



R.U.F.F. Times

The Official Newsletter of the
Rochester Ultralight Fun Flyers
EAA UL Chapter 95
April 2010



March Member's Meeting

When: Saturday, 24 April, 10:00 am.

Where: Spencerport Air Park club house.

Before Meeting Breakfast: 9:00 a.m.: At the Light House Diner on the corner of State Roads 31 and 259 (Nichols & S. Union streets). Slayton's is closed for renovation.

Program: "Abnormal Procedures", by Dan Burrell. Dan will explore the mind of the pilot when things don't go as planned.

After Meeting Lunch: Hot dogs will be grilled outside the club house.

Flight Plans:

Suggestions for RUFF Events (to be discussed at the meeting, 24 April)

(I) The Lilac Festival: Steve Zigelstein

Last year we marched in the Lilac Festival Parade with Steve Zigelstein's Plane Train. The parade this year is Saturday, 15 May, and Steve would like to participate again. Are there any RUFFians who can help? We will discuss it at the meeting, but if you want to participate, give Steve a call (585-354-3240).

(II) Participating in a Regional Air Show: Kinloch Nelson

Hi guys, I was reading the meeting notes and ran across the bit about getting the club known & finding new members. Here is my two cents, coming from the perspective of running the Rochester Guitar Club. (t's like a guitar society, just a bit more informal...anyway...)

I think flying ultralights is something of a generational thing. Younger people have their computers, chat rooms, & on the other side extreme sports. Ultralights aren't all that extreme.

And they require \$ & a learning curve which is now particularly difficult thanks to the new light sport rules.

So the easiest thing is to show up where aviation events, or family events are already drawing a crowd & let them know about us.

Now on a related topic...Geneseo air show is coming up. Once again they are asking if we want to participate. You should know that there were basically 3 people there who were grumpy about ultralights. One of them has passed away. Sad to say. I liked him & he will be greatly missed there. But that particular influence, that I always had to deal with in regards to our group, is gone. The other two guys won't care as much. So if you want to think about going there again this year & making our presence known, this is an option.

We could also look into the other air shows in the area. Guys with radios could conceivably fly to the Rochester Air Show if there is one. Or other air shows. What about the balloon fest in Dansville every year?

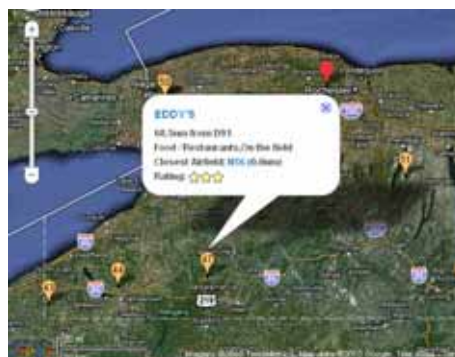
RUFF Recommended Flying Events for May

Date	Location	Event	Sponsor
05/02/10	Piper Memorial (LVH) Lock Haven, PA	Pancake Breakfast	Sentimental Journey
05/09/10	Oswego Co (FZY) Fulton NY	Mothers' Day Pancake Breakfast	EAA Chapter 486
05/16/10	Williamson-Sodus (SDC)	Apple Blossom Fly-in Breakfast	Williamson Flying Club
05/22/10	Plateau Sky Ranch (IF2) Edinburg, NY	Poker Run, Barbecue	EAA Chapter 602
TBD	Redun??		
TBD	Finger Lakes??		

OneTankFlights.com

New RUFF member John Macksamie tells of a new website that may be of use to us weekend pilots. Its called Onetankflights.com. You have to sign up, but it is free. I'm usually hesitant about signing up for stuff unless I really need it, but I signed up for this one to see what the deal is. I'll let you know if I get buried in unwanted spam as a result!

Anyway, the website lets you specify a radius in nautical miles (I picked 200 nm) and then you can select various things you are interested in. For example, On Field Restaurants, Fly-ins, B&Bs, camping, golf courses, factory tours, etc, etc. Then it generates a map for you with information about the categories of things you are interested in. As an example, I picked "Food/Restaurants" and got the following map. By clicking on the numbered tag, a balloon pops up to tell you about that location. For example, it correctly picked "Eddy's Diner" at N56 (Great Valley airport) outside of Salamanca. It says the diner is 0.0 mile from the field, which is true. It also picked the restaurant at Middlesex, 4N2, but didn't give info on the limited times it is open. It also picked the Tailwinds Cafe at Jamestown, JHW, but it thought that was closed. It picked a restaurant 0.3 nm from Fulton/Oswego, FZY, but didn't mention Melony's Restaurant on the field. It didn't mention Dansville, NY, or Bradford, PA which both have convenient restaurants.



It seems this is a recent start-up and it will depend on user input to stay current and complete. I'll keep my eye on it and see if it gets more useful as time goes on. At this point, it looks like picking a destination based on this website would be a 50:50 kind of thing.

RUFF, EAA 44, and EAA 46 Tour of the Dayton Air Force Museum

Many thanks to Norm Isler, President of EAA 44, for organizing all this. Members of RUFF and EAA 44 met at the Ledgesdale Airport on Thursday, 7 April, and boarded the bus for Dayton, OH, to visit the US Air Force Museum. We stopped at Buffalo Lancaster airport to pick up members of EAA 46. The trip was long but very enjoyable, with loads of airplane talk. A good

night's sleep, and then on to the Museum where we were treated to a guided tour of the world's finest aircraft restoration shop.



