



# R.U.F.F. Times

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



## *May Member's Meeting*

**When:** 28 May, Saturday, at 10:00 am

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

**What:** "Maintaining your Batteries", by Chuck Blocher

**If you are interested:** There will be an informal "**Before Meeting Breakfast**" at **9:00 AM** at Slayton's Restaurant. Jon & Tom will be there!

## *Board of Directors Meeting Notes* *Dan Burrell, May 14, 2011*

**Call to order:** Chuck Blocher

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

**Treasurer's Report:** George reports balanced and in order. We have 22 total members.

**Website:** Please check the site for upcoming events

**Newsletter:** Thanks for all the contributions. Be sure to take cameras to any events so pictures can be included in the newsletter.

### **AGENDA**

#### **Old Business:**

- The trip to the Buffalo museum is canceled. They cannot do tours.
- Chris can donate a wind sock to RUFF for Spencerport. Anchoring spots will be explored.
- Jon will forward website links to members that can give weather info near the air park.
- Chris continues to progress on his home build. Jerry has his Kolb running with the new prop. Jon is getting his Kolb into shape to fly.
- Besides the wind sock, the road needs to be filled in as there are many pot holes.
- Jon will coordinate food for the June 11th picnic. Please contact him with what you can bring.
- Tom Forster will coordinate flying events at the picnic.
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#### **NEW Business:**

- EAA 44 will welcome EAA's President on June 21. See their website for details
- Chuck will check the website of a Canadian air museum for a possible visit.
- RUFF will approach Larry regarding a meeting with the owner of the park so we can get some direction as to how we can maintain the field. There are safety issues regarding trees and the width of the field.
- June's program will be on our attitude toward Safety by Dan Burrell
- Next BOD meeting will be on Saturday June 11th, our annual picnic.

## *RUFF Annual Family Picnic* *Saturday, 11 June at Spencerport Airpark (D91)*

Bring a covered dish, desert, or salad to share around. Hot dogs & burgers are provided. Tell Jon Arney what you are bringing. He is logging it in to make sure we are balanced. Rain or shine, this is always a good event. Eat and talk airplanes in the RUFF Club House at Spencerport Airpark!  
JARney@rochester.rr.com (585)334-8548.



## *First Fly-in of the Flying Season! All Wet!!*

The plan to fly to both Williamson-Sodus and to Dansville sure did get rained out. The pictures below show a cold, dank Dansville and a cloud layer down around 200 ft! Wet!



### *RUFF Flying Events in June*

You never know if you are going to fly to one of these until you check the weather a day or so ahead. **If you do plan to go** to one of these events, please let other RUFFians know. It is more fun when we make it a group event! In the air, use 122.75 MHz for communications among RUFFians.

<i>Date</i>	<i>Airport</i>	<i>Event</i>	<i>Comments</i>
May-Oct	Middlesex (4N2)	Restaurant on the field is open for breakfast Sat. & Sun. throughout the summer	
May 29 & every other Sun.	Whitford (B16) Weedsport, NY	Fly-in Breakfast every other Sunday throughout the summer	7:30 am - Noon June 12, 26, July 10, 24, Aug. 7, 21, Sep 4, 18
May 30	Re-Dun	Fly-in Breakfast, Memorial Day!!	Redun Flying Club
June 5	Pine Hill (9G6)	Fly-in Breakfast	Sponsored by VAG
June 5	Geneseo (D52)	Fly-in Breakfast	Sponsored by HAG
June 11	Spencerport (D91)	RUFF Annual Picnic	Rain or shine!
June 18	Genesee Co. (GVQ)	Chicken BBQ Lunch	
June 19	Genesee Co. (GVQ)	Fly-in Breakfast	Sponsored by Rotary Club
June 19	Marcellus	Pancake Breakfast	
June 25	Ledgesdale	Grand Opening of EAA 44 SAC	
June 22-25	Lock Haven (LHV)	Piper Fly-in	Lock Haven, PA

### *VFR Corner (Very Fine Reading )*

Dan Burrell



Anyone who has studied the Battle of Midway in World War II will appreciate *A Dawn Like Thunder – The True story of Torpedo Squadron 8* by Robert Mrazek (2008). I used to think the story of Torpedo 8 of the USS Hornet ended with their near annihilation except for Ensign George Gay. I was not aware that prior to the battle, the crews of Torpedo 8 were split up. Some remained on the Hornet equipped with antiquated TBD Devastators. Another group was upgraded to TBF Avengers and assigned to Midway on June 1st 1942. The book follows the USS Hornet and both its groups during

the air battle. More pilots of the Midway group survived. They went on to defend Guadalcanal after the Marine landing. They were the only torpedo group ordered in along with Marine fighters and dive bombers. They served from Sept 13 to November 16, 1942.



I liked how the book presents the stories of individual crew members and their personal experiences during the battles. Most were between 22-25 years of age. None of them had ever flown out of sight from land. At that time, navigation over open water was not part of their training. Before the battle, the Midway Island group had to fly 1200 nm from Hawaii to Midway following a PBY bomber for direction. It may have been the longest formation flight (with radio silence) for single engine planes up to that time in the war. Anyone who ditched might not be rescued. During the battle, the Hornet based group and the Midway group were sent against the Japanese without fighter protection. This was the accepted doctrine at that time. United States carrier warfare tactics were not well developed in 1942. They had to be learned battle by battle, compared to later Pacific campaigns. The crew members' personal reflections on the battles and on their leaders come across in an honest way. I enjoyed how the author portrayed Lt Commander John Waldron, the only Hornet commander to find the Japanese carriers (no other Hornet squadron made it into the fight). Hornet's leadership at Midway was untested and found lacking from the captain down to the air group and squadron commanders. There were also issues with leaders on Guadalcanal. Young pilots and commanders had to learn how to fight an ocean war.

