R.U.F.F. Times

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

August 2011

August Member's Meeting

When: 20 August, Saturday, at 10:00 am
Where: Long Acre Farm (See Below)
NOTICE: No meeting on Saturday, 27 August
Instead, we are doing the Long Acre Farm Corn Roast & Fly-in

Long Acres Farm Corn Roast and RUFF Invitational Fly-in: Saturday & Sunday, 20-21 August

1342 Eddy Road
Macedon, NY 14502
Events: Poker Run, Corn roast, bomb drop.
This is the RUFF Annual Invitational Fly-in.
Y'all Come!!

Hi! From Dan and Ellen at Oshkosh!

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, and I are learning how to modify it and make it work for us. Send us your suggestions, and 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
20-21 Aug	**Long Acre Farm** 15 mi E of ROC	RUFF Invitational Fly-in, corn roast	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	

VFR Corner (Very Fine Reading)

Dan Burrell

This month's book (part 2 of my unofficial trilogy) documents the achievements and contributions of our own Glenn Curtiss of Hammondsport, NY. **Unlocking the Sky: Glenn Hammond Curtiss and the Race to Invent the Airplane** by Seth Shulman (Perennial Press) is a good compliment to last month's selection that dealt with the Wright brothers. Glenn Curtis was an entrepreneur who liked speed. Early on, he was skeptical that man could fly in heavier-than-air contraptions. Balloons and dirigibles dominated air travel. While the Wrights were inventing their airplane, Curtis had built up a flourishing business with bicycles and motorcycles. He was on the cutting edge in terms of small engine development. A pilot (Thomas Baldwin) came to him looking for a motorcycle engine to use on his dirigible. Curtiss was skeptical of engines powering flying machines but went ahead and sold him one. While observing the dirigible's flight Curtiss met the Wright brothers. Later he corresponded with them attempting to sell them an engine because it was rumored they had flown an airplane. The Wrights declined his offer. Enter Alexander Graham Bell who is looking to put together a team to develop a heavier-than-air craft. He talks Curtiss into joining as the engine specialist. Gradually Curtiss becomes fascinated with the mechanical aspects of flight and takes the lead in developing flying machines. He will go on to develop 500 inventions that benefits aviation in the US and the world. Curtiss will develop airplanes for both land and sea.

I suggested last month that great discovery can be helped or hindered by personalities. The author does see differences between Curtiss and the Wrights. The brothers operate as a self contained unit. Curtiss surrounds himself with experts; he enjoys bouncing ideas off friends and colleagues. Curtiss prefers to work in a group where there is an exchange of information. He is open and candid whereas the Wrights are secretive. Curtiss did his experiments and test flights before the public while the Wrights hid their success. Curtiss was accessible to the press in good times and bad. Finally, Curtiss tried to engage the Wrights on many occasions to collaborate and mend fences but they ignored him.

I enjoyed the author's description of Curtiss' famous flights: the *June Bug* (1908) which won him the first US pilot's license for the first officially observed flight. The *Albany Flyer (1910) was* the first cross country flight from Albany to New York. The *Rheims Racer* (1909) established the US as a player in Europe. The *America* (1914) set the stage for its successor, the *NC 4* (1919), which made the first airborne trans Atlantic crossing.

I recommend this book for your reading pleasure. Read it before you go to the Curtiss Museum in Hammondsport for the Seaplane fly-in in September. There you can see these planes that made history. The book is available in the Monroe County Library System.

Rochester Pointed the Way in Aviation !

by Bill Sauers, President of Greece Historical Society

I don't know if any of these "roof markers" are still around but it looks like the Town of Greece was the first "official" one in New York State . Here is a quotation from the D&C, 25 July, 1948.

"*Road markers are probably as old as the history of the wheel. But the traveler who takes to the air have often wished there were a few road signs to guide him/her. In 1947 the Town of Greece decided to do something about helping out the aerial wayfarer. A set of highly visible signs was painted on the roof of the old Greece Highway Department garage on Long Pond Rd.*

"One sign bearded the name "ROCHESTER" painted in orange letters five feet high and enclosed in an arrow 21 feet long pointing south by east to the direction of the Rochester Airport with the number "10" at the tip signifying mileage distance.

