

Rochester Fly-In Cancelled Due To Covid-19 Uncertainty

- Eric Blinderman (AOPA)

The fly-in was originally scheduled to take place September 11 and 12.

“As we have anticipated the re-opening of most activities following the early COVID-19 stay-at-home orders, our AOPA events team has worked hard to maintain the viability of our Rochester fly-in with the hopes that it could be our first big event of this unique year,” said AOPA President Mark Baker.

“This decision was not taken lightly, and it was made in close coordination with all event partners, including Monroe County executives, local and state health departments, and airport/ATC management.



“A number of factors went into this decision: the continuing constraints that COVID-19 is expected to have on large-scale events in New York State, and staffing issues related to the health crisis and resulting slowdowns,” Baker added. “The serious challenges and potential restrictions ahead of us just won’t allow us to create the type of member and exhibitor experience that would meet our high standards.”

“The ROC community is saddened we aren’t able to host the September AOPA fly-in,” said Andrew G. Moore, the airport director. “We certainly understand the decision and look forward to being able to host AOPA in the future.”

Earlier this year, AOPA was forced to cancel its fly-in events in San Marcos, Texas, and Casper, Wyoming. AOPA is working with local officials and organizers for all our 2020 fly-ins on potential future dates for those events.

Guess the aircraft type – Answer on page 4

This aircraft recently landed at the Gaines Valley.



3,431 were produced between 1950 and 1974

Smile.Amazon.com and Metal Drive

Use “Smile.Amazon.com” when you order from Amazon and choose “Experimental Aircraft Association Chapter 44 Inc.”. Our chapter will get .05% from all orders, and each time we reach \$5 of sales, we get that \$5 deposited to our checking account. Regular and Prime orders all qualify. We received our first \$5 in May.

You must sign up but once you do, the rest is automatic. This will give us a little income during this pandemic, which has shut down all our activities.

We are scheduling our Metal Drive on the week of September 28th. I will collect all week and then take the goods to Metalico on that Friday.

Take whatever you have clogging up space in your garage to the SAC, and put it next to the bottle bin. If you need help with a pickup, email me. Jerry and I took the stuff we had collected for the first drive and received \$12. All metals, wires, old propane grill tanks, mowers and all kinds of treasures are accepted. For a full list, go to their website.

Young Eagles July 11th Canceled

- Elise Isler

Due to the Covid-19 virus, the Young Eagle Rally scheduled for July 11th, is canceled.

'Tale'-winds (Part 1) by Tyler Mullens

Finding Rochester Air Center, a company to get my instructional lessons was easy. I wanted to fly with steam gauges which I had grown accustomed to, in the home-built aircraft I had flown in. For my first lesson, my parents and I met with the flight instructor to fill out paperwork to get me set up with the flight school.

Due to the pandemic, I would have to fly wearing a mask which proved to have some benefits. The good news, I learned that by simply adjusting the mask I could make goggles any time I wanted. The bad news, the IFR conditions are now *in* the plane.

Thanks to flying opportunities given to me by a few chapter members, I was able to tell the instructor that I've had previous flight experience.



make sure I knew the layout of a panel and what each instrument did, we stood on the ramp to wait for low clouds to pass.

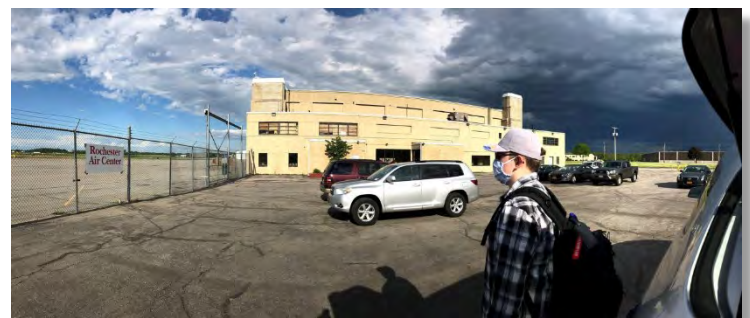
This flight would be in a 1973 Cessna 172M, complete with an all-steam gauge dashboard. It featured oil gauges from older Cessna aircraft which were placed on the right side of the panel, which is immensely helpful to

a pilot in the left seat – not! Due to the plane's age, the paint was scratched off on the inside, so I mistook the Both mag setting for the Left mag setting so when I tested the right mag, I accidentally shut off the engine. I added it to the short list of embarrassing things, right beneath forgetting the chocks.

