



Jon Arney, Editor

R.U.F.F. Times

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

August 2010



Laura Arney, Copy Editor

August Member's Meeting

When: Saturday, 28 August, 10:00 am.

Where: Spencerport Air Park club house.

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

July Member's Meeting

Who Flew In? Jon and his Aeronca? No.

George and his Escapade? No.

Chris in the C-150? No.

The only two brave RUFFians who flew into the July meeting were Tom Forster and Dan Burrell! What a beautiful pair of aircraft! Did you count this as a cross country, Dan?



July Membership Meeting Notes

Dan Burrell

Rochester Ultrasport Fun Flyers, Membership Meeting Notes, from July 31, 2010

Call to order: Jerry Getgen

Roll call: Jerry Getgen, Dan Burrell, Wayne Hovey, John Macksamie, Tom Forster

President's Minute: There was no BOD this month as we were at Geneseo's Air Show. The poker run was canceled due to high winds but we did have our overnight and attend the Hendershot breakfast.

Agenda

Committee Reports

- Public Relations: We thank Tom for having the porta john serviced this spring. He will submit a bill for \$65, the cost of the service.
- Web Site: We have a new look with some changes.
- Programs: We need to start a new list.
- Projects: The RANS project continues.

OLD Business

- Although we had a good time at Geneseo, it is a toss up between attending there vs. the Rose air show where light sport and ultralights are the focus.
- The poker run was tabled but we may consider it at the Long Acres fly-in.

NEW Business

- We will set up at Long Acres on Friday 8/13 at 9AM. A tent is being provided. RUFF will be responsible for staking out the tie down area. Camping out is available.
- RUFF members have been discussing a roof extension off the sliding doors at the air park. This would provide additional shade for sitting out. We need to talk to Larry.
- We remain confused as to the correct CATF at Ledgeedale. The new AFD has 123.0 as the CATF. 122.7 is the Unicom. However, Dan read 122.7 as CATF on a Duats NOTAM.

Note: Chris reports this is a typo on the sectional charts and that the next chart will show only 122.7.

A Pilot's Persona

Okay. Let's admit it. Each of us pilots have a secret personal identity. For some, it may be the image of the devil-my-care adventurer sailing over the Andes in a powered parachute, or the steel nerved fighter pilot, or the imperturbable commercial pilot who can land 'em safely in the East River. Me? Well, my persona tends toward the image of Pilot Jack Night {A. M. Anderson (Author), Jack Merryweather (Illustrator), R. E. Johnson (Author), Emmett A. Betts (Editor)}. I dreamed of being the guy who could get the mail through, or get the serum to the isolated village, or stay awake for more than 33 hours and land at Le Bourget field.



Well, okay. These are fantasy personas. But we all have a personal identity with some facet of aviation, and we try to find that identity represented by some segment of EAA. War Birds, for example, and aerobatics are well represented. Home built folk easily find their place at Air Venture, and the growing new identity of Light Sport represents a new type of identity. In spite of this, I found myself without a readily identifiable identity when I went to my first Air Venture in 20 years year. I was having an identity crisis!

I went to EAA Air Venture this summer as the private pilot and owner of a Kolb Firestar home built aircraft (image A), licensed as an Experimental Light Sport Aircraft, and I wanted to find my peers among the new Light Sport group. So, off I went in search of a light sport area of AirVenture! Wrong!! No one wanted to talk about anything but \$100,000 + aircraft designed for primary instruction and cross country flying. Glass panels! High performance! (Image B. type aircraft.) My little Kolb Firestar just didn't fit!

A. Kolb Firestar



B. Cessna Sky Catcher



C. Mini Max



I trudged off and continued searching for my aviation peers. I wandered into the home built area. Pietenpols! Pober Jr. Aces! This seemed a bit closer to what I was looking for. BUT NO! My Kolb just didn't fit. The Kolb is a pod-n-boom type pusher, not a "traditional" fuselage tractor! Folks were polite enough, but everyone kept saying things such as "ultralight" or "ultralight like".

Okay. I had worked hard to upgrade my Kolb Firestar to a legitimate Experimental Light Sport Aircraft. But I seemed not the fit either with "experimental" or with "light sport". As a licensed private pilot, I had earned the Kolb's N number (N10121) with considerable pride. But who and what was I?

I went over to the ultralight area at AirVenture and attended a Forum by Timm Bogenhagen (EAA 379292, Senior Aviation Specialist) who presented a very good talk on "Affordable UL Flying". Well, "Affordable" and "Flying" are certainly two things that are key to my aviation identity. I decided to see what Timm had to say. It was an eye opener!

Timm's Forum was an introduction to the world of "ultralight flying", and his presentation included slides of "Part 103 legal ultralights". Timm also included slides showing experimental aircraft (ELSA and EAB) that varied from part 103. Timm implied that these also were somehow "ultralights". "But it is N-numbered and carries 2 people", I complained. That isn't an ultralight vehicle. It took me a while, but I finally figured out what Timm was saying. If it flies like an ultralight, looks like an ultralight, and sounds like an ultralight, it **is** an ultralight! But what KIND of ultralight?

Labels can be tricky. There are two different kinds of labels that pilots use to identify aircraft, and there is a lot of overlap between them. Most flying machines fit under more than one label.

