



# R.U.F.F. Times

The Official Newsletter of the  
Rochester Ultralight Fun Flyers  
EAA UL Chapter 95  
*April 2011*



## *April Member's Meeting*

**When:** 30 April, Saturday, at 10:00 am

**Where:** Spencerport Air Park (D91)

**What:** "Reading Sectional Charts", by Jon Arney. This will be a review and practice session on the sport flying with sectional charts.

## *Spring Flying!! A RUFF Power Event 15 May: Doing Two Fly-ins in One Day!*

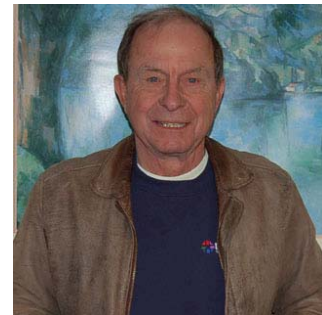
**9:00-10:00** at Williamson-Sodus (SDC) for the pancake breakfast & Apple Blossom Festival.

**11:00-12:00** at Dansville (DSV) for their fly-in breakfast with Real Maple Syrup!

Two in One Day!! Eat one or two breakfasts, but fly to both! All available RUFF aircraft are invited to participate!

## *Dr. Bob Lockemeyer Elected to Honorary Membership in RUFF*

It is with sincere thanks and good fellowship that the Board of Directors elected Dr. Bob as an Honorary, lifetime member of RUFF. Bob is one of the founding members of RUFF and has been a continuous, enthusiastic supporter of EAA and RUFF. He has served on the RUFF Board of Directors and in a variety of volunteer roles in RUFF activities. Those of us who have been blessed by knowing, working with, and flying with Bob have known and benefited from Bob's extensive knowledge and experience in aviation. His enthusiasm, wisdom, and good humor have long been a part of the RUFF ethos. We love you, Bob, and look forward to your continued participation in RUFF.



## *An Open Letter to the RUFF Membership from Sharon Lockemeyer*

Thank you for your kind consideration electing Bob a 'Lifetime RUFF Member.' I know when he learns of this it will mean a lot to him. Truly, thank you for your thoughtfulness.

Having had the opportunity to own and fly several 1, 2, and 4 seat aircraft and as many Ultra-light planes these past 38+ years has defined a large part of who he is as a person. Although Bob has not flown solo in probably 5 years, in his mind and heart he never stopped. A huge thank you to Chris for building planes for Bob and keeping Bob up in the air with the RUFF Flyers. Chris, George and Bob were often more like the three stooges rather than the three musketeers. And I mean this with lol; as every flight seemed an adventure....)

Bob has always considered safety first with no room for error. As you know, there are no 'do-overs' in flight. There are some stories of Bob landing in a corn field with the farmer hot on his tail...but those stories are best told directly by Bob.

The biggest thrill of his flying history has to be the 4+ official hours he piloted the P-51 Crazy Horse out of Lakeland. Bob felt that plane and considered that it was 'true' flying.

All of his experiences relative to flying and being with your community are still very much a part of our daily life. It is easy for Bob to remember and talk about the events, your fellowship, and the ongoing learning RUFF provided.

Flying never got old with Bob. I suspect you all feel the great love and awe every time you lift off. You have such a privilege to be of the few that have the ability to soar with the Eagles. Be safe.

Thank you ever so much for this honor. I am excited for Bob. He is such a special person. Hopefully we will be attending some RUFF activities over the summer.

Fondly, Sharon

### ***RUFF Flying Events***

**Items in Bold** are suggested for RUFF group participation. If you can participate, use 122.75 MHz for air-to-air communications among RUFFians.

<u>Date</u>	<u>Airport</u>	<u>Event / contact person</u>	<u>Comments</u>
Mar 29- Apr 3	Lakeland, Fla.	Sun n' Fun	
<b>May 15</b>	<b>Williamson(SDC)</b>	<b>W-S pancake breakfast</b>	<b>with Apple Blossom Festival</b>
<b>May 15</b>	<b>Dansville (DSV)</b>	<b>Fly-in Breakfast</b>	<b>with real maple syrup</b>
<b>May 30</b>	<b>Redun</b>	<b>Fly-in Breakfast</b>	<b>sponsored by Redun Flying Club</b>
<b>May 29</b>	<b>Whitford</b>	<b>Fly-in Breakfast Every Other Weekend</b>	7:30 am -12:00 noon <b>June 12, 26, July 10, 24, Aug 7, 21, Sep 4, 18</b>
Jun 5	Pine Hill (9G6)	Fly-in Breakfast	sponsored by VAG
Jun 5	Geneseo(D52)	Fly-in Breakfast	sponsored by HAG
<b>Jun 11</b>	<b>Spencerport(D91)</b>	<b>RUFF Annual Picnic</b>	<b>rain date Jun 12th</b>
<b>Jun 13</b>	<b>Oswego Co.(FZY)</b>	<b>Fly-in Breakfast</b>	<b>sponsor by EAA Chapter 486</b>
Jun 22-25	Lock Haven(LHV)	Piper Fly-in	located in Pa.
Jun 20	Geneseo (D52)	Fly-in Breakfast	sponsored by HAG

