



# R.U.F.F. Times

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



Jon Arney, Editor

October 2010

Laura Arney, Copy Editor

Notice: EAA 95UL Newsletters are now posted at [R-U-F-F.org](http://R-U-F-F.org)

## *November Member's Meeting*

**When:** Saturday, 27 November, 10:00 am.

**Where:** Spencerport Air Park club house.

**Program:** Video on Taking a Flight Test

## *December Member's Meeting*

**When:** Wednesday, 22 December, 6:00 pm.

**Where:** Honeoye Falls Brew House.

**Program:** Dinner, Holiday Beer, and vote counting!

## *Time to Vote for RUFF Board of Directors*

The following RUFFians have generously agreed to run for the BOD offices shown below. The deadline for voting is 22 December at the December Members Meeting, which will be held at the Brewery, 8 County Road 94, Honeoye Falls. Send your votes to [JArney@rochester.rr.com](mailto:JArney@rochester.rr.com). You may vote *"the slate as listed"* or write in names for each office.

President: Chuck Blocher

Vice President: Chris Block

Secretary: Dan Burrell

Treasurer: George Charnitski

Board At Large: Jerry Getgen

Board At Large: John Macksamie

## *Annual RUFF Banquet*

**Our annual banquet** will be at the **The Old Toad** again. **February 13th** is the date. Arrive around 12:30 pm, eat at 1:30 pm, and we should be out by 4:00 pm.

**To select your menu option**, go to the <http://www.theoldtoad.com> web site, click on **menu**, then click on **entree**. Select your menu option, and let George Charnitski know of your selection/s no later than Feb. 5th (the earlier the better). His e-mail address is [<mailto:charney@walworthfire-ems.org>](mailto:charney@walworthfire-ems.org).

**The RUFF Gift Exchange** will occur again this year during our annual banquet. Bring a gift, and take home a gift as an individual or couple. This is a 1:1 gift exchange, and the gift value should be \$10 or less. This event is always fun! It's also a good way to get rid of a white elephant!

**No RUFF Members meeting in February.** The RUFF Banquet will serve as our monthly meeting for February.

## ***November BOD Meeting Notes***

Dan Burrell, secretary

November 13, 2010, Call to order: Jerry Getgen

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

Treasurer's Report: George reported an initial balance of \$1547.21. A check was made out to Jon Arney for \$181 to cover the costs of the brochures. Final balance is \$1336.21.

### **Old Business:**

- We are looking for nominations for the offices of president and vice president. Members can e-mail to Jon Arney nominations or attend the November general meeting.
- A refreshment committee (Bernie Quanz and Tom Forster) is being formed to cover meetings.
- The radio in the hut now works thanks to Chuck.
- We are waiting on the air park owner to approve our porch project.
- We are looking at alternatives for the general meetings over the winter months now that Steve Zigelstein's dog house is unavailable.

### **NEW Business:**

- Jon Arney is looking at a spring outing. We might consider a trip to Rinebeck or an air museum in Buffalo.
- Jerry is looking at a company on Buffalo Rd. that can do embroidery work for RUFF clothing.
- Jon distributed the new RUFF brochures.
- George reports that Citizen's Bank where we have our checking account will impose a \$10 fee per month to cover service. He will look at other options

### ***Aircraft Re-Registration!!***

[http://www.eaa.org/news/2010/2010-10-14\\_rereg.asp](http://www.eaa.org/news/2010/2010-10-14_rereg.asp)

**October 13, 2010** — The FAA notice of "**Expiration of Aircraft Registration**" forms have started to arrive in mailboxes – EAA has received a batch for several of its 200-some museum aircraft – and to help guide aircraft owners through the process, EAA has developed [a simple guide](#) based on a sample re-registration form. Feedback we've received thus far has reinforced our experience that the re-registration process can be accomplished in as little as 5-10 minutes. If you own an airplane, you will have to re-register it at some point over the next three years beginning this November 1. It's being done so the FAA can get an accurate count of aircraft in the United States.

