



The Flyer

Volume 43, Issue 5

Experimental Aircraft Association Chapter 44

May 2011

SPORT AVIATION CENTER UPDATE

by Norm Isler

On April 19, we held our first full, official general meeting in our new home, EAA Chapter 44's Sport Aviation Center of Western New York. As President Tom was out of town on a scheduled vacation, it was my honor and pleasure to conduct the first meeting, and say to the members present, "Welcome home." It has been a long time in the works, and a lot of long, hard work by many of our members, but home we now are. Although we have had many work groups and other progress oriented activities in the building, that Tuesday evening gave us an opportunity to use the Great Hall for it's intended purpose, in this case for a short but very interesting and informative talk by chapter friend, Jordan Pelovitz. It is particularly significant that Jordan was our speaker. As a college student interested in aircraft design and the future of aviation, he, and the materials he presented, are symbols of what the future of aviation will be. How fitting is that for the initial event at a building conceived and built to promote the future of aviation?

Now that we have that "First" behind us, it is once again time to look forward. The clock is ticking quickly towards June 21, a date that will hold a special "Second" in our history. Only once before, 53 years ago, has a president of EAA National come to Rochester. We now prepare to welcome Rod Hightower to the official dedication of our new home and take the opportunity to hear his vision of the future of General/Sport Aviation. To be ready, we have a good bit of work to complete. As of this week, the shop area still has a pile, (ever shrinking!) of drywall to be hung. Much of the Great Hall and Grand Promenade (meeting room and front hallway) area already "mudded" and now await sanding. Before June arrives, we need to be sure all the drywall is up and at least the critical areas are finished and painted.

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DON'T MISS THIS SATURDAY!

by Norm Isler

This coming Saturday, May 14 is the scheduled date for our **Spencerport School Young Eagle Adventure Program** to wrap up with Young Eagle rides for all the kids that participated. There are about 25 kids that completed the program with us.

Over the course of five weeks, these eighth grade students have learned about the history of aviation, what makes an airplane fly, navigation, airspace, and aircraft instrumentation. Marty Snow, Mike Clayton, Dave Hurd and Norm Isler taught classes with help from Mike Stoddard, Bob Northrup and Gail Isaac. We had a great time getting to know these young adults, and look forward to seeing their faces when they get their airplane rides.

Come on out to the SAC and join us for this great event! Hots and other "good for you" food will be available to help enjoy the day. Pilots flying the Young Eagles are asked to arrive about 9:30 so we can brief the flights. Kids will be arriving at 10:00am. If you can be there to give us a hand, please try to arrive about 9:30 so we can be set up before the kids arrive. (After all the Young Eagles have flown, there may be some "Old Buzzard" flights taking place too!)

As I write this, it is too early to see an accurate forecast, but I asked Bob Northrup to make sure we have sunny, clear skies and warm temps so we can all enjoy the event. He assured me he would provide. With a promise like that, how can we go wrong? See YOU Saturday!

VOTE FOR EAA 44 TO WIN A \$10,000 LIGHTSPEED FOUNDATION GRANT

Go to <http://www.lightspeedaviationfoundation.org/content.cfm/Finalists/Your-Vote-Counts>. Once there, click on the "button" next to EAA, Chapter 44 and fill in the information requested at the bottom of the page. Click on "Place Your Vote" and you're done. Only one vote per e-mail address is allowed. So it is extra important to ask ALL your friends and family to help us win this campaign. Proceeds go to the Sport Aviation Center. Spread the word and VOTE!

SAC Update Continued

Today, we have one working bathroom. By June, we will have both the men's and ladies room up and functional. They may not represent their final splendor, but they WILL both be working. (Ladies, please take note. I AM listening!)

As we move through spring and into summer, all of us will have family obligations and various tasks and distractions pulling us in multiple directions. A large number of our members have spent lots of hours at the SAC over the past year and a half to bring us this close. To all of you that have come out and helped, enjoyed the satisfaction of seeing the building rise from an empty field, "Thank You" on behalf of all our members for all you have done. I hope we can count on your continued help completing this project that has come so far.

