

The Flyer

www.eaa44.org

Experimental Aircraft Association Chapter 44 • Rochester, NY

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April, 2009

“Our Home Sweet Home Is No More”

Those words were spoken by Gail Isaac as approximately 20 members of EAA Chapter 44 finished loading up the last of our property from the chapter house on March 28, 2009. It was a sunny day in the 50's, a perfect day for flying. But flying was set aside as we gave up the building that was our home for the past 18 years. Property was loaded onto a rental truck, personal vans, and trailers and taken to a temporary storage location, where it will remain until our new Sport Aviation Center is complete. We will hold our meetings in other locations. See page 2 for an update on progress of the Sport Aviation Center.



Photos by Art Thieme

Next Meeting is
April 21

Pizza 6:30, Meeting 7:30

*Topic: Jeff & Pete Paris's Europa,
under construction

At the home of Pete
and Dedi Paris

(Jeff's parents)

57 Landsdowne Lane

Rochester, New York 14618.

Mapquest shows the address well.

Please bring a lawn chair.

Standard Terminal Arrival Route
(STAR):

- Rt. 490 to the Rt. 31F / Fairport exit
- Travel east on Rt. 31F about 2/10 of a mile to Washington Street.
- Turn right onto Washington, and just after you cross over Rt. 490, take your first right turn. Almost immediately, veer right onto Landsdowne Lane.
- The Paris home (number 57) will be on your left. In case of navigational error, you can call Paris Approach Control at 381-4092.

*Due to the unexpected need to vacate our chapter house, the toolbox project will be postponed until we meet at a suitable location. Hopefully soon!

**REMINDER: Deadline
for Airlift to Oshkosh
is April 27!**

More Photos From Moving Day

by Art Thieme



Sport Aviation Center Update

By Norm Isler

Over a year ago, we signed a lease with the Brockport Airport to put up a new building on the north side of the field. So why isn't it done?

"If it was easy, everybody would be doing it."

While the board of directors believed we were fully "ahead of the power curve" on this project, in fact we were a bit behind the learning curve. But we are getting there...

For starters, thanks to all for the excellent turnout on moving day. Our lease clearly said that we had the right to remain in our original home rent free for one year. That was 15 months ago. In this challenging financial time, we have to understand the need for a small business owner to maximize his cash flow, and rent the building to a cash paying renter. The board elected not to pay "cash" rent in order to preserve our building fund.

The original site we had agreed to put the building on was a great spot as far as we were concerned. And the airport thought so too. Unfortunately, once we got into the site planning / permit process we hit a roadblock. The town highway department said, "No way, not there!" and we were back to square one. The airport and EAA agreed on a new building location, and the town has now approved our site-plan. But we can't get the building permit until the lease is updated to reflect to actual piece of land we will be building on. And the lawyers have been haggling over the wording. And so it goes.....

We invited eight companies to bid on our project. Five have submitted bids. There is a lot of great information in those bids. Including a reality check. As I write this column, I am about to step into one of two meetings planned to rephrase our project to fall within our means. The dream remains unchanged, a Chapter Building complete with hangar. But Phase One will need to be scaled back to allow a useable structure before the snow flies. The building committee met recently to reweigh our building use, and we believe we are well on the way to modifying the plan a bit to build a facility we can all be proud of this year.

Mike Clayton and I have already scheduled a meeting with one of the bidders to discuss some options, and plan to also meet the town building inspector soon. We will be bringing our findings to the building committee and the Board of Directors, hoping to pull together a firm proposal in the coming weeks. Be sure to come to the April meeting for a full report.

We still plan on groundbreaking ceremonies this spring. As always, if any member has questions, suggestions, or comments, please feel free to call or e-mail me, any member of the building committee or Board members. All of the Board meetings are open to any member that wishes to attend.

