Experimental Aircraft Association

The Flyer

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VP Corner – My love for grass strips by Frank Grossman

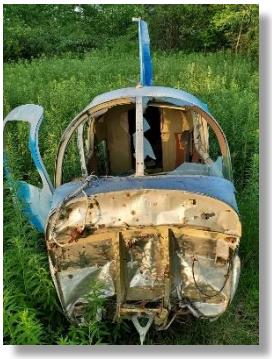
One of my interests has always been the grass airfields. I would love to own one with a nice farm style house at one end. I love the feeling of landing on the grass as opposed to the pavement. Once the plane touches down on grass it feels much more like a boat than a plane due to the up and down motion the plane makes on the little bumps and hills the grass airfields have. Most times if you have a destination to get to you can find a grass strip much closer to your destination than a paved strip.

Take Olean KOLE for example. It is a great paved runway which has a huge plus of having a crew car so no need for a rental or Uber to get to its beautiful downtown with its many small shops. Olean airstrip is about 10 miles from downtown, but you could try Giermak Executive 8G3 It's a grass strip within walking distance of downtown.

Another example would be Marthas Vineyard. The wife always wanted to visit there so when we made the trip but instead of Marthas Vineyard's paved airport KMVY we tried Katama airfield 1B2, a grass strip nowhere near as busy as the KMVY with its paved runway. Katama has a restaurant right on the field along with a biplane operator giving flying tours of the island. Katama is so close to the beach you can even taxi your plane right up to the beach and spend the day on the beach!!

In the last month I've visited Gaines valley, Arcade, Great valley and R&R with its two old airframes in the woods you can look at. One is a Cessna 337 the other a piper 4 place with a Labatt's logo on the side! If anyone knows the story behind those airframes, I would love to hear it.

If your apprehensive about going into grass fields I suggest you grab a couple hours with an instructor and to get your grass legs back in shape, then go exploring! You won't regret it!



Two airframes abandoned at R&R

Guess the aircraft type – Answer on page 4

Chances are slim to none that anyone will identify this month's mystery aircraft.

ZU is the South African non-type certified code

EAA Spirit of Aviation Week – EAA National

- More than 266,000 people connected via **EAA.org** for the streaming and on-demand content, with nearly 800,000 page views and almost 1.6 million minutes of video viewing.
- Social media outreach totaled 4.5 million, with 827,000 video views throughout the week
- More than 15,000 people attended 51 forums, with 20 of those forums issuing 6,300 FAA WINGS credits.
- More than 10,000 people attended the online workshops in sheet metal, fabric covering, aviation woodworking, and welding.

‘Tale’-winds (Part 3) by Tyler Mullen

Covid-19 has made a big impact on commercial aviation. Rochester isn’t as busy as it used to be and I’ve learned that at certain times of the day, commercial air traffic is non-existent. One day, while flying touch-and-go’s and practicing my landings, I realized it was just me, the plane, the pattern, and an entire international airport all to myself.

Another effect of the pandemic is reduced staff in the tower, so I often hear the same voice on multiple frequencies. Since my training started, I struggled with judging when I should round-out, flare, and how much to

pull back on the yoke. One of my approaches was too high as I climbed too much on the downwind, so I called tower and said, “Skyhawk 4RA is going around”. What followed was the best ATC-to-pilot interaction ever when tower replied with “Skyhawk 4RA, I hope so.” My instructor and I laughed about it.

A few more times around the pattern I was able to land the aircraft on my own and I thought it was rather good. After taking off once more and turning onto my downwind leg, tower came over the frequency and said “Skyhawk 4RA that landing was better than your last one, clear for the option for runway 7”. Between the chuckles, I responded with “Cleared for the option for runway 7. Thanks for the feedback tower, Skyhawk 4RA.”

Two more times around, I had an even better landing. I was on the centerline with the perfect approach speed and I buttered runway 7. On the climb out, tower came on the frequency and said “Skyhawk 4RA, we give you a nine-out-of-10 on the landing.” The instructor and I were exploding with laughter in the cockpit and I responded with, “Thanks for the rating, Skyhawk 4RA.”

On my last landing, I came in a little slower than I should have, and the airplane responded by coming down quicker on the flare. It stalled with full back pressure on the yoke about two feet above the runway but overall, a solid landing. It was too much to hope that tower had become bored with me and stopped watching. The faceless voice came through my radio, “Skyhawk 4RA, clearance gives you a 7.6, tower gives you a 7.0, turn right when able.” I came back with, “Turn right when able, and I’ll take the 7.6 from clearance, Skyhawk 4RA”.

