

Editors ramble – Editor

Rob Williams a long time EAA Chapter 44 member submitted a fascinating article “*From Jets to Jennies*”. In his two-part series he shares his experiences flying the vintage aircraft at Old Rhinebeck Aerodrome Museum.

Rob is one of a few aviators that has flown vintage military jets and World War 1 era aircraft. Rob is type rated on the CM170 Fouga Magister, AV-L29 and the Hispano Aviacion HA-200 which he owned at one time.

Rob has had the opportunity to fly and get his hands on the controls of many fighter jets including a MiG 15, CT-114 Tudor (Snowbirds), T-33, Super Fouga, BAC T5 Provost, BAC Strikemaster, AJI T-610 Super Pinto, De Havilland Vampire, Aero Vodichodi L39, and the most unique opportunity was in an F-104 Starfighter from Kirkland AFB, Albuquerque to Williams in Phoenix. He got to jink it through the mountain valleys in flight idle which was the slowest cruise at 451 kts.

Pre-world war two aircraft flown include a Sikorsky S38, 1910 Hanriot, 1929 New Standard D-25, 1943 Fleet 16b and 1917 JN4H Jenny.

Paul Berg shares his 20-year journey building his Rotoway helicopter. This story is an example of perseverance and not letting life events stop the project. More than half of the homebuilt projects started are not finished by the original builder.

Well done on completing your beautiful machine and passing your helicopter check ride. We are looking forward to seeing you land at the SAC one of these days.



Pauls project on the move from NJ to Hamlin NY

Bob Nelligan-Barret chronicles the building of our Sport Aviation Center from 2009 through 2014.

Young Eagles

The Chapter 44 2021 Young Eagles days are scheduled for May 15th, Jun 19th, Jul 17th, Aug 7th and Sep 11th. Elise Isler is looking for volunteer pilots and ground crew and can be contacted at this e-mail address. flyyoungeagles44@gmail.com.



Blue Angels change aircraft – Sun N Fun website

The Blue Angels are celebrating their 75th season this year and is marking that milestone with the unveiling of new jets for the team – the F/A-18E Super Hornet. The Blues’ public debut performance in this incredible multi-role fighter will happen at **SUN ‘n FUN, April 13-18, 2021**.

The move to the Super Hornet will be the *first* time the team has changed aircraft since it transitioned from the A-4F Skyhawk II to the F/A-18 Hornet 35 years ago in 1986.

The Super Hornet, while visually similar to the “legacy” Hornet, is essentially a new aircraft. It is approximately 20% larger, 7,000 lbs heavier empty weight, and 15,000 lbs heavier maximum weight than the original airframe. The Super Hornet can carry 33% more internal fuel, increasing mission range by 41% and endurance by 50% over its predecessor. A unique design characteristic of the Super Hornet is that it can be equipped with an aerial refueling system (ARS) or “buddy store” for the refueling of other aircraft, giving it another layer of versatility.

March Mystery Plane



Tested extensively during 1950. Details are on page 5.

From Jets to Jennies - part one by Rob Williams

Funny where life leads you sometimes. As they say, "life happens while you are making plans". Just by chance or perhaps fate and my beautiful bride, circumstances led me to taking up residence in the Hudson Valley near Rhinebeck, New York. Of course having come from the jet zooming fun and all my other flying activity in Western New York, I had to find a new home for my insatiable appetite for aviation. The only aviation venue around was Cole Palen's Old Rhinebeck Aerodrome (ORA). For those who are familiar, it conjures up images of old aircraft, old cars, exploding bombs, and the evil Black Baron once played by the late founder, Cole Palen. You can find it on the web at oldrhinebeck.org. If you were around back in the early 80's, you might have gone on the Chapter 44 bus trip to ORA. I had not been since that trip, but it was always on my list to come back. Well come back I did, placing it right in my back yard.