I operated the radios for the flight and was comfortable doing so as I grew up listening to ATC for fun.

Lesson 3 highlighted what I was really capable of, start to finish. After a quick ground lesson on wind correction, I was in the air and flying rectangular patterns, performing s-turns.

My instructor challenged me with slow flight and a touch-and-go, my landing solid. I was capable of handling things ahead of my instruction.



I have both my learner's permit and my student pilot certificate and while I am learning how to operate both machines, there is no comparison. I'll take flying any time, any day of the week.



Phone: 565-328-8838 | Email: info@rochesterair.com



Rochester Air Center



My first lesson was in a 2005 Cessna 172 SP, and it was memorable, I did everything but use the radios.

When I started to taxi, the plane bounced like it went over a bump, but I thought nothing of it. It wasn't until after the flight I discovered that harmless bump was because I forgot to move the wheel

chocks. Not only was this my first, official training flight, but it was my first time in a 172, controlling a plane with the most power I've ever experienced and in a rectangular flight pattern.

My first landing was also as you might expect it to be – firm but for my first landing the instructor said that it wasn't too bad.

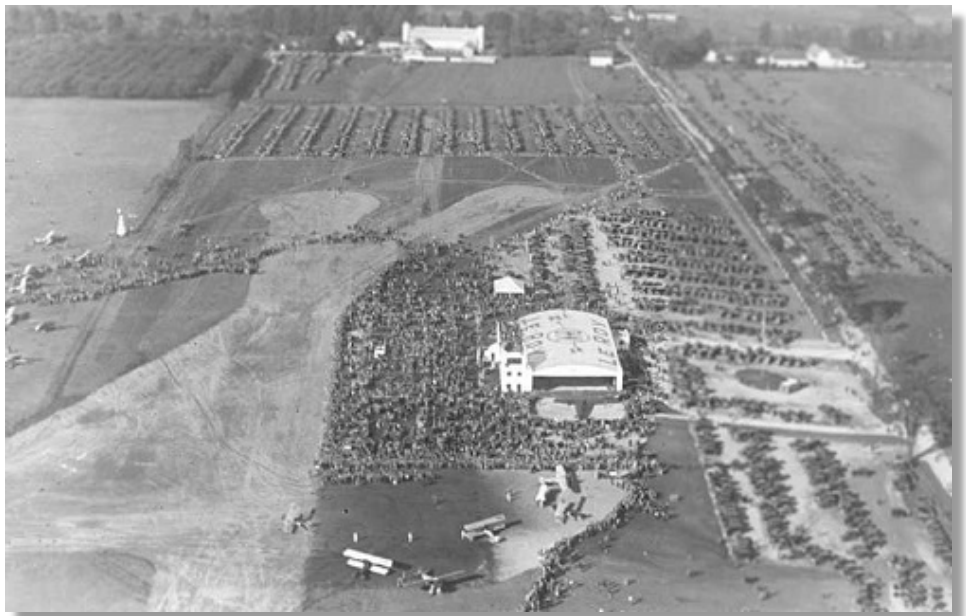
My second lesson the weather was the biggest issue but after a few minutes of ground instruction, to

Woodward Field / Le Roy Airport - Abandoned & Little-Known Airfields & Democrat and Chronicle (1/16/2015)

