



The Flyer

Volume 42, Issue 6

Experimental Aircraft Association Chapter 44

June 2011

SPORT AVIATION CENTER UPDATE

by Norm Isler

“I work best under pressure of a deadline”.

Nothing new there! But the deadline is getting closer and closer.

In just a few days, EAA President Rod Hightower is due in town, and we want to be sure that we put “our best foot forward” by the time he arrives. Our teams have been busy on overtime making final preparations for the visit.

Not long ago, we had a pile of drywall on the shop area floor that was nearly four feet tall. That’s about 75 sheets of 5/8” drywall, 4’ wide by 10 feet tall. Last night, there were only about a dozen sheets left. Our dedicated drywall hangers have almost completed the task of hanging all that drywall. And our “mudders” have been busy too! The entire “Great Hall” has been mudded and almost all of the room has been primed. It is looking pretty good! The “Grand Promenade” is also fully dry walled, and the mud and paint is nearing completion there too.

Another bunch of water pipes have been routed, and we will soon have a second working bathroom. Speak about bathrooms, both will soon have doors that open and close. Imagine!

Continued on Page 2

SPENCERPORT SCHOOL YOUNG EAGLES ADVENTURE PROGRAM FLIES!

25 8th-graders and six pilots (below) enjoyed the the culmination of their five-week aviation course with Young Eagle flights (see last months article). Parents also enjoyed the excitement their kids showed after landing. **Thanks to the pilots and members who supported this event, the students for their Thank You poster, and the parents for lunch and their contributions to the Sport Aviation Center of Western New York.**



CELEBRATE OUR DEDICATION

by Norm Isler

On June 21, as part of his national Grassroots Tour, EAA President Rod Hightower will join local dignitaries and chapter officers, helping to “Cut The Ribbon”, and officially open the new EAA Chapter 44 Sport Aviation Center of Western New York. This is scheduled to be Rod’s only stop in New York State, and we are glad he will be joining us for this special occasion.

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EAA 44 DINNER WITH PRESIDENT HIGHTOWER AT 5:30 JUNE 21

EAA 44 members and their families are encouraged to attend the SAC Ribbon-Cutting ceremony at 4 PM and invited to dinner with our guest for the day, EAA National President Rod Hightower. We are eating an hour earlier than usual. **Please bring a dish to pass** of home-made EAA 44 delicacies for our guests, and a lawn chair for outdoor seating.

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

Go to www.eaa44.org and click on the link to the Lightspeed voting page. Only one vote per e-mail address is allowed. It is VERY 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 ROCK THE VOTE for EAA 44!

SAC Update Con't from Page 1

(Almost) all the comforts of home! We may even see a sink in the food warming and serving area soon. It is all coming together nicely.

On Tuesday, June 7, a tech from Kriterium was out, and began the cable termination and equipment installation necessary to network our building, and eventually, enable us to access the Internet. There wasn't enough time to finish the job on Tuesday, but I expect that shortly the job will be finished. Kriterium is donating all the materials and tech time. Be sure to thank Todd Cameron next time you see him.

As the rain fades into the background, we finally have some real "summer" weather. That said, some time has been taken to just sit back and enjoy watching the planes come and go from "Phil's Porch". It is hard to believe that less than two years ago, all that was here was an open field.

On June 21, we will be cutting the ribbon on the newest, and certainly one of the nicest EAA buildings in the country. Wear your chapter logo with pride as we celebrate accomplishing something that few others have attempted. And we have done it all without bringing our chapter into debt. (Perhaps we should show some of the folks in Albany and Washington how it is done!) Be sure to read the accompanying articles on the schedule for Tuesday and Saturday, and join in the celebration.

See you at the SAC!

Celebrate our Dedication Con't from page 1

There will be lots going on Tuesday, and we want ALL of our members to be part of the celebration. We have managed to arrange for some time where Rod will be with our members before the Social Hour that will be open to the public. Here is what is going to be happening.

Sometime prior to 3:30pm, Rod and his group of four are scheduled to arrive at Ledgeale from Oshkosh and taxi up to the SAC. Between 3:30 and 3:45 invited dignitaries should be arriving. At press time, we are still waiting for the confirmations, but

invitations were sent to County Executive Maggie Brooks, Senator George Maziarz, Assemblyman Bill Reilich, Sheriff Patrick O'Flynn and Sweden Town Supervisor Jack Milner.

