

Silver Chapter Recognition

David Leiting, Chapter Field Representative

Congratulations on reaching the Silver Chapter Recognition level! EAA is thrilled to help EAA Chapter 44 celebrate this achievement. Your chapter will be mailed a banner to proudly display where your chapter meets.

This program was created to recognize chapters that have demonstrated outstanding commitment to general aviation. Developed in partnership with EAA's Chapter Advisory Council, it's based on 10 criteria that are consistently found in active and engaged chapters. Each is worth a point, and there are three levels of recognition: bronze (7 out of 10), **silver** (8 out of 10), and gold (at least 9 out of 10).

Your 2019 Chapter Results

The current score for your EAA chapter is 8 out of 10, which places you in the 93rd percentile. Here's your chapter's breakdown:

1	Attended a chapter leadership training session	1
2	Growing or steady membership	1
3	Offers IMC or VMC club programs	1
4	Participates in Young Eagles or Flying Start programs	1
5	Has an EAA-approved flight advisor or technical counselor	1
6	Participates in EAA's annual chapter member survey	0
7	Reads EAA <i>ChapterGram</i> regularly	1
8	Requested EAA promotional materials or ChapterBlast email	0
9	Hosts at least two public events each year	1
10	Owns/leases a facility	1
Total		8

To learn more about this program, how scores are calculated, and how to improve your chapter's recognition score, please visit EAA.org/ChapterRecognition.

2020 Chapter Dues are Due

It's that time of year to renew your EAA Chapter 44 Membership. Dues are thirty dollars per Member, fifteen dollars for a Spouse, and fifteen dollars for a Student. The Family maximum is sixty dollars. Please submit your check to Treasurer Gail Issac ASAP.

Thank you for your continued support of EAA-Chapter 44.

ADSB Out Anonymous by Dave Amsler

I usually do not fly where ADS-B out will be needed but wanted to add that for better visibility to others and enhance my ADS-B in, traffic display that I have had for a few years.



One thing I do not like is ADS-B can be accessed by anyone on the internet, not just the FAA.

When going out to the store I do not post a public notice as to my whereabouts and that home is then an unattended gift box, so could see no reason to do so when flying and not using ATC or traffic following.

I added the option to switch on anonymous mode via an easily accessible switch on my panel. I also added a malfunction warning light.

Pipistrel Ramps Up Electric Aircraft Production - Source AVweb Jan 21ST 2020

Although electric airplanes haven't gained traction in the U.S., Slovenia-based Pipistrel is doing a brisk business selling them to the rest of the world. It has recently increased production from four to about six airplanes per month and the company's factory in Italy will soon double its manufacturing space, with most of that given over to electric aircraft.

Currently, Pipistrel sells the Alpha Electro, which is essentially an electrified version of its Rotax-powered Alpha trainer. Pipistrel has long recognized that electric airplanes are hobbled by their short endurance and has encouraged buyers to purchase both the gasoline and electric versions. The Alpha Electro is suitable for pattern and practice area work while the gasoline model can be used for cross-country training.

The next version of the Electro will be certified under CS23 and will include water-cooled batteries. This may provide two improvements: faster charging time and longer battery life due to better thermal stability.

"The problem with rapid charging is to control the temperatures. With an air-cooled system, you can reduce the temperatures by about 10 degrees Celsius.

With water cooling, you can drop it down by 20 degrees," Coates says. Although Pipistrel hasn't confirmed this by field experience yet, water cooling could reduce charging times well below the one minute of charge for one minute of flight that's now the rule of thumb. The cooling system has a Rotax-type oil cooler radiator with a small electric pump to circulate standard engine coolant.

Editors Comment: 10 years ago, most radio-controlled aircraft enthusiasts scoffed at the idea of electric powered aircraft. Today it's mainstream with absurd performance, endurance, cost effectiveness, reliability and is neighborhood friendly. I believe full scale will go the same way.



Coming to Rochester AOPA Fly-In September 11-12 – Source EAA Website



The 53-foot traveling exhibit is a rolling billboard for EAA, including graphics highlighting a Long-EZ homebuilt aircraft that represents EAA's experimental aircraft roots. Visitors will be able to enjoy Redbird flight simulators, EAA's Virtual Flight Academy, the NATCA air traffic control simulator, build-your-own Horizon Hobby gliders, and more. It also includes promotions for EAA AirVenture Oshkosh and the EAA Young Eagles program, as well as a general aviation aircraft on display.

