

Presidents Corner by Randy Spurr

Sorry, I've been remiss in communicating via the monthly newsletter. My new year's resolution for 2020 is to step up my game with newsletter input. I would like to thank those who have done their time serving in various positions this past and prior years. These folks have done a stellar job and are so proud of what they have done for the chapter. 2019 was a year of some successes and some failures. The BART project is alive and well, and this is something we can all be proud of! This is what EAA was founded on, and it has brought youth into the chapter, a much-needed shot in the arm! We had a great group of kids participate in our Explorer and Simulator groups, both to be continued in 2020. Thanks to the Young Eagles team, we are adding one more event this year for a total of 5! **Thank you team!**

We had a great general fly-in meeting at Gaines Valley and gained some new members and memories from that! The VMC Club is still going strong with a very informal "hangar talk" atmosphere, a fun way to talk with others about flying. There have been so many people behind the scenes that helped make all these things happen.

We did have a few fumbles - our phase 2 addition didn't happen. I will refocus 20/20 in 2020 and try to get this back on track. Our fly-in breakfast didn't happen, but we plan on doing that this year. Camp-on-the Ramp was foiled by bad weather, but I'd like to try again this year too.

Let's talk about what you can do for the chapter, we need your help. I'm not talking about a huge commitment, I'm talking about stepping up and helping organize a few fundraising events. We had some great suggestions at our November meeting listed on page two. (thanks, Norm, for compiling this). What can you pick off the list to offer your help? The future of the chapter is in your hands. Please contact me if you can help. I'd like to get rolling on these

projects ASAP because before you know it, spring will be here!

In closing, thank you to Craig Ritson for stepping up and taking over the newsletter. Thank you to our new and re-elected board members for volunteering for these important duties. Thank you to the BART and Young Eagle teams, and I can't wait to thank you for stepping up and taking on one of these projects!

EAA 44 2020 Leadership Team



(Front row left to right)

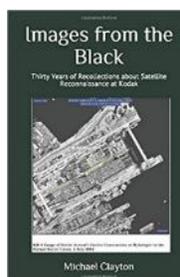
VP Frank Grossmann, **Treasurer** Gail Isaac,
Director Frances Englund, **Director** Darrin Kenney.

(Back row left to right)

Director Phil Hazen, **President** Randy Spurr, **Director** Rick Tandy, **Secretary** Tammy Mullen, **Director** Tom Henion,
Director Mike Clayton.

Mike Clayton is a published author

Congratulations Mike



This is the story of Kodak photographic satellite reconnaissance efforts, from the 1950's to the mid- 1980's. These were a key part of the National Reconnaissance Program. With their ability to image objects as small as a foot, from 100 miles away, these systems helped make the SALT treaties possible.

[Available on Amazon](#)

What Would You Like to See the Chapter Do In 2020?

1. Fly out – Kitty Hawk or other locations closer by
2. Boy Scout / Girl Scout Camp outs – Merit Badge programs etc.
3. Trips to Aviation Museums – Dayton / Udvar Hazy / Air & Space (DC Mall) / Intrepid
4. Co-op activities / events with other chapters
5. Co-op with Gaines Valley (more than just dinner)
6. Finger Lakes Soaring Club visit - Dansville NY
7. Aviation Sumer Day Camps
8. Visit Schools – Aviation Careers (Library / Lunch 'n' Learn visits)
9. EAA Aircraft Tours
10. Eagle Flights – Adult flight orientation / SAC Open House
11. Elmira Escape Room / Museum visit
12. Sport Air Workshops
13. Oshkosh Activity
14. Co-op with other community groups; blood drive etc.
15. Summer Town Rec programs
16. Fly Special Needs kids (SUNY Brockport Camp Abilities)
17. Theme Fly-In
 - a. Type Club Buttercup / Sonex / RV Gathering

Fundraising Opportunities

1. Aviation Auction / Garage Sale
2. Food Truck Rodeo
3. Sell Merchandise
4. Legacy Program – Leave cash / gifts to EAA 44
5. EAA 44 Clothing Orders – Chapter to profit
6. Bottle / Can drive
7. Market SAC for increased community use
8. Chili Fly-in / cook off
9. Spaghetti Fly-In
10. Grants
11. Gust of Sun Wine Tasting
12. Cruise In – Classic Cars / Classic Airplanes
13. Poker Run – (Sponsor / operate with other EAA Chapters?)
14. EAA 44 Cook Book
15. EAA 44 Calendar

