



The Flyer



Volume 47, Issue 10

Experimental Aircraft Association Chapter 44

October 2016

LETTER TO THE CHAPTER

from Jeff "Heff" Paris

Dear EAA Chapter 44 Family,

I am writing to each and everyone of you to thank you for your prayers, thoughts, understanding and support as I navigate through my current health challenges.

The generous support you have offered my family has touched us all at the deepest level of heartfelt appreciation. As a collective group and as individuals, people like you are few and far between. Our EAA Chapter is a special place and as you can guess I am eager to resume my life on the field as soon as I can get a clean bill of health and get those issues behind me.

With continued encouragement from family and friends, the expertise of my doctors and healthcare team and my faith in a Higher Power I will find the inner strength to make it through. Thank you again for being there for me during a very difficult time.

Sincerely,
Heff



**NOTICE OF ANNUAL MEETING/ELECTIONS: Tuesday November 15, 2016 at 7:30 PM.
The meeting will be held at the Sport Aviation Center, 44 Eisenhower Dr, Brockport NY 14420.**

Mission: EAA Chapter 44 is a tax-exempt 501(c)(3) organization of aircraft builders and aviation enthusiasts in Western New York dedicated to promoting aviation and encouraging participation in aviation-related activities. These include designing, building and restoring aircraft, education, advocacy and youth outreach programs. We promote flying with high standards of safety in an environment that supports freedom, family and personal fulfillment.

AOPA ASI SAFETY SEMINAR PRESENTING “TRIVIA NIGHT”

Sure, you know lots of important stuff about flying...but how sharp are your trivia skills? Join us for our latest seminar and find out! We'll test your knowledge of the arcane while also exploring the safety issues behind the trivia.

For example, do you know:

How long Lindbergh went without sleep during his transatlantic flight?;

How many drinks it takes to degrade performance as much as a poor night's sleep?;

What piece of equipment “caused” Eastern Air Lines Flight 401 to crash?

From vintage navajids to aerodynamics and little-known aircraft, we've put together a collection of questions sure to put your knowledge to the test—and make you a safer pilot. (text from AOPA website)



Jim Martin (center) was our Guest Speaker in July talking about his record-setting sailplane flights, and also demonstrating how he tows and assembles his plane for a flight. **Thank you Jim for this peek into the world of silent flight.**

HANGAR FUND CHALLENGE ALTIMETER

For every dollar donated to our Hangar Fund, an additional dollar will be matched by an Anonymous Donor now through December 31, 2017.

Total gifts received as of October 1, 2016 toward the \$10,000 challenge is \$3,250.



Now that our Altimeter has broken the \$3,000 threshold, our Anonymous Donor has added his/her third \$1,000 match to the Hangar Fund. At every \$1,000 milestone our Donor will add their matching \$1,000.

Make your tax-deductible donation payable to “EAA Chapter 44” and put “Hangar Challenge” in the memo line. Mail or give your donation to Treasurer Gail Isaac, 6 Clearview Dr., Spencerport, NY 14559.

Thank you to our Anonymous Donor and thank you to YOU for your support of the Sport Aviation Center Hangar Fund.

OLD GOATS' FLOTSOM & JETSOM

by Art Thieme

I will save you the trouble of looking it up. Like you would. Flotsam and jetsam are basically items thrown overboard on a wrecked vessel and/or washed ashore. Another definition is worthless or trifling things. And there you have a good heading for my writings.

The Editors job is to edit. Editor Bob has been doing a good job as he reported in the las tissue by admitting a cutting job on Mike C's article. He also cut my Oshkosh observations. My main point was that the show had no WOW for me. In past years there were always new and old planes on display that really grabbed your attention. This year there was a C-5- a huge plane but not new. The Martin Mars seaplane was a WOW except you could not grasp its size during a fly-by and couldn't get close to it otherwise. One other point: if you are driving to the show be sure that you get an EZ Pass. We went through 19 toll booths.