After that lesson, my landings significantly improved under the watchful eye of my CFI.

A few lessons later my instructor stepped out of the plane, he wished me luck and sent me on my way. I was excited, my heart racing, but I reminded myself that this was another flight and to do everything as normal – except that I had more eyes than tower on the lookout.

I went through my checklist and read it out loud as I usually do, but maybe just a bit louder out of excitement. I made my calls to clearance and ground I taxied to the runway. I completed pre-takeoff checks including mag checks, controls free, seatbelts on, trim set for takeoff, and doors closed. I let the tower know I was ready for departure.

Once I received my takeoff clearance, I lined up on the centerline and went to full power. Within seconds I was in the air with an empty right seat next to me.

I completed three takeoffs and landings. As my t-shirt says….’Ask Me About My First Solo’’.

Old Goat Thinking by Art Thieme

As the former principal of Edison Tech, I keep wondering what I would do to open the school in Sept. Dividing the student body in half, each coming three days a week would fill up classroom space but won't solve the problem of the passing of classes in the hallways. It would also require teachers to teach six days/week, requiring a salary increase. Lunch would have to be a box lunch situation. How about phys ed? And students coming in buses? Glad I'm retired.

If you want to be a CFI, you better read the FAA's Aviation Instructor's Handbook. Its purpose is to help new instructors understand and apply the fundamentals of instruction. The old edition was published in 2008. Barry Schiff, *AOPA PILOT*, August 2020, had to see if the new edition contained any important changes. It does. Instructors no longer teach students. They are now called learners. "Learner" appears 1881 times, "student" only 42 times. The new version also substitutes "flight deck" for "cockpit". Do you think of the cockpit of a Cessna 152 as a flight deck? Barry thinks he may be a dinosaur because he is 80 years old. What does that make me?

There is a movement underway to name the Rochester Airport after Frederick Douglas. Frederick Douglas International Airport…? I supported naming the airport after Sam Cooper. Any pilots around for a while knew Sam as Director of the airport for years. He flew PBY's for the Navy during WWII. He saved the first control tower from the airport and displayed it on the concourse. Where is it now?

The Ohm Special hanging in the Rochester Airport. (Photo Craig Ritson)
How does it stay suspended?

Sam was the airport and gave countless tours of the building. I worked closely with him during the Chummy and Ohm Racer project. I supported naming the airport after him and wrote a letter to the newspaper. They never printed it. A plaque in his honor was made and is hanging near the international room on ground level. My guess is the name will be changed to Frederick Douglas.

Are bugs on your windshield any good? The answer to this question is that when practicing or demonstrating steep turns, a pilot can locate a bug on the windshield that is on the horizon and keep it there to maintain the altitude needed to continue with a near perfect turn. *AOPA PILOT,* August 2020.

The History Channel has been covering ideas and products that have changed the world. Most of the things have the name of the inventor such as, Kellogg, Post, Ford, Birdseye (that was his name), De Lauren, Hershey, etc. If I had produced an outboard motor, you would be using a 50HP THIEME, instead of an Evenrude.

I now have twelve 2021 calendars. You may be lucky because I may not bring them to the meeting because of the virus. Even when I handle them with gloves and a mask.

Congrats To Randy for his helicopter flying. Learning to fly a helicopter was on my bucket list right after climbing Mt Everest and walking the Appalachian Trail. Tom Clancy writes in *CODE OF HONOR* that the definition of a helicopter was "a million parts rotating around an oil leak, waiting for metal fatigue to set in". And I read something about a Jesus bolt that you better check. Good luck Randy.

As Lawrence Welk always said: Keep a song in your heart!

Dr. Old Goat, out

How I met Brett Williams - Editor

I met Brett at Camp Scholler during Airventure 2019 while camping with the large South African group. His tent was pitched just behind mine, and I noted it was packed with parts for complete engine rebuild. I started a conversation, and now regard him as a friend for life. It's funny how that happens at Oshkosh. For me the main reason for going year after year, is to meet up with good likeminded friends from all over this planet.

During the convention I had to move the Cessna from a temporary parking spot to another area which would allow for an easier departure when I had to leave. I was not permitted to taxi to the new spot, so I decided to fly the 60 miles to move the half a mile to the new parking area.

I asked Brett if he would like to join me on the flight, and he and South Africa based EAA Chapter 322 President, Neil Bowden quickly accepted the invitation. It amazes me how someone will fly with a one-armed guy claiming to be a pilot.

