



The Flyer

Volume 42, Issue 8

Experimental Aircraft Association Chapter 44

August 2010

SPORT AVIATION CENTER UPDATE

by Norm Isler

It's been a busy month for EAA 44, and as a result of getting ready for our fly-in breakfast, Oshkosh and other activities, we haven't seen as much activity around the SAC as usual. But there has been progress! Folks have been busy outside, continuing to cut grass and generally clean up the grounds. A major objective to be dealt with as soon as possible is to repair the "scar" left by trenching for our drain line. Now that the ground has had a chance to settle, we need a good number of people to help remove stone and rake out fill /top soil to smooth over the surface and spread grass seed.

We finally have a number, (\$), from National Grid, and are awaiting the invoice so we can move forward on electric service to the SAC. Once we "pay it forward", we will acquire the appropriate equipment to dig the trench approximately 880 feet along side of the road and spread sand in the trench to prepare for National Grid's crew to lay cable in the trench. Then we get to refill the trench! No one said progress would be easy! We still expect to have the lights on by fall.

As we move forward, we will be "pushing" to accomplish as much as we possibly can before the weather turns against us. Our main objectives are the specific items necessary to get our certificate of occupancy. Electric. Water service. Plumbing fixtures for the required bathrooms and heat for areas serviced with water. Code also requires that we have lighted exit signs in four locations and a few other details. In the interest of moving in, these are the items that will get our full attention over the next few weeks inside the building. At the same time, we need to get the

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PANCAKE BREAKFAST AT LEDGEDALE THIS SUNDAY AUG 15!

Tell all your friends and relatives. Gail (aka the Pancake Princess) has a yummy menu for you to start your day. Come between 8 and noon and we will fill you up for \$6.50. We were blessed with a great day last year and hopefully all the former pilots "up there" are talking to the Master weather maker for another great day this year. If not, no matter, food and friends will be abundant and good! We will be in the big hangar off Eisenhower Dr. like last year. Come one and all and see the progress we have made on the Sport Aviation Center. You will be surprised! Don't forget, you can come in on any mode of transportation that suits your fancy. See you there!

WHAT A TREAT!

by Norm Isler

While in Oshkosh this year, it was my great honor to receive one of three EAA Major Achievement Awards given this year. When I first arrived at the awards breakfast, Brenda from the Chapters office told me that they had reserved "only" ½ hour for my acceptance speech.



Norm receiving the EAA Major Achievement Award from Chapter Coordinator Brenda Anderson.

In fact, they kept the microphone well away from me throughout the entire ceremony, so I have typed up my 8 ½ pages of notes, and will deliver the speech on Tuesday, August 17 at our regular meeting. (I'm only kidding!)

Thank you one and all for nominating me and supporting me for this great honor.

SAC Update Con't.

grounds ready for winter. Picking up stone and smoothing out the grounds so we can easily mow grass and clean up in general.

There's plenty to do, and we look forward to making it fun when we get together to make progress. And don't forget that we seem to always enjoy a great meal together when we get together.

"See you at the SAC!"

LEDGEDALE FREQUENCIES

There has been a great deal of confusion lately about the correct radio frequency to use at Brockport's Ledgesdale Airpark for voice communication. Recently, the AFD and Sectional Chart both showed a change in frequency for the Common Traffic Advisory Frequency (CTAF).

According to the airport owners, there has been no change in frequencies requested or approved. The correct radio frequency for voice communication at Ledgesdale is still 122.7. The only correct use for 123.0 is to operate the field lights.

SCHOOL 34 YOUNG EAGLES SEND THANK YOU POSTERS

We have received our first artwork for the new SAC with the receipt of several Thank-You posters from the Young Eagles at School 34. The photos, original artwork, and text show the positive impact of these flights on the students. Thank you for your contribution!



VAN'S RV-12 DEMO RIDES AT EAA 44

by Bob Northrup

On October 8 & 9, Mitch Locke, the East Coast representative of Van's Aircraft will be visiting EAA Chapter 44 for an up close and personal look at the new RV-12, Van's version of the LSA. Mitch will give demo rides to anyone interested in building an RV-12 and do a presentation on the specifics of the aircraft.



We will also have a "traditional" EAA 44 cookout on Friday, Oct 8 at 7pm followed by Mitch's presentation.

If you are interested in one of the demo ride slots on Friday afternoon or Saturday morning, contact Bob Northrup at n714b@rochester.rr.com or call him at 585-507-1000. Scheduling slots will be filled on a first come, first serve basis. We will maintain a waiting list once the slots fill up. We have 14 available and they will fill up FAST, so get your request in soon.