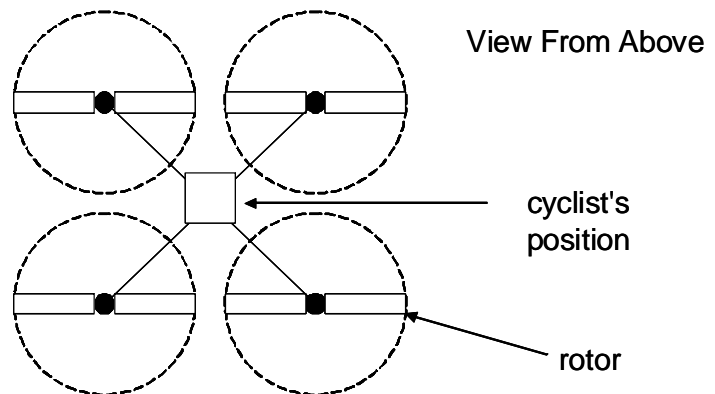
This a great book for history buffs. It is available from Amazon or at the Greece Public Library

### ***Human Powered Helicopter?***

Report from EAA

[http://www.eaa.org/news/2011/2011-05-09\\_helo.asp](http://www.eaa.org/news/2011/2011-05-09_helo.asp)

A team of graduate and undergrad students at the University of Maryland's A. James Clark School of Engineering are claiming a world record for the first human-powered helicopter flight by a woman, occurring Thursday afternoon after several failed attempts earlier that day and Wednesday. The flight was only a few inches above the floor, but it was clearly airborne as seen on a live webcast.

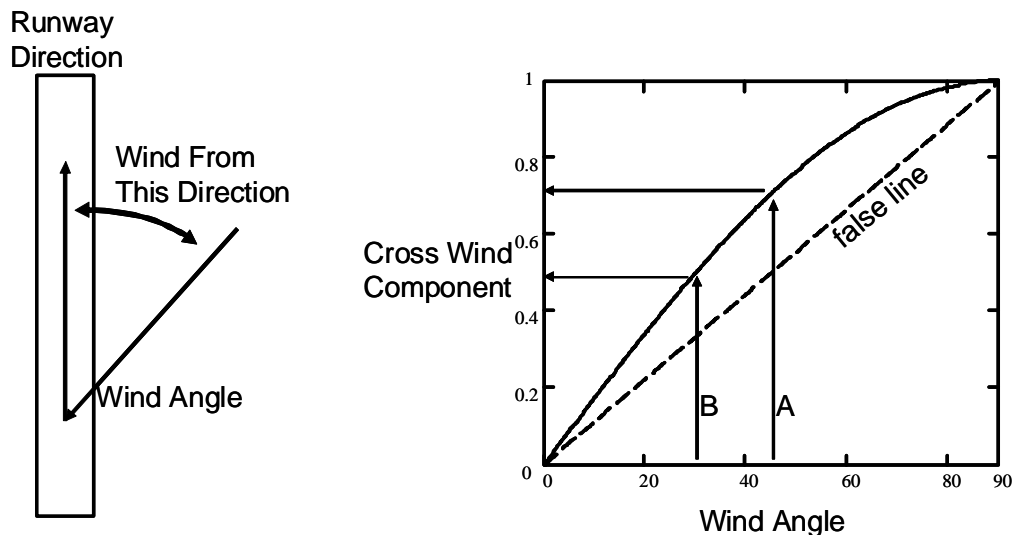


## Cross Wind Sin

Jon Arney

Consider the following situation. You are at the end of a long cross country, and you check the AWOS weather at the airport where you plan to land. The wind is 10 kts making a  $45^\circ$  angle to the runway. Assume your personal minimum is a 5 kt crosswind component. Do you land at this airport or pick another airport with the wind better aligned with the runway? In other words, what is the crosswind component?

The wind is at  $45^\circ$ . That is exactly half way between a headwind and a crosswind. In that case you might assume the crosswind component is 5 kts (half of the wind speed). Wrong! The relationship between crosswind component and wind direction is not a straight line. That is the "false line" shown in the graph below. You have to use the curved line. This is the famous Sine function, and it shows that at  $45^\circ$  (arrow A) the Crosswind Component is actually 0.71, which means 71% of the wind speed is felt as a cross wind. In this example, that means a crosswind component of 7.1 kts, not 5 kts!! That big an error in judgment can be enough to give an Aeronca Chief a ground loop!



I find it helpful to remember the following two things, as illustrated in the graph.

**A:**  $45^\circ$  gives 71% crosswind.    **B:**  $30^\circ$  gives 50% crosswind.

### *Department of Plagiarized Humor*

**British Airways flight** asks for push-back clearance from terminal.

**Control Tower replies:** 'And where is the world's most experienced airline going today without filing a flight plan?'

**ATC:** "Al Italia 345 continue taxi to 26L South via Tango -check for workers along taxiway."

**Al Italia 345:** " Roger, Taxi 26 Left a via Tango. Workers checked - all are working"

**Nova 851:**"Halifax Terminal, Nova 851 with you out of 13,000 for 10,000, requesting runway 15."

**Halifax Terminal (female):** "Nova 851, Halifax, the last time I gave a pilot what he wanted I was on penicillin for three weeks. Expect runway 06."

**Lost student pilot:** " Unknown airport with Cessna 150 circling overhead, please identify yourself."



## • *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).