Old Goat Droppings

By Art Thieme

I arrived at the clubhouse ten minutes late. There were already 15 cars, trucks, and vans parked. Inside the clubhouse people were actively packing boxes and moving furniture. It was a bee hive of activity. After moving a few boxes this old goat decided that his job today was to take pictures. Most of the items were loaded by noon and a caravan of truck and cars headed to Caledonia for Steve Zigelstein's barn. Outside it looks like a barn but inside there is room to build a plane, room for a chapter meeting, and lots of storage room. Many hands soon had all the clubhouse items stored. Pizza and wings were served to a hungry crew. As a long time member I was impressed by the turnout and work of the members. And the empty clubhouse was clean and neat. Now on to the new clubhouse!

I have a friend who recently passed away at age 87. He was an avid sailor. His obit said that he retired from sailing at age 79. I checked my log books and saw that I retired from flying at age 78. I really miss it. There was and is nothing to compare to the feeling of euphoria that comes from a perfect take off, flight and landing. Well, almost nothing.

President George Bush, the elder, says that he will make a parachute jump at age 85, next year, to prove something about old goats. I'm thinking about doing that, but then I think who will care? My friends will just confirm that they think I'm nuts. Stay tuned.

FINE SCALE MODELER magazine, Feb. 2009, reports that LIFE magazine has committed over 10 million pictures to the internet, 97% never published. If you are looking for pictures of planes, etc. go to Google and visit at <http://images.google.com/hosted/life>.

Geoffrey de Havilland was a lepidopterist, Aviation History, March 2009. That is someone who studies moths and butterflies. Perhaps that is why he named his aircraft Gipsy, Cirrus, Tiger, etc.

Old goat, out.

"The Two Minute Talk"

By Norm Isler

At last month's meeting, I read what I described as "The Two Minute Talk," something all our members should be able to use to describe who we are, what we do, and why others should consider contributing to our cause.

This is a "living" document. As times change, so should it. This is also only a "first run" at such a "talk." I welcome any suggestions or input to improve "The Talk"

The Experimental Aircraft Association was formed in 1953 by a group of about a dozen people interested in pursuing their aviation dreams, not only as pilots, but also as aircraft builders. Since 1953, hundreds of thousands of members have joined EAA; men, women, pilots, non-pilots, aircraft builders and others, all tied together by a common bond, love of flight.

Chapter 44, the Rochester New York chapter of EAA is one of the earliest chapters to join the EAA family. Formed in 1958, Chapter 44 is among the oldest and most successful local chapters with over a fifty-year history of building, flying and camaraderie.

*In 1991, Rochester's EAA Chapter realized a long time dream, building their own "home", located on the airport in Brockport, NY. After nearly 18 years, we have outgrown our current building, and are on the verge of breaking ground for the new **Sport Aviation Center of Western New York**, again located on the Brockport airport.*

Our new building, (nearly five times the size of our original building,) will enable us to continue pursuing our goals, and expand our outreach programs within the community. In addition to building and flying general aviation aircraft, EAA Chapter 44 has a long history of working within the community to preserve our aviation heritage and inspire future generations of pilots. A small sampling of our educational programs presented for the public include guest speakers on a variety of aviation related subjects, and free Young Eagle rides for area youth to inspire them to participate and excel in math and science. We are currently developing a new program with the Rochester City School District to add additional incentive to young students to excel.

Please learn more about us at our website, www.EAA44.org.

EAA Chapter 44 is a 501(c)3 not for profit, educational, tax exempt organization, recognized by the United States Internal Revenue Service and New York State Department of Taxation. All donations are fully tax deductible.

