

October 01, 2026



WNY AeroMail #117

IMPORTANT

Seaplanes: Just Add Water!

While my brother Ron is in the hangar at Roswell for Major Repair/Alteration (FAA Form 337 required?), I have been invited to pen this month's topic for AeroMail.

I have always liked boats and a seaplane combines the attributes of a boat and an aircraft. I have been fortunate that I have flown and piloted several different seaplanes for flights on and off the water.

So, is a seaplane a boat that flies or an aircraft that floats? Well, if the hull of the aircraft is used for flotation, as in a Lake Amphibian or a Mallard or MARS, it is considered a Flying Boat. If the aircraft has floats installed in lieu of an undercarriage, as in a Cessna 185 or Piper J-3, then it is a Floatplane.

Here are some of my personal experiences with these aircraft:



Cessna 185 on Floats

Cessna 185 Amphibian: I did much of my local flying out of Akron, NY (9G3), so I came to know Dick Forrestel. He was in the market for a floatplane, so when he found one he was interested in, he asked me to do a pre-buy on the aircraft which was located in Maine. So, Dick, John Hotchkin and myself flew up to Maine in Dick's Cessna 210 to look it over, examine the logbooks, maintenance history and associated paperwork. It was a nice aircraft that was well maintained so he purchased it. As payment for my efforts, I suggested some pilot time doing water landings. He was very happy to do that, so I got to fly it a couple of times and do those landings and take-offs with John on board. As pilots we know about P factor, usually requiring right rudder on take-off. Well in a seaplane that factor is magnified and you need a LOT more rudder than you do in a normal aircraft because there is a lot less friction than you would normally have from an aircraft on wheels. I usually boat around the area in the West Niagara River where we flew, so it was fun to pull up next to my boating friends in an airplane!



Lake Aircraft LA-4 Amphibian

Lake LA-4 Amphibian – “Molly”: In my search to get some more flying on the water, I found Molly Air, who offered instruction in the aircraft, located at the Rochester, NY Airport. So, I put my kayak on my truck and headed off for some training. After some ground training, I got in the left seat with a great instructor in the right. The Lake has differential braking for steering, and no brake pedals on the right, but I had experience flying Grumman AA1B and AA5 so no problems there. We took off from Rochester and headed to Irondequoit Bay for the water operations. The Lake is reminiscent of “The Pit and The Pendulum”, because with the pusher engine mounted on a pod several feet above the centerline of the fuselage, there is a Pendulum Effect when power is added, the nose DROPS into the PIT in front of you. So if you’re close to the water or a runway and you add power for a go around, you must also tug back on the yoke a little. Not a big deal once you get used to it! The stalls and handling characteristics were great! We did a bunch of landings and takeoffs on Irondequoit Bay and Long Pond. A good thing in an amphibian, it had a panel to tell you that the wheels are UP for a water landing, a nice reminder! After the flight was done, all too soon for me, we landed and completed our day. Then I put my kayak in the water on Irondequoit Bay, where I was just flying! I then had to go home and admit to my wife Sue that I was also in love with “Molly”!



Piper J-3 Cub on Floats

Piper J-3 Cub, straight floats: When I was in Florida as a NASA VIP guest for the launch of Space Shuttle Discovery, I made a side trip to visit Jack Brown's Seaplane Base. There I was able to get some great instruction and probably the most fun I've ever had in an airplane! Again, after some ground school, we taxied out and did the first of many takeoffs and landings, with the door open, a warm breeze, and touch of heaven! This Cub had a 100hp. Continental O-200 installed so it performed nicely on floats with the extra power. It was true "seat of the pants" flying. At one point my instructor picked out a very small lake (I told him I thought it was a swimming pool) and I put the Cub down. The gators watched us as we took off and headed to the next lake. I really don't know how fast it was in cruise because as soon we were a few hundred feet up, I started for my next "Splash and Dash!" and we did a lot of those plus Highspeed taxi and turns.



