



Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

July 1991

View From Above

by Paul Hemingson



The main program at the June 5, 1991 CUFC meeting was a presentation by Mike Dupuis (CFI) from 'Famous Flyers Air Training Academy' of Springbank.

Mike gave an interesting and informative lecture on Pilot Decision Making. This element of safety now forms a major part of the ground-school for Private Pilots. The foundation of our judgement and decision making experience, training, reasoning, stress state and pilot attitude. For example, you can have skill, but this isn't enough to make you safe. You need all the characteristics to pilot safely.

Mike recounted accident and incident stories to show the role these factors play in the quality, timeliness and appropriateness of our ability to make sound decisions. As if this wasn't enough, it gets even more tenuous when Mike talked about behavior that can mask our rational thought processes.

This behavior includes: impulsivity, invulnerability, machoism and resignation. As Mike elaborated on these behavior patterns, many of us privately entertained thoughts of past flights when we exhibited 'bad' behavior. We are only human. Knowing and accepting that we can all succumb to these behaviors is good. The mark of a safe pilot is to recognize when these destructive demons try to seduce us into unsafe practices.

Judging by the questions, comments and queries, Mike's key ideas were well received by all members. Maybe the decision making and behavioral traits

stuff should form part of the training syllabus for UL pilots. The basic tenants of this philosophy would help to instill discipline and professionalism in the UL community.

At the meeting I also asked for feedback about the newly proposed UL Reg's. Some of the feedback included: instructor upgrading, training/endorsements for radio, and controlled airport operation, an expanded training syllabus to include decision making and much discussion about minimum requirements prior to soloing. I will draft a letter with these, and other proposals for your information and we can "wordsmith" it

at an upcoming meeting before sending it off to UPAC and TC.

We had Round 3 of the jacket-hat decision. Harland Robberstad demo'd an attractive Jacket-Hat combo for \$55. A suggestion from the floor to search out cheaper alternatives is being persued. Round 4 at the July meeting.

Truth is stranger than fiction. By now, you are all aware of the Ultralight-Truck collision on Highway 582 some 10 km. east of Didsbury, early in the morning on June 14/91 that resulted in the death of the truck driver and rib injuries to the pilot. Loss of life hurts us all. Aircraft accidents are high profile events and the local television media ran it several times on the news. TC is investigating. Here are the facts, as I understand them. While agspraying the Ultralight's landing *(continued on page 2)*



(Paul Hemingson and Bev Befus at Okotoks Air Show.)

(Safety - continued from page 1)

gear struck the roof of the pickup, killing the driver. The aircraft was travelling at 90 degrees to the direction of the highway. The aircraft then flipped upside down, while the truck continued 100+ metres, struck a power pole, and turned on its side. This freak accident should NOT reflect on the entire Ultralight community. I don't know the contributing factors to this terrible accident, nor the pilot, but will follow the story to determine what can be learned and the implications on the local Ultralight community. The pilot, Everett John Page was not a member of the CUFC. It seems to me that if you're spraying crops the onus is on the pilot to detect and avoid traffic. Most drivers are not expecting to avoid aircraft crossing a major highway. Enough said.

Airshows and stuff. On May 26, I took in the Okotoks Airshow. A few CUFC members were present. Bev Befus and I are shown beside his Merlin. Also attending were Don Richter (Beaver)

and Todd McArthur (Beaver Amphibious). Seems to me all beavers are amphibious. This is a great little annual airshow, 'cause you can get close to all the machines and pilots and feel part of the action. Make sure you catch it next year.

Gord Keegan and I attended the Beiseker Fly-In Breakfast on June 9/91. I met a fellow from Canadian Aviation News and asked him to take a few photos for me and plug the club. We had a smooth flight over, but the thermals had a pretty good head of buoyancy by the time we left, ensuring a bumpy flight home. Gord ate lots of pancakes to increase his wing loading, in an attempt to dampen the bumps. I found myself gaining or losing a few hundred feet of altitude in short order, and was glad I declined the pancakes.

The Red Deer Airshow is one month away. Those "flying in" best have the correct documents, registration, insurance, Radio Station License, Radio Operators License. You all got 'em ... Right!

Airshow registration and details of flying in/out are being finalized. Ken Eastham has volunteered to provide some ground support and man the info booth. We need more help. Volunteers have lots of fun becoming involved and participating. Any takers?