1943 Fleet 16B Finch II

I had all the intentions of visiting right away, but a house fire derailed my plans for a year. I finally stepped onto the grounds about three years ago and began introducing myself and attended a volunteer orientation session. I found it very welcoming and figured I would do whatever they needed me to do with no big expectations. I quickly moved into the aircraft shop helping the mechanics work on the various restorations and repairs of the fleet. The first aircraft I worked on was a Sopwith Dolphin (true reproduction), safety wiring all the many turnbuckles associated with the wing bracing, fashioning wooden parts, etc. The work continued with other aircraft, helping to prep them for the upcoming airshow season. I was very excited for my first season as ground crew, chasing aircraft, wing walking (on the ground), propping engines and just immersing myself in all the throw back culture of the Aerodrome. It was shortly into my first season when I was approached by the chief pilot, Clay Hammond about moving into a pilot position. I was both shocked and excited. Shocked because I never expected to be flying with them so soon. I expected it would take me years before I could earn my way into that. I was excited because, duh, who wouldn't be! Who would have thought when I was admiring these amazing old aircraft during that chapter bus trip so many years ago, that someday I would have the opportunity to fly them. How lucky am I?

It wasn't long after that I moved my Stearman to the Aerodrome to fly it in the airshows busting balloons and dropping "bombs". I also begin my exploration of other unique aircraft. The first airplane I was introduced to was the 1943 Fleet Finch16B with a Kinner R5 engine, built in Fort Erie, Canada. This Canadian trainer is an easy flying light biplane. As the expression goes, "it flies like a Cub". I flew it in the airshows getting the chance to stand-in a few times for the convict act. The act is one of several with that campy humor ORA is famous for.

An alleged convict has escaped from captivity and been seen in the area according to the announcer. He sneaks his way among the crowd and makes a break for the taxiing Fleet to escape by jumping



Lisa Ritson, standing in front of Robs Boeing 1943 Stearman. Lisa got a ride in her Dads Sonex, the EAA Tri-Motor and Rob's Stearman on this day



on the wing. As he reaches in to push the throttle and fight with the pilot they disappear at the end of the runway chased by some Keystone Cop type characters. In the confusion the real convict is exchanged for a dummy connected to the right wing struts. The Fleet then takes off and drops the dummy over the village when a cop fires a shot gun shooting the crook out of the air. The first time doing this act you wonder how the airplane is going to react to this full size dummy whirling around way out there off the wing.



The 1929 New Standard D-25 is available for rides, and can carry up to four passengers per flight

In reality it is no big deal, but you stay ready to release it prematurely if something doesn't seem right. You can always make a new dummy. Another act I filled in for a few times with the Fleet was the Delsey Dive competition. Its usually the opening act after the anthem where two airplanes, either the Tiger Moth and the Great Lakes or the Fleet and the Great Lakes have a competition to see who can get the most cuts out of a roll of toilet paper dropped from 1500 ft. AGL. Each takes turns but the second aircraft cheats with two rolls at the same time.

The first time I did this act in the show outside of practice it took a bit of effort to get my timing down and mange the two rolls of toilet paper since I was the second aircraft.

The struggle was figuring out how to keep the two rolls of toilet paper in the open cockpit so I could have them ready to throw over the side without them

unrolling on me and blowing around the cockpit. I lost one under the seat in the process and was struggling to reach it. When I finally grabbed it I was a little late for my arrival over airshow center. I did finally get a better handle on it.

I was a regular participant in the balloon busting competition on Saturdays and the bombing raid on Sundays using several aircraft throughout the season. Both are very similar beginning with a couple of circuits of a four or five ship formation pass, then break off and either take turns diving on balloons released over the field to see how many you can pop, or diving on the "village" dropping fake bombs that always seem to hit in the right place with ground pyro no matter where they actually land. Always a crowd pleaser. Always fun for the pilot.

Bart Update - Gone West Bruce Willis

I learned recently that one of our BARTS, Chapter Member Bruce Willis, passed away in January after a long illness. Many Chapter members probably don't know Bruce. He was an active participant in BART sessions, though not so much Chapter meetings. COVID restrictions occurred at the same time as his illness so it has been almost a year since we've seen him. He did stop in one day with his son to show him the airplane, and I think to see 75H for the last time. He told me then his cancer was getting worse. Although moving a bit slower than he usually did, he was his usual cheerful self, like a friendly grandfather, or a proud father. I think of him often teaching the younger BARTS how to use a hand or power tool. He often told stories of his days in the military and his flying career.

The Baby Ace Restoration Team offers its condolences to Bruce's wife Helen and his family. She would drive him to the BART sessions and wait patiently for him, letting him enjoy his time with us and vice versa. We will miss his presence and will not forget his contributions to our project.

Blue skies and tailwinds Bruce.

