

Skywriter



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Message from the Prez

by Gordon Keegan

September was a busy month for the club. We have had a couple of excellent opportunities to let people see just what it is that we do. Ultralights are still a great mystery to most people, including most conventional pilots. I think any chance we get to attract new people into our sport is well worth the effort.

On September 19, Jim Creaser gave an excellent slide presentation to the Calgary Flying Club at their monthly meeting. The feedback we received was indicative of the great interest that exists in ultralight flying. Thanks to Don Richter for trying to get his Beaver to Springbank for the meeting, but alas the 25kt winds persisted the entire day. Thanks also to Fun Flight Aviation for the donation of intro flights as door prizes.

This meeting was organized by Jim Bradbury of Checklist Pilot Supplies. Jim is a supporter of the ultralight aircraft movement and kindly gives us a substantial discount on merchandise from his shop for our monthly meeting door prizes.

Also, this month we attended the open house of the RCAF Association on September 23. Thanks to volunteers Bob Kirkby, Leona Richter and Ron Sondergaard for taking part of their Saturday to man the display table and answer questions. The "wing" will be holding a "Movie nite & light lunch" on October 13. At a cost of \$2.50 per person this is a great opportunity to take the wife out for a cheap date. Let's get involved with the RCAF Association, they are terrific people and supporters of all types of aviation.

Hope you are still getting some evening flying in. It won't be long until we are relegated to weekends, so get out and enjoy!

Safe flying.

Message from the Editor

by Bob Kirkby

Well it looks like I'm the editor for the time being. I don't mind being the editor, but I don't want to be the reporter, columnist, photojournalist, typesetter, copyboy and whatever else it takes to run a newspaper. So I'll be looking for input from all you latent journalist to make my life easier.

Give me a short article about your airplane, airstrip, a flying experience or anything that you would like to talk about (preferably to do with flying), along with a picture or two and you'll get published, right here in the Skywriter rag. Scratch it out on a piece of paper and give me a call. Diagrams, drawings and pictures can be included.

Just give me a call with a news item or coming event and I will write it up for the news letter. We do not pay for hot news stories, however. Your can call up to 1 week before our monthly meeting with a news item or classified ad and it will make it. Don't be shy, I need input! I might even start a "Letters to the Editor" column if I get some letters.

At the August meeting Gord Keegan announced that he would be seeking suggestions for a new club logo for the 1990 season. If you have any ideas please sketch them out as best you can and give them to me to doctor up on my computerized logo-doctoring-up machine here. I might even publish the ideas in Skywriter for all to see.

Safety Corner

by Paul Hemingson

What's Your Style?

You have a distinctive flying style. What it is, and how you got it is a function of a number of variables. Your friends can probably describe your style better than you can. Style has something to do with looking from the outside, not the inside. It's a quirk of human nature that we are better at passing judgement on someone else's style than examining our own.

One day, I was watching a bunch of similar aircraft doing circuits. It occurred to me that I could identify the various aircraft by the "style" of each pilot, long before any registration marks or colours were visible. Some turned final close in and slipped off altitude while others made a long, low-angled approach, jockeying with the throttle. Some came hot and wheel landed; some three-pointed at the threshold. Each pilot's style was as distinctive as his signature. I wondered how this could be? I got to thinking about flying styles and concluded that it's a complex subject. Still, it seemed worth writing about.

Flying style is an important element of safety. Style seems to be an attitude, an approach and a methodology to carrying out some task. Let's consider these one at a time.

Style - an Attitude

Your style is partly the result of your attitude. The link between our attitude and the aircraft's attitude might seem hazy but I'll try to remove the fog and clouds. The degree of respect for the air and air machines is instilled at an early stage of our training. This is the time when we learn the basics of self-discipline and professionalism. Instructors instill this more by example than by preaching it. Unfortunately, not all instructors are good role models, nor do all students come with learning attitudes. The respect for authority, rules and guidelines was likely formulated a lot earlier in life and was carried into the initial training.