"The Spirit of Aviation Mobile Experience is not only a place to introduce aviation to the public, it also will serve as a place to engage and strengthen our ties with current EAA members and chapters, as part of EAA's mission to grow aviation participation by sharing The Spirit of Aviation," said Charlie Becker, EAA's director of chapters, communities and homebuilt community manager. "The Spirit of Aviation Mobile Experience is not only a place to introduce aviation to the public, it also will serve as a place to engage and strengthen our ties with current EAA members and chapters, as part of EAA's mission to grow aviation participation by sharing The Spirit of Aviation," said Charlie Becker, EAA's director of chapters, communities and homebuilt community manager.

Sonex Maiden Flight by Craig Ritson

“William Sodus Traffic, Experimental Sonex Six Delta Whiskey departing 18, Closed traffic”.

Dr Tom Wasser had asked me for assistance with his Phase one testing. We cleared the Additional Pilot Program (APP) paperwork with the local FISO a few months prior to this moment.

I advanced the throttle, noted 3,000 RPM and climbing as the aircraft accelerated. As expected, I had to



Sonex just before first flight

apply left rudder to counter the prop torque from the Aerovee engine that spins counterclockwise. I picked up the tail and continued to track straight and accelerate. The time had come to leave the ground.

I eased the stick back, leveled off a few feet above the runway to pick up speed and feel the controls before climbing up into the cool blue sky. I flew through some turbulence caused by a slight northerly crosswind coming over the trees. My immediate thought was to abort, but things smoothed out quickly. I climbed to 3,000 ft orbiting above the airport, monitoring and noting the engine readings. I encountered first of three issues; the fuel gauges read zero which was not possible; and the aircraft was climbing at 300 FT per minute with full down trim. Note taking at full throttle was no longer an option.

Engine break-in instructions require the engine is run hard for the first five hours. Constant monitoring of the oil, cylinder, exhaust gas temperatures, as well as oil

pressure is essential. It's not uncommon to abort maiden flights because of hot running new engines. I was relieved that Tom's Sonex engine was running within tolerable specifications. The glass cockpit was a definite change from what I'm used to flying in my Sonex.

With wings level at 3,100 RPM I noted 125mph with just a hint of left rudder required to keep the ball centered, no aileron forces were required for the dreaded "heavy wing". Tom was on the ground monitoring me with a handheld radio, and I would report my observations to him every few minutes.

Next on the list was shallow left and right turns of no more than ten degrees. No problems were noted, and it did require a little leading rudder. I continued to orbit the airfield and gradually increased the banks to 30 degrees pulling a few G's. It felt like I was on rails.

First flight durations should be kept to around thirty minutes even if no abnormalities are noted, the rationale is to get back on the ground before anything can vibrate loose.



Tom's first flight in his creation



Impressive Dynon panel

I flew a few minutes at 1.5 times estimated stall speed with and without flaps to feel out slow speed characteristics.

At this power setting the aircraft flew hands off, allowing me to take some notes. I was also videoing the flight instruments with a GoPro for post flight review.

I flew the downwind, base and final legs a faster than planned as the engine was running a little rough when I reduced RPM. I three-pointed a third of the way down the runway, took a deep breath, and taxied to Tom who was excited to see all his hard work pay off.

The two issues mentioned earlier, and rough idle were the only snags noted.

Tom has since flown off the phase one 50 hours and is enjoying the Sonex as much as his Mooney.

Cassatt First Race - Wikipedia

The Cassutt is a single-seat sport and racing aircraft designed in the United States in 1951 for Formula One air races. Plans are still available for homebuilding. Designed by ex-TWA captain Tom Cassutt, it is a mid-wing cantilever monoplane with fixed tailwheel undercarriage.

Developed in 1951, First race at **Dansville, New York** in 1954.



BART Update by Bob Nelligan-Barrett

On February fifth, seventeen months after we started the BART, we have completed construction on the right wing. It is now hanging in the Great Room as wall art and a model for our left wing. Please take the time to admire the work of your fellow members over these many months.

The "Wood Team" led by Restoration Instructor Vet Thomas, assisted by experienced restorers Jim Gooding and Pete Bonneau, and a changing cast of Restoration Rookies has built something out of nothing. This part of the project took so long because A we're rookies, and B all the wood had to be ordered and cut to size, ribs had to be built, metal hardware had to be cleaned and refurbished, and only then could it all be put back together.