Old Goat Adlib by Art Thieme

I have to tell you I'm in love. In love with an airplane. It's an Aeronca C-3. Some people think it's ugly. It has been called a flying bathtub. The pilot sits close to the ground. I've never seen one flying, only in a museum. If I knew then what I know now, I'd have asked Earl Luce to weld up a fuselage, Al Garland to help build parts, and used the wings from the Champ to build a flying copy. It would probably be called an ultralight or even a sport class.

The Aeronca C-3 was manufactured from 1931 to 1937. The C-3 was a two place while the C-2 was a single place. The planes were basically powered gliders with excellent gliding ability and gentle landing speeds. The pilot sat so low in the cockpit that the term "seat of the pants" applied perhaps better to landing an Aeronca than flying them. The empty weight was 569 pounds, with a cruise speed of 65 mph, a maximum speed of 90mph, and a range of 190 miles. The C-3 master model sold for \$1730. (\$31,400 in today's dollars)

I was sorry to read that Chuck Yeager died at age 97. He had quite a life. I heard him speak many times at Oshkosh. One story he told was about he and Bud Anderson escorting bombers when they were detached to go find enemy fighters coming. They never saw any, but did see wild horses in a field, and thought that it would be fun to shoot at them. When they returned to base, the ground crew saw that they had fired their guns and asked if they had shot down any planes. It seems that the bombers were attacked, and a real fight occurred. Many P-51's shot down planes or became aces. They had obviously missed the action. Only one of the many experiences he had in his career. I was interested to learn that he started flying as a flying sergeant because he didn't have a college degree. He had enlisted in the Army. How he got to be a pilot from an enlisted man I don't know. He certainly was one-of-a-kind.

There are times when I feel justifiably ignorant. What knowledge and skills would I need to design and build a vehicle to fly 300 million miles, circle Mars, and safely land a rover? This was not the first landing on Mars. The US landed one in 1976 and 1997, and England in 2003. There are currently 8 spacecraft in orbit around Mars or exploring its surface. Two more are scheduled to rendezvous soon, United Arab Emirates and China. My hat's off to the personnel working on these missions. College calculus guided me in another direction.

The Feb 21, 2021 Democrat & Chronicle had a large coverage of Sibley's Department store. It brought back memories of when I worked there while in high school, 1942-43. My first job was in the basement in the Ladies Shoe Dept. I didn't know anything about shoes, especially ladies' shoes. But I could bring out boxes and let the women try shoes on. I wasn't there long, and spent most of my time in the photo department. I remember having the key to the storage room full of cameras, equipment and supplies. It was like being in a candy store. Many years later when I worked out of the City School District Central office, we went to eat at Sibley's restaurant. It was for men only. That eventually changed to let women in. (There was another restaurant on East Ave that served men only.) At Christmas time, Sibley's had a great toy display and was worth the time to get there. McCurdy's and Edwards were the competing department stores, but not quite in the same class.

FLYING ACES magazine, Nov-Dec 2020, has an article by a member who writes about his interest and hobby collecting model airplane kits manufactured by a company called COMET. His collection runs from 1940-1946. I remember the kits because they were very inexpensive, some for as little as 10 cents. He tells about a non-flying solid model, very rare, as they were given to schools to make for the war identification classes. I was in drafting class in 1942-43 when they pulled me out of class to put me in a shop with woodworking tools and assigned a wooden model to be carved and assembled. The models were painted black and given to the armed forces to be used to train vets to identify aircraft, friendly and enemy. I could build flying models, but wasn't very good at carving them out of blocks of wood. Many years later I ended up teaching drafting in that same room, at West High School.

Stay healthy. Wear a mask.

Old Goat, out



Aeronca C-3 based in South Africa. Click the picture to watch video of it flying

The Flying Container Ship: The XC-120 HISTORYNET - Robert Guttman

Fairchild's C-119 was one of the most utilitarian military cargo planes of the post-World War II era. First flown in 1947 and unofficially known as the "Flying Boxcar," it featured a large and capacious fuselage suspended from a twin-boom airframe. More than 1,100 C-119s were built, and they served in a variety of roles with great success in both the Korean and Vietnam wars.

The engineers at Fairchild who developed the C-119 believed there was untapped potential in the design. Military transport aircraft were equipped to perform a variety of different missions, including transporting personnel, carrying

cargo, delivering paratroopers and dropping bulky loads by parachute. The Fairchild engineers reasoned that a military cargo plane would be more efficient if it was equipped solely for the specific mission it was performing, and that the best way to accomplish that was for it to carry a different, specialized fuselage for each particular mission. They also regarded their C-119 as an ideal basis from which to develop such an aircraft.

