



# Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

April 1992

## View From Above

by Paul Hemingson



The March 4/92 CUFC meeting was a gooder. We had lots of new potential members out, and thanks to all for making them welcome. We had two guest speakers.

Our first speaker was John Page. John reviewed the accident he was involved in June 1991, near Didsbury, Alberta when his Chinook UL collided with a pickup truck and resulted in fatal injuries to the driver. John was spraying a field and crossing under some powerlines at the end of his run when he collided broadside with the truck. The odds against this happening are incredibly high, but truth is stranger than fiction. John is the first to admit that he is lucky to have survived. He was charged with dangerous use of an aircraft and subsequently sentenced. Part of that sentence required that he lecture groups on UL aviation safety.

John said this accident has changed his life. I am sure most readers will agree that an UL is more likely to lose an argument with a vehicle. None of us like to hear of people being hurt or killed.

John admits pilot error. The weather, sun and aircraft were fine. He simply did not see the truck. It happens. This humbling admission from John was respectfully received by the Club. It has to be tough to get up in front of people and state the facts and feelings. Only recently has John had the confidence to fly again, due to some positive reinforcement from friends.

He reiterated that UL agspraying is a high risk activity and recommends that additional training and education

is required. John said he was one of the founders of the Western Agricultural Spray Pilots which promotes UL Agspray safety. If your contemplating spraying (and there are a lot of farmers who do) then get all the information you can. John (and other UL spraying farmers) claim this method of spraying is cost effective and one sympathizes with the plight of farmers.

Personally, I do not condone this use of UL but can understand those who do. The whole concept of spraying with UL aircraft is a very controversial issue within the UL community, as well as the Aerial Applicators Association who must live by much tougher rules. Legally speaking I believe a farmer can spray his own fields with an UL, but not do it commercially. If your going to do it, do it professionally and with all the respect this activity commands. Remember John's words to scan, scan, scan...and if crossing a road have spotters to control traffic. We all have a blind spot, and its important to turn and move your head. Otherwise, you're looking but not seeing everything. Who of us has not been driving along and thought it was safe to change lanes, only to suddenly realize that another vehicle has magically appeared out of nowhere?

I am currently preparing an article on UL agspraying for possible publication in some western canadian newspapers. The audience is the farming community. The article will, I think, neither condone or condemn this activity. It will simply layout the risks and some sources of more information.

The problem appears to be growing with six accidents reported in Alberta in 1991, and many of these involved injury to the pilot. In keeping with the spirit of self regulation, I believe it behooves us to speak out on the issue.

The second guest speaker was Lindsay Cadenhead from TC Ottawa. Lindsay is Superintendent, Special Flight Standards, and reviewed the current status of UL regulations and what the future holds. Lindsay is the man who will become intimately involved with writing the final rules, and is soliciting input from many groups across Canada.

We had a great meeting, in that a lot of information was given and potential problems identified. Lindsay received a rousing hand for his efforts and we count him as a valuable ally in Ottawa. Now is the time for some constructive input to further the cause. His address is Transport Canada, Place de Ville, Ottawa/K1A 0N8 and phone 613-990-1036. In getting to know Lindsay a bit, I think he is the right man to bring this whole issue to some closure.

Lindsay reviewed TC UltraLight Aeroplane Policy (Version 1.6) and the Interim Policy that is currently in effect. The new regs are a great leap forward for UL aircraft, and will change the face of UL flying. The introduction of the Advanced UltraLight Aeroplane (AULA) classification is recognition of the new generation of UL aircraft and their capabilities.

The provision to allow existing non-AULA type UL to continue to fly under the old TP4310 rules gives a great flexibility to current UL pilot/owners. It will be up to you to decide if you want to register under the new regulations. As I see it, if you have no desire to carry passengers or enter controlled airspace then you might as  
*(continued on page 2)*

(View - continued from page 1)

well continue along under 4310 and fly proudly with your C-lxxx markings.

