



# Skywriter

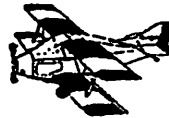


Monthly Newsletter of the Calgary Ultralight Flying Club

June 1990

## View From Above

by Paul Hemingson



The May 2 meeting was well attended in spite of competition from the Stanley Cup semi-finals. Five new members (Larry, Doug, Dale, Vern and Gord), currently in training, were welcomed. Thanks for coming out guys, feel free to ask any member of the club for advice and information... that is why we are here... to help, inform and guide you.

The main program was videos of the Challenger and the Rans product lines, courtesy of Gord Keegan. Looks to me like those Rans machines should come standard with toeclips on the rudder pedals. Nice machine, but don't try some of those manoeuvres you see on the demo tapes.

The business portion of the agenda covered off some outstanding items. Jim Creasser took names and info for those who want to participate in the Red Deer Airshow on August 4 & 5. Bob Kirkby and Bernie Kespe volunteered to help out with the Planetarium Display in May. Three members showed an interest in attending a TC instructors seminar. Bill Clark gave a brief overview of the problems and plans of the Calgary Aerospace Museum and members who wish to show their support need only contact Bill at 931-3143. The Club will make a donation to this worthy cause, and anyone who has a run-out Rotax is requested to donate it. Stuart Simpson canvassed the group for interest in lapel pins. The latest news on Insurance is that it will be required by July 15, so make sure you're covered soon. Various policies are available. Gord Keegan instituted a new award... the "Booby Award"... to be passed on each month to the

member who best exemplifies the behaviour suitable for qualifying. If you want to earn this descriptive trophy, just do something stupid. Enough said.

It was good to see Bernie Kespe at the meeting, despite the injuries he suffered in a recent accident. Bernie hit a 6000 volt power line while attempting a precautionary landing in adverse weather. Bernie is living proof that a quiet, competent and safety-conscious pilot can get into trouble... we wish him a speedy recovery. He still wants to fly and is already planning his next move. Keep a strain on it Bernie.

Spring Flying weather is here... its either real good or real bad. The weekend of May 4/5 was pretty good and Bob Kirkby and Stu Simpson dropped in to visit me Friday evening... perfect weather and they made perfect landings on my grass runway 24. I got my own machine up and about on Saturday and got in some good air-time before the thermals built. I tuned into Springbank and was quite pleased with the radio reception and signal clarity. The signal to noise ratio is much stronger once you get some altitude below you. The message here is, do your shielding in stages... don't get discouraged if the signal is weak at ground level, it will improve once you get up. I see no need to shield the coils on my machine, given the current performance. One thing I did learn was to make up a little reminder note on my post-flight check to turn off the radio... it is easy to forget when you leave everything connected to your helmet.

## Aerospace Museum Needs Help

The Calgary Aerospace Museum is at a critical stage in its development. Following the election of a new Board of Directors in January, it's first task was a financial reorganization designed to place the museum on a firm business footing. The concern now is to secure sufficient operating funds keep things going.

To date the City of Calgary has been unable to approve any assistance, even though approximately \$3,000,000. worth of the aviation artifacts, cared for by the museum, are owned by the city. The museum is now housed in a 50 year old drill hall at the south end of YYC, which is deteriorating rapidly. The roof is leaking badly.

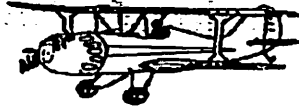
To protect over \$4,000,000. worth of artifacts the Board of Directors must raise \$50,000., as soon as possible, from friends in the city. Particularly those in aviation trades and aviation organizations. Approximately \$6,500. has been raised since the end of March.

This fund raising drive is important to our aviation community. If you or your organization can help please contact Bill Clark at 931-3143.



# One Pilot's Opinion

by Bob Kirkby



As you can see, I have changed the name of my column from "Editorial" to "One Pilot's Opinion". This is because "Editorial" has the connotation of an official viewpoint being expressed. I would prefer to express my own personal viewpoint in my regular column, although I may occasionally run an Editorial when it is appropriate to express the Club's point of view on an issue.

I do not have too much room left in this month's newsletter. This is only because I do not have enough material to go to 8 pages so I have to keep it to 6. It would sure be nice if those of you who have promised me letters and articles to publish would produce. I would like to have 8 pages every month. There's me gripe for this month.

