



Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

April 1991

View From Above

by Paul Hemingson



Spring is here, and the view from above consists of brown grass and isolated patches of snow on the north facing slopes. The greening of Alberta is bringing the northward migrating birds. Yesterday I spotted a few bluebirds, and some honking geese. The crows are patrolling the highways looking for 'gopher au Michelin.' It seems a cruel joke, today it's snowing, what the media euphemistically calls the "white stuff". Airstrips will be soft and wet for a while...pick your spots with care.

Fuel and fuel testing. Nowadays, fuels seem to have as many additives as foods. Fuel vendors claim it's all in the interests of protecting the environment. Everybody is a 'greenie' now, especially if green dollars are involved. I think it is time to offer some caution about fuels.

Check the fuel you're using for the presence of alcohol, and other octane boosting compounds. Some fuel vendors are now adding up to 20% alcohol, methanol or ethanol, which may have deleterious effects on some rubber/plastic components, as well as increase the chance of vapor lock. Just what you don't need for aircraft fuel.

To check for alcohol, simply fill a see-through container (such as a tall narrow jar) say half-full with water, and mark the level. Now fill the rest with gas (3-4 ounces). Shake, and let it stand for a few minutes. If the level of the 'water' appears to rise (i.e. the top of the 'water' occurs above the mark) then you've got alcohol in your gas. The level rises because alcohol will separate from the gas and

preferentially mix with the water.

Here is something else. Fuel vendors are now introducing mid-grade gasolines. They claim the mid-grade fuels have an octane above regular, but less than premium....and they indeed do. The problem is, some companies reduced the octane rating of regular gas in the process. Rotax recommends regular gasoline with an octane rating not below MON 83, or RON 90. Ask your fuel supplier for the octane rating of his regular gas. You may now require midgrade or premium to get the optimum octane rating for your Rotax. In all cases, still check for alcohol.

Jim Creasser's tip of the month dealt with tires and rims. For the larger oversize tires today, Jim suggests that you drill a couple of holes thru the rim and into the bead of the tire. Torquing in a screw will help to avoid the possibility of the tire turning on the rim, especially if you're running with low tire pressures. I have had a tire slip and decapitate the valve stem, causing an instant blowout. A short but exciting rollout is assured. Anchoring the tire to the rim in this fashion, solves the problem. Just be careful that the screw does not extend thru the bead and inside the tire, where it will chaff on the tube.

We also watched a couple of videos. The 5151 Mustang video, courtesy of Dave Clements, and Don Rodger's self-made videos taken from his Lazair. Don set these to music, and the scenery from Lazair level was fantastic. It's okay to go low and slow, just make sure you're well out in the boonies, as Don was, and not

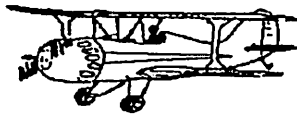
threatening or hassling any dwellers. This includes four-legged dwellers. We want to keep low profiles, and aggravating the non-flying residents is a sure way of raising our profile. Although the wrath of the government can be brought against one individual, it eventually reflects on us all.

Members in the news? Wayne Winters has sold his business to Bev Befus. Wayne has turned out a lot of UL pilots in his time. We will miss his jovial demeanor and willingness to assist everyone. The Befus boys will be taking over Blue Yonder Aviation, and offer all the same services. Don Richter is expanding his business. Jim Creasser is easing his way out of business to pursue other interests. His advice to many of us has been lifesaving. Howard Bowie is checking into jackets and hats for the Club. Bill Clark and John Collins are both on the mend. Todd McArthur is planning a flight to Lesser Slave Lake and I will corner him for his story when he returns the first week of April. Don Rodgers is now the proud owner of Chinook I-AQE. Bob Kirkby has moved to a new location east of Lake Chestermere and I look forward to testing his new airstrip this summer. His Renegade is about fixed up and I anticipate I will see his bullfrog nosed, sweptwing Biplane gracing the skys any day now. Got a letter from Paul Pontois, and he is beginning a plans-built Hi-Max. Paul also included an article on his favorite aviator.....watch for it.

