



R.U.F.F. Times

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



July Member's Meeting

When: 30 July, Saturday, at 10:00 am

Where: Spencerport Air Park (D91)

What: "FAA Changes in Ultralight Instruction" Jon Arney and
"LightSpeed and Interference to GPS Signals", Chuck Blocher

If you are interested: There will be an informal "Before Meeting Breakfast" at 9:00 AM at Slayton's Restaurant.

RUFF BOD Meeting, 9 July

Recorded by Dan Burrell

Call to order: Chuck Blocher

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

Treasurer's Report: George reports that RUFF is solvent.

President's Minute: Thanks to Chris for filling in for Chuck at our June general meeting.

Old Business:

- Jerry has information on how to tie **RUFF's web page** into EAA's website. It may allow us to connect with other chapters.
- Jon Arney thanked everyone for submitting stuff to the **newsletter**.
- Chuck reported on **Rod Hightower's** visit to EAA 44's Sport Aviation Center. There was discussion on the LightSpeed project and how it might affect GPS.
- The grill is fixed.
- The **air field at Spencerport** has been mowed by a professional lawn service.
- George finished his latest project. Chuck/Jerry installed a working radio in Jerry's plane. Chuck also rewired the radio in Jon's Kolb. Norm will install a radio in his ultra light. Jerry's Rans has a flat tire. He awaits word from the FAA on his registration.
- Our **wind sock** continues to work well.

NEW Business:

- Chuck will be moving from the area sometime in the future due to an employment opportunity for his wife.
- We will name a coordinator for next year's RUFF family picnic next year.
- As yet we have no program for August.
- Hendershot's pancake breakfast is slated for July 24th.

Program for next membership meeting: There is none scheduled. We may get together at Gulliver's fly in.

Check Out the New RUFF Web Site!

<http://www.ul95.eaachapter.org/>

Take a look at this web site prepared for us by EAA. Jerry, Chuck, and I are learning how to modify it and make it work for us. Stay Tuned! -- Jon

RUFF Flying Events

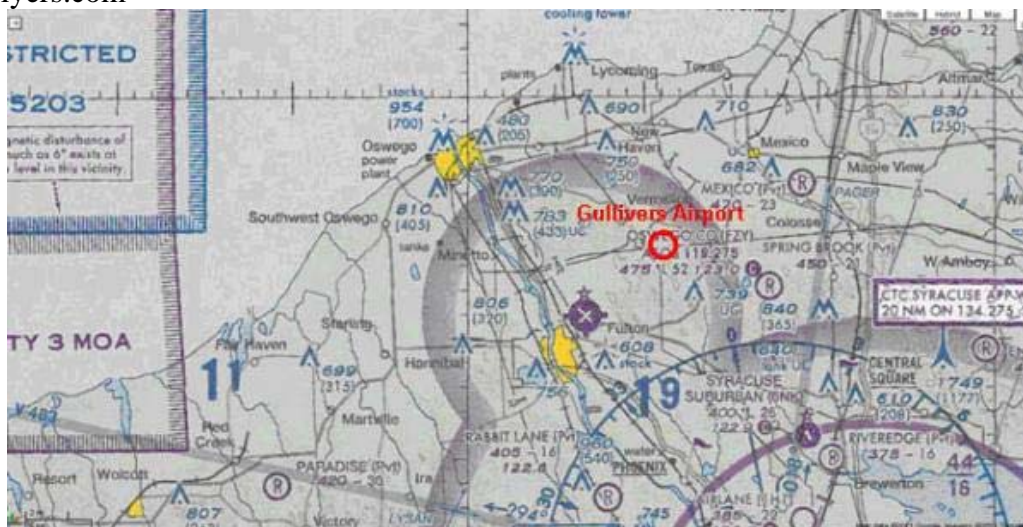
Items in Bold are suggested for RUFF group participation. If you can participate, use 122.75 MHz for air-to-air communications among RUFFians.

Date	Airport	Event	Comments
24 July	Hendershot (34NY)	Fly-n Breakfast, 122.8	EAA 44 & Helton Rotary
20-24 Jul	Gullivers (see chart below)	Gary & Jean Gulliver Annual Fly-in Primitive camping, food available	for more info, 315-593-1403, flyin@ulflyers.com, www.ulflyers.com
24 July	Whitford	Fly-in Breakfast	
7 Aug	Whitford	Fly-in Breakfast	
12-14 Aug	Moravia (NY92)	Owasco Airfield Days	BBQ, camping, sponsored by EAA 811
20-21 Aug	Long Acre Farm 15 mi E of ROC	RUFF Invitational Fly-in	Private strip, on the chart, CTAF 122.900
21 Aug	Whitford	Fly-in Breakfast	
4 Sep	Dansville	Fly-in Breakfast	With real maple syrup
5 Sep	REDun	Fly-in Breakfast	

Gullivers Airport: (N43° 24', W76° 19') About 4 miles NE of Oswego (FZY).