EXECUTIVE

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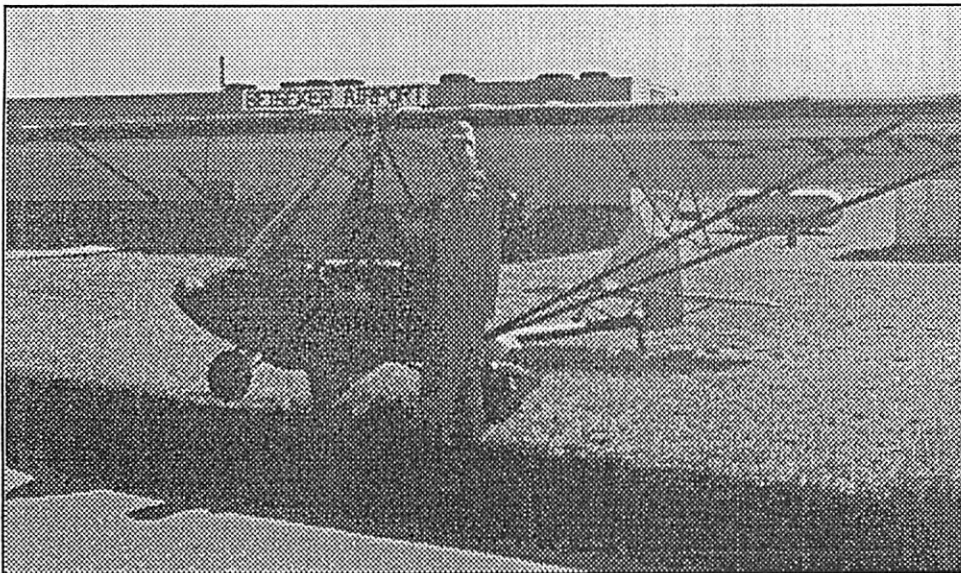
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Skywriter Editor
Bob Kirkby 569-9541

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: Bob Kirkby, RR 7, Calgary, AB T2P 2G7

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

R.C.A.F. Association
110 - 7220 Fisher Street S.E.
Calgary, Alberta



Gord Keegan and his Beaver at Beiseker.



Paul Heminson and his Hiperlite at Beiseker.

Warning

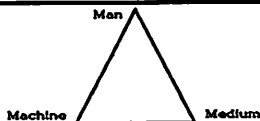
The Rotax model 583 is designed for snowmobiles only!

The use of this engine in Ultralight aircraft is extremely risky due to the possibility of failure in flight. This warning does not apply to the Rotax 582 or other models designed for aircraft use.

For further information contact Pascal Ronveaux, President, Kodiak Research Ltd., 913 Kal Lake Road, Vernon, B.C. V1T 6V4.

Safety Corner

by Paul Hemingson



A STITCH IN TIMESAVES NINE!

I went to a mall this month to do some shopping. Everyone, including myself, was in a hurry. It seems a paradox that in these days of labour and time saving devices that we should always be in such a rush. Many of the wonderful inventions of the past 50 years were designed to save time, effort or money. Yet we still seem to be slaves to our technology. I sometimes feel like the cartoon character 'Inspector Gadget.'

We go to work to make money so that we can buy the inventions that save us time and energy so that we can concentrate on spending time more productively to make more money to buy more gadgets that make life more convenient. And then we spend time repairing, replacing and maintaining the gadgets.

Some of the inventions we purchase for 'convenience.' Take the automatic washer/dryer. But is not convenience rooted in the desire to save time so we can do something else? Like cut the grass with an electric or gas-powered mower (another invention). Some inventions we purchase for recreation or leisure. Like your Ultralight.

We must be a productive society compared to our grandparents, with so many devices at our disposal. Yet we seem to have less disposable time to enjoy life than they had. We always seem to be rushing around to get everything done.

But some things just can't be hurried. For example, homemade bread, vintage wine and, sex...They take time! To this list I think we could add flying. Not to hurry the preflight, the takeoff or the cruise, or the landing. If you ever find yourself rushing any phase of flight, a warning flag should unfurl in your mind. Ask yourself why you are hurrying. If you don't have a good answer, then slowdown and do things right. The very thing you forgot to check on a quick and dirty preflight is the one thing that will return to haunt your mind as you fly along. If you had done an unrushed and thorough preflight, you would have more peace of mind that everything was checked and airworthy.