Rev 12/11/2019

Homebuilt Registrations Grew In 2019 - Source [AVweb](#) January 2, 2020

With nearly 1,200 experimental/amateur-built aircraft newly registered in 2019, the fleet has seen its largest growth in a decade. The FAA shows 26,842 aircraft registered as experimental/amateur-built; this figure does not include aircraft registered as light sport or where the type data field is blank.

Leaders by manufacturer include Van's Aircraft (249 newly registered in '19), Zenith Aircraft (65), CarbonCub (62), RANS (45), Kitfox (40), Sonex (31), Glasair Aviation Sportsman/older GlaStar (26) and Lancair (23).

According to [KITPLANES](#) contributor Ron Wanttaja's compilation, the most numerous single design is the Van's RV-6/A, with 1,742 on the books, followed by the RV-7 (1,285), and RV-8 (1,252).



The Van's Aircraft RV-6 is the most numerous homebuilt on the current FAA registration rolls. (Image: Van's Aircraft)

Flying to Oshkosh

"If you get to Rochester, I will fly you to Oshkosh" was my text to Robert, a teenager glider pilot and aviation junky living in South Africa. Robert arrived at ROC gate B2 on July 18th. We spent the next two days planning our flight, cognizant it could change as we were at the mercy of the weather. The weather forecast for Monday looked sketchy until noon. Monday morning, we were greeted with light rain as forecasted. Knowing the weather was going to clear, we packed N979OG (affectionally known as Gulfy) with camping gear and apparel required for the next four days.

We took off at 9:30 AM, climbed to 2500 ft, and dodged a few scattered rain showers and towers between Buffalo and Ashtabula, OH. The first stop was Willoughby Lost Nation (KLNN) for gas, munchies and a leg stretch. Twenty minutes later, we were orbiting the area contacting Cleveland Approach for flight following to Put-in-Bay, an Ohio island in Lake Erie. Our request to transition through Class B airspace was granted and the flight along the shoreline past downtown Cleveland was spectacular. After landing we hitched-hiked a ride on a golf cart downtown where we ate lunch at a restaurant overlooking the village marina and bay. Most of the island inhabitants



Put-in-Bay, a must visit destination

were cheerful vacationers enjoying a summer holiday break.

After sightseeing, we rode back to the airfield on the back of golf cart driven by a friendly elderly couple. They were fascinated to learn we had flown in on a private aircraft for lunch and were planning on flying to Oshkosh WI, expecting to arrive the same day.

The next stop was Michigan City Muni Phillips Field (KMGC) for cheap gas (that's an oxymoron). The landing was challenging due to a strong 90-degree crosswind. We chatted with a Canadian airline pilot and his son, who were on their way to Oshkosh in an RV-7. The air-conditioned

FBO offered free coffee, donuts, bottled water and cookies in which we indulged.

We were soon back in the air flying along the Chicago skyline listening to O'Hare Approach. I was apprehensive flying the next 55 miles stretch, as the safest engine-out



Chicago and what's left of Meigs Field

option is a cold swim in Lake Michigan because there are no open stretches of land along the coast. The Lycoming purred like a kitten to our next stop at Dodge County airport (KUNU) in Wisconsin. This is one of my favorite FBO's with excellent service, friendly staff and free food.

We reviewed the Airventure NOTAM before departing at 6 PM for the most challenging leg of the journey, the destination; a colored dot on a KOSH runway. ADSB on the iPad helped us find the end of the aircraft line at the SW end of Green Lake. At Fisk, we heard "White Cessna with landing light rock your wing". I complied with a good rock, which the controller complimented, followed by instructions to turn right for 36. Short finals for 36L with 4 other aircraft is not for the timid. We landed on the orange dot.