Maule Super Rocket with 260hp.

Maule M-7-260C "Super Rocket" floatplane: I also wanted to fly the Maule that was available for instruction at Jack Brown's. I was able to put Sue in the back seat while I got my training. The Maule is a great STOL aircraft and that shows in the performance. It is also the only aircraft that I have ever flown with a NEGATIVE flap setting, when it is used to trim the aircraft while in flight. This is the type of aircraft where you could take several passengers and maybe strap on a canoe to the floats for a back-country expedition! It was a delight to fly, but was more work than the Cub, for sure! It was also nicely equipped with avionics. And while it is extremely rare, there ARE instrument approaches to a water landing (daytime only) in some locations!

No Water? No PROBLEM! When C&S Aviation was based at Palmer Airport in Newfane, there was a customer who had a Cub on straight floats. He brought the plane in on the grass runway when it was wet, NO WHEELS either! The takeoff was also exciting, as a 4-wheel dolly was used and a few people including myself and my brother ran along to help steer as the plane took off, what a wild experience! There's video on YouTube (<https://www.youtube.com/watch?v=hgXaKv65QPw>) of a floatplane taking off from a moving truck with a flatbed! For the ultimate flying experience, JUST ADD WATER!



Cessna 206

Other: I've also flown in several other seaplanes as a passenger, including a Cessna 206 and DeHavilland DH2 Beaver. The two lakes where I vacation in the Adirondacks, 7th. Lake and Long Lake, have seaplane bases...some coincidence there! My family and I fly there every year when weather permits. The Catalina PBY was always nice to see at Geneseo. But if you want to fly a TWIN seaplane, then a Twin Bee Seabee or an AirCam can be used. I also recently saw where larger seaplane bases restrict operation to aircraft that have a minimum of three propeller blades!



Stinson 108 on Floats

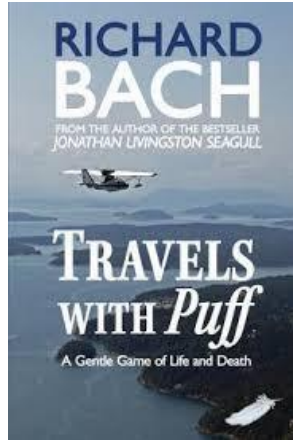
The Bees Nest! Many years ago, I kept my Stinson 108 at Colonial Village where I shared a hangar with Bob Andrews who had a SeaBee. There were a couple more on the field owned by the Johnsons and Jack Rumsey kept one by his house on the East Niagara River near the North G.I. bridge. We did maintenance on a Lake 200 at Amherst Airport and there were some other Lakes around too. A Thurston Teale was available locally in the past for those seeking a rating.



Progressive Aerodyne SeaRey

I haven't seen many seaplanes flying locally these days, except for occasionally spotting Kevin DeAngelo's Sea Rey making a splash!

I also encourage other AeroMail readers to submit items of interest to share with the aviation community. I hope you enjoyed this submission!



I recommend "Travels With Puff" by Richard Bach for great seaplane reading!

Sporty's has a great DVD resource titled "So you Want to Fly Seaplanes" and it is informative and well structured.

Please keep Ron in your prayers,

Tom Ciura

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

Reminder: November submissions for WNY AeroMail #118 due 10/28/26

EVENT CALENDAR

October 2026

7th. - **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! For more information, call Bob Nelligan-Barret (585) 754-7263.

8th. – **IMC/VMC Club** meeting, 7PM – 9PM in the SAC (Sport Aviation Center of WNY, 44 Eisenhower Drive, Brockport NY 14420).

14th. - **EAA Ch46 Chapter** meeting at Lancaster Airport, 4343 Walden Ave, Lancaster NY with an interesting presentation by pilot and historian **Austin Hancock**. See below for details.

15th. - **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

17th. – **Oncore Aviation** presents their **Garmin 750Xi** class – please see the attached flyer for detailed information.

