



# The Flyer



Volume 47, Issue 9

Experimental Aircraft Association Chapter 44

September 2016

## FLYING FUN INEXPENSIVELY AND SAFELY

by Mike Clayton

*(Last month's attempt to print Mike's article was done with a lot of cutting, and not as much pasting. Several paragraphs were omitted in the first part. For continuity, I am reprinting it and will continue next month. It's a long article, yet important. My apologies to Mike. Ed)*

This month, I am going to write about ideas on helping people to become aviators, in a way which is inexpensive, and maintains safety standards. My hope is that we will have you, the members of our chapter, come up with more ideas to help achieve this goal.

First of all, let's look at some history. Two aircraft, which are considered Light Sport Aircraft today, were introduced back in the 1930-1948 time frame. These are the Piper J-3 and the Aeronca 7AC Champ. Both aircraft are still around today, both as used aircraft, and in new and fancier versions known as the Carbon Cub and the Citabria.

The J3 Cub was available new from about 1938 until 1947. About 20,000 total were built. The Aeronca Champ was available from 1946 until 1951, with production being about 8000. Both aircraft were priced at \$2495.00 in 1946. Both aircraft flew under 100mph, carried two people, had no electrical systems, no avionics, and had to be hand propped. These were entry level aircraft, designed to introduce people to aviation. Today, they can be purchased, used, for anywhere from \$30,000-\$40,000 for the J3 and \$20,000-\$30,000 for the Champ. These prices vary a lot depending on the age and condition of the aircraft. **Continued on next page.**

## 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 nav aids 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)

**NOTICE OF ANNUAL MEETING/ELECTIONS: Tuesday Nov 15, 2016 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.

**Flying Fun con't**

Today you can buy a new version of these aircraft for about \$190,000 (the Carbon Cub SS), or \$133,000 (the Champ 7EC). That is a 72X increase in price over the original J3 and a 53X increase for the Champ. These aircraft normally fly at about 100mph.

If I take the roughly \$2500.00 price in 1946 for either of these aircraft and assume an annual escalation in price of 3% per year from 1946 to 2016, the new price of a J3 or a Champ in today's dollars would be about \$19,800. What has happened? Why are these aircraft so much more expensive now than they used to be? Of course, my guess of a 3% per year price escalation might be low, but it yields a factor of eight times price increase which is pretty hefty. Even a 4% per year increase yields a price increase of about 16X. I think I will stick with the 3% figure for now.

Compare the aircraft available today to the originals. Both aircraft originally came with 65 hp engines, no electrical system, and just the basic instruments need to fly VFR. They would fly at a top speed of well less than 100mph. On the plus side, they got you into the air, and were fun to fly locally and for short cross-countries. They provided the means to gain time and experience flying.

Today's equivalent new aircraft come with engines from 100 hp (Champ 7EC), to 180 hp (Carbon Cub SS), and fly at least 100 mph. They have all kinds of "bells and whistles" that their original counterparts could not dream of. All of these new features (mainly avionics and engines) add lots of dollars to the price of the aircraft. The FAA certification process has gotten more rigorous over the years, and is more expensive than it was in the 30's and 40's. This is particularly true for TSO'ed avionics. Many of the avionics today cost multiple times the original price of the J3 and Champ.

I freely acknowledge that some of the "standard" features today are required for safe flying. Examples are the aircraft radio, and the ELT. An electrical system to provide power for these, along with a starter, is necessary for most people. If you are willing to hand prop, and use a portable radio available for well under a \$1000, you can get by without the electrical system. The ELT runs on battery power anyway.

*To be continued next month.*

## 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 August 16th toward the \$10,000 challenge is \$3,150.**



Now that our Altimeter has broken the \$3,000 threshold, our Anonymous Donor is in the process of adding 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 Challenge..**

**2016 YOUNG EAGLE AVIATION CAMP**  
**by Jeff Peters, YEAC Coordinator**

For 5 days in August, EAA 44's Sport Aviation Center was transformed into Monroe County's second Youth Aviation Day Camp (our 2015 YEAC was the first). The objective of the camp was to facilitate our mission of aviation education and youth outreach, and to provide a broad hands-on exposure to airplanes and aviation. We also wanted the YEAC to be widely supported within the Chapter. By the end of the Camp on Friday, August 12th, and based on the smiles, comments and enthusiasm of the 13 campers and their parents/guardians, the 3 Junior Counselors (campers from last year) and the 24 Chapter 44 members who participated in the camp, we think we met our objectives.