And please note that with any flying activity like this, weather will be the deciding factor.

For more information on the RV-12, go to; <http://vansaircraft.com/public/rv-12int.htm>



Jeff Paris' Europa sees the light of day!

AIRVENTURE 2010

by Elise Isler

January ... Hmm, it's getting to be time to think about Oshkosh. Have you contacted anyone yet? All the rooms at the college are reserved. Reservations are starting to trickle in ... Plenty of time ...

May ... Hey! Are you going to Oshkosh? I've been trying to make arrangements. Who do you talk to? What do we need? How do you get there? Where do you stay? How do you get around? Did you go last year? You've gone HOW many times???? Let's plan to meet.

July... Only a few more weeks ... I guess it's time to think about packing. We definitely need shorts, tank tops, tees, better take jeans, sweat shirt . Oh, oh ... lots of rain this year .. extra shoes, ponchos ... hats ... probably packed way too much ...

Finally ... at the airport, through security, on our way! Good connections. Check in at the dorm. Set up... meet friends for dinner ... and the week begins.

What did you see today? "We saw it ALL"!!!! – This was the most fascinating response I heard this year – not once but twice! I was shocked. I don't think one can EVER see it all. In the thirteen consecutive years I have been attending EAA Oshkosh/AirVenture – I think the most remarkable thing I have seen is how it has grown! There are new innovations every year. Some of the aviation experiments develop and return – others present and then disappear, but what never ceases to amaze me is that individuals as well as companies create phenomenal flying machines!

The development continues: commercial, jets, amphibians, rotorcraft, many varieties of homebuilts and kits, auto engine powered, traditional engines, gliders, ultralights, restoration of vintage craft, light sportcraft , and now even electric powered aircraft! Amazing!

My first real introduction to general aviation was at an air show in Batavia. My husband took me and the girls on an "outing". I had an opportunity to fly in a private airplane once before that – but never took the flight. I really had no idea what I was missing. I often ask myself why I am so interested. I know the first reason is because it is a passion of my husband and I want to understand it as well as share it with him. However, I think what really got my attention is the beauty. I can watch birds fly and just think how amazing it is and then to watch machines fly .. WOW.

My favorite part of an air show is seeing planes fly in formation. There is a sense of order and coordination. My favorite airplane however, is the Gee Bee racer. I was lucky enough to see the reproduction flown several years before it went into retirement. The speed and agility as well as the skill of the pilot (Delmar Benjamin) was amazing! I realized this year that although they serve(d) a definite and much needed purpose, I am not attracted to the larger planes. The DC3's are amazing in there own right – as is the Ford Tri-motor – but not my favorite.

I could go on and on as most of you know, but this is not the only thing to do at AirVenture.

I had been doing a lot of people watching this year. Ironically enough so was one of the people I was with. We had a short conversation on this. Sometimes we just wondered why or how. The most striking, at times, were those who could barely get around – needing the use of motorized chairs or canes. Many were elderly – and yet still got around in the hot sun and through the crowds.

Here were families: many couples, many with children of all ages. I spoke with one teenager who was with his father and grandfather and he had no interest in aviation, science or even technology. His father mentioned that he

Continued on next page.

Airventure 2010 Con't

was hoping his son would consider joining the Air Force and maybe land a job as a pilot. The son did not seem interested.

There were people from all over the world. While visiting the campgrounds (seeing friends and having a wonderful meal), I noticed about twenty tents – all the same. “Oh! Those are the South Africans”, our hosts said. They pay to have their equipment stored and have use of a brick structure while they are here. They have a group come every year! There was also a report that the Aussies and New Zealanders came in together on a 747. On International Visitors’ Parade day many Brazilian’s were sporting their matching tee shirts.

There were also many teenagers, some in cadet uniforms, some volunteering all over, some just checking out exhibits. We had the occasion to hear two 17 year olds announce the exciting news that they had just received their private pilot’s license - one on his 17th birthday. The other had the opportunity to take his siblings on Young Eagles flights after he had had the opportunity to have his Young Eagle flight with Jeff Skiles. Another young teenager, a former Young Eagle, had just had the opportunity to have **her** solo flight! There was such excitement it was contagious.

One of the people in our group doesn’t fly. He has no intention of flying and yet he was so excited to meet with Burt Rutan and hear him speak as well as several other authors of books he has read. While traveling on the bus I met another man who is not really interested in flying but was in Oshkosh for his third time. He originally came out with his father, a veteran, and now just enjoys it all.