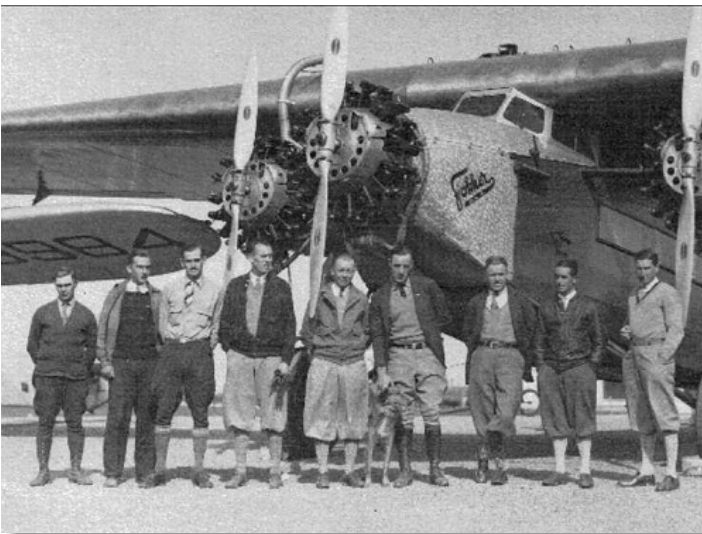
Donald Woodward Airport, LeRoy New York in the 1920s and 30s. Known as the "Finest Private Airport in America.", opened in October 1928.

The streets of Le Roy grounded to a standstill. The three-day grand opening of the airport located on Asbury Road beginning on Oct. 12 caused the streets to become jammed as 64,000 people tried to get a glimpse of the most modern and well-equipped private airports in the world at the time.

There were four runways and the hangar was large enough to house the Tri Motor Fokker, the Friendship, and 15 small planes. The roof of the wing provided an elevated observation deck for spectators.



1928 view looking north at Woodward Field (courtesy of Ryan Keogh), taken during festivities celebrating the airport's grand opening.



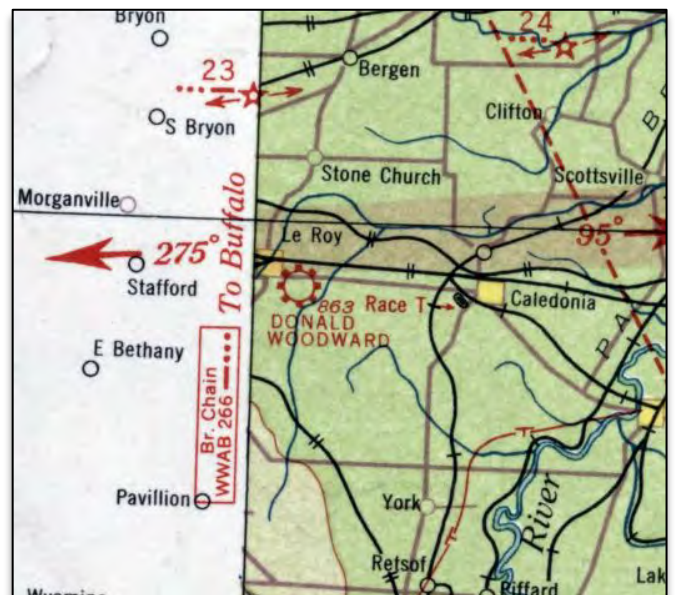
Amelia Earhart's famous Fokker Trimotor, the "Friendship."

The airport at held fly-in events, attracting many well-known national & international figures, all pioneers in early aviation.

Woodward Field was apparently abandoned at some point between 1945-46, at the death of Donald Woodward. The estate supposedly passed to his sister, who was not an airplane buff, and she specified that the site would never again be used as an airport.

The village was without an airport for several years, eventually replaced by the new Le Roy Airport, only 1 mile to the east.