The major camp focus was the four workshops devoted to giving the campers a hands-on exposure to the materials and building techniques involved in aircraft construction as well as how an airplane flies via a computer flight simulator. Each of the campers – 4 11 year olds, 3 12's, 1 13, 3 14's and 2 15 year olds – 12 boys & 1 girl, built and took home an aluminum section of a leading wing edge (think Sonex), a wood wing rib and a very practical composite clip board complete with airplane images and the camper's name. Our pro workshop leaders – Mike Clayton & Tom Bowdler, Dave Hurd & Jim Weinkauf, Dave Amsler & Kevin Arganbright, and Bob Nelligan-Barrett did a superb job in designing and planning the 3 1/2 hour workshops that they conducted four times, and their patience, knowledge and helpfulness was very evident. Thanks also goes to our 3 Junior Counselors (Chapter 44 Student Members) – Jesse Burdick-Pless, Carter Neumann and Lucy Newman-Lapinski who assisted the workshop leaders.

In addition to the workshops, the camp included a variety of presentations & demonstrations including aviation history, Ledgesdale Airpark tour, aerodynamics - how an airplane flies (including the building and flying of a model airplane – the FPD/9), aircraft pre-flight inspection, aircraft instruments, airspace, air traffic control & airport traffic patterns, UAVs, a field trip to the Rochester Airport including the ATC Tower, Fire Rescue and the Rochester Air Center's Redbird Full Motion Flight Simulator, aircraft engines, aviation careers, flight training & education and a “Show & Tell” session with the parents/guardians.

Many thanks to our presenters; Mike Clayton, Dave Hurd, Norm Isler, Tom Bowdler, Mike Kuyt, Frances Englund, Bob Nelligan-Barrett, Rick Tandy, Jeff Peters, Tim Hansen - Chief Inspector, Penn Yan Aero Company, Ron Ford - Civil Air Patrol, Joe Songin - CFI, Rochester Air Center, and Paul Haffen - Airline Captain, Delta Airlines.

A big thank you goes to Carol Swanger & Becky Hurd and their crew for handling the many administration activities including registration and snacks. Those assisting included Larry MacDonald, Jim Weinkauf, Evelyn Amsler, Russ Swanger and Bob Nelligan-Barrett who was our official photographer. A special thanks goes to Rob Williams for making the arrangements for the field trip to the Rochester Airport and especially the ATC Tower Tour.

A number of members provided guidance and support to the YEAC & the SAC and/or were scheduled to participate in the camp but couldn't due to work conflicts including Carlos Martinez, Larry Greeno, Darryl Byers, Dwight Meyers, Jim Martin, Elise Isler, Samantha Horne and Gail Isaac.

## PHOTOS FROM SUMMER CAMP

YEAC students participated in three aircraft-construction material workshops. Here students are making a fiberglass clipboard, a wooden wing rib, and a metal wing rib.



## A YOUNG EAGLE RALLY... FINALLY!!!

by Elise Isler, Young Eagle Coordinator

After 5 “No Goes” – 3 scheduled rallies and 2 “rain dates” – 4 dedicated pilots were able to fly 22 very excited Young Eagles on Sunday, August 14! It was quite a year for our YE program.



On a beautiful but windy day, Frances Englund says, “After take-off, we’re gonna go that’ta way.”

The majority of our cancellations were due to weather conditions – low ceiling and high winds, not actual rain. At one event we gathered for coffee and donuts but were unable to fly because weather conditions changed fairly quickly. After an hour delay, for the safety of all planes, pilots and in best interest of a good flight for our first-time flyers, we sent everyone home.

Next year marks the 25<sup>th</sup> year for the EAA Young Eagles Program. This past summer the 2 Millionth YE was flown in Oshkosh by Harrison Ford. There was much celebrating but the biggest announcement was that the program will go on to 3 million, 4 million and so on! EAA is definitely in support of the program, pilots, volunteers and getting our students interested in GA through this program.

**I would like to especially thank ALL of you who made yourselves available this summer.** I know how disappointing it is for all of us NOT to fly on the day of an event. We all look forward to the smiling faces – parents, pilots and of course the students!

## EAA HOLDS LEADERSHIP BOOT CAMP @ THE SAC

Recently EAA Chapter 44 welcomed a team of National EAA Chapter leaders to the SAC for a Leadership Boot Camp to assist chapter leaders with ways to develop and improve their chapters. Charlie Becker, Director of Chapters, Community and Homebuilt Community Manager, Brett Hahn, Manager of Chapters, and Kyle Voltz, Chapter Field Representative came from HQ for the weekend.



27 EAA members from as far away as Canada, Illinois, Maine and New Hampshire joined New York State members for a “drink from the fire hose” experience.



**Thank you to Charlie, Brett, and Kyle for coming to Brockport to use our facility.**

## OLD GOAT'S OSHKOSH OBSERVATIONS

by Art Thieme

After each Oshkosh AirVenture I eagerly await the reports in the aviation journals to see what I missed.

I joined EAA in 1980. I have 10 camping stickers starting in 1982. I have 18 EAA 44 chapter airlift hats and there were several trips with no hats. I also flew in and camped under a Cherokee Six wing. So I have attended at least 30 gatherings, I have not gone the last three years.