Jabiru Engine Seminar Review

By Jeff Paris

EAA 44 Technical Counselor

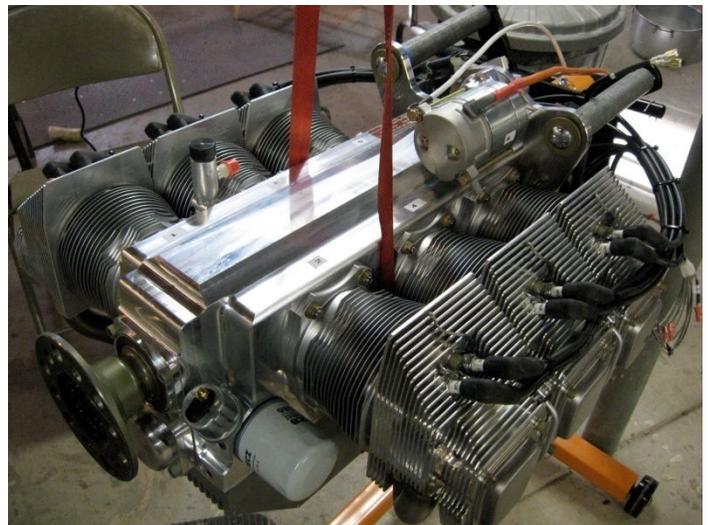
Location: JabiruUSA Shelbyville, Tennessee

Attended by Jeff and Peter Paris

As many of you know I have been in the process of building my second experimental homebuilt aircraft, a composite Europa Classic monowheel. As the building process continues there comes a time when you have to bite the bullet and decide on what is eventually going to power your project into the sky. As originally conceived the Europa was to be powered by the Rotax family of engines, however, as the design has matured other engine choices have been successfully implemented by many other builder experimenters. In terms of our engine experience with our Zenith Zodiac CH601XL experimental aircraft: We have been flying behind the 120 hp Jabiru 3300 for close to 250 hours with very few problems or concerns. The engine is easy to maintain and can operate on 93 octane auto fuel or 100LL; spark plugs, oil filters and wires that can all be replaced by going to your local "NAPA aircraft parts" store.

It was a natural for us to go with Jabiru again, however, with a growing flock of airplanes the Paris AerKraftWerks, LTD. decided we better take some time and really get to know our "JAB." I talked with my Dad/building partner and propositioned him with the idea of attending the seminar in lieu of paying the shippers to deliver the engine by truck to Rochester. In a nutshell, we were attempting to kill a few birds with one stone; first we would pick up our engine ourselves and know exactly how the engine was handled during shipping. Secondly, we would get to meet and visit the Jabiru operation and facilities in person. Thirdly, we would go to school to really learn about the history of Jabiru, the development of the engine and learn all the nuts and bolts to maintain our investment. Finally, and most important we would put faces with the voices of the people that we occasionally talk to in keeping our engine healthy and performing, face time is always important and in the world of airplanes, personalities and relationships are what is so fun about the whole affair. And super doubly lastly! Its always time well spent when a Father and son can share a fun road trip together and just spend time together...as the commercial goes PRICELESS!

Once a month Pete Krotje the owner of Jabiru USA located in Shelbyville, TN (epicenter of Tennessee walking horse country and the Jack Daniel's Distillery) hosts an engine seminar for the first 10 attendees that



sign up and pay the \$300.00 tuition fee. Not only does Jabiru USA sell engines they also represent, sell and offer builder's assistance on the Jabiru line of kit airplanes. In addition, they also designed their own kit aircraft called the Arion Lightning, which was based on a Spanish kit

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Jabiru Engine Review

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aircraft called the Esqual (no longer in business, but interesting story). The Lightning is one sexy composite airplane. Jabiru USA has one hanger devoted to the Jabiru kits and one hanger devoted to the Arion Lighting kits, both operations are expressly devoted to the homebuilding movement.

Employees Nick Otterback, wife Dana Otterback, Mark Stauffer deliver the goods during the seminar; get ready because you are going back to school. The class starts with an informal lunch on Friday at noon where all the players get to meet and greet each other. What are really great about this type of event are the other attendees. Everyone is building or has built something that takes to the air. In our particular class, we had two war veterans, two retired Airline Captains and then a host of other very interesting people from all walks of life and vocations. What's even better, just about the whole Jabiru staff is in the process building something, so just being in the presence of other crazed airplane building fanatics is going to rub off and is truly infectious and fun.