The stamp of our attitude towards flying, plays a large role in determining how we fly. The risks we take ... or don't take. The exercises we repeat are instilled in the subconscious as acceptable practices - whether they are or not. The habit of doing it is reinforced with every repetition. It's a hard pattern to break. Instructors and students need to watch closely for bad practices - to catch them and break them before they become instilled. Our attitude towards accepting constructive criticism at this stage needs to be open-minded. No one likes to be told they need an attitude adjustment. One of the duties of an instructor is to recognize a potentially destructive attitude in his students and remedy it. With all the different personalities involved, instructors have a big task in handling the matter, to get the desired results. From time-to-time, I check my own

attitude for deficiencies. Simply answer the question: Is what I'm doing, or going to do, a good idea? What would I think if my friends had this attitude? If the answer doesn't fall within your threshold for safe practices, then reconsider it. A large part of safe flying is recognizing our attitude towards situations and taking the correct course of action by making the right decisions, and the decisions right.

Style - an Approach

Style has a lot to do with how we go about doing things. We can tell a lot about a person by the way he goes about preparing to do some task. For example, take an accomplished downhill skier. Watch him as he prepares. He comes out of the lodge walking with confidence and in a relaxed manner, even with clumsy ski-boots. He approaches his skis with authority and economy of motion. He's done this hundreds of times and a pattern has set in. No wasted moments go by. The skis are put on in less than 30 seconds, poles are in hand and mind on the next step. Just watching him, before he even takes a stride, you know that he can handle almost anything.

Observe an accomplished pilot doing his pre-flight. You can tell his skill level by his actions. He, too, approaches his aircraft with confidence and authority. No wasted moments. He always starts in the same place and goes over everything carefully, double-checking the most critical areas. His mind is on the task at hand and few side conversations are allowed to interrupt his thoughts. He knows what he is about to do and how to do it in the most effective manner. The manner in which we do things speaks loudly of our style. Whether it's our style of taxiing, how we take off or land, or how we handle in-flight tasks, the approach to the problem tells a lot about our experience and competence.

Style - a Methodology

Any consideration of style must deal with the element of physical co-ordination or how we execute the task. Each of us develops a unique style with co-ordination skills. For example, how many times have you been able to identify a person at a distance by his walk or mannerisms, or maybe recognize a distant skier by his style, long before any details of his appearance come into view?

We all develop our own style in co-ordination. Co-ordination of mind and body comes together in the actual execution of a task. Consider the driving of a car. We all develop a recognizable style. After many hours at the wheel we began to drive "unconsciously". Intellectually and subconsciously we know what must be done and the many ways of doing it. Looking ahead, backwards and sideways, co-ordinating our hands and feet, we make the minute corrections to the left of right. Everyone does them differently, according to his style.

With an aircraft, there is more freedom of axis, i.e., left/right, up/down, and bank (yaw, roll

Regulation & Rotax News

by Jim Creaser

and pitch), as well as speed. It's no wonder we develop our own style with so many degrees of freedom. The pilot is controlling his machine in his own way and, since it's an extension of himself, it's natural that his "style" is overprinted on the aircraft.

Don't confuse style with ability. Many styles are acceptable, usable and functional; some are more functional than others - it depends on the conditions. Our styles should change with the conditions. A style that is safe for one set of conditions may be unsafe under other conditions. An appropriate landing method under calm winds is not appropriate for cross-winds. An appropriate climb-out rate or speed in calm conditions is inappropriate under gusty conditions.

Style is an important element of safety. The way we think about things contributes to our style. What's your style? Does it change with the conditions? You're always in style when safety is considered first.

Fly safe!

Take Note

Video tapes are available for rental at each meeting. \$5.00 each.

Library material (U/L magazines galore) can be borrowed by calling Bernie Kespe at 255-7419.