What I would really like to comment on is the importance of "unusual attitude" training. When I learned to fly there were no 2-place ultralights, so I did 7 hours of dual in a 152 before being launched in a single-place ultralight.

My instructor concentrated on circuits so that "he" would feel comfortable that I would be able to land safely when I soloed in the ultralight (which was to be a Mirage). So once I had circuits down pat and was landing without a bounce in the 152, he announced that I was ready to don my "crash helmet" and go for it. I am happy to say that my first flight and my first solo in an ultralight went without a hitch.

I only received enough dual training to ensure a safe landing on my solo. The rest of my flight training and experience was to be self-inflicted. Two years later I took an Instructional Techniques Course in preparation for obtaining my Ultralight Commercial license. This proved to be very valuable in that I learned how to teach myself to fly. You might be asking yourself by now, "What is the point of these cynical ramblings?".

Well the point is this. After about 5  
*(continued on page 6)*

## Airlight Aviation

Canadian Distributor for the 1990 Sorrel Hiperlight

R.P.M. Propellers - New ground adjustable, composite, 2 and 3 blade props to fit Rotax engines. Hubs also available to fit VW, Continental and Lycoming engines.

Tygon Fuel Hose - stays flexible for years. \$1.50 / foot

Rotax Impulse Line - fuel pump to engine. \$.60 / foot

Optimol Smokeless 2-stroke oil

Rotax engines - Parts and Service

Contact Jim Creasser - 226-0180



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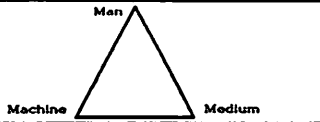
Skywriter is the official publication of the Calgary Ultralight Flying Club and is published 12 times per year. Opinions expressed by our writers are not necessarily those of the club. Articles and letters to the editor are very welcome from any readers. Address correspondence to:

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Meetings of the Calgary Ultralight Flying Club are held the first Wednesday of every month at the R.C.A.F. Association, 110 - 7220 Fisher Street S.E., Calgary at 7:30 PM.

# Safety Corner

by Paul Hemingson



## Perform a Death Defying Act... Slow Down!

Some things just do not mix. Oil and water, drinking and driving and to this string of cliches, we could add flying and hurrying. It seems there is no end to excuses one can find to get caught up in the insidious trap of rushing things. Haste makes waste is another cliché that fittingly describes what can happen when you try to do things before their time; try to get somewhere in a hurry, try to make up time, try to shortcut proven procedures, try to push the limits. Perform a death defying act... slow down. The photo in Figure 1 shows what can happen when you rush things.

From time to time we all find ourselves in situations when we want to try and save time in order to expedite some task at hand. For example, we often see people in rush hour traffic, changing lanes, dodging and weaving in and out of traffic because they are in a hurry. But most times, they don't gain much. You will catch up to them at the next set of lights and they are only two car-lengths ahead. As you sit behind him, you wonder what possess seemingly sane people to try and rush. The stress and strain of driving like that doesn't make for a pleasant journey for the driver or their passenger. While most of us would agree that rushing around in our cars is an unsafe procedure, it is even more important to recognize how rushing any phase of flight can jeopardize our safety. There is a lesson here, that we can carry over into our piloting techniques, to make us safer pilots. Rushing things does not gain you much, you have more to lose than to gain. Ignore, neglect, omit, pass by, exclude and disregard items at your own peril.

Pilots often find themselves in situations that make them vulnerable to the insidious traps which lie within the guise of dispatch. All kinds of examples come to mind. Take the pilot who has stayed out a little later than he planned. The photo in Figure 2 shows a pilot who stayed out a little too late. From 1000 feet it looks like there is a lot of sun above the horizon... in a few minutes though it will be gone and at ground level it is already much darker... he realizes this when it comes time to land and on final he finds it is hard to judge his

approach,... and if its a bad approach he has set himself up... i.e., realizing that it is dark, his mind is set to land on the first attempt and he will try his damndest to put it on the ground the first time around. This might lead to rushing the landing and while everything might turn out OK, he has set himself up for a possible incident. Do this little scam often enough and sooner or later something will get bent.