## VFR Corner (Very Fine Reading )

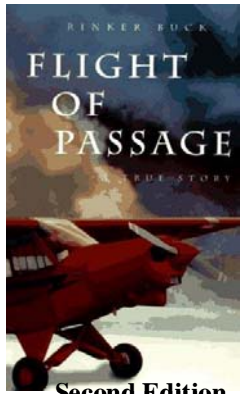
Dan Burrell



### **Passage: A True Story** by Rinker Buck (1997).

Anyone who has ever dreamed of flying a small plane coast-to-coast will appreciate this book. Anyone who's ever flown a Piper Cub or refurbished one will want to read this book. Anyone with father issues growing up will want to read this book. Why? Because 2 boys, ages 17 and 15, sons of a famous barnstorming pilot

from the 1930's, decided to fly a rebuilt Piper Cub from New Jersey to California in 1966. The older boy (Kern) is a natural pilot with 100 hours. He solos on his 16th birthday and celebrates by doing 16 solo hops around the



Second Edition

field. He passed his check ride on his 17th birthday. The

younger (Rinker) takes some lessons but isn't sure he

wants to fly. This is a true story written by the younger brother chronicling

their flight training, preparation and the actual flight. If we recall what we

were like at that age we would probably confess that things like aviation

safety, decision making, situational awareness and weight & balance were

probably not our strong suit. However, they made it in 5 days through some of

the worse weather and mountain terrain. I would not (could not) fly in stuff

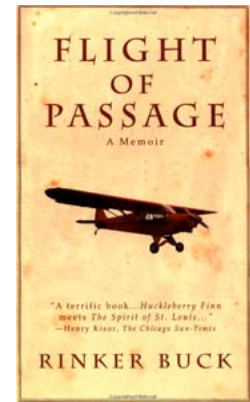
like that. Along the way, the brothers worked out the dysfunctional

relationships between each other and their father. The rebuild of the cub is

well documented as well as the awful flight conditions they encountered. This

is not Leave it to Beaver although the expression "Jeez, Wally" occurs a lot.

The boys also like to use the "s" word as a rite of passage. The conversation between Rinker and his father using this word is very humorous. I mean, do fathers and sons really talk like this? The maneuvers described in the book are described in chilling detail. It seems "natural" pilots such as Kern and his dad know how to fly this way without consulting a flight maneuver handbook. I've never flown in a Cub but I admire anyone who can fly it the way Kern did. It might have been better if Jon Arney had reviewed this book. I believe this adventure yarn has an appeal for everyone. I would love for any member who has Cub experience to read the book and attest to the accuracy of these maneuvers. You can find it the Greece Library.



First Edition

### ***"One Foot on the Ground: A Pilot's Memoirs of Aviators & Aviation"***

**Lunch Break Book Talks, Writers & Books, 740 University Ave.**

Hosted by Steve Huff

Wed. April 27; 12 noon to 1 p.m.

Admission is free.

Spice up your lunch hour with a new series of mid-day book talks. Bring a bag lunch. Writers & Books will supply the coffee and tea. With Paul Roxin, One Foot on the Ground: A Pilot's Memoirs of Aviators & Aviation, is a collection of short pieces on early aircraft in America and aviators, as experienced by Paul I. Roxin, himself a pilot and flight instructor prior to World War II. Roxin's stories are highly readable, lively and entertaining, and gives the reader a bird's-eye view of what early aviation was like in this country, from its rudimentary beginnings through World War II.

## ***EAA 44 Newsletter "The Flyer"***

Bob Nelligan-Barrett, Editor

To see the latest issue of the EAA 44 Newsletter, go to the following web address:  
<http://www.eaa44.org/newsletter.htm>

### ***First RUFF Group-Fly of 2011!***

It is official! The 2011 flying season has begun! On the morning of 7 April, a flight of two RUFF aircraft departed Ledgesdale airport for a flight to Dansville for lunch. Jon and Jerry flew in the Chief, while Dan and Ellen flew the Sky Ranger. There was a thin, broken layer of clouds at 2000 ft, so we flew over them level at 3500 ft. It was beautiful, and smooth as silk. After landing at Dansville, we walked down the street to a truck stop for lunch. Flying back, we stayed below the clouds, which had risen an additional thousand feet as the day got warmer. It was a short "\$50 Hamburger" type of outing with only two RUFF aircraft. However, it is a start, and we look forward to more and bigger RUFF flights soon! Go to <http://r-u-f-f.org/> and click on "Flying-activities-2011" to see more nifty pictures of this trip.



### ***It All Started with the Swallow Company from EAA Airventure Museum***

Laura Arney had a grandfather who, for a short time, worked for the Swallow Company in Kansas. We looked up this company, and it turns out it was important to the early development of general aviation. Here is what we found from the EAA Airventure Museum.