20th. - **EAA Chapter 44 Chapter** meeting at the Sport Aviation Center, 44 Eisenhower Drive, Brockport, NY 14420 from 6:30PM – 9PM. Dinner is pot luck, please bring dish to pass. This is located on the Ledgesdale Airpark (7G0) in Brockport, NY. The guest speaker is Daniel Nicot on “Planning and Executing ADS-B trace Art”.

22nd. - **Aero Club of Buffalo's** Dinner Meeting at Rizotto's Italian Eatery and Sweetery located at 930 Maple Road, Williamsville, NY 14221. The presentation from Erasmo Piñero will go over the history of the X-22 which was developed and manufactured right here in WNY. Please see the attachment below for more details.

The October 2026 Issue of the **Akron Flyer** by **Allen Kidder** is now available and includes two discovery flights and fifteen visiting aircraft that landed this month at Akron Jesson Field along with Mike Westphal's photos which included the Boeing E75 Stearman and skywriting from the Batavia airshow.

The October 2026 issue of **Vectors for Safety** by **Gene Benson** is now available: <https://www.vectorsforsafety.com/blog/vectors-for-safety-October-2026>

You may not be aware that Gene has more than 90 aviation safety videos on his website for your viewing! See: <https://www.vectorsforsafety.com/videos>

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 October:
<https://eaa.org/ea/news-and-publications/ea-webinars>

ATTACHMENTS / LINKS

Airframe & Powerplant Class – Fall Semester 2026

The Airframe & Powerplant Class will continue with session #4 on Tuesday October 06, 2026. Starting time is 6:30PM at the Buffalo-Lancaster Airport (4343 Walden Avenue) and will be conducted in the Terminal (smaller building). This year's topic is the General area which is required to obtain either the A (airframe) or P (powerplant). Richard Meredith, A&P-IA will be sharing his extensive knowledge with the group. If you have questions, you can text him at 716-909-2811 with your name and "A&P Class" and he will get back to you as soon as possible. Otherwise, you are welcome to show up and see if it's for you. Tuition is \$150 for the entire Fall Semester.



Aero Club of Buffalo

The Oldest Aero Club in America, Second Oldest Club in the World

www.aeroclubofbuffalo.org

Follow us on Facebook at Aero Club of Buffalo



The Bell X-22A: Technical History and Lessons Learned

Presented by: Mr. Erasmo Piñero

October 22, 2026

6:00-pm Cash Bar 7:00-pm Dinner \$35.00

Erasmo's presentation will cover the overall design of the Bell Aerosystems X-22A tilt-duct V/STOL research aircraft, its importance to V/STOL research, lessons learned, and contributions to the science of V/STOL flight. The presentation will include the road leading up to the X-22A from concept to contractual hurdles, to flying test bed; and how the program overcame unforeseen technical challenges to become one of the most successful X-planes in the history of V/STOL flight research. The pioneering contributions of the X-22A to more recent powered lift aircraft and vehicles of the future will be explored.



Mr. Piñero has over 40 years of aircraft operations, systems integration, and flight test experience. He retired from ATAC and Bell (both subdivisions of Textron, Inc.) last year. At Bell Textron he was responsible for propulsion analysis, engine systems integration, and flight test propulsion discipline support on the Bell V-280, a U.S. Army tilt-rotor demonstrator. Previously, Mr. Piñero worked in propulsion integration and flight test on the Bell Boeing V-22, the F-35 Lightning II, and its predecessor the X-35 Joint Strike Fighter. Additionally, he has worked on structural design, avionics system installations, and airframe structural analysis for the Sikorsky S-76, S-70, S-92, and Comanche helicopters. Mr. Piñero is also a veteran of the United States Navy, where he served as a Naval Flight Officer, accumulating eight hundred hours of

flying time on twelve different naval aircraft.



