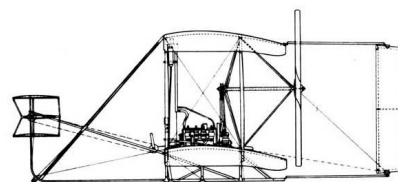




# The Flyer



Volume 56, Issue 5

May 2024

## Editor's Empennage

Well, a new month and spring is upon us—blooming flowers and fruit trees, leaves filling out, and my grass is growing like crazy, which is keeping me busy mowing. Hopefully, those of you with aircraft are getting some flight time in! I have a lot of content for this newsletter, a lot of it courtesy of member and current Vice-President Mark Scheda, who has been quite busy lately! See inside!

## From President Tom Henion

An update on the racing schedule: It's that time of year for drag races at Ledgesdale. Even though it closes the airport for a few hours once a month, it helps pay for improvements at the airport. Provisions can be made if you need to fly out during the races. Here are the race dates and times I have so far from Randy: (Editor's note, there was a date of May 11, 2024, but it will be done by the time this comes out)

June 15, 2024 - Night Race, Ledgesdale closes at 5:00 pm.

July 13, 2024 - Night Race, Ledgesdale closes at 5:00 pm.

August 17, 2024 - Night Race, Ledgesdale closes at 5:00 pm.

Races published on the UPSTATE NY NO-PREP website:

September 7 and 8, 2024 - Race Weekend, no times published yet.

October 12, 2024 - Most likely a race day, no times published yet.

Kevin Arganbright has been battling some water problems at the SAC. The back flow unit sprung a leak and water was found coming under the kitchen cabinets. Gotti plumbing came out the same day and rebuilt the back flow unit. We also found the water heater was leaking. We're looking into replacements.

After years of our handicap parking signs getting blown over (since the stakes couldn't be pounded very far into the ground and the cinder blocks not having the stability needed), the problem has been solved. Jerry Isaac took some old wheel rims and filled them with concrete to provide a stable receptacle for the stakes. He put a pipe in the concrete so the stakes can be changed. He also has mowed the grass several times so far this year. Jim Weinkauff brought his Kubota tractor over and smoothed out the parking lot and driveway. The pot holes have been filled.



Board Meeting minutes are at: <https://chapters.eaa.org/ea44/newsletters/meeting-minutes> ??? Investigating...

**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.

The Open House is less than a month away and many volunteers are needed to make this event run smoothly and successfully. *Please* contact Bob Nelligan-Barrett at (585) 754-7263 to sign up to assist. Many thanks!!!

# **SPORT AVIATION CENTER OPEN HOUSE FLY-IN Saturday June 8 10 AM - 4 PM**



© EAA

## **Baby Ace Restoration Near Completion!**

**Free and open to the Aviation Community & General Public**

**Aircraft & activities will show the fun of building, restoring,  
& flying airplanes for their recreational and educational value.**

**Homebuilt, Restored, & Production Aircraft  
on Static Display or Fly-by's,  
Classic Car Cruise-In Parking, Grill Food (\$), FAMILY FRIENDLY**

**Sport Aviation Center of Western New York  
44 Eisenhauer Dr., Brockport NY 14420  
Brockport Airport/Ledgedale Airpark (7G0)  
15 minutes west of Rochester**



**Experimental Aircraft Association Chapter 44**

## Rusty Pilots Seminar

Saturday, June 8, 2024 9:00 AM - 12:30 PM EDT Batavia, NY Hosted by Oncore Aviation, LLC.

Instructed by AOPA Foundation Rusty Pilots Presenter Norm Isler.

Life may have gotten in the way, but the dream of flight can be yours again. Returning to the skies is not as difficult as most rusty pilots think. We are inviting you back in the cockpit and will help you get there. Come and participate in this Rusty Pilots program with fellow lapsed pilots. We will help you understand what's changed in aviation since you last took the controls and brush up on your aviation knowledge.

AOPA developed the Rusty Pilots program in partnership with local flight training providers in order to create the best environment for getting you back in the air and a part of the general aviation community. - It is easier than most people think – no FAA check ride or test. - You might not even need a medical. - Plus, you'll get two to three hours of ground instruction toward your flight review! This is also good review/update for current or student pilots.

NOTE: Complimentary light snacks will be provided while supplies last. Pre-registration is encouraged since seats fill up fast!