A private strip that is not shown on the Sectional Chart. Radio CTAF 122.900

EW runway, grass, 100 ft x 1500 ft, NS runway, grass, 100 ft x 2000 ft (trees at north end).
www.ulflyers.com



VFR Corner (Very Fine Reading)

Dan Burrell

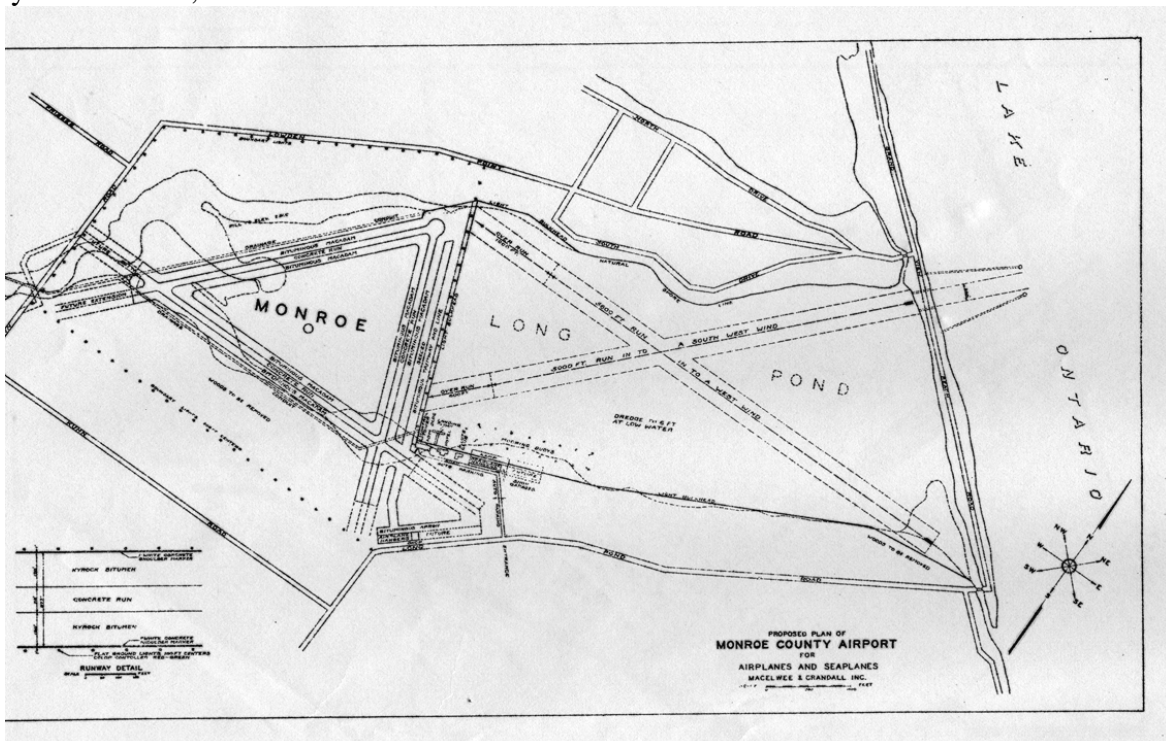


This month, I thought we should go back to the beginning. This review will be the first of an unofficial “trilogy” of three books on the early days of aviation. Two years ago, I read **To Conquer The Air: The Wright Brothers and The Great Race For Flight** by James Tobin (Free Press). It covers the period from the 1890's to 1909 when men in Europe and America competed to become the first to get heavier-than-air machines to fly. The author described the Wright's efforts, blending in history of what had been done and what others were doing. At the time balloons, gliders and kites were thought to offer promise. Men such as Otto Lilienthal, Samuel Langley and Alberto Santos-Dumos had done experimentation in these areas. Wilbur Wright takes a fancy to the

scientific challenge of flying. Through correspondence, he researches what everyone has done. Most experimenters were looking at powered flight as the central problem. Wilbur determines the issue is one of balance, how to fly and steer aircraft without crashing or stalling. The Wright brothers studied how birds fly, applied a scientific method and did endless calculations. They built gliders based on their data. Most important, they learned to fly regardless of wind direction. Little was known of their effort and progress because they were secretive. When the brothers flew at Kitty Hawk (1903), few believed them. Wilbur Wright's first public flights occurred in France (1908) and New York City in 1909. It was then that he established himself on both continents as the first to fly heavier-than-air planes. He was the only flier able to handle winds regardless of speed and direction. I read the book again because I wanted to understand why the Wrights gave Glenn Curtiss such a hard time when Curtiss wanted to build and sell planes. We are introduced to the Wright family as an introverted group. Loyalty was central to their lives. Their father, a church bishop, had legal troubles within his denomination. This made the brothers suspicious of organizations. They did not trust the media to represent their achievements fairly. Within this family culture, we have great scientists dealing with problems as they occur but never getting too far ahead of workable solutions. They viewed Curtiss as someone out to steal the secrets they had labored to discover. Hence the patent and the resulting legal battles. If you want to know how the Wrights viewed flying and competition, this is a great book. There's lots of science and aerodynamics. Most of all, it gives us a some understanding of how great discovery can be helped or hindered by personalities. It is available in the Monroe County Library System. Next month, we'll look at Glenn Curtiss.

