

Presidents Corner by Randy Spurr

Well, I'll be the first to admit, I never thought this health crisis would get as serious as it has become. I hope you and your loved ones are safe and healthy. Obviously not much has been going on at the SAC considering the COVID-19 situation. I think at this point it is safe to say the earliest we could return to normal is June, and that might be optimistic, we will keep you posted. We are however still working on EAA issues via Zoom. We had a very successful board of directors meeting in April using this online meeting platform. One of our items involved some great news from EAA national.

Chapter 44 has been approved to put forward an applicant for the Ray Aviation Scholarship! This award provides up to \$10,000 for flight training to obtain a private pilot's license for a student aged 16 to 19. We have established a committee to select a candidate to submit to EAA and we will bring you more information as this selection process moves forward. We have had a few people step forward to help organize some upcoming event, thank you so much for doing this! I hope we can meet in June, until then be well.

News from Vero Beach by Craig Ritson

I work for Ortho Clinical Diagnostics, a company who early mandated a work from home policy. On Friday April 3rd Ortho released a COVID-19 Antibody test that can determine if you were ever infected, even if you were asymptomatic. I feel so proud to be associated with this great company.

Our house was running out of space and network bandwidth as we were hosting several international students from Houghton college stranded due to the Covid-19 virus travel restrictions.

We bought cheap Southwest tickets to Florida, from where I'm currently working. The flight to Orlando had 30 only passengers. I wondered how much they lost on that flight.



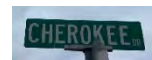
I saw the AOPA Piper Coronavirus relief effort article and was surprised to learn the Piper Aircraft factory was



less than three miles from where we are staying.

I was curious and drove myself to the factory to get any idea of how large the organization was. Factory tours are normally open to the paying public but were obviously not available during this lockout period. A tour is on my bucket list.

The Piper factory is still open and have checks in place to prevent the spread of Coronavirus, including checking employee temperature before entering the facility.



Piper Joins Fight for Coronavirus Relief

– AOPA Match 30, 2020

Piper Aircraft prototyped a clear plastic face shield for a hospital on the front line of the coronavirus pandemic and quickly shifted some resources to manufacture personal protective equipment (PPE) after the new product exceeded expectations.

Piper Aircraft President and CEO Simon Caldecott pinpointed a plastic stamping machine that could help do the job. Soon after, the first Piper medical face shield was assembled for a trial. It was then driven to the nearby Cleveland Clinic Indian River Hospital, also in Vero Beach, where medical staff gave the nod to proceed.



Piper employees make clear face shields. Photo Piper Aircraft

The Baby Must Stay Home

by Whitebeard the Pilot

“Most of our members, especially BART volunteers, (Baby Ace Restoration Team) can feel the pride and history develop as NH75H regains its dignity. As Squeek began its life 60 + years ago, and eventually let it wander thru the country until reaching back here, I feel it should stay and show off its newness again to be rebuilt the old way: shunning kits, factory ribs, and closed cockpits. Yes, home-builts are faster, more comfortable, and easily built now days, but they have held fewer memories of earlier days. Soon, when N75H shows its stuff again, we will reflect on how it was. Squeek still shows us the way.

Although the chapter can't own an aircraft, the board of directors together, with an individual or group, could still direct us to a system that would guarantee that baby doesn't run away. Squeek would like that--so would many of us". – Editor Comment. I received this note in the mail.

Airliners Parking Fleets Forbes.com

With over 40 airlines around the world temporarily grounding their entire fleets, and many major carriers canceling more than 90% of scheduled flights, airlines are seemingly running out of room to park their aircraft.



EasyJet has temporarily grounded their entire fleet and furloughed the majority of their staff. EasyJet, a320 aircraft, can be seen parked wingtip to wingtip.



Turkish Airlines have also now suspended most of their flights, with aircraft parked alongside the already-grounded Boeing 737-MAX jets.



British Airways aircraft in temporary storage. Some older, less fuel-efficient aircraft may be retired early.



Air France airplanes grounded at Roissy Charles de Gaulle airport.