If you have not been able to join us at the SAC for any of the work parties. I know life has many distractions. I am asking each of you to try and find at least ONE day that you can come out and help us bring this project closer to completion. Don't worry if you are not an experienced plumber, painter, electrician, carpenter, drywall hanger or "other". We can still use your help! Several of our regulars have seen their time at the SAC as a primer course in home maintenance. We provide "On The Job Training" for free! Some of our more senior members might feel that they can't contribute, but actually, you can. Seeing you there is a morale encouragement to all of us. Maybe you can help get the meal set up? Grill up a few dogs and burgers? Set up, or help clean up the tables. And there are plenty of light jobs getting things put away and / or logged in so we know what is where. Perhaps do a quick parts run to pick up a missing item at a nearby store and allow one of "us kids" to keep plugging away. We would never ask you to do anything risky or "too heavy". But we would love to see ALL of you come out and help.

We have talked in the past about hopefully defraying some of the building costs by hosting other aviation events and / or seminars at the building. I made our first contact in that direction, and it was greeted very enthusiastically. This fall may see us "on the map" for a major event that would be easy to host, and could result in a noticeable addition to our budget. More on that as it develops.

See you at the SAC!

Apples and Oranges: Confessions of a Serial Builder by Jeff Paris

A few months ago I was asked if I might like to expound on my experiences of building and finishing my second amateur experimental homebuilt. As many of you know I have built and fly a Zenith Zodiac CH601XL and recently completed a Europa Classic Monowheel. I have a confession. By all accounts I think I'm a "serial builder." Don't get me wrong, my first objective has always been about flying and getting into the air, however, as a trained Industrial Designer and as a guy who just loves being creative and working with his hands, I have been able to dovetail my passions into a suitable and highly satisfying vocation for the time being. (Not making any money at it yet, but it will come!) Moreover, I've even been able to accrue enough building experience to be allowed to sit for the A&P exam according to the FAA, notwithstanding, like the reader out there... I guess I'm not alone in saying that I just like flying and airplanes a great deal.

Anyways, the main reason I joined EAA was obvious, I wanted to build my own airplane and you "guys" are the people who are doing it for real! Sure I could have bought an old, tired, certified and previously owned aircraft; but my aircraft renting experiences had gotten dull, increasingly expensive and marked with airplane squawk lists that seem to run on for pages.

I wanted something different, I wanted a new airframe, avionics and engine combination that I could build, fly and maintain on a relatively fiscally conservative budget. I wanted modern aircraft aerodynamic theory mated with new materials and manufacturing processes. I also wanted an aircraft that I could finish and that wouldn't take years to complete. Furthermore, I coveted a repairman's certificate and all the knowledge and education that one derives from such a seemingly insurmountable project of this magnitude. My friends, neighbors and family thought I was nuts, but I kept telling the naysayers that others have done it and I could do it, too... I will build my own airplane.

(Before I continue and as a footnote, I will advise the reader that I have kept very accurate time, financial and photo documented building diaries on all of my projects. I really wanted to know what it takes to build an experimental aircraft. In addition, I must also admit that I have had my retired Father as a building partner in this process. My Dad is great in as much as he's self admittedly not an airplane guy, however, but he likes to learn and keep himself busy: Basically, he defers all of the decisions to me but offers his body, business expertise, support and a keen mind to me in exchange for some real father son bonding time... We are not like the father and son from American Chopper, we really enjoy each other's company and rarely have a spat!)

APPLES:

Continued on Page 4

OLD GOAT'S TWEET BY ART THIEME

At our last meeting, Bob Northrup shared with me his experience at an engine management workshop in Oklahoma (or someplace out west.) He said that it was excellent and he learned a lot.

The interesting part of this is that the teacher flew for Air America. The pilot and teacher is John Deakin and he has a book. The editors state that Deakin didn't want to write a book so his friends gathered his writings without his permission and published the book FULL THROTTLE.