\*AOPA is proud to offer WINGS credit for attendees at this event! In order to receive credit, be sure to update the WINGS email address associated with your FAASafety.gov account during the registration process.

<https://webforms.aopa.org/rustypilotsGVQ060824>

### From the Library of Congress (Editor's history tidbit)

Wooden wheels are attached to a P-51 "Mustang" fighter plane, so it may be moved around the ramp at the Inglewood, California plant of North American Aviation, Incorporated. When it is ready for flight tests, regular landing wheels with rubber tires will be substituted.





Mark Scheda went to Sun 'n Fun this year , and came across this amazing creative gem! He said it was the most memorable aircraft for him at the whole event! Now me, your editor, being a BIG biplane fan, and also exposed to amphibious aircraft in my childhood while visiting northern Ontario (Canada), I find this just great!



**Sunshine Clipper – Amphibian Bi-Plane**

Sunshine Clipper Specifications	
Engine:	Continental C-85
Cruising Speed:	58 mph
Wing Span:	Upper – 33’ Lower – 28’ 8”
Total Wing Area:	285 sq. ft.
Overall Length:	23’
Registration #:	N625C
Empty Weight:	1100 lbs.
Gross Weight:	1500 lbs.
Fuel Capacity:	18 gallons

A one-of-a-kind, amateur built amphibian, featuring a novelty hull. Starting with a 1948 Orlando Clipper 14 foot boat, Henry Palmer rebuilt the structure and bottom incorporating a 4 ½ inch step. Wings were fabricated using Piper components. The Continental C-85 engine came from Ed Hoffman’s replica Benoist flying boat, Model X4. The craft was completed in November 1987 after 2 years, 2 months of work and has flown about 100 hours.

**Designer, Builder and Donor: Henry C. Palmer**

From member Mike Clayton:

Reading a newspaper article about WW2 bomber crews, and your message about Allen Kidder (last month's presenter) at CALSPAN Corporation (Flight Research Center at Niagara Falls) reminded me of an experience I had a while ago....

Just before I retired, I was in charge of an R&D program whose goal was to develop an airborne sensor system that would detect leaks from natural gas transmission lines. These are high pressure lines that move natural gas all over the country. Leaks from the lines are dangerous and also contribute much to air pollution. The existing technology consisted of having people drive ATV's along the pipeline corridor with "sniffers". Not very accurate, and many leaks were being missed.

During the course of the program, we had completed development of the sensor system, but had yet to complete the modifications of our aircraft, a Cessna Caravan. We were invited to participate in a DOE program to fly missions over the Teapot Dome test range in Wyoming. This was an important test opportunity, and so we contacted CAL to see if they had an aircraft we could use for this mission. It turned out that they had an Air Force plane that they could use, a 4 engine turboprop that was used for a variety of tests. They had a location in the nose of the aircraft, which would provide a clear line of sight for the sensor system. At that time CAL was located in a large hangar at the Buffalo Airport, while their new facility at Niagara Falls was being constructed.

We were able to bring our system to Buffalo, and worked out the installation of this system in the aircraft.

We packed up our ground station equipment, which would allow us to analyze all the digital data from the sensor. The sensor we had developed was a Differential Absorption Lidar. There was a system of several lasers that scanned the ground under the aircraft with a wide enough swath to cover the pipeline corridor and then some. We also had a high resolution digital camera system to provide visual imagery of the corridor, and high resolution GPS sensor so that we could accurately provide the location on the ground of any leaks we detected. We headed to Casper, where we had rented a WW2 vintage hangar originally used to house B-24 bombers. Even at that, our aircraft was too large to completely fit into the hangar, because of the height of the vertical stabilizer. At that time, the airport had many of the WW2 buildings still standing. Many of these were being used for storage and warehousing. The air base had been used for training bomber crews during the war.

We overflew the DOE test range at Teapot Dome a number of times over the next week, and were able to detect natural gas leaks, or so we thought. To verify the sensor data I took a rented 4WD truck out across the prairie and to the test range, where we used the sensor GPS data to check with a hand held "sniffer" whether natural gas was present. It was!

Finally, we caused a lot of excitement at the airfield with the big 4 engine Air Force turboprop, probably bigger than the B24's used during the war, racing down the runway at full throttle on takeoff. It also buzzed the field a few times!

We all really enjoyed working with the CAL team, and they did a great job of supporting us! The rib eye steaks in Casper were awesome.



