Experimental Aircraft Association

# The Flyer

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## Editors ramble – Editor

**Jim Martin** shares his experiences flying McDonnell Douglas F-4 Phantoms while serving in the US air force. Jim is a glider and powered aircraft flight instructor and a Glider Designated Pilot Examiner (DPE). He has also worked as a test pilot in the private sector.

The flying season has starting. Most local turf runways are usable earlier than past years. Check with someone who has inspected the field on conditions before landing.

## Sun N Fun 2021 – Editor

Airshows are back and good as ever. I flew with my friend Doug in his Kitfox, helping navigate and adding an extra pair of eyes for the conga line going into Lakeland Airport. We departed from Little River Airpark (FL10) at 7 am to Sun N Fun on opening day. The trip south was in some of the smoothest air I have flown in and we appreciated the tailwind. We noticed ground fog for the first 40 minutes.

The arrival procedure is similar to Oshkosh, with an entry waypoint, flight paths over roads, quarter-mile spacing, rock your wing commands, and runway dots, all detailed in a 26 page Notam.


T34 Mentors arriving at Sun N Fun.

The tower called our base early with instructions to land on the green dot on 9 Left which the rest of the year is a taxiway. This was changed while we were over the runway to the orange dot which was further down the runway. Doug applied power and air taxed a few feet above the runway for another 1,500 feet before doing a smooth wheel landing, keeping the tail up for another 1,000 feet. There were several aircraft behind us, and they want the traffic off the active runways as soon as possible.

Taxing to the homebuilt parking area was a bit of a challenge as we passed numerous traffic marshals who watched us approach but gave no directions.

The highlight of the airshow for me was a solo P-40 "American Dream" aerobatic routine flown by Thom Richard and a jet-powered Salto Glider flown by Bob Carlton.

We met up with Jim Martin and walked around admiring the many aviation related vendors. We debated which was our dream aircraft if our bank accounts were stocked with millions. We are surprised at the number of Light Sport Aircraft manufacturers.

One negative is the price of food and drinks. We did not appreciate paying $4 for a small bottle of water or $10 for an Italian sausage sandwich.

We were concerned about waiting in a long line to depart, but the traffic moved fast, and we did not have to stop once. We had some mild turbulence on the 1.8 hour flight home but enjoyed the scenery and were thankful for the opportunity to fly to this great show.

## April Mystery Plane


12 prototypes were built. Details are on page 5.

## From Jets to Jennies - part two by Rob Williams

My first summer volunteering at Old Rhinebeck started flying the 1929 New Standard D-25 with a Wright J5 engine used for the biplane rides and in the shows. ORA has two of them. One is under restoration. It's a big biplane with four seats up front for paying passengers. This biplane was specifically design for carrying passengers during the barnstorming era of the '20s and '30s. They say it was also a favorite of bootleggers because of the load it could carry. The design has a large upper wing with the only pair of ailerons and a smaller lower wing. It is said to have two personalities. One is a docile, easy flying, lumbering airplane with that big upper wing. In windy conditions she can become a Mr. Hyde catching you by surprise with un-commanded departures from intended flight, also because of that big upper wing and only two ailerons. In those circumstances it sometimes takes full aileron deflection, some rudder and an extra few seconds to bring her back level. A bit nerve wracking at times on short final below the tree line since the Aerodrome is nestled in a hilly forest where any good breeze is always moving around if not directly down the runway.

*1929 New Standard D-25*

Taking people up in the D-25 over the Hudson River in view of the Catskills and Taconic mountains, often for their first open cockpit biplane ride, never gets old. Folks seem very grateful for the experience and the look on their faces is gratifying. Although the airshows didn't happen this past summer due to the pandemic, the museum was open, and we did conduct air tour operations. I was surprisingly busy. Aside from the regular fifteen-minute ride over the river, we introduced a new thirty-minute Lighthouse Tour experience that was quite popular. Perhaps being cooped up for so long might have helped bring the people out for the maximum experience. You can reserve flights 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.