"At the end of World War I, thousands of relatively inexpensive war surplus airplanes were available. More than 8,000 Curtiss JN "Jennies" had been built during the war and many survived to be used as trainers and to introduce the public to aviation through "barnstorming" rides. But the Jenny could only carry one passenger or a very limited amount of cargo. Aviation enthusiasts knew that an improved airplane was needed to realize aviation's potential.



"One such enthusiast was oilman "Jake" Moellendick. In 1919 he started the Wichita Airplane Company, planning to use three Canadian versions of the Jenny in an air taxi, flight instruction, and rides business. He knew he needed more capable airplanes and his friend, William Burke, suggested that a Chicago pilot and builder, Matty Laird might be able to build such planes. Moellendick and Burke convinced Laird to move to Wichita and offered funding to create the E. M. Laird Airplane Company.

"Laird quickly designed a two-passenger model that closely resembled the Jenny and used the same OX-5 engine. He planned to call his new design the Laird Wichita Tractor. On April 8<sup>th</sup>, 1920, Laird made the first test flight. Among the spectators was a local hotel operator, William Lassen, who commented after the successful flight that "it flies just like a Swallow." Laird liked the comment and promptly renamed the model as the "Laird Swallow."

"Word of the new design spread quickly and orders came in for a full year of production. To meet the need for employees, the company placed ads in the local Wichita newspaper. One who answered the ad was Lloyd Stearman, a former Naval Air Cadet and then an architect. Despite his aviation and design experience, Stearman along with his brother Waverly, was started on the factory floor, as was the custom of the time. In May of 1920, 30 employees were building Swallows and by September the factory had 45 men producing a new airplane every five days.

"The production of Swallows in 1920 was small compared to the numbers of wartime Jennies, but the Swallow features commanded a premium price. Laird declared that the Swallow was "America's First Commercial Airplane," as opposed to prior military and experimental designs. His company was doing well on a business basis, but management conflicts began. Burke left the company at the end of 1920 to tend to his Oklahoma automobile dealership. Laird, the company president, now had to deal more directly with Moellendick, who was listed as treasurer and had provided much of the financial backing.

"A national recession in 1921 put pressure on the company and Moellendick increasingly made expansionary business decisions without consulting Laird. One such decision was the hiring of Walter Beech as a demonstrator pilot. Laird felt Beech's 250 hours of flying experience were insufficient, and wasn't surprised when Beech crashed a Swallow shortly after being hired. But Beech soon developed into a skilled race pilot, earning the company money in regional air races. "Buck" Weaver, of Waco aircraft fame, was an early employee who left because of disputes with Moellendick.

"Moellendick pressed for development of a much larger plane. Only a single copy of the 9-passenger "Laird Limousine" was built. It was never successful and was eventually ordered burned. Despite slow sales in a difficult economy, Moellendick decided to build a new factory, over Laird's objections. By 1923 Laird felt he had to leave the company and insisted that his name not be used. Moellendick renamed the company as the Swallow Airplane Manufacturing Company and became its president. He made Lloyd Stearman the chief engineer and Walter Beech the general manager and head of sales.

"Stearman substantially redesigned the Swallow, creating the "New Swallow" of 1924. His new design had many improvements and sold well. But Stearman wanted to do even better. He and Beech decided to create a model with a steel tube fuselage, a technique Anthony Fokker had used in Europe. They developed the design in secret on their own time. In December of 1924 they showed Moellendick their work and he was livid. He told them they could leave if they didn't want to continue using wood fuselages. The argument came to a head with Stearman and Beech

quitting. They took their new design and partnered with Clyde Cessna and Walter Innes to form a new company, Travel Air.

"Wichita now had two major airplane manufacturers and Swallow continued making and selling airplanes in competition to Travel Air. The 1927 Swallow model, was redesigned with a steel tube fuselage, ironically by Lloyd Stearman's brother, Waverly, who had stayed at Swallow.

Competition among the manufacturers was fierce, with many sales based on the results of air races. Moellendick decided to halt Swallow production to concentrate on winning one such race. In the summer of 1927, after Lindbergh's successful crossing of the Atlantic, Dole Pineapple sponsored a contest from Oakland California to Honolulu. Several planes crashed before getting to Oakland. Eight airplanes made it to the start including two Travel Airs and an extensively modified Swallow, the "Dallas Spirit." One Travel Air won the race and only one other plane completed the course. Two airplanes crashed on takeoff and two others were lost at sea. The Swallow entry was among the airplanes, which returned because of mechanical problems. Three days later, it made the attempt again, with a plan to look for survivors en route to Hawaii. It was never seen again.

"Loss of the "Dallas Spirit" compounded financial problems at Swallow and the company went into receivership. But the Swallow legacy wasn't just the fine airplanes it built, but also the aviation careers it launched. Matty Laird continued to build a limited number of high-end and racing planes through the 1930's. Lloyd Stearman later founded his own aircraft company and became president of Lockheed Aircraft. Walter Beech and Clyde Cessna each stayed in Wichita and formed their own, well-known aircraft companies. But "Jake" Moellendick, the oilman who launched them all, died as a pauper in 1940."



## ● *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](mailto:wirwin7@tampabay.rr.com).