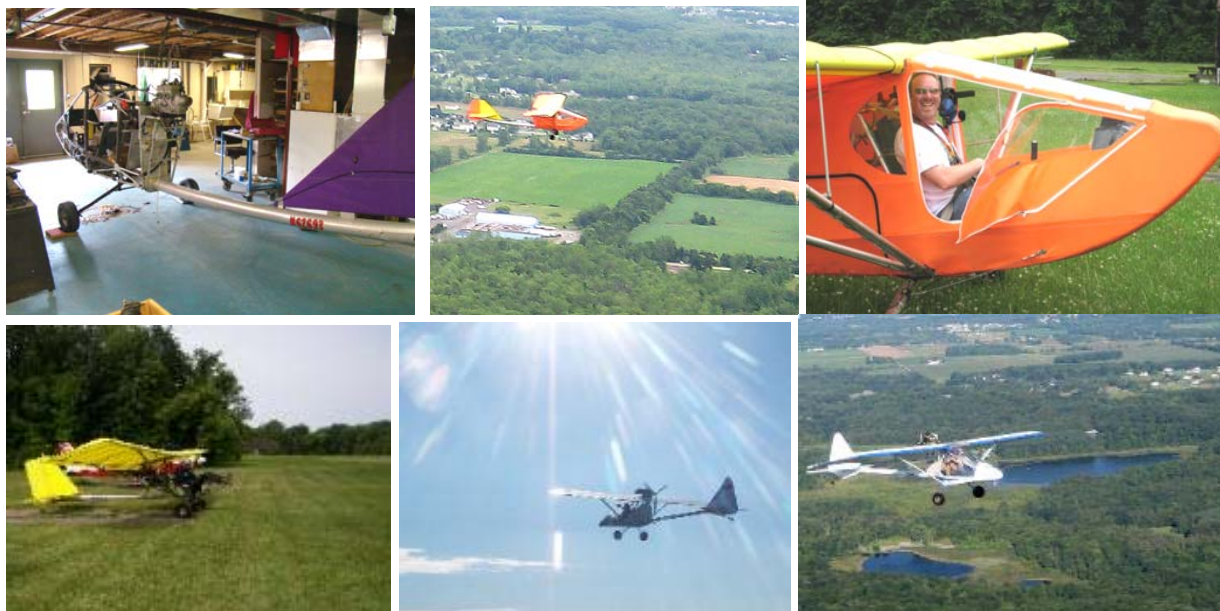
The Plan That Didn't fly !
by Bill Sauers, Greece Town Historian

In 1932 a "Survey & Plans for Port Development in Rochester & Monroe County" included among its several ideas, a plan for an Airplane & Seaplane airport at Long Pond. The plan would call for the filling in of the Southwest end of Long Pond at Kuhn Road for runways and designating seaplane landing areas in the pond. The plan never materialized and the pond remains today a residential, and recreation area in the Town of Greece.



Ultralight Flying Returns to RUFF!!

Ultralights and "Fat Ultralights" (ELSA) are being flown more frequently by RUFFians these days. Jon and Jerry continue to maintain and fly their two Kolbs, and Tom Forster is well known for his bugs-in-the-teeth Rans S-12. But more recently, CGS Hawks have become popular RUFF aircraft. Al Raisanen has long been flying his Hawk, but recently George Charnitski repaired a CGS Hawk for Jim Raffa, and Norm Groves recently acquired a Part 103 legal Hawk. That makes 6 ultralight-like craft that are currently in flying condition with RUFF. RUFF is re-establishing its traditional roots, and this includes participation in the Ultralight Fly-ins sponsored by Rose and the Gullivers (see ***RUFF Flying Events*** above).



The Joy of Low-N-Slow



On of the pleasures of flying low-n-slow in an ultralight type airplane is the detail you see on the ground. I often fly cross country in my Kolb Firestar and never go more than 500 ft AGL. I love seeing (and smelling!) the agricultural activity in the Summer time, or watching kayakers & canoers on the Genesee River. A few weeks



ago, I was drifting lazily along near the Ontario Lake Shore north of Greece and spotted an interesting looking sail boat out on the water.

It didn't look like the typical sailboats I often see on the lake, so I just had to fly out and take a closer look. It turned out to be the "Pride of Baltimore II", the reproduction of an 1812 Baltimore clipper type ship that has become iconic of the fast commercial ships of the early United States. . Note the rakish masts and the fast looking arrangement of the sails. I circled a couple of times



and exchanged waves of the hand with the clipper crew, and I think we all enjoyed the juxtaposition of the old with the new.



Of course, nothing comes for free. After a couple of exciting circles around "Pride of Baltimore II" I looked up and realized just how far from shore I was!! I'd never been out of gliding distance from land before, and this was suddenly scary! If the engine quit, wonder if the crew of the "Pride" would stop and pick me up? Wonder if RUFF gives out a "wet bolt" award. But I made it back home safely and thoroughly enjoyed my unique view of this historic tall ship.

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>



• 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.

