



The Flyer



Volume 47, Issue 8

Experimental Aircraft Association Chapter 44

August 2016

FLYING FUN CAN BE HAD INEXPENSIVELY AND SAFELY by President Mike Clayton

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.

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.

Continued on next page.

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.

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.

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.

(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 12/31/2017. Our current total is \$2,615. The Altimeter will be updated monthly.



Now that our Altimeter has broken a \$1,000 threshold, our Anonymous Donor will add his/her 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 GOAT MUSINGS

by Art Thieme

WOW! What can you say except Hats Off and Congratulations to Bob Nelligan-Barrett and the Tri-Motor Committee for putting on the Tri-Motor event. Bob's enthusiasm for the event was outstanding and reflected in the results. **And a big Thank You to the members who provided the help to pull it off.**

I've reached a state of Nirvana (n. state of blissful oblivion). Explain...

At the May meeting VP Norm Isler handed out Chapter Service Awards. when he was finished he called me up??? What? I had not done anything worthy, except write a stupid monthly column (*NOT stupid! Whimsical yes, but never stupid, Art. Ed.*) Norm was smiling and he shook my hand and proceeded to read the inscription on the award.



“Presented in recognition of multiple decades of service to our Chapter. You provided a connection between today’s members and yesterday’s chapter and aviation history. In appreciation of your humor, dedication and allegiance and for always providing an interesting observation in your monthly column, and pearls of wisdom at our monthly meetings, we thank you..”

The award was justly named “The Old Goat Award.’ I am humbled and thank the Board and Chapter members for this award. I think it can become a yearly award to a few of my colleagues.

What are the chances of this happening? Three aviation magazines (Flying, Plane and Pilot, and AOPA Flyer) all put the same airplane on their covers. And all wrote up a full review of the X-Cub, called the ultimate PA-18 clone. Flying calls is a backcountry superstar. It has an 180 HP engine, cruises at 149 mph with a ceiling of 14,000 feet with a range of 800 NM. It’s a tandem two-seater equipped with 26 inch Tundra tires and a ADS-B package. A Cub clone? Price at just a little under \$300,000. Get in line.

You know you’re getting old when you don’t recognize any of the guests on the late night talk shows.

Old Goat, out.

**EAA Chapter 44
Board of Directors' Meetings
10 May 2016**

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

Other Members Present: Isaac, Greeno, MacDonald

Reports:

- President (Mike Clayton)
 - Mike outlined his proposal for a chapter home building educational activity that would involve several Chapter members in the restoration of his Kitfox airplane that he has actively been restoring for a number of years. Work sessions would be held at the SAC and his own shop facility at his home in Spencerport. Members Earl Luce, Jim Martin, Kevin Arganbright and Craig Ritson have agreed to participate in the restoration in leadership roles. Following a discussion of the concept, Norm Isler proposed that the BOD endorse the idea as a Chapter Educational Activity as outlined and discussed, contingent on the submittal of a written proposal for Board action, and the obtaining of appropriate insurance to cover the work sessions both at the SAC and Mike's shop facility. Bob Nelligan-Barrett seconded the motion and it was passed unanimously.

Vice President (Norm Isler)

- In accordance with the new operating budget procedures, the Board reviewed the April income vs. the expense numbers.
- The EAA Chapter Leadership Boot Camp Program will be held at the SAC on Saturday, August 20th. The Board members and other Chapter 44 leaders are urged to enroll.

• Treasurer (Gail Isaac)

- The April report was read and approved. Gail reported that the Chapter's 2015 Income Tax Forms have been filed.

• Secretary (Jeff Peters)

- April Meeting Minutes read and approved per motion of Phil Hazen, seconded by Kevin Arganbright, passed unanimously.

Business:

Homebuilder's Council (Darryl Byers)

- No report.

• Capital Campaign (Rob Williams & Larry Greeno)

- Larry updated the Board re the status of the Capital Campaign and the \$10,000 Hangar Match Challenge.

2016 Program (Mike Kuyt – Speaker Seeker)

- The speaker for the May Meeting will be member Elise Isler who will discuss the Young Eagle Rally Program. June's general meeting will be moved to Thursday Night, June 23rd and will be a steak roast in conjunction with the Ford Tri-Motor visit. The event sponsors will be invited to the dinner and the Ford Tri-Motor Pilots (a married couple) will be the speakers.
- Building Committee (Kevin Arganbright)
 - No Report.
- Young Eagle Aviation Camp (YEAC) (Jeff Peters)
 - Jeff Peters updated the BOD re the 2016 YEAC that will be held on Monday, August 8th – Friday, August 12th.
- 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 project. The committee is meeting the 1st & 3rd Saturday of each month. Mike Clayton and Mike Kuyt, Co- Coordinators of the Event Sponsors, reviewed the sponsorship status. Samantha Horne, Volunteer Coordinator, reviewed the status of her activity. Bob Nelligan-Barrett proposed the expenditure for the purchase of 3 EAA Tri-Motor banners, seconded by Phil Hazen and passed unanimously.

