



R.U.F.F. Times

The Official Newsletter of the
Rochester Ultralight Fun Flyers
EAA UL Chapter 95
September 2009



September Member's Meeting

When: Saturday, 26 September, 10:00 am.

Where: Spencerport Air Park

Before Meeting Breakfast: 9:00 a.m.: There is a nice Diner in Spencerport called **Slayton's**.

All who are interested in a pre-meeting breakfast are invited to meet there.

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

The Board of Director's Meeting

12 September 2009

Dan Burrell, RUFF Secretary

Old Business:

- Spencerport spruce up: status ongoing Our next project: painting the inside window frames.
- Spencerport year round: Plowing into the winter is a concern. John M. has been filling in potholes in the road. Once the leaves are down, we can evaluate cutting back growth. There is no wind sock installed. Bill Hollink has a sock but there are delays in installing the sock due to the need for a cherry picker. Bill is the only licensed operator for the equipment. George has a lead regarding porta johns. Used units run between \$200-\$600. Tom Forster is looking into maintenance.
- Some of the RUFF items including the banner frame, fire extinguisher, gray bins etc. are located in the hanger with Jon's/Jerry's planes. Tom has brought the chairs and other stuff he had stored at his place. We should find a secure area to keep these items.

Projects

1. Steve Z had to make a forced landing while doing an orientation flight on his plane. Steve is OK but his plane is damaged.
2. Jerry purchased a RANS S-5 from Bob Erhart. It requires rebuilding/reassembling. It is unregistered but Jon Arney has researched it and concludes that an amateur build is a possibility.
3. Skip was unable to bring his aircraft to the field for evaluation. This will be rescheduled with Thom Riddle.

NEW Business: We should check into a banquet facility .for our holiday banquet

Program for next membership meeting: None. Possible future programs include: Guido Hassig from the FAA, seminar on de-carbonizing engines, using Flight Service and pilotage/map reading.

Labor Day Fly-in at Re-Dun

For many, the Re-Dun Labor Day Fly-in marks the end of the summer flying season. This year four RUFF members flew in with two aircraft. Jerry Getgen and Jon Arney flew the Kolb Mark III. Judy Jensen flew with Chris Black in the Cessna 150.



The day started off with some low clouds that forced the Mark II down to within 500 ft of the ground as we came over the hill country across the Finger Lakes region to Re-Dun. It made for a beautiful flight and a great view of that area of the State.



The famous "Sebring AWE-JA-Magic" clockwork pancake making machine was in full swing, plopping batter on the circular griddle, automatically scooping and flipping to the outside ring, and finally scooping them onto plates. This machine alone is worth the trip, but in addition the breakfast was great and the jazz band was fun! Of course, there were plenty of airplanes of all shapes and sizes to look at. It was a great way to end the summer flying season.

Now how about the Fall Flying season?!?!

Multiple Builders & Owners of Experimental Aircraft

Jonathan Arney

Note: The following article has been vetted by the FAA in Washington, DC. Many thanks to Frank P. Paskiewicz at FAA Headquarters in DC (Production & Airworthiness Division Manager) for help in putting all this together.

The Easy Scenario: Build at least 51% of your airplane and document it with a good builder's log. You can apply for the Experimental Amateur Built certification and also the Repairman certification. But what if you bought an uncertified airplane or a partially built project and you didn't do 51% of the work? Do you end up with an expensive lawn ornament? Not necessarily!

This question recently came up in different scenarios involving several RUFF members. Fortunately, EAA, our local FISDO, and FAA Headquarters in Washington, DC, supplied the answers. Here is their collective wisdom.

Scenario #1 (E.g. Jerry and his Rans): Person "A" builds an aircraft and keeps an excellent builders log that shows s/he did well over 51% of the work. Assume Person "A" can apply for certification of the aircraft as Experimental Amateur Built. Assume that it would have passed inspection and been granted Experimental Amateur Built (EAB) certification. However, suppose person "A" dies or loses interest. The airplane and the detailed builder's log end up

being owned (inherited, given, purchased) by person "B". **Can person "B" apply for EAB airworthiness certification, even though person "B"**.

The answer is YES!! If in fact Person B (the owner) can show that the aircraft was at least 51% amateur built (by one or more amateur builders), then that owner can make application for the Experimental Amateur Build (EAB) certification for the aircraft. Compliance with the regulation §21.191(g) has to do with persons (amateur-builders) doing the fabrication and the assembly of the major portion and **having the documentation** to demonstrate that this is so. The owner, whether or not s/he is the builder, can make the application for EAB.