While waiting for the EAA Tri-motor to taxi past us, an F-22 with full afterburner flew 50 ft above us before executing a spectacular hard right 180-degree turn. The noisy fire-spitting jet engines got our attention. Robert finished capturing the event on the GoPro, then turned to me wide-eyed with a huge grin on his face, I smiled back and remarked **'Welcome to Oshkosh!'**



Our Route – TGO to KOSH (620 miles)

Old Goat Quid Pro Quo by Art Thieme

A warm welcome to Craig Ritson, the new Chapter Newsletter Editor. He will do a good job as he experiences the joys and frustrations that go with the task. The pay is terrible so he can use the praise and comments of the chapter. Tell him what you like and thank him for his efforts. (And you can remove my name as Editor Emeritus and put in Bob Nelligan-Barrett's name.) And speaking of efforts, a word or two of thanks can go to our President, Randy. A slap on the back once in a while can make his work go better.

Barry Schiff and Martha Lunken both wrote articles the same month in different magazines about log books. Their message was the same. Don't just write down plane, date and time. Enter aspects of the flight: weather, persons flown, incidents, scenery, gas price, etc. Schiff sums it up: "Pilots are increasingly logging time digitally and storing their adventure on a server. As far as this dinosaur is concerned, electronic logging seems cold and

impersonal, whereas traditional log books allow us to flip through pages for a better sense of our aviation prowess and experience." I enjoy looking through my log book to see who I gave rides to and where.

Aviation Week December 2019 reports that there are 3,050 non-operational satellites in orbit, 61% of the total. Due to explosions and collisions, 34,000 pieces of debris larger than 4 inches and 900,000 between 1-10 centimeters are in orbit, which can be harmful. How to remove this debris is a concern and is being studied.

How many places are Harbor Freight and Geico advertising?

News Year's Resolution: Build the hangar.

Happy New Year!

Old Goat, out

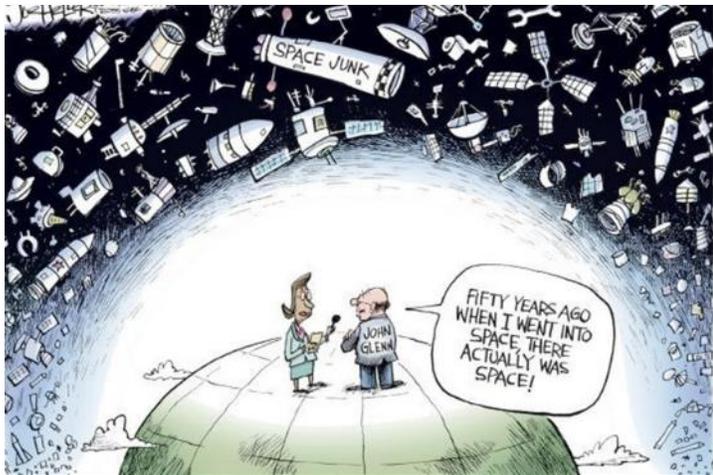


Image © Joe Heller

BART Update by Bob Nelligan-Barrett

As the calendar flips over into a new year, my vision of the Baby Ace project becomes clearer, dare I say 20/20. One wing is almost done and the second may take us only 3-6 months to complete instead of 16 months. The fuselage is almost ready for priming and painting and then pieces go back on- landing gear, tail feathers, seat and panel maybe.



Vet and Clara working on wing tip bow leading edge

Our challenges for this year will be the engine, propeller and finding a buyer for 75H. We need to determine if we complete our engine core or sell it and purchase a complete used engine, and then move ahead on this subsystem. We already have a huge project in the plane itself. Do we want another large project rebuilding the engine? Hmm.

Engine parts will be expensive. So far, the BART has been fortunate to have very

generous donors who have come through when we requested tools, parts and hard-earned cash. I ask for your support again. In general terms, here are the parts we need. If you want specific item names and numbers, see me. If anyone out in BART-land can help with just one item, that will help significantly.

To complete our Continental A-75 we need a 4-cylinder honing job, a Marvel-Schebler carburetor, carb air intake and filter assembly, dual Bendix magnetos, a shielded ignition wiring harness and 8 shielded spark plugs, an oil cooler, an exhaust system, a prop plus hub assembly and attaching parts. These are admittedly expensive parts, but if we eat this elephant one bite at a time, we will have a satisfying meal and a complete running engine.