The photographer for a national magazine was assigned to get photos of a great forest fire. Smoke at the scene hampered him and he asked his home office to hire a plane. Arrangements were made and he was told to go at once to a nearby airport, where the plane would be waiting.

When he arrived at the airport, a plane was warming up near the runway. He jumped in with his equipment and yelled, "Let's go! Let's go!" The pilot swung the plane into the wind and soon they were in the air.

"Fly over the north side of the fire," yelled the photographer, "and make three or four low passes."

"Why?" asked the pilot.

"Because I'm going to take pictures," cried the photographer. "I'm a photographer and photographers take pictures!"

After a pause the pilot said, "You mean you're not the instructor?"

Finally I have received news that our new regulations have been finalized. All the details aren't in but here are the basics.

A "Certificate of Compliance" will be necessary for all planes and kits. Factory ultralights will be "certified" by the manufacturer and homebuilt or amateur built ultralights will be "certified" by the builder or a member of a committee of knowledgeable inspectors from the U/L community.

The numbers are:

- Gross weight - One place land: 628 lbs
- One place sea: 705 lbs
- Two place land: 1058 lbs
- Two place sea: 1168 lbs

Max level top speed: 115 mph

Max stall speed: 45 mph

NO wing loading formulae.

To take passengers the pilot must have 50 hours flight time and so must the aircraft. When selling an aircraft a safety inspection or inspection of compliance must be done either by the owner or a designated inspector and any faults must be corrected. Old or currently registered aircraft could be updated to the new regs if approved by the committee after necessary modifications were completed. Current 2-place trainers could be used for five years as trainers without change. Amateur built two place could not be used for training but only for recreational use.

These regulations could be available in some form within six months but necessary legislation would take until sometime in 1991.

What does all this mean? It sounds good to me. Several kits such as Kitfox, Avid Flyer, Ran S-10 and others will now qualify as Ultralights, which is very good for our sport. The more "real" airplanes in the sport the better our image acceptance will be.

Now for a little Rotax news. The 532 engine will be available in December with dual CDI ignition and automatic oil injection. It will also have new pistons, cylinders, heads and a new number: 582LC. And of course a new price tag - about five hundred dollars more. Sounds like some excellent improvements to an already good engine.

The new 912 (not Porsche) Rotax four-stroke engine will be available early next year. Here are some specs: 4 cyl., 4 stroke, flat opposed cylinders, 1211.2 cc, 79.9 hp @ 5500 RPM; liquid cooled heads, air cooled cylinders with gear box; weight with electric starter (standard), carbs, fuel pump and air filter is 135 lbs. (no exhaust); price about \$7000. More on this engine as info is received.

Have you changed you 2-stroke fuel filter this year?

Classified

ABC Ballistic Chute - never used, hermetically sealed, excellent, new \$1900., offers. Paul Hemingson 931-2363.

Fisher FP101 - fantastic flying ultralight yet looks like a conventional aircraft. New, fly it away. \$7000. Ralph or Wayne Winters 936-5347 or 238-0406.

R/C Scale Modeller - magazines 1970-1989, A1 condition, 260 available, \$1. each. Dave Bendall 278-9175.

Boom Mic - M-87 low impedance dynamic microphone, fits most headsets, new, 2 available, \$25. each. Bob Kirkby 226-0720.

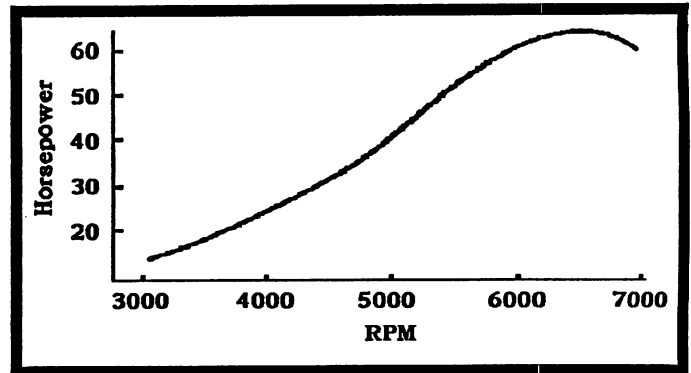
Hagar Wheels - 1 pair of 6" Hagar wheels, new, \$40. Bob Kirkby 226-0720.