**EAA Chapter 44
Board of Directors' Meetings
12 July 2016**

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

Other Members Present: Greeno,

Reports:

- President (Mike Clayton)
 - No specific report.
- Vice President (Norm Isler)
 - The AOPA Safety Institute Seminar will be held at the SAC on Thursday, October 27th per motion by Jeff Peters, second by Bob Nelligan-Barrett, and passed unanimously.
 - The EAA Chapter Leadership Boot Camp Program will be held at the SAC on Saturday, August 20th. The Board members and other Chapter 44 leaders are urged to enroll. Phil proposed the expenditure to advertise the Boot Camp to other regional EAA chapters, seconded by Bob Nelligan-Barrett and passed unanimously.
 - A Boy Scout Troop is interested is conducting an Scout Aero Camp at the SAC in the Fall. Dick Horne has volunteered to act as the EAA 44 representative. Norm will follow up on the request.

- Treasurer (Gail Isaac - Absent)
 - The June report will be reviewed and approved via e-mail.
- Secretary (Jeff Peters)
 - June Meeting Minutes 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)
 - Larry updated the Board re the status of the Capital Campaign and the \$10,000 Hangar Match Challenge.
- 2016 Program (Mike Kuyt – Speaker Seeker)
 - Jim Martin will be July's General Meeting Speaker and he will discuss his sail plane soaring experiences including his 42,000 foot flight over Pike's Peak. Norm Isler will discuss his flight down the Hudson at the August Meeting.

- Young Eagle Aviation Camp (YEAC) (Jeff Peters)
 - Jeff Peters updated the BOD re the 2016 YEAC that will be held on August 8-12.
- Ford Tri-Motor Tour (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. The BOD discussed a variety of options to recognize both the sponsors and the volunteers. Norm Isler proposed the expenditure for graphic art design work for an appropriate poster for display at the SAC and for distribution to the members, seconded by Phil Hazen and passed unanimously. Norm also proposed the expenditure for the sponsor gift frames, seconded by Mike Kuyt and passed unanimously.
- Chapter Web Site (Phil Hazen)
 - Phil reported on the invitation for EAA 44 to review and have the potential opportunity to purchase some old tools and other items related to the restoration of a Piper Tri-Pacer associated with an estate sale.

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 events.

ROCKETS, RAY GUNS & ROBOTS

The Strong

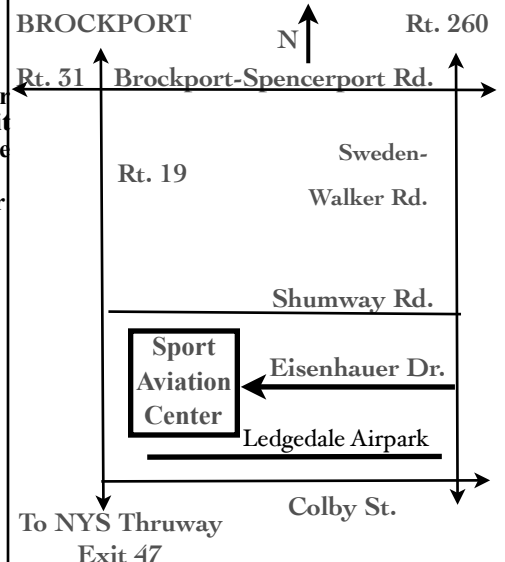
National Museum of Play

<<http://www.museumofplay.org/exhibits/rockets-robots-and-ray-guns>>

Through Sept 5

Blast off! The imaginative universes of science-fiction classics await at Rockets, Robots, and Ray Guns.

Explore the ways that science-fiction books, toys, movies, and video games have captured people's imaginations and shaped the way they play. Travel to distant futures and faraway galaxies to explore key sci-fi themes in zones that couple artifacts from The Strong's collections with dynamic, hands-on activities: Aliens & Monsters, Future Perfect, New Frontiers, Ray Guns, Robots, Rockets, space Heroes, and Time Travel
(text from The Stongs' website for this event.)



EAA 44 Calendar



NEXT GENERAL MEETING 6:30 Dinner, 7:30 Meeting

Norm Isler will be speaking about the hangar accident that changed his and Elise's life.

Norm & Elise are bringing their annual Beef on Wick. Please bring sides and desserts to complement that.

Aug. 13 Young Eagle Rally (rain date Sun 8/14)

Aug. 16 General Meeting

Aug 19 National Aviation Day to honor W. Wright's birthday

Aug. 20 Chapter Leadership **Boot Camp**

Aug. 21 Spencerport Rotary **Pancake Breakfast**

Sept.-Life back to normal.
Phew!

Sept. 10 SAC Work Day

Sept 13 Board Meeting

Sept 20 General Meeting

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 of the month, 7 PM

General Meetings-

3rd Tuesday of the month

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

SAC Saturday Work Days

2nd & 4th Saturdays, 10 AM

Bob Nelligan-Barrett
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