Thus was born one of the most unusual transports to ever take to the air, the XC-120 "Pack Plane." It retained the C-119's twin-boom configuration, but with an entirely



The wheeled pods reduced loiter time on the ground

new, drastically reduced central fuselage. The new fuselage had a flat bottom to which a variety of specialized cargo pods could be attached, depending upon the mission. For instance, one pod could be optimized for the carriage of heavy cargo, while another could be set up for personnel. Other cargo pods could be configured for the delivery of troops or heavy equipment by parachute. Still others could serve as portable hospitals, radar stations, command centers or perform other specialized functions.

One major change in the design involved replacing the C-119's tricycle landing gear with an entirely new four-wheel undercarriage, with all four components built into the twin booms. The aircraft's ground clearance could be adjusted by raising or lowering the height of the landing gear, thus easily accommodating different-sized cargo pods. The cargo pod itself was supported on four small wheels of its own, so it could be easily maneuvered on the ground independent of the aircraft. Once positioned underneath the fuselage, the pod was raised into position by electric winches built into the four corners of the fuselage, and then locked into place with ball-and-socket joints.

The XC-120 was intended to be deployed to forward landing fields, where it would quickly deposit its pod and take off again. This greatly reduced the loiter time on the ground, when the airplane was most vulnerable while it was laboriously unloaded. Then, while the forward ground personnel were unloading the pod, the Pack Plane would make another trip to retrieve a new pod. On its return to the forward base, the plane would drop off the new pod and return home with the emptied one.

In many ways the XC-120 was very similar in concept to that of the modern shipborne intermodal cargo container, which has almost completely taken over the international cargo transportation business. But while the Pack Plane flew for the first time on August 11, 1950, the maiden voyage of the first container ship did not occur until April 1956.

The XC-120 had a wingspan of 109 feet and an 82-foot fuselage. The prototype's maximum gross weight was 64,000 pounds, including a 20,000-pound cargo capacity. Operated by a five-man crew, the aircraft was powered by two 3,250-hp Pratt & Whitney R-4360 radial engines and had a top speed of 258 mph.

The XC-120 was tested extensively during 1950, and was widely publicized in the media of the day. In spite of its innovative design, however, in the end the U.S. Air Force did not accept it. Although it flew well with a cargo pod attached, the aircraft proved to be unstable without it.

Given time the stability problem might have been sorted out, but the outbreak of the Korean War, and the consequent need for increased C-119 production, seems to have put an end to Fairchild's development of the Pack Plane. Nevertheless, the XC-120 remains an intriguing aviation concept that was ahead of its time in 1950, and may still be so today.

The Journey Continues by Tyler Mullen

This isn't the end of my journey, nor is it the beginning of one, but rather another step in my career as an aviator. I passed my checkride and earned my Private Pilot's Certificate! I remember stepping out of the debrief but couldn't tell you what I was feeling. Perhaps it was shock, tied up in a bow. It felt like I started flight training a long time ago, but it has only been nine months.

Memories of everything I experienced during training ran through my head as I walked onto the ramp to get my photo taken with the airplane, I took my checkride in. I was a mixture of happiness, relief, excitement, and disbelief. The moment I had dreamed about for so long, my life's goal, was completed at just 17 years old.

I returned home, set my flying gear on the floor and collapsed on my bed. The adrenaline, and caffeine, had worn out and I could barely move, but it didn't stop me from considering my next step. I remember hearing pilots say, "I think I'll go flying this weekend" and hoped someday I could say the same. Now I find myself watching the weather, can say the same thing but, ironically, can't get myself to the airport because I don't have my driver's license - yet.

I have flown twice since my exam, and although I've flown solo before, it's a different experience when I don't need to get an endorsement from my instructor. I have a lot of time to build and a lot to learn and am ready to embrace it all. If anyone has advice for a new pilot, feel free to let me know! Follow me on my adventures through Instagram @flyinwithty



Celebrating with Chapter 44 members

Applications open for the 2021 Ray Aviation Scholarship – by Frances Englund

Chapter 44 has learned it is once again eligible to participate in the Ray Aviation Scholarship program. With the successful completion of our first candidate, Tyler Mullen, the scholarship committee is accepting applications from eligible and qualified applicants who are current and active members of the chapter. The completed application, see last two pages or [download](#) here, must be received by Frances Englund, Scholarship Coordinator, no later than April 30th. An application submitted to the chapter is the first step in being considered with the final decision made by EAA. Program information can be at found at <https://www.eaa.org/ea/eaa-chapters/ea-chapter-resources/chapter-programs-and-activities/ray-aviation-scholarship-fund/scholar-eligibility-and-requirements>

Candidates must meet the following criteria:

- Minimum of age 15 for glider training.
- Age 16-19 for powered flight training.
- Possession of a student pilot certificate.
- Possession of FAA medical certificate. (private pilot students)
- Be able to begin their flight training within 60 days of receiving the award.