The flight was a load of fun. We flew the Ripon, Fisk route, landed on an orange dot on runway 36 left, before taxing back to a newly opened parking area on the southern side of the airport.

I have since visited Brett and his family in South Africa where he insisted Mandy and I stay in his house. Brett was kind enough to write this article for The Flyer this month.

Aircraft type is a Whisper X350 - By Dr Brett Williams, EAA 778 Port Elizabeth, South Africa

The Whisper X350 is a two seat fully composite aircraft. It was designed by Dr Russell Phillips, who also designed the Whisper Motor Glider, of which 30 plus are flying. Russell is a Mechanical Engineer and heads up a department at our local university in Port Elizabeth South Africa.

The Whisper X350 is a low-cost to build, low wing aircraft. I went for a South African design as the cost of importing kits is prohibitive due to our poor currency against the dollar (due to lying and thieving politicians, which I am sure you do not have in the USA). The basic fuselage was supplied but the wings were of mould less construction that I did myself. The latest Generation 2 aircraft comes with moulded wings supplied (see http://www.whisperaircraft.com for details on the second generation). I also constructed the tail feathers.

Home base in Port Elizabeth

Andrias & Brett working on the spar

I received fuselage kit number 3 (before the prototype flew, that's how much confidence I had in the designer's abilities!!). I had a helper, Andrias Ramape, who assisted with all the fibreglass layup and sanding up until the painting and polishing stage. The rest of the build numerous friends assisted at various stages and I also had Russell constantly guiding me.

I started building my aircraft (ZU-TCC) in late 2013. It took 4 years to build and unfortunately many very significant life events in between, when no building activity took place. My first flight was the 5th June 2017. I have completed a number of long cross-country flights, the latest to Cape Town which I did in 2.8 hours (394 Nm at 6500ft alt with an average 15knt headwind the whole way). I have 42 gallons of fuel on board, I had a TAS of 155knt burning 7.9 gallons/hr.

The critical control surfaces are all statically balanced. I chose to have carbon fibre ailerons as the weight saving with the balance weight was substantial. The control forces are light and crisp and elevator control is excellent throughout the speed range (note I am not a test pilot but that is what I believe). The Vne is 200 knots and Russell and I have been very "close" to this in his Whisper X350.

I fitted a second hand 180HP Lycoming F1A6 engine from one of the scrapped Club C172RG aircraft. It was a casualty of corrosion in the tail. The engine still had about 100 hours to TBO. The engine turns a 72" Whirlwind composite and ground adjustable propeller. I flew the aircraft until July 2019 when I overhauled the engine. I brought back all the parts from Oshkosh (three suitcases shared among fellow travellers) and then redid the engine. The new engine now has 30 hours flying time and is purring along nicely. I opted to fit one electronic magneto (Surefly Magneto) which is performing very well. I note that Lycoming is now offering this magneto as well (it is black and mine is blue). The fact that Lycoming is endorsing this magneto gives me added confidence as I have an inordinately strong sense of self preservation.

The wings as mentioned are mould less construction. A shear web is constructed in two halves, then bonded together and a spar cap laid on the top and bottom. A spar box is separately constructed, and the wings are custom fitted into this. The spar box is then fitted inside the airframe.

Clean cockpit layout and local Hard Pear control grip

I spent a lot of time designing the interior as I wanted the aircraft instrument panel to be visually appealing and "balanced". A good friend, David Michie, who helped with the electrics, is also a very accomplished wood worker and turned my grip, throttle knobs and canopy latch knobs out of a tree called "Hard Pear" or "Hardepeer" in Afrikaans. David, a pensioner, also doubles up as a hangar slave and general factotum as he is not paid. We joke about this often, although the jokes are weak, as David has an awful sense of humour.

The aircraft electrics were a real challenge for me, knowing zero at the start. I obtained a copy of "The Aeroelectric Connection - 12th Edition" by Mr Bob Nuckolls. I based everything on what I learnt in the book and layout Z13 which is in the book as well. David, being an Electrical Engineer, was obviously invaluable in this regard. He drew all the modified wiring diagrams and systems in CAD so that I could follow it during the build. The folks at B&C Electrical in the US supplied all the parts I needed.

The avionics is basic as I do not intend to fly at night or in IMC. I fitted an MGL 7.5" iEfis and my iPad in a dedicated holder. This combination with a trusted paper map works for me. I have not fitted an autopilot, but I am thinking about this option. The aircraft is airframe is virtually maintenance free as it is composite. This was a major attraction for me as I live at the coast and we have nasty salt laden prevailing east and west winds.