4:00pm There will be a brief ceremony involving all the invited dignitaries, Rod Hightower and the officers and board members of EAA 44. We expect the media to be there, and hope that ALL of our members and their families will be there to cheer the cutting of the ribbon. Remarks for the media by Rod, Chapter Officers and visiting dignitaries.

4:45pm Once the ribbon is cut, there will be a time to relax a bit as we prepare for an early dinner. Soft drinks and casual conversation one-on-one with Rod and the rest of the group from Oshkosh will be reserved for Chapter 44 members and our invited guests only. Please bring your spouse, and any kids or friends that may be interested. This is "Family Time" for the EAA 44 family to meet with Rod.

5:30pm We will have an early dinner this month to make it possible for Rod to join us for a casual meal before the "general public" begins to arrive at 6:30. We will have a "Rochester Special" dinner featuring red and white hots, beans and mac salad and local hot sauces. We ask all members to bring a dish to pass. Maybe we can even come up with a "Garbage Plate" for the event! Dinner will be "Under The Big Top" just north of the SAC. Our friends at EAA 46 in Buffalo have generously offered to loan us their big "Dinner Tent" known throughout Camp Scholler as THE best place to eat when Chapter 46 is at Airventure.

6:30pm We will clean up the remains of dinner, and open the tent area for a Social Hour open to the public. EAA has sent invitation cards to pilots and EAA members throughout western New York, and we have extended the invitation by means of posters and personal invitations to many more.

7:30pm Everyone moves inside to the Great Hall where Rod will give his presentation on the current state of General Aviation, and what EAA is doing to help inspire the next generation of pilots (among other subjects!) First Presbyterian Church of Brockport has offered us use of about 125 of their chairs, so hopefully everyone will have a seat.

9:00pm Rod and his team preflight for the trip back to Oshkosh, and take off for points west. Chapter 44 members bask in the glow of a successful event celebrating the opening of our new home to the public, and enjoy our new home!

OLD GOAT’S TWEET AKA ART THIEME

Barry Schiff, in the June issue of AOPA PILOT, says some readers accuse him of being an Aeronautical Dinosaur. This is because he questioned teaching new pilots how to fly by using the instruments. How can they develop proficiency in the basic elements of flight: straight and level, turns, climbs, and glides. He learned to fly in a 65 hp Champ and learned that level flight meant that the wings were parallel to the horizon. Turns were one wing lower. He learned that he was not turning by observing that the nose was not moving right or left across the horizon.

I learned to fly in a Beech Musketeer. But most of my time came in a Champ. And that airplane taught me to fly. Had only the basic instruments. You learned to watch the wings, the nose on the horizon, the sounds. I once lost the airspeed indicator. Didn’t matter. I flew the plane by all the points that Barry was making. And that is why I am also a dinosaur, aka old goat.

I am fascinated by space. I don’t understand it. How can all those things float around in nothing? Things are light years away. What is a light year? It is how far light travels in one year, 5.85 trillion miles looked it up. We are sending up telescopes and instruments that measure x-rays and ultra-violet rays and who knows what else? The Planck has discovered 30 new galaxy super clusters. How the scientists know this beats me. I think the key phrase is, “You’re not as smart as a rocket scientist, but you ARE as smart as a space scientist.”

The model airplane people, especially the radio-control groups, are concerned with what Washington is doing in their efforts to regulate unmanned aerial vehicles. Some the RC models are half scale or larger. The concern is that RC models will be considered as potential unmanned planes and restricted. The small Unmanned Aircraft Systems (sUAS) regulatory process continues to move forward. The AMA believes that the inclusion of model aircraft in the sUAS rule to be extremely impractical, unnecessary, and a questionable use of taxpayer money. Stay tuned.

A parting thought: James Patterson in DON’T BLINK writes: “The truth may set you free. But it’s the little white lie that will save your ass.”

Old Goat, out.

THE SHORT HAPPY LIFE OF THE DONALD WOODWARD AIRPORT

BY BRIAN DUDDY

We were very fortunate at our May meeting to have with us an aviation historian who spent 20 years researching one of the most influential, though short-lived, airports in the country which operated from 1928-40’s.

Author Brian Duddy talked to us about the history of the Woodward LeRoy. In it’s known as “the airport in what would a “theme with a ball range, skeet



Donald Woodward Airport in day it was finest private America.” It 1928 with later be called park” theme field, driving shooting, a

golf course and other family attractions on and about the grounds of the airport. When the airport opened, it drew the largest crowd ever (60,000) in the history of Genesee County. There was an airshow, pylon races, and parachute jumpers.