### **From Vice-President Mark Scheda:**

My wife Liz and I attended the EAA Chapter Leaders Training in Oshkosh over the weekend of April 19 – 21. The objective of the training is to help the Chapters become better-equipped to deliver on the goals of EAA, by educating, and by providing a forum to meet and talk with people from other chapters all around the country. I came away from the event with two overall impressions: first, that EAA has an enormous number and variety of resources available to us just for the asking – most of what’s written here is about those resources. The second impression is that EAA 44 is very much like all the other chapters – we have similar goals, similar membership profiles, and similar challenges (meaning we can learn from and even collaborate with one another!).

We arrived early (Thursday), so my weekend started at 0900 Friday with two hours in a simulator with an instructor (a VERY capable, high-time commercial pilot), at EAA’s Pilot Proficiency Center. EAA has twelve Redbird simulators in one room, all FAA-certified as Advanced Training Devices (meaning the simulator time is log-able). The sims and instructors are available to all of us at VERY modest hourly rate (think “resource”). I chose to fly emergency procedures for the entire two hours and I learned a couple things: First, the startle factor is REAL, even in a sim. Second, that after about the third or fourth emergency, the startle factor fades and getting down to the business of making a safe recovery happens more quickly. Guided practice definitely makes for improvement!

The first speaker of the training was Jack Pelton, EAA president. He talked about the big doings at EAA: Mosaic, unleaded avgas, Young Eagles, AirVenture, etc. He also asserted that virtually all of EAA’s big goals (educating, exposing the public to and growing GA) happens by volunteers at the chapters – us! It did not seem like pandering to the audience; I think it really is true. Of note, he explained that Mosaic is not likely to be finalized in 2024. Evidently many of the federal government staffers who work in Transportation, get reassigned to Elections in a presidential election year (who knew!?). So 2025 is a more likely timeframe for Mosaic to be finalized.

The next speakers were Chris Gauger and John Egan, both of whom gave great info about resources described on EAA’s website. If you go to eaa.org – chapters – chapter resources, you’ll find an amazing array of things available. One note that I took was about a packet of ready-made learning modules for a Young Eagles workshop. Tom Henion has been recruiting for someone to lead a workshop, and at a glance it seems hard, but BLAMMO – here is all the programming you’ll need, already created and packaged up for use by us. Yup, a really great resource!

Patti Athur, esq. gave a talk on the legalities of Chapters, non-profits, and 501(c)(3) public charities. EAA 44 has our ducks in a row in this area, but even so, all it takes is a phone call or email to Patti if we have a question. Charlie Becker (a CPA prior to joining EAA and past Treasurer of chapter 252 in Oshkosh) talked about financial records and accounting for chapters, and gave lots of information on tools we might use at EAA 44 (for example a couple of methods for taking electronic payments in case we ever decide we want to do that). Tom Charpentier talked about EAA's efforts in Government Relations and Advocacy and the resultant benefits to members (for example the ruling on allowing owner-produced parts for older aircraft). We learned about insurance and risk management from Amy Schreiber, including a Young Eagles Risk Management training (mandatory for Young Eagles Coordinators but probably still useful for the rest of us participating in YE events).

**(Mark Scheda, continued)**

Chris Gauger showed us a bunch of chapter resources:

- ◆ A Chapter Bylaws template (which, BTW, the Chapter 44 Board is using as we are considering some bylaws updates).
- ◆ Webinars titled “Become a Better Chapter Leader”.
- ◆ A template for a 5-year chapter “Flight Plan”.
- ◆ A free website for every chapter (44’s is looking good, thank you Tom Henshaw!)
- ◆ A “ChapterGram” monthly newsletter containing news and tips (plus another 5 newsletter subscriptions available for various interests).
- ◆ Full access to all back issues of Sport Aviation and Experimenter magazines.
- ◆ A filterable events calendar which we can use to publicize our events (I tried it and it works great, including being the top result of a Google search for “EAA events”).
- ◆ A (probably underutilized) “speakers bureau” where we can seek out speakers for our chapter gatherings.
- ◆ And many more...

Finally (and certainly not least), EAA has created a program called “AeroEducate” – it’s an entire structured curriculum of learning/involvement activities for youth ages 5 to 18, to be delivered at the chapter level. There are DIY and instructor-led activities at four stages of learning, with badges to celebrate certain achievements, etc. It seems like a marvelous answer to questions like “how can we keep young people coming back to the chapter after a Young Eagles flight?” or “what can we offer to younger brothers and sisters who come to a BART session?”. Certainly LOTS of possibilities there.

