



R.U.F.F. Times

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



June 2009

RUFF Annual Picnic

SATURDAY, 20 June, 12:00 Noon.

Where: Spencerport Airpark, D91. N43° 10.28', W77° 49.00'

The Annual RUFF Picnic is a major event in our Ruffian lives, so please try to attend. If you can, let Jerry Getgen (865-5433) know if you are going to attend. Everyone is asked to bring something to share (covered dish, salad, desert, chips, etc.). Hamburgers and Hot Dogs will be prepared by expert pilot-cooks! This year we will be joined by EAA Chapter 44. See y'all there!

RUFF Recommended Flying Events

Jun 14	Canandaigua	Fly-in Breakfast	sponsored by the local CAP chapters
Jun 12-14	Dart	Aviation weekend flyin	Flea market on site
Jun 13	Roch airport	Rochester Wings 2009	B'fast sponsored by local CAP Chapters
Jun 17-20	Lock Haven	Piper Fly-in	located in Pa.
Jun 21	Genesee Co.	Fly-in Breakfast	
Jun 20	Spencerport	RUFF 9th annual family picnic	rain date Jun 21
Jul ?	Edmonds	RUFF 8th annual poker runChris Black 524-7402	overnight camping at Edmond's field
Jul 10-12	Rose	Fly-in sponsored by EAA chapter 1017	primitive camping available,food is available
Jul 19	Hendershot	Fly-in Breakfast	
Jul 23-26	Gullivers	Gary & Jean Gulliver annual Fly-in	primative camping, food available

Found in an Old Shoe Box

Jon & Laura Arney

We were spring cleaning recently and came across a box of old family pictures. Laura's mother worked as a secretary at the Boeing Airplane Plant during WWII and had a couple of news photos of the "new" B-29. Interesting family connection with a great aircraft. The official news release reads as follows.

"From: Boeing Airplane Company, Wichita Division, Photo No. B-26658

Cloud formations over the south central Kansas farming region form the background for this recent photograph of a Boeing B-29 Superfortress undergoing flight tests in the vicinity of Boeing Airplane Company's Wichita Division plants. Planes such as this have been in mass production at Boeing-Wichita since spring of 1943 and were the first to deliver the long-planned aerial bombardment offensive against Japan."



Chief Oil Problem Solved!

Excessive oil use isn't a sign of a healthy engine. When the Continental C-65 in my Aeronca Chief got up to 1/2 quart/hr, I got really worried. A talk with Chris Black indicated serious problems that would probably require an overhaul. I sure didn't like the sound of that, so I started looking for someone to tell me I could ignore the problem. I found a web site called "Harry Fenton's Hints and Tips for Small Continental Engines" (<http://www.bowersflybaby.com/tech/fenton.htm>) that has loads of info on my C-65 and similar aircraft engines. Harry Fenton said:

½ quart per hour is high for an A-65. The cylinders are either glazed or the valve guides are shot and oil is getting sucked into the combustion chamber. In either case, regardless of hours, the oil consumption should be about a quart every four or five hours at the worst and about 10hrs/qt in the better extremes.

Things were looking bad! I sure didn't want to spend big bucks and time at this point in the flying season. I read more from Harry's web page.

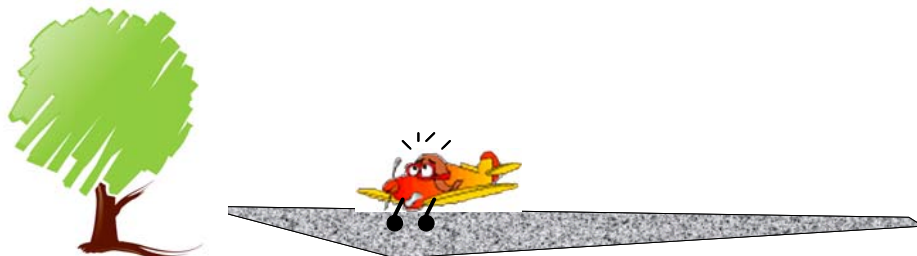
Determining the limit for oil consumption on an A-65 is difficult. The manuals that I have do no list any limits at all. I guess that the underlying theme is that by the time the engine is using a lot of oil, there will be a number of other warning signs like fouled plugs, leakage during compression checks, etc. Some owners interpret the lack of a high limit as “don't worry about it.” Common sense dictates that, despite the lack of a spec, ½ qt/hr is high. Poll 10 mechanics and the owner and chances are that the only guy comfortable with the consumption is the owner.

Okay. I'm the owner, so maybe I could just live with high oil consumption. At least for the flying season. Hmm. But I sure don't want another Bent Bolt award, so I took it to Boshart Enterprises at the Batavia Genesee County Airport. They had worked on my Chief and knew a lot about C-65 engines. The bad news was that I had a cracked oil tank!! A bit more flying and it could have gone catastrophic! But the good news was that the oil consumption problem was the cracked oil tank!! All it took was a simple weld to patch it up, and I was good to go. No Over Haul Needed!!! Yeah!!

The moral of the story. If Chris Black says the problem shouldn't be ignored....Believe him!! And if you get REAL lucky, it might turn out to be simple!



Hot Weather Shrinks Runways!!