My next fun assignment was to fly the 1910 Hanriot replica. Cole Palen built this fifty plus years ago from old magazine pictures and crude drawings. It so happened the pilot who was mostly flying it in the airshows decided to move, thus opening a spot for me to do the Pioneer Demo flights on both Saturday's and Sunday's airshows. It's really a nice flying airplane for a 1910 design. I love flying it. Its the first airplane I ever flew with wing warping. It has unconventional controls as is typical for the pioneer aircraft. There was no standardization to flight controls prior to the Great War. If you invented an aircraft, you did what made sense to you at the time. On the Hanriot, the left hand stick is for wing warping, left and right motion, the right stick (yes two sticks) is for elevator control. The wooden rudder bar is the only thing that is conventional. It has been fitted with a throttle on the left side, but you can't use it during flight as you can't let go of either stick to adjust it. Hence a "blip" button is on the left stick to control the engine and speed. The aircraft is tail heavy, designed with a tail lifting stabilizer as were most pioneer and WWI aircraft. If you let go with your right hand during flight she will dramatically pitch up, stall and crash. Not a good thing. I have been so tempted to take it up above the trees and around the pattern but that would be very risky with these rare birds. If something went wrong you would have no where to go and absolutely no protection from the elements. So for these early pioneers we just fly them the length of the field. If you would like to see one of my airshow flights in the Hanriot, go on YouTube and search "1910 Hanriot September 1, 2019" and it will come up. Turn the sound up as there is narration from the announcer. There is a lot of other great stuff from Old Rhinebeck


*1910 Hanriot replica*

Aerodrome on YouTube as well. On the ORA website in the menu is a VR cockpit view of the Hanriot where your can scroll around and view the aircraft from inside the cockpit.

*1910 Hanriot. Note the wing warping controls*

The biggest thrill so far in my flying adventures with ORA was the opportunity last fall to fly the original 1917 Curtiss JN-4H Jenny with an original 180 HP Hispano-Suiza engine. Despite the pandemic, there were several films shot at ORA last season which included a series for the History Channel, an independent four part feature film, and a few other smaller productions. I had the great fortune to fly my Stearman and the New Standard D-25 for the movie and the Hanriot for the History Channel series. At the end of the day of shooting for the History Channel, when the film crew was packing up and the Jenny was still warm from the final shoot, I was offered the chance to fly her. What an honor it was to fly this original WW1 aircraft! My predominant thought during the flight was "don't break it"! I was aware that the Jenny had a reputation of getting slow in the turns with a little too much pitch, so I kept my turns pretty shallow for my first flight. She flies slow and gentle with a lot of wing and drag. I don't think I would like flying her in windy conditions, but we only fly it when the weather is right anyway. There I was clattering along behind that old water cooled 102 year old engine as the sun was setting. Approach to landing was very stable. There is no real useful airspeed indicator so you just fly the wing. She slipped nicely over the trees and had a gentle flare at a surprisingly slow speed between 40 and 50 MPH. The Jenny has a tail skid and no brakes as is the case for all of the WWI aircraft, but unlike the fighters, the landing was so slow and gentle so that I didn't worry much about directional control on rollout. Plenty of rudder control and if needed a little blast of power to assist. Nothing like it!

*Original 1917 Curtiss JN-4H*

Hopefully the world is on the mend so that things will open up for the 2021 summer season. I have my sights on several new experiences whether they happen this year or sometime in the future. I would like to fly the original 1909 Bleriot XI with an Anzani 35 HP engine. This is the oldest flying aircraft in the Americas and the second oldest flying in the world. I might need to loose a pound or two from sheltering at home to get her off the ground, but try I will. Two other aircraft on my list are the German Albatros D.Va reproduction with an original Mercedes engine, and the Sopwith Pup reproduction with a rotary engine. I have always admired the sleek lines of the Albatros. Its been my favorite WWI fighter since I was a kid. I remember seeing it in person for the first time on that chapter bus trip so long ago and now I am in the position to really experience her. The Pup offers the challenge of learning to fly the rotary engine, a first for me. I have much to learn about the subtleties of operating this kind of engine but am eager to learn. The aircraft itself has great flying characteristic according to those who have flown her.