Woodward Airport is the only American home of Amelia Earhart’s Fokker Trimotor “Friendship” in which she flew as the first woman (passenger) to cross the Atlantic non-stop in 1928. Donald Woodward was instrumental in making the AE flight possible.

Woodward Airport also had a flight school and a mechanics school, both of which taught men and women, unusual in the day. Elinor Smith was the second woman to earn an ATP rating from Russ Holderman, Chief Flight Instructor at Woodward.

In 1930 a Glider Meet was held at the field. During the 1931 National Air Tour, Eddie Stinson, Jimmy Doolittle, George Halderman all flew from Detroit to LeRoy, the first stop. The Airport was home to the White Aircraft Co in the late ‘30-’40’s.

APPLES & ORANGES (CONCLUSION) BY JEFF PARIS

Now back to the fruit analogy, Apples or Oranges, which one? Well, I like vegetables! OK wise guy, I admit the analogy is lame, but here is my reasoning. In terms of the builds, the main goal is obviously to produce a safe and viable aircraft that's fun to fly and maintain. What I found is that one project definitely appealed to the right side of my brain, while the other definitely leans to the left side of the cranium. However, the main difference between these aircraft obviously is in the materials used, airframe mission and the experience of the builder must be taken into consideration.

Again for the analogy, the Zenith was my apple, easy to eat, it was a fairly straightforward project. Well documented with builder's manuals, digital-photos, technical illustrations and part/assembly drawings; the build is pretty straightforward once you enter and understand the world of the mechanical engineer and technical writer. One distinct advantage of the Zodiac build importantly resided in the fact that Zenith Aircraft was excellent in their product support and network for builders and enthusiasts of their kits.

The Zenith is built of what most aircraft are fabricated from namely aircraft grade aluminum sheeting and riveted together. One you learn how to cut, drill, deburr, file, cleco and rivet your build will be very straight forward and parts seem to progress and form right before your eyes. Furthermore, the build is simplified with the use of aviation grade blind rivets, which all but eliminates the need for traditional pneumatically bucked or squeezed rivets. In a matter of time your raw stock will progress from subassemblies, to structures, to finished aircraft parts that will fill your basement or storage area.

As for the orange, the Europa fits the bill; you don't want to bite directly into the orange peel, bitter, tough and potentially disappointing. The Europa is a project that is for the more advanced fruit connoisseur, one that has to be peeled and eaten in segments: A bit more complicated, but just as sweet and tasty. The Europa Classic is built by using what surfboard builder/shapers and more specifically, the world renowned Dick Rutan innovatively developed and coined as mold-less composite construction: Polystyrene or urethane foam blocks are shaped and covered in an epoxy and fiberglass matrix. Fiberglass and epoxy fabrication offers very organic, curvilinear and ultra smooth possibilities in the form of any shape that can be conceived by your imagination, while providing unmatched strength to weight ratio in terms of construction.

Furthermore it must be noted that all of our previous skills as experimental airplane builder's came into use in this build as well, moreover, our "toolkit" of knowledge had to be expanded to include the proper preparation and utilization of

all things regarding epoxy and fiberglass. Whereas, the Zenith manuals were well documented and illustrated, the Europas' build manual was much more of a literary explanation of the build process; hand illustrated pictures and perspective assembly and exploded view drawings were more or less supplements to the verbiage of the manuals. Quite frankly, I would have been lost if it wasn't for my Zenith build experience: And I could definitely see how a first time builder could get quickly frustrated and mired down in questions with this type of build. Personally, the sculptural and artistic side of my left side brain was easily able to fill in the blanks of the "unknown," basically...you have to love the plasticity of a plastic!

If I could think of one drawback the Europa Kit has I challenging the builder has to be in the finishing of your project, namely be prepared to fill and sand, fill and sand... ad nauseum in order to get that Corvette smooth finish. However, if you are a smart composites builder you will manage your final surface finishing in small bouts throughout the project instead of waiting until the end. Another challenge regarding the Europa lies in the fact that the builder manuals were written back in the mid-nineties at probably what could be the real advent of the kit plane movement, although there were good intentions in presenting the material the kits of today have taken a quantum leap in terms of relevant building content. Lastly, my last challenge resided in the fact that Europa aircraft has gone out of business twice and been bought twice in the last 20 years, support from the factory in England comes at the hard work and determination of a gentleman by the name of Bud Yerly, who is the US Europa Sales and technical representative. Bud is an ex-air force test pilot, believer, builder and flyer of his own Europa, but is a real enthusiastic supporter of the people who take on this kit project. Bud has been an invaluable partner in working with us on our "orphan" bird and getting her back up to snuff via mods, airframe improvements and upgrades.

