



The Flyer

Volume 43, Issue 3

Experimental Aircraft Association Chapter 44

March 2011

SPORT AVIATION CENTER UPDATE

by Norm Isler



Many small (and very careful steps) on the roof,
One giant leap for HEAT!

There is a lot of good news coming from the SAC this month! The question is, where to start...

On Saturday, February 19, 22 sheets of drywall magically moved themselves from the floor of the shop area to the exterior walls in the main meeting room, pilot lounge and select other areas. Actually, they didn't move themselves. Several of our members, working as three separate crews, made great progress. Most of the outside walls are now dry-walled, and all of them should be done by the time you read this.

I spent some time playing pipe-fitter over the past week or two, and I am happy to report that not only is our back-flow preventer fully installed, it has passed the required inspection / test, and we should shortly have our acknowledging paperwork from Monroe County. Even better news: by doing the job ourselves, we saved over 1/2 of the cost originally quoted when we thought we would have to have it professionally installed. The water has been turned on, and as soon as the distribution manifold we ordered

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HOW TO REVITALIZE GENERAL AVIATION

By Tom Bowdler

I like Jack Cox. Jack was the editor of EAA's "Sport Aviation" for many years and now edits and publishes his own magazine, "Sportsman Pilot," from his home in North Carolina. I like his reasoning when he says "I have always believed that building or restoring an airplane is so far out of the ordinary that the persons involved deserve special recognition." He goes on to say "that was the motivation for this magazine and the reason for its title...the emphasis is and always has been on Pilot."

But I digress. Each quarterly issue contains "Mag Check", Jack's editorial. In the Fall 2010 issue he presented some more thoughts on a favorite topic of mine, the failure of the LSA/Sport Pilot rules to provide the predicted boost that general aviation needs. Jack says and I agree that for the most part flying is just too expensive for the average person. The drop began in the

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DON'T MISS THE JUNE MEETING!

Details are not yet confirmed, so we can't tell you who or what our June meeting is just yet. Hopefully we will have an announcement by the March 22 General Meeting. We will fill you in on all the details as soon as we can. Assuming we get confirmation, you will not want to miss our Special Guest Speaker.

TRIP TO NASM & UDVAR-HAZY CENTER

Don't forget to turn in your reservation form for our trip to the National Air & Space Museum April 16 - 18. Better yet, call Norm Isler today to confirm your spot on this great trip. Don't have a form? There is one in this newsletter, but just in case someone has already sent it in for their trip, you can also download the form from the EAA 44 website at www.eaa44.org/images/trips/NASM-2011/NASM-Trip-2011.htm.

RED DOT-YOUR DUES ARE DUE-RED DOT

If the label on this newsletter has a red dot on it, this is your last issue, as you have not paid your 2011 dues. Please renew with Treasurer Dave Hurd. \$30 a year gets you full voting rights and the opportunity to work on the SAC! You can give Dave a check the next time you see him or send it to him at 1681 Oak Opening Rd., Avon NY 14414. If your membership information needs to be updated, there is a membership form on our website www.eaa44.org. Thank you for your continued support of EAA 44.

SAC Update con't

comes in, we will start running waterlines to the rest rooms, etc!

Over the past two weeks, Carl Bouwens has been hard at work with Jerry Isaac, and the exhaust pipes for the two furnaces are just about finished. As soon as they are completed, we will order some propane and have our friends at Crosbie – Brownlie come out, service and inspect the furnaces and turn on the heat!

On Wednesday, March 3, Mike Clayton and I met Jim Butler, the Town of Sweden building inspector, at the SAC. We walked through, and came up with the first “punch list” of things needing completion / attention before we can get our preliminary and final Certificates of Occupancy. While we are not there yet, what we found is that we are right on track, and have all the necessary bases covered. In short, although there is still work to finish, we are closer than we originally thought. Expect our provisional C of O by this summer and our permanent C of O by end of year. (Maybe sooner!)