Chinook Parts - brakes, fuselage landing back, some damage to a wing, make an offer. Sky Master 335-3306 or Gord 293-7990.

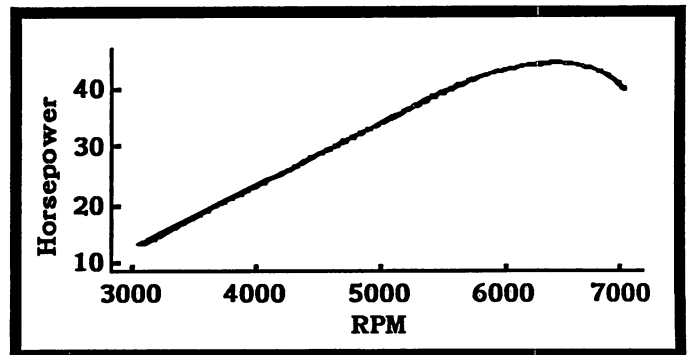
Ivo Prop - 3-bladed, ground adjustable pitch, 56" diameter, composite blades, L.H. tractor or R.H. pusher, new, \$400. Jim Creaser 226-0180.

Classified ads for aircraft and related equipment are free to CUFC members. Call Bob Kirkby to place an ad.

The following power curves are provided by your local Rotax dealer located at Balzac Beach Airport, otherwise known as Creaser's place.



Rotax 532 Engine Power Curve



Rotax 503 Engine Power Curve

New Flying School Opens

Wayne Winters recently announced the opening of his new flying school called Blue Yonder Aviation. Blue Yonder will be based at Indus-Winter Airpark and offer full ultralight ground school and air training. Wayne plans to start his first ground school on October 17.

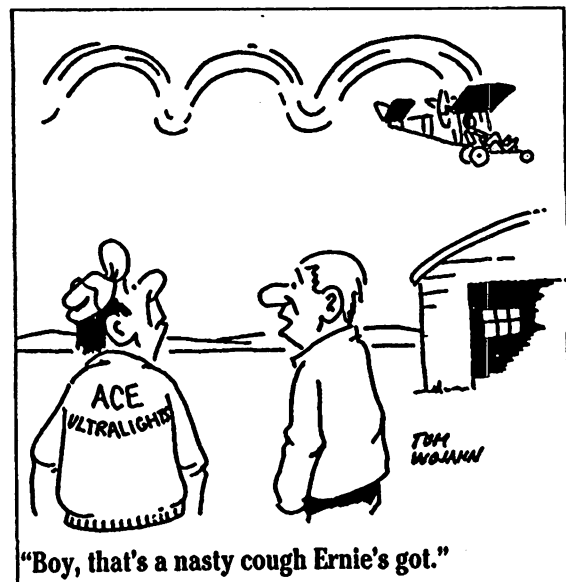
Initially he will be using a Beaver 2-place for instruction, but expects to have a 2-place Merlin ready before Christmas, which will then become his primary trainer. The Merlin has side-by-side seating for better instructor-student communications, according to Wayne.

Blue Yonder Aviation will also offer rental ultralights to qualified pilots. The rental fleet will consist of a Kolb Ultrastar, Mini-Max and a Mirage, offering a variety of flying experiences. Wayne has made a special offer to CUFC members. Current and new CUFC members will be given a 50% discount on their first hour of airplane rental from Blue Yonder Aviation. Here's your chance to try out a different airplane at a discount. Wayne reserves the right to require a short dual flight with a new renter to help with the transition to a rental airplane.

Blue Yonder Aviation is also a dealer for MacAir Merlin, Mini-Max, BRS Parachutes and Ultracom.