One other thing to note about the training weekend – EAA HQ people universally expressed their appreciation for the presence and commitment of all of the chapter attendees. They fed and housed us all weekend, arranged a (very cool) tour of Sonex by its President and owner, Mark Schaible (former EAA 44 member) and ensured we had plenty of access to the museum and to the Paul Poberezny collection, which is an amazing display of artifacts all the way back to the beginnings of EAA. It includes such things as the typewriter on which Audrey created the first newsletter, the mailbox from the Pobereznys’ Hales Corners home, Paul’s pilot certificates and type ratings, and thousands of other fascinating keepsakes; evidently Paul was a packrat extraordinaire.

To any of you who are already leaders (titled or not) or prospective leaders in our chapter, I would HIGHLY recommend attending the chapter leaders training. It certainly gave me a deeper appreciation of the breadth and depth of resources available to us from EAA national. For those who are not yet members of EAA national, I’m SURE you’d find something there to your liking.

Cheers,

Mark

Hi all,

Last month I received a phone call from gentleman that wanted to donate his late friend's Rutan Quickie 1 (sn 391) project to the chapter. The aircraft was in his late friend's brother's house, about 20 minutes from La Guardia. After several phone calls with the gentleman, Mark Scheda coordinated a pick up date. On April 23, Mark, Jerry Isaac and Moritz Wagner headed out for western Long Island. In one day they drove down, loaded the aircraft and returned to Brockport. The fuselage was in an upstairs bedroom and some ingenuity got the aircraft out of the house.

Pictures of the aircraft are below and next page. It appears that the project was started about 1980 or 81. The workmanship is excellent and all parts, including the prop and engine, are there. It is a single seat aircraft.

We haven't decided what we'll do with the aircraft yet. The aircraft and parts are being stored in Steve North's hangar at Gaines Valley.

Thanks to Mark, Jerry and Moritz for picking up the aircraft and to Steve for storing the aircraft.

Best Wishes,

Tom Henion









## EAA Chapter 44 Calendar

### Next General Gathering

**May 21, 2024**

Dinner @ 6:30 pm \$5 donation

Jerry Trippe will be providing Zweigle hots and rolls. Please bring a dish to pass.

Gathering is @ 7:30 pm.

Member Tom Henshaw will have a presentation on ultralights, light sports, and the FAA's new Mosaic regulations.

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

### **Air Shows 2024**

**July 6-7**, Greater Binghamton Air Show, Johnson City, NY

**July 13-14**, National Warplane Museum Airshow, Geneseo, NY

**July 22-28**, EAA Airventure, Oshkosh, WI

**August 3-4**, Rochester International Airshow,

**August 31- September 1**, Wings over Batavia

**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 / Ledge Dale 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, everyone welcome!

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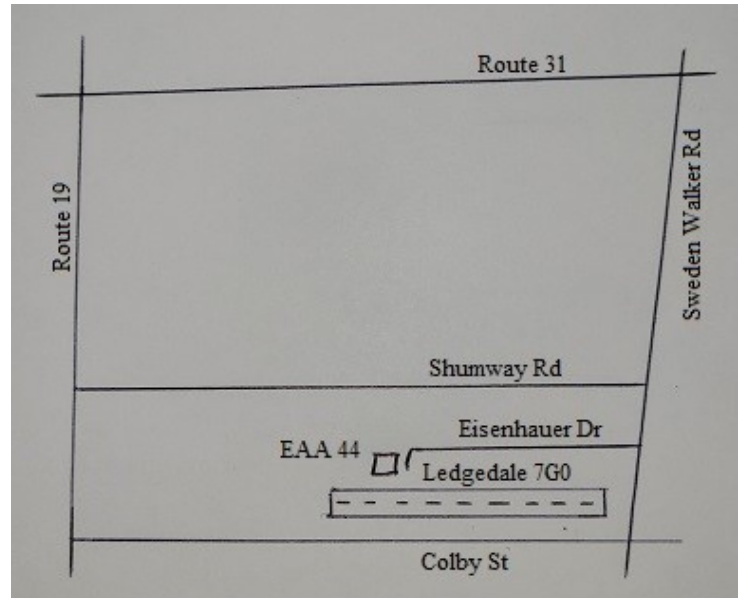
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