Here are two cautionary notes:

A. The FAA told me that if a person repeatedly starts projects and "looses interest" and sells out, then the FAA will for sure take note. They **will** investigate to determine if the project starter is building for financial gain rather than as recreation or education. It's OK to make money on your sale, but repeated sales may result in FAA scrutiny and a possible investigation!

B. The owner can certainly apply for the EAB, but if s/he indeed didn't serve as builder, s/he can't apply for the Repairman Certification to do the annuals. **However, see Scenario #2.**

Scenario #2 (E.g. George's and his Avid): Two or more amateur builders build an airplane together, or one builder starts the project and sells it to another builder who completes it. Assume the airplane is clearly 51% or more amateur built, as shown by that all important **builder's log**. However, no single person did 51% of the work. Can any of the builders apply for the Repairman Certificate and do the annuals on the aircraft?

The answer: Maybe! ONE (and only one) of the builders **might** be able to apply for Repairman Certificate. The "51% Rule" does not apply to the Repairman Certification. Instead, the "**Primary Builder**" rule applies.

The "**Primary Builder**" rule is part of CFR § 65.104, which lists all the requirements for applying for a Repairman Certification for an EAB airplane. Among the usual things (American citizenship, age, etc.) there is the requirement that one (and only one) of the builders must be designated as the "**Primary Builder**". However, the CFR doesn't provide any details about what this means or how you document "Primary Buildership". This is left up to the local FSDO folks when you apply for the Repairman Certification. Here CFR § 65.104 says the Repairman applicant must "Show to the satisfaction of the Administrator that the individual has the requisite skill to determine whether the aircraft is in a **condition for safe operations**". In other words, it is **up to you** to present a clearly documented case that you know all about what is in the airplane and how it should be maintained. Clearly, **the builder's log**, prior experience, and pictures of you doing building and airplane repairman type work are essential.

The key guideline here is that the **FAA really does care about your safety!** They just Hate having to leave home on a weekend or holiday to investigate a crash of an EAB airplane. It is entirely up to you to put together a convincing case for being certified as the Repairman.

References builders should read:

1. "Primary Builder" CFR § 65.104,

<http://www.risingup.com/fars/info/part65-104-FAR.shtml>

If you have any further questions please contact a member of the FAA Aircraft Maintenance Division at 202-385-6402.

2. "FAA Order 8130.2F, Airworthiness Certification of Aircraft and Related Products, paragraph 146 a. (1) describes the eligibility requirements that relate to your question. (Paragraph 146 a. (2) describes how the major portion determination is made.) Paragraph 146 a. (1) states:

- (1) Amateur-built aircraft are eligible for an experimental airworthiness certificate when the applicant presents satisfactory evidence of the following:
- (a) The aircraft was fabricated and assembled by an individual or group of individuals.
 - (b) The project was undertaken for educational or recreational purposes.
 - (c) The FAA finds that the aircraft complies with acceptable aeronautical standards and practices. NOTE: Aircraft that are manufactured and assembled as a business for sale to other persons ARE NOT considered to be in compliance with § 21.191(g).

Here is a link to the Order:

[http://www.airweb.faa.gov/REGULATORY_AND_GUIDANCE_LIBRARY/RGORDERS.NSF/0/1ba6ee60e8779bd7862572c90063c0ac/\\$FILE/Order%208130.2f%20incorp%20with%20chg%203.pdf](http://www.airweb.faa.gov/REGULATORY_AND_GUIDANCE_LIBRARY/RGORDERS.NSF/0/1ba6ee60e8779bd7862572c90063c0ac/$FILE/Order%208130.2f%20incorp%20with%20chg%203.pdf)

If you have questions about Order 8130.2 or AC 20-27, please contact a member of the FAA Airworthiness Certification Branch at 202-385-6346.

3. Advisory Circular (AC) 20-27F, Certification and Operation of Amateur-Built Aircraft.

That AC clarifies major portion as “When the aircraft is completed, the majority of the fabrication and assembly tasks have been performed by the amateur builder. When you purchase a partially completed kit or aircraft, the major portion includes the construction efforts of the previous amateur builders.” Here is a link to the AC:

[http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/0ca2845e2aaffbb86256dbf00640cb2/\\$FILE/AC20-27F.pdf](http://www.airweb.faa.gov/Regulatory_and_Guidance_Library/rgAdvisoryCircular.nsf/0/0ca2845e2aaffbb86256dbf00640cb2/$FILE/AC20-27F.pdf)

Many Thanks to EAA, our FSDO, and to the FAA for providing info on these topics.