Outside of his professional responsibilities, Mr. Piñero is interested in aircraft preliminary design, propulsion integration, plastic modelling, aircraft preservation, and aviation history. He is a frequent contributor to trade magazines and the Journal *Vertiflite* of the Vertical Flight Society, and regularly delivers lectures, papers and presentations at selected universities, conventions, professional societies, public schools and aviation-oriented clubs, with the goal of educating the public and encouraging the young to pursue technical degrees.

Blue Skies,

Dr. Jeremy R. Chapman

91st President Aero Club of Buffalo

Thursday, October 22nd, 2026, Rizotto's Italian Eatery and Sweetery

930 Maple Road, Williamsville, NY 14221

Snapper (qty) _____

Chicken Francaise (qty) _____

Ravioli (qty) _____

Please print your name and email address: _____

Reservations must be received by October 17th, 2026

Registration Options:

1) Register online at aeroclubofbuffalo.org/payments

2) Email: aeroclubofbuffalo@gmail.com

3) Mail this form to: Aero Club of Buffalo, PO Box 676 Williamsville, NY 14231

4) Phone: (716)-901-6126

Please make check payable to the *Aero Club of Buffalo*

Total (qty): _____

Total (\$): qty x \$35 = _____



GTN 750Xi Master Class

 October 17 | 10 AM - 1 PM

 GVQ - Genesee County Airport, 4697 East Saile Dr, Batavia, NY 14020

Hands-on GTN course with an in-depth walkthrough on procedures, capabilities, and non-normals. Instructor-led Garmin simulator scenarios, and much more.

 Open to all current OnCore members and non-members, GTN owners, and anyone interested in advanced Garmin avionics.

 **\$100 OnCore Members | \$125 Non-Members**

Please bring an iPad if you have one.

Questions? Mario Cataffo, Outreach Coordinator -
MCataffo@OnCoreAviation.com

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WHO WE ARE

For over 125 years, the Aero Club of Buffalo has brought together pilots, engineers, students, historians, and aviation enthusiasts to celebrate aviation and preserve Western New York's rich aviation heritage.

Whether you're a seasoned pilot or simply fascinated by flight, you'll find a welcoming community that shares your passion.

WHY JOIN?



INSPIRING
GUEST SPEAKERS



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NETWORKING



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1903

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TODAY

The Aero Club Continues
to Connect and Inspire
Aviation Enthusiasts Across
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SCAN TO
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BECOME PART OF AVIATION HISTORY.

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Everyone is Welcome!

More details on the Aero Club of Buffalo can be found on our website:
<https://aeroclubofbuffalo.org/> or on our Facebook page @Aero Club of Buffalo



Mary Mattocks (Willy) received the winged buffalo for her leadership as President of the Aero Club of Buffalo 2023-2026.
Presented by the current President, Jeremy Chapman, September 2026

Niagara Aerospace Museum
Hangar Dance 2026
October 03, 2026 – 5PM to 10PM



Our most popular event returns, featuring a BBQ dinner, open bar, live music from the Alex Rene Big Band, raffles, and so much more!

<https://niagaraaerospacemuseum.org/hangar-dance-2026/>

- 5:00 pm Cocktail Hour
- 6:00 pm Dinner
- 7:00 pm Music & Dancing Begin

All Night: Raffles, popup exhibits, and more surprises!

attire: Cocktail or your best 1940's look!

The Hangar Dance will be held inside the museum at 9990 Porter Road.

<https://mailchi.mp/d490db28bb1a/hangar-dance-tickets-14195766>



<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 #118

Please note that e-Mail **submissions** of any type for the next issue of WNY AeroMail must have "#118 " in the subject line. You do not need the quotation

marks but you do need to have a space after the number 117. Send submissions by October 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



Drones are one of the fastest-growing areas in aviation, and certified pilots are in demand. This class gives you a head start on your FAA Part 107 Remote Pilot Certificate. You'll learn the rules, get comfortable with airspace and weather, and leave with study resources to practice for your written exam.