Aviation Week, Sept. 12, 2016 reported regional airline first year pilot pay. The low was \$20,183 and the high \$25,533. Considering the time and money required to become eligible to fly professionally it makes you wonder why there are even pilots available. The airlines sure can do better.

Paul Dye, Editor of Kitplanes, had an interesting article in which he noted that building an airplane is for those who like to do things over and over again. He pointed out that the average two seat aluminum airplane probably has close to 15,000 rivets, each requiring drilling and deburring.

I counted the number of pieces required for a wood rib and just continued building a rib one day. So keep at it folks.

Enough flotsom for today.

Old Goat, out.

NEW POSTER RECOGNIZES AND THANKS FORD TRI-MOTOR SPONSORS AND VOLUNTEERS



Your Board of Directors has commissioned the production of a permanent poster to be displayed in the Sport Aviaion Center to Recognize and thank all those involved with the effort.

We had 14 sponsors and 50-some Volunteers pull off this amazing Chapter event. It really does take a Chapter, and a community, to host a Ford Tri-Motor. **Thank you again to all involved for your contribution.**

Oh, and by the way, we have a correction to the headcount of passengers flown. It went UP to 551 passengers flown!

INEXPENSIVE FUN FLYING

BY MIKE CLAYTON

If you want to fly in Class B, C, or D airspace you may need a transponder, for well over a thousand dollars new (until you are forced to upgrade to ADS B, and the price will escalate (to at least \$2000-\$4000). We often regard all of these as essential items for any aircraft. In my opinion, the portable radio, ELT and the electric starter are the only things absolutely essential. Then there is GPS, electronic engine monitors, Angle of Attack indicators, and on and on. While all of these are good things to have, they are not necessary for safe flying in a low speed, well maintained aircraft like the Cub and the Champ. So, why can't I buy a new Cub or a new Champ pretty much like the ones originally available?

I think it comes down to the ideas that have sold aircraft for a long time; the development of our lawsuit prone society (cost of insurance); and increased regulation by the government, and our seemingly insatiable desire for more technology and higher performance.

As far as the ideas that have sold aircraft, These are speed, overall performance, safety, and gadgets. These also add substantially to the cost of manufacturing an aircraft, and are within our control and the control of the industry. Most of us do not realize that the platforms that automobiles and aircraft are built on are common across multiple models and prices. The differentiators are the gadgets, styling, brand and to some extent the performance of the machine. All aircraft have wings and all autos have wheels. Sound familiar?

So, what to do? Well, if you have decided that you don't want to spend \$100,000 + for a new aircraft that falls into the Light Sport Category, or nearly \$200,000 for a new 172, then read on!

You can shop for a used aircraft. There are a number of websites who list a large variety of aircraft for sale. One of the best known is "Barnstormers". Sometimes word of mouth works well. Once you find the aircraft that fits your needs, you can engage an licensed A&P to perform an inspection and tell you what kind shape the plane is in, and what might need to be done to it. Assuming you are happy at this point, you need to negotiate the price and terms of the sale to your satisfaction and that of the seller. Financing is available for most aircraft, just like for cars. By way of comparison, the \$20,000 to \$40,000 cost range for a used J3 or Champ is comparable to many reasonably

priced new and used autos. One advantage to a used aircraft is that by law, it has been properly maintained and inspected on at least an annual basis. This is like the annual inspection for your automobile, on steroids.

Remember that with a certificated aircraft, you will have to be prepared to bear the annual cost of an inspection and any repairs that need to be made by a licensed A&P.

With a homebuilt experimental aircraft you will have to do some of the same unless you actually do the building yourself. In the latter case, when you have the aircraft undergo the final airworthiness inspection you will need to obtain an inspection authorization certificate for that particular aircraft, allowing you to legally do the annual inspection. Anyone can repair/modify an experimental aircraft, subject to the annual inspection requirements.