Wayne plans to establish a pilot supply shop at the airpark within a year and also become a Rotax authorized agent.

Good luck to Wayne and may he have many happy hours in the wild blue yonder.



Dates to Remember

CUFC Meeting night is the first Wednesday of each month, 1930 hours, at the R.C.A.F. Association, 110-7220 Fisher Street S.E.

October 5, 6 & 7 The Alberta Aviation Council convention - Jasper Park Lodge.

October 26 Transport Canada safety seminar at Claresholm Flying Club, 7:30pm at Claresholm airport - topics include landing on unprepared surfaces, fuel mismanagement, weights and balance, aviation weather and communications.

CARES Calgary meeting night is the 4th Tuesday of every month at 7:00pm, SAIT, Room 210, Colonel James Walker Building.

Please call Bob Kirkby with the dates of any coming events for this column.

SKYMASTER AVIATION SERVICES
ONE STAR CLUB, ALBERTA 1000 1000 335-3306



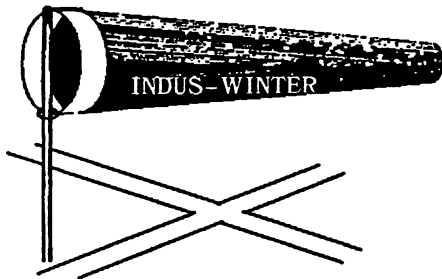
Your Challenger Dealer

Flight Training, Sales and Service
 Parts for Challenger Eipper Beaver
 Instruments Propellers
 Ultra-Com Headsets and Intercoms
In Stock
 Located at the Olds-Didsbury
 Airport 335-3306

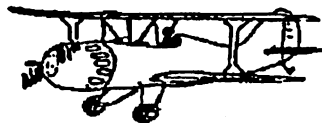
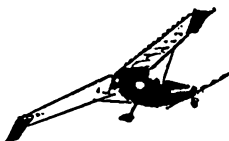
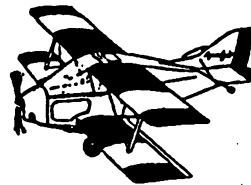
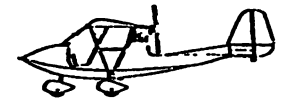
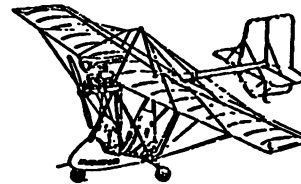
Let's go flying!

Indus-Winter Airpark Improves

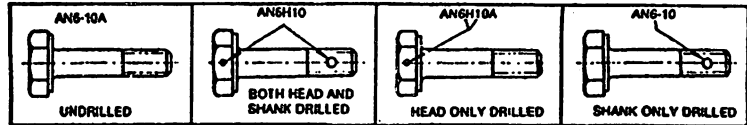
All club members will be glad to hear that Ralph is installing a new windsock at the runway intersection. It should be flying by October 1.



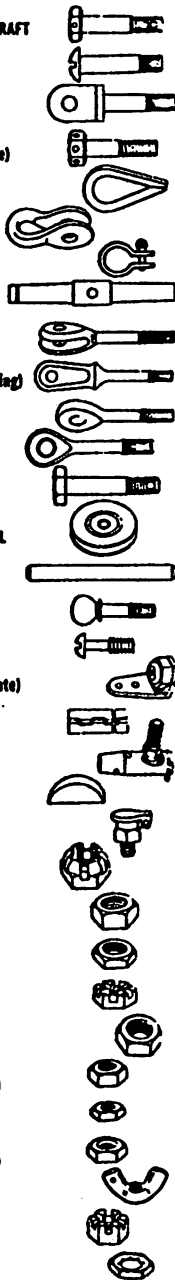
A new biffy is under construction at press time. It will be a "two holer" reserved for women and children only. The men are stuck with the old, well broken in, john. This has to be great news for all members of the fairer sex who frequent the airport.