Take another pilot who has stayed out a little longer than he thought and its time to head for his home strip. Halfway home he realizes that its getting dark so he firewalls the throttle to try and make up some time. But, he is also running low on fuel because he didn't take the time to top up the tanks before he left. No he finds himself low on fuel, low on light and high on anxiety. In an attempt to get home quicker, he inches the throttle ahead... burning even more fuel. You can finish this little story yourself, it has lots of possible endings.

At the other end of the spectrum, is rushing the pre-flight. Maybe you're in a hurry because you got a later start than you figured. Maybe you had to do some other little chore first, like wash the car, take out the garbage and cut the lawn. The little chores take time, so you might find yourself trying to save

time by skimping on the pre-flight. This can result in something as innocuous as forgetting to put the fuel cap on, overlooking removal of the pitot tube cover, or not checking the tightness of the coil leads. Or, it might also mean overlooking something more serious, like a cracked/pitted propeller, or water in the fuel lines, or a ragged elevator control cable, or a cotter pin on its last legs... things that are easily noticed on a more rigorous and timely walkaround.

You hear people use all kinds of phrases in an attempt to justify their actions. "I was running late. I was in a hurry and forgot. It was an oversight on my part, I simply overlooked.... first I had to polish the windscreen and then I couldn't find the mirrorglaze so I rummaged around in my flight bag for it and didn't notice that the screwdriver fell out and lodged against the stick.

One reason why the hurry trap catches us is that, when you get behind the clock, your mind might be on some future task or subject rather than on the subject of immediate concern. Your mind is racing ahead to some future point in time, rather than concentrating on the consequences of your current actions.

The solution to not getting caught up in the hurry mode is to give yourself lots of time. If you want to be somewhere at some time then simply leave a little earlier... that way you have a cushion if things should go  
*(continued on page 4)*



Figure 1. "Haste Makes Waste."

# Fly Paper

by Gord Keegan



Is you ultralight equipped for the unexpected? There is some emergency equipment that I consider essential to carry in any ultralight aircraft. Let's take a look at a possible scenario whereby you are on a cross-country flight and your engine quits, causing you to perform the infamous "forced landing". Now let's assume that you are 5 miles from the nearest house or road. What items would come in really handy? Here is a list which is by no means complete, but may give you some ideas.

1. A small tool kit including pliers, spark plug wrench, screw drivers, knife, spanners and anything else that may be needed to do minor repairs.
2. A first-aid kit to effect bodily repairs that may be needed either as a result of landing or the long hike out.
3. Speaking of the hike out, a quick source of food energy, such as a couple of granola or chocolate bars, will keep you mind off your tummy.

*(Safety continued)*

wrong enroute. Any delays will then only become minor inconveniences. Flying and hurrying just do not mix... do yourself a favour and plan on giving yourself lots of time to get to the field, to do your pre-flight, to conduct the flight and to do some post-flight tasks. With a longer fuse, your trip will be more pleasant and you will arrive more relaxed. With more time to consider all aspects of your flight you will be less likely to overlook something.

4. Tie down screws and ropes in case the airplane has to be left unattended for some time.

I am sure you can think of other things that would be handy and could make the difference between a quick repair on the spot or a long hike out and back with the proper tools. Of course, these items must be properly and securely stored in your aircraft.

I would strongly recommend a rigid, waterproof container which is securely fastened to a structural member so that it will not come loose in a minor mishap. My personal experience has shown that all of the above noted items can be well worth having if you want to save yourself some serious inconvenience in the event of a small mechanical problem.

Next month I will start a series of "product reviews" on some of the ultralight machines that are flying in the local area.

In fact, it might be a good idea to practice giving ourselves lots of time in other aspects of our lives. Most of us are guilty of not setting enough time aside to do everyday tasks. I sometimes find myself underestimating the time required to do a task... and then later find myself double-booked. By allowing more time for everyday tasks we will get into the habit of not rushing things. By practicing better time management we can become safer pilots. Perform a death defying act... slow down.



Figure 2. "Gee... it sure got dark quick."

## Classified

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

**Beaver RX-550** - 2 place, Rotax 503 air-cooled engine, pitot airspeed, altimeter, tach, EGT, CHT, Hobbs, hydraulic brakes, wheel pants, custom paint, ballistic chute, wing covers, less than 200 hrs., always hangared, never damaged. Hangar space available at Black Diamond. First \$10,000. offer flies it away. Call Gord Keegan, H. 242-7791.

