

## November General Election Reminder

Ballot for the board election positions were mailed November 2<sup>nd</sup>. We trust you all responded NO LATER THAN November 11<sup>th</sup>. An announcement will be made at the November 17<sup>th</sup> general **100% virtual Zoom** meeting with the names of the newly elected board members.

## Piseco (K09) Fly-out by Craig Ritson

I was towing gliders on Saturday afternoon when I received a text from Frank Grossmann, asking if I was interested in flying to Piseco, NY the next day. Frank knew my daughter Jaime lives in Speculator, not far from the Piseco airfield. Fast forward less than 24 hours.

Mandy, my bride of 28 years, and I were in Frank's 1965 Cherokee Six, orbiting Sodus Bay at 5,500 feet waiting for Randy Spur in his Scout, and Darrin Kenny in his Mooney to join us.



Darrin flying formation in his Mooney

Darrin swiftly rendezvoused with us, and Frank a little later. We were soon heading east while changing formations as Mandy took aerial photos.

While flaring above runway 22, Frank noticed a large flock of birds flying just above the runway. He firewalled the throttle, and the six-cylinder O-540 roared to max power for a go-around, avoiding a bird massacre.

We were greeted by six young ladies excited about their impending local scenic flight. Five had never flown in a light general aviation aircraft until this day.

The passengers we split between the Mooney and Cherokee. Randy opted out as he did not want to land in the dark at Ledgedale (7G0) with its inoperable runway

lights. His backup plan was to land at Le Roy airport and hangar with Darrin. He departed while the joy rides were in progress.



Frank taking off with four excited young ladies on a local scenic flight

The girl's jubilant reactions after the return from the flight made the trip worthwhile. Frank remarked he was concerned about yelling in the back during a few maneuvers. He learned later it was excitement, not fear.

EAA is all about sharing the joy of General Aviation, we checked that box this trip.

Randy ran out of daylight and rerouted to Le Roy. Darrin had already landed. The Mooney sure is a fast get up and go traveling machine.



Randy over the Adirondacks in his American Champion Scout

The glowing orange sunset on our return flight to Genesee County was spectacular. We were amazed at the 70 miles plus visibility as we saw lights as far as Rochester, Buffalo, and Toronto.

Taking advantage of the glorious weather and flying this unexpected impromptu trip that was enjoyed by all involved. Thank you, Randy, Darrin and Frank.

## Two years since Young Eagles Flight by Tyler Mullen

I attended Chapter 44's September outdoor get-together and it was great to see familiar faces again and meet some new ones. Walking up to the SAC, Bob asked me to help him bring the Baby Ace out of the hangar into the sun, putting its progress for all to see.

It was while I was moving the plane that I realized September was the last scheduled Chapter 44 Young Eagle rally. I opened my phone, looking back through the calendar to the date of my very first Young Eagle flight. It was also a bright, sunny day in September.

Two years ago to the day was the first time I visited Chapter 44, and the first time I saw the Baby Ace. I remember seeing Ledge Dale for the first time in September of 2018. As we pulled into the parking lot, I was bouncing inside of the car, anxious to walk over to the ramp and drool over all the planes that sat there. Until now, I could only dream of seeing these planes in real life. While waiting for my flight with Whitt, I walked over to a small airplane sitting on the grass outside of the chapter building. Its fabric covering was removed, exposing the green-painted tubing beneath. Its blue paint and white detailing were dull, sharing its story that it had seen better days. The wings weren't attached either. I looked at this little plane trying to make sense of the construction and how things were supposed to work. This was the first time I

had seen the inside of any aircraft. My gaze came to the top of the vertical stabilizer, and I looked at the short tail-number. **N75H**. It has been engraved in my mind ever since.