I feel so lucky that life's journey has brought me here to this magical place with great people, amazing aircraft and new adventures. You should visit

## Old Goat Musings by Art Thieme

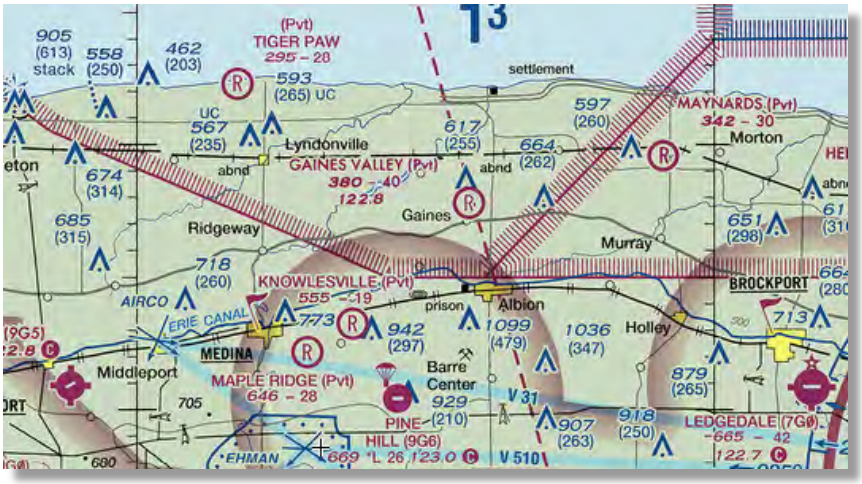
How is your bucket list? Have you crossed off any items? Probably not, because of time, cost, work, age, etc. Sarina Houston, *PLANE & PILOT,* Nov 2018, wrote an article titled "Reverse Your Bucket List". "A reverse bucket list is a list of things you've already accomplished. It's meant to be an exercise in gratitude, and as a bonus, it leaves you with positive memories. A reverse bucket list can actually inspire you to accomplish that bucket list you just threw out the window. Looking back at what you've already accomplished and being grateful for what we've already experienced in life, we're reminded just how far we've come. And it's a really good feeling." Just thinking about getting a pilot's license and building and flying an airplane is a good start for me. How about you?

Down Memory Lane. Did you know that the Brockport Airport was once run by an outfit called Tiffany Air Coach Ltd. This was around about 1980. I found a bunch of receipts for gasoline purchases I made. The price was $1.41 a gallon in 1980, up to $1.68 in 1981, and $1.85 by 1992. But I noticed the name changed to Golden Wings Flight Center by 1992. In 1994 the name was changed to Ronnies Fuel Service and gas was $2.07. I also remember that the airport had a restaurant, but it didn't survive long. There was also a flight school and a mechanic.

Congratulations to Tyler Miller in getting his pilot's license at 17. And he hasn't even gotten his driver's license yet. At 17 I was building rubber band flying models. But I think his skill as a pilot is eclipsed by his writing ability. I can see him becoming a professional pilot and writing articles for magazines and even a book or two. Barry Schiff soloed at 16 and got his license at 17. At 18 he became a commercial pilot and flight instructor. He had to be 23 to qualify for his ATR rating, and flew for TWA for 34 years. He has written countless articles for *AOPA PILOT.* I can see Tyler doing the same, and while I won't be around to enjoy that, I wish him good luck on his future. We can be proud of him.

*Barry Schiff celebrated his eightieth birthday in 2018 by flying, and giving rides, in the Aeronca Champ he soloed in. Barry is pictured here with his high school friend Diane Ferree. Photo by Mike Fizer.*

Last month I wrote about my love affair with the Aeronca C-3 and how I would ask Earl Luce to weld the fuselage and Al Garland to help build the rest. I don't know Al Garland, but Earl and I know Al Garlick. Al was president and newsletter editor of the chapter in the early days. He was a skilled woodworker, and you did it his way or the highway. He built about 6 planes and helped many of us with ours.




*Tiger Paw Aerodrome Airport*

Rob Williams is a long-time member of the chapter and owner of many planes. He has his own grass strip airport Tiger Paw (35NK) west of Brockport. He had a Stearman and gave many of us a ride. I was in once and asked him to do a loop. He said we can't we have no chutes, but he could do a wingover and we did. Sorry he left the area, but his Rhinebeck flying certainly makes us wish we could do that too. Flying all those planes made me wonder how many different planes I have flown. I'll check my logbooks when I can find them.

Got both my Covid shots, but still staying home.

Old Goat, out

## The Goodyear Inflatoplane Wikipedia

The Goodyear Inflatoplane was an inflatable experimental aircraft made by the Goodyear Aircraft Company, a subsidiary of Goodyear Tire and Rubber Company, well known for the Goodyear blimp. Although it seemed an improbable project, the finished aircraft proved to be capable of meeting its design objectives, although orders were never forthcoming from the military. A total of 12 prototypes were built between 1956 and 1959, and testing continued until 1972, when the project was finally cancelled.