The March '91 issue of CULN contained a summary of the UL Aeroplane Policy, that was approved 'in principle' on February 19, 1991. The new Reg's will be formally approved by the beginning of 1994. Get a copy and study it. We should discuss the positive changes and implications for all of us at an upcoming meeting. All in all, I look
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One Pilot's Opinion

by Bob Kirkby



Weight Exemptions

I was very pleased to receive a note from Ernie Smith, of Transport Canada in Edmonton. Ernie provided me with a list of Ultralight aircraft that have been given an exemption to the weight limit in Air Regulation 210(1)(a).

I was unaware that such a list existed. It appears that Transport Canada is trying to accommodate the Ultralight industry by registering some ultralights that are overweight now but will become legal after the new regs are introduced sometime in 1992 (we hope).

The list follows. Please note that for these ultralights, all existing restrictions still apply except for the weight limit.

Rans Inc.
S-6 Coyote II
S-7 Courier
S-10 Sakota
S-12 Airalle

Denny Aircraft Company
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Kitfox II
Kitfox III

Macair Merlin
GT
Sport 65
Sport 65D
M50

Avid Aircraft Inc.
S.T.O.L.
Speed Wing
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Amphibian

Lightair Aviation Industries
Lightair Beachboy
Lightair Coup

Safelight Aviation Inc.
Norseman I
Norseman II
Mountie I
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Zenair
Zodiac CH601
STOL CH701

Aces Highlight Aircraft
Cuby I
Cuby II

Beaver
BRX 550
BRX 650

Ultravia
Pelican Club UL
Pelican Club S
Pelican Club GS
Pelican Club PL

I would like to thank Ernie for providing this information. Any information regarding ultralights that our Transport Canada readers would like to make available for this newsletter is most welcome.

I would also like to thank Stu Simpson for providing an interesting article this month. An article about individual flying experiences, such as Stu's, is always welcome.

This month's Skywriter is a little shorter than normal due to my lack of time in the last few days. My daughter, Tanya, has been in the hospital, so I have spent a lot of time there. She asked me to mention her in the newsletter and I asked what her hospital stay had to do with flying. She pointed out that because of the medication they were giving her, she was flying without an airplane!

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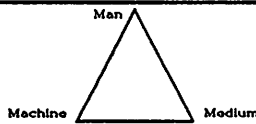
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Meetings of the Calgary Ultralight Flying Club are held the first Wednesday of every month at 7:30pm at

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Safety Corner

by Paul Hemingson



Airmanship

You don't need Air Transport Rating to practice good airmanship. In fact, the only prerequisite for practicing airmanship is that you be a pilot. However, not all pilots demonstrate good airmanship.

What is airmanship? It's hard to define. You can't get an official endorsement for it on your license. Basically, it's an attitude that goes beyond flying and should be reflected in our daily lives. Maybe that's putting it backwards. Perhaps, airmanship is a basic behavior pattern of our upbringing throughout life and carried into the realm of flying. Either way, it is a respect for other people and property. In the air or on the ground. Pilots who demonstrate good airmanship are not aggressive drivers in traffic, nor are they insensitive to people, or inconsiderate to their fellow man. In fact, if there is a common characteristic amongst pilots whom demonstrate good airmanship, it is awareness of their actions on others, and being courteous in the spirit of safety consciousness.

As new kids on the block, Ultralight pilots need to become more aware of what constitutes airmanship. From time to time we are all guilty of doing something that is considered bad airmanship. Sometimes, it's out of ignorance and sometimes it arises from mental lapses. The beginning of airmanship good starts with a fundamental understanding and acceptance of the rules. There are lots of rules and I find myself continually reviewing the AIP to refresh my mind. But good airmanship goes beyond the rule book. It includes common courtesies and awareness of the effect of your aircraft towards others.

It is difficult to separate good airmanship from proper procedure and technique. Mainly because, the two are related. Some things, once considered good airmanship have become legislated as rules of the air, or accepted as standard practice, to promote the safe and orderly movement of aircraft on the ground, and in the air.

For example, the requirement for an aircraft awaiting take-off to give the right-of-way to an aircraft on final approach. This rule, and others

governing airport operations, have been standardized and taught as part of the training syllabus. We all need to operate within a standard framework. Without basic rules, we would have chaos. Occasionally, conflicts occur and pilots can get into arguments over the interpretation of events. I don't think pilots willfully endanger each other, but it happens. And it can happen to the best of pilots. It takes an honest man to admit he has made a mistake. If you catch yourself making an error, it's likely a good idea to admit it and avoid an ugly confrontation. When a pilot violates the written rules it's considered bad airmanship. But there are also some unwritten rules that are commonly overlooked.