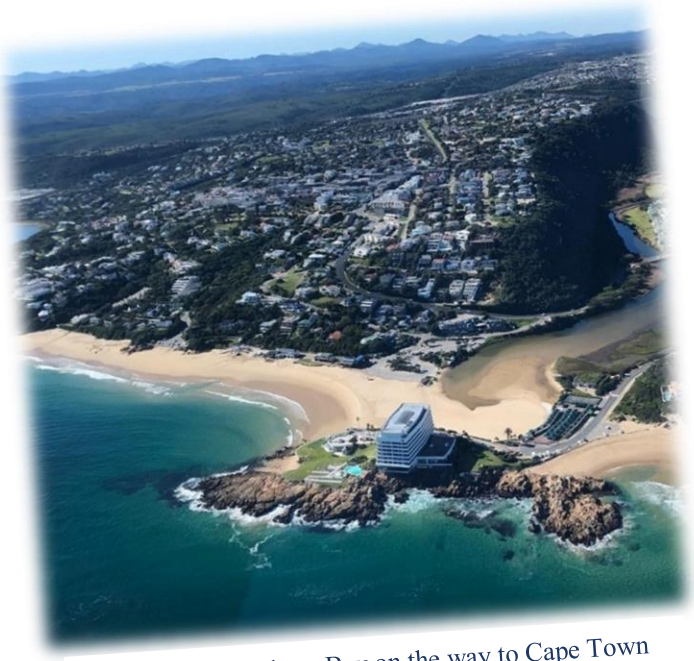
I was flying an Algoa Flying Club C152 before I could afford to build my own plane. I had no tailwheel rating, so first did this on a Rotax 912 powered Savannah. The transition to the tailwheel was a challenge, as I had to constantly stab my legs with a sharp object to wake them up, as they are not used that much in the C152. Anyway, I have semi- transitioned well enough to a high-performance tailwheel aircraft. I now have about 120 hours total tailwheel time and am not constantly trying to kill myself, although there is still the odd landing that results in abject terror (for myself and the hapless passenger).

In summary, I really like my aeroplane. It is roomy across the shoulders (cabin width is 46.85"). The design is visually appealing, it is aerodynamically sleek and is a great tourer. In the air she is very smooth and responsive and is great value for money in my opinion.

Engine parts packed for flight back to South Africa

My thanks to Russell for designing such a lovely aircraft. South Africa can be well proud of this design and designer, as we are of the "other" South African and his extraordinary vision (Elon Musk of Space X went to the same high school as Russell!!).

Whisper X350 Continued



View of Plettenberg Bay on the way to Cape Town

Low altitude South African coast photo from the Whisper X350

Brett and Designer Dr Russel Phillips

Whisper Aircraft
Aerospace Company
Manufacturer of the Whisper X350 aircraft kits

Andrias & Brett checking the canopy final fitting

Whisper X350 Continued

Caregory	X350 GEN II
Horsepower	180 hp
Empty Weight	1,213 lbs
Useful Load	926 lbs
Fuel Capacity	63 usg
Cruise speed 75% Power	175 kts
Cruise speed 55% Power	155 kts
Stall Speed	52 kts
Rate of climb	1,540 ft/min
Range (with reserves)	1,137 miles
Construction	Composite
Length	22 ft 6 in
Wing Loading	17.50 lb/sq ft
Wingspan	26 ft 2 in
Cabin Width	47.2 in