*Inflatoplane Folded*

The original concept of an all-fabric inflatable aircraft was based on Taylor McDaniel's inflatable rubber glider experiments in 1931. Designed and built in only 12 weeks, the Goodyear Inflatoplane was built in 1956, with the idea that it could be used by the military as a rescue plane to be dropped in a hardened container behind enemy lines. The 44 cubic ft (1.25 cubic meter) container could also be transported by truck, jeep trailer or aircraft. The inflatable surface of this aircraft was actually a sandwich of two rubber-type materials connected by a mesh of nylon threads, forming an I-beam. When the nylon was exposed to air, it absorbed and repelled water as it stiffened, giving the aircraft its shape and rigidity. Structural integrity was retained in flight with forced air being continually circulated by the aircraft's motor. This continuous pressure supply enabled the aircraft to have a degree of puncture resilience, the testing of airmat showing that it could be punctured by up to six .30 calibre bullets and retain pressure.

There were at least two versions: The GA-468 was a single-seater. It took about five minutes to inflate to about 25 psi (170 kPa); at full size, it was 19 ft 7 in (5.97 m) long, with a 22 ft (6.7 m) wingspan. A pilot would then hand-start the two-stroke cycle, 40 horsepower (30 kW) Nelson engine, and takeoff with a maximum load of 240 pounds (110 kg). On 20 US gallons (76 L) of fuel, the aircraft could fly 390 miles (630 km), with an endurance of 6.5 hours. Maximum speed was 72 miles per hour (116 km/h), with a cruise speed of 60 mph. Later, a 42 horsepower (31 kW) engine was used in the aircraft.


Takeoff from turf was in 250 feet with 575 feet needed to clear a 50-foot obstacle. It landed in 350 feet. Rate of climb was 550 feet per minute. Its service ceiling was estimated at 10,000 ft.


The GA-466 was the two-seater version, 2 in (51 mm) shorter, but with a 6 ft (1.8 m) longer wingspan than the GA-468. A more powerful 60 horsepower (45 kW) McCulloch 4318 engine could power the 740 pounds (340 kg) of plane and passenger to 70 miles per hour (110 km/h), although the range of the plane was limited to 275 miles (443 km).

The test program at Goodyear's facilities near Wingfoot Lake, Akron, Ohio showed that the inflation could be accomplished with as little as 8 psi (544 mbar), less than a car tire. The flight test program had a fatal crash when Army aviator Lt. "Pug" Wallace was killed. The aircraft was in a descending turn when one of the control cables under the wing came off the pulley and was wedged in the pulley bracket, locking the stick. The turn tightened until one of the wings folded up over the propellor and was chopped up. With the wings flapping because of loss of air, one of the aluminum wing tip skids hit the pilot in the head, as was clear from marks on his helmet. Wallace was pitched out, over the nose of the aircraft and fell into the shallow lake. His parachute never opened. Only 12 Goodyear Inflatoplanes were built, but development continued until the project was cancelled in 1973.

## Young Eagles May 15, 2021 – Elise Isler

It looks as if we are going to try to fly Young Eagles May 15! Things will be different, and I plan to start slowly and see how it goes. As of April 5, we have 13 registrants and 6 – 7 pilots. I also have 6 ground volunteers willing to help.

I am not planning to have a cookout at the first rally. I will have bagels and coffee for the pilots and ground crew in the morning and am planning to provide box lunches for later in the day. It will be important that I know how many EAA members actually plan to participate. I will send out a choice for sandwiches and appreciate your cooperation in replying in a timely fashion.

If anything, we may have soda, water and chips available for the public, but I have not made a decision at this time.

**We will be using the following guidelines set by EAA:**

1. Communicate with your local public health officials (city, county, etc.). They will have the best overview on the local situation regarding public events. If there is low risk in continuing, decide accordingly. ***If there are situations such as school district closings, advisories against large gatherings, and so forth, postponing your event might be prudent.***
2. Volunteers who do not feel well should not participate in a chapter event.
3. Emphasize that the safety and health of all is the primary priority in any decision that is made.
4. In the case of Young Eagles rallies, additional steps such as wiping headsets, control yolks/sticks, and commonly touched surfaces with disinfectant wipes after each flight may be an excellent option.
5. Assure Young Eagles parents and your volunteers that if the event goes as planned, extra health precautions will be in place. Some of those suggestions are listed below. Make sure all volunteers follow them.
6. In addition, there is an agreement for the Assumption of Risk and Waiver of Liability relating to Covid-19 for parents to sign.