Joe Norriss, EAA Staff Member. Dennis Glaeser and Dave Prizio, EAA members.

Frank P. Paskiewicz at FAA Headquarters in DC (Production & Airworthiness Division Manager)



“Father of Hang Gliding” Dies at 97

Copied from EAA http://www.eaa.org/news/2009/2009-09-10_rogallo.asp

September 10, 2009 — Francis Rogallo, inventor of the flexible wing, died September 1 at his home near Kitty Hawk, North Carolina. Francis and his wife, Gertrude Rogallo, invented the flexible or Rogallo wing in 1948 with material from Gertrude’s kitchen curtains. The airfoil, which was tested using a homemade wind tunnel consisting of a cardboard box and a window fan eventually led to the development of the hang glider, paraglider, ultralights (light-sport aircraft), sport parachutes, delta kites, stunt kites, parafoil kites, sport parachutes, and kiteboarding kites. ([Read a Sport Aviation excerpt](#) about the Rogallo’s from June 1997) At the outset of the space race, the Rogallo’s donated their wing patent to the government and NASA began a series of experiments testing the Parawing (renamed by NASA). The wing was tested at altitudes as high as 200,000 feet and as fast as Mach 3 in order to evaluate it as an alternative recovery system for the Gemini space capsules and spent rocket stages. The

Parawing program was used by civilian designers as a basis to develop many of the ultralights in use today.

Francis Rogallo was born in Sanger, California on January 27, 1912. He graduated from Stanford with a degree in Mechanical Engineering and aeronautics in 1935 during what is called the 'Golden Age of Aviation'. In addition to the "flexible wing", he held patents on wing controls, slots, airfoils, target kites, and advanced configurations for flexible wing vehicles. His death is preceded by his wife Gertrude's in January 2008. Rogallo took his last hang gliding flight on his 80th birthday.

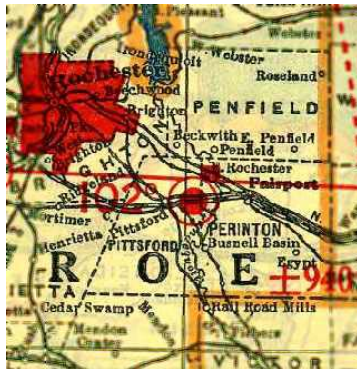
Local Aviation History Brizee-Harmon Airport, Pittsford, NY

The following is an excerpt from "Abandoned & Little-Known Airfields", posted at http://www.airfields-freeman.com/NY/Airfields_NY_Rochester.html
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Brizee - Harmon Airport, Pittsford, NY

43.09 North / 77.48 West (Southeast of Rochester, NY)

Brizee-Harmon Airport was a small general aviation airport. The precise date of establishment of the Brizee-Harmon Airport has not been determined. According to Bob Bailey, "This airport... was in operation from the 1920's. The airport was opened by Warren Brizee. Warren Brizee had learned to fly during the World War I period. The airport was owned & managed a majority of the time by Roy Harmon. Roy Harmon was the son-in-law of Warren Brizee. Roy had also learned to fly about the same time."



The earliest depiction which has been located of the Brizee Field is shown on the left. It was on the 1929 Rand-McNally Standard Map of NY with Air Trails (courtesy of Chris Kennedy). It described Brizee Field as a commercial field, operated by W.M. Brizee. The field was said to measure 3,300' x 1,500'.

A late 1920s photo of the Taylor Chummy prototype next to the main hangar at Brizee (courtesy of Bob Bailey). According to Bob Bailey, the "Taylor Chummy" was built in Rochester. The Taylor Brothers were friends of Warren Brizee."

The Airport Directory Company's 1933 Airport Directory (courtesy of Chris Kennedy) described Brizee as a commercial field, consisting of an 86-acre L-shaped sand field.

It was said to have 3 runways, measuring 3,000' northeast/southwest & northwest/southeast & 1,500' north/south. The hangar was said to be marked with "Brizee Field" on the roof.



EAA 44 Newsletter "The Flyer"

Paul Pakusch, Editor

To see the latest issue of the EAA 44 Newsletter, go to the following web address:
<http://www.eaa44.org/ea44-2009-08a.pdf>



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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.