Ultralights are a relatively recent

update on an old invention. They came back into popularity because new technology developed lightweight powerful motors, new materials, and rekindled man's interest in cheap, fun and hopefully safe flight. Unlike other kinds of flying, the UL flyer has no pressure to meet deadlines, or carry goods or people thru any kind of weather.

So why hurry? Sometimes its not that we are in a hurry to fly. Sometimes we hurry to meet a commitment later in the day. You know, gotta get to the grocery store, pick up that lumber for the new deck, and hit the vendors before it closes, and oh...I almost forgot....return the empties to the bottle depot.

Yet, whether we are in a hurry to go flying, or whether we are hurrying the flight along so that we can do something else later, makes no difference. Impatience can get us into trouble.

Being a god-fearing man, I sometimes wonder if our whole lifetime isn't a

preflight for that big rendezvous in the sky, and we are rushing right thru it. Like my grandfather used to say; "a stitch in time saves nine".

Classified

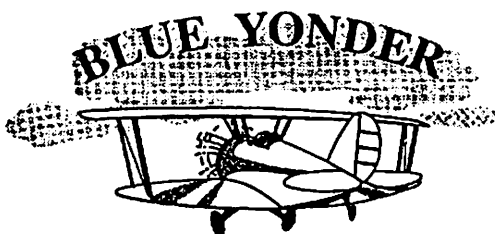
ABC Ballistic Chute - never used, hermetically sealed, excellent - \$1000. OBO. Paul Hemingson 931-2363.

Ivo Prop - updated 3-blade, ground adjustable, 60", composite blades. New - \$375. Paul Hemingson 931-2363.

Braid - for shielding ignition circuits, \$2.00 per foot to CUFC members. Also shielded wire and connectors. Bob Kirkby 569-9541 or 291-5560.

Ritz Standard A - completed and ready for covering, includes covering materials, Zenoah engine, \$2000.00. Jim Creasser 226-0180.

Classified ads are free to CUFC members. Call Bob Kirkby, 569-9541 to place your ad.



AVIATION

936-5767

Dealers for

Macair Merlin

- 2 place
- fully enclosed
- cabin heat

T.E.A.M. mini-MAX

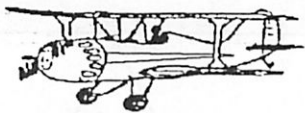
Build and fly this popular kit for only \$6500.00

- Flight Training
- Ground School
- Rentals
- Intro Flights \$20.
- Gift Certificates

Located at the Indus-Winter Aire-Park

One Pilot's Opinion

by Bob Kirkby



Insurance Renewal Time

It has now been a year since mandatory insurance came into effect. I hope all of you have renewed your policies. There might be a strong tendency to forget it, especially if you have only flown 20 hours in the last year. Whether you think it is worthwhile having or not, it is required by law, just like registration. So don't waste any time, renew and be covered.

Speaking of insurance, I just had to make a claim on my medical insurance. Since moving in January, I have not been able to fly my Renegade because the pasture where my new airstrip will go had some very long grass and lots of holes. Finally, last weekend I got out there with my tractor and swather to cut the grass so I could find and start filling gopher holes. My plan was to get airborne on the July 1 long weekend. I only got about half way through cutting when I stopped to move some debris. I jumped down from my tractor into the tall grass and my foot went straight into one of those gopher holes. You guessed it. I fractured my ankle and am now hobbling around in a cast which I am supposed to keep on for four weeks. It

looks like I won't be flying for another month.

Some Trivia

Did you know that Federal Express is the tenth largest airline in the world? They move 1.4 million "passengers" per day using 393 airplanes and 29,000 trucks.

The McDonnell Douglas CF-18 flown by the Canadian Forces retains the same landing gear as the F/A-10 Hornet built for the US Navy. The Hornet's main gear is built to withstand a 1560 foot per minute descent landing (collision) with the deck. The airplane's 24-ply tires are inflated to 350 lb/sq. in. and are designed to survive a landing on top of a carrier arrester cable without a blow out. The airplane's nose gear is designed to take the pull from an aircraft carrier steam catapult which is capable of accelerating one of the 49,000 lb. fighters to 150 knots with the brakes on. One can only wonder at the reasoning behind equipping our Canadian fly boys with this version of the Hornet.