Lufthansa aircraft parked on the Frankfurt airport. Capacity has been reduced to 5% of the original plan and the Lufthansa Group is parking approximately 700 of its 763 aircraft.



Cathay Pacific has grounded more than 96% of flights. Aircraft can be seen parked along the aprons and taxiways at Hong Kong International Airport.

Hylan Field – Rochester, NY - Abandoned & Little-Known Airfields & Democrat and Chronicle (1/16/2015)

Hylan was a general-aviation airport for smaller planes that was owned by a cigar-chomping aviation pioneer who learned to fly from barnstormers. The colorful Ray Hylan, who ran away from home as a kid to be closer to the daredevil pilots, wound up a multimillionaire businessman and real estate developer.



A circa 1960s aerial view of Hylan Field with two paved runways (courtesy of Phil Brooks)

Born in Fitchburg, Mass., Hylan moved to Rochester when he was 14 to live with an aunt. He was already smitten with aviation and the barnstormers who were flying over western New York. His passion didn't gel with the attitudes where he grew up, he told Paul Pinckney in a 1974 Democrat and Chronicle column.



Hylan flew in some of the first planes ever built in the early 1920s, working as a show pilot performing intricate stunts at air shows and surviving several crashes. Barnstorming and circus flying, Hylan said,

were big business then.

Between 1941-42 Ray Hylan "bought half a dozen farms in Henrietta & built his airport on some of the land.

Hylan trained many aviators who went on to become airline and military pilots. He worked with or taught well-known flyboys like Alvin "Tex" Johnston, who performed the first barrel-roll of a Boeing 707 jet and Roscoe Tanner, one of the most famous race pilots.

At its peak, Hylan Airport handled 500 landings a week and more than 40 planes were stored there. Hylan opened the facility in 1939 in what used to be marshland. As Judy Adams wrote in a 1971 Times-Union story, "Even during the airport's early days, each take-off and landing would send the local frog population scampering." The runways were eventually paved over.



A circa 1950s photo by James Reddig of a Waco UPF-7 in front of a Hylan Airport hangar



His land in Henrietta became more valuable as the town evolved from a sleepy agricultural burg to the retail emporium it has become. Hylan was friends with the Wilmot family of high-stakes real estate development fame, and together they reportedly dreamed of a Henrietta shopping mall as early as 1950. That dream began to take shape two decades later.

The first meeting of EAA Chapter 44 was held at Hylan Airport on 02/25/1958.

Expiring Medical Certificate Relief – Source AOPA

Any pilot who's medical expires after March 30 can continue to fly until June 30 without renewing in light of the novel coronavirus crisis. The FAA announced on Friday it will not be enforcing medical expirations during that period so that medical personnel can focus on dealing with the pandemic. "The Notice states that from March 31, 2020 to June 30, 2020, the FAA will not take legal enforcement action against any person serving as a required pilot flight crew member or flight engineer who holds a medical certificate that expires within this time period, AOPA quoted an email from FAA staff as reporting.

Florida Cross Country - by Craig Ritson

My wife Mandy, daughter Lisa and I started our flight from Massey Ranch Airpark (X50) which is just south of Daytona Beach. We packed the Cessna with enough provisions for a weekend trip to Doug and Laurie Fox who lived in an aviation estate *Little River (FL10)* in McAlpin Florida. The flight along the Florida coast at 1,000 ft was



Massey Ranch Airpark - photo by Mandy Ritson

spectacular. Mandy pointed out a pod of dolphins in the crystal-clear ocean below. We then headed west, climbed up to 3,000 ft to avoid the bumps.

We flew along the impressive St. John's river, which at 310 miles long is the longest river in Florida. Its widest point is 3 miles across. The flat open Florida landscape away from the coast is not easy to navigate; following the magenta GPS line and the smoke from fires indicating wind direction helped. We had to circle Little River several times to locate runway 27. The engine started running rough on downwind but pulling the carb heat resolved the alarming situation.