John Deakin was an airport bum and learned to fly at an early age. In his early 20's he was a pilot who flew B-25's to South America from Florida hauling fruit and vegetables down and frozen fish and tropical fish back. No dope or other stuff he claims. When this folded he heard that an outfit was looking for pilots to fly in Southeast Asia. He applied but was told he needed to be checked out in a DC-3. In two weeks he managed this and the company hired him. This was his start with Air America. He flew for them for five years mostly in C-46's, his favorite airplane. He got more than 1500 hours in before the operation stopped. He says that Air America was nothing like the movie, but doesn't give a lot of details about the operation.

His next experience was with Japan Airlines. He became the youngest 747 captain and flew with them for over 30 years. When he retired from JAL he moved to southern California and became active in the Commemorative Air Force. It was with this group that he got to fly many historic airplanes.

Deakin got to fly the Lockheed Constellation. He describes that as: "To me, the Connie is still a flying wet dream." (His words, not mine.) The last part of the book describes in great detail about the Connie, Bearcat, Liberator, B-24, Superfort B-29, Zero, and the Hurricane. And if you want to know how to start radial engines, he tells you. Not that this would benefit anyone except Rob Williams.

See if we can get Bob to tell us about his experience at the workshop. And I'm sure he would loan you the book if you ask him. A great read.

Tom Bowdler and I finished our five weeks course in Bonsai. Tom took this instruction a lot more serious than I did. His plants look good. My goal is to have them survive the summer and winter. We think that we should have a bonsai room at the SAC. Not going to happen

Old Goat, out.

LAST MONTH'S MEETING

The highlight of the meeting was VP Norm Isler welcoming us home to our first official meeting in the Sport Aviation Center of Western New York. He and SAC Construction Manger Mike Clayton proudly held up copies of our provisional Certificate of Occupancy.



Our guest speaker for the evening was RIT Industrial Design student Jordan Pelovitz telling us of his Co-op work experience in England designing the cockpit for a British Light Sport Aircraft. He demonstrated some of the 3-D modeling software he used to design the different components (seats, controls, interior design). It was enjoyable hearing the excitement and enthusiasm of a young aviation designer. We hope he goes far in his career.



APPLES AND ORANGES (CONTINUED)

For my first build I chose the Zenith Zodiac CH601XL as my rookie project. The aircraft is a two seat, bubble canopy, all aluminum and riveted together with Avdel blind rivets and qualifies under the E-LSA and LSA requirements. Zenith Aircraft advertised at the time that you could build one in as little of 500 hours, those in the know advised me to double that estimate for a more realistic figure. In terms of this build here are the numbers:

- Total Build Time 1500 Hours over a 3 year Period:
- 700 Hours for the Zenith Supplied Kit Firewall Back
- 800 Hours FWF, Avionics, Engine and Propeller, Interior and Paint
- Total Cost +/- \$53,000.00/less our labor



Equipment: 790 Lbs. Empty Weight. Non-aerobatic. Powered by Jabiru 3300 120HP@3300rpm, Sensenich wood prop, Dynon D-10 EFIS, Xerion Avionics AuRACLE engine monitoring system, Icom Radio, Intercoms, King Transponder, strobes, Day/Night VFR and hand held GPS, 121.5 ELT. Cruising at 115 knots at 4.5 GPH and working with your Dad and new airplane smell...PRICELESS!

ORANGES:

For our sophomore effort, I happened to be out flying the Zenith when I went out to Batavia to see if Rob Williams and his jet jockey's were around. Anyways, I glanced over at a bulletin board and beheld a sales flier for a Europa Classic Monowheel. Being a bit familiar with this airplane from a trip to a builder's assistance center in Florida that specializes in both Europa and Zenith aircraft I was definitely interested. Originally, I thought I might just buy the kit and resell it for a profit on Barnstormers.com, however, once we arranged a look at the kit with the seller the building bug hit us broadside again and we decided to build the Europa. The Paris AerKraftwerks, Ltd. was going back into business and it was back to the skunk works.