Additional consideration will be given to candidates who are former Young Eagles, EAA student members, and actively participating in the EAA Flight Plan, specifically the Sporty's Learn to Fly Course.

Once selected by the chapter, the youth will also be screened by EAA through an application process, which will require approval from the local chapter. If approved by EAA, the scholarship recipient will have to comply with the following requirements.

- Partake in two hours of chapter volunteer service per month, such as:
- Young Eagles rally volunteering.
- Pancake breakfast/fly-in volunteering.
- Chapter build project support.
- Chapter gathering participation.
- Submit regular progress reports, signed off by local chapter and CFI.
- Reach flight training milestones, as outlined by EAA's training timeline



Tyler, after his first solo

Rotorway 162F Build – Paul Berg

Helicopter N843WB (a Rotorway 162F) began as a bunch of crates delivered to my house in PA in 1999. I was a private pilot with several hundred hours in fixed wing aircraft (I trained at Hylan Aviation at ROC in the early 80's). I had owned a Piper Tomahawk, which got destroyed in a freak windstorm at ROC, and then a Citabria (my wife, Marcia learned to fly in the Citabria from Dick Meinhart at Ledgesdale in the late 80's). We thoroughly enjoyed flying in small planes, but when I decided to build, I chose a helicopter. Marcia gave me a helicopter lesson for my birthday one year, and I really, really enjoyed it. There's something magical about going from here to there at 50 kts and 500' AGL and slowing to zero knots on short final.....

We relocated to NJ, helicopter parts and all, in 2000. I made decent progress on the build for a couple of years, but work obligations and kids' sports, band concerts and Boy Scouts edged out rivets and fiberglass, and work proceeded in fits and starts. Eventually the kids grew up, we retired, and with more time on my hands, work resumed. We relocated to Hamlin in 2016, and pushed hard until the build was complete in 2019. There were a number of periods of panic as Rotorway went in and out of business several times and parts and advice became scarce, but the Rotorway Owners forum was a great source of knowledge and assistance. I suspect this is the case with most experimental aircraft – there's a group of helpful owners and enthusiasts online. Rotorway has been reconstituted yet again as Rotor X Aircraft Manufacturing Company.



Early days in NJ – Clecos and fiberglass

(I never claimed to be talented) I got my add-on. I also went to Arizona to take transition training at Rotorway, in the same model I built.

Once I had my license, flight testing began. You don't test a helicopter the same way you test an airplane. Instead of taxi testing, you spend the first several hours in a hover, no more than 10 feet off the ground, making lots of adjustments to get the balance right and the vibrations down to a tolerable level. Once that's done, then you take to the air and verify performance in all flight envelopes. You don't do stalls, you do autorotation's. You don't do steep turns or spins, you do quick-stops and settling-with-power. I've got about 20 hours in the air now, all of it uneventful (well, there was that one time I needed to do a hovering auto....). We're still in the phase where every hour in the air requires several hours on the ground checking, adjusting, making sure everything is just right.

We keep the aircraft in a pole barn we have in on 5 acres – remember, I don't need a runway. All the flying is in the FAA defined bubble. So far I've been to Ledgesdale for some touch-and-go's, flown over the lakeshore and our house, and around Kendall. I'm really looking forward to being able to build some time (The weather doesn't exactly cooperate around here!) The next big milestone is when I hit 40 hours and can take Marcia for a ride..... maybe even a Young Eagle or two someday.....

The final step was getting the helicopter painted at D&M Super Finish in Webster (thanks Dan Dorschel) and reassembling. The FAA certified my helicopter airworthy in September of 2019.