One of many large Solar Farms we passed

Taxing along a road to the house was a unique experience. This was my first experience going under power cables in an aircraft. Doug and Laurie took us for a tour of the airpark, introducing us to many of their friends who showed us their aircraft and shared flying stories. This



Cedar Key

experience reminded me of Oshkosh, where almost everyone has an interest in aviation, is so friendly, and loves to show off the large variety of aircraft, many lovingly restored or built by the storyteller.

We met 14-year-old James who had already completed 40 unassisted landings in his grandfather Jerry's Bearhawk. It was lovely seeing the interaction, and pride between the two.

The next morning, we were greeted by cool, clear flying weather. I joined Doug in his Kitfox for a flight to Cedar Key on the Gulf coast. We were off the ground within 300 feet. Doug let me fly the outbound leg as we flew southwest following the Suwannee river. The Kitfox is comfortable and has light balanced controls with plenty of power.

We flew over the Cedar Key which has the shortest public paved runway at 2,355 feet with water on both ends. The Kitfox is new to Doug, so we decided to pass on landing. Every year, a few aircraft go for a swim.

Doug flew us home via Cross City airport which has a left downwind that takes you right over a prison. We were relieved no bullets came our way.



Doug Fox and his Kitfox

The next day we waited for the ceilings to lift before an uneventful flight back home. We stopped at Palatka airport where 100LL was \$2.78 a gallon!

I got a taste of my dream; living on an aviation estate with an airplane in hangar. Who knows, we might end up Doug and Laurie's neighbors one day.

Old Goat Conundrums by Art Thieme

No April meeting. Everything shut down. Randy has to be happy to be out of the car business. But the school buses are also not running. What you can still do is go flying alone. Winter flying is great. The air is smooth. The problem with the Champ was the heat. One foot warm, the other cold. Your body became a thermocouple. But after a smooth landing, you felt renewed, refreshed.

With the libraries closed, I'm out of books. I'm catching up on my magazine piles. So I'm reading *Flight Journal*, Aug 1998 where editor Budd Davisson wrote about the Sopwith Camel that was flying at the Rhinebeck airshow with its rotary engine. He is thinking about that spinning mass of metal with parts that are over 80 years old. With a BS in aero engineering, could he design that engine? Even given a computer and computer-controlled machines the answer is no. He thinks about the Rolls Royce Merlin built in 1938. How did they do it? "Yes, each generation is more technologically capable than the last, but all we've done is put some frosting on a cake someone baked long before we were born. We're smart, but nearly as smart as we think we are." I too wonder how those things were done.

How would you define "airmanship"? Barry Schiff, *AOPA Pilot*, April 2020, had trouble defining it so he asked his pilot brethren for their definition. He noted a few but wasn't satisfied by any. One I liked defined it as "airmanship is making the aircraft do what you want it to do without making it seem as though you are doing nothing at all." Works for me.

The newspaper *POST*, March 26, 2020 listed the 11 deadliest jobs in America. Pilots came in 3rd behind logging and fishing. Roofers were 4th. Professional flying was low, but light sport aircraft and helicopters crashed somewhat more frequently.

So, keep the wings level and airspeed up. Keep your spirits up. Fly a plane, alone.
Old Goat, out

Brockport Flying Club Update by Randy Spurr

The Brockport Flying Club is finally operational! It has been a long road, longer than expected, but we have our club up and flying at Genesee County Airport (KGVQ) in Batavia. We now have 9 full-time members thanks to some hard work behind the scenes. With a very favorable lease of a beautiful Cessna 172 N8738U provided by owner Mike Kuyt, the club can offer a great price of \$29.50 per dry hour rental, \$34.50 monthly dues, and a \$295 joining fee. This is a very economical means of enjoying the thrill of flying!

Thanks to a generous grant from EAA we were able to obtain flying club insurance which does not require additional renters' insurance like many aircraft rental sources. This grant also provides 2 joining fee scholarships for students under 21 that would be interested in learning to fly! We currently have 3 approved instructors to provide a variety of flight instruction. One of our members is currently working on his private pilot license right now. We have an internet-based scheduling and billing system called Flight Circle that makes scheduling and billing a breeze! Our club meets on the first Thursday of every month at 6:30 at KGVQ.