WHEN

SATURDAY, NOV 14

10:00 AM – 1:00 PM

COST

\$100 ONCORE MEMBERS

\$125 NON-MEMBERS

WHERE

GVQ – GENESEE COUNTY AIRPORT

4697 East Saile Dr, Batavia, NY 14020

QUESTIONS?

Mario Cataffo, Outreach Coordinator
MCataffo@OnCoreAviation.com



Flight training at Hamburg (4G2)



Training airplane available for rent + 3 CFIs giving flight lessons out of Hamburg.

Call Bill Bauer CFI - 716-583-1903

Bob Smith CFI/CFII - 716-867-9049 or

Brendan Papich - CFI/CFII - 716-970-0450

to make arrangements.

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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>

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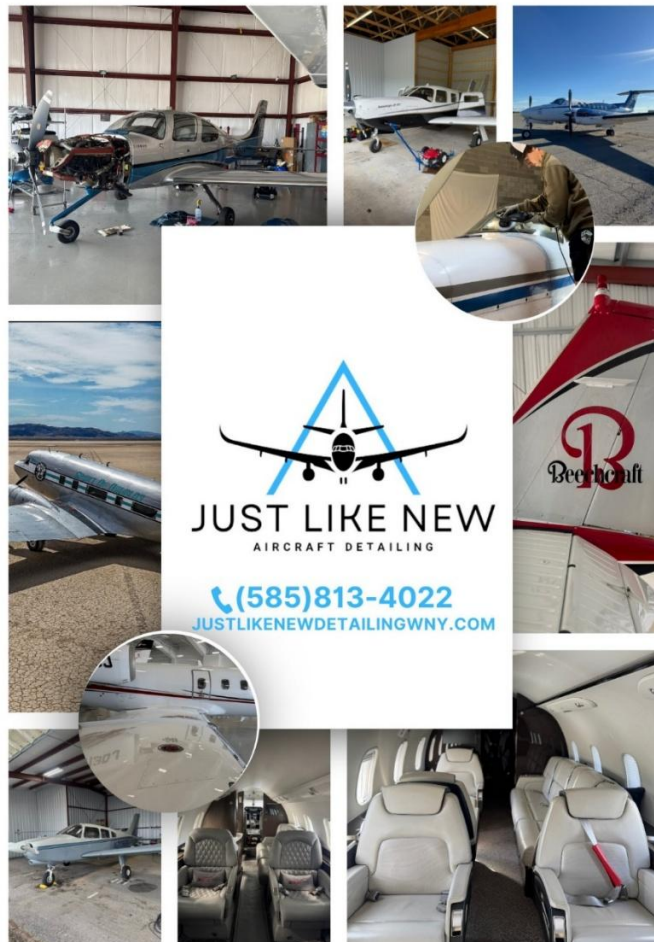
EAA Chapter 674 Upcoming Events

Our EAA meetings are usually at the GVA (Gaines 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/>





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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 (MOSIAC)

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.
-
- **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.kitplanes.com/aircraft-builders-reap-benefit-from-mosaic-rules/>

<https://www.kitplanes.com/faa-accepts-astm-standards-clearing-the-last-hurdle-for-mosaic/>

<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



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ITEMS FOR LEASE, SALE OR WANTED

Hangar for Rent at Lancaster Airport (KBQR)

Get your plane off the grass and out of the snow this winter. Rent my Hangar at Lancaster Regional Airport. Available October 1st. 2026 thru May 1st. 2027. Slightly longer or shorter durations possible, \$300 per month. Call or Text me @ (214) 762-1828 Steve Niesciur e-Mail: scaaty44@aol.com

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

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Kolb 2-seat trainer with 30' wingspan. Excellent fabric.
Rotax 447 engine, total rebuild (zero hours).
Original complete build blueprints included.
Location: Orleans County
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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

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 hangered and taken care of by its only 3 owners.

Modifications:

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-uAvionix skyBeacon ADSB-Out

Reason for sale: lack of use

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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>

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