The Europa Classic Monowheel aircraft is an all epoxy/fiberglass construction. Originally conceived to run a 80 HP Rotax and 3 blade ground adjustable prop, the 2 seater was designed to be stowed in one's garage, towed on a trailer to a suitable flying field upon which its stowable wings and tail planes would be pinned into place and a pilot and passenger could satisfy the flying urge at 150 knots while burning 3.5 GPH. It's other unique feature is that the main landing gear is retractable and is configured like a mini-B-52 bomber or U-2 spy plane. Basically it's a tandem gear with a main monowheel and tailwheel steadied by two outrigger gear legs that retract in conjunction with raising the flaps and main wheel (vice-versa for landing).

The egress into and out of the aircraft are through gull wing doors on each side, the aircraft's English heritage liken the aircraft to a flying MG or Triumph sports car, very sporty and very English. In terms of our build, here are the facts:

- Total Build Time 3400 Hours over a 2.5 year Period:
- Airframe, FWF, Avionics, Engine and Propeller, Interior and Paint
- Total Cost +/- \$66,000.00/ Less our labor

Equipment: 928 Lbs. empty weight. Aerobatic. Powered by Jabiru 3300 120HP@3300rpm, Sensenich wood prop, Dynon D-180 EFIS-EMS engine monitoring system, Icom Radio, Intercom, Garmin Transponder, Day/Night VFR, strobes, LED lighting and Lowrance panel mounted GPS, Monroy TCAS, 406 MHz ELT. Cruising at 155 knots at 4.5 GPH and working with your Dad again and new airplane smell... PRICELESS!



Next month, the conclusion, which is better, Apples or Oranges, or maybe a fruit salad?

BOTTLE QUEEN REPORT BY GAIL ISAAC

I don't have a real flashy report this month. As of this date, 5/2, you have donated another \$48 in bottles and cans. Cool! I am hoping to get our metal sculpture in the SAC yard out of there soon and I am still picking up tin cans from the Golden Eagle restaurant to add to the pile for the recycler. I need a heavy duty trailer and some strong men to make the trip. I did have two gentlemen drop by the SAC when we were working on Saturday who wanted our pile. I thanked them very much for asking and not just taking it. We need to get rid of it SOON! HELP! People are recycling more these days with the economy killing us all. We can load it up on a weekend but can only take it there Monday thru Friday. Call me if you can help. Otherwise, just keep drinking. It sure is a help. And I will go on ... and on ...and on!

**EAA Chapter 44
Board of Directors' Meeting
12 Apr 2011**

Board Members Present: Hurd, Isler, Isaac, Clayton, Hazen, Stoddard, Williams, North, Nelligan-Barrett

Non Board Member Officers Present: Bowdler

Reports:

- President (Tom Bowdler):
 - Tom recently participated in a webinar on media relations. Tom noted that in general we are doing a good job in communicating the EAA message to the public.
 - National has sent out an e-mail request seeking nominations for chapter awards such as major achievement, newsletter, website, etc.
- Vice President (Norm Isler):
 - The Chapter is one of the finalists for a Lightspeed Foundation Grant. To help spread the word Norm moved that we allocate \$50 to be spent on business cards noting the details of the competition. Bob Nelligan-Barrett seconded, passed unanimously.
- Treasurer (Dave Hurd):
 - Report read and approved
- Secretary (Stephen North):
 - Report read and approved

Business:

- Sport Aviation Center (SAC)
 - After many months of work the Sport Aviation Center has become a real building with the issuance of a provisional C of O.
 - The next major tasks for the SAC include finishing the drywall, completing the bathrooms, general cleanup, installing a drain for furnace condensate, and signage.
 - Plans are underway for the SAC grand opening on Saturday, 25 Jun.
 - Rod Hightower visit on Tuesday (21 Jun).
 - Open house on Jun 25th
- Capital Campaign (Mike Stoddard)
 - Fifteen members have submitted pledge forms.
 - Mike reviewed the fundraising goals