Canada has the largest civilian

helicopter fleet per capita in the world. That amounts to one helicopter for very 13,919 people. Are we approaching the day of a helicopter in very garage?

Thirty years ago a Cessna 172 listed for \$10,872, a Bell 47J-2 Ranger for \$77,650 and a Douglas DC-3 Executive was selling for \$100,000.

Summer Events

July 4-7, Edmonton - Northern Lights Open Aerobatic Contest in Villeneuve. Contact Donna Raivio at 403-436-3960 days or 403-438-2874 evgs.

July 6-7, Moose Jaw - Air Show at CFB Moose Jaw featuring the Snowbirds.

July 12, Cold Lake, AB - Air Show featuring the Snowbirds.

July 21, Brooks, AB - Fly-in breakfast from 7am to 11am at the Brooks airport. Contact Dale Porter at 403-378-4755.

July 21, Vulcan, AB - Fly-in breakfast from 8am to 11am. Contact Ron Lucas at 403-485-6837.

July 26 - August 1, Oshkosh, WI - EAA Oshkosh '91 at Whittman airport will feature a tribute to Desert Storm. For info call 414-426-4800.

August 3-4, Red Deer, AB - 8th annual Red Deer International Air Show. For info call 403-340-2333.

August 6-11, Abbotsford, BC - 2nd biannual Airshow Canada, Tradeshow and International Air Show. For info call 604-852-4600.

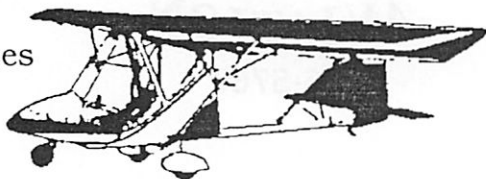
August 17, Lethbridge, AB - 1st annual International Air Show. For info call 403-327-1507.

Fun Flight Aviation

266-4823 or 936-5645

Dealers for:

- Beaver RX Enterprises
- Full Lotus Floats
- Acfield Aviation
- Ultra-pro Headsets



We also carry a wide variety of ultralight books, license holders, log books and general knic-knacs.

Repairs, Sales and Service is are Specialty

Call us for all your ROTAX parts

If you are interested in flying to the Red Deer Airshow contact Gord Keegan at 238-0177.

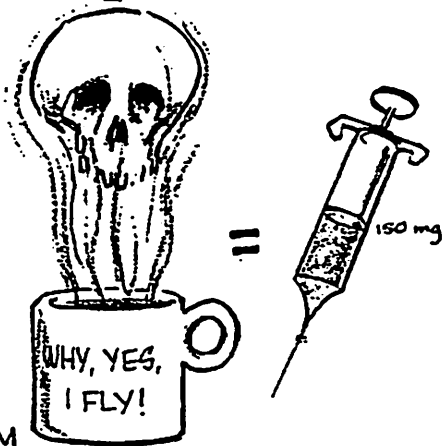
If you would like to lend a hand at the display booth contact Paul Hemingson at 931-2363.

PLANE TIPS

FLIGHT FATIGUE IS INSIDIOUS. IT CAN CAUSE ERRORS IN JUDGEMENT AND IMPAIR OUR PHYSICAL RESPONSES. MANY ACCIDENT REPORTS LIST FATIGUE AS A CONTRIBUTING CAUSE. THERE ARE MANY PILOTS WHO FIGHT FATIGUE WITH COFFEE...

BUT, DID YOU KNOW?

A CUP OF COFFEE CONTAINS 150 MG OF CAFFEINE!



IF THIS AMOUNT IS INJECTED DIRECTLY INTO YOUR BLOODSTREAM

IT IS ENOUGH TO KILL YOU! (IT'S A FACT)



THE 'LIFT' YOU GET IS FROM GLUCOSE FIGHTING THIS POISON!

YOU'LL ALSO MAKE MORE 'PIT STOPS' (IT'S A DIURETIC, Y'KNOW)

IT'S TOUGH TO QUIT COLD TURKEY, BUT TRY TO:

1. REDUCE STIMULANTS
2. SWITCH TO DECAF
3. GET MORE REST
4. EAT SENSIBLY (AS IF YOU HAVEN'T HEARD THAT BEFORE!)

Bob Stevens

Library

Bernie Kespe keeps the club magazine library up to date. If you would like to borrow a magazine see Bernie at a meeting or call him at 255-7419.