- **The FAR Legal Label:** For example, "ultralight vehicle" means 254 lb or less with 5 gal fuel or less. This kind of label is kind of like the "Latin Name" in botany.
- **The Common Label:** This is like the "common name" in botany. Examples include biplane, canard, aerobatic, composite, tail dragger, vintage, war bird, ultralight airplane, etc. These labels are not always defined in detail in the FARs, but we know them when we see them.

Some of these Common Labels have no legal standing at all. For example, the FAA would say there is no such thing in the FARs as an ultralight airplane, or a fat ultralight. But we all know what they are, and these days they all have (I hope) N numbers. Some may be ELSA, some may be SLSA, some may be EAB, according to the FAR method of labeling. But if it is a pusher airplane with a pod-n-boom fuselage, one seat, 10 gal of gas, and stalls slow enough to get in and out of an ultralight field, then it is an ultralight aircraft. Not an ultralight vehicle (Legal Label) but an ultralight aircraft (Common Label).

What Timm was implying in his forum was that ultralight vehicles (legal definition) as well as ultralight aircraft (common label) are all welcomed down on the EAA Farm, whether or not it requires an N-number. In other words, my N-numbered ultralight-type Firestar still belongs to the proud tradition of ultralight EAA aviation. I do indeed have a home down on the Farm!!

Now, it is important to point out that Timm was NOT suggesting that we go back to the bad old days of illegal fat-ultralights. "Illegal" isn't sanctioned by EAA. Never was. Never will be. Timm's message was that "fat ultralights" like my Firestar and his Mini Max, when appropriately N-numbered, are still welcomed as part of the world of EAA ultralight aviation. In other words, ultralight aviation is not only Part 103 ultralight vehicles, it also includes many, many N-numbered aircraft.

At first, I was troubled with these ideas. How was I supposed to know whether my aircraft fit the newly developed idea of ultralight-type aircraft? I asked Timm about it, and he said my Kolb was welcomed. I asked if a brand new SLSA Cessna Sky Catcher would be appropriate since it, too, was a Light Sport aircraft. The answer was a simple "No". Timm said it is important to use some measure of judgment with these common labels. He advised me to go take a look at the ultralight landing strip laid out down on the farm. If I can fly like everyone else using that space, then yes, I'm welcome. Well, it took me a while to mull over what Timm was saying. I tend to like well formed and tightly understood labels. Timm was telling me that much of aviation isn't like that, and the pilot is ultimately responsible for making good judgments about safety and appropriateness. The more I think about it, the better I like it. After all, good judgment in fuzzy

regulatory areas has been a large measure of EAA's success in preserving safe but capable personal aviation.

Wow! EAA sure does it right! I found my home down on the Farm. Thanks to Timm Bogenhagen (EAA 379292, Senior Aviation Specialist) and all of EAA for continued support of all the forms of personal aviation we enjoy.

Norm Isler, President of EAA 44
Receives one of three "major achievement awards"

"The annual EAA Major Achievement Awards were established to recognize outstanding Chapter members. Strong and healthy EAA Chapters are the backbone of the organization and Chapters can't be successful without dedicated local volunteers.



Those who have been honored by the Major Achievement awards in the past have demonstrated their passion and dedication for their Chapter, EAA and the recreational aviation community.

Chapters are encouraged to nominate individuals who selfless volunteer their time and support their Chapter through leadership positions or Chapter programs. Up to 10 EAA Major Achievement Awards are presented each year during EAA AirVenture Oshkosh."

EAA 95UL offers congratulations on his highly deserved award, and we express our sincere appreciation also for his including us in many of the EAA 44 projects and events.

RUFF At Long Acre Farm



The annual weekend at Long Acre Farm happened on Aug. 14, and 15. Saturday was a bit breezy but calm enough for some flying in early and going home late in the afternoon. The breeze felt good under the tent. The pulled pork dinner was quite good! George & Chris camped out, and we were hoping for calmer weather Sunday. The Sunday wind was down, but the rain mostly washed



us out. Thanks to Dan and Ellen Burrell and Jon and Laura Arney for packing up the RUFF equipment Sunday Afternoon.

The Funny Page



Here I am at AirVenture taking a course in gas welding. Can you believe they turned me loose with some steel and an oxy-acetylene torch! Now I know HOW to gas weld, but I still can't DO gas welding. Something about skill & practice. Also learned that HOT steel often looks just like COLD steel!



RUFF Recommended Flying Events for September

Fly or Drive!!

George Charnitski and Dan Burrell

The following list of flying events in our region has been assembled to help you plan your weekends. Those in **Bold** are events that RUFF members traditionally have tried to attend together. If you are planning on going, **tell other members and invite them along.**

Sep 5	Dansville	Fly-in Breakfast	with real maple syrup
Sep 6	Redun	Fly-in Pancake breakfast	
Sep 12	Oswego Co. (FZY)	Fly-in Breakfast	sponsor by EAA Chapter 486
Sep ?	Geneseo	Annual Corn Roast and Chicken BBQ	sponsored by HAG
Oct ?	Harv's	Fly-in/Drive-in Open House	Hots & hamburgs at Harv's Motorcycle Shop in Macedon on Kittering Rd. 122.80



• ***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: Located in Florida

Asking \$ 6000. 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.