Bob came over and introduced himself, making me feel right at home. The two of us hit it off over airplanes and aviation; and for the first time, I was able to share my passion of aviation with someone outside my family. He showed me the Baby Ace and what the Chapter was planning to do with it. He also talked about the Chapter and walked me around the SAC. My eyes grew wider and I could not wait for the coming Wednesday when the next session of the restoration team would meet.

In less than two hours, I was hooked on a project that I've been with ever since. I've learned how to build an aircraft and what to



Bob Nelligan-Barrett and Tyler pushing the Baby Ace outside for display during the September outdoor gathering

look for when inspecting one. I have flown to the Chapter work sessions with Vet in his Piper Cub and understand what it means to 'go cubbin'. I've had the honor to fly with Earl in his Buttercup and helped with some small projects on his Tailwind. I've flown with Randy, Jerry, and Darrin, can place Gaines Valley on a map and have video proof of 'moving objects to avoid' on a grass strip (not sure who's luckier, the deer or us!) Each experience I've had has furthered my desire to learn more and fueled my passion to fly.

My parents and I attended the 50<sup>th</sup> anniversary of AirVenture in Oshkosh last year where I met Cindy, who up until that moment, was just 'the little girl in the black-and-white picture' I'd seen during the restoration project. I spent my first AirVenture visit with Bob, and we walked and trammed nearly the whole place! Lookout 2021 – I've got my reservation!!!

Two years ago, I was just a kid with a passion for aviation and the members of Chapter 44 have helped me take that passion and grow it into action. I joined the Chapter, joined national, defined my future goals in college and my career, and have worked hard to get to where I am now. With EAA and Chapter 44 supporting me, my dreams run on hard work and AvGas

## Old Goat's Scrimshaw by Art Thieme

When you take someone up for a flight, do you talk a lot? After several fateful accidents, the FAA determined that non-essential cockpit conversation caused distraction that was a factor in causing the accidents. This is especially during instrument approach. The result of this conclusion caused the FAA to make the sterile cockpit rule. It is illegal for airplane pilots to engage in non-essential conversation during critical phases of flight. This considers all terminal operations, taxiing, takeoff and landing. I liked flying alone, as it allowed me to enjoy the flight. I did carry a lot of passengers in the Champ, 172, and Warrior. We always observed quiet during the eleven critical minutes of flight: the first three minutes (takeoff) and the last eight (landing). Do you practice the sterile cockpit rule?

Long before Oshkosh, I attended the Reading Airshow. I have programs from 1974-1979. The '74 program was single spaced typed pages, no photo. By '79 it was a glossy publication. It was at Reading that I first saw Bob Hoover do his engine out landing routine. I saw that at Oshkosh also. Hoover was one of the greatest pilots ever. The Reading show was officially called the National Maintenance and Operations Meeting. They had hangars housing booths for all kinds of aviation needs. Plane manufacturers displayed new aircraft and gave demonstration flights. It's interesting to see that the Canadian Snowbirds and the Airforce Thunderbirds both flew on the same days. I liked the Snowbirds because their nine-plane formation was great, even though the planes were slower trainers than the Thunderbirds.



Leo Loudenslager (RIP) in a BD-5J

The BD-5D plane was available for \$5600, with a \$400 deposit. It was listed to have a cruise speed of 229mph. Hundreds of pilots bought a kit. Too bad that they couldn't find a good engine for it. Few were built and most lost money. Sad story. The jet version flew well and performed at Reading and Oshkosh. Corky Fornoff did the airshows. Leo Loudenslager and Art Scholl were part of the airshow. My friend and I camped in the truck at the adjacent grass field. There was no campground like at Oshkosh. One morning we woke up to a loud banging on the truck. It was a cop who told us there was no camping allowed there. We told him that we always camped there. No excuse. Pack up and get out. We did.

Ever hear about horehound herbal tea? I never did, but during a visit to Kentucky state-sponsored Showroom and Showplace, I saw a package of Horehound old-fashioned hard candies. Bought a package and was hooked. They're made with natural horehound herb tea. The package said the essence of this imported horehound herb is obtained by brewing and steeping the herb in large copper kettles. One of my daughters, a university professor in Richmond, KY buys them for me because I haven't found a local source. If you know of a place that sells them, let me know.