A big Thank You to EAA and AOPA for providing legal review and guidance to help us set the club up as well. We have put together a team to ensure safety and proper maintenance for the club and N8738U. Brockport Flying Club is not affiliated with EAA Chapter 44, but we feel it is a great "next step" for 44 members, Young Eagles or Aviation Explorer Post 44 members to learn to fly!

If you'd like to learn more about Brockport Flying Club, please stop out to our next meeting!



Filling in the History Gaps by Bob Nelligan-Barrett

The Chapter has recently come into possession of some original documents from 1962-2004 kept in EAA HQ's Archives. Secretary Tammy Mullen was communicating with David Leiting, EAA's Chapter Field Representative, about her coming to Oshkosh to do research on our early history from our founding in 1958 to the publication of the newsletter in 1969. As it happened, HQ was doing a document purge and asked if we wanted what they had. Yes, she said and so we do. What was in the treasure trove, or at least this small cache?

Back in the day, and I think we still do, Chapters had to submit annual Chapter Status Reports. These asked things like officer names, if we had a regular meeting time and place, a flying club, a newsletter, or an airplane building project. We received CSR's for 50% of the years between 1962-2004, though after 1969, most of the information was duplicated in the newsletters.

But between 1962 and 1968, we learned new information about Officers and aircraft building projects. Who recognizes any of these names of Officers? Dean Obrecht, John Scoville, Gretchen Lyon (often self-identified as Mrs. D. C. Lyon- a sign of the times), Leonard Opdyke, John Bailey, William Corbett, Helen Moore, Fritz Hurtle, David Kitts, Clint Lillibridge, and Bob Bailey (son of John above, past Guest Speaker and engine donor to the Baby Ace.)

Although the Reports don't ask for Makes and Models, we do get a count of planes in the Chapter. At our peak in 1965 we had 14 homebuilts under construction, 7 flying, and 6 production aircraft among our membership. 27 aircraft. I wonder what we have today. Nowhere near that unfortunately.

These documents have been placed in the Chapter History binders and the information has been entered in the Chapter History database that I am building. **Thank you Tammy for initiating this find.**

Young Eagles Update – by Elise Esler

I hope you are finding lots to keep you busy during this time of social distancing and we will meet together soon!

Due to the pandemic, reports from CDC, and my pilots' concerns about being in close proximity with others in the near future, I am canceling the May 2 rally.

Last week the CDC recommended cancellation of large group events of 50 or more people for 8 weeks. "That two-month period, which would go until May 10, would extend the length of planned sports postponements." I feel it also relates to our Young Eagle Rally.

We need to keep the passion for general aviation alive, but we also have to keep the health and safety of our members and participants in mind. When we do resume Young Eagle Rallies, special precautions will need to be in place to continue to follow recommendations for cleaning headsets and assorted surfaces inside the planes and the SAC. We will have to look into requirements for cooking as well before hosting the cookouts.

Although I hate to start our season out canceling the event, I believe it is best to be able to notify our current registrants and make arrangements for them to fly at another time. As of now, the June 6, July 11, August 8 and September 19 rallies will remain as scheduled.

As always, thank you for your support.

Stay well.

Elise



Baby Ace sighting – by Craig Ritson

Browsing through my airplane pictures, I discovered this photograph I took of a Baby Ace at the Ovid Airport (D82). The date was June 2015.

The registration number is N9429H, it was registered in 1963, and is powered by a Continental 65 engine.



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Member News

Earl Luce

Earl's Tailwind is almost complete. He is waiting for the runway to dry out. Earl is planning on flying this beauty to Oshkosh



Vet Thomas sent these pictures of some of his winter flights.



Glass house just east of Gaines Valley, lit up Florescent lights.

Seagulls ignoring social distancing on one of the finger lakes



Die-hard sailors on the Genesee River

Please contact me if you would like to include any pictures or articles in this newsletter. newsletter@eaa44.org.