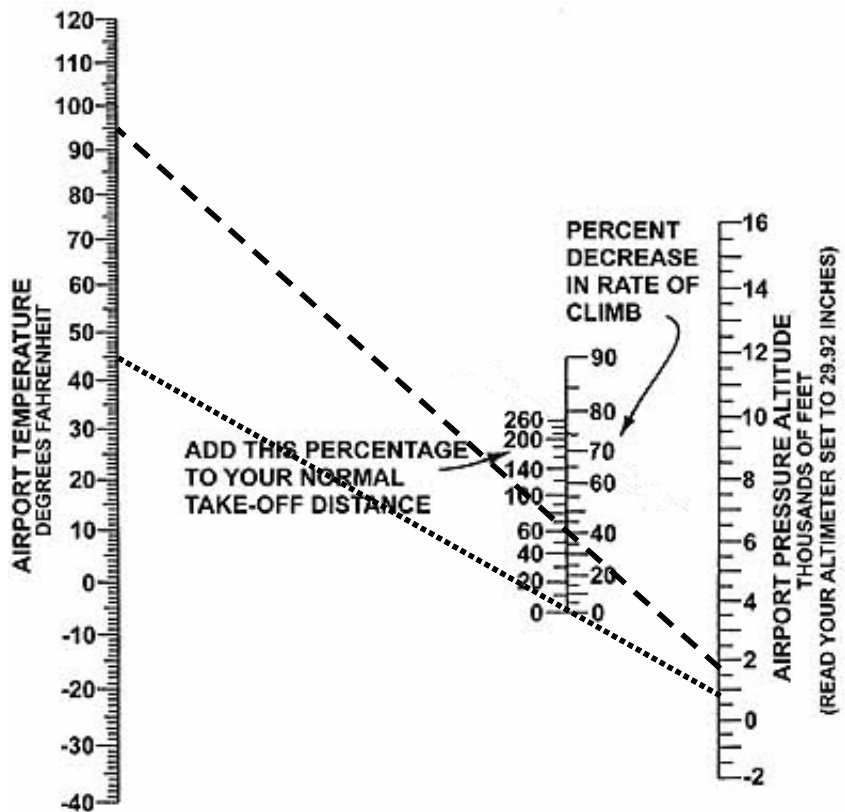
I remember a nifty safety poster sent around to airports by the FAA during the early 1960's that had a cartoon of a small plane with a startled look reaching the end of a runway in hot weather, unable to make it into the air. The point was that hot weather and high altitudes reduce aircraft performance and require more runway for take off often more runway than we expect! This is a problem at Spencerport. The runway is short, and it has trees at both ends. My Chief, with that small 65 HP engine, sure has a hard time clearing the trees on hot days.

So how do you figure the extra runway distance needed on hot days at high altitudes? Use a Koch type chart to figure it out. I drew the dotted and the dashed lines in the chart shown below. The dotted line is Spencerport at 600 ft pressure altitude at 45° F. (Early in the flying season). The dotted line goes through zero in the results bar. This is my reference take-off situation. I should be familiar with this from many take offs at Spencerport.

The dashed line is for a 95° F day with a pressure altitude of 1500 ft. (Not uncommon at Spencerport in the summer.) This line passes the 60/40 mark in the results bar. This means I need 60% more runway to get into the air, and my rate of climb is reduced by 40%. For example, my reference take off at 45° F is about 800 ft. My take off for the hot day (dashed line) is $800 + (800 \times 0.60) = 1280$ feet. That is about half the runway at Spencerport.

Worse still is the rate of climb. At 45° F I typically climb out at 60 mph and 500 ft/min. On the hot day (dashed line) that would be down to $500 - (500 \times 0.40) = 300$ ft/min. It takes me about 20 seconds (1/3 minute) to reach that tall tree on the east end of the runway. That gives me only 100 feet over the ground. So, just how tall IS that tree anyway?

The Danger: You can use the Koch chart and a hefty chunk of Trigonometry and Algebra to calculate exactly what your altitude will be when you cross over (or fly into) that tree. But what about wind? The slant of the runway? The grass conditions on the field? The weight and balance? Do you ever really do this kind of calculation before take off? Even with the Koch chart, the best a UL or Sport Pilot can do is to make an estimate of the take off conditions. Is my 100 ft altitude over the tree a reliable estimate? Is it "go" or "no-go"? You only get one chance to miss the tree, so BE CAREFUL!!





• *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.



KOLB FIRESTAR II + KOLB TRL. • \$12,950 • **FLY RIGHT NOW** • N-numbered, ELSA certified, excellent condition- always hangared, Stits covered-yellow with red trim, 159 hrs. On Rotax dual carb 503, B box, three blade IVO prop, Engine Information System, pull or electric start, Kuntzleman "Hot Box", BRS-750, hydraulic brakes, 12 gal. fuel, large tires, enclosed and open canopies, stream-line struts, wing tip strobes, 4-pt. harness, ceramic covered exhaust and muffler, cage and tube powder coated. • Contact [Robert](#)

[M. Erb](#), Owner - located Honeoye Falls, NY USA • Telephone: 585-746-5535 . 585-624-2789 • Posted March 24, 2009

TIGER CUB • \$14,000 • **FOR SALE** • Tiger Cub. Rotax 503. Polyfiber covering. Polyurethane paint. Always hangared. • Contact [Mark Russell](#), Owner - located Lima, NY USA • Telephone: 585 624-4798 • Posted March 25, 2009

BQR)

apmechanix@gmail.com