**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.

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

**Braid** for shielding spark plug leads and ignition wires, \$2. per foot. Bob Kirkby 226-0720.

**Hagar Wheels** - 1 pair of 6" Hagar wheels, new, \$30. Bob Kirkby 226-0720.

**Ivo Prop** - 3-bladed, ground adjustable pitch, 60" diameter, composite blades, L.H. tractor or R.H. pusher, new, \$400. Paul Hemingson 931-2363

**Quicksilvers** - MX-II, Rotax 503, 100 hrs, inst. pod, parachute, needs fabric, \$4000.; also MX, Rotax 377, 75 hrs, needs fabric, \$2500. Garry Miller 343-7082, Red Deer.

**Rotax 277** - rebuilt in Vernon, belt drives, 2 sets of pulleys, complete exhaust. Offers. Russ Sirocek 274-8526.

**Chinook** - single-place, rebuilt 377, new prop, long range tanks, make an offer. Sky Master 335-3306.

**72" Prop** - maple with right-hand 40 pitch. Never used and undrilled. \$150. Bill Clark 931-3143.

**Rotax 503** - Dual carbs, electric starter, TT 130, excellent condition. \$1650. Gary Knier 281-3577.

# Insurance

by Jim Creasser



Over the past nine years of building and flying Ultralight Aircraft I have considered Insurance to protect myself from various possibilities. The types of insurance I was most interested in were fire and theft, and liability. Although hull insurance (collision) would have been nice, when available it was too expensive. The one time I remember inquiring about full flying hull coverage, the premium was over twelve hundred dollars per year and the deductible was five hundred. At that time my old Ultrastar was worth about five thousand so, it was hardly worth while.

Now we are approaching compulsory insurance coverage for all aircraft. We did hear the date of July 15, 1990, but a call to our local Transport office did not confirm this date. Their answer was, when you see it in print then believe it. This date could still be the rule but we should receive notice in the next couple of weeks to allow for sufficient time.

Regardless of the mandatory date, I recommend you consider purchasing liability insurance now if you are flying any aircraft.

After talking to several insurance companies that offer aircraft coverage, there are two plans that seem to be the best buys available, and I can't see any company coming up with anything cheaper.

The first plan is available through C.O.P.A. (Canadian Owners and Pilots Association) and administered by Sedgwick Tomenson Inc., in Montreal. The minimum \$100,000 policy for Public Liability and Property damage (or I think they refer to it as "Third Party Liability") is available for \$75 per year. And of course there is a catch... you must join C.O.P.A. at a cost of \$30 per year.

So far, for just over \$100 per year, you will be protected for up to \$100,000 worth of damage to a third party. What is a third party you say? You the pilot are the first party, if you have a two place machine your passenger or co-pilot is the second party, and anybody else not in your aircraft is a third party. An example would be TransAlta, if you broke their power line and they sent you a bill, this would be covered. If you were propping your aircraft with the throttle open and it zipped across the field and tore a chunk out of

another aircraft, you would be covered. But only damage to other people's property or other people is covered.

The second plan available is from Guardsman Insurance Services in Kingston, Ontario. The basic \$100,000 third-party liability is only \$60 per year or portion of a year. Other amounts are available as follows:

\$250,000 -	\$100 per year
\$500,000 -	\$120 per year
\$1,000,000 -	\$150 per year
\$2,000,000 -	\$250 per year
\$5,000,000 -	\$350 per year

Also from 1/2 million to 5 million is available for a nine month or six month term as well. Passenger legal liability is available along with the third-party Insurance. A \$100,000 passenger coverage is available for \$200 for one year, \$170 for nine months or \$155 for six months.

Hull ground risk coverage (including taxing, excluding float taxing) is available with a deductible of \$500. The premium is 1.5% of the value of your aircraft with a minimum premium of \$150.

So lets add all of this up for your \$10,000 super lightweight sky hole chiller (2 place).

To Join C.O.P.A.	\$30
\$1,000,000 liability	\$150
\$100,000 passenger liability	\$200
\$10,000 hull not in motion	\$150
Total Annual Premium	\$530

This is not expensive for the amount of coverage. At the other end of the scale: \$35 to join R.A.A. and \$60 for \$100,000 third-party liability coverage for one year... this is a real bargain.