Chapter 44 Monthly Activities on Hold

All activities take place at the Sport Aviation Center (SAC), & are free & open to the public

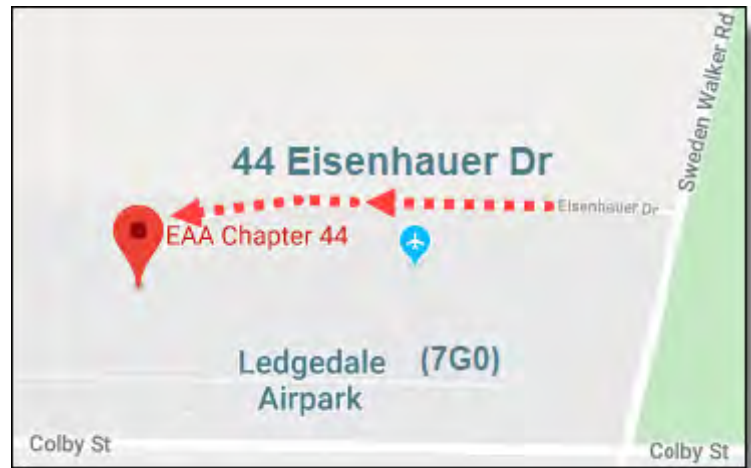
Sport Aviation Center

44 Eisenhauer Dr. 14420

Brockport's Ledgeale Airpark (7G0)

April and May activities are on hold.

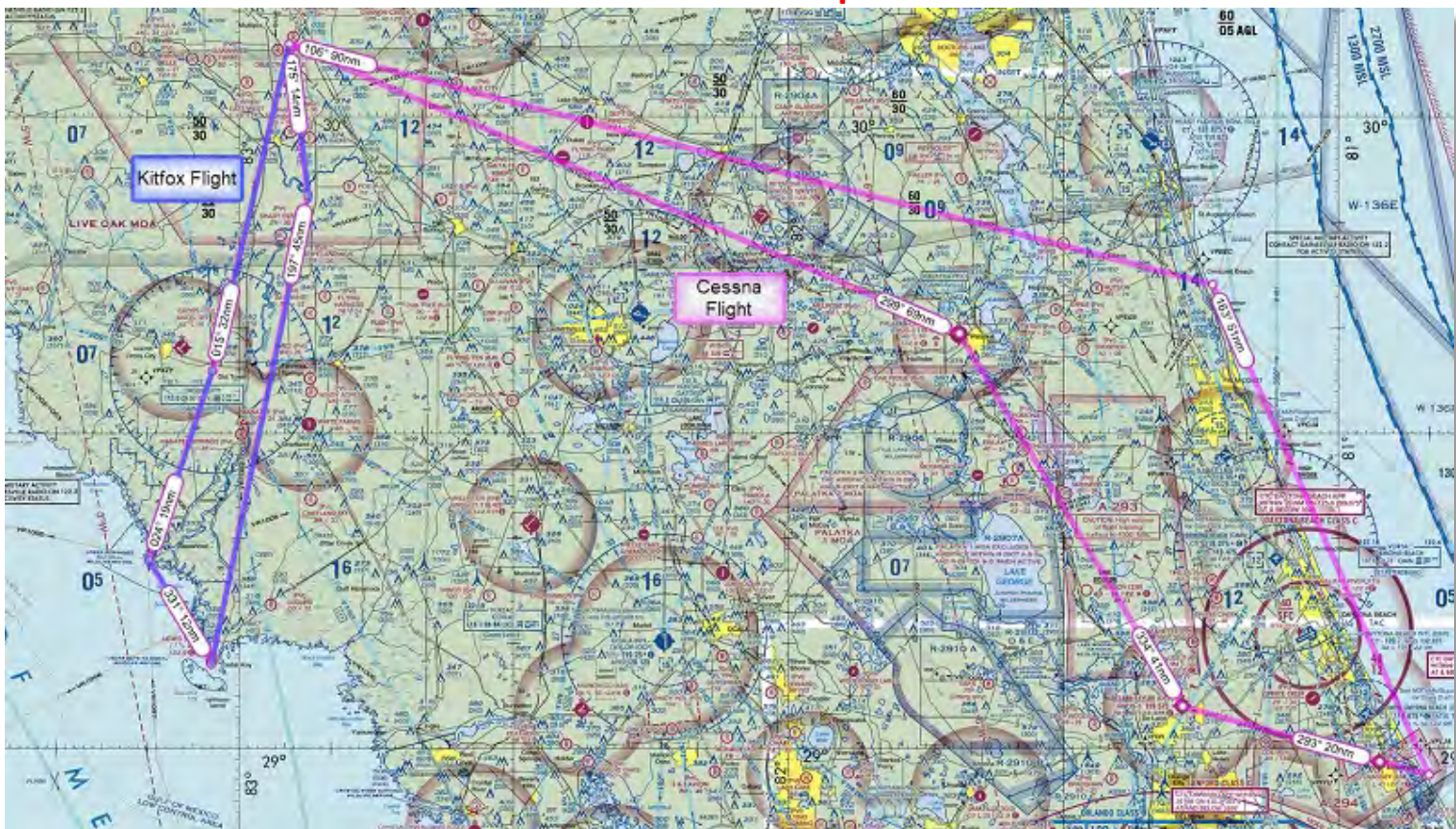
Stay home, keep 6 feet apart if out, wash hands often, and stay safe.