"In addition the navigator was informed by five foot numerals his/her latitude, and in a burst of prideful "boosterism", letters, 10 feet high in a strip 50 feet long, informed the flyer that he/she was over N. GREECE. According to the Town Supervisor at the time, Gordon Howe, Greece was the first of 70 locations in the state in which the markers would be laid out. The State Department of Commerce, Aviation Division provided the paint."

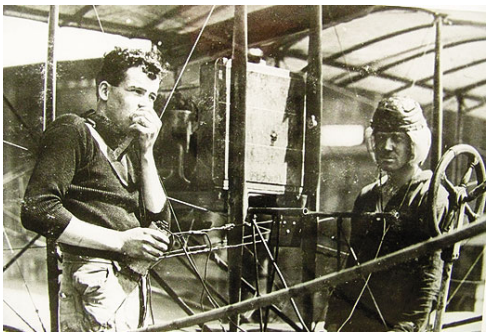
With caption "Sky Sign to Guide Aviators"

When radio communication took to the air.

By George C. Larson, Member, NAA

Air & Space Magazine, March 01, 2011

Everything in the military works on the basis of command and response, but if the troops can't hear the command, how are they supposed to respond? That was the dilemma that confronted the U.S. Army's earliest proponents of aircraft. From the beginning, the pioneers recognized that in order to control the fleets of aircraft they envisioned, radio communication aboard airplanes had to be developed.



Although the early days are recorded only sketchily, in a March 1919 account in the *Official U.S. Bulletin*, a daily U.S. government publication, two names show up: H.M. Horton, a captain, and C.C. Culver, a colonel, both of the Army's newly minted Air Service. At a 1910 air meet in the Sheepshead Bay section of Brooklyn, New York, the two went up in an airplane and sent a radio

signal from a transmitter credited to Horton, and the signal was received on the ground by a receiver built by Culver.

According to the same account, Culver was dispatched to San Diego, California, in 1915, where he apparently led efforts to advance radio technology even further. In September 1916, a message was transmitted between two airplanes in flight, and in February of the following year, voice communication between an aircraft and the ground was finally established.
One of the challenges airborne radio confronted was the need for a ground. Radio theory says that energy transmitted by an antenna completes the circuit by returning to the radio through the earth to a conductor referred to as the "ground" wire. Among the best known of the early airborne radio pioneers is an Army lieutenant named Paul W. Beck. By 1911, when Beck conducted an aerial demonstration of a keyed radio transmission with a Western Wireless Equipment Company set, airplanes were being made of metal parts, and the mass of the parts had become the ground. Problem solved.

The antenna was a 95-foot length of wire made of fine phosphor-bronze strands and weighing just an ounce and a half. At a demonstration in January 1911 near San Francisco, Beck carried aloft a 29-pound cabinet that sat in his lap while he tapped out code with a key on its top. It was likely not the first demonstration of airborne radio, but many accounts credit Beck for the first, possibly because there's a picture of him sitting in a Wright Model B, a dapper, uniformed figure with the big box in his lap and large words on it reading: "Type A-4 Aeroplane Wireless Telegraph Set. Developed By Western Wireless Equipment Co." None of the other pioneers had their picture taken while holding a radio with a big label on it.

The accompanying account in the April 1911 *Journal of Electricity*, *Power* and *Gas*, authored by one Earl Ennis, makes the claim of first airborne radio transmission, though he is careful to limit the claim to just that: the transmission. He says that engine noise made it impossible for a radio aboard the airplane to receive the reply.

Still others credit Canadian James McCurdy with a successful radio transmission and reception as early as August 1910, and, curiously, Ennis himself may have done it as early as June of that year, according to *Electronics in the West* by Jane Morgan (National Press Books, 1967).
Beck was shot to death by a jealous husband in 1922. None of the pioneers' names are well known today, but then none of them invented the radio; they were simply adapting it to one of its most elegant and enduring applications. Pilots and air traffic controllers have been using the radio to maintain safe airways for decades. While it was voice transmission that dominated airborne radio, 100 years on, aviation will begin to move away from voices on the radio to the transfer of messages via digital codes—still radio but without the human voice. The messages will appear on screens, where pilots can read them...aloud, if they miss the sound.