There are many plans for aircraft, and kits for aircraft that can be built for about \$20,000 to \$30,000 or even less. These will fall into the experimental category, and will be light sport, or ultralight aircraft. For aircraft in this price range, you may need to buy a used engine to control cost. This is not difficult, and there are people in the chapter who can help you with this process. Used engines are usually in well known condition, and so you can purchase one with a minimum of risk. If you want to go for minimum cost, there are a number of ultralight aircraft which can be built under those rules. I suspect many of you have never considered building your own aircraft. Usually this is because you think you don't have the skills needed, or the time. Skills can be acquired with the help of the chapter and national EAA.

If you don't want to build, you can start your own aircraft company!

Assuming you don't want to start your own company, what resources might be available to help you as a homebuilder? Well, within the EAA there are a number of these you can draw upon. First of all, within our chapter are a number of technical counselors, who are experienced homebuilders, and who stand ready to help if you need it. In addition, there are a number of members, who while they are not technical counselors have the experience of building and will help if you ask. A good thing to do is to ask the counselors to inspect your project as it progresses.

They will do this and give you feedback on how you are doing, and if anything needs to be corrected.

If you are building a kit plane, the manufacturer will provide telephone support, and often will have one or two day on-site (their facility) builders workshops. At these you may construct part of your aircraft such as a tail surface, under their supervision, along with other builders. This is fun, and you will learn a lot, and make contacts with others that are going through the same process.

If you decide to build from plans, there are users groups for most of these, and often a “guru” who can help show you and answer questions. As always, the chapter has a lot of people who can help. We have our own “guru” for the Buttercup aircraft, Earl Luce. He is also a technical counselor and has built 6 aircraft. Pretty good, huh?

To help out, our Chapter is starting a build/restoration project involving a KitFox Model 2. It will have a number of experienced builders involved, and is a chance to start to learn about building your own aircraft. Contact me or Earl Luce if you are interested.

There are many other things to discuss about how to get flying for less than a fortune. While we have seen some of the things about acquiring an aircraft, there is also the issue of obtaining flying lessons and gaining your pilot's certificate if you are learning to fly.

Stay tuned for more on how to fly for fun, inexpensively, but safely.

FAASTEAM COMES TO THE SAC TO HELP HOMEBUILDER AND OWNERS

Bill Abbott, FAA Program Manager for Airworthiness, talked to us last month about “Owner-Performed Maintenance and Homebuilt Inspections. **Thank you Bill for your helpful information.**



EAA Chapter 44 Board of Directors' Meetings 13 September 2016

Board Members Present: Clayton, Isler, Nelligan-Barrett, Hazen, Horne, Arganbright, Ritson and Peters

Other Members Present: G.Isaac

Reports:

- President (Mike Clayton)
 - Mike update the Board re: the status and progress of the recently started Chapter building project in which a number of members are participating in the restoration of Mike's KitFox.
- Vice President (Norm Isler)
 - The AOPA Safety Institute Seminar will be held at the SAC on Thursday, October 27th.
 - The EAA Chapter Leadership Boot Camp Program was held at the SAC on Saturday, August 20th. Over 20 representatives from 12 different chapters and 3 states attended the one day boot camp including Norm, Mike Clayton, Bob Nelligan-Barrett, Kevin Arganbright and Craig Ritson from Chapter 44.

- EAA National has updated the Chapter Handbook for 2016-2017. Although the Manual is online, the BOD approved an expenditure for the printing of 5 bound copies for a SAC reference manual and for board members who prefer a printed version.
- Treasurer (Gail Isaac)
 - The August report was read and approved per motion of Norm Isler, seconded by Jeff Peters, passed unanimously.
- Secretary (Jeff Peters)
 - July Meeting Minutes (no August meeting) read and approved per motion of Bob Nelligan-Barrett, seconded by Kevin Arganbright, passed unanimously.

