



# R.U.F.F. Times

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



## *October Member's Meeting*

**When:** Saturday, 31 October, 10:00 am, Halloween Morning!

**Where:** Spencerport Air Park club house

**Monthly Member's Meetings** will continue to be held at Spencerport Airpark throughout the winter. We will meet on the last Saturday of each month, 10:00 am, in the club house. Jerry Getgen is exploring options for keeping the access road and parking area plowed during snows, and Norm Groves is going to find propane heaters for the club house.

**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 at Slayton's.

**Annual RUFF Banquette:** The annual banquette will be in February. Members present at the Oct. Members meeting will vote between The Old Toad in downtown Rochester and The Brockport Elks Lodge. Information about these two will be provided at the meeting. If you can't make the meeting, you can send in your preference to JArney@rochester.rr.com.

**Program:** "Care & Feeding of a Rotax 447", by **Chris Black and George Charnitski**. Jon Arney will have his 447 on display and will show how he de-carbons it, while Chris and George go "Arrrggg! Don't do it THAT way!!"



**Program for November 28 (Saturday):** "Winterizing Your Airplane", by EAA Technical Councilor George Charnitski. Preparing your engine to survive 6 months of cold, wet weather with no flying is a particular challenge for 2-stroke engines.

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

### **Additional RUFF Business: Dan Burrell**

- ▶ **A Paean for George!!** He found us a port-a-john. It is set up beside the Spencerport club house for our use during meetings and events. We will have a combination lock on it so only RUFFians can use it. We will discuss its use and maintenance at the members meeting.
- ▶ **Outing to the Glenn Curtiss Museum, Hammondsport, NY:** Chris Black is arranging this outing and will report on progress at the meeting. Jon Arney is arranging for a pre-or-post outing lunch at a restaurant near the museum.
- ▶ RUFF Supplies are stored in the Spencerport hanger for the winter. All is in air tight boxes.

## *A List of RUFF Projects*

RUFF is trying to keep a list of projects people are working on. If your project isn't listed here, please sent info about it to Jon, JArney@rochester.rr.com.

- Jerry G.** Rans S-5. Recently purchased and in need of restoration.  
Kolb Rotax 503: Excessive fuel burn. What is going on!!
- Jon A.** 447 Rotax on Kolb Firestar diesels on shut down. EIS not working right.
- Steve Z.** Tiger Cub landing gear repair & engine problems.

## *RUFF Hero!*

Technical Counselor **George Charnitski** is this month's RUFF Hero. He completed the Avid project, which he began in December of 2007. Just under two years!! The Avid has a great reputation, but George prefers his Escapade. So, he says he wants to sell the Avid. This looks like a great opportunity!!



## *RUFF Radio Calls*

Don't see your call here? Send it to JArney@rochester.rr.com. This list is meant to help use recognize RUFFians when we are monitoring aviation frequencies.

<b>Pilot</b>	<b>Call</b>	<b>What is Said</b>
George Charnitski	84U	"Experimental 84Uniform"
Chris Black	092	"Cessna 092"
Jeff Getgen	59W	"Cherokee 59 Whisky"
Jerry Getgen	5JN	"Experimental 5JulietNovember"
Bernie Quanz	27J	"Cherokee 27 Juliet"
Jon Arney	29E	"Aeronca 29 Echo"
	121	"Experimental 121"
Tom Forster	04X	"Rans 04 X-ray"
Dan Burrell	8DB	"Experimental 8 Delta Bravo"

## *Hammondsport Seaplane Festival*

Pix by Dan Burrell

Last year, Mark Russell was the only RUFFian in attendance. This year, Dan Burrell was our sole attendee. And both years saw the exact replica of Curtiss's America flying off of Keuka Lake! Lots of other seaplanes were in attendance, and the weather was perfect! Note the Kit Fox on floats! Do any of us RUFFians have a seaplane rating?



## *Preserving the Spirit of RUFF*

Tom Forster



Back in "the day" RUFFians were known for their ultralight activities. Members enjoyed hanging out at Honeoye Falls airport and flying the local area on calm sunny days, with feet in the breeze and bugs in the teeth! Well, I still fly that way. Yes, I have a private license and am in good health, but this kind of flying is very special to me. I fly a Rans S-17 Stinger which I keep at my home, where I have my own runway, shown in the right pix. The runway is only 700 feet long, but that is plenty for my Stinger.



Rans S-17 Stinger	Single Place	Experimental Amateur Built
Engine: ROTAX 503	Fuel Capacity: 10 GAL	Cruise: 55 mph
Stall: 28 mph	Climb: 700 ft/min	Empty Weight: 345 lbs
Takeoff Distance: 100 ft	Landing Distance: 100 ft	Wingspan, 29.5 ft.

Folks sometimes ask me if I get nervous in the Stinger, being totally out in the open like that. The answer is "YES!!" When I was much younger, I flew hang gliders and it didn't seem to bother me any, buy that was then. I was surprised that it did take me quite a few hours of flying in the Stinger to get used to being up so high and out in the open like that. But I love this kind of flying. There just isn't anything else quite like it in the light sport or private pilot world. Sometimes when I have a long runway under me, I enjoy just shutting off the engine and gliding in for a dead stick landing, with nothing but the sound of the wind. That takes me back to my hang gliding days. I had some great flights this season, and I'm looking forward to more in the Spring.