When I got to the point where the end was in sight, I decided I'd better learn how to fly the darned thing. I found BAC Helicopters at Williamson-Sodus airport (BTW, a super shop for helicopter and airplane maintenance, too) and took lessons. My instructor was Jeff Brooks, a former military pilot, aircraft builder and great guy. You may remember him from the presentation he gave to our EAA chapter on the Fokker D-VII he built from scratch. Many hours and two check rides later



In the Paint shop

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Member News

Tyler Mullen

A huge shoutout to Tyler, Chapter 44's first recipient of the Ray Aviation Scholarship. In less than a year after receiving the grant he passed his private pilot's license check ride.

Vet Thomas and Steve North

The cold weather does not stop these guys flying around upstate New York. Vet sent this picture of the Horseshoe and American Falls from 3,500 feet. Check next months newsletter for the mods they did on Steve's PA-140



Frank Grossmann and Jim Martin

Frank and Jim flew in the Cherokee Six to Saint Mary's airport in PA for lunch. They were surprised to see this Cessna 421C sitting on its nose. Unfortunately, one of the passengers was taken to a local hospital, albeit with minor injuries. The aircraft is registered to Wheels Up LLC.



Please keep the articles coming. Send to newsletter@eaa44.org.

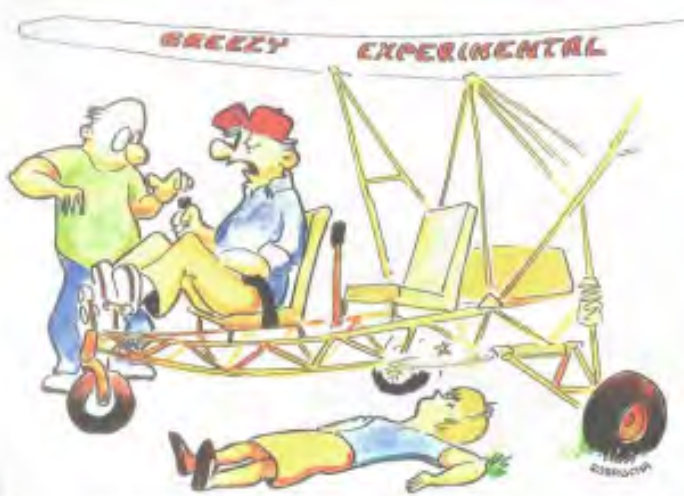
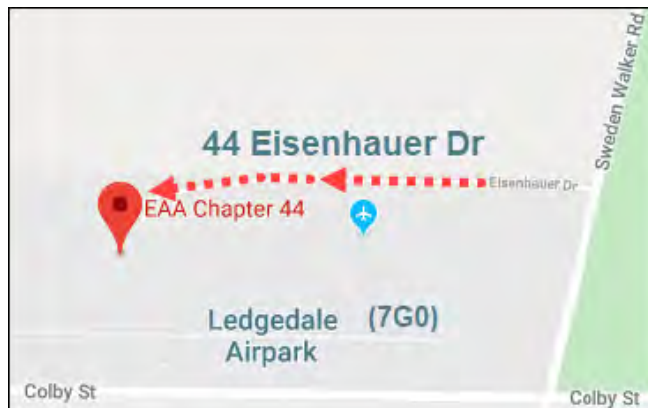
Chapter 44 Monthly Activities

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

Check the [website](#) for scheduled activities

Sport Aviation Center

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



I made the mistake of telling her it was finished and ready to fly!



This Day in Aviation

On March 7th 1961 test pilot Major Robert M. White, flew the number two North American Aviation X-15 hypersonic research rocket plane, 56-6671, to Mach 4.43 (2,905 miles per hour/4,675 kilometers per hour) and 77,450 feet (23,607 meters), becoming the first pilot to exceed Mach 4.

The duration of the engine burn was 127.0 seconds

The total duration of the flight, from the air drop from the Boeing NB-52B Stratofortress carrier, 52-008, to touchdown at Edwards Air Force Base, was 8 minutes, 34.1 seconds.

Homebuilders Building Our New Home by Bob Nelligan-Barrett

Chapter 44 broke ground on our new Sport Aviation Center of Western New York in July 2009 and construction began the following month. The plan was for Finger Lakes Construction to pour the foundation slab, erect the walls and roof, and insulate the building, and to “close it in” before the snow started falling. Norm Isler was President at this time from 2009-2010.



FLC accomplished this by October 2009 and we held an “Owners’ Walk-Through Inspection” (below) complete with dinner, lighting by generator, extension cords and utility lights, and heat by Salamander portable heater. Despite the primitive nature of our building, a great time was had by all. The feeling that “we have a BUILDING” was palpable throughout the room.