Now that the spars are cut to size, and the second rack of ribs is waiting to be used, we need to dismantle the original left wing, keep and restore the hardware, and put it all back together again. Control cables and covering will come later.

I am very proud of the work done by the Baby Ace Restoration Team. Not since the Chummy build in the last century has the Chapter had an aircraft building project. Be sure to thank and to compliment the BARTS

when you see them for their job well done.

BARTS who built our right wing: from left, Tyler Mullen, Bob Nelligan Barrett, Druvia Rana, Elio Montanaldo Dominguez, Vet Thomas, Jim Gooding, Laura Luce, Gail Isaac, Clara Montanaldo, Peter Bonneau, and Bhopendra Rana.

EAA Chapter 44 Board of Directors Meeting 14th January 2020

The Board of Directors meeting was called to order at 7:05 PM at the EAA 44 SAC.

Board Members Attendance: Randy Spurr, Frank Grossman, Mike Clayton, Darrin Kenney, Frances Englund, Phil Hazen, Tammy Mullen, Tom Henion, Rick Tandy. **Other Attendees:** Bob Nelligan-Barrett, BART Team Leader.

President Report – Randy Spurr

A motion to approve December meeting minutes identified two Board of Director (BOD) members who did not receive them. *Mike Clayton motioned to approve December minutes, seconded by Rick Tandy. Motion passed 7 of 8 present, 1 abstention. Frances Englund voted approval for December meeting minutes in absentia via email prior to BOD meeting held on 14 Jan 2020 (email dated 19 Jan 2020 at 8:08 pm informing secretary of prior vote)*

Vice President Report – Frank Grossman

Sale of Airplane -Sold “as is” 2-seat airplane which included detached motor, fuselage & frame. Proceeds donated to Baby Ace Restoration Project (BART).

Scholarship Fund - Frank suggested creating a scholarship/fund to support YE’s who complete ground school, providing an hour or two of flight school beyond YE flight/ground school introduction. Scholarship NOT to be funded from EAA 44 but through donations by members/non-member resources. Frank offered to donate personal money towards program; suggested follow-on first flight take place at Ledgesdale through the EAA 44 flying club. Phil suggested money could be used to send kids to AirVenture; Darrin-ground school supplies; Mike-AirVenture school.

Secretary Report – Tammy Mullen Nothing to report.

Treasurer Report – Gail Isaac

Financial reports distributed via email. Frank asked about guidelines for starting to build the hangar. Phil stated EAA 44 guidelines are when all money is available for the next phase of build/project then the expenditure is made. The goal is to carry no loans. *Motion to accept treasurer report by Tom Henion, seconded by Rick Tandy. Motion passed 9-0.*

Committee Reports

Building – no report presented.

Capital Campaign – no report presented.

Explorers – EAA 44 Aviation Explorer Post (AEP) – For 14-20-year-olds. Kickoff and Joining meeting 6 February 2020 from 6-7 pm; pizza preceding at 5:30. John Scheible, scout liaison, to take care of advertising. First meeting of AEP 27 Feb 2020 from 6-7 pm. Unlike previous AEP (1x/wk for 8 wks), current AEP scheduled for last Thursday of every month without projected end. Simulator Group following Kickoff from 7 until 9 pm.

AEP through Seneca Waterways Explorer Scouts (subset of Boy Scouts). Adult advisors to AEP named during BOD meeting include Randy, Frank & wife and Frances with more expected.

Advisors required to complete youth training program. Current Young Eagles (YE) youth training program/certification does not apply. Minimum of two adult advisors required to attend each monthly meeting. Frank to create schedule with speaker/details and field trips to aviation locations outside of SAC - control tower, Boshart maintenance facility, KROC youth tours, airport fire department, hands-on activities. Tim Henion offered airline.

Young Eagles – Request from Elise Isler, YE Coordinator, for expenditure approval to update YE plaque which has names and total number of flights for each pilot participating in YE program. *Motion by Frances Englund for expenditure, seconded by Mike Clayton. Motion carried 9-0.*

Budget Oversight & By-Laws – Darrin Kenney volunteered during December meeting to maintain the budget spreadsheet/report. Upon review of previous budget reports, it was discovered income for BART was not reported though expenses were, creating a deficit for the project. Corrections will be presented at next BOD meeting.

Baby Ace Restoration Team – Bob Nelligan-Barrett

Detailed financial report for BART created by Gail, submitted to Bob for review and reported to BOD by Bob.

