



# R.U.F.F. Times

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



February 2010

## ***No February Members Meeting***

**Instead:** We will have our Annual Banquet and Awards Presentation at 12:30 pm, at the Old Toad, 277 Alexander Street, Rochester. If you haven't placed your order for lunch, it's too late.

**However,** come to the meeting anyway and join in on the gift exchange, awards program, and/or the usual RUFFian good fellowship!

**Gift Exchange:** ~\$10 Bring a gift.....take a gift!

## ***RUFF Outing to the Glenn Curtiss Museum, Hammondsport, NY***

If you haven't visited the Glenn H. Curtiss Museum, you've really missed out! Curtiss did far more for the development of aviation than anyone else in America, including the Wright Brothers.

**When:** Sunday, March 7, 2010. Meet in front of the museum at 10:00 am.

**Bring:** A brown bag lunch. We will eat at the museum.

**Sign Up:** Bring your spouse, kids, co-pilot, etc. **but let us know** if you plan to attend.  
Call: Chris Black 315-524-7402 or e-mail Jon Arney JArney@rochester.rr.com

**Travel:** On your own. The trip to Hammondsport takes around 1 1/2 hours, depending on where you are coming from and what route you take.

## ***Bus Trip to the Dayton Air Force Museum***

Norm Isler, President of EAA 44, has invited RUFF to participate in a bus trip to visit the US Air Force Museum in Dayton, Ohio. The dates are April 8-10. Hotel rooms are suites, double occupancy. The bus will leave Rochester at noon on the 8th, pick up EAA # 46 members in Buffalo and have dinner on the road. Friday will begin with a breakfast buffet to be followed at 9AM by a tour of the museum restoration area. A tour of the presidential aircraft area follows. Friday's dinner is a banquet. Saturday will involve a general tour of the museum. The group will leave by bus at 2PM to return to Rochester via Buffalo to drop off #46 members, arriving in Rochester at 11PM. All in all, it is a 3 day/2 night junket on a Master Coach. **The cost is \$295 per person** and there are 50 seats. Spouses are welcomed. Anyone desiring a brochure should contact Norm Isler at 638-7369 or 638-8098. Payment will be due in February. Checks should be made out to EAA Chapter 44.

## ***RUFF Membership Renewal Time***

George Charnitski

It's that time of year when I start hounding members for their yearly **\$30 dues**. This is the first hound! Please send your check, made out to, RUFF, to George Charnitski, 3549 Daansen Rd., Walworth, NY 14568. Do me a favor, if you plan on NOT rejoining our Chapter, please let me know by responding to this e-mail and I will take you off the membership list.

**EAA 44 Newsletter "The Flyer"** Available at <http://www.eaa44.org>.

## *The Mid-January Thaw*

Laura and I took advantage of the mid-January thaw and flew to Oswego (FZY) for lunch. Chimney Bluff (just past Sodus Bay) was great to see from 1000 ft agl. Laura isn't much on cold weather, but she did like the smooth ride that winter flying generally provides. Melon's Landing Restaurant was doing a fine business that day.

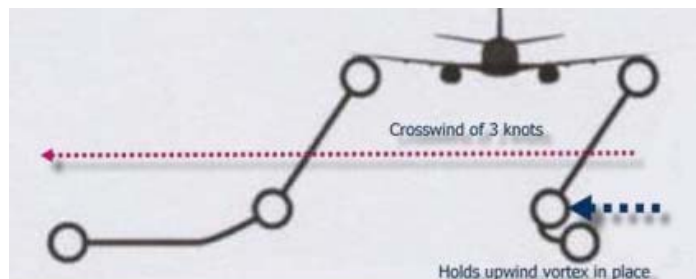


### **Pilots Tip of the Week**

from Dan Burrell

"Pilots Tip of the Week" is an e-mail subscription sponsored by PilotWorkshops.com. You can subscribe to the weekly tip at <http://PilotWorkshop.com/tip.htm>. An example "Tip" is as follows.

"Vortices tend to move outward from the aircraft. So if you are behind a departing aircraft, the vortex from the right wing will tend to move to the right. The vortex from the left wing will tend to move to the left in no wind conditions.



If we have a crosswind, the wind will tend to influence the movement of the vortices. A crosswind of about 3 knots will hold the upwind vortex pretty much in place at the runway where it was created, while the downwind vortex will rapidly move away from the runway.

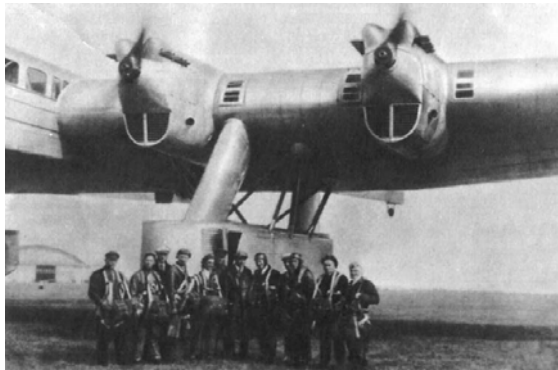
Crosswinds greater than approximately 5 knots will tend to break up the vortices. So stronger crosswinds are good things, as far as vortices are concerned. At least the way we look at it, from our perspective; we want the vortices to begin to break up and decay. **So light crosswinds require maximum caution, and I'm talking about a light crosswind of maybe 3 knots."**

### ***Speaking of Really BIG Airplanes***

From Charles Hays

The **Kalinin K-7** (Russian: Калинин К-7) was a heavy experimental aircraft designed and tested in the Soviet Union in the early 1930s. It flew 11 times before crashing and killing 15 people. The designer, Konstantin Kalinin, wanted to build two more planes but the project was scrapped. Later, Stalin had Kalinin executed. Evidently, it was not good to fail on an expensive project under Stalin.