Courtesy and awareness are elements of airmanship. For example, it's not considered good airmanship to jump in your aircraft on the apron and subject people and planes behind you to your prop blast. An aware pilot would move or reorient his machine before starting up. This kind of behavior is considered the mark of a courteous and aware pilot.

Much of airmanship is simple basic courtesy. Another example of prop-blast indiscretions is the pilot who maneuvers his machine in front of open hangars. Open hangars are a common site as spring arrives. The folks inside like the fresh air and sunlight as they work. You can imagine the mechanic inside, cursing as papers and dust are blown up onto a freshly painted surface, or a disassembled carburetor. He takes exception when this much fresh air is directed his way. It only takes an astute pilot to realize that you don't maneuver your airplane to subject an open hanger to a blast. For the same reasons, you would not start your engine if your aircraft was sitting thirty something feet in front of an open hangar.

Another airmanship courtesy is leaving the runway as soon as possible, unless otherwise directed. At controlled airports one is reminded of the rule to hold on the taxiway a distance of 200 feet or across the hold line. If you know other traffic is behind you, consider moving 250 or 300 feet, so that the traffic behind you has lots of room.

Another element of airmanship is self-discipline. I remember once
(continued on page 4)



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(Safety - continued from page 3)

overhearing a radio conversation. One aircraft was on short final and another had just landed. The pilot who just landed had heard some derogatory remarks and assumed, (rightly or wrongly I don't know) that they came from the incoming pilot on short final. He immediately launched into a verbal radio attack on the incoming pilot, just when the pilot needed his full concentration. The verbal bantering raised the blood pressure of both pilots, and in my mind, should have been avoided. Neither pilot is safe in this emotional state. Self discipline is a basic tenant of safe flying.

Once while flying home one evening I noticed traffic about a mile off in the two o'clock position. Rules of the air required me to alter course. After I did this I watched the other aircraft pass in front and the pilot gave me a wing rock to acknowledge that he had also spotted me. A sort of 'thanks' Buddy for the course change, and have a safe flight home. I felt good.

The above examples of airmanship are not exhaustive. They simply illustrate the basic mindset behind airmanship. You cannot get an official endorsement for it, but the endorsement of your peer group will make you feel good. I guess the old Golden Rule of "Do unto others

as you would want done unto you" pretty much summarizes the doctrine of airmanship.

(View - continued from page 1)

forward to the new Reg's and the intent of the Policy. Their are still a few wrinkles to iron out.....but no insurmountable creases.

The 1990 UL accident stats are also out. Basically, more machines, more accidents and more fatalities. TC is studying the data, and will report in due time. You can do your part in '91 by not adding to the stats. As long as flying statistics have been compiled, the same message keeps recurring. Pilot error is the leading cause. Take-offs and landing the most dangerous phase. I don't expect any surprises. Collectively, pilots of one generation seem to be only as good, or as bad, as past generations. It's human nature, I guess. That is why we must continue to keep harping on safety....reinforcing the message raises our awareness, and hopefully alters the conscious behavior of pilots to recognize the dangers. Be a role model, and demonstrate good airmanship by applying professionalism and discipline. One bad apple can taint the whole box.

Guest Article

by Stu Simpson

A Treasure Map of the Sky

A pilot's log book is like his finger print. There isn't any other exactly the same. A log book contains a record of all the training, background and experience that makes each pilot unique. And that's why a pilot has to keep a log book; so his flying experience can be judged and evaluated as he moves on to new ratings and licenses.

But my log book is more than just a statistical record for Transport Canada.

My pilot's log book is a treasure map. It takes me to places in my flying past that I had forgotten about. To memories that are more valuable than any jewels. It let's me recall, as if they happened last week, the adventures, the thrills, and the achievements that make me rich in flying experience.

My first log book is about 6" x 4" with light blue binding and nine full-width pages. It's made of paper; no fancy leather or plastic binding here. The paper inside is still mostly white, but it's gotten tattered at the edges. Some of the pages are torn a bit where the staples still manage to hold the thing together.

The notations in my log book are printed because my writing is so hard to read. And they're all done in ink so they will last as long as the paper.

