

June 01, 2026



WNY AeroMail #113

IMPORTANT

Buffalo's Best?

There have been endless "discussions" as to what the term "Best" means in Aviation. The "Best" pilot - at what point in their career? The "Best" aircraft, based on what? Speed, range, payload, maneuverability, reliability, etc., etc. There is an ancient Aviation Adage of "Never fly the A-Model" of anything! There is a lot of truth to that as many aircraft were rushed into service while lacking evolutionary developments. Many enthusiasts will state the P-51 Mustang was far superior to the P-36 Hawk. However, where were the P-51's on December 7th 1941? It seems wars are fought not with what you WANT, but with what you have.

The great multifaceted Lockheed C-130 Hercules is widely accepted as the successor to this month's featured aircraft. It was not even a dream when the Curtiss C-46 Commando took to the skies in the in the late 1930's.



The true measure of "Best" is how well the device fills the role it is tasked with. There have been numerous tales of the Douglas C-47, aka DC-3, Skytrain, Dakota and Gooney Bird. The other Douglas product, the C-54 Skymaster gained fame during the Berlin Airlift and flew on for decades after. The Curtiss Commando was far superior to these far better recognized aircraft in some significant areas. The C-46 is a MUCH bigger aircraft than the C-47 which allowed it to carry significantly more cargo. The Commando could carry about 2-1/2 times the cargo weight of the C-47 and about double the volume. The C-46 just nudges out the C-54 in the cargo department but has a Service Ceiling that is about 2000 feet higher. This figure is not important unless you are in the mountains. The Commando operated regularly over "The Hump". This is the Himalayan Mountains of the China - Burma - India Theatre, aka CBI. When a multi-engine aircraft loses an engine generally it must descend to a lower altitude where lift and power increase. This is the engine out Service Ceiling which varies with aircraft weight and air density. I'm taking a moment while writing this on Memorial Day to consider the Flight Crews that discovered the mountains were higher than the Engine-out Service Ceiling.



The C-46 first flew a few years after the DC-3's first flight and another few years before the Military version C-47 took to the air. In wartime, money is available and advances take place rapidly. In wartime the goal is to "get there firstest with the

mostest" that rings true to this day. The first of these aircraft were powered by Wright Cyclone engine of 2600 cubic inches and dual vertical stabilizers. Later models went to the Pratt and Whitney variety with 2800 cubic inches. In an unusual twist early models had hydraulic boosted controls while later ones went to a Tab System that was lighter and required less maintenance. It may have expanded the Center of Gravity envelope as well. Students at Burgard VHS constructed a model of this that I currently possess. The school actually had a Commando in the early '50's as well. Ask me about it sometime...



So why do I rate the C-46 Commando as the most significant aircraft that had a connection to the Centennial Year of the Buffalo Airport? Even more so than the vaunted P-40 Warhawk? Logistics is important in wartime and commerce. Without fuel, parts, food, medical supplies and personnel other types of aircraft are worthless. The US Military had contracts with various carriers known as Logistics Air Command or LOGAIR. The C-46's formed the backbone but were later joined by other types of aircraft with Zantop Air Transport and others. There is a "Gate Guardian" at the Glenn H. Curtiss Museum in Hammondsport that was flown by a local pilot. I recall having wrenched on it as well. A local VFW/American Legion Post plans to displaying a propeller from a Curtiss Commando soon. I believe it is a fitting tribute to all of the people that built, flew or maintained this fine aircraft.

This aircraft provided service when needed at the expense of missing out on upgrades that would have added to its fame.



Operational Note:

Zantop had 115/145 (purple) fuel in the Main Tanks for Take-off and Cruise on Auxiliaries with 100/130 (green) fuel. Price difference can be significant when each engine is going through about 100 gallons per hour at Full Power!

Ron

***Reminder: June submissions for WNY AeroMail #114 due
06/28/26***

EVENT CALENDAR

June 2026

3rd. - **EAA Chapter 44** continues the **Baby Ace Restoration** sessions on every Wednesday from 6PM – 9PM at the **Sport Aviation Center** (aka “the SAC”). You are welcome to observe and pitch in! We plan to be able to taxi the Baby Ace by our Open House on June 6th!.

6th. - **EAA Chapter 44 Open House Fly-In** at the Sport Aviation Center, 44 Eisenhower Drive, Brockport, NY 14420 from 10AM – 4PM. This is located on the Ledgesdale Airpark (7G0) in Brockport, NY.

7th. – **Canandaigua Airport** fly-in / drive-in **Pancake Breakfast**. Please read the description below for the details.

