



R.U.F.F. Times

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



June 2011

June Member's Meeting

When: 25 June, Saturday, at 10:00 am

Where: Spencerport Air Park (D91)

What: "Save Flying", by Dan Burrell

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!

RUFF Annual Picnic, 11 June 2011 One of the best ever!

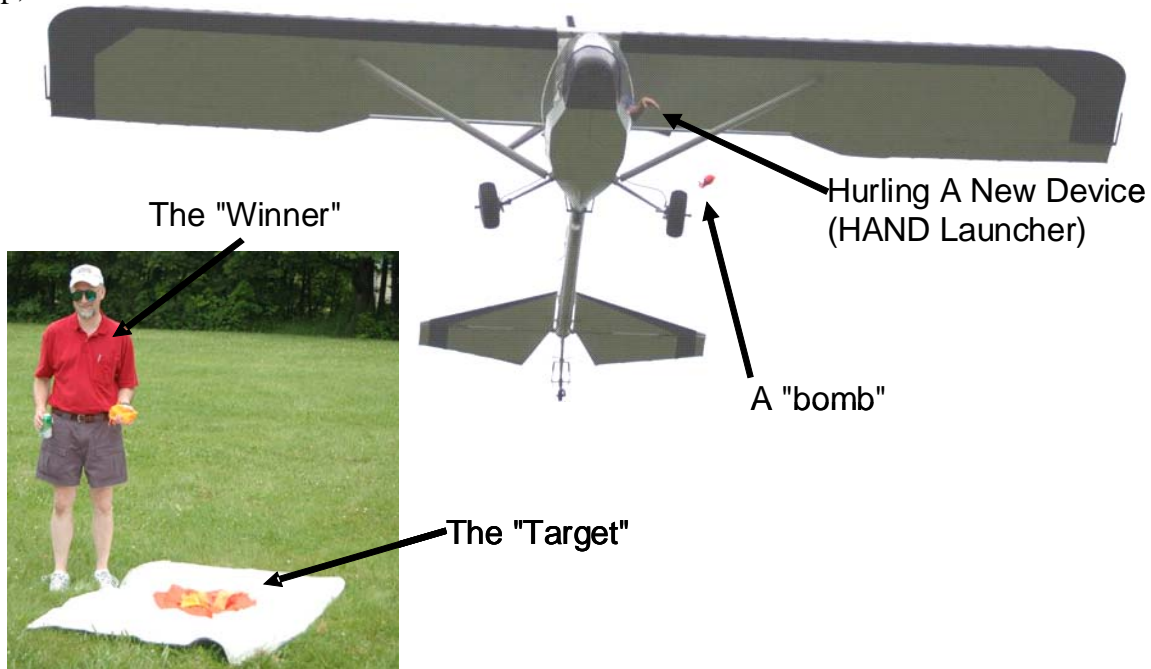


RUFFians from far and wide, and from a long time ago, came to the picnic. Special greetings to Dan Tappan who returned to RUFF after many years of other things. Wonderful how hamburgers and hots will bring them out of the woodwork!



We had good weather this year, and many of the RUFF aircraft attended. Two special events took place, as shown in the pictures above. Dan Burrell took his sister on her first flight in Dan's Sky Ranger. And Whitney Blocher (Chuck's daughter) enjoyed her first flight, with John Macksamie at the controls of his C-150.

The good weather enabled an old RUFF Flying Contest! The Bomb Drop! Shown below is Jon Arney in his Kolb dropping a bomb. It actually landed within the airport boundary!! The target was a big orange spot, laid out by Tom Forster. Bernie and Joanne won the event with when one of their drops landed about 15 ft from the target. Closest of all the tries! Chris Black, serving as bombardier with John Macksamie in the C-150, earned a RUFFian first place in the eye glasses drop, the first ever!