The pages have columns to record the date, the type of ultralight flown, the registration of the aircraft, where I took off from and where I landed, and the total flight time. But the most important column is the one entitled "Remarks". It is here that I note what happened on a particular flight, where I went, what the weather was like, and a host of other little details that bring back the treasured memories of ultralight flying.

The first entries in anyone's log book deal, of course, with training and mine's no different. My log tells me that my first training flight was on February 22, 1986 in a Spectrum Beaver RX-550 with registration letters C-IDVL. My instructor, John Reed, and I took off from Indus and according to the "remarks", I learned how to perform gentle turns, climbs
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(Treasure - continued from page 4)

and descents. What the book doesn't say is how cold it was the winter afternoon. To this day, I still feel the bone-chilling cold when I read that entry. I hope I always will.

The reading is pretty dull as my training progresses. The book tells of stalls and circuits and forced approaches and steeper turns. The standard fare.

Then came the day I ventured into the sky alone. The entry indicates my impatience to fly by myself, unencumbered by instructors, intercoms and the like. The entry simply states: Solo, Finally, YIPPEE!!!! (There really are four exclamation marks.)

The book goes on to tell how I learned to be a pilot by trial and error and sheer luck. There's the entry that reads, "Power on stalls, very exciting. One engine failure. Good landing, very exciting take-off". What really happened was that while I was practising the power-on-stalls, I accidentally hit the engine kill switch. It led to my first forced landing. The take-off, once I got the engine restarted, was in an alfalfa field which hid large, moon-sized craters beneath the plants. It was one of those craters that nearly did me in because I didn't check my take-off path before I fired up. Once airborne, I saw a farmer's landing strip where I could have touched down had I been paying more attention to my position before the "engine failure". I learned plenty that day and my log book won't let me forget it.

By the time I had 17.6 hours (I know exactly because my log book says so) I thought I had most of my landing troubles worked out, as noted by the entry "Landing techniques greatly improved".

There's an entry from one August morning that reads, "Great flight. Great weather. Great flying." No further explanation needed, thank you.

My log book goes on to remind me how I learned about G-forces (by blacking out in a tight turn), about instrument failure ("ASI not working, caused great tension"), about distance flying ("boring, but good cross-country experience"), and that maybe I hadn't quite got all my landing troubles worked out, ("Along the river. 3 bad approaches"). The book tells me I learned to watch carefully for other

traffic, and on another day to watch the weather ("Local flight, interesting weather avoidance"). That was the time I nearly got caught between two cloud layers. Then there was my first time formation flying. Our two planes headed toward the city in an echelon-right for about 15 minutes before fuel shortage forced me to turn back to the field. But when I peeled off, it was perfect, with a sharp break and a steep, smooth turn-out the way it's done on TV. Those few seconds live in my log book as one of my fondest memories.

There's usually plenty of ego in any pilot, and I'm no different, just ask my log book. For example; "Great formation flight with Ron S. Perfect landing. God I'm good!".

There's an entry that tells of the time I flew in the lower mainland of B.C. I was in a single seat Beaver and was able to see the ocean right there in front of God and everybody. It was a first for me. I also flew over the United States for the first time that day, though I didn't land there.

I flew in Saskatchewan when I lived there for a summer. My log book diligently records my being checked out on the Husky Norseman. The book doesn't say so, but it won't let me forget how the Norseman, my first taildragger experience, used to infuriate me on landings with its stiff gear. Despite having more than ten hours in the airplane, I never quite got my landing troubles worked out.

Also noted in my log book are the flight hours for my Ultralight Commercial Pilot's license. I'll never forget how, flying from the back seat of a Beaver, I got soaked when an unfaired wheel hit a puddle on a touch-and-go. I turned the aircraft over to my instructor who could barely control the plane because he was laughing so hard. I wanted to throw him overboard, but I needed him for ballast in the front seat.

My first "student" after earning my commercial license was the woman who would be my wife. On that flight, I asked her to marry me. What could she say; No? If she did, I'd tell her to get out and walk. She said yes on my first try. I had been planning the event for several months. I also took her brother up for a lesson that day. The log book entry read, simply, "First flight with Tina - proposed. Also flew Paul - didn't propose". Those few, almost laconic, words will help us to always remember that day.

I have a new log book now. I got it in

Saskatchewan after I finally filled my first one. The new book has laminated covers, also light blue, and a coil ring binding. It's very different from my first log book.

