

2021 Dues Information

A renewal form will be sent to your house for your 2021 Chapter 44 dues. You will be receiving it from January 2, 2021 on. Please fill and return to Gail to update our files. A return envelope will be provided.

FAA Reviewing COVID Vaccine - AVweb Russ Niles

The FAA says it hasn't yet determined whether pilots will be able to get vaccinated against COVID-19 and keep their medicals. In a statement issued to AVweb late Sunday, the agency said it's waiting for the outcome of an FDA committee meeting on an emergency approval for a vaccine developed by Pfizer. The meeting is



scheduled for Dec. 8-10 in Washington. "The FAA is closely monitoring the active vaccine trials and awaiting the outcome of the Vaccines and Related Biological Products Advisory Committee's scheduled meeting next week ..." the agency said in an email to AVweb. "While the agency has made no final decisions, we are prepared to evaluate the use of each vaccine by medical certificate holders as soon as an emergency-use authorization is issued."

December Mystery Plane



This aircraft must rank in the top 3 of the ugliest to be manufactured. Details are on page 5.

VP Corner ADSB – Frank Grossmann

My Cherokee annual inspection is coming up soon and it is still not ADSB compliant. Previous to the ADSB requirement I thought it would be a huge inconvenience as I would have to avoid areas such as, Class B Airports, airports with a Class C veil, which is slightly bigger than Class B, and not fly above 10,000 feet and Class A.

Now some of these are not a problem for me as I do not need to fly in Class A airspace or the Gulf of Mexico. My plane cannot fly that high and the gulf is not an area I get to often. However, other areas I fly to frequently, such as Charlotte, NC, which has a class B airspace, and is between Genesee County Airport and my daughter in Columbia SC.

NYC is a frequent stop for me, and it also has that nasty Class B!!! Class B airspaces are not that nasty, but they do scare a lot of pilots away. The only intimidating Class B flight for me was Linden NJ (KLDJ). It is possible to fly into there without talking to the controllers as it lies underneath the Class B veil. My first time flying there I thought I would be polite. So, it's 5 miles from Newark International, how hard could it be?

After tuning to the approach frequency, the air traffic controller was talking so fast and to so many different planes and pilots that I couldn't pay attention to anything but listen intently for my tail number. It probably would have been safer to do it without ATC! Now, I'm on the downwind leg for my landing and there is a full-size jumbo jet which is probably 1 mile away but looked like it was 500 feet from me! I had never had one that close before.

In the end, it was an uneventful and straightforward flight and the controller did a great job working my small plane into her busy airspace. I made that flight under ATC control but without going into Class B. To do that you have to go low and I mean extremely low!

Anyway, back to the subject, no ADSB for me so no Linden, NJ, and I must fly around Charlotte's Class B. Not a bad trade-off. Not having the ADSB has not been a large inconvenience I thought it would be, but I'll probably upgrade for the safety aspect; however, it's not a bad trade-off if you want to avoid a multi-thousand-dollar upgrade!!!

My aviation journey by Ivan Mofardin

I first became interested in flying in 2012 when my family took a trip to South Carolina. The atmosphere at the airport was unlike anywhere I've ever been before. Watching the people excitedly preparing for a journey, the planes coming and going to the gates, and then that first exhilarating take off got me hooked on air travel. Several years later while skiing with family we met up with a friend of my father. He was telling us all about



Cessna 172

his brother that flies a private jet for the owner of Jackson Hole Ski Resort. Intrigued, I asked how he got that job. His brother started flying courier flights in small planes and eventually for Wegmans. We saw this friend a few more times and he always had a story about his brother. At this point, I was certain that this would be a great career for me. In the Spring I told my parents that I wanted to fly, and they scheduled an introductory flight at Rochester Air Center after which I decided to continue taking lessons in the Cessna 172. The first lessons went really well but because of my age at the time (15). My instructor suggested I put powered lessons on hold and take gliding lessons over the summer. I joined the Finger Lakes Soaring Club junior program at the end of June taking lessons in a Schweizer SGS 2-33. I soloed on the last day of the season after logging 6.5 hours.

I resumed powered lessons with a new instructor the following spring and flew my first solo on September 11 with 23hrs of flight training. Shortly after I flew a cross country solo. I have also continued with gliding, earning several badges and getting endorsed in different gliders. I just recently passed my FAA private glider exam and am currently studying for the private pilot exam. I think the most difficult part of flying gliders is finding and staying in thermals to gain lift. For powered flying, the landings have been a challenge. Overall, I would say powered flying is more difficult as trying to manage a cockpit whilst flying and communicating is more difficult than anything I've had to do regarding aviation. Another difference is the stress level flying a glider feels more like a sport even outside of competitions. The challenge is to stay up if you can and get as high as you can. Flying powered planes on the other hand, I feel calmer despite the noise of the engine because the goal is usually to go from point A to B.