## *RUFF Landing*

Steve Zigelstein, RUFF Safety Officer

Okay. The last thing anyone wants to do following an "incident" (accident) with an aircraft is to talk about it. But RUFFians take flight safety very seriously, and it is important to discuss incidents and share insights so that we all have a chance to improve ourselves.

It happened this way. I have this really nice Tiger Cub with a ROTAX 503 in it. It was built by Mark Russell, and it is a beautiful single seat light sport type airplane.

While completing the annual condition inspection and getting the aircraft ready to fly Mark and I



noted that the engine was not running smoothly at all RPM. I contacted Lockwood aviation in Florida the original supplier of the engine and a Rotax certified repair center. After several calls and communicating all the issues it was determined that I should rejet the carbs. After ordering and installing the new jets and successful ground engine runs I believed the aircraft was ready for flight. I contacted Tom Forster to act as a safety person and I made two successful flights around the pattern. So, on Saturday 6 September I taxied the Tiger Cub onto the runway at Fort Hill planning to fly for an hour or so and explore the aircraft handling characteristics. I gave it full throttle, the RPM and power came up just fine, and so I took off and climbed out easily. Everything felt great!! CHT and EGT were good and where Lockwood's had told me they should be. I climbed to maneuvering altitude to do some stalls to check out the indicated air speed. I conducted power on stalls first; no problem then progressed to power off no flap; then with 20 degrees all the stalls went smoothly. At this point I was down to 1300AGL. I pushed the throttle back to full open, but the engine would not go over 4000 rpm without acting like it was flooding out. I tried several times to coax the throttle to full power. Meanwhile I began heading back to the airfield, but 4000 rpm wasn't enough to maintain altitude, and it was apparent that I was not going to make it. So, I identified a field to land in. I was abreast the field and needed to execute a 180 to land. 90 degrees into the turn and with trees to clear I realized I was not going to clear the trees, so I made the decision to level out and set down even though it was in a plowed field. The cub was damaged. The landing gear was removed, and the right wing tip touched. But I did do a good job landing in that field, and I certainly walked away without any damage to me!!

The aircraft is repairable but, it will take some work. After much anxiety and soul searching on the frailty of life, I am ready to talk about this accident at the next meeting. I'm still not sure what the problem was with the 503, but I'd like to discuss all the things I had done to it prior to accident. Any and all insights into the possible problem with the 503 would be much appreciated.

### ***EAA Accuses NBC & USA-Today of Slanting Airport Funding Story***

From [www.eaa.org/news](http://www.eaa.org/news)

General aviation again came under attack in the media today, as USA Today and NBC ran stories that claim the nation's smaller airports are receiving a disproportionate amount of federal funding to upgrade those facilities.

"This is very upsetting but not unexpected – It's obvious the airlines are still trying to fix their broken business model by inflaming the public with one-sided media stories," said Tom Poberezny, EAA chairman/president. "For several years, the airlines have tried to shift the burden of supporting our nation's airport infrastructure by tossing it on the back of general aviation. It was wrong before and it still is."

### ***A Break from the FAA for Vintage Aircraft Owners***

Maintenance regulations for Standard Category Aircraft are quite strict about what parts may and may not be used for repair. Each part must be certified for use by the FAA. If an original part isn't available, a substitute part must be issued a **Supplemental Type Certificate**, or STC, by the FAA. The good news is that this has greatly limited accidents due to part failure over the past half century and has contributed significantly to aviation safety. However, for owners of "Vintage" aircraft, this can be a significant burden. Aircraft like a the T-Craft, the Luscomb, a J-3, or an Aeronca Chief are approaching 1/2 century in age, and many of the parts

required to maintain them are no longer available. Often, even better parts are available, but the time and effort required to get an STC for newer, better parts can be a deterrent to proper maintenance. So, the FAA, working with EAA, came up with a new set of guidelines and regulations for maintaining vintage aircraft.

**According to [www.eaa.org/news](http://www.eaa.org/news)** "On May 18 , 2009, F AA issued Advisory Circular ( AC) 23 -27, Parts and Materials Substitution for Vintage Aircraft. The intent of the AC is to provide guidance on parts or materials substitutions used for maintaining old or out-of-production G A aircraft where these parts or materials are difficult or impossible to obtain. Today, vintage aircraft need safety-enhancing upgrades and modifications to maintain their continued air worthiness. These same vintage aircraft often have little of the data required to get FAA approval of such modifications, making it difficult for owners to perform these changes. AC 23-27 helps address these issues by making suitable replacement parts selection easier and by reducing the time required to accomplish safety-enhancing upgrades."

### ***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>



### **• *Trade Winds* •**

#### **RANS S-9 CHAOS PROJECT • \$6,800 •** Aerobatic, single-seat RANS S-9



project. Originally built 1988, aircraft has been completely disassembled. Gear updated to new streamlined style, fuselage media blasted and powder coated, many new parts and accessories. Will require assembly/finishing, engine, prop, and ballistic chute (optional) to complete. See Specs page or e-mail for more information. I need something with more seats and have no time to build - so here's your



chance to get an aerobatic LSA at a great price! Asking \$6800 or BO. • Contact [Marty Snow](mailto:Marty.Snow@rochester.eaa.org), Owner - Rochester, NY USA • Telephone: 585-889-7433 •

#### **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.