If you have read the history of our country, you have to wonder how we became "indivisible, with liberty and justice for all". I just finished reading Bill O'Reilly's book, *Killing Crazy Horse*, a book about the "merciless Indian wars in America". O'Reilly states that there were literally thousands of tribes throughout North America, more than 500 of which still exist. The book tells about how the Indians fought and killed whites encroaching on their lands, and how whites killed Indians. Both sides were brutal in their treatment of the enemy. Thousands were killed or captured. Treaties made by politicians were not kept and eventually large numbers of settlers overwhelmed the tribes. Think about how our country could be different. We could be speaking British, Spanish, German, Japanese or Southern.

Hard to believe but the 60-year-old B-52 bomber will be the workhorse of the Air Force bomber fleet for another 30 years at least. The last B-52 was built in 1963. The Air Force will boost its range, power, sensors and bomb carrying capacity. The five-person crew will be reduced to four. The Air Force has already spent \$1.4 billion in upgrades and will invest another \$3.8 billion over the next 5 years, and considerably more in the years that follow. The B-52 will outlast the B-1 and B-2 bombers which are expected to retire in the 2030's, when the new B-21 stealth bomber joins the Force. Info from *Air Force* magazine, Oct 2020. The B-52 was called the BUFF unofficially. I think it was based at Rome, NY sometime in the past.

2021 wall and pocket calendars (50+) are available at the chapter house. Take all you want.

Best Halloween ever. No trick-or-treaters. And I can eat all the candy. Stay safe. Happy Thanksgiving.

Old Goat, out

## Ferrying a Buttercup 1,300 miles by Jeff LaChausse

Steve Wittman designed and built his Buttercup in 1937. It flew as a testbed for his inventions and a commuter during his air-racing days. After nearly 60 years of flying it was retired to the EAA museum in Oshkosh. This was the only version ever built, and no plans were ever published by Steve.

Earl Luce re-created the Buttercup in 2002 and has sold hundreds of sets of plans. More than a dozen examples are flying today. I am now the proud owner of one of them.

While I have spent a few hundred hours working with Earl on his recreation of Wittman's Buttercup, I have only flown Earl's Buttercup about five times, including several solo flights this summer. I met Earl Luce in 1995 when his Son and I became roommates at RIT. This is where I was first introduced to aviation by Earl.

Now back to the purchase of N656JS from Joe Strouse. The plane was completed in 2016 and was featured in EAA Sport Aviation Magazine in June 2018. Earl contacted me to tell me that Joe was ready to move on from flying. Having flown this plane in Minnesota a year ago Earl was fully aware of its performance and quality of the construction. This truly was a deal that come someone's way once in a lifetime. I spoke with Joe for a while on the phone and we quickly hit it off. Earl and I made plans to go to Minnesota the following week.

The plan was perfect. We would have three days of decent weather before the front was supposed to move in. So, with a couple of one-way tickets to International Falls, MN, off we went. The outbound trip was uneventful, and we were excited to see Joe waiting for us at the airport. After a great evening full of steaks, stories, and of course Buttercup 101 from Joe; went to sleep hopeful for a great trip home. This was if course, until the weather intervened.