Amelia Earhart visited the airport in January 1929 to see her tri-motor Fokker monoplane, the Friendship, after she became the first woman to cross the Atlantic Ocean and became known as "Lady Lindy." Donald Woodward, was the youngest son of Orator Woodward who owned Jell-O, purchased the plane on July 27, 1928 for \$60,000. He shipped the plane to New York City from England, and had it refurbished. The Friendship became the Woodward's flagship for his fleet of airplanes. The fate of the Friendship is obscured in mystery. It's speculated that the plane, after it was sold to South American investors, was probably scrapped. It appears that it flew under the name "El Avion Rojo" – the red airplane, and may have been flying until 1931 after being seized by the Chilean government



The earliest chart depiction of Donald Woodward Airport which has been located was on the June 1933

Aircraft type is an L-19/O1 Bird Dog - Wikipedia

The Cessna L-19/O-1 Bird Dog is a liaison and observation aircraft. It was the first all-metal fixed-wing aircraft ordered for and by the United States Army following the Army Air Forces' separation from it in 1947. The Bird Dog had a lengthy career in the U.S. military, as well as in other countries.

U.S. Army awarded a contract to Cessna for 418 of the aircraft, which was designated the L-19A Bird Dog. The prototype Cessna 305 (registration N41694) first flew on 14 December 1949, and it now resides in the Spirit of Flight Center in Erie, Colorado. Deliveries began in December 1950, and the aircraft were soon in use fighting their first war in Korea from 1950 through 1953. An instrument trainer variant was developed in 1953, later versions had constant speed propellers, and the final version, the L-19E, had a larger gross weight. Cessna produced 3,431 aircraft; it was also built under license by Fuji in Japan.



The L-19 received the name Bird Dog as a result of a contest held with Cessna employees to name the aircraft. The winning entry, submitted by Jack A. Swayze, an industrial photographer, was selected by a U.S. Army board.[1] The name was chosen because the role of the army's new aircraft was to find the enemy and orbit overhead until artillery (or attack aircraft) could be brought to bear on the enemy. While flying low and close to the battlefield, the pilot would observe the exploding shells and adjust the fire via his radios, in the manner of a bird dog (gun dog) used by game hunters.

Tri-Gear Cub to Go into Production - CubCrafters

After an extensive period of market research, CubCrafters has officially decided to certify and offer a nosewheel option for its flagship Part 23 certified aircraft, the CC-19 XCub.



Conventional Gear CC-19 XCub

Engine - Lycoming O-360-C1G 180 horsepower
Propeller - constant speed, composite
Max Speed - 153 mph in level flight
Cruise Speed - 145 mph at 75% power
Stall Speed - 39 mph
Rate of Climb - 1,500 fpm



Tri-Gear CC-19 XCub

Empty Weight - 1,216 lbs base configuration
Gross Weight - 2,300 lbs
Useful Load - 1,084 lbs
Cargo Weight - 230 lbs
Fuel - 49 gallons
Range - 800 miles

Old Goat Conundrums by Art Thieme

Now that we are social distancing, wearing masks, staying at home, washing hands, working at home, I can, as a high-risk corona virus person, ask you to call me “Doctor Old Goat”. I received my doctorate from Penn State in 1965. One of my daughters said, “My Dad is a doctor, but not the kind that can do you any good!” Enough said.

The May chapter meeting via Zoom went generally well. I don’t know how that works, but we got to see and hear each other. Questions were asked and points made. We could probably have a speaker give a presentation. The late-night shows do that very well. So, Randy – go for it.

Kitplanes, July 2020, presents a list of 17 kits under \$25K. It will cost you another \$15-20K to complete the kits. Interestingly, all but 3 were taildraggers. I love taildraggers because most of my time was in a Champ and the mini MAX, although I learned in the Beech Musketeer and was part owner in a 172 amc Piper Warrior.



Champ parked at Oshkosh



Mini MAX from Company website

I found a belt buckle that I bought at Oshkosh that says: “Old pilots never die – they just become taildraggers”. It’s a big buckle. One of the kits listed is the Baby Ace for \$18,950. Total cost estimated at \$35-75K. That \$75K must include lots of electronics. What happened to needle, ball and airspeed?

Beware: I already have two 2021 calendars.

PLANE & PILOT magazine is going digital. I don’t want to read this on a screen or print out 40 pages. How long will it be before all printed material is digital? Good to be an OLD goat.

EAA has sent me a special offer made to only a few? I can get credit off of a lifetime membership of \$100 for the five years of prior membership. Do they know how old I am? Special offer only if you are 90+ years old? Or did all of you get the offer?