Then there was trying to meet with friends ... those who traveled with us on this trip, those whom we had met years before and friends from other EAA Chapters. We also have gotten to know many people involved with running AirVenture and were lucky enough to meet up with them. We were at a dinner and a breakfast which allowed us

to hear Jeff Skiles, “Sully” Sullenberger, Tom Poberezny and the soon to be new president of EAA, Rod Hightower. These people were among the many that were recognized as “ordinary people doing extraordinary things.” I am proud to say that my friend and husband, Norm Isler was among the people to be honored. I am also proud of and would like to thank the many friends sitting with us who came to support Norm, also for the many phone calls and acknowledgements.

I know Norm introduced me to general aviation and I am looking forward to continuing my experiences. In fact, while talking with a female friend about getting together a “pinch hitter’s” class to learn more, I was approached by another woman who told me “Honey, don’t do that! You really need to learn to fly.... I was 66 years old when I get my pilot’s license and I am still flying” (at age 82). The story continues from there and is one I will remember for years ahead.

I know my memoirs hold much more – but what keeps me going back to Oshkosh? .. Difficult to say – but the experience is like no other. I do have to admit however, it is sharing my husband’s passion as he shares it with others that makes the trip really rewarding!



Friends and family celebrating Norm’s Major Achievement Award with him.

Seated Jim Haley, Linda Gryn
Standing left to right - EAA Chapter Coordinator Brenda Anderson, Cut-out “Tom Poberezny”, Drew Mugno, Emil Csedrik, Mike Clayton, Elise Isler, Norm Isler, Lizzie King, Bill King (president EAA 46 - Buffalo) Carol Bouwens, Carl Bouwens, & Joe Charles.

SPORT AVIATION CENTER - THEN (ONE YEAR AGO) & NOW

**BOTTLE QUEEN REPORT**

by Gail Issac

Hi all you wonderful drinkers!

You cannot believe what I did on vacation. I begged, picked up, and stole aluminum and plastic from everyone! Three weeks worth! The guys next to us on our second week drank like fish. They kept throwing cans in this big black bag on their deck and kept shaking it to settle them. Well, I could not stand it any more! I told them what I was doing and asked them for them but they were going to recycle them before they left. They were from Pa. so I could see no sense in that but I thanked them anyway. The day they left, I got out of bed to find that big bag and two other grocery bags on our deck!!!! I didn't even have a chance to thank

them. Theirs were worth \$25 just by themselves. At the end of the 3 weeks, I had taken in \$44.50! Do you believe it? Then I came home to many bags at the SAC and turned in another \$33.25!!! On the way home, I turned in \$21.25 that I still had in my car. You can do the addition. I was delirious and so were the girls at Wegmans when I made three trips in with 2 carts and kept them busy emptying the machines. What a hoot! The grand finale of all this to date has left us with only \$21.50 to pay off the grill!!!! After that, I am continuing on to pay Steve Z back for the metal for the plane train recovering. That is \$75.00.

So all you thirsty drinkers, keep going and so will I....on and on! :~)

DUFLO AIRPORT (NY10)

by Barb & Lincoln Wainright

Everywhere we go, we visit the local airports. A June weekend of camping at Whetstone Gulf was no exception. This state park was lovely, by the way, a shady glen tucked between the Tug Hill plateau and the Adirondack mountains. The near-by town of Lowville was hopping, its economy supported by huge dairy farms surrounding it. Link headed out of town on route 812 toward New Breman.

Duflo Airport was not the sleepy grass strip that I expected nor the abandoned field Link feared. The turf and asphalt runways were both well maintained. We had no trouble spotting the place, as there were modern hangers next to an older house and barn. As we pulled into the parking lot we were greeted by the owner, Jeff Duflo.

Jeff's last name is a remarkable coincidence. Mr. Duflo is a professional spray plane pilot who also designs and sells spray equipment. He is both the son and father of a spray plane pilot. When we arrived, his son and another employee were cleaning out the tanks after a spray run.

"Spray plane" means "crop duster" to me but Jeff's business is different. He sprays for insects that carry human pathogens, such as mosquitoes spreading West Nile virus, and those that cause widespread damage, such as tent caterpillars. And he is *busy*. His specialty and experience are so much in demand that he has worked all up and down the east coast of North and South America, often spraying densely populated areas at low altitude. The equipment he and his father designed creates a "micro mist" suited for this. He described spraying for mosquitoes in New York City, at night, at 150 feet AGL.