Make no mistake once the lunch ended and class began it was time to hit it hard, we basically spent the balance of the day studying the various engine systems and handling each and every part from pistons, crankshafts, coils, valves, rare earth magnet alternators, cylinder heads...ad nauseum. What was particularly useful in study, were damaged parts that came from wrecked engines or part failures due to improper maintenance or care of an engine. Just witnessing the damage of a piston rod that has exploded like shrapnel in an engine case is just awe inspiring as well as humbling: This process continued until 5:30 pm. At the end of class, the staff suggested that we all head out to a restaurant call the Nut Cove Trout Farm for fresh trout or catfish. We were advised that it was quite a rustic place, but the food was really fresh and local in terms of all flavors southern; Man, all I can say is a bunch of us went and it was fantastic. I love going to places that are full of local flavor and personalities. We made it an early night and were smart and decided to turn off the TV during halftime of the Syracuse vs. Connecticut game that went for 6 overtimes during the Big East tournament, because we had to be up early and head back to Jabiru USA at 8:00 am for donuts and coffee and more class.

As you can imagine the lion share of the learning experience happens on Saturday: It was going to be one long day, interesting, but long! However, the Jabiru folks have been down this road a few times and

they know how to break up the day so that between classroom presentations you are pouring over factory aircraft and viewing actual installations. The digital camera is one's best tool in these situations and I managed to squeeze off over a hundred pictures, because over used as it is, the cliché of "a picture is worth a thousand words..." is true. After a Jabiru supplied lunch and beverages, the balance of the afternoon was dedicated to rebuilding an engine ground up. We split up into two five man teams and Nick and Mark supervised various mechanical manipulations, which we all duplicated. When we finished the tasks we switched to the other "taskmaster" and repeated the new exercises with that instructor. I guess you can say that this part of the day is where the rubber really hit the road. However, a hands-on engine building exercise really demystifies the whole power plant enterprise and engine lore tidbits are passed from instructor to students in a most efficient manner. After a while it was just interesting listening to fellow classmates and their respective comments and banter on various tangents relating to aircraft-engineology. Class ended at 5:30 and the Jabiru staff invited the whole crew out to dinner in historic Belt Buckle, Tennessee at the very exclusive Belt Buckle Café graciously on JabiruUSA's tab. What a treat! Again the place was awash in southern hospitality, live country western music filled the air and a menu that if I continued consume would grow my waistline and weight and balance me right out of both the Zenith and Europa. Let's just say it was a fun and light evening and it was a nice family style experience breaking bread with these people and their significant others.

As usual the last day of class again started at 8:00 with coffee and donuts, and it was no time before we finished assembling our engines. Once that was done we had to finish up some business in the office with Dana Otterback concerning our purchase and the loading of our Jab3300. Once that was complete we were taken on a tour of Jabiru USA's other hanger and their builder assist facility for the Jabiru line of kit aircraft. (We were not allowed in on Saturday due to the fact that they were doing some painting on customer aircraft.) Well 12:00 noon arrived we loaded our engine, said our goodbyes to our new friends and made our way back to Rochester.

Was it worth the cost of admission, 4 days, sleeping in a strange hotel room and driving 1700 miles round trip...well I think it was; Actually no regrets at all, when you take a chance and explore these opportunities you find that the spirit of the experimental amateur built aircraft is alive and well. It is truly fun to be a part and contribute in these types of experiences, if you love airplanes seek out these experiences and your life will truly be more interesting for the experience.

EAA Chapter 44
Board of Directors Meeting
Chapter House
9 Mar 2009

Board Members Present: Clayton, Isler, Williams, Stoddard, Hurd, and Hazen

Chapter Members Present: Meyers, Isaacs

Reports:

- Treasurer (Dave Hurd): Read and approved
- Secretary (Stephen North): Read and Approved

New Business:

- Next General Membership Meeting: Carl Bouwens will provide dinner; the program will be building a toolbox as aircraft metalworking practice.
- LSA Organization: Paul Pakusch hosted an interest meeting to explore the possibility of forming a Light Sport Aircraft (LSA) group.