Once we hang the engine, do a test fit of the wings to the fuselage, hook up all the controls, and cover everything, only then will we get a “courtesy Condition Inspection” by an A&P with Inspection Authorization (AI) to check over everything. We would then sell it to the next owner who will have to get a formal CI from an AI and get their signature. Then it will be legal to fly 75H.

I’m hoping that the next owner is an individual or flying club that is “local” so the plane stays near us and believes in our goal of flying it back to Oshkosh to try win an award, any award. It would be a shame to do so much work on 75H and then have it leave the area with a stranger. N75H is a significant historical airplane, to the Chapter certainly but also to Rochester aviation history. If it wasn’t going to be a flying airplane, I’d offer to hang it in the ROC terminal with our other projects.

I would like the next owner to run the plane through EAA’s Flight Test Manual test card series to develop a current and accurate Pilots Operating Handbook. I hope these last two items will bump us up in the judging. I would like these completed before AirVenture 2021 and hopefully, the owner will fly it there.

If you would like to help with our engine and prop, or you might be interested in buying 75H, please see me. As always, thank you all for your support of the Baby Ace Restoration Team.

EAA Chapter 44 Board of Directors Meeting 10th December 2019

The regular Board of Directors meeting was called to order by President Randy Spurr at 7:07 PM at the EAA 44 SAC.

Board Members Attendance: Randy Spurr, Frank Grossman, Jim Weinkauff, Norm Isler, Mike Clayton, Darrin Kenney, Frances Englund, Phil Hazen, Kevin Arganbright. **Other Attendees:** G. Isaac, Treasurer; Bob Nelligan-Barrett, Editor & BART Leader. **Board Members Elect:** Tammy Mullen, Tom Henion, Rick Tandy. *Approval of September Minutes: Approved 5-0, 4 abstentions*

President’s Report

January General Meeting food Randy Spurr (beef stew) presenter, N. Isler “Non-Towered Airport Operations”. February General Meeting food T. Mullen, presenter, Kyle Mullen.

Expressed thanks to outgoing members, Norm Isler, Kevin Arganbright and Jim Weinkauff for their service.

On behalf of the Board, Gail Isaac presented Jim Weinkauff with a “The Lawn Ranger” T-shirt gift, to express the Chapter’s appreciation for Jim’s dedicated work to maintain the lawn and plow the snow for several years.

President Spurr welcomed newly elected members Tammy Mullen, Tom Henion and Rick Tandy and congratulated re-elected members Phil Hazen and Frank Grossmann. Plea to general membership to increase support and volunteerism for the chapter will be a Presidential focus for 2020. Your Chapter 44 NEEDS YOU!!!

Vice President

Aviation Explorer Post (ages 14 to 20) discussion with the leader shooting for a late January/early February start of the program with simulators.

Secretary – *Motion by D. Kenney Second N. Isler to appoint T. Mullen as 2020 Secretary. Motion carried 9-0*

Treasurer's Report & Financials

Gail shared that the SAC ran out of propane and reports we are using propane at a faster rate than previous years, likely due to increased use of the facility and earlier start to winter. Gail shared a quick reference statement of the major bills (needs) to operate the chapter.

Norm presented the updated Budget Performance Report, Revenues are on budget target, Expenses are trending higher than anticipated. As the fiscal year draws to a close there will be some reconciling of the reports to reflect accrued items (incurred but not cash transacted yet). *Motion by D. Kenney, Second M. Clayton to approve financial reports, motion carried 9 – 0*

Facility – Kevin Arganbright. No report

Capital Campaign – Randy Spurr. No report

Explorers – Shooting for a late January/early February start of the program with simulators.

Young Eagles – Proposed 2020 Dates five dates this year May 16, Jun 13, Jul 11, Aug 8, Sep 19. NOTE Sep 19 replaces the original Sep 11 date due to AOPA KROC Fly-In. Randy will update the Ledgesdale Airport Manager.

Budget Oversight & By-Laws – Norm Isler

Tracking and report reviewed and discussed – see financials above. By-Laws Norm working on updates and will have time to finish when he says “Bye” to the Board, and he will give us the “Laws” in the first quarter of 2020.

Motion by M. Clayton, Second F. Grossman for D. Kenney to prepare the Budget Performance Report.