The R.A.A., or Recreational Aircraft Association Canada, is an association for all types of pilots and has a local chapter which meets the second Wednesday of each month, except July and August, in room N105 at SAIT. To join the local chapter is an additional \$15 for a total of fifty dollars.

Both C.O.P.A., which sends you a monthly news paper including the Canadian Ultralight News, and R.A.A., which sends you a bi-monthly magazine (all Canadian), are very good organizations and I recommend joining both. C.O.P.A. insurance may have the other coverages that R.A.A. does, but I was unable to find this information. The addresses of the two Associations are C.O.P.A., 605 - 77 Metcalfe St., Ottawa, Ont., K1P 5L6, and R.A.A., 152 Harwood Ave S., Ajax, Ont., L1S 2H6. Send the amount for membership (C.O.P.A. - \$30, R.A.A. - \$35), ask for insurance information and it will be sent to you.

## Rotax News

**New Crankcases on 377, 447, 503, 532 and 582**

These new crankcases eliminate the gear box adaptor plate and also allow the gear box to be mounted with offset at the 3 and 9 o'clock positions as well as 6 & 12 o'clock positions. This allows one less leak point as well as insuring greater accuracy in gear alignment.

*(continued on page 6)*

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*(Rotax - continued)*

Also, on all twin air cooled engines, the power take off crankshaft bearings have been increased in dimension from 30mm x 62mm x 16mm to 35mm x 72mm x 17mm, the same size as on the L/C engines.

#### **Dual Ducati CDI Ignition (2 spark plugs per cylinder)**

As well as the 582, the 503 now has this dual ignition system. The advantage of CDI is - no points or timing to set, only spark plugs to change, four at a time instead of two. No engine removal to work on ignition. There is a special tachometer available for these CDI equipped engines, since the regular type won't work, and yes it is more expensive.

#### **Full Complement Wrist Pin Bearings**

These can be installed in all Rotax U/L engines. The advantage is that they carry more load utilizing 31 loose needle rollers of the same diameter rather than 16 in the caged version. New engines are now equipped with this change.

The new owner/president of Kodiak Research Ltd., in Vernon B.C., is Pascal Ronveaux - 29 years old, from Belgium. He was the Rotax distributor in France and Belgium. He is a glider pilot, private pilot, U/L pilot, and U/L racing pilot. He competed in the Sahara Desert Race 1988 - 2nd place - (Rotax 912) and Morocco 1989 Race (Rotax 582) - 1st Place. Ron Shettler has formed a new company to do strictly Research and Design and I heard he was doing some work on small inboard jet drives with Rotax Engines. More Rotax news next month.

*(Opinion continued)*

hours of solo in the Mirage I purchased my own Mirage, and then carried on flying without the benefit of further instruction. At first I was very careful to fly only in the early morning or late evening so as to have the smoothest ride possible. The light wing loading of the Mirage made it very responsive to turbulence. The slightest bounce and flap of the wings and I had visions of my aeroplane becoming de-feathered like a bird at a chicken plucking contest. It didn't even occur to me that the +/-6G stress analysis on the Mirage meant that it would hold together under severe turbulence much better than I would. I had been told to fly straight and level in the 152, for fear of what, I don't know. So, in the Mirage, if my wing dipped more than 30 degrees below the horizon I found myself instinctively slamming the stick against the opposite stop

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by Paul Hemingson

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Reprints are available from Paul Hemingson.

before something terrible happened.

When I think back to those days I realize that I was very much afraid to experience what I now consider to be normal flying conditions and normal flying attitudes. My inexperience was corrected one day when I got "caught out" in some mid-day thermal activity. I was on my way home, thinking that it was beginning to get pretty uncomfortable, when I was suddenly caught in what seemed to be a violently turbulent, very strong updraft. I had my first experience with being "all over the sky". When I finally figured out what was happening, I was looking straight at the ground about 500 feet up. To my surprise I found that I could pull the aeroplane back into a flying attitude again with little effort. The rest of the 20 minute flight home provided me with the best, and most uncomfortable flying experience I've had. After that I didn't mind flying

in mid-day thermals and I wasn't afraid of a steep turn, or other unusual attitudes. I learned a lot that day.

I only wish I had learned with an instructor!