10th. - **EAA Chapter 46 Open House** Meeting starts at 5:30 PM at Lancaster Airport (KBQR), 4343 Walden Ave, Lancaster, NY 14086. Expect hot dogs, hamburgers and lots of talk about airplanes and flying. Please read the description below for the details.

11th. - **EAA Ch44** and **Austin Hancock** presents “**How to Fly Lucy Gal**”. It is a warbird pilot’s ground school series derived from WWII-era training materials held at 7PM in the SAC (Sport Aviation Center of WNY, 44 Eisenhower Drive, Brockport NY 14420). This lecture presents **Fighter Transition Training** in the **P-51**.

11th. - **EAA Ch44 IMC/VMC** club meeting, 7PM – 8:30PM in the SAC (Sport Aviation Center of WNY, 44 Eisenhower Drive, Brockport NY 14420).

13th. – **Young Eagles** at 4PM at the EAA Ch44 SAC (Sport Aviation Center of WNY, 44 Eisenhower Drive, Brockport NY 14420).

16th. - **EAA Chapter 44 Chapter** meeting at the Sport Aviation Center, 44 Eisenhower Drive, Brockport, NY 14420 from 6:30PM – 9PM. This is located on the Ledgeale Airpark (7G0) in Brockport, NY.

18th. - **EAA Chapter 674** meets on the third Thursday of every month at 7 PM. Join us in the clubhouse of Gaines Valley Airport, 2501 Gaines Waterport Road, Albion, NY. See below for details. Jean Depatie, jdepatie@rochester.rr.com

The June 2026 Issue of the **Akron Flyer** by **Allen Kidder** will be soon available and includes many interesting people and airplanes that landed this month at Akron Jesson Field along with an article on the Republic XR-12 Rainbow and Mike Westphal's photos.

The June 2026 issue of **Vectors for Safety** by **Gene Benson** is now available with Old Pilot Tips episode #42 on dealing with an open cabin door, information on "Anchoring Bias" and a link to the latest edition of "Squawing Human". He continues presenting three of his Accident Analyses with graphic photos:

<https://www.vectorsforsafety.com/blog/vectors-for-safety-June-2026>

You may not be aware that Gene has 97 videos on his website for your viewing!

See: <https://www.youtube.com/@GeneBensonAviation/featured>

EAA Chapter 44 news: <https://chapters.eaa.org/ea44/newsletters>.

EAA Chapter 46 news: <https://chapters.eaa.org/ea46/newsletters>.

Here are some of EAA's Webinars scheduled for June:
<https://eaa.org/ea/news-and-publications/ea-webinars>

ATTACHMENTS / LINKS

WINGS AND WHEELS **PANCAKE** **BREAKFAST**

SUNDAY JUNE 07



Canandaigua Airport

Brickyard Rd - Canandaigua, New York

7:30am - 12:00pm

PANCAKES - EGGS - SAUSAGE
COFFEE - DONUTS - OJ - MILK

ADULTS
\$12⁰⁰

CHILDREN
UNDER 12
\$6⁰⁰

CHILDREN
UNDER 5
FREE

FLY-IN/DRIVE-IN

AIRPORT INFO:

Paved: 5500'

Unicom: 122.8

Fuel: 100LL

www.canandaiguaircenter.com

 Facebook: Canandaigua
Community Sailing

OPEN TO THE PUBLIC



FUNDRAISER EVENT



This event is a fundraiser for
Canandaigua Community Sailing
to raise money for our junior sailing and racing programs.

FIRST OF THE SEASON!!

EAA Chapter 46 Meeting – June 10, 2026

5:30 PM @ Lancaster Airport (BQR)

If you like airplanes, you really should join us for a free picnic dinner at Lancaster Airport in June.

EAA Chapter 46 will hold its annual Open House at Lancaster Airport, KBQR, 4343 Walden Ave, Lancaster NY 14086 on Wednesday June 10, 2026 at 5:30 PM. There will be hot dogs, hamburgers and other picnic foods for everyone to enjoy, and of course, lots of talk about airplanes and flying.

The purpose of the Open House is to introduce new members to the Chapter, introduce aviation to anyone thinking of becoming involved in aviation or in Chapter 46 in any way, and to make plans for Chapter 46's annual migration to Oshkosh to attend AirVenture.

The Open House is free and open to EAA members and their friends, families and anyone interested in aviation. Attendees are also welcome bring a dish to pass if so inclined, but it is not necessary.

Please note that as in past years, Chapter 46 will not have a July meeting because many members will be making plans or already be enroute to Oshkosh early to help set up the venue.