If you believe your machine fits TP10141 and you want the additional privileges then consider re-registering under a C-Fxxx marking. It is important to note that after January 1, 1993 (assuming the regs go through) that no new two place UL aircraft can be registered as UL aeroplanes with a C-lxxx marking, however single place UL weighing less than 165 kg. will not need to meet TP10141. That should increase the resale value of old UL and provide opportunities for some guys to rebuild starting with an old identification plate! Another noteworthy thing is that if you're overweight and want to fly under the old TP4310 regs you have until December 31, 1992 under the provisions of an amnesty program to revise your launch weight with TC, as long as the manufacturer agrees the weight is OK, and you're within 1.2 times the original stated weight.

In the March issue of CULN the article on AULA's by Brad Allore is an excellent summary of the AULA requirements and privileges.

AULS's are defined as those aeroplanes that meet design standards published as TP10141. It is interesting to note that a few "AULA" type aircraft are having their registrations "pulled" by TC because the Manufacturer has not provided data to show that the aircraft meets TP10141. This means its a "Buyer Beware" market out there. As it stands now, the manufacturer has only to sign a Declaration of Compliance (DOC) to TC stating that his design meets/exceeds TP10141. It behooves the manufacturer to properly accredit his machine, but it is up to you to ensure you're getting what you think you're getting. Ensure you're getting a properly qualified aircraft model if your contemplating a purchase. TC is also investigating several models which are currently considered AULA...they may be...but then again...they may not be?? Along with increased privileges go increased requirements both for pilots, and for manufacturers.

If you want to know more, get a copy of Version 1.6 and the Interim Policy form your nearest TC representative. Lindsay also offered to keep us up to date on the happenings in Ottawa. I submitted some of our ideas regarding pilot licensing and operating standards. All in all its a great opportunity to influence the rulemaking, and I cannot understand the recent adversarial stance taken by UPAC. I get the impression though that some folks are upset with the time involved, and some not involved.

Dave Loveman's article in the March 1992 issue of the CGAN newspaper kind of surprised me. The article was postscripted as being his personal opinion, and not necessarily UPAC, so I sense some internal dissension. Everyone

is entitled to an opinion, and the more ideas we get on the table the better the final product for the UL pilot. Dave has done a lot of good with his Don Marvin. I have never met the man, but he seems outspoken and certainly has devoted time and energy to making his opinions known. Its time the rest of us made our opinions known too.

If I understand Dave correctly, in one article he is upset with the process. Its taken a longer time to put the new Policy together, but to be fair its a much more complex task than the old UL regulations (TP4310).

In my mind, the reason its more complex and time consuming is that passenger carrying is under consideration. When we ask for passenger carrying privileges a whole can of worms is opened up. Liability, Airworthiness, Pilot Licensing, Training and Operating Standards. And rightfully so. The non-flying public deserve some assurance that pilots and planes are proper for the task. So, it is understandable that the process is more time consuming than in the past. We are flying into uncharted territory with these regs, and the fewer the facts the wider the range of opinions on which way to turn. When a guy flies off the map, he best ask for all the advice he can get.

In another article in the same issue, Dave Loveman expresses his opinions to TC, and a professional response is given by TC rep Mike Murphy. In reading Loveman's letter, he lists some problem areas, but I feel these areas are adequately addressed within the new proposal. In my opinion Murphy fairly answers the queries raised by Loveman and I believe Murphy speaks for many UL pilots. At least the ones I associate with here in Western Canada.

I plan on sending a letter to Murphy from the CUFC that states we support the intent of the current proposal, and have no major objections. I have already submitted some constructive suggestions to Lindsay Cadenhead about improvements in the area of training pilots, expanded instruction/programs, and flight credit time.

With a little luck, and lots of cooperation from all parties involved, Canada should come out with UL regulations that are on the Leading Edge of UL aviation and be modelled by other countries in the future. It is up to us to lead, follow or get out of the way, because progress is being made and I am glad we are part of the process. Better to be up front at the leading edge guiding our direction than tumbling around in the slipstream of disinformation.

Bob Kirkby investigated the purchase of solid top NGK B8ES sparkplugs, which are currently only offered to

OEM (original equipment manufacturers)...so the only solid top ones you get are those that come with a new Rotax. The cost of getting the solid top kind is about double of the screwtop type. Several members offered ways to keep the top tight on the cheaper threaded version. Jim (gyro-guro) Creasser suggested using a spot of loctite, another idea was to mar the threads slightly, and the third idea by John Collins was to use a small strip of Aluminum foil on the threads to fix the top tighter. Thanks for the ideas Guys.