Schweizer SGS 2-33

that even more difficult. I wish the school would promote careers in aviation and the trades in general. I never realized that flying was even a possibility or that it could be affordable. For me everything happened at once. My interest was sparked by our family friend. I had my intro flight at RAC, and I signed up for the Aviation Career Exploring seminars at the EAA44 within a few months. With no background experience. I started flying less than two years ago and I'm well on my way to getting my private and glider licenses next spring. I believe anyone with commitment and common sense can do the same. People in the local aviation community have played a vital role in my success.

Joining EAA44 at the start of my training was one of the best things I did. Everyone has been friendly and supportive. It is a great organization and I believe it gave me an advantage. Although I only had time to go to one Young Eagles event, it was a lot of fun meeting people and I hope to be involved in future events.



Schweizer SGS 1-26

My goals regarding aviation are to become an instructor both for glider and powered, learn aerobatics, and eventually settle in a career possibly flying commercial cargo planes. In the meantime, I would like to get more involved with the EAA. I wish more kids would get involved as well but current circumstances have made



About to Take off in the Schleicher ASK 21

Old Goat's Musings by Art Thieme

From a book I'm reading: "Pops can fly an airplane, but he can't operate a smart phone." That's me.

Here is one vote for the most beautiful airliner: Lockheed Constellation. The long-tapered fuselage with the triple tail is beautiful on the ground and in the air. This was the first aircraft officially designated as Air Force One. It was named Columbine and was the personal transport of President Dwight Eisenhower. Unlike today's Air Force One, the Constellation could not hold the President's staff. It had a scant 16 seats. One flew into Rochester years ago and I raced over to the airport to take pictures. Some of my other favorite non-jet airplanes are: the China Clipper, DC-3, and the PBY. Your list?



China Clipper

If I still had the Champ or miniMAX, I would like to join the Piseco fly out as described by Craig Ritson. Reading about it and seeing the pictures and video gave me the "want to" feeling. With the Champ, the other planes would have to fly on the verge of stalling or give me a head start. A problem with formation flying is that you have to watch the other planes and can't look at the scenery. Vet Thomas and I flew a loose formation to the Geneseo Air Show where we were able to fly in the 'around-the-field' flyby.

While traveling around the country, I always



Lockheed Constellation

carried sectional maps to locate airports in the area. Daughter Amy is a professor at Eastern Kentucky University and lives in Berea, KY. While there, I located an airport and visited there to stop in. Two men were pulling a plane out of a hangar, so I wandered over to make casual airplane talk. One of them asked, "Do you want to go on a flight?" Of course, I did. It was a low wing homebuilt. We get to altitude and he asked, "Do you want to do a roll?" Yes, and he rolled the plane nicely. I think about it now. I didn't know the pilot or what kind of flyer he was. Didn't know about the plane. That was kind of stupid of me to do that, wasn't it? Never go flying with a pilot who says, "Watch this."



PBY – Copyright Peter Williamson

See all things around you and on the road. Who decided we needed them? Who designed them? Who manufactured



DC3 – Copyright Plane Spot New Zealand

them? Installed them? What did it take to put in the road, signs, lights, etc? So many people smarter than I am. Thank goodness.

Do we really look that bad? Selfie pictures of pilots in the cockpit wearing headphones, sunglasses and hats sure don't make us look good; but, we still take those pictures.

Japanese saying: Meeting is the beginning of parting.

Happy Holidays. Stay healthy.

Old Goat, out

Scaled Composite Raptor by Peter Garrison

In 1992, Burt Rutans, Scaled Composites company built a radio-controlled UAV intended for 48-hour flights at 65,000 feet. Called Quiver (it was later changed to Raptor, for “Responsive Aircraft Program for Theater Operations”), it had a wingspan of 66 feet and an 80 hp Rotax engine. Scaled also home-brewed the autopilot, and there was some uncertainty about how it might behave before its rates and gains had been properly adjusted. In order to avoid losing the prototype on its first flight, Burt Rutan came up with the idea of providing it with a human safety pilot who could take over in case something went wrong.