Your “New, Improved”, Building Committee met on Tuesday, March 1. Members Norm Isler, Mike Clayton, Steve North, Phil Hazen, Kevin Argenbright, Darryl Byers and Gail Isaac started to tackle the question: “What next?” As our building nears completion, questions come up as to how the building will be used and by whom. How will the building be secured and what areas will be open to access outside of “official chapter events”? Everyone agrees that our building was built to be used, to attract new members and shine a positive light on General Aviation, attracting new members to the field. All that said, we have a sizeable investment in the SAC, and we need to be sure it is reasonably protected. First order of business? We are investigating a suitable key card or keypad entry system to allow entry without the constant concern about ex-members with keys or key codes, and other security issues. We'll be keeping you posted as plans evolve.

Don't forget the ongoing work sessions every first and third Saturday of the month keep us moving forward, and getting closer to the Certificate of Occupancy. Come on out and lend a hand! Share in the pride of what we are building. Don't worry if you are not an experienced carpenter, electrician or plumber. There is something for everyone, and we do offer on the job training at no additional charge.

See you at the SAC!

Revitalize GA con't

early 1980's after the demise of GI benefits brought an end to free flying and it continues.

Along came Sport Pilot with self-certification of fitness to fly and those of us who are “only one medical away from ultralights” as the saying goes, have options to fly “real” airplanes. Let's explore those options. How about a classic taildragger of tube and fabric for a reasonable price but high maintenance costs, if you can find one? Consider the brand new LSA's if you have \$80K to \$130K to spend or maybe choose a kit like the wonderful RV12 we got to try last year for \$60K and several years building time.

Here's Jack again, “what could help would be the elimination of the ill-conceived, technically irrelevant 1320 pound gross weight limit for LSAs”. He proposes that if other LSA criteria are met, especially the stall speed, then landing speed would be low enough to enhance safety no matter what the gross weight is. In a previous column he used examples of wing loading as a measure of the docility of light aircraft in landing and takeoff mode. Interestingly several of the new LSAs were significantly higher in wing loading than some classic stalwarts like the Cessna 150 which, with a gross of 1600 pounds, exceeds the LSA weight limit but is arguably an easier, safer machine in which to fly. In that editorial Jack proposed using wing loading rather than gross weight as the criteria for an aircraft to be classified as an LSA.

So where do we stand on the issue at present? Earl Lawrence, one of Jack's fellow EAA staff members, as Government Programs specialist, was a leader in the efforts to create the Light Sport Aircraft category and Sport Pilot certificate. Earl has now joined the FAA's Small Airplane Directorate where Jack believes he “has the opportunity to make a further significant contribution toward solving civil aviation's most pressing problem: the continuing drop in the number of U.S. pilots”. And in a challenging way Jack exhorts Earl Lawrence, “you can do it...make all those low cost Cessna 120/140s, 150s, etc., light sport aircraft for the average person-and help revitalize general aviation”. Way to go Jack!

If you are interested Sportsman Pilot's website is www.sportsmanpilot.com where you'll find that subscriptions are only \$12 for four quarterly copies including the Fall issue which provides the most comprehensive coverage of the Reno Air Races I have ever seen. Jack covers some very interesting homebuilt and classic aircraft and the stories of their builders/restorers. I think you'll like it.

OLD GOAT'S BLOB BY ART THIEME

If you are building an airplane for the first time, or starting a job you need to have a mentor, one or more. That's what EAA can provide. I have to thank Al Garlic and Earl Luce for getting my miniMAX into the air. And Mark Donovan helped to keep it flying. As for the newsletter, Hugh Jones was the inspiration for I could never meet his artistic skills. As for building our first chapter home, Bob Dykes led the way with his contractor knowledge and equipment. Without Stan Teachman the Chummy would never have been born. And thanks to Jim Birch and Jim McGowan for their work on the Chummy. Vet Thomas gets thanks for the Chummy work and also for helping keep the miniMAX in the air. There are many more chapter members who deserve recognition for being a mentor to not only me but to the chapter. And thanks to those of you that have stepped up to make the chapter what it is today!!

Raise your hand if you understand the questions and answers to computer problems as written by Nick Francesco in the D&C. I read the column hoping to learn something but it is like being in advanced calculus class and you just got by Algebra 1.

I am a proud member of the pocket protector generation. It was a handy way to store pens and pencils. And who hasn't had a pen leak unto a nice clean shirt pocket? But today most communication is with a keyboard and thumbs.