**General Health/Safety Tips (Courtesy CDC)**

1. Increased provision of disinfectant wipes and sprays in common areas and activity spaces.
2. Additional hand sanitizer for restrooms
3. Dedicated response teams standing by to quickly clean up spills, trash and other potential health hazards
4. Regular deep sanitizing of restrooms and food prep areas

**We will remind and encourage all participants of the CDC's suggested health precautions:**

1. Washing hands for 20 seconds and using alcohol-based hand sanitizer
2. When coughing and sneezing, cover mouth and nose with flexed elbow or tissue – discard tissue immediately
3. Avoid touching your eyes, nose and mouth with unwashed hands
4. Bring personal hand sanitizer and wipes with you to all public places
5. Stay home if you have a fever or feel unwell

These are some but not all of the precautions I intend to have in place, but it will definitely require more work. If you have not already done so, anyone who is willing to work ground crew please contact me at singholley@aol.com.
Thank you. Hopefully we will be up and flying in May!!
Elise Isler

## What it's like to fly the F-4 by Jim Martin

My impressions of what it was like the fly the F-4, the Rhino, Big Ugly, the Big Smoker, during my 21 years in US Air Force. I flew the airplane out of pilot training from 1975 through just short of my retirement from Edwards Air Force Base in 1995. I also had opportunity to fly the F-111, the EF-111, F-15 all models, in all models of the F-16. I also designed and certified the F-15E and all the precision guided weaponry for Desert Storm.

Every 200 knots the aircraft was a different aircraft. When you first plug in the afterburners it gives you real kick in the pants. You wouldn't snap your head back like a catapult shot, but you definitely had to keep your head back

Typical climb rates with a full load of fuel and weapons on board would be 10000 fpm, and upwards of 15/20,000 feet per minute lightweight. I saw speeds of 1123 mph at 100 feet over the ocean in an RF-4. I saw 2.4 Mach at 50,000 feet (about 1450 mph groundspeed). You couldn't really tell you're going that fast unless you were close to the ground or skimming some clouds. Oh boy if you are in a dogfight going head to head against another airplane… the other airplane 3 seconds before you passed was the size of a head of a pin, and literally both of you were faster than speeding bullets.

Almost all your maneuvering in dog fighting was done at 4 to 6 Gs, usually close to 600 knots. The aircraft easily went supersonic in most configurations using afterburners. Initially going supersonic there was a slight bump in the air speed indicator and an ever so slight change in pitch sensitivity. When you slowed from supersonic speeds, you had to be careful as you slowed because the pitch would instantly add another G as you went subsonic. You came back into the pattern at 250 knots, did a 4G break, and landed at about 145 knots, deployed a drogue chute, and came to a stop in about 3000 feet. A typical air to air mission lasted about 45 minutes. A bombing / low level lasted about 2 hours.

*Jim in his F4 Cockpit*

The aircraft could carry 4 times the bomb weight of the B 17. Most of my career I was the weapons officer for the squadron, and we had to qualify on all weapons in the Air Force inventory including development of the smart weapons first used in Vietnam. A typical mission would involve flying at 100 to 500 feet over the ground low level typically cruising at 480 knots into the target area. In the target area you would push up to 640 knots, pull up to 10000 feet, enter a 30 degree dive, drop your bombs, egress the area while dropping flares or chaff, then evading anyone trying to shoot you down. Oh I forgot to tell you, after you first qualified during the day, you then had to qualify at night flying a 500 foot agl low level, this was before GPS, you had to prepare your own maps, and there was no moving map display, using dead reckoning, and you had to be within 5 seconds of your scheduled bomb drop time or fail your qualification.

In 1980 I was assigned to Iceland, intercepted 27 Russian bombers, and flew both the F-4C and also the F-4E. Most of our intercepts were over the frigid Atlantic below 1000 AGL, at night, and in the weather. We had to take infrared photos of the bombers (typically from here to the ceiling underneath). Our photos were reviewed at the JCS / Pentagon the next day. Although the base was owned by the Icelanders, it was also a Navy base, and due to the severe weather, about half my landings were traps, using the tailhook for barrier landings. The barrier was a cable at either the approach end or the departure end, and once the tailhook caught the cable, it would run out 1000 feet income to a pretty aggressive stop.