Now, the Quiver was designed to carry a 150-pound payload, including a couple of underwing anti-missile missiles, but its skinny fuselage did not have a cockpit, or even room for one. Rutan solved the problem with his customary ingenuity and sublime indifference to human comfort. A backrest and safety belts — but no



Riding on the Raptor



Mike Melvill preparing for a flight with Ski goggles and a parachute

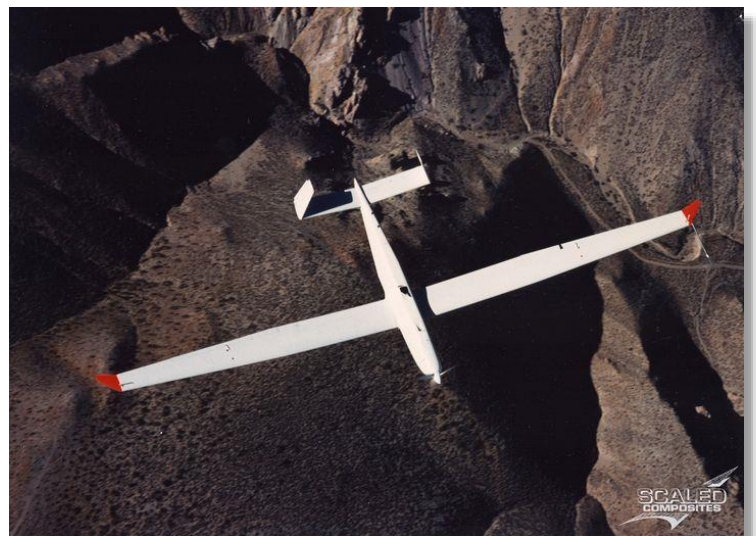
windshield — were added on top of the fuselage, along with makeshift links to the primary flight controls. Test pilots Mike Melvill and Doug Shane, the latter now Scaled’s CEO, climbed into the makeshift saddle for the first flights.

Shane later described flying in the open air, astride the airplane and behind the beating propeller, as “a new and unwelcome experience.” Landings were particularly harrowing. Melvill recalled “how hard it was to let [the remote pilot] land and not grab the controls.”

Raptor ultimately met the goals of the program and was transferred to NASA under the ERAST program, where it functioned as a high-altitude test bed. Upon completion of that research, Raptor was donated to the Edwards Air Force Base Museum.



D-1 wreckage after crashing on its 19th flight due to servo failure



Raptor’s 17th flight – and first unmanned! During its first 16 flights, Raptor had a pilot sitting astride it ready to grab the controls as a safety measure, and its 17th flight was the first flight as a true UAV

Mystery Aircraft - Transavia PL-12 Airtruk

The PL-11 was developed as a replacement for the de Havilland Tiger Moth for the New Zealand crop spraying market by Luigi Pellarini. The prototype cockpit was made from a war surplus Harvard (T-6). The PL-11 did not go into production mainly because of financial problems, after the first two examples crashed during trials.



A shortage of Harvard parts led to the type being redesigned as the PL-12 Airtruk by the Transavia Corporation in Australia. 118 were produced between 1965 and 1985.

A demonstrator was fitted with a fuel tank in the hopper and flown 220 hours covering 18,000 miles to South Africa via Thailand and India to promote the aircraft to the international market.

The PL-12 Airtruk was a fully aerobatic machine with a limited load and could be safely spun with a full load in the hopper.

Deliveries of production aircraft began in December 1966. The separate tails allowed

loading vehicles to approach between the booms for loading, there being 11 feet 6 inches between the tails, the twin tails staying clear of the spread of chemicals.

Aircraft supplied to Thailand, which were spraying corrosive chemicals for treating oil palms, had stainless steel hoppers. For spraying the aircraft had an engine-driven constant-speed pump.

Several examples of this version were supplied to Thailand where they were used in the counter-insurgency role, being fitted with standard weapon mounts that could take rocket launchers or machine-guns, or both. This version became known unofficially as the Bushranger. A further development mooted at one stage featured remotely controlled, rearward-facing, twin machine-guns to provide suppressive fire following a strike.



PL-12 Airtruk – Copyright David C.Eyre

BABY ACE's "MOMS" By Whitebeard the Pilot

During 2020 each Wednesday evening revealed the volunteer group restoring N75H at Chapter 44 – Bob, Jim, Pete, Vet, and Earl were most often there as well as Tyler, Elio and Dhruva, our students.

But, also present were our feminine side of the BART team – Tammy (44 Secretary), Clara and Shilpa – the students' moms. Together, with our chapter treasurer Gail (and husband Jerry), they furnished support by supplying transportation for the students.

At times, our active women do their own homework like computer tasks, writing, etc. to fill their inactive time at the chapter.