Once FLC was done with their part, it was up to us to start work on the walls, plumbing and electrical wiring. The Board felt all along that one way to save money was to do all the interior work ourselves. They felt we had enough experience and skill that we could do that part effectively. After all, we are "HOMEBUILDERS!"

In February 2010 we were connected to the electrical grid and had electricity in the SAC. No lights or anything yet to run off the power except our tools. But it was a start. By March we had heat, running water, and one functional bathroom. When these milestones were met we received our Provisional Certificate of Occupancy, which meant we could legally hold functions in the building even though NOTHING was completed.

Construction Manger Mike Clayton developed a plan where we would meet two alternate Saturday's a month from 10 AM until...we ran out of steam or tasks. Volunteer builders came when they could, stayed as long as they were able. Sub sandwiches from Byrne's Dairy were par for the course and kept us going. Eat to Build, Build to Eat...or something like that.

Tom Bowdler was President in 2011 when we held our first General Meeting in the SAC April 2011. Guest Speaker RIT Student Jason Pelovitch spoke on a British LSA he helped design on Co-op from RIT. General Meetings with aviation guest speakers and Young Eagle Flights started at this April meeting and continued thru and around the construction for four more years.

Construction continued steadily on the framing for the walls (supervised by Mike C,) and installation of the plumbing (Norm Isler,) and electrical wiring (Larry "Sparky" MacDonald) before we closed the walls. By April, we were hanging drywall with the Grand Opening deadline in just two months!

We held our first public events in June 2011, the Grassroots Pilots Tour with EAA President Rod Hightower and the Grand Opening and Dedication of the SAC. But we still weren't finished inside, and outside for that matter with the landscaping. The drywall was up but there were few doors except in the Great Room and bathrooms. But we cleaned up as best we could for company and showed off our new home... a work in progress but usable.



Grassroots Pilots Tour with Rod Hightower- Notice the bare walls in the Great Room.
Photos by Jim Cavanaugh.

Between August and October, we prepped the area and poured the concrete around the north, east, and south sides of the building for the parking lot entrance, the sidewalk and main entrance, and Phil's Porch. It was an exciting day in September 2011 when we received our 4' x 8', red, white and blue sign identifying the EAA Chapter 44 Sport Aviation Center of Western New York...but it was a HARD day for the Saturday Work Crew trying to dig two post holes into the rock layer that is under our feet at LEDGEDale. But of course they persevered, got it done, and congratulated themselves at the end of the day for a well-deserved job well done.

We finally receive our PERMANENT C of O in March 2012 during Rob Williams' term as President (2012-2013.) but we kept working two Saturdays a month into 2015. At this point we were... 90% finished but still had another 90% to finish, all the details big and small.

We were approached by local Boy Scout Eagle Scout Candidates offering to do a Community Service projects for us. We said sure! The three projects were: to finish the men's and women's bathrooms, to finish the Board Room & Pilot's Lounge, and to do some landscaping. The Scouts were responsible for coordinating with the Board, planning, recruiting workers, developing a budget, getting the necessary materials, calling work sessions and getting the work done.

By his time we had had enough meetings in the Great Room to realize we needed something to improve the acoustics. It echo'd. We built sound absorbing panels for the walls and ceilings of the whole building. Shelving for the pantry and the Library was installed. Phil's Porch received its Dedication Plaque.

In 2013 we FINALLY hung all the interior doors (from the demolished Genesee Hospital) and painted the hallway runway (We still need Hold Short markings between the shop and hallway.) The Board decided that even with our new huge building, it wasn't enough. so we bought a shed for all the ...STUFF... we didn't want in the SAC proper. That summer Gail Isaac landscaped and planted our front entrance garden. If you look at it carefully and squint your eyes, the shape of the garden is that of Concorde! Before the snow started flying, we installed our two building signs on the south and east sides facing the runway/taxiway and the ramp identifying our presence at the airport.



SAC and shed with Ron Logory's picnic tables on Phil's Porch.