Baby Ace Restoration Team – Bob Nelligan-Barrett

Bob presented financial revenue/expense detail of the project from inception through November 2019. Project Status – finishing wing structure work and test fit and concentrating on the boot cowl

New Business

Newsletter – Bob working with Craig on transition, both writing the next Newsletter and seeing how the printing and assembly process works. The Board thanked Bob for his many years of dedicated service and the huge undertaking a Newsletter is for one person.

National EAA has expressed to the Chapter its interest in returning the Ford Tri-motor to the area in 2021. The last time the Trimotor was here was 2016 and it was very successful from a community public relations standpoint and financially beneficial to the chapter. *Motion by N. Isler, Second M. Clayton that the Board continue to pursue working with National to make this happen.*

Bob requested the Board consider re-trying to host a Sat (Father's Day weekend) Fly-in/Drive-in Breakfast in Jun 2020.

Norm reported that approximately 450 planes are anticipated at the AOPA Regional Fly-In to be held at the Rochester Airport (KROC) on Sep 11 and 12, 2020. Vendors, seminars, static displays and other attractions and festivities are planned.

Board Appointment of Officers:

The Board of Directors unanimously voted to appoint the following people to the slate of officers.

President – Randy Spurr, Vice President – Frank Grossmann, Secretary – Tammy Mullen, Treasurer – Gail Isaac

Motion M. Clayton second K. Arganbright to adjourn at 8:32pm. Motion carried 9-0.

Respectfully Submitted: Darrin T. Kenney, Secretary

Contacts

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Rick Tandy

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Secretary

Tammy Mullen treasurer@eaa44.org

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Newsletter Editor

Craig Ritson newsletter@eaa44.org

Young Eagles Coordinator

Elise Isler flyyoungeagles44@gmail.com

Baby Ace Restoration Team Leader/ Historian/Librarian

Bob Nelligan-Barrett (585) 754-7263

Chapter Website <http://www.eaa44.org/>
Chapter E-Mail mail@eaa44.org

Member News

Randy Spurr is working on his Instrument Rating as well as his Helicopter Private License. No slowing down for the man after retirement. More on this in a future newsletter.

Craig Ritson is working on his Glider Commercial license which will allow him to fly commercial flights for Finger Lakes Soaring Club in the summer.



The RV7-A has moved to Gaines Valley airport. The next task is painting when the weather stays above 70 F

Craig flew the maiden flight of Tom Wasser's Sonex this past summer. Sweet flying airplane with around sixty hours on the Hobbs as of Dec 2019.



Tom built the 1st Quick Build Sonex which is powered by an AeroVee.

Earl Luce is getting closer to flying his Wittman Tailwind with its stretched fuselage. Side projects including welding a hanger door and covering a set of Super Cub Wings have slowed down progress.

Jim Martin spent many hours working on the late Jeff Paris's Zenith getting her back in the air. It was bitter sweet seeing her run without Jeff at the controls.



N196ZP is back in the air with a new owner. Look for her in the North East.

Jim is working on the Europa. It was converted from a mono wheel to tri-gear but not flown in that configuration. The Europa is on the market. Anyone looking for a fantastic aircraft reach out to Jim for details.