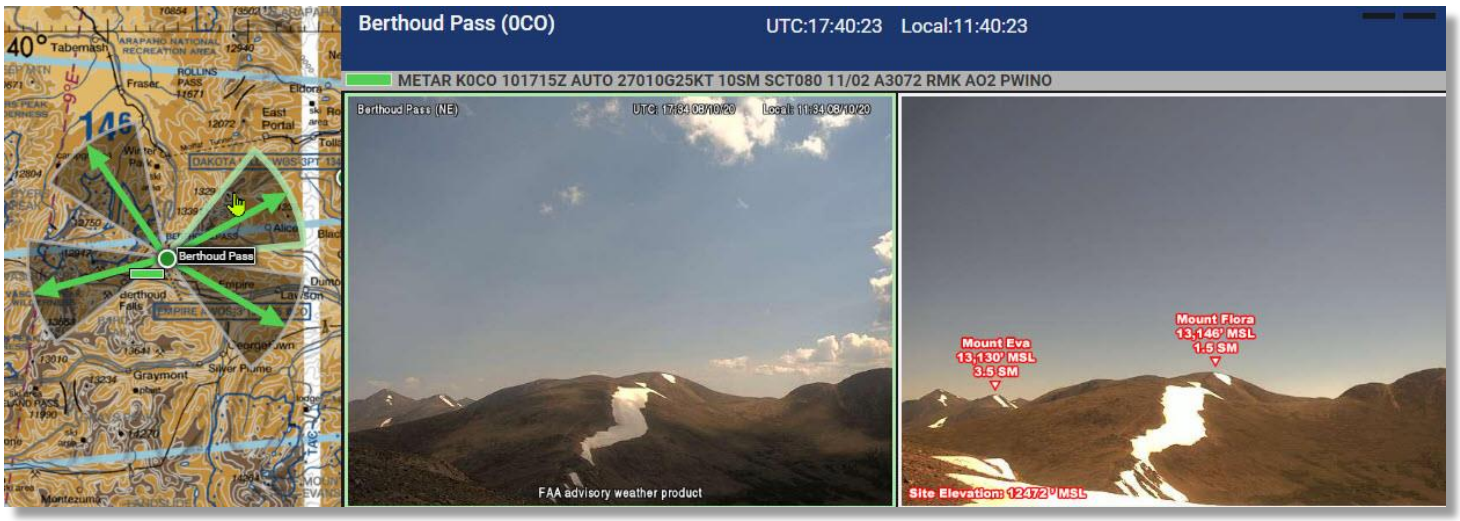
Diagram of how far you could fly from Rochester on one tank of gas (with reserves and no wind)

Colorado Aviation Cameras Operational – By Kate O'Connor AVweb Aug 6th 2020

The Colorado Division of Aeronautics has announced that 52 new aviation weather cameras installed in partnership with the FAA's Alaska Weather Camera Program are now operational. The cameras are located on 13 AWOS stations in Colorado and designed to provide a way for pilots to get a near-real-time visual picture of weather conditions in the Colorado Rockies before leaving the airport. They are the first weather cameras to be integrated into the FAA Weather Camera Program outside of Alaska.

"The Colorado Division of Aeronautics is excited to have had this opportunity to partner with the FAA in yet another joint effort to enhance aviation safety in Colorado," said Colorado Department of Transportation (CDOT) Aeronautics Director David Ulane. "The Division is proud to continue our heritage of pioneering new initiatives that further our mission to help advance a safe, efficient, and effective air and space system in Colorado."

Under the terms of the agreement, the FAA assisted with the installations and the state of Colorado owns and maintains the cameras. The new weather cameras, along with those located at more than 230 sites in Alaska, can be accessed at https://weathercams.faa.gov.



Looking North East on the Berthoud Pass. The picture in the middle is real-time. The picture on the right document's obstacle altitudes. Note the snow is still on the ground on August 10th, 2020.

Editors Note. I wonder how long before this great feature is available in upstate New York.

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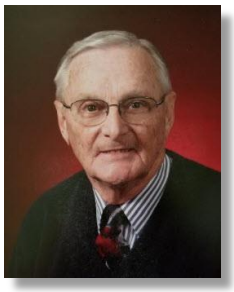
Member News

Darrin Kenny

Darrin's father Jim passed away August 7th. Jim was a lifelong educator and served in US Army in Germany in 1954.

One of Jim's passion was flying. At age 67 he earned his pilot's license and became the proud owner of his own plane.

Darrin we are sorry to learn of your loss.



James "Jim" T. Kenny

Craig Ritson

Taking wearing a mask to the extreme

The RV painting project is moving along slowly. By the time it's done I would have painted and sanded the equivalent of 3 airplanes. All are welcome to Gaines Valley airport to view progress. I have managed to get a reasonable number of hours flying in this summer.

Jim Martin

Despite COVID-19 Jim has had a busy summer. To date he has completed 9 glider check rides, 12 flight reviews and 75 hours flight instruction in gliders and power. If you need and instruction or flight reviews, contact Jim at (585) 507-0245

Jim getting ready to tow a sailplane at Finger Lakes Soaring club in Dansville

Vet Thomas

Vet sent in this picture of his and Steve Norths hanger. They have hosted several hanger gatherings, with food and airplane rides this summer.

