



The Flyer

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The benefits of a weather-induced delay

I received this from member Mark Scheda a couple of weeks ago, and I felt it was front page material. We often talk of safety, and wise decision making, and this is a prime example.

In Mark's words:

“About a month ago I made a fuel-and-oil stop at Akron (9G3), the field where I received my PPL training, my aviation “hometown” of sorts. It was late morning, and I knew t-storms were forecasted in the afternoon. There was plenty of time to get home to Gaines ahead of the weather, so I took a relaxed approach to the mission. While at Akron I enjoyed conversation with friends I hadn't seen recently, then decided I'd better depart before the afternoon weather arrived. While removing wheel chocks, a friend from Clarence (D51) appeared, and we shot the breeze for most of an hour. After we said our goodbyes I hopped in, started up, and fired up the onboard weather radar. Looking at the incoming weather, I found myself thinking “I'd better taxi fast and hurry the runup if I am going to beat this weather”. About 100 yards down the taxiway it hit me – all these “I'd better hurry” signals were a red flag. Thankfully my training took over; I turned around immediately and taxied straight back to my tie-down. Sure enough, it was only a short time before my intended flight path was engulfed in a convective cell – the kind that causes TV broadcasters to flash “Severe weather warning” across the bottom of the screen.

I called home to say I was staying on the ground, then hung out at the pilot lounge for a couple hours until the weather passed. I chatted with the airport manager, met new friends, read some back-issues of various publications, and kept company with the airport's two mousers, Piper and Cessna. And after the weather, made a beautiful and uneventful flight home. None of those pleasant experiences would have happened if I had departed as originally intended – at the very least I would have had a stress-filled afternoon, maybe worse. I am grateful for those experiences, but I think the most significant benefit of that decision is the sense of confidence that even as a low-time pilot, my training provided the tools to make a safe weather-related decision. To those of you with 1000s of hours to your credit this is probably all ho-hum because you've had dozens of similar experiences (maybe you will at least enjoy the cute cat picture)(**Editor:** See next page). But to us low-timers, I hope the message is that a weather-induced delay is not just an inconvenience. It's a great opportunity to build on your training, and to add to all those things which give you the confidence to say you're a pilot. In my humble opinion, THAT part is invaluable.”

Thank you, Mark, for this anecdote, and making a wise, trained decision. It may have even saved your life.

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

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.

One of the Akron, NY Airport's (9G3) resident mousers. Not sure if this is Piper or Cessna.



Our three Ray Scholarship PILOTS and BART's gathered one last time before they all leave for college. Have a great year Tyler Mullen, Jake Daly, and Sharon Reithel. See you at Christmas!





Our Newly Minted Pilot

Congratulations to Sharon Reithel for passing all her testing requirements and becoming a Private Pilot!

Above left: Sharon (right) and Designated Pilot Examiner Martha Anne Pickard immediately after Sharon completed the last requirement for her check ride. This was at Canandaigua. Sharon then taxied back and took off to come back to Rochester as a newly minted private pilot.

Above right: Frances Englund, on behalf of the Ray Aviation Foundation, presents Sharon with a polo shirt and pin for passing her check ride and receiving her Private Pilot certificate. Only about 20% to 25% of people who start flying lessons ever finish and get their certificate. The percentage of Ray Aviation Scholarship recipients who complete their training and check ride is between 80% and 90%. The scholarship money, and the support from EAA Chapters, really make a difference!

At right: Dave Hurd and Sharon. Dave served as Sharon's mentor and ground instructor.

Congratulations to ALL involved!



Many thanks to Bob Nelligan-Barrett for these next series of pictures.



BART recently had the pleasure of having Chapter Vice-President Randy Spurr's daughter, Morgan Guffell, do some welding for us on the brake pedals and other parts for Fury. She is a professional welder and was very competent at her job, of course. Thank you Morgan!



In an attempt to cut down the backlog of Young Eagle flights because of weather-cancelled rallies, YE Coordinator Rick Tandy organized smaller "rallies" with just two or three pilots and now food on the grill. Here he is with a new Young Eagle. Thanks Rick for all your hard work. It's not an easy job being the YE Coordinator.

There are upcoming scheduled Young Eagle events on:

September 23, 2023

October 21, 2023

BART member, and now Texas resident, Dhruva Singh Rana IV (center, below) earned his Eagle Scout Merit Badge recently. His Eagle Scout Community Service Project was painting the National Warplane Museum's C-130, which he accomplished by recruiting a team of youths and adults to paint the WHOLE plane. Check it out next time you are at the NWM.



Dhruva Rana has the NERVE to tell Bob he missed a spot on the NWM's C-130. But this is Dhruva's Eagle Scout Community Service Project, not Bob's BART, so Bob had to say "Sir, Yes Sir!." Photo by B. Rana

EAA Chapter 44 Calendar

Next General Gathering

Next Gathering: Sept. 19, 2023

Dinner @ 6:30 pm, \$5 donation

Jim & Cathy Carpenter will be providing a variety of sandwich wraps.

Gathering is @ 7:30 pm.

Our presentation "Back to the Future: Airships and the Coming Revolution in Heavy Airlift" by Walter Gordon.

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

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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 Monday 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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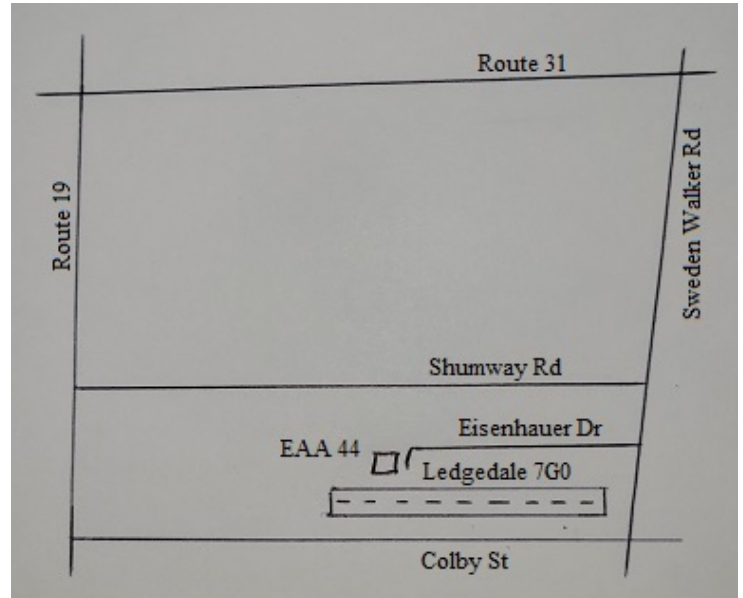
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