R.U.F.F. Times

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

January 2009

Member's Meeting This Month
Wednesday, 28 January, 7:00 p.m.

Where: Honeoye Falls Ambulance Corp. 210 East Street, Honeoye Falls
Program: **Water-based Coating for Aircraft Covering,** by George Charnitski

Before Meeting Dinner: All are invited to an informal dinner get together at Critics Restaurant, Main Street, Honeoye Falls, at 5:30 or so. But DON'T be late for the 7:00 meeting!

Dues are Past Due!! Send $30 membership to George Charnitski, our new Treasurer!

RUFF Fellowship Award: Please send in your vote to Jon Arney (585-334-8548, JArney@rochester.rr.com). **You can vote for any RUFF member** you like except those who have received this honor in the past. Past recipients of this award are Al Johnson, George Charnitski, Jerry Getgen, Dick Ruter, and Jon Arney.

Annual RUFF Banquet

Sunday, 8 February, 12:30, The Old Toad, 277 Alexander St, Rochester
Coordinator: Steve Zigelstein, Stephen_Zigelstein@URMC.Rochester.edu> (585)354-3240
Please contact Steve if you plan to go to the Banquet. Information about the Old Toad can be found at http://www.theoldtoad.com/index.html

The RUFF Board of Directors for 2009-10

Board of Directors!		**RUFF Committee Chairs**	
Jerry Getgen	President	Safety	Steve Zigelstein
Chris Black	Vice President	Public Relations	
George Charnitski	Treasurer	& Membership	Tom Forster
Dan Burrell	Secretary	Flying Events	George Charnitski
Norm Groves	Member at Large	Web Site	Jerry Getgen
Bob Lockemeier	Member at Large	Newsletter	Jon Arney
Steve Zigelstein	Member at Large	Library	Open
		Airport Directory	Open

RUFF BOD meetings are the Second Saturday of each month, 9:00 am, at Slayton's Restaurant, Spencerport. ALL members are welcome to participate.
We have two open spots for Committee Chairs. Please consider helping with the Library and/or the Airport Directory. Contact Jon Arney (585-334-8548, JArney@rochester.rr.com).

RUFF Airport Directory

George Charnitski

Please check this list for accuracy. Send in any corrections, additions, airport comments. For Private strips, please indicate any landing restrictions. For example, Creekside's owner does not allow transient aircraft to land unless the aircraft is covered by liability insurance. LeRoy, Perry-Warsaw, and Canandaigua are on the sectionals as having no service, but RUFFians report that they do have 100LL. **PLEASE** help update the info.

GRASS AIRPORTS	Lat	Long	length	direction	elev.	TPA	unicom	Comments
Airtrek	42 51	76 51	2270	10-28	590	1500	122.9	
Arcade	42 34	78 25.6	3220	9-27	1745	2600	123	
" "			2710	14-32				
Dart	42 16	79 28.9	2750	13-31	1330	2130	122.9	
" "			1840	6-24				
Geneseo	42 47.9	77 50.5	4695	5-23	560	1560	122.9	
Middlesex	42 42.6	77 16.5	2200	3-21	735	1600	122.7	
Redun	42 27	76 55.5	1350	17-35	1020		122.9	
GRASS PRIVATE STRIPS								
Bedson	42 56	77 38	1900	01-19	804	1700	122.9	
Belcher			2000	N-S				
Coye	42 45.5	77 33	2200	N-S	1610	1500	122.9	
Creekside	42 55	77 23	1200		820	1700	122.9	Land only if insured
Fort Hill	42 54	77 33	2000	N-S	915	1800	122.9	
Gaines Valley	43 18	78 13	4000	E-W	590	1500	122.9	
Hanna Acres	42 50	77 44	2300	01-19	935	1700	122.9	
Hendershot	43 17	77 14	2200		300		122.9	
Stafford	43 0.7	78 2.7	1960	8-26	691			
Redun	42 27.2	76 56.9	1350	17-35	1020		122.9	

PAVED AIRPORTS	Lat	Long	length	direction	elev.	TPA	unicom	
Alexandria Bay(Maxson)	44 19	75 54	4280	6-24	340	1300	122.8	
Arcade	42 34	78 25.6	3220	9-27	1745	2600	123	
Canandaigua	42 55	77 19	3200	13-31	814	1600	122.8	Has 100LL
Dansville	42 34	77 43	3100	18-36	662	1662	123	
			3635	14-32				
Finger Lakes Reg.	42 53	76 47	3780	1-19	492	1300	122.8	
		turf	1850	10-28	turf			
Leroy	42 59	77 56	2640	10-28	780	1585	122.8	Has 100LL
Oswego Co.	43 21	76 23	5200	15-33	475	1269	123	
			4000	6-24				
Penn Yan	42 38	77 03	3560	10-28	990	1700	123	
			5500	1-19				
Perry-Warsaw	42 44.5	78 03	3500	10-28	1559	2357	122.8	Has 100LL
		turf	1830	4-22	turf			
Utica-Frankfort	43 01	75 10	2550	13-31	1325	1300	122.8	
Whitford (turf alongside)	43 05	76 32	3630	10-28	400	1200	122.8	
Williamson-Sodus	43 14	77 07	3800	10-28	425	1100	122.8	

Safety First

by "Stubby", aka Jon Arney

That's my hand on a flat bed scanner. Notice something about the finger that is used to type e, d, and c? Yep. Safety didn't come first this time. Seems I wasn't paying attention to my work on my band saw, and now that finger has 9 stitches in it! But, it could have been much worse. My dad was a doctor in a furniture making town. He made a practice out of sewing fingers back on. Said he would NEVER have a table saw in his work shop. Just a band saw. That way, you may cut to the bone, but the finger stays on. So, by that perspective I guess I did okay! But the Newsletter will be short this month!