BART’s Next Steps

- I. Prime/paint fuselage by end-of-month
- II. Expenses a. fabric b. cables/control cables
- III. Engine – two options a. Earl Luce and Vet Thomas anticipate large expense to build working core to include boring of cylinders, accessory parts (carburetor, intake, exhaust, magnetos, oil cooler, etc.)
 1. Look for completed, working engine with estimated purchase cost equal to rebuilding core
 2. Sell existing core and apply funds towards to purchase of working engine
- IV. Propeller a. new propeller expense estimates discussed to include mounting hardware/additional parts V. Long-Range plan a. line up buyer for completed plane who will purchase after a condition inspection by an A&P b. develop Pilot’s Operating Handbook (POH) to include weight and balance, operating limitations
- V. Donations for specific items requested in January 2020 newsletter, page 5

By-Laws Committee - Subcommittee needed to update the EAA 44 by-laws.

Old Business

Ford Tri-Motor/10th Anniversary of SAC - Kristin Busse, EAA Air Tours Manager has added EAA 44 to Ford Tri-Motor to her list of potential tour stops for 2021 at the request of the BOD; availability based upon maintenance schedule of planes. Confirmation of our request for Father's Day weekend (19-20 Jun 2021) will come after Airventure 2020.

New Business

Ray Aviation Scholarship - Review and discussion of EAA 44's qualifications and eligibility; EAA 44 application to participate in program due by 31 Jan 2020. Discussion ensued of EAA 44 applicant criteria; guidelines to be developed and may highlight essays, volunteer time, active and involved member of EAA 44. Applicant submission by Mar 2020 with the understanding awardees are chosen by national.

Bob proposed a Scholarship Coordinator position be created for EAA 44 to include not only the Ray Aviation Scholarship but other aviation-related scholarships/grants (Amelia Earhart Memorial Scholarship, AOPA). Coordinator to serve as mentor and navigate applicant through various processes/requirements.

Frances volunteered to become scholarship coordinator and emphasized 'with active support' from BOD. *Darrin Kenney motioned for EAA 44 to move forward with its application for the Ray Aviation Scholarship and to accept Frances Englund's offer as EAA 44 scholarship coordinator. Motion seconded by Mike Clayton, passed 9-0.*

Brockport Chamber of Commerce Awards Banquet - Randy, unable to attend banquet, asked for volunteer(s) to represent EAA 44. Banquet at Salmon Creek Country Club, 30 Jan 2020, 6 pm. Tickets to be purchased by attendees. Rick and Mike volunteered if their schedules allow. Randy reminded BOD the Brockport Chamber of Commerce will hold their open house at SAC during summer 2020.

Revenue -Phil suggested BOD start discussing revenue sources to bridge gap. Gail identified two sisters who wish to join and have already volunteered to work on grants and fundraising for EAA 44.

Frank spoke with Ledge Dale Airpark manager, Gretchen Pennington, to allow EAA 44 to hold an event during scheduled drag races; Gretchen may be open to discussing further - TBD. Frank suggested selling guest memberships so our facilities could be used during drag racing events.

Bob suggested EAA 44 hold open house to recruit new members; could be coupled with drag racing event. Consideration be given to a Father's Day 2020 activity. There is competition with other local chapters or clubs offering Father's Day Sunday Fly-in breakfasts. Saturday will avoid that conflict but still make it a Father's Day Weekend event

AOPA 2020 Fly-In at KROC - Volunteers needed for AOPA Fly-In 11-12 Sep 2020. On-line sign-up for the event will open in Feb. EAA National will have their virtual reality trailer/trainer at the event and volunteers from EAA 44 are needed.

Bonnie Beckett - Whit Beckett's wife, Bonnie, passed away 4 Jan 2020. Obituary made available during BOD meeting for those who hadn't see it. Sympathy card to be purchased by Randy.

Rochester Ultrasport Fun Flyers - Frank brought to BOD's attention Norm Groves of Rochester Ultrasport Fun Flyers from Spencerport, is looking for a meeting location on 25 Jan 2020. Time of meeting and number of participants unknown. Fee-for-use revenue stream of the SAC identified during RUFF discussion not only for RUFF 25 Jan event but all future, non-chapter events. *Motion by Frank Grossman for the Rochester Ultra-sport Fun Flyers to have use of the building on the 25th of Jan, with Frank present as a BOD representative. Frances Englund seconded. Motion passed 9-0.*

Food Donations - Phil highlighted new chapter members Phil and Cathy Carpenter's efforts to have Wegmans sponsor EAA 44 events through food donations. Answer to inquiry TBD.