*Historic Photos of the prototype*



It's got propellers on the back of the wings, too. You can count 12 engines facing front. The size of this airplane would be equivalent to the Empire State Building on its side, with cannons. And you think the 747 was big... not only a bunch of engines but check out the cannons the thing was intended to have.

*Artist's rendering of the K-7 mounted with naval style cannons*



In the 1930s the Russian army was obsessed by the idea of creating huge planes. At that time they were proposed to have as many propellers as possible to help carrying those huge flying fortresses into the air, jet propulsion has not been implemented yet. Can you imagine what it would be like sitting in this thing when those cannons go off? Looks like something out of a Jules Verne novel.

The Russians are still into really big airplanes. Below is a picture of the Antonov 225. This is the largest airplane in existence today. Some of the specs are:

Wingspan.....290 Ft.

Height..... 89.4 Ft.

Length.....276 Ft

Number of wheels..24

Max T.O. Weight.....1,322,750 lbs. (Over 660

Tons.) Max payload...551,150 lbs. (Over 275

Tons) Engines.....six Lotarev D-18T

turbofans Max speed.....530 MPH Cruise speed...495 MPH Range.....8,310 Miles

Only one aircraft built and it's not for sale.



**Charlie says** "Just got back from New Mexico. Been doing a lot of, 'seeing the USA in my Chevrolet.' Probably get back in the air this year Jon. Glad you liked the plane article. I'm still getting the newsletter and enjoying the articles. Keep up the good work. Hope to see the gang later. Once a Ruffian, always a Ruffian!" --- Charlie.....

## ***FAA Publishes Changes to Sport-Pilot Regulations***

**The FAA Announcement:** [FAASafety.gov](http://FAASafety.gov)

On February 1, 2010, FAA published a final rule that amends regulations for sport pilots and flight instructors with a sport-pilot rating. The amendments, which become effective April 2, 2010, address issues with training, qualification, certification, and operating requirements that have arisen since light-sport regulations were first implemented in 2004. The changes are designed to enhance safety and reflect the operational experience gained since the original regulations became effective. Changes include: removal of the five-hour flight time requirement for sport-pilot flight instructors before providing training in the same make and model of (LSA) light-sport aircraft; revised student sport-pilot solo cross-country requirements; and a new requirement for aircraft owners and operators to retain a record of all applicable LSA safety directives. FAA reviewed more than 150 comments from pilots and flight instructors and from organizations such as EAA and AOPA, in its consideration of the regulation changes. To view the rule, go to: <http://edocket.access.gpo.gov/2010/pdf/2010-2056.pdf>.

**The EAA Perspective:** <http://www.eaa.org/ehotline/issues/100205.html>

Sport Pilot Revisions are mostly favorable. The FAA's long-awaited revisions to the five year-old Sport Pilot/Light-Sport Aircraft Rule were published Monday, February 1, in the *Federal Register*. With the changes sport pilots will be allowed to fly higher and safer in mountainous regions, find it easier to gain towered airport experience in a powered parachute or weight-shift-control aircraft, and S-LSAs can be used at Part 141 flight schools which will likely reduce training costs for all student pilots. [Read the story](#)

### **Revisions Could Make Training Unnecessarily Burdensome**

The training exemption for E-LSA used for flight instruction expired on January 31, 2010, causing many instructors to close their businesses and leave the sport they love. The FAA failed to develop guidance for the issuance of letters of deviation authority (LODAs) under §91.319(h), which would have allowed these experienced and knowledgeable instructors to continue to use their aircraft for training.

EAA's comprehensive reaction to each of the rule changes can be read at: [http://www.eaa.org/news/2010/SportPilotRuleRevision\\_Summary.pdf](http://www.eaa.org/news/2010/SportPilotRuleRevision_Summary.pdf)

### ***January BOD Meeting, 9 January 2010 by Dan Burrell, Secretary***

**President's Minute:** Jerry sent a check to EAA for \$227 (\$177 for insurance, \$50 for membership). He passed on an Airworthiness Bulletin regarding circuit breakers. It may apply more to GA planes. Chris reported that Dick Router may have machine parts for anyone in need. Norm Isler (President of EAA 44) attended the meeting and thanked the group for the \$100 donation to 44's facility. The building is now enclosed, locked and sealed. They should have electricity by summer. A 900 ft. trench for electricity will need to be dug in the summer.