Ivan Myslawchuk updated the Club on the Aerospace weekend event and kindly volunteered to manage future functions for the Club.

Nice to see a few guys fly-in to my strip lately. Gord Tebutt in his Beaver, Don Rogers in his Chinook and Bob Kirkby in his Renegade...jeez is it ever quiet with his new 3 blade Ivo Prop, liked it so much I ordered one for myself.

I recently went on a two hour plus mountain flight. It was an incredible experience. I took lots of photos to show y'all. Reading the winds, rocks and map while keeping the airplane flying is a full time job and I encourage anyone contemplating a mountain flight to get a proper introduction.



#### EXECUTIVE

**President**  
Paul Hemmingson 931-2363

**Vice-President**  
Gord Keegan 238-0177

**Treasurer**  
Gord Tebbutt 288-0545

**Secretary**  
Bernie Kespe 255-7419

**Director**  
Stu Simpson 240-3019

**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

# Around The Patch

by Stu Simpson



## Book Review

### "Scream of Eagles"

If you're reading this, you most likely have a strong interest in flying. And if you have a strong interest in flying, you have undoubtedly seen Paramount Pictures' production of "TOP GUN" - the movie about the US Navy's Fighter Weapons School.

But you may not know how Top Gun came to be. And that's the thrust of Robert Wilcox's book, "Scream of Eagles".

It is likely the best book you'll read about the USN's Agressor squadron.

As the world flung itself into the jet age following the Korean war, military planners in the United States decided that the age of the fighter pilot was over. From then on, so the doctrine read, air-to-air dogfights were a thing of the past. They decided that any future wars would be fought with missiles fired from high-speed interceptors and the participants would most likely not even see each other. As a result, the US military

ordered Air Combat Maneuvering (ACM) de-emphasized in its pilot training syllabus.

About ten years later, the US military found itself fully involved in the Vietnam war with an air-to-air kill ratio of 2:1. In other words, for every two enemy planes shot down, the US would lose one. Military hierarchy considers a 2:1 kill ratio absolutely unacceptable. The de-emphasis on ACM training was starting to show.

But a handful of pilots in the US Navy were still dogfighting even though, if caught, they could get in serious trouble. As "Scream of Eagles" tells it, it would be these few men who would eventually save the Navy's collective tail in Vietnam.

Author Wilcox explains how the Navy commissioned the Ault Report to find out why US Air Power was taking such a kicking in southeast Asia. The report, released in late 1968, identified more than two hundred points that needed to be addressed. The main idea being that pilots needed more ACM training and better weapons to fight with. (The Sparrow radar-guided

missile was proving to be a major disappointment in actual combat.)

The most important recommendation of the Ault report was for the establishment of a special ACM training school.

TOP GUN, as it would eventually be known, was to be a post-graduate course for fighter pilots. The course would run five weeks, after which the students would return to their squadrons and pass on their new-found ACM knowledge to their squadron mates.

The most logical choice for ACM instructors were the guys who had been dogfighting their airplanes all along. It is this small cadre of pilots, their personalities, their antics and their dedication, that is the real story in "Scream of Eagles".

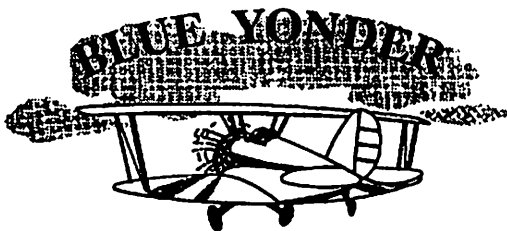
Wilcox interviewed these pilots and so the story is related by the guys who were there, in the air, as it all happened. The book is well punctuated with narratives of hair-raising dogfights, mid-air collisions, and sweat-soaked combat missions that will give you the feeling you were actually on-board.

Something many people don't realize is that the TOP GUN instructors had the best learning aid they could hope for. The US had actual flying MIGs at a base in the Arizona desert. This allowed some ACM instructors to actually fly the aircraft that US pilots would fight against. It meant they could discover the weaknesses of the MIG-17 and MIG-21 and pass that knowledge on for their students to use over Vietnam.