Reporter: “What do you expect the future to be like?”

Very Old Person: “Very short”

Dr Old Goat, out

Vet leaves Hendershot Airport – By Craig Ritson

It was a bittersweet evening last month, as Vet Thomas taxied out his Baby Great Lake past the geese pond, down the north/south runway, before turning around and taking off to his recently acquired hanger at Ledgesdale airport. The Baby Great Lakes was the last resident aircraft on the field.



Taxing past the pond for the last time – Photo by Steve North

The annual summer Rotary pancake fly-in breakfasts were a Hilton highlight, well attended by visiting aircraft, and hundreds of hungry pilots and local residents.

You could always count on a good story from Bud, with a cigarette hanging from his mouth. My favorite was his response after I told him about a story I heard, how the FAA reprimanding him for flying under the bridge spanning the Genesee River, near the Zoo. His smiling response was 'They only caught me once'.

Bud and his airport will be missed.

That liftoff could be the last aircraft to fly from the airport, which was opened by Bud Hendershot in the early 50's.

Vet started flying there in the spring of 1996 in his Fisher 303 ultralight.

In years past, the airport was a constant buzz of flying activities. It was not uncommon to see Ultra-lights, vintage, commercial and experimental aircraft mixing in with powered parachutes, radio-controlled aircraft and helicopters.



Vets Fisher 303



Row of visiting Aircraft at the fly-in breakfast

Ledgesdale Airport Hanger Hangout

The evening of Monday 15th June several chapter members and friend got together for a picnic at Vet Thomas and Steve North's hanger. An enjoyable time was had by all as we ate, drank, talked a little about flying and enjoying airplane rides. It was agreed by many that more of these types of on the spur of the moment activities should take place.



L to R. Jerry and Gail Isaac, Jan, Steve, Lillian and Allison North, Vet Thomas, Vets step mother Diane and father 'Doc'



Randy pushing his airplane out with a remote-controlled robot.

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Member News

Elio Dominguez-Montalbano

My college plans changed due to today's circumstances, but I am excited to announce I will be attending RIT majoring in the Mechanical Engineering/Aerospace Option.

Thanks to the EAA Post-Secondary Scholarship, I had been awarded five thousand dollars towards my college education.

I am honored and grateful for their confidence in me and their faith in my future goals. My career plans are to be an Airframe Designer as well

as a Cargo pilot.



Randy Spurr

Randy is close to doing his instrument check-ride. He has studied hard and practiced many hours in his Scout.



Short Final Runway 4



Note the lack of aircraft at the ROC terminals. This picture was taken at 8:30 PM.

Darrin Kenny

Darrin is keeping busy flying Young Eagles, and one Eagle in his Mooney.



Young Eagle boarding



Eagle Randy, and Darrin

Chapter 44 Monthly Activities on Hold

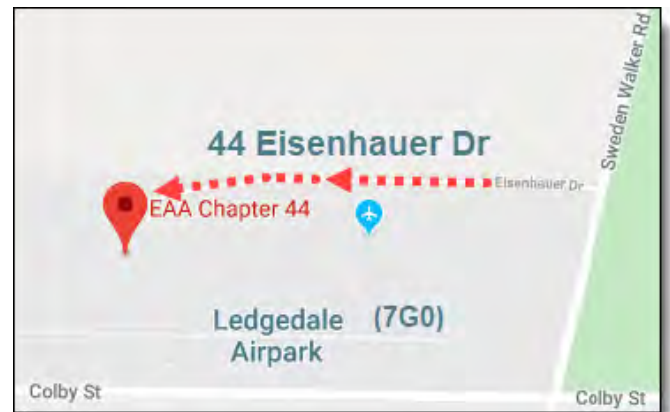
All activities take place at the Sport Aviation Center (SAC), & are free & open to the public

Sport Aviation Center

44 Eisenhower Dr. 14420

Brockport's Ledgesdale Airpark (7G0)

Most June and July chapter activities are on hold. Check our website for updates.



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