Cessna thinks that the electric 172 will be so silent that they may have to put a horn on it!!

How come you are early when you make all the lights?

Out goat, out.



The Old Goat frying up some sausages for our fly-in/drive-in breakfast last summer.

LAST MONTHS MEETING

“What’s Up with the Pink Airworthiness Certificate? An Accident Review of Amateur-Built and Light Sport Aircraft” by Guido Hassig, FAA Safety Team Program Manager.



Guido was welcomed back again to Chapter 44 to offer a presentation that is being offered to EAA chapters around the country. He opened his remarks by thanking US for our involvement with Rochester WINGS with our Young Eagle program. He saw this as a valuable contribution to the event and to the growth of General Aviation. This national presentation focuses on a review of accident data, trends, and best practices and resources to avoid accidents.

Guido outlined some problem areas identified in the data: not following regulations (buzzing), inadequate maintenance repairs, and a lack of training.

For resources to avoid accidents, Guido suggested that everyone building an aircraft have and use the following resources from <faa.gov>:

- Adv. Circ. AC43.13-1B;
- Appropriate manuals and handbooks;
- Maintenance manuals.

Good workmanship in building, and taking advantage of EAA Tech Counselors & Flight Advisors are also good ideas before taking off.

Remember to review all Operating Limitations and review all FAA Regulations. Online resources can be found at:<FAASafety.gov>.

The pink Airworthiness Certificate is awarded to Amateur-Built Light-Sport Aircraft, and represents that the level of risk, and acceptance of that risk, is higher in the operation of AB-LSA.

SPORT AVIATION CENTER DONOR RECOGNITION 2007-2010

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| <p>The following people and organizations have made donations to support EAA 44 and the construction of the Sport Aviation Center. We thank the following for their support specifically to the SAC.</p> <p>Kevin Arganbright Brian Blonowicz Carl/Carol Bouwens Tom Bowdler Kurt/Mary Bradford Dan Burrell Darryl Byers Mike Clayton Christine Cosman Custom Service Solutions, Inc Bob Dykes EAA Chapter 46 EAA Chapter 486 EAA Chapter 95UL Lisa Ertel Ed Esmay</p> | <p>Jack Frenz Dave Goodwin Larry Greeno Paul Gugliemi Phil/Marsha Hazen Connie Hertzlin Hilton Rotary Club Cindy Hoag Dave Hurd Gail/Jerry Issac Nickolas Isler Norm/Elise Isler KenLou Foundation Mike/Julie Kuyt Earl Luce L a r r y / A n g e l a MacDonald Kevin/Kelly Cosman Deborah McAllister Dwight/Lorraine Myers Bob Nelligan-Barrett Neumann Living Trust Steve North Paul Pakusch</p> | <p>Jeff Peters Diana Petranek Jeff Punton Paul Quenzier Craig Ritson Laurie Schlauger Marty Snow Mike Stoddard Paul Stumpf Amy Thieme Art Thieme Vet Thomas Dave Tinnes Carey Toney Charles Trabold Rob Williams Steve Zigelstein</p> <p>Next month EAA 44 will recognize those that have made non-monetary donations to the Chapter.</p> | <p>The following have made unrestricted donations to EAA 44.</p> <p>Kurt Bradford Harold/Margaret Hargrave Hilton Rotary Club Dave Hurd Morm Isler Mike Kuyt Bob Northrup Optics Technology, Inc. Vet Thomas Steve Zigelstein</p> <p>We again thank all of you for your continued belief in, and support of, the Sport Aviation Center of Western New York and EAA 44.</p> |
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BOTTLE QUEEN REPORT BY GAIL ISSAC