Sport Aviation Center:

- Mike Clayton hosted a bidder's meeting on 3 Mar to outline the specifics of our bid package to the five contractor representatives present. Mike noted that bids are due 24 Mar. The Board thanked Mike for his tireless work in preparing the bid package and soliciting qualified bidders.
- Norm Isler reported that the Monroe County Department of health approved our selection of a water supply backflow preventer, an apparently necessary but annoyingly expensive piece of plumbing.
- Mike Stoddard reported on SAC fundraising efforts. Since the current building fund may be exhausted in completion of the building shell, Mike outlined the details of a plan to solicit pledges of regular support from the membership in order to supplement the building fund for completion of the interior. Members will be asked to commit to donating a nominal sum on a regular basis to help support this worthy cause.

Instrument Flight School: A planning meeting for this class is scheduled for the week of 16 Mar. Attendance will be open to all interested members of the local aviation community.

June Meeting: The June General Membership meeting will be split into two installments. The first will be on the regular meeting night (3rd Tuesday) and the second will be at the Spencerport Airpark, the traditional June membership meeting site. The intention of this division is to avoid the previous problems with bugs and lack of daylight. Hopefully more members will fly in and be able to stay longer. Stay tuned for details.

Pancake Breakfast: Gail Isaac has agreed to serve as committee chairperson for the Chapter sponsored pancake breakfast. Rob Williams briefed her on his experience in running the previous event. Dave Hurd motioned that the breakfast should be held on Sunday (16 Aug 2009). Mike Clayton seconded and the motion passed unanimously. Gail will begin active planning in the near future.

EAA Chapter 44
General Membership Meeting
Chapter House
17 Mar 2009

Reports:

- Treasurer (Dave Hurd): Read and approved

Thanks:

- Sincere thanks to Carl Bowens for a great dinner.
- And thanks to Gail Isaac for a great dessert

New Business:

- Toolbox Program: The toolbox building project will be postponed
- May Meeting: Reminder: The May meeting will be a Genesee Warbirds hangar tour at KGVQ. (Genesee County Airport, Batavia NY)
- Rochester Wings 2009: The Chapter will again be offering Young Eagle rides at this year's Rochester Wings along with hosting an information booth. The date of Wings 2009 is Saturday, 6 June.
- New Pilot: Congratulations to Norm Isler for passing his flight test.

Sport Aviation Center:

- Mike Clayton reported on the bidder's meeting. Bids are due 24 Mar.
- Mike Stoddard outlined fundraising plans including a program for regular member donations to help defray ongoing construction costs.

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The Flyer is published monthly except December. Subscriptions are welcome for \$10. Contact Treasurer Dave Hurd for details. For newsletter by e-mail, enter e-mail address where indicated at www.eaa44.org. Stories and photos by the editor unless otherwise indicated; deadline 1st Tuesday of the month. Send newsletter material to Paul Pakusch, 121 Annie Lane, Rochester, NY 14626 or e-mail editor@eaa44.org.

For membership info, contact Treasurer Dave Hurd. Gifts of cash, securities or other property to EAA Chapter 44 in the interest of sport aviation are welcome and fully tax deductible. Chapter 44 is a 501c3 organization. Contact Dave Hurd for details. All phone number area codes 585 unless otherwise indicated.