The meeting is located at Lancaster Airport, 4343 Walden Ave, Lancaster NY 14086.

Your Stories are Needed!

Anyone have any tales of aircraft, people, hangars or anything Aviation that you can share? If one of these was significant why not put a tribute together? Send your submissions to Magman366@gmail.com and Christopher.Koch@gmail.com

Unlimited Aviation

5502 NY 104, William Sodus, NY 14589

Unlimited Aviation in Sodus, NY, is your premier, one-stop flight training destination. Whether you're pursuing a CFI spin endorsement, flight review, upset recovery and spin training, aerobatics, instrument proficiency, or breathtaking helicopter tours and instruction — we've got you covered.

Our diverse fleet includes a Piper Cherokee 180 for instrument proficiency training, spin training or flight reviews; a Pitts S-2B for aerobatics, spin/upset & prevention/recovery, or just plain old fun; and an Enstrom helicopter (in partnership with BAC Helicopters) for rotorcraft training and scenic tours.

With over 11,000 hours, 25 years as a captain at the world's largest fractional operator, a regional aerobatic champion, formation-flying, and warbird experience, Don brings exceptional real-world expertise to every lesson. Having flown everything from experimental homebuilts and helicopters to long-range corporate jets, he delivers powerful, personalized training that is truly unique and transformative for each pilot he teaches.

Don Henry donphenry@gmail.com

<https://unlimitedaviation.org/contact>



Mark Mekker's Local Aviation Videos

<https://www.youtube.com/@PlaneFlyingCraziness>

Submit your videos here:
mmekker@easternstandardproductions.com



EAA Chapter 674 Upcoming Events

Our EAA meetings are usually at the GVA (Gains Valley Airport) club house. At times, it is at a member's home or hanger to show their project's progress. We also try to do technical demos like welding, riveting and such for our younger members.

President:	John Tower	585 283-1762
Treasurer:	Jean (John) Depatie	585 589-0358

<https://www.facebook.com/p/Gaines-Valley-Aviation-100069383616047/>



<https://niagaraaerospacemuseum.org/visit-the-museum/>

Open Saturday and Sunday 11-4PM and by appointment.

The Niagara Aerospace Museum, located to the left of the terminal at the Niagara Falls Airport, recently celebrated its 25th year documenting the incredible aviation and space history of Western New York, ranging from the rocket engine that lifted all twelve Apollo astronauts off the moon to the Bell X-1 that Chuck Yeager flew to break the sound barrier

WNY AeroMail issue #114

Please note that e-Mail **submissions** of any type for the next issue of WNY AeroMail must have "#114 " in the subject line. You do not need the quotation marks but you do need to have a space after the number 114. Send submissions by June 28th. to **Both** christopher.koch@gmail.com & magman366@gmail.com

Also: Clicking "reply" to this monthly copy of WNY AeroMail sends your response to a non-monitored e-Mail address. Please use our e-Mail addresses above.

Secondly, "for sale" ads will run for *three issues* maximum unless the ads are revised and updated.

Thanks, Chris



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LaserAce.online@gmail.com

You and your aircraft deserve so much better than markers and masking tape, and cracked or mismatched tags. Why not refresh your aircraft panel with a brand new set! We are a small business located in Alden, NY, specializing in custom laser engraving, offering many alternatives in various colored plastics and metal of any size any quantity at reasonable prices, with excellent customer service and quick turnaround.

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Connor Domoy - 585-201-3718

New LSA ruling investment opportunity

We are seeking seed money to launch a crowd funding program, or direct investment support to manufacture a game changing LSA (hybrid) 4 seat complex aircraft, Kit to certified. Designed for efficiency, performance, comfort, occupant safety (BRS), and low manufacturing cost. Scalable design for Drone applications and/or pressurized and larger non LSA future consideration. Current model has 9' wing span. Details are available after an NDA has been signed.

585-738-8264 Darrell Panike
darrellpanike@gmail.com

Modernization of Special Airworthiness Certification (MOSAIC)

Key Changes in the MOSAIC Rule:

- **Aircraft Capabilities:**
- **Increased Speed:** MOSAIC allows for higher maximum speeds for light-sport aircraft, potentially up to 250 knots.
- **More Complex Systems:** The rule permits more advanced systems, including retractable landing gear, constant-speed propellers, and various propulsion systems like electric and hybrid options.
- **Increased Size:** MOSAIC allows for aircraft with up to four seats, though sport pilots will still be limited to carrying one passenger, [according to the FAA](#).
- **Stall Speed:** The rule is based on a clean stall speed, with a likely cap between 54 and 63 knots.
- **Weight:** By permitting higher stall speeds, the proposal would bring aircraft weighing as much as 3,000 pounds within the LSA regulatory framework, says the FAA.
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- **Pilot Privileges:**
- **Potential for Simplified Medicals:** The MOSAIC rule may maintain sport pilot privileges, potentially allowing pilots to operate expanded LSA capabilities without a medical certificate, though this remains under review.
- **Endorsements:** Pilots may need specific endorsements for certain aircraft features or operations, like night flying or operating aircraft with more complex systems.