Website - Request to BOD by Phil for event information/details to keep website updated on current events. *Motion by Darrin Kenney to adjourn, seconded by Frances Englund. Motion unanimously carried 9:03 pm*

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Member News

Craig Ritson

In September my wife Mandy and I climbed the world's tallest free-standing mountain, Mount Kilimanjaro "*the roof of Africa*". This adventure has been on Mandy's bucket list for decades.

We trained Saturday mornings, Apr to Aug hiking between 4 and 7 hours in the Bristol Hill's area. I would often finish the day gliding or towing in Dansville.

We flew to Tanzania in 787 Dreamliner three days before the hike to acclimatize, and visit a few national parks. We met up with a group of 5 South African friends and Christine, our 65-year-old lady friend from Rochester.



The hike was 7 days and 6 nights, starting at 5,100 feet in an 85-degree tropical rain forest, winding up through 5 climate zones to 10-degree arctic zone. Uhuru

Peak is the summit at 19,341 feet. At this altitude there 50% oxygen compared to sea level.

All gear including tents, food, bedding, cutlery, and cooking gas was carried up by 28 porters. We were directed by 4 guides who were amazing. We had to carry a daypack with 4 liters of water, snacks, suntan lotion, gloves, batteries and warm clothing.

There are helicopter rescue landing zones at the campsites up to around 15,000 feet. The mountain claims around 10 deaths a year, the main cause being altitude sickness.

At 11pm on the fifth night we left our 15,400 camp for the summit climbing rocky paths in the dark freezing night. I have run ultra-marathons and I think the push to the top was the hardest



combined mental and physical 11 hours of my life. Parts of the climb were 65-degree gradient in soft sand.

We made it to the summit around 10am, rested, took a few pictures before heading

down. Two of our group were suffering from altitude sickness (dizziness, nausea and trouble breathing) so we had to get to lower altitude fast. After 18 hours of hiking we made it back to camp at 13,000 feet. The air felt so good. I have no plans to do it again.

Chapter 44 Monthly Activities

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

Sport Aviation Center

44 Eisenhower Dr. 14420
Brockport's Ledgedale Airpark (7G0)

Baby Ace Restoration Team

Every Wednesday 6-9 PM

History Committee

1st Saturday, 10 AM

Flight Simulator Group

4th Thursday, 5:30 – 8 PM

Board Meetings

2nd Tuesday 7 PM

General Meetings

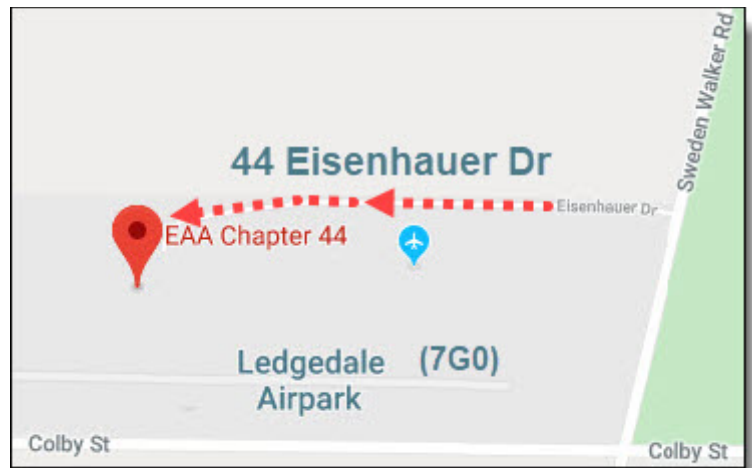
3rd Tuesday \$5 Dinner 6:30 PM, Mtg. 7:30-9

VMC Club

4th Monday 6:30-8 PM

SAC Workdays

Saturday before General Meeting, 10 AM



Excerpts from Kobe Bryant Preliminary NTSB Report

At 0920, ATC advised that cloud tops were reported at 2,400 feet msl. At 0945 the SCT controller then asked the pilot his intentions, to which he replied he was climbing to 4,000 feet.

Radar/ADS-B data indicate the aircraft reached 2,300 feet msl.

Editor Comment: *Tragic - So close to safety. 100 more feet and he would have been in clear blue sky.*

Craig Ritson
EAA 44 Newsletter Editor
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