. Painting will occur after we build the firewall-forward section.

Around this time, we ordered our new propeller from Culver Props in Rollo MO. That company is a woman-owned small business with its founding roots in Canandaigua! I hope we receive it soon and I can show it to you.

Ray Scholar Daniel Nicot flew his First Solo and told us about it at a BART session and October's Gathering.

While we wait for the prop, we moved on to building the firewall-forward parts. Earl Luce had donated to us the nose bowl from his Buttercup. We determined it wouldn't fit our needs, so we went looking for another one. Vet Thomas found a metal PA-11 nose bowl at the Kelsch Aviation Museum in Broadhead MO and we bought that. It was a little banged up (we knew that), so we will use it for a demo piece in a future metal working class. It won't go to waste because...

While that was being shipped to us, Mark Scheda found a COMPLETE PA-11 FWF in storage at Gaines Valley Airport. Brad Bane DONATED it to the BART. Thank you very much Brad. We will use the fiberglass nose bowl after cleaning it up, have already used the firewall as a template for building our second firewall, and the other pieces to be determined.

A PA-11 front end is what Builder Squeek Hepler put on 75H when he flew it to the 1957 EAA Fly-In Milwaukee. A period article in EAA's "The Experimenter" shows the before and after nose bowls on the plane. You can see that picture on our wall between the bathrooms.

It is taking us awhile to build the firewall and other pieces because, at this point, NONE of us know how to work with metal. We are learning as we go. Fortunately, Vet Thomas, Peter Boulay, and Mark Scheda put their heads together and figure it out.

One unexpected consequence of BART has been the number of Aviation Collegians we have spawned. Tyler Mullen joined us every Wednesday during his summer off from Purdue University, and Dhruva Rana is continuing his Military training at Fort Jackson SC. Sharon Reithel has earned her Associates Degree from MCC and is working on her Instrument Rating. Jake Daly stopped by one night to say hi and to talk to us about his Professional Pilot training program at Middle Tennessee University. BART's Nina Diaz and Lucas Jones listened attentively as they entered their Freshman years in September in the Professional Pilot Programs at Bowling Green and Florida Tech respectively.

Pictures on Page 5 courtesy of Bob Nelligan-Barrett: At the top of the page, the PA_11 Nosebowl, and at the bottom, the PA-11 firewall forward (FWF).



Fall Foliage Flight - Mark Scheda

After a few cancellations due to weather and other conflicts, Liz and I managed to get in a nice day of flying on 22 October to see the sights around the finger lakes. Of course the photos don't really do the scenes justice – wish everyone coulda been there!



This first shot is prior to departure on a very picturesque morning at Gaines Valley.

Our first scenic fly-by was Bristol Mountain.





Next stop was KPEO. This is Keuka Lake from the east, on short final to 19 at KPEO

South end of Canandaigua Lake – one of my favorite Finger Lakes views



No Finger Lakes tour is complete without seeing Letchworth and the Mount Morris Dam!

(Editor’s note: This is my favorite picture of the group, probably due to my career in civil engineering!)

Next General Gathering

November 19, 2024

Dinner @ 6:30 pm

Annual Steak Roast! Steaks are \$10. Please contact President Tom Henion ASAP if you want one so we can get a correct count. Please bring a dish to pass. Gathering is @ 7:30 pm.

We will be holding elections for the Board of Directors.

Bob Nelligan-Barrett *may* have the new BART propeller.

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 - Every Wednesday 6pm to 9pm,

Contacts & BOD Terms

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the5onions@aol.com

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mscheda@rochester.rr.com

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Director - Frances Englund Nov. 2024
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Director - Richard Tandy Nov. 2025
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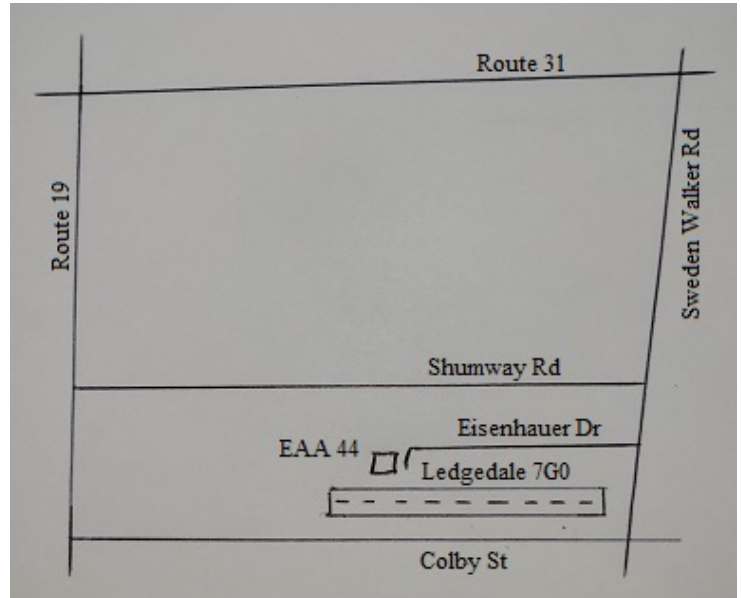
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