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 Eisenhauer Dr. 14420

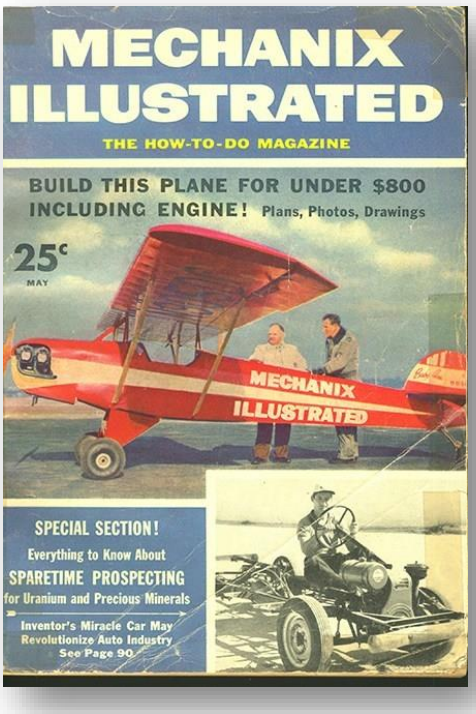
BART Update – By Bob Nelligan-Barrett

We have been attaching hardware and compression struts to the structure. Soon we will be varnishing, trammeling, and adding the leading and trailing edges.

When that work is done we will test fit assemble the whole airplane in the Great Room (in the homebuilder tradition of assembling in basements and garages) so we can admire our work so far, see how the plane will look, take measurements for cables and fittings, see what work still needs to be done, and develop a budget for the rest of the project as best we can. Then we will disassemble it and send the fuselage to our painter Jeff LaChausse.

I have been in touch with the FAA Aircraft Registration Branch in Oklahoma to amend the Manufacturing Date of 75H. The N-number Registry had it listed as "None," but I wanted to document the 1956 first flight date in the record because we may have the oldest flying Baby Ace in the country (world?). They already had on file a record of the 1956 date so FAA Kevin made the change on the spot and it is now reflected in the FAA Registry. He is also sending me the complete airworthiness history of the aircraft on CD.

I have talked to two of the current owners of other Baby Aces that attended the 1957 EAA Fly-in Milwaukee and have been in email contact with St. Rita High School in Chicago that built the third. They are researching the plane from their school records. That is a fascinating story in itself. I'll tell you about it next month.



As you should see elsewhere in this newsletter, we have cause to celebrate Tyler, one of our BARTS for his special accomplishment. Please be sure to congratulate him on his hard work and success.

Young Eagles - ATTENTION ALL PILOTS! – By Elise Isler

Did you know that even though we are unable to host Young Eagle Rallies at this time, you can still fly young people, qualify them as Young Eagles and receive YE credit? If you know anyone ages 8 – 17 and want to take them for an airplane ride, you may do so under EAA conditions and still receive the benefits from EAA anytime. Rallies have always been a fun event and a way to reach out to the community but due to Covid-19 we are unable to host them at this time.

The following are the requirements from EAA:

PILOT REQUIREMENTS

- Be an EAA member.
- Complete the **EAA Youth Protection Program**, which includes a short training session and background check.
- Have a valid airman's certificate (sport pilot or greater).
- Possess a current medical certificate or BasicMed (if applicable).
- Be current to carry passengers in the aircraft you plan to use.
- Have a current biennial flight review.
- Conduct flights in an aircraft that is in airworthy condition.
- Have Aircraft Passenger Liability Insurance for the aircraft used (owned, rented, or borrowed).
- Adhere to all applicable Federal Aviation Regulations.
- Complete a Young Eagles registration form **before** the flight, signed by you and a parent or legal guardian.

ALL information is available at www.EAA.org/eaa/youth Click the link **"Become a Pilot Volunteer**". It will direct you to the Youth Protection Program training link and you can even have materials sent directly to you. If you want, we do have a supply on hand at the SAC. Contact me if you have any questions.

My short hand reminders are: **BEFORE GETTING IN THE PLANE**:

- Complete the entire form. You will have to fill it out manually and be sure it is **legible**.
- Be sure a legal parent or guardian signs the back of the form
- Leave the form in a SAFE place ON THE GROUND
- Mail the completed form to EAA. The address is on the bottom of the form.

Please contact me (flyyoungeagles44@gmail.com) if you have any questions. Safe flying! Elise

The EAA CHAPTER 44 ROCHESTER NY Flyer

The Flyer and Editor Dave Suits Win EAA McKillop Award for Newsletter Excellence Three Years in a Row

The only time our newsletter has been recognized with an award from EAA National was during Dave Suits' term as Editor. Dave wrote articles, penned "Aviation perSuits" aviation visual puns (see below.) and added his sly sense of humor. You would never expect him to be an erudite Philosophy professor from a major local technical university. But he was. Congratulations Dave!