Hi Everyone! Great news! I can recycle more types of metals. I talked to Metalico and we can also recycle cans from the grocery store. Any steel cans are ok. If you would like to start collecting, rinse them out and remove the labels, I am about ready to make a run. I am having trouble fitting my van in the garage! I have also stripped all the leftover snips of wire from the SAC and have a good bucket full of copper also. Any wires are recyclable. It is not hard to strip them so if you want to do it, got for it or I will do it before I take the copper in. Vehicle batteries are also OK for the lead. Any appliances that DO NOT have refrigerant can also go in and we will be doing that when the snow melts. Set them aside until then. All these items can be dropped off at the SAC. Put them by or in the crate. We are going strong on the pop cans and bottles and have turned in \$200 just from that. I am so excited! Russ Swanger has been after me to pick up metal at his house to turn in. I did! He filled my van with a dryer that he tore apart to separate metals and get rid of plastic. He also had his garage floor covered with quite an assortment of "stuff". I took it along with what I had collected in ice tea cans and tin cans. I then stopped at the SAC and picked up the battery and the copper I had stripped and the metal in the bucket by the work bench. Would you like to know what I got for all that? Another \$117 to the fund for future uses. So....keep drinking and collecting and I will go on....and on....and on.

**EAA Chapter 44
Board of Directors' Meeting
8 Feb 2011**

Board Members Present: Bowdler, Isler, Hurd, Clayton, Nelligan-Barrett, Stoddard,
Excused: Issac, North, Williams
Non Board Member Officers Present: Bowdler
General Members Present: Meyers

Reports:

- President (Tom Bowdler):
 - There were few volunteers for the committees identified at last months meeting. Tom will identify specific members with too much free time on their hands and ask them to serve.
 - We received a letter from Paul Poberezny thanking EAA 44 for our contribution to the Peter Burgher Chapter Challenge. A Friend of EAA will match our \$100 donation.
 - Norm Isler has invited EAA President Rod Hightower to attend our SAC Grand Opening. No confirmation yet. We're keeping fingers crossed.
 - Rochester WINGS- No news, and no response to our offer of Rod H being the banquet speaker for WINGS.
 - Mike Clayton and Norm have met with the Spencerport Middle/Junior High School, School 34, and the Rochester Technical High School to present a Young Eagle Adventure program. Volunteer Instructors are needed for these one-hour classes. Contact Mike C or Norm.
- Vice President (Norm Isler):
 - D.C. Trip to NASM & U-H Center: Norm presented a budget for head count of between 40-55 passengers. The more seats we sell, the more we profit. Profits will be shared with EAA 46 and EAA 95UL because they are hosting the event with us. Trip fare will be \$295.
 - A motion was made/seconded/passed to advance Norm the necessary funds to pay up-front expenses for the DC Trip.
 - Norm presented information that we are now under-insured on our

investment in the SAC. We are covered under a liability policy with EAA National. We need to increase our multi-peril fire policy to appropriate level so we can replace the SAC if that were ever to need to. A motion was made/seconded/approved to increase our policy, and to shop around for the best premium.

- Treasurer (Dave Hurd):
 - Monthly report submitted.
 - Working on resolving a bill with National Grid. Will keep us posted.
 - A safe deposit box was retained at the HSBC on W. Henrietta Rd. Norm, Steve N., and Dave H. will have access.
- Secretary (Bob Nelligan-Barrett subbing for Steve North):
 - Everyone is doing a fine job.

Business:

- Sport Aviation Center (SAC)
 - Drywalling the exterior walls is moving along. Bathrooms will be drywalled as soon as the water hookup is complete. All final hookups for heat and water are expected within a week. Inspection and flowing water should be happening by the 2nd Saturday of March. The furnace lines are hooked up waiting for the propane tank to come. Vents need to be put thru the ceiling. Toilets will be next and Gail will donate 2 toilets.
 - We expect to receive the Certificate of Occupancy by June or July!
- Capital Campaign (Mike Stoddard)
 - Mike is finalizing the Lightspeed application. A motion was made/seconded/approved for Mike to move ahead with the application process. Fingers crossed again.

**EAA Chapter 44
General Membership Meeting
15 Feb 2011**

Reports:

- President (Tom Bowdler):
 - Thanks to Gail Isaac for preparing dinner and thanks to Loraine Meyers for dessert.
 - Tom stressed the need for greater member participation in Chapter activities. So far the member response has been less than expected so Tom will be starting a direct marketing approach.
 - Tom shared a letter from National expressing their thanks for the Chapter's \$100 donation to the Peter Burgher Challenge, a matching fundraising drive.
- Vice President (Norm Isler):
 - The Building Committee will meet at Norms on Tuesday, 1 Mar 2011.
 - Norm is working on getting EAA President Rod Hightower to visit the Chapter during 2011, perhaps for the SAC dedication.
 - Norm distributed informational brochures with details of the Chapter sponsored trip to the National Air and Space Museum.
 - The Chapter will be expanding its youth aviation education program to include both Rochester School 34 and Spencerport Middle School (Cosgrove). Volunteer instructors are needed.
- Treasurer (Dave Hurd): Financial summary read and approved. Please pay you dues!
- Secretary (Stephen North): Minutes read and approved.