The Wright Brothers
After Kitty Hawk (1904-1905)

Achieving the first successful heavier-than-air flight took years of work. However, the Kitty Hawk Flyer was not a practical aircraft, and the Wrights knew it. Starting in 1904, they began R&D to take their Flyer to the next stage -- a commercially viable product. Below is an account of the formative years of the Flyer, as reported in Wikipedia.
<http://en.wikipedia.org/wiki/Wright_Brothers>

In 1904 the Wrights built the *Flyer II*. They decided to avoid the expense of travel and bringing supplies to the Outer Banks and set up an airfield at Huffman Prairie, a cow pasture eight miles (13 km) northeast of Dayton. They received permission to use the field rent-free from owner and bank president Torrance Huffman. They invited reporters to their first flight attempt of the year on 23 May on the condition that no photographs be taken. Engine troubles and slack winds prevented any flying, and they could manage only a very short hop a few days later with fewer reporters present. Some scholars of the Wrights speculate the brothers may have intentionally failed to fly in order to disinterest reporters in their experiments. Whether that is true is not known, but after their poor showing local newspapers virtually ignored them for the next year and a half.

Orville in flight over Huffman Prairie in Wright Flyer II. Flight #85, approximately 1,760 feet (536 m) in 40 1/5 seconds, 16 November 1904. The Wrights were glad to be free from the distraction of reporters. The absence of newsmen also reduced the chance of competitors learning their methods. After the Kitty Hawk powered flights, the Wrights made a decision to begin withdrawing from the bicycle business so they could devote themselves to creating and marketing a practical airplane. The decision was financially risky, since they were neither wealthy nor government-funded (unlike other experimenters such as Ader, Maxim, Langley and Santos-Dumont). They did not have the luxury of giving away their invention; it was to be their livelihood. Thus, their secrecy intensified, encouraged by advice from their patent attorney, Henry Toulmin, not to reveal details of their machine.
At Huffman Prairie, lighter winds and lower air density than in Kitty Hawk (due to Ohio's higher altitude and higher temperatures) made takeoffs very difficult, and they had to use a much longer starting rail, stretching to hundreds of feet, compared to the 60-foot (18 m) rail at Kitty Hawk. During the spring and summer they suffered many hard landings, real crackups, repeated Flyer damage, and bodily bumps and bruises. On 13 August, making an unassisted takeoff, Wilbur finally exceeded their best Kitty Hawk effort with a flight of 1,300 feet (400 m).

Wilbur flying almost four circles of Huffman Prairie, about 2 and 3/4 miles in 5 minutes 4 seconds; flight #82, November 9, 1904. Then they decided to use a weight-powered catapult to make takeoffs easier and tried it for the first time on 7 September. On 20 September 1904, Wilbur flew the first complete circle in history by a manned heavier-than-air powered machine, covering 4,080 feet (1,244 m) in about a minute and a half. Their two best flights were 9 November by Wilbur and 1 December by Orville, each exceeding five minutes and covering nearly three miles in almost four circles. By the end of the year the brothers had accumulated about 50 minutes in the air in 105 flights over the rather soggy 85 acre pasture, which, remarkably, is virtually unchanged today from its original condition and is now part of Dayton Aviation Heritage National Historical Park, adjacent to Wright-Patterson Air Force Base. Despite progress in 1904, the Flyer was still frequently out of control. The Wrights scrapped the battered and much-repaired airplane, but saved the engine, and in 1905 built a new *Flyer III*, which included an important design change. The brothers installed a separate control for the rear rudder instead of linking the rudder to the wing-warping "cradle" as before. Each of the three axes—pitch, roll and yaw—now had its own independent control. Nevertheless, this Flyer offered the same marginal performance as the first two. Its maiden flight was June 23 and the first several flights were no longer than 10 seconds. After Orville suffered a bone-jarring and potentially fatal crash on July 14, they rebuilt the Flyer with the forward elevator and rear rudder both enlarged and placed several feet farther away from the wings.

Wright Flyer III piloted by Orville over Huffman Prairie, 4 October 1905. Flight #46, covering 20 and 3/4 miles in 33 minutes 17 seconds; last photographed flight of the year.
These modifications greatly improved stability and control, setting the stage for a series of six dramatic "long flights" ranging from 17 to 38 minutes and 11 to 24 miles (39 km) around the three-quarter mile course over Huffman Prairie between 26 September and 5 October. Wilbur made the last and longest flight, 24.5 miles (39.4 km) in 38 minutes and 3 seconds, ending with a safe landing when the fuel ran out. The flight was seen by a number of people, including several invited friends, their father Milton, and neighboring farmers. Reporters showed up the next day (only their second appearance at the field since May the previous year), but the brothers declined to fly. The long flights convinced the Wrights they had achieved their goal of creating a flying machine of "practical utility" which they could offer to sell.

• *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 $560.
George Charnitski