



R.U.F.F. Times

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



***February 2011 Members Meeting Canceled
We Had the Annual RUFF Banquet Instead!!
Next Members Meeting is 26 March***

March Member's Meeting

When: 26 March, Saturday, at 10:00 am

Where: Spencerport Air Park (D91)

What: "Air Traffic Control and the Sport Pilot", by Jeff Getgen, Controller at Wheeler-Sack air base at Ft. Drum.

Meet the New RUFF President



Please welcome Chuck to RUFF both as a new member of RUFF and as the President of our Chapter! Chuck has a Ph.D. in Psychology and is passionate about electronics, avionics, and amateur radio (KC2IQV). He is also interested in Ultralight and Sport Flying and plans to build or buy an ultralight. He received several hours of flight training in a Cessna 172 and got as far as doing his solo cross country many years ago, but finances (as usual!) got in the way. Now he is ready to renew his passion for aviation. So, why would a person with passions for electronics, psychology, aviation not only join RUFF, but volunteer to serve as President? Chuck offers the following insights into his psyche!

"I have been coaching individuals with unique brain neurology since 2005 and hold a passion for seeing individuals succeed in meeting their potential. I received coach training at the Coach Training Institute and hold ADD Coach Academy's Advanced Coach Training PACG specializing in AD/HD. My business and technical background includes the military (Air Force), corporations, and technology. I am a successful psychologist and life coach in spite of, or because of, my own struggles with both dyslexia and ADD.

"I hope my expertise in electronics will be a contribution to RUFF. I was able to repair the RUFF air and radio at Spencerport (D91) when it quit transmitting, and I hope to be of service to RUFFians in trouble shooting electronics and radio problems in aircraft. I am also an active amateur radio operator (Ham) and am a member of the American Radio Relay League. I work actively with Amateur Radio Emergency Services (ARES) where we provide technical and communications expertise to communities and organizations during times of disaster and special need. I am particularly interested exploring opportunities for offering ARES communication services to sport aviation events.



"About my service as RUFF President... I joined RUFF last Summer, several months before the opportunity to fill the big shoes of Jerry Getgen. SO why did I volunteer to be President so soon after joining? Some may call me nuts, other may thank me, but I did it for more selfish

reasons – the camaraderie of RUFF folks and the way RUFFians made a point to greet and engage people. What I also learned is each member has something to offer, and they offer there help freely, knowing that we all will help each other with what ever project our members have going on. This is why I got involved in RUFF. I also enjoy the RUFF passion for experimentation and for building/restoring aircraft. Please feel free to email me at ruff_chuck@me.com or call me at 261-5743.

RUFF Annual Banquet

The annual RUFF Banquet was held at the Old Toad on Alexander St. in Rochester for the third year in a row. As in the past, it was the same load of fun and fellowship RUFFians always enjoy.



The Banquet is the annual event at which RUFFians recognize each other's achievements. Below left are the officers from 2010 with their Officer Certificates from EAA. The sad part was that our new President, Chuck Blocher, wasn't able to stay because of a serious case of the flu. So, we each downed an extra beer or wine in his honor! Welcome and thanks, Chuck. In the meantime, Mr. VP for 2011, Chris Black, took over as MC and handed out awards.



RUFFians are proud to announce Dan Burrell (above, right) finished his training and earned his Sport Pilot license in 2010. Dan is RUFF's third successful Sport Pilot!



RUFF may not be part of the Royal Society, but we award Fellowship anyway! Above left shows Dr. Dan Burrell, Ph.D, FRUFF!! All were pleased to recognize Dr. B. as an example of RUFF Fellowship. Finally, the hotly contended award for Air Hog was won by Jon Arney (above left) with 122 hours flying in 2010. (Eat your heart out, Mr. Black!)



An annual tradition at the RUFF Banquet is the gift exchange. You never know what you might end up with! This year Chris Black, who is in the process of building or restoring two full scale airplanes, received a model airplane kit! That's ALL he needs! It should help keep him busy and on the ground this year so Jon can do all the flying again! Laura is shown with the nice scented candle set she received at the Gift Exchange. There were only NICE gifts this year. No serious white elephants or jokes! Come on, RUFFians. Are we getting old, or what?

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

Roll call: Chuck Blocher, Dan Burrell, Jon Arney and Jerry Getgen

Old Business:

- Jerry and Jon have solved some technological problems involved in maintaining the website.
- Jon reports the newsletter is not yet ready but should be shortly.
- All agreed that last month's general meeting at Bernie Quanz's home was a success. Our thanks to Bernie and Joanne for hosting it.
- Jerry keeps tabs on the club house at the air park. John Macksamie keeps it shoveled.
- We had discussion on the future of the club regarding ultra light aircraft. Maybe we need a vision as well as a mission statement. The discussion will continue.
- Chuck's desire is to build an ultra light. Jerry shared his experiences.