Videos are available to rent for \$5.00 per month to club members.



PILOT FITNESS CHECKLIST

"Am I Really Fit To Fly?"

Illness: Do I have any symptoms that may restrict my performance? (Fever, sore throat or ear, etc.)

Medication: Am I cleared by a physician to take prescription or over-the-counter drugs? (Aspirin, cold tablets, cough medicine, etc.)

Stress: Is my judgement impaired by emotional or other problems? (Family, friends or pressure to complete this flight.)

Alcohol: Am I feeling any hang-over effects?

Fatigue: Am I rested and unhurried?

Eating: Have I eaten properly in the past 4 - 6 hours? (Not just coffee.)

Aviation Safety Programs
Western Region
(403) 495-3861

Checklist

PILOT SUPPLIES LTD.

Jim Bradbury, owner of Checklist Pilot Supplies, is pleased to announce that he has purchased Airflair. He has merged the two operations and will continue to operate under the name Airflair at the old Airflair location.

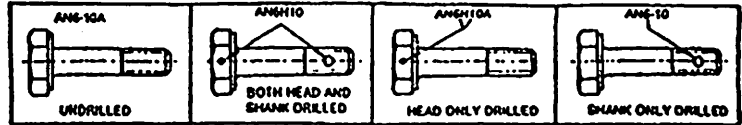
Hours of operation will be 9 to 5 Monday through Friday and every Saturday from 10 to 4.

Come in and see Jim at his new location:

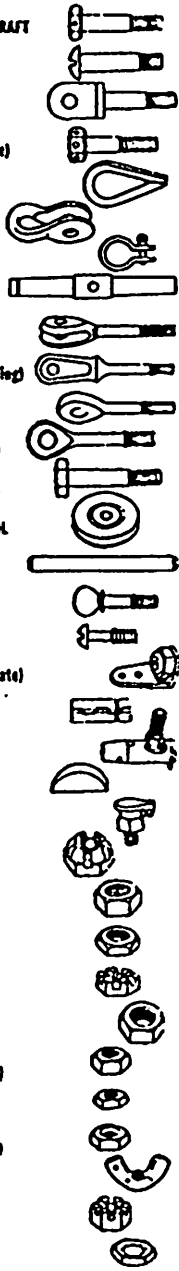
575 Palmer Road N.E.