Oh, this one has columns for the date, type, registration, etc., but it has a few more columns you wouldn't expect to see in the average ultralight jockey's log. For instance, the column for turbine time. Is it a sign of the future? There's a column for multi-engine time. I guess that's there for the Lazair crowd. And what of the column for instrument time? I can't remember the last time I flew with anything more than an airspeed indicator and a tachometer. I just skip those spaces and fill in the total time and remarks.

The remarks space is quite small in this log book, probably because the person who designed it does not fly. I suspect his only remarks would be "Took off. Landed, thank God!". Because of this limited space I've had to adopt some short hand to make the whole story of a flight fit in the box. For example, SnS means stalls and spins, while an upside-down U with an arrow at one end denotes a chandel. I don't have to write how many circuits I did because there are columns for take-offs and landings.

This log book is full of good stories too. Like the time Don Richter and I took off, in formation, and flew to an airfield 20 miles west for a fly-in bar-b-que. Turns out we were the only pilots among about 20 conventional pilots who had flown in. We and our airplanes were the hit of the party. When we left, we took off again in perfect formation, leaving the crowd waving.

My log book contains memories of more dangerous moments as well. There was the time I was in the right seat of a Cessna 210 when the landing gear refused to come down. We made a perfect belly landing and a hasty exit. I denote it only as a "Wheels-up landing", but I won't ever forget it. There are a few other crashes in those well-thumbed pages, but fortunately no one was hurt.

There are notes of engine failures and subsequent forced landings. Of squeaking into the field on a sick engine, with me begging the thing to keep running just a little longer.

One entry tells of a pilot who wasn't so lucky. I navigated in a Piper on a search and rescue mission for a missing pilot named Wilder. The log
(continued on page 6)

(Treasure - continued from page 5)

book entry reads, "SAR-Wilder w/B. Thompson. We didn't find him". Mr. Wilder was found that day though, by hunters. He was dead.

My log book also tells me how many different types of airplanes I've flown. I've got most of my time (145.3 hours exactly, again, because my log book says so) in Spectrum Beavers, singles and two seaters. I also have time in both types of Husky Norseman and I've checked out on the Challenger. I have a smattering of conventional time in a Cessna 210 and a Cessna 170. All those airplanes leave smiles on my face when I read about them in my log book.

One of my most vivid flying memories is when I got my first log book, I couldn't wait to fill it up with stories of adventure. Now, I'm working on my second log book and I can't wait to fill it up either. Each page completed brings a feeling of pride and accomplishment as I thoroughly review each entry.

We've all seen log books in aviation museums and, secretly, I hope mine winds up in a museum too. I like to think of a pilot from the future standing at the hermetically sealed display case, reading how I dodged a thunderstorm or made greaser landings (Apparently, I've finally got my landing troubles worked out then). I hope it inspires him to keep extra notes in his log book so that he too can open it up and follow a map to his own treasure chest of flying memories.

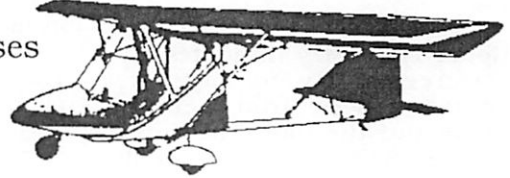
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The Pilot's Ten Commandments

- | | |
|---|---|
| I. Beware of the intersection takeoff for verily the runway behind thee and altitude above thee are no more than another hole in the head. | VI. Takest the measure of thy fuel for verily, a tank full of air is an embarrassment at 10,000 feet. Yea, and even more so on the departure leg. |
| II. Tarry not on active runway for mad confusion may result causing thee to make like a chopping block. | VII. Push not through the scud lest Angel Gabriel be waiting on the other side. |
| III. Ignore not thy checklist, for many are the switches, valves and handles waiting to take vengeance upon thee. | VIII. Trifle not with the thunderstorm for thy wings and tail features are like to be shorn from thy sky chariot and thyself be cast about the firmament. |
| IV. Buzz not, for this incurreth the wrath of thy neighbour and bringeth the fury of DOT on thy haed and shoulders. | IX. Be wary of weather prophets for the truth is not always in them. |
| V. Look to thy left and to thy right as thou journey thru the sky or thy fellow pilots will surely buy beers for the widow and console in other ways. | X. Check frequently thy airspeed on final lest the firmament riseth up and smite thee. |