It is very important that aircraft owners follow through and re-register because failing to do so could render your aircraft no longer usable. Also, contrary to some rumored reports, this is not an online process only; although FAA encourages online re-registration, you can do it via postal mail if requested. There's also a new re-registration thread on [Oshkosh365](#). If you have any questions about the process, EAA Information Services will be glad to walk you through it at no charge at 888-322-4636. [EAA Guide to Re-registration](#)

***Aerial Surveillance of Rochester***  
From Bill Sauers, Greece Historical Society

Here's another interesting aviation history story for you, from "Aviation magazine", January 1926. NOTE: The bridge at the bottom of the photo is the Bausch Memorial or Smith St bridge.

***NIGHT PHOTO OF ROCHESTER***

*"One of the most important experiments of recent years, looking to the advancement of photography as a means of revealing enemy secrets in the time of war, was recently carried out with complete success.*

*"On the night of Nov. 20, 1925, using a Martin bomber and fifty pounds of flashlight powder, a photograph was taken over Rochester, N.Y., by the Army Air Service with the collaboration of the Eastman Kodak Company and remarkably clear photographs were produced.*



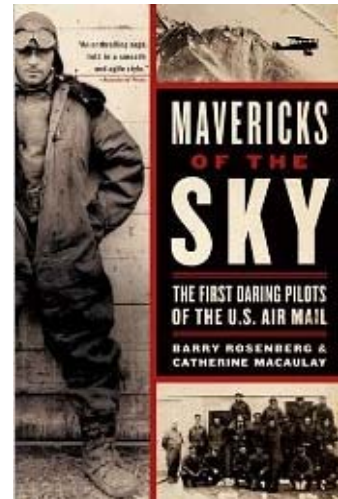
*"The pictures taken from the airplane with seven specially designed aerial cameras and a motion-picture machine, were developed and printed in the Kodak Park laboratories under the direction of Lieut. George W. Goddard, who was in charge of the flight.*

*"Darkness became daylight twice during the night for the brief space of one-fifteenth of a second. The fifty pounds of powder, dropped from the plane at a altitude of 3,000 ft., ignited with a heavy detonation. This picture one of these photographs. It is extremely interesting to note the little streaks of light which were caused by street lights fogging the plates while the camera shutter was open, but before the flashlight powder was ignited. Needless to say the forward motion of the plane caused the streaks.*

*The AVIATION "The Oldest American Aeronautical Magazine - January 11, 1926"*

*Mavericks of the Sky*  
*by Barry Rosenberg & Catherine MacAulay*  
*ISBN 978-0-06-052950-5*

"But his relief was short-lived. His engine was vibrating loudly -- too loudly. He recognized the sound immediately. It was his propeller beginning to splinter, throwing off the balance of his motor. He throttled back, hoping to ease the strain. He wondered about his position, as hail began to pelt the plane from all directions, its driving force stinging his face, his arms, every part of his body." This is a must-read for aviation enthusiasts or anyone who likes seat of the pants adventure stories. It is the story of the establishment of commercial aviation in America. Even before the end of WWI the US government was trying to find ways to promote commercial aviation in America. This was through the US Post Office Department which developed and later privatized the Air Mail Service. Although it was a well established fact that airplanes could fly, the practical question at the time was whether or not they could fly a reliable, regularly scheduled service. This required pilots to fly whenever they were scheduled to fly, regardless of weather. The only surprise was how few of these first air mail pilots were killed.



The book is a real page turner, with many stories of brave pilots who, through their experimental flights, tried to fly blind before the advent of gyro instruments. They pushed the envelope and often exceeded it, and sometimes even lived to report what they had learned. Jon Arney has a copy and would be happy to lend it to anyone. He will bring it to the next Member's Meeting.



● *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](mailto:wirwin7@tampabay.rr.com).

