



R.U.F.F. Times

The Official Newsletter of the
Rochester Ultralight Fun Flyers
EAA UL Chapter 95



January 2011 Members Meeting

When: Saturday, 29 January at 10:00AM.

Where: The Quanz "Shop", 9110 Sparta Springwater -Townline Rd, Dansville, NY

Phone: 858-880-3337

Directions From the Rochester Area: Take 390 south to the Lakeville exit (# 9 exit).

- Turn left onto State Rt. 15 (That is south bound 15).
Travel south about 1 Mile to where Rt. 256 "Y's" off to the right.
Continue South on Rt. 256 along the West shore of Conesus Lake.
Continuing on Rt. 256 you will pass through the little town of Scottsburg (That is about 14 miles from when you turned onto Rt. 256)
Continue South on Rt. 256 past Scottsburg for 2.5 miles to the crossroads of Tucker/Sweet Rd.
- Turn left onto Tucker Rd. Climbing the hill you will cross Reeds Corners Rd, and Tucker Rd. then changes names to Hilts Rd. Continue up the hill to the top. At the stop sign turn right onto Sparta-Springwater Town Line Rd.
- Continue South on Sparta Springwater for exactly 2.8 miles to the Quanz house, #9110. It is the brown house in the woods on the right. Look for the driveway as shown below.



Location: N 42° 35' 10.07" W 77° 39' 04.36"

Joanne has invited the Ladies to come down for the "Lady Ruffians" meeting to be held in the house.

There will be coffee and refreshments, and we are planning to have a light lunch after the meeting.

January BOD Meeting, 8 January 2011
by Dan Burrell, Secretary

Call to order: Chuck Blocher

Roll call: Chuck Blocher, Chris Black, George Charnitski, Dan Burrell, Jerry Getgen and Jon Arney

Treasurer's Report: George reported the balance. Several renewal checks have not been deposited as yet. A check was written for our annual EAA dues/insurance coverage.

President's Minute: We welcomed Chuck as our new president.

Old Business:

- Jerry/Jon are making adjustments to our website so that both can add material.
- All newsletters are up on the website. Chuck will add a bio of himself as an introduction to our members.
- Our holiday party was a success. Pictures will be included in our newsletter. For next year, Jon will contact the Brewery to see if we can reserve the private room.
- Projects: We remain in a holding pattern in terms of adding a porch to the club house. We may want to review the maintenance to the porta-john. Perhaps we should have it cleaned out at the end of each season. Several radio projects are under way.
- There is a small kitty of money left over from our lunch donations. Jerry will turn it over to Tom Forster and Bernie Quanz when we meet in Dansville at the end of the month.

NEW Business:

- The RUFF awards are ready. Our annual banquet will occur on Sunday February 13 from 12:30 PM to 4PM with lunch served at 1PM. Members are urged to send in their lunch requests to George by January 31 so he can send these in to the Old Toad Restaurant.
- For our March meeting, Jerry will see if Jeff Getgen can give a talk on ATC for Light Sport pilots.
- Our next BOD meeting will be at Slaytons on February 12 at 9AM.

RUFF Annual Banquet

When: Sunday 13 February, 2011 at 12:30 open bar, lunch 1:00.

Where: The Old Toad, 277 Alexander Street, Rochester

Lunch: Go to the Old Toad web site (<http://theoldtoad.com/entrees.html>) and choose off the main menu (not specials) what you would like and **e-mail this information to George Charnitski** <charney@WalworthFire-ems.org> no later than 31 January.

Or, call the Old Toad (585-232-2626) to find out their menu options.

Then contact George Charnitski (585-727-1572) and tell him your menu choice. George will combine all orders and provide them to the restaurant. As we did last year everyone will be responsible for there own check, a gratuity will be added.

Gift Exchange: There will also be a gift exchange (max \$10) or holiday re-gift (or whatever white elephant you are trying to get rid of!) Bring a gift to receive a gift, open to both members and significant others. Please mark for male, female or either.