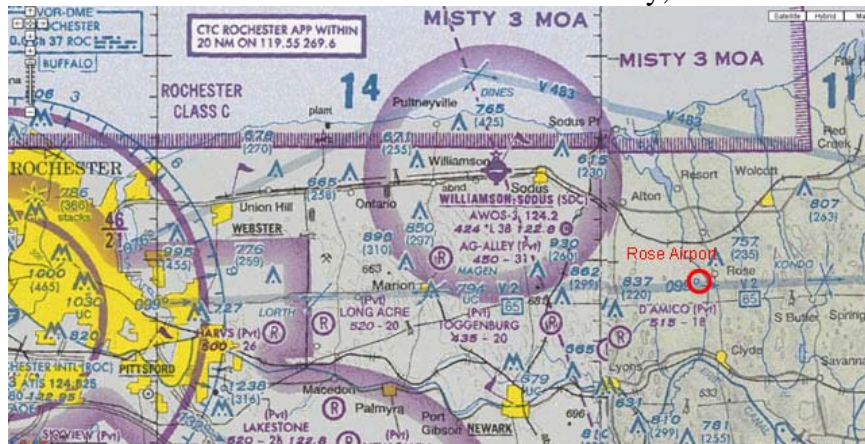


RUFF Flying Events June-July

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>
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
June 26	Whitford (B16)	Fly-in Breakfast	Weedsport, NY
July 4	Penn Yan (PPEO)	Fly-in Breakfast	P.Y. Flying Club
July 8-10	Rose Private Airport (See image next page)	Fly-in & primitive camping	EAA 1017. Food available.
July 10	Whitford (B16)	Fly-in Breakfast	Weedsport, NY
July 10	Oswego Co (FZY)	Fly-in Breakfast	
July 10	Dunkirk (DKK)	Fly-in Breakfast	
July 16-17	Spencerport (D91)	RUFF 8th annual poker run, Chris Black (585)216-7413	Overnight camping at the airport.
July 20-24	Gullivers (See image next page)	Gary & Jean Gulliver annual Fly-in	Primitive camping, Food available.
July 24	Whitford (B16)	Fly-in Breakfast	Weedsport, NY

Rose Airport is not on the sectional. It is a private strip south of Sodus Bay, 43deg 09.269' 76deg 53.381'. It is a N-S grass strip, opened at both ends. Don't know the length but I'll guess at 1500 to 1800 ft. Sometimes it's wet in the center at the taxiway, if there's a lot of rain.



Gullivers Airport is also not on the sectional. The runways are relatively short and appropriate for STOL & ultralight aircraft.



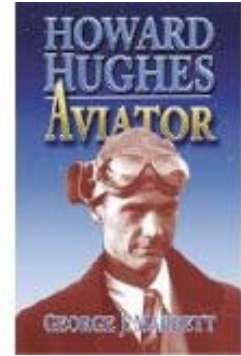
VFR Corner (Very Fine Reading)

Dan Burrell

I found *Howard Hughes, Aviator* by George J Marrett a fascinating book to read. It offers us a glimpse into the mind of Hughes who aspired to be the world's greatest film producer, the best aviator and the richest man. Hughes earned his pilot's license at age 21, 6 months after Lindbergh crossed the Atlantic. The author depicts the man as addicted to speed and risk taking. However, Hughes attention to detail was meticulous. He would have joined EAA (or taken it over) because he had an experimental nature. Every plane he bought, he modified either for speed or luxury. Every plane built by his company, he test flew personally. On the down side, Hughes was suspicious, distrusting and wary of anything that would challenge his wealth, control and power. I was fascinated with how these qualities affected his flying and management of his holdings. He pushed the envelope in both. The author describes him as living within a "cell of isolation." He preferred flying solo at night to avoid public scrutiny. We are introduced to many of Hughes' test pilots and how they interacted with their controlling boss. It is worth it to read his memo's to professional pilots, many of them war heroes on the meticulous care of (his) company airplanes. One manager got fired for moving a plane without Hughes' permission. The majority tolerated the boss and covered for him at times. All had to adapt to his "I'll call you, don't call me" management style. Everyone he hired was evaluated and tested for loyalty.



Some of us might admire certain aspects of Howard Hughes. He disregarded Air Traffic Controllers, seldom used a radio, went head-to-head with the military, never filed a flight plan and abhorred sectional maps (he preferred the free maps from the oil companies). Once, he tried to buy off an FAA inspector. Contrasted with this is Hughes' brilliance as an aviation pioneer depicted throughout the book. He developed the Lockheed Constellation as the first transcontinental airliner. He claimed numerous speed records. His company got into electronics, such as missile firing systems and radar interception, before others, so he obtained military contracts easily.



One could call this book “A Beautiful Mind” does aviation. His public persona in the 1950's was as a world class aviator, an aeronautical genius and a gifted innovator. During his career, Hughes sustained head injuries in 2 airplane and 3 auto accidents. He was not one to seek treatment even though he had a phobia for germs. One gets suspicious that these injuries may have exacerbated existing personality quirks. After the 50's we begin to see the Howard Hughes that was depicted as a recluse in the media. He stopped flying in 1960 but flew four times in the Spring of 1973, 3 years before he died. If you lived in the era of Howard Hughes, you should read this book to appreciate the pilot and how he advanced the air industry. This was the author's intent in writing it.

Department of Plagiarized Humor

ATC: 'Cessna 123, What are your intentions?'

Cessna: 'To get my Commercial Pilots License and Instrument Rating.'

Cessna 152: 'Flight Level Three Thousand, Seven Hundred'

Controller: 'Roger, contact Houston Space Center'

Student Pilot: 'I'm lost; I'm over a big lake and heading toward the big "E".'

Controller: 'Make several 90 degree turns so I can identify you on radar.'

(short pause)... **Controller:** 'Okay then. That big lake is the Atlantic Ocean. Suggest you turn to the big "W" immediately ..'

The FAA "Like Design" Rule

Jim Thompson, President of National Aeronca Association

http://www.aeroncapilots.com/Spar_AD.htm

The problem of replacing parts on vintage aircraft no longer in production was partially solved by the FAA's "like design" rule. However, some judgment is called for, as shown in the following letter.