NEW Business:

- EAA is planning a bus trip to Washington DC to Visit the National Space Museum. Details will be provided as the planning continues.
- Jon would like to plan a trip to the Buffalo Aviation Museum in the near future.

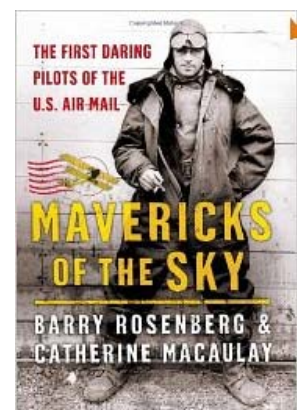
Program for next membership meeting:

- We hope to have Jeff Getgen present on ATC services at our March general meeting.
- April's program will cover battery maintenance
- Chuck would like Dan to present on Situational Awareness in May

***VFR Corner (Very Fine Reading)
Dan Burrell***



Mavericks Of The Sky by Barry Rosenberg and Catherine Macaulay documents the history of the establishment of air mail begun by the Postal Service in 1918. The first aviators were US Army pilots who needed practice in cross country navigation. War pilots in Europe at the time kept getting lost over enemy lines. The book helps us appreciate the difficulty of flight training at this early stage given the rudimentary flight instruments. For instance, compasses were of the hand



held variety and of course suffered from a lack of calibration inside the cockpit. The unreliability of the engines combined with the flimsy air frames made for harrowing flights. It is also the story of learning to fly in bad weather without benefit of instrumentation and radios. Needless to say, the men and women who flew these mail runs had their courage tested every time they went up. They pushed the envelope daily but in doing so developed a science of flying in all kinds of conditions. This was all done amid politics (as always) that threatened to cut their funding time and time again. Pilots sacrificed their lives to establish a service that we take for granted today. I can recommend this book to everyone. Active and past pilots will appreciate the difficulty and courage having to fly in adverse conditions. For non fliers, it is great history, easy to read without technical jargon. I found it hard to put down once I got into it. **Mavericks Of The Sky** is available in the Monroe County Library System. If your town does not have it, you can order it from other libraries for 50 cents. I recommend it highly.

Newest \$100 Hamburger Place!

From Carol Boshart <carol@boshartaviation.com>

Boshart Enterprises and Aircraft Services, Inc.

Telephone: 585 344-1749

We are pleased to report that a **new restaurant** has opened within walking distance the **Genesee County Airport**. Michelle's Takeout, Catering & Bakery Co opened last Saturday. I checked it out this morning and purchased the most awesome homemade cinnamon rolls. Michelle's is open Monday – Friday 8 am -5 pm and Saturdays 8 am – 2 pm. Eat in, take out, and she will deliver.



April Bus Trip to National Air & Space Museum, Washington, DC

3 Days / 2 Nights	\$295.00 Per Person, double Occupancy
Depart - Saturday, April 16, 2011	Return - Monday April 18, 2011
Deluxe Motor Coach Transportation	Experienced Travel Guides
Private Group Tour Available At Both Museums - NASM Downtown and Udvar – Hazy Center	Luxury Accommodations at Embassy Suites Dulles – All Suites Are Nonsmoking
Two Breakfasts and Friday Dinner Included In Package	Time To Tour All Exhibits At Your Own Pace
Family Fun – Bring Your Spouse and Kids	Meet Fellow EAAers From Western New York

For more information call Norm Isler 585-638-8098 or Bill King 716-949-4223 or, go to <http://r-u-f-f.org> and see "Bus Trip to National Air & Space Museum".

Homebuilt Aircraft Fatal Accidents

George Charnitski, EAA Tech. Councilor

As a Technical Counselor, periodically I get a newsletter from EAA regarding aircraft safety issues. Below are excerpts from the latest newsletter:

In the January issue of Sport Aviation, there was an article regarding FAA's new effort to "Transform GA". A big part of the FAA's plan is a reduction in fatal accidents in homebuilt aircraft. If there is no measureable effect on the homebuilt aircraft fatal accident rate in the near future (near future was not defined) the FAA will apply their own methods of affecting change. These methods could include changes in homebuilt aircraft operating limitations or changes in the amateur-built regulations themselves. The EAA's position is that we would rather find our own solutions and not have the FAA try to find them for us.

We (EAA member and the entire homebuilt aircraft community) need to make every effort to reduce accidents, especially fatal accidents, so that we can avoid having the FAA step in and apply their own solutions to the issue.

Along those lines, the EAA participated in an FAA "Flight Standardization Board" (FSB) addressing homebuilt safety, specifically with an eye toward pilots transitioning into aircraft they are not familiar with. The outcome of this FSB will be an FAA Advisory Circular aimed at transitioning to unfamiliar aircraft, which should be available later this year.

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/ea44-2009-08a.pdf>



• 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.