See: https://www.faa.gov/newsroom/MOSAIC_Final_Rule_Issuance.pdf

<https://www.eaa.org/ea/news-and-publications/ea-news-and-aviation-news/2025-10-30-as-mosaic-rule-kicks-in>

<https://planeandpilotmag.com/mosaic-briefing/>

Helpful Basic Med Links

<https://www.aopa.org/advocacy/pilots/medical/basicmed>

https://www.faa.gov/licenses_certificates/airmen_certification/basic_med/

Here is the form for your Doctor to complete:

https://www.faa.gov/documentLibrary/media/Form/FAA_Form_8700-2_.pdf

December 2024 changes made through the FAA Reauthorization Act of 2024:

- Pilots can carry up to six passengers, increasing the total number of occupants in the aircraft to seven
- Takeoff weight increased from 6,000 lbs. to 12,500 lbs.
- Pilot examiners can conduct flight checks in aircraft covered by BasicMed
- The duration of the comprehensive medical examination is determined using calendar months

Transport category rotorcraft certified to airworthiness standards under part 29 are **not** covered by BasicMed



Rainbow Air Tourism Center

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When was the last time you took your out-of-town guests on a helicopter tour of Niagara Falls? Take flight in the **new** Airbus H130 helicopters from the **new** home of Rainbow Air!

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<https://www.rainbowairinc.com/>
info@rainbowairinc.com

July 4th. Party



Once again, Bill & Debbie Papich will host a huge Old-Fashioned Family Friendly party at their home at 10192 Boston State Road, Boston, NY 14025. Bill & Debbie have asked me to send out an invitation to YOU.

July 4th. Festivities start about 2PM and finish by 11PM. There is a pond where kids (of all ages) can swing on the Tarzan rope and drop-in. Bill & Debbie hire a band for the day. There is a large variety of food & drinks. At sunset an absolutely incredible fireworks display with music concludes the day.

What to bring: Yourself + your Guests + your Children (younger kids will need Adult supervision near the pond). Folding chairs, cameras, sunscreen, hats and a sweater or blanket if it gets cool for the fireworks at dark. A dish to pass, - snacks, bottled water, salads, desserts, etc. A Pig Roast & fried chicken is already on the menu!

Antique/Classic cars, motorcycles, airplanes & other languages spoken here!

If you are arriving from the Buffalo area: Take Route 219 to the Rice Road exit, Turn LEFT, downshift and swoop down the hill – whee! Then turn RIGHT at the light onto Springville-Boston Road. The location is about 1.6 miles away on the right side, just past Fowlerville Road. Look for a lot of cars, vans, SUVs and trucks parked in front of the barn!

Ron Ciura's cell is 716-560-7205 and Bill Papich's cell is 716-949-6343.

I'm sure you will know many of the airplane folks enjoying the Party.

Hope to see you there!

Ron

ITEMS FOR LEASE, SALE OR WANTED

Wanted:

Ron Ciura is seeking a single Champion AY-4 (aka A-Y-4) Spark Plug for a vintage aircraft museum display. Does not need to be functional!



1947 PA-12 N98901 \$175,000





PA-18 Trim System, Gear, AOSS Suspension System
 31" Alaskan Bushwheels
 PA-18 Leading Edge, 101" Flaps, 18 Gallon Fuel Tanks
 Fuselage Modified, Sandblasted and Powder Coated
 Lycoming O320-A2B built by BJ's 2007 with 82"x41" McCauley Propeller
 Restoration completed in 2023 with EI CGR-30 Displays and Sport Aircraft Seats
 uAvionix AV-30, Garmin 760 GPS
 new Sutton Exhaust System, extended Baggage
 Seaplane Door, Float Fittings, F. Atlee Dodge Square Tail Feathers
 Call Larry @ 716-983-6872 and I can e-Mail all the Specifications

FOR SALE/RENT/RENT TO OWN

HANGAR AND SHARE AT CLARENCE AERODROME (D51)



A share in Clarence Aerodrome entitles the owner to one twenty-fifth ownership in the airport. In addition, the owner is entitled to buy or build a hangar which he owns separately from the ownership of the share.