At the restoration shop, we saw how the experts rivet, polish, fabricate new parts, etc. The aircraft they are restoring won't be flown, but they still pay attention to doing it right. Note the safety wiring being done by one of the museum's volunteer workers!

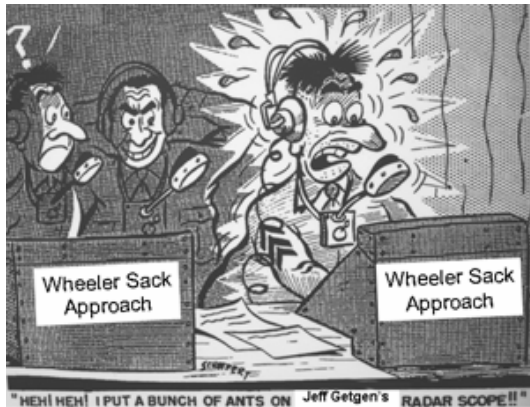


We enjoyed a group banquet that evening for all the EAA members and guests on the trip. Saturday we returned to the museum to tour more of the exhibits. The museum is organized around the history of US Military Aviation, with the exhibits on The Early Years, WWI, Between the Wars, WWII, The Cold War, and Modern Aircraft. There was also a special hall for rockets. However, it quickly became apparent that we wouldn't have time (or strength!) to see it all in this one trip. By the time we loaded the bus for the return trip, we were a group of tired, but happy campers. You can see some of the pictures we took on the RUFF web site, <http://r-u-f-f.org>



Department of Inside Jokes

The cartoon below was on display at the Air Force Museum. The guy on the right is a well known antagonist Colonel from the movie "Dr. Strangelove".



Wings Over LeRoy

by Brian J. Duddy

paperback, 88 pages

Review copied from www.lulu.com: This is a History of the Donald Woodward Airport in LeRoy, NY, in the 1920s and 30s. The airport was known as the "Finest Private Airport in America." The book includes the story of Amelia Earhart's famous Fokker Trimotor, the "Friendship" and includes 171 B&W illustrations, including previously unpublished photos of Earhart. A must for enthusiasts of the "Golden Age of Aviation." Also available at Amazon.com and other places. Average price ~\$25.



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

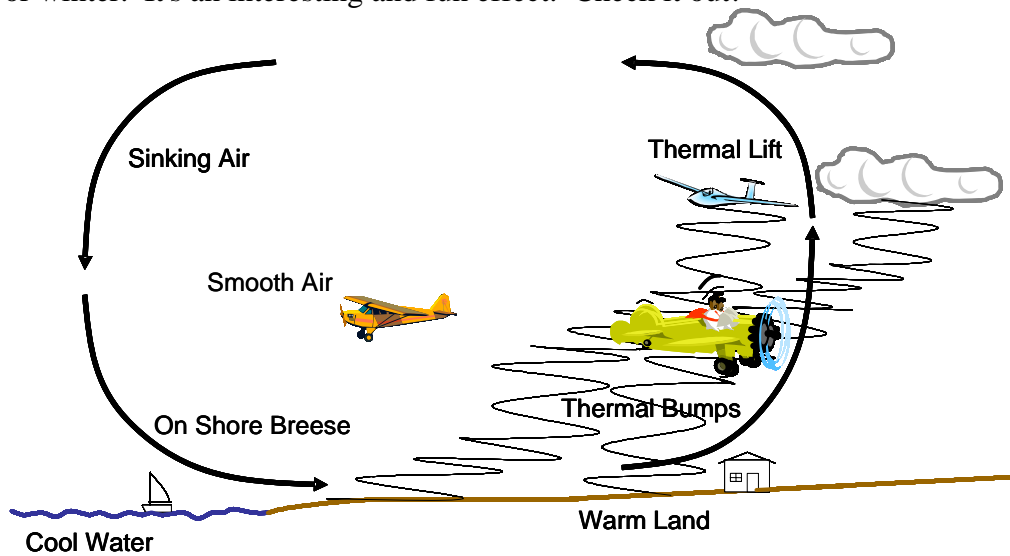
Lake Effect: The Good Kind

Updated from the May 2007 Newsletter

Spring is here! The SUN is here! Is this a good thing? Well, mostly. The sun mean thermals, and thermals mean lots of bumps, and lots of lift for gliders. However, near the shore of the lake is a type of "Lake Effect" that can bring snow showers in winter, but calm air in summer! The sun warms the earth, and this generates thermals of rising air. The cooler lake water causes air to sink. This sets up a circulating flow of air close to the shore. Since thermals don't form over the water, the air coming in from the lake is very smooth. So, when you fly toward the lake shore, bouncing with the thermals, the bumps suddenly STOP when you get close to the shore! It's like going from a bumpy dirt road to smooth pavement. All of a sudden the bumps just STOP!

The magnitude of this kind of lake effect depends on the weather. When the wind is out of the north and there is very little overcast, the smooth/bumpy boundary can be a mile or so south of the lake shore. On an overcast day, the smooth/bumpy boundary is less pronounced but is still generally there. Even when the wind is from the south, the effect can be felt, but the smooth/bumpy boundary is much closer to the lake shore. I've experienced this smooth/bumpy boundary anywhere from a few hundred yards south of the lake shore on some days to a mile and

a half south on other days. I've experienced the boundary with the wind coming out of the south as well as the north. I've experienced the boundary almost every time I've flown near the shore, summer or winter. It's an interesting and fun effect. Check it out!



• *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.