- Mike is also looking into establishing a Chapter presence on Facebook
- Oshkosh Airlift (Steve North)
 - Trip sales have been very slow so far.
- General
 - Gail "Bottle Queen" Isaac reported of \$254 received for returned bottles/cans and scrap metal.
 - The Spencerport school aviation program is wrapping up, Young Eagle flights are scheduled for Saturday (14 May).
 - The Board approved renewal of our Sam's Club membership.
 - Wings 2011 – The Chapter will not be flying Young Eagles at Wings 2011. Instead we will be concentrating on static displays and SAC promotion.

**EAA Chapter 44
General Membership Meeting
19 Apr 2011**

Reports:

- President (Norm Isler substituting for Tom Bowdler):
 - We received a very nice letter from Paul Poberezny thanking us for our \$100 contribution to the Paul Barger Challenge. Our contribution will be matched by a generous EAA member.
 - Norm distributed shirts with our new logo on them. Members are encouraged to order a new shirt for themselves for the June events. Let's look sharp out there folks!
 - Several new guests were introduced and welcomed.
- Vice President (Norm Isler):
 - Norm showed the Lightspeed Aviation Foundation Grant Announcement video. We all cheered for us!
- Treasurer (Dave Hurd):
 - Financial summary read and approved.
 - We have a new member Marcia Gitelman. Welcome Marcia!
 - Dave read the names of lapsed members. Dues are due, please send yours to Dave.
- Secretary (Stephen North): Absent.

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*Minutes Continued***Business:**

- Sport Aviation Center (SAC, Mike Clayton)
 - Work crews are continuing, some attending on the OFF-Saturdays, in an effort to have the building presentable by June. Watch for Mike Clayton's email updates and come out to help. Everyone can do something!
- Capital Campaign (Mike Stoddard)
 - These numbers are available to any member from Mike Stoddard. Phase 3 was to get our Provisional Certificate of Occupancy-completed; Phase 4 is for full SAC functionality, Phase 5 Finishing, and Phase 6, Cosmetics and Exterior.
 - Donations are continuing to come in. Please keep your pledges current. We need to cash to proceed.
- Oshkosh Airlift (Steve North):
 - Trip dates for 2011: Monday, 25 July through Saturday, 30 July. Airline costs are rising, we need more to sign up for this.
- Miscellaneous
 - Bottle Queen (Gail Isaac) - We are collecting scrap metal at the SAC for recycling. If you have old grills or anything bigger than bottles, they can go here.
 - 50/50 Raffle - We have reinstated the 50/50 Raffle at meetings. Carl Ayers was the first winner and he kindly donated his 50% (\$31) to the SAC; thanks Carl
 - Lilac Parade- Several members will be needed to help Bob Nelligan-Barrett with the Plane Train at the Lilac Festival Parade on May 14. All you will need to do is help unload and load the Plane Train, and then walk with our banner ahead of the Train and wave at people. Please contact him at 754-7263.
 - The Chapter Booth- some work will be needed on this before Rochester Wings on June 10/11. Volunteers?
 - Flight of Hope Poker Run Carol Boshart has contacted us to use the SAC as a stop on this fundraising flight. Since it is a SAC work day anyhow, Gail offered us up and she will distribute cards to the attendees in between drywall mudding and taping.

Scenes from the SAC (if you haven't been out here recently)



Rob Williams (above) leveling out Phil's Porch in preparation for a concrete pad being put down soon.



Tool room shelving.



The bathrooms finally have outer walls. Thanks to Jeff and Darryl.

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.