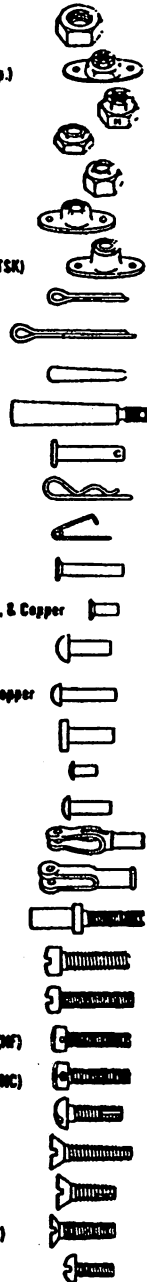
AN - number Dictionary



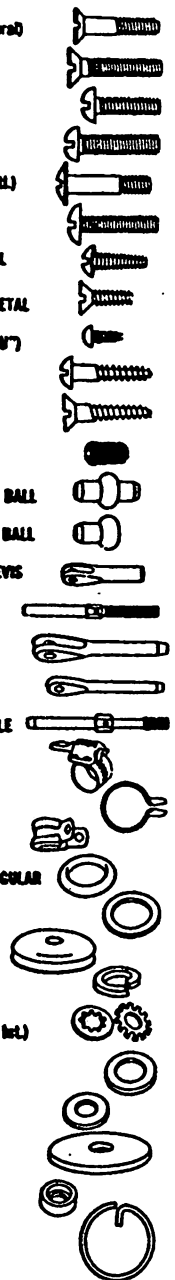
- AN 3 thru AN 20 BOLT - HEX HD, AIRCRAFT
- AN 21 thru AN 36 BOLT - CLEVIS
- AN 42 thru AN 49 BOLT - EYE
- AN 73 thru AN 81 BOLT - BR HD (Engine)
- AN 100 THIMBLE - CABLE
- AN 115 SHACKLE - CABLE
- AN 116 SHACKLE - SCREW PIN
- AN 155 BARREL - TURNBUCKLE
- AN 161 FORK - TURNBUCKLE
- AN 162 FORK - TURNBUCKLE (For Bearing)
- AN 165 EYE - TURNBUCKLE (For Pin)
- AN 170 EYE - TURNBUCKLE (For Cable)
- AN 173 thru AN 186 BOLT, CLOSE TOL.
- AN 210 thru AN 221 PULLEY - CONTROL
- AN 233 PIN - HINGE
- AN 254 SCREW - THUMB, NECKED
- AN 255 SCREW - NECKED
- AN 256 NUT - SELF LOCK (Rt. Angle Plate)
- AN 257 HINGE - CONTINUOUS
- AN 276 JOINT - BALL & SOCKET
- AN 280 KEY - WOODRUFF
- AN 285 CUP - OH
- AN 310 NUT - CASTLE (Air Frame)
- AN 315 NUT - PLAIN (Air Frame)
- AN 316 NUT - CHECK
- AN 320 NUT - CASTLE, SHEAR
- AN 335 NUT - PL. HEX (MC) (Semi-Fin)
- AN 340 NUT - HEX, MACH. SCREW (MC)
- AN 341 NUT - HEX, BRASS (Elec.)
- AN 345 NUT - HEX, MACH. SCREW (NF)
- AN 350 NUT - WING
- AN 355 NUT - SLOTTED (Engine)
- USAF 356 NUT - PAL