Business:

- Homebuilder's Council (Darryl Byers)
 - No report.
- Capital Campaign (Rob Williams & Larry Greeno)
 - No report
- 2016 Program (Mike Kuyt – Speaker Seeker)
 - No report

- Building Committee (Kevin Arganbright)
 - to create a SAC “decorating committee” to determine how to display the chapter's art work and other things.
- Young Eagle Aviation Camp (YEAC) (Jeff Peters)
 - Jeff Peters updated the BOD re the results of the 2016 YEAC that was held on August 8th – 12th. The YEAC De-Brief meeting will be held on September 20th at 5:30 pm at the SAC prior to the general meeting. Norm reported that the EAA National Young Eagle Program offset for Chapter 44's participation in 2016 will be used to support the YEAC.
- Ford Tri-Motor Visit (Bob Nelligan-Barrett)
 - Bob Nelligan-Barrett, the Tour Chair for the EAA Ford Tri-Motor visit to the SAC on June 23 -26, updated the BOD re the results of the very successful event. Craig Ritson proposed the expenditure for the printing of 50 Ttri-Motor posters for the event volunteers, seconded by Bob Nelligan-Barrett and passed unanimously.
- Chapter Web Site (Phil Hazen)
 - The creation of a chapter FaceBook page was discussed and Craig Ritson volunteered to be the site administrator



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 Gail Isaac. For membership info, contact Treasurer Gail Isaac

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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EAA 44 is a 501(c)3 organization.
Gifts of cash, securities or other property to the Chapter for the benefit of the Sport Aviation Center are welcome and fully tax deductible.
Contact Treasurer Gail Isaac for details.

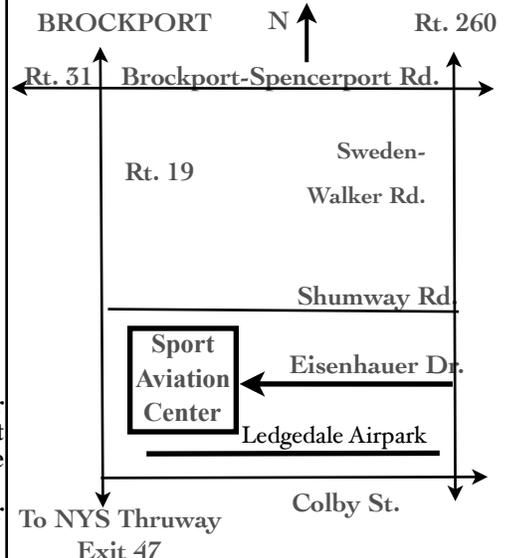
REGIONAL CALENDAR

Look to Upstate NY's Aviation List at <upstatelist.org> for regional fly-in breakfasts and other aviation events.

AOPA Safety Seminar "Trivia Night"

October 27, 7-8:30 PM
@ the SAC

<<https://www.aopa.org/training-and-safety/air-safety-institute/in-person-seminars>>



EAA 44 Calendar



NEXT GENERAL MEETING

**October 18,
6:30 Dinner, 7:30 Meeting**

Our Guest Speaker is Paul Haffen, former military fighter pilot and current Delta Captain flying Boeing 757's & 767's from the US to Europe.

Ginny & Darryl Byers are serving up their delicious sausage soup. Please bring side dishes or desserts to compliment their meal.

Oct. 27 AOPA SAFETY SEMINAR

Nov. 8 Board Meeting

Nov. 12 SAC Work Day

**Nov. 15 ANNUAL MEETING:
ELECTIONS & STEAK NIGHT**

Dec. 10 SAC Work Day

Dec. 13 Board Meeting

**Dec. 20 HOLIDAY ACTIVITY
TBD**

**HAPPY HOLIDAYS
&
HAPPY NEW YEAR**

All activities take place at the Sport Aviation Center, & are free & open to the public unless otherwise noted.

Sport Aviation Center

44 Eisenhower Dr. 14420

Brockport Airport/

Largedale Airpark (7G0)

43° 10' 56" N 77° 55' 1" W

Board Meetings 2nd Tuesday, 7

General Meetings-

3rd Tuesday of the month

\$5 Dinner 6:30, Meeting 7:30

SAC Saturday Work Days

2nd Saturday, 10 AM

Bob Nelligan-Barrett
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