Jeff LaChausse and Joe Strouse



NX656JS outside her new Home

We woke up Friday morning with 500 ft. ceilings, steady rain, thunderstorms and IFR conditions for the better part of 400 miles to the South and East. We waited it out and the front appeared to move East as the morning went on. We started our journey in MVFR, 1500 ft. ceilings, 5-mile visibility from Littlefork (13Y) around 1 PM. This was followed by a two-hour leg to Little Falls-Lindbergh Field (KLXL) and another 3-hour leg with 20 MPH headwinds to Baraboo, WI (KDLL) to meet up with Jim and Donna Clement (of Wittman Tailwind fame) to complete day one. We topped off with 22 gallons of 100LL (we burned a smooth 7.4 gal/hr on the second leg).

before we had to turn back and wait for an hour. Once back in the air, we skated around the south side of Chicago at 1,000 Ft. AGL and finally caught the weather break we were hopeful for. We landed at Goshen, IN (KGSB) for our next fuel stop in gusty winds but were glad to have some high skies above us. Some Citation and Gulfstream pilots were curious, and likely jealous of what we arrived in, making the stop in Goshen memorable as usual. Another fill-up and Eastbound we went. We planned for a fuel stop just east of Cleveland, but wind direction and some parachute activity diverted us a bit North which again was a blessing.

Warren, OH (62D) was our final fuel stop. An airport with tons of nostalgia and a nicely cut turf runway. A ten-minute stop and we pointed N656JS towards Gaines Valley. We climbed to 5,500 Ft. and pushed the throttle forward.

We averaged 144 MPH on the final 1.5-hour leg of the trip to Gaines (NY06). Earl and I covered 1,300 miles in 11.5 hours over two days.

**Day 2** started out much like the first day- low ceilings, but no rain. We ventured South, making it just past Poplar Grove, IL (C77)



Jeff at Goshen, IN

I have flown about 6 hours on N656JS since purchasing it and am getting used to the power and speed. This version is powered by a 160 Hp Lycoming O-320. It has an option of 800-6 tundra or 500-6 tires and retractable skis for the long Upstate New York winter months. The plane is a blast to fly and I am really thankful for Earl helping me acquire it, bring it back, and coaching me along the way. Come out to GVA and get a ride!



Flying along the Ontario Lake shoreline



Jeff and Earl concentration hard



Buttercup at Baraboo, WI



Earl and Jeff's Buttercup's at Gaines Valley Aviation

## BART Update Two Years In By Bob Nelligan-Barrett

Recently we had another visit from Eric Weiss, grandson of early member Lloyd Feary, builder of Baby Ace 126L Eric was here because his mother June had just passed away. We're sorry for your family's loss.

He brought with him some items of his grandfather's that he wanted Chapter 44 to have and to steward. The first was the Poberezny Trophy for Best Baby Ace at the 1960 EAA Rockford Fly-in awarded to Lloyd for 126L. There was also an 8 x 10 photo of Lloyd with 126L, a decal for the Genesee Airport (at the corner of East Henrietta Rd. and Jefferson Rd. back in the day,) and Lloyd's membership card to the Antique Airplane Association signed by Robert Taylor. I will find a place to display these items when we have people able to see them. Until then, the Poberezny Trophy is in the Pilots Lounge.

Thank you Eric. We will take good care of them all and display them with respect.

On OUR Baby Ace 75H, Student Members Tyler, Druvia, Elio, and new BART Jake Daly are building the turtleneck bulkheads, and then will add stringers. The novel part of this is that they will be designing and building a storage compartment behind the pilot's seat that was not in the original design. Jim, Pete, and Gail have been prepping the wing for its first of two coats of varnish. We still need to trammel (square) the wing sections and the wing itself and add the wooden leading edge.



Best Baby Ace at the 1960 EAA Rockford Fly-in awarded

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## FOR SALE – Rag Wing Ultra-Piet Project By Bob Nelligan-Barrett

\$1,000 or B. O. Single-seat, wood construction, 75%-scale Pietenpol ultralight, built by an A & P. Reason for selling “no hangar, no airport, and my wife wants her garage space back before winter.” Buyer picks it up in Bergen/Rochester NY. Proceeds go to support the Chapter 44 Baby Ace Restoration Team project.