Most often, when teamwork was required to relocate large assemblies, as well as drilling, sanding, varnishing and bolting operations, the gals are on the job working with the students. How many of you "solo builders" have needed the wife for help?

Let us salute these women for their efforts in our projects or are you a "I know you need help dear but your milk and cookies are in the kitchen; I'm going to bed." It's not hard to be a "wrench wench."

The Whitebeard supports these feminine treasures.



Chuck Yeager Dead At 97

The world learned the sad news that legendary test pilot Gen. Chuck Yeager died December 7th, the anniversary of the Pearl Harbor attack.

Flying the North American's P-51 Mustang in World War II and blessed with exceptional 20/10 vision, Yeager had eyes that could "see forever" and superb piloting skills. He shot down 13 German planes on 64 missions for 270 hours, including five on a single mission.

After the war he was a test pilot who accumulated more than 19,000 hours. He was first person on earth to break the speed of sound on Oct 14th, 1947 at an altitude of 43,000 feet in the rocket powered Bell XS-1. He claimed his favorite aircraft was the F-15

He joked that during his career he has had "five more takeoffs than landings". Chuck flew 341 types of military planes, but never owned an aircraft.



Chuck Yeager at Oshkosh 2007 (Photo by Craig Ritson)



The Bell XS-1 was manufactured in Buffalo NY.

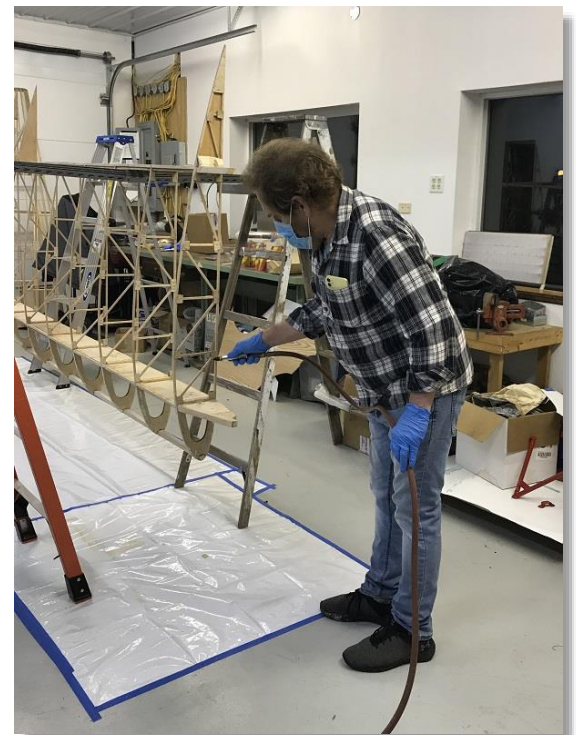
"The Right Stuff" is a must watch film documenting his exploits.

BART Update by Bob Nelligan-Barrett

As I mentioned last month, we received a donation of a Rag Wing Ultra-Piet project. I recently put an ad on a Facebook Ultralight group and within two hours of posting, a buyer's money (our full asking price) was in the Chapter PayPal account. Apparently, he has started a U-P project but sees an already built plane a faster way into the sky. Works for me. Hopefully he will pick it up before the snow flies. As per the previous owner's wishes, the proceeds will go to the Baby Ace fund. Thanks to Earl Luce for the lead, the Board for accepting the donation, Kyle and Tyler Mullen for the use of their truck and trailer to help retrieve it, Rick Tandy and his son Rick Tandy for storing it for us, and Tag Williams and his son Tag Williams for buying it and coming from OHIO to pick it up. It takes a village... Here's a pic of the Piet.

Progress on the Baby Ace wing is going slowly with the pandemic and the holidays. We have swapped the location of the fuselage and the wing. The wing is in the shop being varnished and the fuselage is in the Great Room being prepped for test assembly of the aircraft. The pic below answers the unasked question, "How many BARTS does it take to varnish an aileron. All of them."

Happy holidays to all of you. Stay safe during these challenging times and we will see you all next year.



Bob prepping the wing for varnish

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Member News

Jim Martin

Jim in true EAA style responded for a request for help from local RV7-A builder John DiMartino. John needed help to hang an engine.



Lycoming O-360 mounted on the RV

In a few hours the new fuel-injected 180hp Lycoming was mounted. John keeps his trike in the main hangar at Ledgesdale and is looking forward to flying the RV.

Once the 40 hours are flown off John will fly this bird to Reno, Nevada where he is planning on retiring after a long and distinguished career as a correction officer.

Jim Gooding

Jim is a member of the BART group. He took a short break varnishing BARTS wing to pose for this picture taken by Gail Isaac.