### **Committee Reports**

- 1. Safety:** Steve reported that 2009 was the best year for GA regarding runway incursions. He advised all pilots to "keep your eyes and ears open" during flights.
- 2. Public Relations:** No report
- 3. Flying Events:** No report

4. **Library:** We await the completion of 44's library to collaborate.
5. **Web Site:** The website is current.
6. **Newsletter:** No problems.
7. **Programs:** February's program will be the banquet, Abnormal procedures in March (Dan)
8. **Projects:** Jerry/George continue to collaborate on the S 5 plane as an amateur built project. Jon has a water anemometer to test the accuracy of air speed indicators, and a capacitance cell to measure water/ethanol content in fuel tanks.

#### **OLD Business**

- The Christmas party at the Brewery was a success.
- The porta john continues to be functional in the cold weather. The air park is being plowed.

#### **NEW Business**

- 16 people are signed up for the **banquet at the Old Toad** on Sunday 2/21 from 12:30PM to 4PM.. Steve needs to hear from anyone else by the end of the January as to dinner selection. Dan will send out a reminder. Please note the bar is a cash bar.
- There are ongoing talks regarding the wind sock. This is on hold till the summer.
- Jerry mentioned the availability of Stafford airport (private) for RUFF members. It is half way between Genesee County Airport (GVQ) and Le Roy (5G0).

#### ***Special Request***

The club is looking for anyone who might have an old working radio and be willing to donate it to the club so we can monitor traffic at Spencerport Air Park.

#### ***The History of the Aviation Checklist***

from Jerry Getgen

ref. <http://www.atchistory.org/History/checklst.htm>

On October 30, 1935, at Wright Air Field in Dayton, Ohio, the U.S. Army Air Corps held a flight competition for airplane manufacturers vying to build its next-generation long-range bomber. It wasn't supposed to be much of a competition. In early evaluations, the Boeing Corporation's gleaming aluminum-alloy Model 299 had trounced the designs of Martin and Douglas. Boeing's plane could carry five times as many bombs as the Army had requested; it could fly faster than previous bombers, and almost twice as far.

A Seattle newspaperman who had glimpsed the plane called it the "flying fortress," and the name stuck. The flight "competition," according to the military historian Phillip Meilinger, was regarded as a mere formality. The Army planned to order at least sixty-five of the aircraft.

A small crowd of Army brass and manufacturing executives watched as the Model 299 test plane taxied onto the runway. It was sleek and impressive, with a hundred-and-three-foot wingspan and four engines jutting out from the wings, rather than the usual two. The plane roared down the tarmac, lifted off smoothly and climbed sharply to three hundred feet. Then it stalled, turned on one wing and crashed in a fiery explosion. Two of the five crew members died, including the pilot, Major Ployer P. Hill (thus Hill AFB, Ogden, UT).

An investigation revealed that nothing mechanical had gone wrong. The crash had been due to "pilot error," the report said. Substantially more complex than previous aircraft, the new plane required the pilot to attend to the four engines, a retractable landing gear, new wing flaps, electric trim tabs that needed adjustment to maintain control at different airspeeds, and

constant-speed propellers whose pitch had to be regulated with hydraulic controls, among other features. While doing all this, Hill had forgotten to release a new locking mechanism on the elevator and rudder controls.

The Boeing model was deemed, as a newspaper put it, "too much airplane for one man to fly. The Army Air Corps declared Douglas's smaller design the winner. Boeing nearly went bankrupt.

Still, the Army purchased a few aircraft from Boeing as test planes, and some insiders remained convinced that the aircraft was flyable. So a group of test pilots got together and considered what to do. They could have required Model 299 pilots to undergo more training. But it was hard to imagine having more experience and expertise than Major Hill, who had been the U.S. Army Air Corps' Chief of Flight Testing. Instead, they came up with an ingeniously simple approach: **they created a pilot's checklist**, with step-by-step checks for takeoff, flight, landing, and taxiing. Its mere existence indicated how far aeronautics had advanced.

In the early years of flight, getting an aircraft into the air might have been nerve-racking, but it was hardly complex. Using a checklist for takeoff would no more have occurred to a pilot than to a driver backing a car out of the garage. But this new plane was too complicated to be left to the memory of any pilot, however expert.

With the checklist in hand, the pilots went on to fly the Model 299 a total of 18 million miles without one accident. The Army ultimately ordered almost thirteen thousand of the aircraft, which it dubbed the B-17. And, because flying the behemoth was now possible, the Army gained a decisive air advantage in the Second World War which enabled its devastating bombing campaign across Nazi Germany.



## • *Trade Winds* •

**RANS S-9 CHAOS PROJECT • \$6,800 •** Aerobatic, single-seat RANS S-9 project. Originally built 1988, aircraft has been completely disassembled. Gear updated to new streamlined style, fuselage media blasted and powder coated, many new parts and accessories. Will require assembly/finishing, engine, prop, and ballistic chute (optional) to complete. See Specs page or e-mail for more information. I need something with more seats and have no time to build - so here's your

chance to get an aerobatic LSA at a great price! Asking \$6800 or BO. • Contact [Marty Snow](#), Owner - Rochester, NY USA • Telephone: 585-889-7433 •



### **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.