Business:

- Sport Aviation Center (SAC, Mike Clayton)
 - The SAC work parties continue to make excellent progress. The furnace is connected, the drywall installation is moving along, and the water is nearly complete.
- Capital Campaign (Mike Stoddard)
 - Mike detailed the fundraising from the past two years and outlined the fundraising goals for the next two years as the Chapter pushes to get the SAC up and operational.
- Oshkosh Airlift (Steve North): Trip dates for 2011: Monday, 25 July through Saturday, 30 July. A total of 22 packages are available so sign up early if interested.



Hard to believe these tools belong to the same EAA 44 member. Can you guess who?



CONTACT EAA 44



The Flyer is published monthly. For an electronic copy, go to <eaa44.org> and enter your email address where requested. For a mailed hard copy (\$10), contact Treasurer Dave Hurd. For membership info, contact Treasurer Dave Hurd.

Stories and photos by the editor unless otherwise noted. Article deadline is 1st Tuesday of the month. Send submissions to Editor Bob Nelligan-Barrett.

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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**

REGIONAL CALENDAR

EAA 44/46/95UL Bus Trip to Washington, DC, Udvar-Hazy Center and the National Air & Space Museum
April 16-18
<eaa44.org>

EAA International Learn To Fly Day
May 21
EAA 44 Activities TBA

Rochester WINGS
June 10, 11
Greater Rochester Int'l Airport (ROC) NY
EAA 44 Activities TBA

EAA International Young Eagles Day
June 11
EAA 44 Activities TBA

25th Annual Sentimental Journey to Cub Haven Fly-In
June 22-25
Piper Airport (KLHV) Lock Haven PA
<sentimentaljourneyfly-in.com>

1941 Historical Aircraft Group Geneseo Warbird Airshow
"The Greatest Show on Turf"
Geneseo Airport (D52) NY
July 8-10, <1941hag.org>
EAA 44 Activities TBA

ESL International Airshow
featuring US Navy Blue Angels
Celebrating 100 Years of Naval Aviation
Greater Rochester Int'l Airport (ROC) NY
July 16 & 17, <rochesterairshow.com>
EAA 44 Activities TBA

EAA 44 Oshkosh Airlift
July 25-30
<eaa44.org/oshkosh>
EAA AirVenture
Oshkosh WI (OSH)
July 25-31
<airventure.org>

Thunder Over Niagara Airshow
featuring US Air Force Thunderbirds
Niagara Falls Air Reserve Station NY
Sept 10 & 11, <niagaraairshow.com>

EAA 44 Calendar



NEXT GENERAL MEETING

Tuesday March 15
Dinner 6:30, Meeting 7:30
Brockport 1st Presbyterian Church
35 State St., behind the firehouse

Speaker: Jeff Paris speaking on his recent attainment of an Airframe & Powerplant Certificate.

Mar. 15 General Mtg.
Mar. 19 SAC Work Day

Apr. 2 SAC Work Day
Apr. 12 Board Mtg.
**Apr. 16-18 Bus Trip to DC
NASM & Udvar-Hazy Center**
Apr. 19 General Mtg.

May 7 SAC Work Day
May 10 Board Mtg.
May 17 General Mtg.
May 21 SAC Work Day

Jun. 4 SAC Work Day
Jun. 9-11 Rochester WINGS
Jun. 11 National Young Eagle Day
Jun. 14 Board. Mtg.
Jun. 18 SAC Work Day
**Jun. 21 General Meeting
Special Guest Speaker & Event
You Won't Want to Miss This!**

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>
and in the newsletter.

SAC Saturday Work Crews-

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

Sport Aviation Center
44 Eisenhower Drive
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Ledgedale Airpark (7G0)

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