So where do I stand in terms of apples and oranges, well you guessed it I like 'em both. In a nutshell, what's important here is what philosophers call the "journey", and all I can say is that building two amateur built experimental aircraft (so far) has been a unique and wonderful life experience. When people who are unfamiliar with the homebuilding movement find out that I have built an airplane by my own hands, two questions usually follow right away, first, 'Oh, you build RC models, right? (No) And once they find out it's a real aircraft, "Are you going to fly it?" (Yes, that's why I do it!)

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BOTTLE QUEEN REPORT BY GAIL ISAAC

Hi all you happy drinkers. I don't have any real shocking news this month but I do have more money for the chapter and received a large black bag from friends today. Now that the weather is hotter you will be thirstier and I (along with Dave Hurd) will be happier. What a plan!

**EAA Chapter 44
Board of Directors' Meeting
10 May 2011**

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

Other Officers Present: Bowdler, Northrup

Reports:

- President (Tom Bowdler):
 - Tom noted that due to the number of competing Chapter activities that we would forego submission of nominations for Chapter Service Awards.
- Vice President (Norm Isler):
 - Norm distributed promotional business cards to help gather support for the Chapter's effort to win a Lightspeed Foundation grant.
 - The Young Eagle flights for the Spencerport School aviation program are scheduled for Saturday, 14 May. Seven pilots have signed up so far with a total of 25 kids expected to attend.
- Treasurer (Dave Hurd):
 - Dave reviewed an invoice he'd received from Crosby-Brownlie, a local mechanical contractor who had supplied HVAC parts and installation. The total was considerably higher than expected. The Board discussed options and approved the invoice for payment.
- Secretary (Stephen North):
 - Report read and approved

Business:

- Sport Aviation Center (SAC)
 - Progress on the drywall continues and the SAC now has one fully functional bathroom.
 - The next mini-goal is to finish off the main meeting room and entrance hallway.
 - The Board reviewed options and costs for pouring concrete on the porch and entrance walk. Finances may constrain this effort.
- Capital Campaign (Mike Stoddard)

- Mile reported that the donation rate had slowed as members begin to complete their pledge commitments. Mike will continue to encourage the membership to renew / begin their support of the SAC.
- Oshkosh Airlift (Steve North)
 - Trip sales have been very slow so far. Hopefully interest will increase as the reservation deadline gets closer.
- General
 - A Young Eagles rally is scheduled for 23 July. Participant names will be collected at Rochester Wings.
 - Wings 2011 – Although we will not be flying Young Eagles this year the Chapter will still be looking for volunteers to staff our information booth.
 - The Board discussed plans for the 21 June visit from Rod Hightower, president of EAA.
 - The SAC Grand Opening is on Saturday, 25 June 2011. Specific event plans are being developed.
 - Bob Northrup suggested that the SAC pilot's lounge should feature a "ready room" theme with one half devoted to WWII while the other half made to look like a Vietnam era pilot's briefing room. The Board strongly approved of this idea.

Apples & Oranges Con't. from page 4

Lastly, I tell people that building an airplane from a kit is not rocket science and anyone willing to learn has a fair chance at making a dent in a project. However, if you have plans to finish and fly your aircraft that is going to take some due diligence and concentrated effort on your part. Amateur aircraft building projects are intense undertakings, however, if you manage and balance your time, do a little bit everyday, keep realistic expectations, involve your family in the project and open your shop to others that are interested in this venture you have a good chance of finishing and enjoying the fruits of your labor. As for the future I think I mentioned something about being interested in "vegetables", could that refer to something in the tube and fabric realm of flight construction?

P. S. Don't forget to join your local EAA Chapter

EAA Chapter 44

**General Membership Meeting
17 May 2011**

Reports:

- President (Tom Bowdler):
 - Tom thanked Becky Hurd for preparing a delicious dinner and Lorraine Myers for supplying the desserts.
 - On May 14th Chapter 44 was represented in the Lilac parade by Capt. Bob Nelligan-Barrett piloting the Plane Train.
- Vice President (Norm Isler):
 - The Young Eagles rally scheduled for 14 May had to be postponed because of weather. The make-up date is Saturday, 21 May. The Chapter is also hoping to hold a coordinated Young Eagles rally with Chapter 46 at Batavia sometime in September.
 - Norm reported on plans for Rochester Wings 2011 (Saturday, 11 June). The Chapter's participation will be limited to supplying static display aircraft and staffing an information booth. While we won't be flying Young Eagles this year, we will be taking names for the Young Eagles event at Brockport on 23 Jul.
 - Plans for the 21 June visit from Rod Hightower are in good shape. Some final details have to be worked out but Norm expects a very interesting evening and a great chance to show off our new home.
- Treasurer (Dave Hurd):
 - Financial summary read and approved.
- Secretary (Stephen North):
 - Report read and approved.