EAA 44 Newsletter "The Flyer"

Paul Pakusch, Editor

To see the latest issue of the EAA 44 Newsletter, go to the following web address:

<http://www.eaa44.org/eaa44-2009-08a.pdf>

December Holiday Celebration at the Honeoye Brewery

This was a very well attended and enjoyed event. It is our fourth December Brewery Meeting and is so well established as a RUFF tradition that, in the future, we need to make a formal reservation. It got quite noisy this year, and it was hard to converse, so Jon will contact the Brewery next time and try to reserve the private room adjacent to the public room.



The US Airmail in Rochester, NY From Bill Sauers, Greece Historical Society

US Airmail was started in 1918, but it took 10 years for Rochester to get on the Air Mail map. Our first scheduled Air Mail began Jun 1, 1928. Below is a photo of the first Air Mail Post Office at the "new" Municipal Airport on Scottsville Rd in 1928.



FCC drops proposed ban on 121.5 MHz emergency locator transmitters from Dan Burrell

The Federal Communications Commission halted plans to prohibit emergency locator transmitters on the 121.5 MHz frequency. The Federal Aviation Administration had requested the FCC review the prohibition. "This reversal is evidence that a coordinated effort from the aviation community can effect change and prevent a harmful proposal from becoming law," said the Aircraft Owners and Pilots Association. AviationWeek.com (1/19)

Prescient Observations About Aviation

collected by Dan Burrell

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| The Cub is the safest airplane in the world. It can just barely kill you. (Attributed to Max Stanley, Northrop test pilot) | You've never been lost until you've been lost at Mach 3. (Paul F. Crickmore, 'Lockheed SR-71: The Secret Missions Exposed,' 1993.) |
| If you're faced with a forced landing, fly the thing as far into the crash as possible. (Bob Hoover) | There's no such thing as a natural-born pilot. (Chuck Yeager) |
| Do not spin this aircraft. If the aircraft does enter a spin it will return to earth without further attention on the part of the aeronaut. (First handbook issued with the Wright flyer) | A 10 cent fuse will protect itself by destroying the \$2,000 radio to which it is attached. (Robert Livingston, 'Flying The Aeronca.') |
| Trouble in the air is very rare. It is hitting the ground that causes it. (Amelia Earhart, '20 Hrs 40 Mins,' 1928.) | The edges of the air can be recognized by the appearance of ground, buildings, sea, trees and interstellar space. It is much more difficult to fly at the edges. (Anon) |
| An airplane might disappoint any pilot but it'll never surprise a good one. (Len Morgan) | Don't ever let an airplane take you someplace where your brain hasn't arrived at least a couple of minutes earlier. (Anon) |
| Truly superior pilots are those who use their superior judgment to avoid those situations where they might have to use their superior skills. (Anon) | The propeller is just a big fan in the front of the plane to keep the pilot cool. Want proof? Make it stop; then watch the pilot break out into a sweat. (Anon) |
| If you're ever faced with a forced landing at night, turn on the landing lights to see the landing area. If you don't like what you see, turn 'em back off. (Anon) | If you push the stick forward, the houses get bigger, if you pull the stick back they get smaller. (Anon) |
| To go up, pull the stick back. To go down, pull the stick back harder (Anon) | Flying is the second greatest thrill known to man.... Landing is the first! (Anon) |
| The similarity between air traffic controllers and pilots? If a pilot screws up, the pilot dies. If ATC screws up, the pilot dies. (Anon) | Helicopters can't really fly - they're just so ugly that the earth immediately repels them. (Anon) |
| Flying is not Nintendo. You don't push a button and start over. (Anon) | Remember the six P's: P rior P lanning P revents P iss P oor P erformance. (Anon) |
| You can only <u>tie</u> the record for flying low. (Anon) | Airplanes are near perfect, all they lack is the ability to forgive. (Richard Collins) |

Pilots Should Know Where They Are

John Macksamie

Pilots should know where they are, even after they are "safely" on the ground! Here are a couple of reasons why!