*Russian **Tu-95** "Bear" intercepted by an F4*

The F-4E was developed for dog fighting, it had leading edge slats, which made it more maneuverable at lower speeds. The F-4C had boundary layer control over the leading edge provided by bleed air from the engine. Occasionally the bleed air ducts would rupture, and the wing would catch on fire. While there I hit a flock of Seagulls which shredded my right engine, which took out half of my flight hydraulic controls and the ability to lower the landing gear… which I had to blow down with the pneumatic system, and then once again catch the cable since I couldn't guarantee my brakes would work.

I accumulated close to 2000 hrs in all models of F-4s and was the last active duty USAF pilot to fly the prototype from Edwards AFB to the "Boneyard", Doing an airshow with Gen Chuck Yeager the day before.

## The Journey Continues by Tyler Mullen

There's a saying, 'it's not about the destination it's about the journey' but I disagree on both counts. Since earning my PPL I've been taking adventure flights, planning each expedition not only for where I am going but how I am going to get there.

Flight training allowed me to spread my wings but limited me to four airports all of which had long, smooth runways with zero obstructions. While idyllic, those airfields left me inexperienced in airport environments that included mountainous terrain, tall trees, or runways less than 4,000 feet long. I decided to address this problem head on and made a list of places I wanted to visit.

My first exploration flight was a triple to LeRoy, Batavia, and Perry-Warsaw which was a good refresher for landing at non-towered airports, all of which required entering the pattern from different angles. Perry-Warsaw's runway was boxed in with trees, but I found them secondary to landing on top of a small hill beyond the displaced threshold because of the upsloping land. To date, it's the shortest runway I've ever put wheels on.

A week later I decided a cross-country flight was necessary after a long day at school. While my classmates went to their various after-school activities I took off for Finger Lakes Regional. The flight was very scenic, the late afternoon sunbathed everything in a golden light and with a clear sky I was front and center to unobstructed views of the Finger Lakes.

Eighty miles from home, I parked the plane and got out to have a look around, relishing in my first real taste of adventure. This wasn't the backyard adventures of your youth when mom would call you in for dinner from the backdoor. I sat on the ramp for a few minutes, studying my sectional, checking the weather and reviewing my return flight plan. For as much as I wanted the adventure to continue, it was a school night, dinner was probably ready, and the setting sun was beckoning me home (and that pesky little thing called homework, too!).

The following week I decided I was ready to take on Dansville Municipal and its 3,500-foot-long runway. I used this opportunity to celebrate my dad's birthday, taking him along for the flight and letting him buy me lunch in Dansville (yeah, you read that right). We flew over the Genesee River, following the gorge south to Letchworth where he took a bunch of photos of the area and shared with me a few memories of his visits there as a young boy.


Hungry, I turned east and began to execute my approach, passing over the field to get a first look before entering the pattern which turned out to be an extremely long downwind leg. I found a small opening and dropped into the valley passing over the top of Dansville. I had my work cut out for me, the swirling air was strong as it blew up from the mountains and into the valley.

I sat with my Dad on the tarmac under the plane's wing and together, burgers and fries in-hand, we talked. It was then that I realized it's not about the journey or the destination, nor is it about the adventure. It's that you make memories because of it.