Business:

- Sport Aviation Center (SAC, Mike Clayton)
 - Interior finishing of the SAC continues with the emphasis on completing the drywall and painting the main meeting room.
 - As the weather improves some of the work crews will concentrate on the building grounds.

- Oshkosh Airlift (Steve North):
 - Sales are still slow, looking for anyone interested. Deadline is Friday, 3 June 2011.
- Miscellaneous
 - Bob Nelligan-Barrett is coordinating volunteers to help with the both the visit from Rod Hightower and the SAC Grand Opening. He's looking for help with set-up on Tuesday, 21 June before Rod's arrival and tear-down after the Grand Opening on Sunday, 26 June.



A Spencerport Young Eagle shows her appreciation of a flight in Larry Greeno's RV-6A.



Gail Isaac talks with a father after his son's flight in Golfie.

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.



SPORT AVIATION CENTER GRAND OPENING!

Saturday June 25, 9 AM-5 PM
Eisenhauer Dr., Brockport NY
Brockport Airport/
Ledgedale Airpark (7G0)

REGIONAL CALENDAR

1941 Historical Aircraft Group Geneseo Warbird Airshow
“The Greatest Show on Turf”
Geneseo Airport (D52) NY
July 8-10, <1941hag.org>

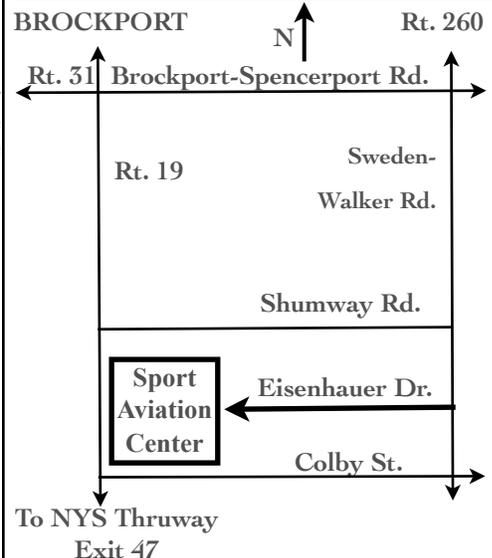
ESL International Airshow
featuring US Navy Blue Angels
Celebrating 100 Years of Naval Aviation
Greater Rochester Int’l Airport (ROC) NY
July 16 & 17, <rochesterairshow.com>

EAA 44 Young Eagle Rally
Sport Aviation Center Brockport
July 23, 9 AM-Noon

Fly-in Breakfast
Hendershot’s Airfield, Hilton
July 24, 8 AM-noon

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

NYS Festival of Balloons
Celebrating 30th Anniversary
Dansville Airport (KDSV) NY
Sept 1-5, Labor Day Weekend
<nysfob.com>



EAA 44 Calendar



NEXT GENERAL MEETING
Special Guest
EAA President
Rod Hightower

Tuesday June 21
Social Hour 6:30 PM
Grassroots Pilot Tour 7:30-9 PM

SAC-Eisenhower Dr.,
Brockport Airport (7G0)

UPCOMING ACTIVITIES

SAC Grand Opening

Saturday June 25, 9 AM-5 PM
Eisenhower Dr., Brockport Airport

July 12 Board Meeting
July 16 SAC Work Crew
July 19 General Meeting
July 23 Young Eagle Day

August 6 SAC Work Crew
August 9 Board Meeting
August 16 General Meeting
August 20 SAC Work Crew

September 3 SAC Work Crew
September 13 Board Meeting
September 17 EAA 44/46 YE Day
September 20 General Meeting

**All activities take place at the
SAC unless otherwise noted.**

Sport Aviation Center

Eisenhower Drive
Brockport Airport/
Ledgedale Airpark (7G0)
Brockport NY

Board Meetings-

2nd Tuesday of the month, 7 PM

General Meetings-

3rd Tuesday of the month

Dinner 6:30, Meeting 7:30

SAC Saturday Work Crews-

1st & 3rd Saturdays, 10 AM -?

Bob Nelligan-Barrett
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