The Digital Age Arrived Via Aviation OnLine BBS and the Upstate Aviation Calendar

Member Rob Roll was a aviation nut and computer nerd who started hosting an online aviation community on his 80286 computer with a Bulletin Board Service and aviation calendar. The BBS allowed for the dissemination of "try-it-before-you-buy-it software (aka "Shareware." new word at the time.) documents, games, photos, etc. He also developed the Aviation Online Calendar which morphed into "The UpstateList" we still use today. To use this service you would "fire up your modem, set it to 8 bits, no parity,1 stop bit, set the speed to 1200 bps to 14.4K bps and dial his phone number. Who remembers doing that?

Randy Jones (Hugh's son?) set up a prototype Chapter website for us. Today we have a website, email addresses and a Facebook page, Oh MY! Even Art participates now on Zoom General Meetings! What is the world coming to?

Jim Reddig Passed Away in 1994 Yet Still Contributed Articles Posthumously via Hugh Jones & Art Thieme

The aviation world and Chapter 44 lost Fleetwings Seabird aircraft designer, Kodak aeronautical engineer, and storyteller par excellance with the passing of member Jim Reddig. Before he died Jim had presented to us many times with first-hand stories of Grover Loening and Anthony Fokker ("Tony" to him,) Submarine Airplanes, backwards props on a Grumman biplane, and how to spin a B-17. All of his Chapter meeting presentations were recorded by Hugh Jones and then transcribed into articles for the newsletter. They are fascinating reading of the Golden Age of aeronautics.

For his Memorial Service, Hugh and Art Thieme put together a collection of all his stories for his family and our archives. We have several copies of "REDDIG" in our Library. Check one out for an interesting trip back in time from one who was there.

Answer on the last page.

The Clerihew

Charles A. Lindbergh
had the odd notion
that a one-engined airplane
could cross the ocean.

Ere the world war began,
Lindy gave us his view,
The Germans will win,
let's keep out of that stew.

R. Gordon (from Chapter 73's
Headings November 1994

What is a "clerihew? Look it up. I had to. Or ask Art. He likes using 50-cent words. like ""GERONIMO!!"

Art jumps out of a perfectly good airplane. Was it worth it and would he do it again? Yes and yes. Not bad for an Old Goat!

Homebuilders Built Our First Permanent Home …

From Issue #3 of the newsletter, we expressed the need for a permanent home, with heat, to meet and to build airplanes. Discussions with Brockport Airport owners began with Ed Cromp and Earl Luce. Phil Hazen wrote a proposal in July '89 for a Clubhouse/ Hangar concept. Both the Board and the Membership approved the idea.

Over the next several months there were regular updates on the progress of purchasing the property and acquiring the building. It was a former flight school at the Monroe County Airport and we could have it for $1 if we disassembled it and moved it ourselves, which we did. We were 25 years younger then.

Then shades of the SAC, we had to rebuild it also. It took several months of course and we had to beat the winter to enclose it (sound familiar?).

But by March '94 we held our first meeting in what became known as "The Chapter House."

And Then We Built an Airplane!

Concurrent with the building of the Chapter House, there were discussions with Chapter 44 and Sam Cooper of the Rochester Airport about displaying historically significant airplanes from Rochester's history.

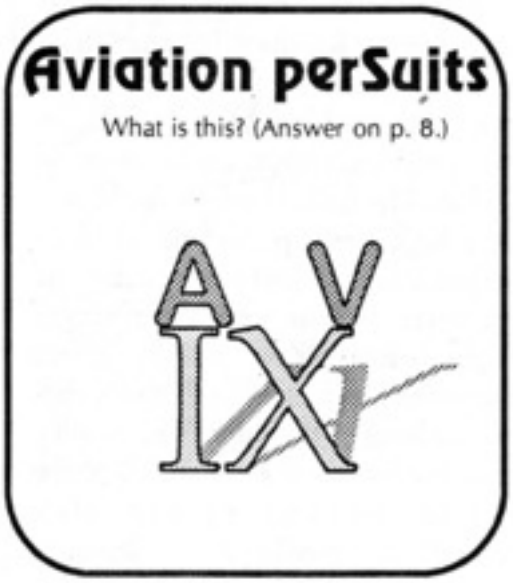
This became "The Chummy Project," our second Chapter build after Volksplane N44CL (44 Cloverleaf, get it?) Stan Teachman drew up beautiful plans after discussions with Bob Taylor, Gordon Taylor's son. Gordon designed the Chummy. Art Thieme led this project that eventually whittled down to "the Faithful Five: Art Thieme, Norby Wlock, Vet Thomas, Jim Birch and Jim McGowan

The Geriatric Pilots Association and the Glenn Curtiss Museum were financial supporters of the project. Cy Noon represented the GPA.