@flyinwithty

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# Member & Local News

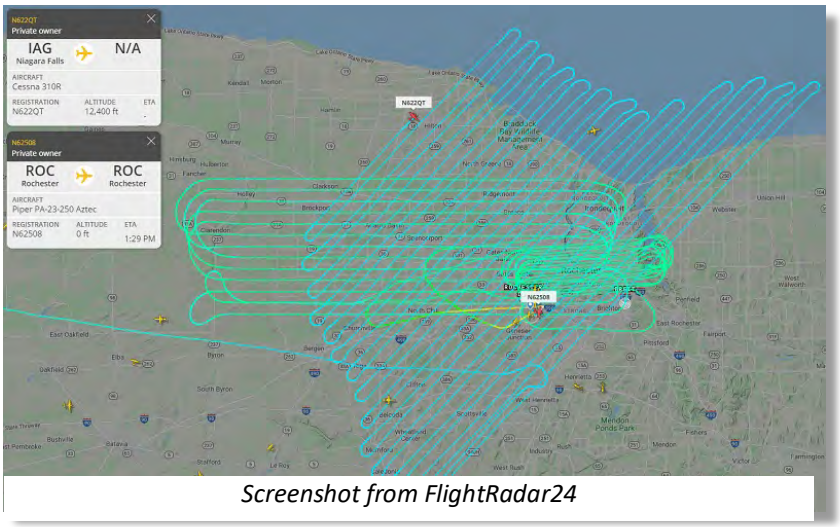
**Vet Thomas and Steve North**

Vet is a huge fan of tail-wheeled aircraft and it appears that he has convinced Steve North to remove the front training wheel from his Cherokee 140 and replace it with a tailwheel. We are waiting for a detailed flight report.

*Steve's 140 in a new configuration*

**Unusual Flight traffic patterns over Rochester**

Two aircraft flew preplanned symmetrical grids over Rochester on April 8th 2021. A Cessna 310R departed Buffalo flying to 12,400 ft and a Piper PA-23 Aztec departed from Rochester climbing up to and orbiting at 8,400 ft. I suspect they were taking high definition photo's for Google or Bing maps.




*Screenshot from FlightRadar24*

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 already there

**Sport Aviation Center**
44 Eisenhauer Dr. 14420
Brockport's Ledgedale Airpark (7G0)


*A pair of Trojan T28'S arriving at SnF*

*Departing Lakeland Airport after the Sun N Fun Airshow in the Kitfox*


## His Day in Aviation

15 April 1959: Captain George A. Edwards, Jr., United States Air Force, assigned to the 432nd Tactical Reconnaissance Wing, Shaw Air Force Base, South Carolina, set a *Fédération Aéronautique Internationale* (FAI) World Record for Speed Over a Closed Circuit of 500 Kilometers (310.686 miles) Without Payload at Edwards Air Force Base, California. Captain Edwards flew a McDonnell RF-101C-60-MC Voodoo, serial number 56-054. His speed over the course averaged 1,313.677 kilometers per hour (816.281 miles per hour).
Captain Edwards told *The Nashville Tennessean*, "The flight was routine. The plane ran like a scalded dog."

## SAC 10th Anniversary Fly-in Update by Bob Nelligan-Barrett

Our celebration is only two months off and I'd like to invite you all to attend. Let's see each other again! Most of our activities will be outside, and we will follow the CDC and NYS COVID Guidelines in place at that time.

As we had done with the Tri-Motor event, the Ledgedale 50th and our Chapter 44's' 60th Anniversaries, we will need many volunteers throughout the day to park planes, cars, and classic cars; to work the grill line; to be greeters; and to occasionally sanitize the bathrooms. And most of all, we need pilots to fly their planes in for display.

If you are willing and able to help out, please contact me at trailbossbob@icloud.com or 585-754-7263. Thank you to all of you. I look forward to your support of our first big Chapter activity in over a year.


# Saturday June 12, 10 AM- 4 PM

Sport Aviation Center of Western New York44 Eisenhauer Dr.,
Brockport NY 14420 Brockport's Ledgedale Airpark (7G0)
(15 minutes west of Rochester)

**CELEBRATING 10 YEARS OF FREE AVIATION EDUCATIONPROGRAMS AND ACTIVITIES OFFERED TO THE AVIATION COMMUNITY AND THE GENERAL PUBLIC.**

Baby Ace Restoration, Flight Sims Available Homebuilt, Restored, and Production Aircraft on Display,Grilled Food ($), Classic Car Cruise-In, **Family Friendly**

EAA 44 Rochester NY

## Sun N Fun 2021 Opening Day Pictures

Formation arrival of 2 SIAI-Marchetti S.211 and 2 L29's jets

The Campsites were full

Sonex


T34 Taxing to the ramp

P-40 'American Dream'

Jet-powered Salto Glider


1 of 12,571 F4U Corsairs manufactured


B-25


Pair of T-34 Trojans


Cessna LC-126C. Military version of a C-195

Sonex Jet


One of two Crazy Horse P-51 Mustangs on the ramp


T-28 Trojan halfway through an aileron roll


Jan Eggenfellner owner of Viking Aircraft Engines


Just Aircraft Highlander powered by a 300 HP Edge Performance Epex 300TI Yamaha Engine

Super Cub on Floats