OFFICERS

President: Norm Isler

638-8098 normisler@aol.com

Vice-President: Steve Zigelstein

354-3240 stephen_zigelstein@msn.com

Secretary: Steve North

723- 5794 snorth59@rochester.rr.com

Treasurer: Dave Hurd

226-2402 dbhurd@att.net

DIRECTORS

Jarrel Battaglia: (315) 333-5381 jarrelbattaglia@hotmail.com

Mike Clayton: 352-1763 mclayton@rochester.rr.com

Phil Hazen: 227-9811 phil1948@frontiernet.net

Dave Hurd: 226-2402 dbhurd@att.net

Norm Isler: 638-8098 normisler@aol.com

Steve North: 723-5794 snorth59@rochester.rr.com

Mike Stoddard: 586-2102 mstod1@frontiernet.net

Rob Williams: 589-9435 rwilli3@rochester.rr.com

Steve Zigelstein 354-3240 stephen_zigelstein@msn.com

DEPARTMENTS

WEBMASTER & NEWSLETTER EDITOR

Paul Pakusch : 746-4514 editor@eaa44.org

WALL SPACE COORDINATORS

Bob Nelligan-Barrett: 507-6951 rabdis@rit.edu

TECH COUNSELORS

Earl Luce: 637-5768 earl@luceair.com

Jeff Paris: 750-5333 jeffrey-j-paris@excite.com

LIBRARIANS

Jarrel Battaglia: (315) 333-5381 jarrellbattaglia@hotmail.com

Bob Barrett: 507-6951 rabdis@rit.edu

OSHKOSH AIRLIFT

Paul Stumpf 669-2676 paul.stumpf@kodak.com

YOUNG EAGLES COORDINATOR

Phil Hazen: 227-9811 phil1948@frontiernet.net

EDITORS EMERITUS

Hugh Jones: 663-1489 hughster@rochester.rr.com

Art Thieme 663-1875 ArthellnoE@aol.com

General Membership Meeting Minutes

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Oshkosh Airlift: Advertising is out for the 2009 edition of the Oshkosh Airlift. So far there have been no takers but Chairman Paul Stumpf noted that it's still early.

AOPA Airport Representative: Hugh Johnson is the designated AOPA Airport Representative for Ledgesdale.

IFR Ground School: The Chapter sponsored IFR Ground School will begin on Monday (23 Mar). Location TBA.

Community Outreach: The Chapter is partnering with the Rochester City School District to develop an aviation awareness program for deserving students. This program will culminate with Young Eagle rides at KROC on 9 May.

Pancake Breakfast: Gail Isaac has agreed to help coordinate efforts for a pancake breakfast on Sunday, 16 Aug.

- Time will be 8:00 – 12:00
- Gail is looking for leads on organizations to donate food and loan or rent tables / chairs.
- Gail is also expecting the Chapter to step forward with committee chairman volunteers.

Program: Dan Burrell described his adventures in construction of his SkyRanger.

Building a Skyranger



It so happened that Dan Burrell hosted the final Chapter 44 program at the old Chapter House during the March meeting. It was a very interesting and detailed description/slide show about the building of his Skyranger. He started in the Spring of 2008 and finished in the Fall. Dan emphasized that he had no prior mechanical experience whatsoever and, with the help of a counselor, successfully built an airplane. He said it took approximately 600 working hours to complete.



www.eaa44.org

**Next Meeting is
April 21**

At the home of Pete & Dedi Paris

See page 1 for directions

**Topic: Jeff & Pete Paris's Europa, under
construction**

**Dinner 6:30 PM
Meeting 7:30 PM**

2009 Calendar

April 21: General Meeting
May 11: Officers Meeting
May 19: General Meeting at Genesee County
Airport
June 5-6: Rochester Wings (Young Eagles on the
6th)
June 8: Officers Meeting
June 16: General Meeting
June 27 (Saturday): World flight presentation
by CarolAnn Garrett
July 13: Officers Meeting
July 21: General Meeting
July 27-August 2: AirVenture Oshkosh
[EAA Chapter 44 Oshkosh Airlift July 27-Aug 1]
August 10: Officers Meeting
August 16: Pancake Breakfast at Ledge Dale
August 18: General Meeting
September 7: Officers Meeting
September 15: General Meeting
October 12: Officers Meeting
October 20: General Meeting
November 9: Officers Meeting
November 17: General Meeting

Paul Pakusch
EAA Chapter 44 Newsletter Editor
121 Annie Lane
Rochester, NY 14626