Federal Aviation Administration, Central Region
Office of the Regional Counsel
Attention: Rules of Docket 98-CD-121-AD, Room 1558
601 E. 12th Street,
Kansas City, MO 64106

Comments to Docket No. 98-CE-121-AD

Well I did it! There was a cross wind from the right. -I hate cross winds from the right-. And on the roll-out I got behind. It went around to the right and my left wing tip went all the way to the ground, but it stayed on the strip and didn't get into the corn. It wouldn't have made any difference anyway as with the drought and all this year the corn isn't big enough to hurt the Champ, and the Champ sure

ain't going to hurt that corn. Thank goodness no one saw it and it happened on my home strip. After sighting down the trailing edge of the left wing panel, I knew I was in big trouble. It was bent up. I pushed the 7AC over to my tie-down spot, but the ropes on it and left it there.

On the way to the house I got to thinking, I've had a good year on wall Street this year and you Feds have been raising such a full over these wood spars in my Champ, why not replace that wing panel with one of those metal spar jobs those boys up at Rochester have been peddling. So the next day I called them on the phone and those Rochester boys must have a big pile of wings or a strong union, maby both, because they won't sell you one panel, you have to buy two, both left and right. Well any way, I bit the bullet, dug a mason jar up out of the back yard and placed the order.

The first thing I did after the wings arrived was to call Bubba. Bubba does all of my A&P-IA work. He flew his Chief over to size upp the situation. The first thing he wants to know is why I have two new wing panels when only one is damaged? When I tell him that those Rochester boys won't sell just one panel he turns real red in the face and says, on wing is all we need and that's all we are going to use. Bubba says that the old wing and the new one are of "like design", after all, they both have ribs and spars so they have got to be of "like design" because of that we don't need but one new wing. He says that this covered by 14 CFR 39.1. -Bubba really knows his FARs-. This sure suits me as I likely can sell the other wing to some Citabria owner because those Rochester boys say the sure need them.

We had to go get one of the hired hands to help and then the wing slipped in place real easy. When I stepped back to view the results, I thought my Champ looked kinda funny. From one side it looked like my old Champ but from the other side it reminded me of a Citabria. When I looked at it from the front, it leaned a little bit toward Willoughby. That new wing must be a little heavier than the old one. Then Bubba stepped-off each wing and discovered that because of the squared off tip, the new wings was about half-stride shorter than the old one. Not to worry; they were of "like design".

The next morning Bubba arrived earlier than usual. If that yahoo ever knocks any bricks off my chimney with that Chief, he'll be doing annuals on my Champ the rest of his life for nothing. I get the log books out but Bubba always goes strictly by the rules and won't sign nothing until it's test flown. I climb in to take it around the patch a time or tow. It gets off pretty good but in the air it wants to fly a little sideways. The nose kinda points one way and the Champ flies another. Reminded me of an ole dog I had when I was a boy. That dog ran sideways all the time. I don't know what was wrong with that dog. But back to the champ, Bubba frowned a bit and then said, we'll just have to make a new compass correction card.

By now, Bubba is beginning to get concerned about the paper work. Bubba says that you Feds are awful fussy about paper work and placards. And he can't ever remember a 7AC ever being spin tested with a wing having a squared off tip like the ones I bought from those Rochester boys. He mumbles something about 'like design' and says to be on the safe side, we gotta placard it against spins to the left. No big deal, that Champ always spun better to the right any way. But that brings on another question, we got a 162 mph wing on a 129 mph airplane and that means we come up with a new red-line air speed. Bubba says, we'll split the difference. the new placard says "don't go any faster than 145 1/2 mph". (Bubba sure is good with his math). No sweat, ain't no way I'll ever get that Champ going that fast with that 65 hp Continental.

With this Bubba climbs into the Champ, flies around the patch a couple of times and upon landing makes a bunch of entries in the log book. The last entry being, "aircraft returned to service".

New for the reason why I wrote you my story. My comment for the AD proposal is this: You Feds need to rattle those Rochester boy's cage. They just want to sell wings. Because of the "like design" rule if you have just one wing panel damaged that's all you need to buy and I have a good flying Champ to prove it. And it's perfectly legal too. Bubba says so!

Also, you see I have this extra wing and I thought you Feds, getting all those SDRs I mailed in, might be able to give me a lead on some 7 series owner who needs a right wing. Bubba says that the "like design" rule also covers the 8 series. So with all the flack those wood spar wing Decathlon and Scout owners have been taking from you Feds, maybe you know one of them who would like a good buy on a wing. And Bubba says he'll give them a good price on the paper work.

Signed.

P.S. Bubba says for you Feds to leave his Chief alone for there is nothing wrong with Chief spars.

RUFF Landings

RUFFians have been doing some fly-ins this month.

(If you have photos of your outings, please send them to newsletter editor, JArney@rochester.rr.com)



29 May: Weedsport was a good trip. Stopped at Williamson-Sodus for gas and had to repair a slipped tail wheel spring!

30 May: Re-Dun Fly-in: Low Clouds, so we met at Ledgesdale and drove down to Slaytons!



5 June: Pine Hill: The weather was good, and the flying was great!



Aeronca Chief as seen from "8DB". Nifty!!



● *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.