Sonex Xenos Motor-glider under construction at the Massey Airpark.

The fuselage is longer than a standard Sonex.

The Ritson's Florida Trip route



Kitfox Flight (FL10 CDK CTY FL10)

Cessna Flight (X50 FL10 28 X50)



NEWSLETTER

JAN '89

VOL 21 Issue 1

Newsletter Editor Changes the Masthead... Again and Again and Again

After receiving an UNDERwhelming response for his request for a newsletter name, Editor Art Thieme along with Hugh Jones and Alan Bowens, took matters into their own hands and changed the **masthead**, came up with the name The Flyer, changed the Chapter logo (Hugh) and started using a MacIntosh computer to transition from physical cut and paste to "desktop publishing." Art, via Hugh, also started the tradition of adding an airplane image (remember "Clip Art?") to the masthead. This continued until the end of 2019.



NEWSLETTER

APRIL '91

VOL. 23 ISSUE 4

Experimental Aircraft Association Chapter 44, Rochester, NY

This newsletter provides information from the homebuilt movement, reports on chapter activities and supports private aviation. EAA Chapter 44 Newsletter is published monthly, except in December. Issues are free to members. Subscriptions are available for \$5.00.

The *44 Flyer*

Experimental Aircraft Association Chapter 44, Rochester, NY

JANUARY 1992 Vol. 24 Issue 1



This newsletter provides information from the homebuilt movement, reports on chapter activities and supports private aviation. EAA Chapter 44 Newsletter is published monthly, except in December. Issues are free to members. Subscriptions are available for \$5.00.

The *44 Flyer*

Experimental Aircraft Association Chapter 44, Rochester, NY



Volume 24 Issue 7 July '92

Notes and Significant Events from the Minutes and Newsletter

Outgoing President Ed Crompt wrote his final column for The Flyer: "...our reason for being-the fun of building and flying airplanes for their recreational and educational value." That struck me as a very succinct Mission Statement for the Chapter.

The July 1989 issue had an important first article about the **new Chapter House**, "Basic Club House with Hangar" by Phil Hazen. While this plan sounds vaguely similar to the future SAC, the Chapter had an opportunity to purchase a building at the Monroe County Airport for the cost of removing it. Members disassembled it, moved the pieces to Brockport, reassembled the shell, and built up the interior. We were 30 years younger then. Monthly updates chronicled the progress from plan to reality. We held our first meeting there in May 1992, electricity flowed in August 1992. We did the same with the SAC in the beginning.