In a future newsletter look out for an article on Jim's Porterfield he owned for 42 years. In that timespan he covered it 4 times, the first using grade A cotton. Jim flew the aircraft twice to Oshkosh and the Blakesburg antique airshow.

Jim enjoys sharing aviation stories and teaching how to maintain aircraft with the younger generation.



Jim masked and gloved up

Marion the Librarian

Your Chapter Librarian has been active on other fronts cleaning out our Library of duplicate and out of date books that have been donated to us. These are stacked in the Board Room and are free for the taking. If you are interested in expanding your library, or looking for some inexpensive Christmas gifts, we have them here. Stop by the SAC anytime good for you and look through them. Take what you want. Gloves will be nearby. Please use them to keep us safe from your COVID cooties.

Please send member news or articles to newsletter@eaa44.org.

Chapter 44 Monthly Activities

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

Check the [website](#) for scheduled activities already there

Sport Aviation Center

44 Eisenhower Dr. 14420

Brockport's Ledgedale Airpark (7G0)



Chuck Yeager and the Bell XS-1 which he named " Glamorous Glennis" in tribute to his wife

Hi Folks,

Our holiday season is only a few short weeks ahead of us. In these pandemic times, when we are supposed to be avoiding unnecessary trips to stores, Chapter 44 is once again offering you or your friends an opportunity to honor you, someone you admire, a spouse who has supported your aviation pursuits or perhaps a departed friend, by making a donation that will benefit EAA Chapter 44 instead of them giving you a tie or scarf you won't wear, or a fruit cake you'll never eat.

I take great pride in the donations my family members make to honor me each year. EAA Chapter 44 includes a collectible card announcing the donation that can either be mailed directly to the recipient or sent to you to be personally delivered.

Attached to this email you'll find a donation form and a cover letter that you can send to your friends and family. Time is running short so please forward those attachments ASAP.

I hope all of you are staying safe and will be around when this miserable virus is behind us at some point in 2021 and we can once again enjoy 'face to face' events.

Best regards,
Phil Hazen
EAA Chapter 44



Dear Chapter Members and Friends of EAA Chapter 44,

If your friends and loved ones need a suggestion of what to get you for the holidays, please ask them to consider making a donation to EAA Chapter 44 in your honor.

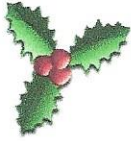
Donations can be used toward general operating funds to help maintain the Sport Aviation Center and our many educational programs, the BART project or specifically designated to our building expansion hangar fund.

No donation is too small!

Donations are 100 percent tax deductible if the donor itemizes deductions.

Please show the following letter to friends and family members wishing to give you a gift. A special holiday card will be sent to the honoree and a receipt will be sent to the donor.





Dear Friends and Family,

If you wish to give me a special gift this holiday season please consider making a donation in my name to

The Experimental Aircraft Association Chapter 44

EAA44 is a tax exempt 501(c)(3) organization of aircraft builders and aviation enthusiasts in the Western NY region dedicated to promoting aviation and encouraging participation in aviation, education, advocacy and youth outreach programs. We promote flying with high standards of safety in an environment that supports freedom, safety, family and personal fulfillment.

When a donation is received:

- A gift card can be sent either to the donor to be gifted personally or directly to the person your donation honors.
- A receipt will be sent to the **donor** indicating the date and amount donated.

This holiday card will let the person you are honoring know that you have made a donation in their name to help realize the EAA dream. You may have us include a personal note if you so choose. Please include it in the space below or attach a separate sheet.

Donations can be used toward general operating funds to help maintain the Sport Aviation Center and our many educational programs, our aircraft building project of the BABY ACE (The BART), or specifically designated to our building expansion capital campaign. Please check the box stating how you want the money used.

For more information about our chapter please visit our website: www.eaa44.org

Please use this handy form to mail your donations directly to our Treasurer at:

EAA Chapter 44
c/o Gail Isaac, Treasurer
6 Clearview Dr.
Spencerport, New York, 14559

Enclosed is my check payable to: EAA Chapter 44 as a tax-deductible gift of \$ _____

Please choose one : Use For GENERAL FUND [] BUILDING FUND [] THE BART []

Name of Honoree: _____

Address : _____

City State Zip: _____

Name of Donor: _____

Address: _____

City State Zip: _____

***** Mail the holiday card to: [] Donor [] Honoree *****

***** Note any special message you would like written in card:

EAA Chapter 44 is a 501(c)3 educational organization registered with the United States Internal Revenue Service and New York State. We are dedicated to the promotion of aviation activities, and the preservation of our aviation heritage.