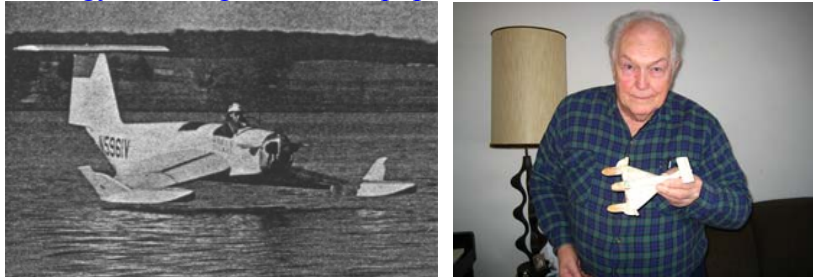
Delta Wings, Negative Dihedral, and Other Nifty Ideas by Lippisch

Bill Neva, pilot and aviation history buff

Most of us recognize the famous "Komet" of WWII German fame, but do you recall who designed it? Dr. Alexander Lippisch was way ahead of his time in aviation technology, and following WWII contributed to the development of many delta wing aircraft in the US Air Force. The Convair F-106 (below right) is just one of many examples from this remarkable engineer. See more at <http://discaircraft.greyfalcon.us/LIPPISCHE%20AERODYNE%20RESEARCH.htm>.



A little known invention of Dr. Lippisch is the Ground Effect Vehicle (GEV) that is neither an airplane nor a boat, but a little of each. His X112 version (one of many types) is shown below (left), and that is me with a model I built of it. The GEV travels across the water at high speed, but doesn't lift out of ground effect. It is a LOT faster than a hydro-foil or the fast ferry! You can see a video of the X112 built by Collens, Inc. below left, and the video at, <http://www.se-technology.com/wig/html/main.php?code=0&craft=37&open=showcraft>



The reason I'm fascinated by the X112 is that after Dr. Lippisch died, his widow allowed me to copy the plans for the X112. She actually wanted me to start a company, with her help, to manufacture it. I copied the plans, gave her back the originals, but didn't have an interest in starting a company. I considered building a single one for myself, but you know how projects can go. I didn't go much beyond a few parts. The nifty thing about it is that the FAA says you don't need a pilot's license to operate it, since it doesn't get out of ground effect. HOWEVER, with as little as 25 HP (Collins used a MENASCO 25 HP opposed twin) the X112 WILL get out of ground effect and fly like a regular airplane! YOUR CHOICE!



A company called "Flarecraft" actually manufactures a GEV. You can see it in action at http://www.youtube.com/watch?v=_SBwXiXbSWg. If anyone is interested in taking on a project, I have a full set of plans (above, middle).



● *Trade Winds* ●

The "Engine Information System"

If any of you aircraft builders are considering using the EIS system from Grand Rapids Technologies in your plane, contact me as I can get a better price since I am a dealer. This way you can save a few bucks. The EIS is a valuable instrument to have because it measures the battery voltage, engine rpm, exhaust gas temp., cylinder head temp., water temp, outside air temp., engine hours (Hobbs meter), flight time, and also has extra inputs that you can use to your liking. All of these measurements have upper and lower limits that you set and if any of these limits are exceeded, a warning light flashes and the screen indicates the problem area. This is probably the most valuable function of the unit. Basic units for most aircraft run about \$500. George Charnitski.

Buccaneer for sale: Asking \$ 4000

Located at Lakeville Airport, Livonia.

Owner would consider all reasonable offers. With covering, the BRS chute, on-board battery electrical system, 12 gal. fuel tank, and outer covering, it weighs in as 300 lbs. It is probable that it can be lightened to meet FAR Part 103. The owner reports that it flies well and has always been hangared. He doesn't know what the "011CS" on the side means, but it is not a registered aircraft in the US. For additional information, contact William G Irwin, wirwin7@tampabay.rr.com.