- AN 360 NUT - PLAIN (Engine)
- AN 362 NUT - PLATE, SELF-LOCK (Hi-Temp.)
- AN 363 NUT - HEX, SELF-LOCK. (Hi-Temp.)
- AN 364 NUT - HEX, SELF-LOCK. (Thin)
- AN 365 NUT - HEX, SELF-LOCK
- AN 366 NUT - PLATE, SELF-LOCK.
- AN 373 NUT - PLATE, SELF-LOCK. (100° CTSK)
- AN 380 PIN - COTTER
- AN 381 PIN - COTTER, STAINLESS
- AN 385 PIN - TAPERED, PLAIN
- AN 386 PIN - THREADED TAPER
- AN 392 thru AN 406 PIN - CLEVIS
- AN 415 PIN - LOCK
- AN 416 PIN - RETAINING, SAFETY
- AN 426 RIVET - 180° FL. HD., ALUM.
- AN 427 RIVET - 180° FL. HD., Steel, Monel, & Copper
- AN 430 RIVET - RD. HD., ALUM.
- AN 435 RIVET - RD. HD., Steel, Monel, & Copper
- AN 442 RIVET - FL. HD., ALUM.
- AN 450 RIVET - TUBULAR
- AN 470 RIVET - UNIVERSAL HD., ALUM.
- AN 481 CLEVIS - ROD END
- AN 486 CLEVIS - ROD END ADJ.
- AN 490 ROD END - THREADED
- AN 500 SCREW - FILL. HD. (MC)
- AN 501 SCREW - FILL. HD. (NF)
- AN 502 SCREW - DR. FILL. HD. (Alloy Stl) (NF)
- AN 503 SCREW - DR. FILL. HD. (Alloy Stl) (MC)
- AN 504 SCREW - RD. HD. SELF TAP.
- AN 505 SCREW - FLAT HD., 82° (MC)
- AN 506 SCREW - FLAT HD., 82° SELF TAP.
- AN 507 SCREW - FLAT HD., 100° (NF & MC)
- AN 508 SCREW - RD. HD. BRASS (Elec.)



- AN 509 SCREW - FL. HD. 100° (Structural) (ALLOY STEEL)
- AN 510 SCREW - FLAT HD. 82° (NF)
- AN 515 SCREW - RD. HD. (MC)
- AN 520 SCREW - RD. HD. (NF)
- AN 525 SCREW - WASHER HD. (Alloy Stl)
- AN 526 SCREW - TRUSS HD. (NF & MC)
- AN 530 SCREW - RD. HD., SHEET METAL (TYPE B)
- AN 531 SCREW - FL. HD., 82° SHEET METAL (TYPE B)
- AN 535 SCREW - RD. HD. DRIVE (Type "U")
- AN 545 SCREW - WOOD, RD. HD.
- AN 550 SCREW - WOOD, FLAT HD.
- AN 665 SCREW - MLESS., SET
- AN 663 TERMINAL - CABLE, DBLE. SHK. BALL (FOR SWAGING)
- AN 664 TERMINAL - CABLE, SGL. SHK. BALL (FOR SWAGING)
- AN 665 TERMINAL - CABLE, THDED. CLEVIS
- AN 666 TERMINAL - CABLE, THDED. (FOR SWAGING)
- AN 667 TERMINAL - CABLE, FORK END (FOR SWAGING)
- AN 668 TERMINAL - CABLE, EYE END (FOR SWAGING)
- AN 669 TERMINAL - CABLE, TURNBUCKLE (FOR SWAGING)
- AN 737 CLAMP - NOSE
- AN 741 CLAMP - TUBE
- AN 742 CLAMP - PLAIN, SUPPORT
- AN 800 GASKET - COP. - ASBESTOS, ANGULAR
- AN 801 GASKET - METAL TUBE
- AN 831 GROMMET - ELASTIC
- AN 835 WASHER - LOCK, SPRING
- AN 836 WASHER - LOCK TOOTH (Ext. & Int.)
- AN 860 WASHER - FLAT, AIRCRAFT
- AN 861 WASHER - FLAT, BRASS (Elec.)
- AN 870 WASHER - FLAT, LARGE AREA
- AN 875 WASHER - TAPER PIN
- AN 886 RING - LOCK



*The Ultralight Grand Champion at
Oshkosh this year was the Kolb Firestar.*

*Every man is a damn fool for at least five
minutes every day; wisdom consists of not
exceeding the limit..*

Elbert Hubbard