Imagine my surprise when my son asked if I'd like to go to Oshkosh in an air conditioned camper. WOW! The key words were “air conditioned.” Early camping consisted in picking a spot in a field and setting up a tent. Amenities consisted of a Port-a-Potty somewhere close by. There are now about 150 spots with water and electric. First come, first served, which means you have to rent early before they are gone and pay for extra days and the full week. And I never saw so many \$100,000 campers!

You can't describe Oshkosh. You have to live it.

There was an announcement that a picture would be taken of all chapter members by The Brown Arch, Imagine my surprise and delight to meet the Islers there and we were in the front row so look for us in the EAA magazine.

And the real WOW factor was that my son came up with the idea and made all the arrangements. And this was not his first time there. He walked the grounds like I used to. Thanks Mark!

Old Goat, out. About time.

### HE HAD A DATABASE!

As most of you know by now Norm and Elise Islers' Beechcraft Sport was destroyed this summer when a running Cessna got away from its pilot and chewed into the hangar and into their airplane. Now, several months later, they were ready to talk about it at our August General Meeting. **Thank you Norm & Elise for sharing your story and your heartbreak with us.**

As was very obvious, there is no way to emotionally prepare for an incident like this. It was a "death in the family" and everything that goes along with that. But there was one saving grace that helped support their insurance claim. Norm had a database!

And he floored the insurance company with it. At the time that their son Nick and Norm started looking into buying vs selling an airplane, they did a cost analysis before deciding to buy. They looked at other costs beyond the purchase price, like fuel, maintenance, and insurance and decided that for them, the costs were manageable.

After receiving a settlement offer from the insurance company (but not accepting it), Norm responded with another database with his internet research of all other comparable Beech Sports for sale. And he included ancillary costs caused by the accident such as airfare to inspect replacement aircraft and the cost of a mechanics inspection of said plane. And legal fees and and... It adds up. But Norm had it all documented AND SUPPORTED when making his counter offer. In the end, he felt the final settlement was fair.

**Norm and Elise thanked all the members for their support during this hard time and the for the offer of loaner aircraft (Thanks Mike Kuyt) for the duration.**

### EAA 44 SUPPORTS SPENCERPORT ROTARY FLY-IN BREAKFAST

As the final event for the summer, EAA 44 opened the doors to the SAC for the general public to see what we have to offer.



The weather was a bit iffy during the morning but a sizable crowd turned out anyway and enjoyed a delicious pancake, sausage, egg, and coffee/OJ breakfast.



The Special Guest Airplane was the Russian Antonov AN-2 from the National Warplane Museum in Geneseo. This is the "World's Largest All-Metal Biplane." It was open for static display but was not offering rides. Its name is "Natasha," as in Rocky and the Moose, Boris and Natasha. She's even the nose art.



## 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 1<sup>st</sup> 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.

### National Warplane Museum Annual Corn Roast

Sept. 18

Geneseo (D52)

Geneseo, NY

585-243-2100

<[nationalwarplane.org](http://nationalwarplane.org)>

### Glenn Curtiss Museum Seaplane Homecoming

Sept 16-18

South end of Keuka Lake  
SW of Penn Yan (KPEO)

Hammondsport, NY

607-569-2160

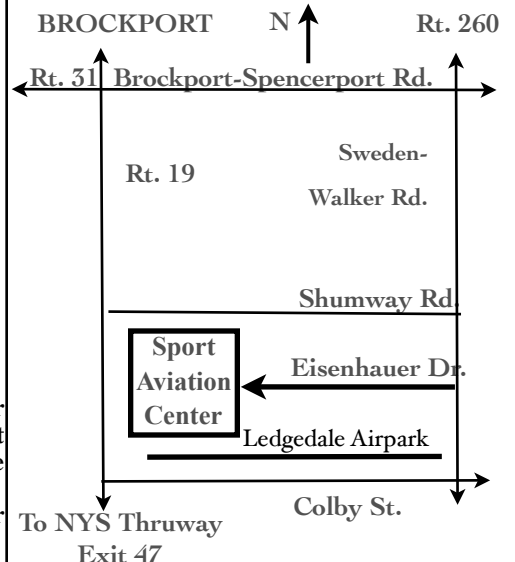
<[info@glenncurtissmuseum.org](mailto:info@glenncurtissmuseum.org)>

### 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**

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

**William Abbott**, FAAS Team Program Manager/ASI at the Rochester FSDO will be talking on "Aircraft Airworthiness" & "Owner-Performed Maintenance."

Samantha Horne is cooking chili for dinner. Please bring side dishes or a dessert to complement her dinner.

Oh, and by the way, it's BYOBeano. ;-)

Oct. 8 SAC Work Day  
Oct. 11 Board Meeting  
Oct. 18 General Meeting  
**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/

Ledgesdale Airpark (7G0)

43° 10' 56" N 77° 55' 1" W

### **Board Meetings**

2<sup>nd</sup> Tuesday of the month, 7 PM

### **General Meetings-**

3<sup>rd</sup> Tuesday of the month

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

### **SAC Saturday Work Days**

2<sup>nd</sup> Saturday, 10 AM

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