This offer is for a combined share and hangar. The hangar is approximately 1,900 square feet, comprised of a 40' X 40' building and a 17' X 17' addition. It has water and electric service and a concrete floor. The door is electrically operated. The hangar is fully insulated and includes a 100,000 BTU oil fired furnace. It also has second floor storage.

Call: Bob Dispenza
(716) 291-8685

Have you always wanted to own an Airport?

Hamburg Airport and adjacent land will be listed For Sale soon, interested parties contact Rob Gannon at gannon@hamburgairport.us for details. This would be a great opportunity for a group of airplane owners!

FOR SALE

N11721

1972 Bellanca Citabria 7KCAB - \$65,000

TT: 7774.97 SMOH: 2002.37

Complete maintenance logbooks

Last annual 03/04/2025

Compressions: 1) 76 2) 76 3) 78 4) 78

All ADs complied with

Located in KGVQ, Batavia, NY
Engine: Lycoming IO-320-E2A 150HP
Inverted fuel-oil system
Wooden spars and fabric in great shape.
A well-loved airplane always hangared and taken care of by its only 3 owners.
Modifications:
-Schweizer tailhook system
-IFR
-uAvionix skyBeacon ADSB-Out
Reason for sale: lack of use
Ready for sale and ferry anywhere within the CONUS.
Tailwheel endorsement and insurance checkout training available.
For further information including photos,
please contact **Eloy** at 585 719 5988 or eyaguespaude@gmail.com or
<https://wingsandwheels.com/1972-bellanca-citabria-7kcab-towplane.html>



VREF Valuation Service

As you may know, VREF airplane valuations are no longer available to AOPA members. Little Bird Airways, LLC has recently purchased a VREF subscription. If you are in the market to buy or sell an aircraft and need guidance on its value, we can prepare a VREF report for you for a small fee. Please call Claudia at 716-796-1823.

Aries in Flight Ground School Services - My name is Elisabeth Tate. I am an Advanced Ground Instructor. I offer affordable lessons online via Zoom or in-person at Akron-Jesson FBO. Please visit my website for more information and contact information. <https://elisabethtate.wixsite.com/ariesinflight>

Wanted

Cherokees, 172s and other aircraft for sale **wanted**. Send details to Ron at Magman366@gmail.com who will relay to buyers.

Also, **Lycoming O-235C**, contact Ron Ciura: magman366@gmail.com

We Highly Recommend:

Visit Niagara Aerospace Museum's website: <https://niagaraaerospacemuseum.org/>

Do you periodically read "**Vectors for Safety**"? Join Gene Benson's mailing list: <https://www.genebenson.com/#join-my-mailing-list> Also check out his websites at <https://www.vectorsforsafety.com/> and <https://www.genebenson.com/>

If you don't receive the monthly **Akron Flyer** newsletter, contact Allen Kidder AllenKidder@Gmail.com and request to be placed on the subscription list or simply signup on the website: <https://www.akronairportny.com/newsletter-signup>

Akron Airport's website: <https://www.akronairportny.com/> and <https://www.airnav.com/airport/9G3>

Check out the National Warplane Museum in Geneseo, NY - <https://nationalwarplanemuseum.com/>

Wings Flights of Hope: <https://www.wingsflight.org>

Further info on abandoned Airfields: www.airfields-freeman.com

Jeff Brook's "My Fokker DVII Project" - <http://www.theaerodrome.com/forum/showthread.php?t=24887>

Mike Busch's Savvy Aviation: <https://www.savvyaviation.com/about-us/>

Notes from Ron Ciura (the Reporter):



We are looking for local aviation history and articles! Send them to Ron Ciura at Magman366@Gmail.com.

We all know that WNY has many unique Aircraft, Pilots & Stories. If you know of anything unique, please send it to Magman366@gmail.com

Some AeroMail points you should know:

- If you have a message you wish to have added to AeroMail then send it to me - the earlier the better.
- Advertisements will be posted for three issues unless you request an extension.
- If you wish to respond to any content, contact the content provider, not Ron Ciura!
- If you no longer wish to receive the "Aviation-Only Mail" please let me know why & I will subsequently remove you from the List.

Thanks,
Ron

“Flying is a hobby I participate in to prevent becoming wealthy!”

"A mile of highway gets you nowhere - A mile of runway gets you everywhere"



Production Editor: Christopher Koch christopher.koch@gmail.com