F-16 Intercepts 75 Year Old Grandmother Flying a J-3 Cub

Ref: Associated press and
http://www.theblaze.com/stories/f-16s-intercept-75-year-old-womans-plane-during-obamas-chicago-bash-i-was-just-flying-around/

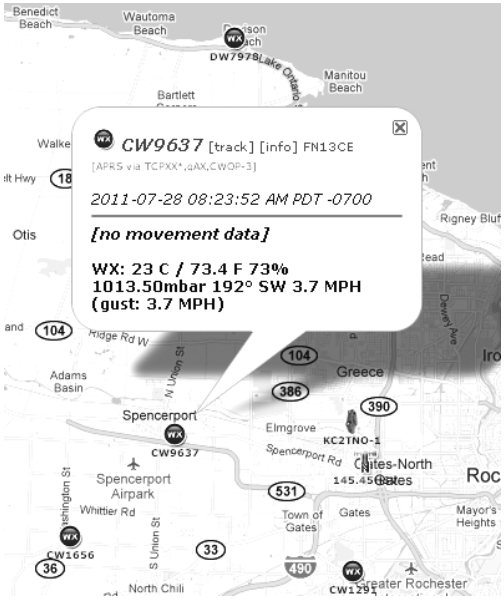
"Myrtle Rose was just taking a short flight over suburban Chicago when the 75-year-old aviation enthusiast looked out her cockpit window to see two F-16 fighter jets. She assumed the military pilots were just slowing down to get a closer look at her antique plane.

"Myrtle Rose, left, was intercepted by F-16 fighter jets after she flew into restricted airspace. (Naples Daily News) It wasn't until she got on the ground that friends and the police told her the attention was much more serious – for straying into restricted airspace during a visit by President Barack Obama. Rose, who tries to fly every day when weather permits, said she had been itching to get back in the air Wednesday after a number of days on the ground. She normally uses her computer to check for any airspace restrictions, but it wasn't working properly. "I hadn't flown in over a week," she said. "It was a beautiful afternoon." After some guests departed her home, she "just climbed in the airplane and left." To make matters worse, "I didn't have my radio on. I was just flying around," she said. It all added up to a big mistake. "There's really no excuse for not knowing," said Lt. Col. Mike Humphreys, a spokesman for the North American Aerospace Defense Command, which scrambled the two warplanes, a proposition that costs $9,000 an hour for each jet. 'Anyone who flies an aircraft should know the restrictions.'"

Two Useful APRS Locations on the web

http://aprs.fi and www.openaprs.net

The images shown here are examples of what these web APRS services provide **free of change**. It is a system run by the Amateur Radio service (Ham Radio), and it provides real time information (such as weather, location, etc.) from any Amateur Radio station that chooses to participate. Jon's radio station is WB3LHI and is installed in his Aeronca Chief to report location, speed, direction, and altitude.



EAA 44 Newsletter "The Flyer"

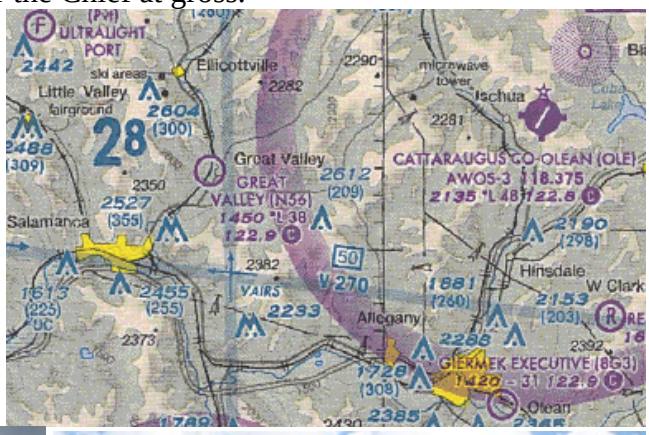
Bob Nelligan-Barrett, Editor

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

Eddy's Restaurant, Great Valley Airport (N56)

How about a nice low-n-slow trip into the Southern Tier, with a stop at Great Valley for lunch! That's what Laura and I did last week to "get away from it all" and enjoy the beauty of late summer in WNY. Great Valley is half way between Salamanca and Ellicottville, nestled in a

bucolic creek valley. The airport is 3800 feet of good quality turf, and the approaches are very good on both ends. No difficulties even for the Chief at gross.



Great Valley airport is right at the highway, and the restaurant is just across the street. It is not a fancy place at all, but it is the kind of place the local come and meet for lunch. A nice outing and a lunch to clog arteries!

• *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.