Chapter 44 Monthly Activities

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

Sport Aviation Center

44 Eisenhauer Dr. 14420
Brockport's Ledgesdale Airpark (7G0)

Baby Ace Restoration Team

Every Wednesday 6-9 PM

History Committee

1st Saturday, 10 AM

Flight Simulator Group

4th Thursday, 5:30 – 8 PM

Board Meetings

2nd Tuesday 7 PM

General Meetings

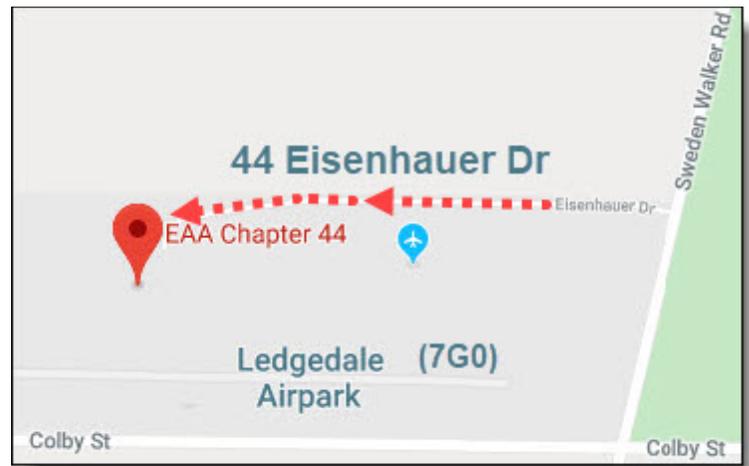
3rd Tuesday \$5 Dinner 6:30 PM, Mtg. 7:30-9

VMC Club

4th Monday 6:30-8 PM

SAC Work Days

2nd Saturday, 10 AM



South African pilot ATC Story

I called the tower by mobile phone from the cockpit, told ATC we have electrical failure and no radio. ATC said "no problem, let's work with what you have. Here is my mobile number, we'll bring you in by text messages", and he did.

AVCOM.CO.ZA

The **'Bottle Queen'** is asking that you please keep the bottles and cans coming.

Flying to Oshkosh continued



ADS-B-IN Screenshot departing Oshkosh

This image was taken within minutes of departing runway 18R. Black is beware, orange is lookout, red was our aircraft. Aircraft depart Airventure within seconds of each other.



Robert standing under the Arch

I always visit this ionic arch welcoming international visitors at least once. The South African flag is the fourth flag from the left.

GA Parking

We parked here for two days. The GA camping parking was limited due to earlier heavy rains. I moved to camping parking by flying the Fisk arrival later in the week. Taxing from once area to another was not permitted.



Seaplane Base

We visited the base to look at different sea-planes. The shade, scenery and laid-back atmosphere was a welcomed break.

There is a small fee charged for the bus trip from the KOSH.



Robert and PLANE SAVERS Host Mikey McBryan

[Mikey](#) flew in a DC-3 restored by his team for D-Day anniversary to Oshkosh. He manages an interesting aviation YouTube Channel

Home for four days

We pitched our tents amongst a group of 170 South Africans. The camp was well organized with prepared breakfast, dinner. Adult beverages were sold at their bar in the evenings.



Vans RV-5

Designed in the mid-1970s as an investigatory, conceptual design intended to — among other things — address the fuel crisis at the time.

Weighing just 315 pounds including the engine and is unique compared to Van's commercial line of aircraft due to its mid-wing configuration.





F35 Lightning II

F-35 Luke AFB, AZ. The F-35 is referred to as a 5th Generation fighter, combining advanced stealth capabilities with fighter aircraft speed and agility, fully-fused sensor information, network-enabled operations and advanced logistics and sustainment.

Freedom Fox

[Trent Palmer](#) is one of the Flying Cowboys based out of Reno Nevada who can be followed on YouTube. The "Freedom Fox" is a Series 5 Kitfox STI. The "STI" stands for STOL Inspired, which is Kitfox Aircraft's "short take-off and landing" specific wing and landing gear package.



Draco Stol Wilga

Powered by a 680-shaft horsepower PT-6. Mike can be off the ground in about 120 feet, pitch to 30 degrees and maintain 4,000 feet per min. He designed a completely new airfoil that dropped the stall speed about 20 mph to about 37 mph. Unfortunately, this aircraft was destroyed in a takeoff accident at Reno in Sep 2019 [It will be rebuilt.](#)





XP-82 Twin Mustang

The only airworthy XP-82 in the world which took Tom Reilly's team took a decade to restore. The XP-82 was the last American piston-engine fighter ordered into production by the United States Air Force, designed to escort Boeing B-29 Superfortress bombers on missions exceeding 2,000 miles.

YAK 110

The YAK-110 is the result of repurposing two YAK 55 aircraft and adding a CJ610 jet engine in the middle, leading to a stunningly powerful aerobatic flyer.

Flown by renowned Airshow pilot, Jeff Boerboon.



Sonex Factory Tour

We joined former EAA 44 member Mark Schaible for a tour of the Sonex aircraft factory. We were shown the full line of products plus the R&D office and warehouses. Mark answered many questions from current and potential customers. Hard to believe my Sonex first flew 10 years ago.