OFFICERS

President: Tom Bowdler
16685 Hinds Rd.
Holley, NY 14470
585-638-2416
bowdler@juno.com

Vice-President: Norm Isler
585-638-8098
normisler@aol.com

Secretary: Steve North
585-723- 5794
snorth59@rochester.rr.com

Treasurer: Dave Hurd
1681 Oak Opening Rd.,
Avon NY 14414
585-226-2402 dbhurd@att.net

DIRECTORS

Mike Clayton: 585-352-1763
mclayton@rochester.rr.com

Phil Hazen: 585-227-9811
phil1948@frontiernet.net

Gail Isaac: 585-352-1205
gissac@rochester.rr.com

Bob Nelligan-Barrett:
585-754-726
trailbossbob@mac.com

Mike Stoddard:
585-586-2102
mstod1@frontiernet.net

Rob Williams: 585-737-9435
rwilli3@rochester.rr.com

CAPITAL CAMPAIGN

Mike Stoddard: 585-586-2102
mstod1@frontiernet.net

LIBRARIANS

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

Bob Nelligan-Barrett:
585-754-7263
trailbossbob@mac.com

NEWSLETTER EDITOR

Bob Nelligan-Barrett:
146 Worthington Rd.
Rochester, NY 14622

OSHKOSH AIRLIFT

Steve North: 585-723-5794
snorth59@rochester.rr.com

SPORT AVIATION CENTER CONSTRUCTION MANAGER

Mike Clayton: 585-352-1763
mclayton@rochester.rr.com

TECHNICAL COUNSELORS

Earl Luce: 585-637-5768
earl@luceair.com

Jim Martin: 585-368-9333,
jettester@frontiernet.net

Jeff Paris: 585-750-5333
jeffrey-j-paris@excite.com

WEBMASTER & YOUNG EAGLE COORDINATOR

Phil Hazen: 585-227-9811
phil1948@frontiernet.net

EDITORS EMERITUS

Hugh Jones: 585-663-1489
Paul Pakusch: 585-746-4514
Art Thieme: 585-663-1875

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.



SPORT AVIATION CENTER GRAND OPENING!

Saturday June 25, 8 AM-5 PM
Eisenhower Dr., Brockport NY
Brockport Airport/
Ledgesdale Airpark (7G0)

REGIONAL CALENDAR

Rochester WINGS

June 10, 11
Greater Rochester Int'l Airport (ROC) NY
EAA 44 will be staffing a booth.

EAA International Young Eagles Day

June 11
EAA 44 Activities TBA

EAA President Rod Hightower

Tuesday June 21
Social Hour 6:30 PM
Grassroots Tour Presentation 7:30 PM
@ monthly General Meeting
SAC-Brockport Airport/
Ledgesdale Airpark (7G0)

SAC Grand Opening

Saturday June 25, 8 AM-5 PM
SAC- Eisenhower Dr., Brockport NY

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

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 May 17 @ the SAC
Dinner 6:30, Speaker 7:30

Guest Speaker: Brian Duddy,
author of Wings Over LeRoy,
on the history of the Donald
Woodward Airport.

May 14 YE Adventure Flights

May 17 General Mtg.

May 21 SAC Work Day

June 4 SAC Work Day

June 10/11 ROC WINGS

June 14 Board Mtg.

June 18 SAC Work Day

EAA President Rod Hightower

Tuesday June 21

Social Hour 6:30 PM

Grassroots Tour Pres. 7:30 PM

SAC-Brockport Airport/
Ledgesdale Airpark (7G0)

SAC Grand Opening

Saturday June 25, 8 AM-5 PM

SAC- Eisenhower Dr. Brockport, NY

July 12 Board Mtg.

July 16 SAC Work Day

July 19 General Meeting

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

Dinner 6:30, Meeting 7:30

Sport Aviation Center

Eisenhower Drive

Brockport NY

Brockport Airport/
Ledgesdale Airpark (7G0)

SAC Saturday Work Crews-

We seem to have unofficially started every-Saturday Work Crews (in addition to official 1st & 3rd Saturdays) in preparation for the June events. Come out to help us finish the SAC so we have a building of which we can be proud. 10 AM -?

Bob Nelligan-Barrett
EAA 44 Newsletter Editor
146 Worthington Rd.
Rochester, NY 14622