Jeff gave us a tour of the airport. He has two early Piper Aztecs modified for spraying and a third being cannibalized for parts. Spraying with a twin lets him cover territory much quicker than traditional crop dusters. The early Aztecs have short noses, improving the pilot's view, and weigh less than later models, allowing them to carry more chemical. A custom flat-panel GPS guides each spray run.

In his rare spare time Jeff is rebuilding a biplane. The paint shop contains a Skyhawk in process and a Stinson 108 awaits a rebuild. A Turbo Arrow IV stands ready for vacation trips to far-off places. He also has his father's first spray plane, a Super Cub with the chemical tanks now removed. In winter he puts it on skis.

My question, "Was this the plane you learned to fly in?" got a belly-laugh. No, he did not fly the Super Cub or any other tail-wheel aircraft until after he had his Commercial ticket, CFI, and A&P. He had a devil of a time with it on the first flight. His dad sat in the back seat chuckling the whole time. When Jeff finally got it back on the ground safely he asked "What is so damn funny?!" His father said he had the same trouble with it the first time he flew.

I couldn't help but tell the man how impressed I was by the successful aviation business he had built. When we told him a joke that we often repeat to each other, "How do you make a small fortune in aviation? You start with a big fortune," he seemed surprised by the punch line. He laughed and laughed.

Jeff is into a lot of things. The money he made racing snowmobiles professionally helped pay for his BS in entomology. He flies radio control planes and wants to get into model rocketry. A five-foot model rocket stood on the dining room table and a Segue sat just inside the barn door.

He said, "People know I get interested in things and they keep bringing me stuff."

If you want to know more about Jeff Duflo and his business, check this out: www.absolutelybusiness.com/wordpress/?p=1163. Or just fly up to visit his airport. He encouraged us to come back any time.

WINGS OF EAGLES AIRSHOW ATTRACTS UNIQUE AIRCRAFT

The Geneseo Airshow had two rarely seen aircraft. A DeHavilland Dragon Rapide (G-ADDD) and a Westland Lysander (2363).



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Chapter 44 is a 501(c)3 organization. Gifts of cash, securities or other property to EAA Chapter 44 in the interest of the Sport Aviation Center are welcome and fully tax deductible. Contact Dave Hurd for details.



**EAA 44 SPORT
AVIATION CENTER
Ledgedale Airpark 7G0**

REGIONAL CALENDAR

Sept. 2-6

NYS Festival of Balloons
Dansville Airport (KDSV)
<nysfob.com>

Sept. 11

EAA 486 RV Builders Forum
Fulton-Oswego County Airport (FZY),
<eaa486.org>

Sept 17-19

7th Annual Seaplane Homecoming
Keuka Lake, Hammondsport, NY
Glenn Curtiss Museum
<glenncurtissmuseum.org>

Visitors and local residents gather on Saturday to watch the parade of seaplanes fly over Keuka Lake and circle the Curtiss gravesite in the Pleasant Valley Cemetery. Seaplane rides will be given throughout the weekend at the lakefront.



It was SO hot at the Hendershot Fly-in Breakfast that props melted! ;-)



EAA 44 Calendar



Food, friends, & airplane parts.

Next General Meeting

Tues Aug 17, Dinner 6:30, Mtg. 7:30

**Please bring a dish to pass &
a chair to sit on.**

Where: Norm and Elises' Home
3631 Orleans-Monroe C.L. Rd., 14420

Program:

**Paul Roxin, local author, on
Women in WWII Aviation**

August

August 15 - **Pancake Breakfast at 7G0**
August 17 - General Meeting – see left
August 21- SAC Saturday Work Crew

September

Sept. 4- SAC Saturday Work Crew
September 14 - BoD Meeting
Sept. 18- SAC Saturday Work Crew
September 21 - General Meeting – TBD
**Guest Speaker Marcia Gitleman on
Blanche Stuart Scott**
September 25 - **EAA44/46 Young
Eagle Rally at Batavia GVQ**

October

October 2- SAC Saturday Work Crew
October 8/9 -**RV-12 Demo Rides,
Cookout Fri nite**
October 12 - BoD Meeting
October 16- SAC Saturday Work Crew
Oct. 19 - Gen. Mtg. – **Rob Williams
Vintage Aircraft Transatlantic Flight**

Board Meetings-

2nd Tuesday of the month
Norm and Elises' Home 7 PM
3631 Orleans-Monroe County
Line Rd., 14420

General Meetings-

3rd Tuesday of the month
Location TBA at <eaa44.org>

SAC Saturday Work Crews-

1st & 3rd Saturdays of the month
10 AM-3PM

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