250-3368

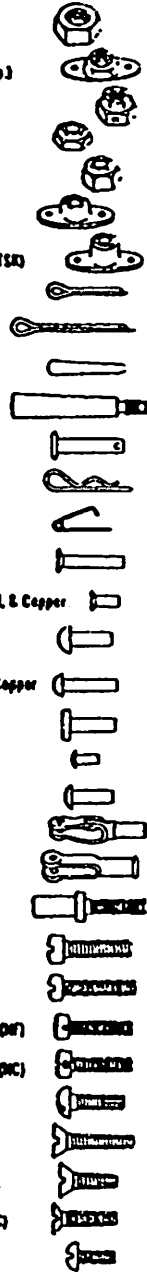
AN number Chart



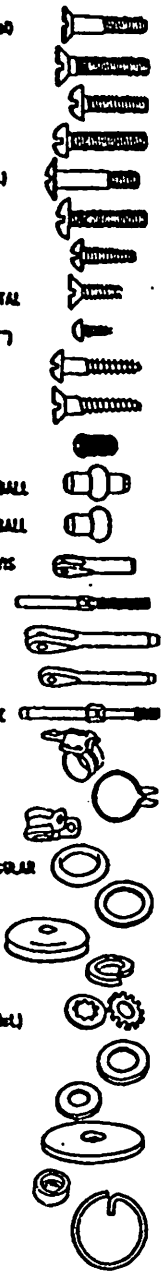
- AN 3 thru AN 20 BOLT - HEX HD, AIRCRAFT
- AN 21 thru AN 26 BOLT - CLEVIS
- AN 42 thru AN 49 BOLT - EYE
- AN 77 thru AN 81 BOLT - DR HD (Engine)
- AN 100 THIMBLE - CABLE
- AN 115 SHACKLE - CABLE
- AN 116 SHACKLE - SCREW PIN
- AN 153 BARREL - TURNBUCKLE
- AN 161 FORK - TI TURNBUCKLE
- AN 162 FORK - TURNBUCKLE (For Bearings)
- 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 253 PIN - WING
- AN 254 SCREW - TRUSS, NECKED
- AN 255 SCREW - NECKED
- AN 256 NUT - SELF LOCK (Rt. Angle Plate)
- AN 257 WING - CONTINUOUS
- AN 276 JOINT - BALL & SOCKET
- AN 290 KEY - WOODRUFF
- AN 295 CUP - OK
- AN 310 NUT - CASTLE (Air Frame)
- AN 315 NUT - PLAIN (Air Frame)
- AN 316 NUT - CHECK
- AN 320 NUT - CASTLE, SHEAR
- AN 325 NUT - PL. HEX (NC) (Semi-Fin)
- AN 340 NUT - HEX, MACH. SCREW (NC)
- AN 341 NUT - HEX, BRASS (Elec.)
- AN 345 NUT - HEX, MACH. SCREW (NF)
- AN 350 NUT - WING
- AN 355 NUT - SLOTTED (Engine)
- MSAF 356 NUT - PAL



- AN 350 NUT - PLAIN (Engine)
- AN 352 NUT - PLATE, SELF-LOCK (Hi-Temp.)
- AN 353 NUT - HEX, SELF-LOCK (Hi-Temp.)
- AN 354 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 - 100° FL. HD., ALUM.
- AN 427 RIVET - 100° FL. HD., Steel, Monel, & Copper
- AN 430 RIVET - HD. NO., ALUM.
- AN 435 RIVET - HD. NO., 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 488 ROD END - THREADED
- AN 500 SCREW - FILL. HD. (NC)
- AN 501 SCREW - FILL. HD. (NF)
- AN 502 SCREW - DR. FILL. HD. (Alloy Steel) (NF)
- AN 503 SCREW - DR. FILL. HD. (Alloy Steel) (NC)
- AN 504 SCREW - DR. HD. SELF TAP.
- AN 505 SCREW - FLAT HD., 82° (NC)
- AN 506 SCREW - FLAT HD., 82° SELF TAP.
- AN 507 SCREW - FLAT HD., 100° (NF & NC)
- AN 508 SCREW - DR. HD. BRASS (Elec.)



- AN 509 SCREW - FL. HD. 100° (Structural) (ALLOY STEEL)
- AN 510 SCREW - FLAT HD. 82° (NF)
- AN 515 SCREW - DR. HD. (NC)
- AN 520 SCREW - DR. HD. (NF)
- AN 525 SCREW - WASHER HD. (Alloy Steel)
- AN 526 SCREW - TRUSS HD. (NF & NC)
- AN 530 SCREW - DR. NO., SHEET METAL (Type G)
- AN 531 SCREW - FL. NO., 82° SHEET METAL (Type G)
- AN 535 SCREW - DR. HD. DRIVE (Type "W")
- AN 545 SCREW - WOOD, DR. HD.
- AN 550 SCREW - WOOD, FLAT HD.
- AN 565 SCREW - NOLESS, SET
- AN 663 TERMINAL - CABLE, DBLE. SHK. BALL (For 200-000)
- AN 664 TERMINAL - CABLE, SELE. SHK. BALL (For 200-000)
- AN 665 TERMINAL - CABLE, THDR. CLEVIS
- AN 666 TERMINAL - CABLE, THDR. (For 200-000)
- AN 667 TERMINAL - CABLE, FORK END (For 200-000)
- AN 668 TERMINAL - CABLE, EYE END (For 200-000)
- AN 669 TERMINAL - CABLE, TURNBUCKLE (For 200-000)
- AN 737 CLAMP - NOSE
- AN 741 CLAMP - TUBE
- AN 742 CLAMP - PLAIN, SUPPORT
- AN 800 GASKET - COP. - REBLETOS, ANGULAR
- AN 801 GASKET - METAL TUBE
- AN 831 GROMMET - ELASTIC
- AN 835 WASHER - LOCK, SPRING
- AN 836 WASHER - LOCK TOOTH (Lit. & 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



*"If God really intended men to fly he'd make it easier to get to the airport."
- George Winters*