Oshkosh Airlifts were very popular and financially beneficial to the Chapter during this time. For many years, they were our main source of income. Norm Isler, and later others, would act as a travel agent to recruit participants, arrange air and ground transportation round-trip, and make dorm-room reservations as a package deal. It was a great way to go to Oshkosh for low cost and hassle-free. Often 50+ people went.

Art Thieme steps down as Editor (for the FIRST time) in August 1992 and Dave Suits takes over. Art starts writing "Old Goat" columns the following month. They continue into 2020.



Discussions between Chapter 44 and Sam Cooper from the Rochester Airport in October 1993 led to our second Chapter airplane project, a non-flying **Taylor Chummy Replica**, that would be put on display at the ROC terminal.

Also in October **Dues were raised to \$30** from \$20, and have remained at that level, despite many Board discussions, until present 2020.

Saturday Work Crews worked feverishly to close in the new building before winter. Where have we done that again?

Chapter Breaks Ground on Sport Aviation Center

President Phil Hazen wrote in his column in the November '91 The Flyer: "Chapter of Dreamers Make it Happen" He announced the formal Groundbreaking at the Colby Street property on 9/30/91 for the foundation of the **EAA 44 Sport Aviation Center!**" (emphasis Phils) The Chapter House was at one time the SAC!



Sport Aviation Center Ver. 1.0

The big news of this time period was the decision by the Board to purchase land and to build our first permanent home. We were tired of being nomads. The parallels with our building of the Sport Aviation Center are eerie.

In July of 1989, the Board approved the proposal for a "clubhouse/hangar" concept. This was outlined in detail in an article in this months Newsletter.

Subsequently, the Chapter bought property at 2312 Colby St., AT Ledge Dale Airpark, but not ON it. We had no direct ramp access to the airport at that location, and over the years that became a drawback of the site. But it was to be our first home.

The building itself was a former flight school at the Monroe County Airport. We bought the building for the price of dismantling it (carefully,) moving the pieces to Brockport, and reassembling the building, meeting room and shop, a bathroom, a library, and a utility closet.

It actually took awhile before the Members settled on the name "Chapter House." Imagine that!

Mall Shows Popular During this Period

As a way to promote sport aviation, Phil Hazen organized annual Aviation Mall Shows at the (Greece) Towne Mall in 1989. It was held here for several years and then moved to Eastview Mall.

On display were flying and static air balloons, clubs, the Geneseo hobby shops.

a Coyote, CGS Hawk, a Marquart Charger, Skycycle, two der Kitfox. Quite the planes. Can YOU these on a ramp

The following performed an actual calculation on Mark Cricket. On display

Banty, Carl Bowen's self-designed VORTA delta-wing design (still working on a variation of this theme in 2020,) and a Christen Eagle pedal car built by Bob Dykes. He said it was just as much work as a full-size plane.

In 1991, Earl Luce won display honors for bringing THREE planes into the mall: his SNS-2 Guppy Biplane, and his Tailwind and Skycycle fuselages.

Only in Rochester would you have a mall show in April '92 with 6 inches of snow on move-in night! But Chapter President and Mall Show Coordinator Phil Hazen stored four planes in his nearby garage for the night and they were moved in the next day.

Along with Mall veterans, CGS Hawk, the pair of der Krickets, and a Skycycle, newbie Norm Isler (photo above) displayed his gyrocopter (Whatever happened to it, Norm?) Stan Teachman put on display his beautiful draftsman drawings of WWI aircraft, while

Ernie Guido displayed professionally shot photos of members aircraft. Two radio-control clubs, the Geneseo Museum (had no formal name yet?), and a hang gliding club were in attendance to show the variety of options in sport aviation.

It is very interesting to see the sheer number and variety of homebuilts among our membership at this time. It was certainly more of a "building" chapter than a "social" one like it is now in the 21st Century.



homebuilt aircraft, plastic models, hot ultralights, flying Museum and local Members brought in Seahawk Amphibian, a Guppy, a Krickets, and a variety of member identify any of today? I doubt it. year, members Weight and Balance Donovan's der were a Kolbstar, a