Still, Board and General Meetings, Young Eagles, summer aviation camps and other activities continued thru 2013 into 2014 amidst the continuing construction. We had originally designed the third bathroom to have a shower “in case anyone wanted to clean up from aircraft building before going home.” That was the idea anyway. We decided we needed an accessible bathroom and a utility sink more than a shower, so in May we changed plans and built the third bathroom we have now. We are still hanging drywall in the workshop thru the winter of 2014. On a warm July day we set the forms and poured the concrete to extend the porch to the shed, a welcome modification. During the Fall, the closet shelving was assembled and installed, and appliances and cabinets were installed in the kitchen. At the end of the year, Gail Issac hung our first wall decoration, a self-made poster of the History of Ledgedale.



At that point, November 2014, our “construction period” was complete. Bi-monthly sessions became once-a-month SAC Work Days to maintain and keep up the property. We could finally enjoy our Sport Aviation Center and fully use it in the way it was designed, as an aviation education center for the aviation community and general public.



Bill King, Chapter 46, First Fly-in Visitor, April 2010



The Experimental Aircraft Association (EAA) Chapter 44

presents

FREE AIRPLANE RIDES

for kids 8 - 17 years of age

**Where: EAA Chapter 44
Sport Aviation Center of Western NY
44 Eisenhower Dr. Brockport, NY 14420
(off Sweden Walker Rd.) at the Ledgesdale Airport**

Over 2 million students have flown for the first time as part of this Young Eagles Program. It is the only *program* of its kind with the sole mission to introduce and inspire kids in the world of aviation. Volunteer pilots introduce their plane, give a safety briefing, and take the kids for a plane ride.

Dates for 2021 are pending, but tentatively will begin in May. Flights are limited, weather dependent and subject to COVID restrictions. Students must pre-register. Flights are scheduled on a first come first serve basis.

**Request pre-registration information at:
FlyYoungEagles44@gmail.com**

Additional information is available online at:
<https://chapters.eaa.org/ea44>
and
eaa.org/ea44/youth

EAA 44 is a tax exempt 501(c)(3) organization of aircraft builders and aviation enthusiasts in the Western NY region dedicated to promoting aviation and encouraging participation in aviation, education, advocacy and youth outreach programs.



EAA Chapter 44

APPLICATION TO APPLY FOR RAY AVIATION SCHOLARSHIP

NAME: _____ EAA MEMBER NUMBER: _____

MAILING ADDRESS: _____

EMAIL ADDRESS: _____

PHONES: HOME: _____ CELL: _____ AGE: _____

(Please indicate which number is preferred with an *)

GRADE LEVEL IN SCHOOL: _____ WHERE ENROLLED: _____

RATING SOUGHT: PRIVATE PILOT _____ SPORT PILOT _____ GLIDER PILOT _____

CURRENT MEDICAL CERTIFICATE LEVEL: _____ DATE OF ISSUE: _____

DATE OF STUDENT PILOT CERTIFICATE: _____

DATE KNOWLEDGE TEST PASSED: _____ DATE OF FIRST SOLO: _____

TOTAL FLIGHT HOURS TO DATE: _____

LIST ALL OTHER SCHOLARSHIPS RECEIVED OR PENDING THIS YEAR:

SCHOLARSHIP NAME	AMOUNT	PURPOSE

INVOLVEMENT WITH OTHER AVIATION GROUPS _____

ARE YOU PARTICIPATING IN THE YOUNG EAGLES FLIGHT PLAN? _____

HAD A YOUNG EAGLE FLIGHT: _____ BECOME EAA STUDENT MEMBER: _____

HOW MANY VOLUMES OF SPORTY'S LEARN TO FLY COURSE COMPLETED? _____

HAVE YOU TAKEN THE FREE FLIGHT LESSON OFFERED AFTER COMPLETING 3 VOLUMES? _____

Submit a personal essay, maximum of one (1) page typed, stating why you wish to be considered for the Ray Aviation Scholarship and why you should be the applicant chosen. What do you want to do with your certificate, once earned? Tell us about your involvement with EAA Chapter 44 so far. Tell us how you propose to fulfill the two hours or more per month of chapter volunteer service during your training.

Complete this form and attach a copy of:

- Your medical certificate
- Student pilot certificate
- Results of your FAA Knowledge Test if applicable
- Copy of your logbook entry if you have soloed
- Personal essay
- Letter of Recommendation from a teacher, CFI, Chapter member, or someone who knows you well, but is *not* a family member.

By my signature, I certify I have read and understand the Ray Aviation Scholarship requirements, provided to me in a separate document, and I meet all applicant requirements.

APPLICANT'S SIGNATURE

DATE

PRINTED NAME

PARENT'S SIGNATURE

PRINTED NAME