The plane was eventually installed at the ROC terminal in 2001 and is now part of a three-plane exhibit with the Curtiss Pusher, built by member Vet Thomas, and the Ohm Racer, which some of us help freshen up before hanging.

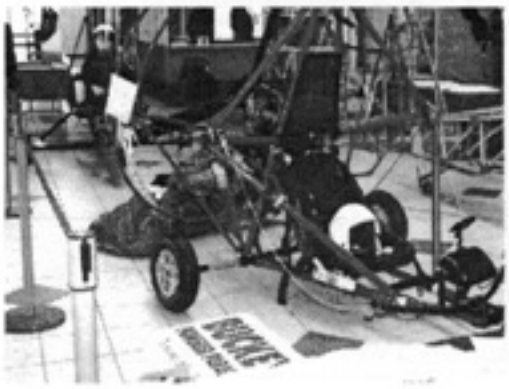
Mall Shows Introduced the Public to Chapter 44 & Aviation

Phil Hazen coordinated many of our “Mall Shows.” He recruited members to bring projects-in-progress, flying clubs, aviation museums, flight schools etc. to introduce the public to our Chapter and other opportunities in aviation. One year we even brought in the Cunningham-Hall GA-36 in mid-restoration! Shows were held at Long Ridge, East View, Greece Towne and Greece Ridge Malls between 1981-1997. How many of you were introduced to Chapter 44 from one of these shows?



Mall Show...

...25 and 26 March. Thanks to Phil Hazen and Mark Donovan for organizing the event.



Officers During This Period

	PRESIDENT	VICE-PRESIDENT	SECRETARY/ TREASURER	NEWSLETTER EDITOR
1994	Bob Dykes	Mark Donovan	Dave Suits-Bill Shaw	Dave Suits
1995	Tom Bowdler	Dan Bentley	Alan Raisanen -Mark Donovan	Dave Suits
1996	Tom Bowdler	Dan Bentley	Alan Raisanen-Mark Donovan	Dave Suits
1997	Dave Hurd	Jim Birch	Bob Peritsky-Tim Kearney	Tom Bowdler
1998	Dave Hurd	Jim Birch	Bob Peritsky/ Tim Kearney	Art Thieme Hugh Jones

By this time, we had enough members to form various committees, have Young Eagle Coordinators, Tech Counselors and Flight Advisors, and too many others to list here. Hugh Jones suggested during this time that the Chapter develop a wall plaque recognizing everyone. When this history project is completed we will have all that information though I don't think Hugh imagined how big and how many names would be included by now, 62 years into our history. But the idea is good. Hint hInt, Board.

Aviation perSuits Answers: Airport Facilities Directory and Avionics.

Aerocamps for Scouts

Tom Bowdler borrowed an idea from another Chapter of having Boy Scout campout weekends at the Chapter House to earn their Aviation Merit Badge. The weekend included set up on Friday and a viewing of "Top Gun," sessions taught by members that adapted the BSA Handbook to General Aviation. They pre-flighted Tom's Warrior, did "the Sectional Challenge" with Dave "Captain Crosswind" Hurd, and other sessions. In the evening they sat around the campfire, roasted marshmallows and told stories and lies. On Sunday, Aerocamp finished and a Young Eagle Rally was held.

At a General Meeting, Bob Barrett asked, "What about Girl Scouts?" Since he volunteered himself, he recruited women in aviation to serve as Instructors and role models. The Finger Lakes 99's participated. Special Guests were local resident and former WWII WASP Dawn Seymour and World Flight 2000 pilots Chris Wall and Dan Dominquez, the youngest pilots to fly around the world, ROC to ROC.

Around six camps were held, three each, and all followed the same general format- movie night the first evening, rotating workshops on Saturday, and Young Eagle flights on Sunday

Aerocamps were the predecessor to later Young Eagle and Sport Aviation Camps, led by Jeff Peters, though their formats were much different. All of these satisfy our Chapter mission to encourage young people into aviation.