Aircraft is 90 % done with 90% to go. An Arctic Cat snowmobile engine is mounted and included; needs a reduction drive and propeller. Fuselage, landing gear, wing center section, both wings, and tail feathers are all built. 3/4 of the wing surfaces are covered. an extra roll of fabric is included (“Enough to finish the airplane” said the PO.) five-gallon fuel tank installed. Three boxes of organized hardware parts and pieces included. “Owners Binder” with plans, incomplete series of Rag Wing newsletters, J-bird Power Supplies catalog, copy of CAA “Maintenance, Repair, and Alteration of Certified Aircraft, Engines, Propellers and Instruments,” and a 2019-2020 Aircraft Spruce catalog all included.



Rag Wing Ultra-Piet Project (More Photos available)

Contact Bob Nelligan-Barrett for information: 585-754-7263 or [trailbossbob@icloud.com](mailto:trailbossbob@icloud.com).

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## Member News

### Dhruva Rana

November 7<sup>th</sup> was a special day for Dhruva. He was cleared by Jim Martin to solo in a SGS 2-33A glider. Craig Ritson towed him up in the big yellow Pawnee in cool blue skies at a little more than 1,000 foot per minute. Dhruva released at 2,500 ft before thermaling in the weak lift. He flew along the Dansville north ridge before announcing his intentions to fly right downwind runway 32. The landing was picture perfect. His COVID mask hid any expressions from the spectators, but we know he was all smiles.



Short Finals for runway 32. Note the spoilers extended on the wings

### Rob Williams

Rob moved to Red Hook, NY several years ago. He is an active member of the Old Rhinebeck Aerodrome flying the museum aircraft and his Stearman in the weekend shows. Rob is also one of the pilots flying passengers in the 1929 designed New Standard D-25 biplane. Rob sent this news flash.

*Banner day at the Aerodrome for me today. The History Channel was here filming for a three part series coming out in the spring called "The Men Who Saved America" so I got to fly the Hanriot for them and be an extra with the Spirit of St Louis, but the big thrill for me was to get to fly the original 1918 Jenny for the first time. What an honor. I have now officially joined the Jenny to Jets Club.*



Curtiss JN-4H Jenny

Please send member news or articles to [newsletter@eaa44.org](mailto:newsletter@eaa44.org).

## Chapter 44 Monthly Activities

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

Check the website for scheduled activities

### Sport Aviation Center

44 Eisenhauer Dr. 14420

Brockport's Ledgedale Airpark (7G0)



Dhruva moments away from a smooth touch down.

This SGS 2-33A was built in 1984 at the Schweizer factory in Elmira, New York

## Electric Wingsuit Tested by Russ Niles AvWeb

Electric propulsion is getting into all facets of aviation and now an Austrian skydiver has flown an electrically boosted wingsuit. Peter Salzmann teamed up with BMW to create a chest-mounted thruster unit with two ducted fans that allowed him to climb briskly on a flight over the Alps. The boost from the combined 15 kW of power can push the whole package to 186 MPH, according to Salzmann. The power is available for five minutes and comes from a 50-volt lithium battery.

He prototyped the concept with cardboard and impellers and batteries and then took it to BMW for some help. The engineers there fundamentally changed the design. "Initially we were going to put the propulsion unit on the back," Salzmann said. "But after the initial drawings and discussions with aerodynamics experts, we decided to move the fly unit to the front."

Salzmann did 30 jumps with the wingsuit before attaching the power unit and jumping from a helicopter at 10,000 feet.



*Editor Comment – The unit comprises two encased carbon impellers that spin at 25,000 rpm producing about 20 HP. I wonder if they could attach wheels on the unit with a nose gear on his helmet. It would be an exciting landing*

Piseco (K09) Fly-out Pictures - [Click for additional pictures online](#)



The sunset from the Cherokee cockpit



Piseco airport – Photo by Darrin Kenny



Frank and his Passengers after the flight, joined by Mandy.

The weather was picture perfect and 70 degrees



Darrin posing with his excited passengers after their scenic flight.

We don't know when he is going to bend the tail the right way