"Scream of Eagles" is a classic story of fighting city hall and winning. But Wilcox goes a step further and takes the reader into the mean streets of actual air-to-air combat. And he shows just how the hard-won battle at home brought the Navy's kill ratio to 12:1 in Vietnam.

The only complaint I have with Wilcox's book is that it has no index. While "Scream of Eagles" is a great story, it's also a great reference book. An index would certainly be a very useful addition.

I highly recommend "Scream of Eagles". It is fact that reads more entertainingly than most fiction. If you're looking for a heart-pumping look at dog-fighting in the Vietnam era, you'd have to look pretty hard to beat "Scream of Eagles".



**AVIATION**  
936-5767

## Dealers for

Macair Merlin

RANS Aircraft

T.E.A.M. mini-MAX

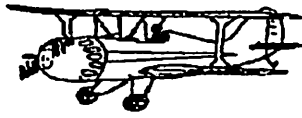
Build and fly this  
popular kit for only  
\$6500.00

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

Located at the Indus-Winter Aire-Park

# One Pilot's Opinion

by Bob Kirkby



## New Reg's Got You Confused?

You're not alone. Lindsay Cadenhead's visit at the last CUFC meeting did a lot to clear up the mystery of what is going on in Ottawa regarding the new Ultralight regulations. It also made me realize that, prior to his visit, I didn't have a clue what was really happening. Information dissemination from east to west seems to be many months in arrears. I would like to say thank you to Lindsay for taking the time, and spending some of our tax money, to come and discussed the things he is doing with our organization.

Lindsay left copies of three very important documents for us to peruse. Always looking for a reason the go flying, I flew over to Paul Hemingson's place last Sunday to pick up a copy of these documents so that I could study them in depth. On the off chance that some of our readers are as confused as I was, I shall try to present herein a brief overview of the current status of Ultralight regulations in Canada.

### TP10141

The first document is the one that we are most familiar with. It is TP10141, "Design Standards For Advanced Ultra-light Aeroplanes". This document has been reviewed at length in the past and is now in the final stage of implementation. It is scheduled to go into effect on January 1, 1993 and is effectively "cast in concrete". But what exactly is it?

Basically, TP10141 defines a new aeroplane category called the Advanced Ultra-light Aeroplane (AULA for short), which is distinctly different from the Ultra-light Aeroplane category that is defined by the older TP4310.

TP10141 contains extracts from the Airworthiness Manual that presumably are considered to be pertinent. Not only does it specify the various limits for an AULA but it also specifies the flight characteristic limitations, the static, dynamic and flight testing that the manufacturer is to perform, structural load limits with methods of calculating and design and construction considerations. It is clearly spelled out that the manufacturer must thoroughly investigate the flight envelope of the

aeroplane and determine that the flight characteristics are within the design limits, the calculations for which are set out in the document. This includes determining and verifying all of the pertinent V-numbers, weight limits, control input limits, etc. Finally, it specifies what is to be documented and provided to the purchaser/pilot.

There is much of interest in TP10141 which I will leave for a future article, or for you to investigate yourself by picking up a copy from Paul. I will now go on to the other two documents and then draw a few important conclusions for you to consider.

### Ultra-light Aeroplane Policy

This document is currently in draft form (Version 1.6) and is actively being assessed and revised as necessary by Transport Canada. There is no estimated implementation date at this time. This means that it is at least 3 years away and probably more like 5.

The policy covers all aspects of the manufacture and use of Ultralights. It specifies how the AULA standards are to be implemented, the manufacturer's Declaration of Compliance, Statement of Conformity, Maintenance Program, Mandatory Actions, Industry Reps, Amateur-built AULAs, Flight Authority, Registration and the Amnesty or Grandfathering policy for existing ultralights. It also covers ultralight pilot licensing privileges, Operating Standards, and Airspace usage.

This policy is not "cast in concrete" yet and is likely to go through one or two more versions before being finalized. Lindsay estimated that Version 1.7 would be out by the fall. (This is our opportunity to provide input to the regulatory process that governs our sport!)

### Interim AULA Policy

In order that we can do something with these new AULAs, Transport Canada has produced this Interim AULA Policy which is intended to provide all the necessary regulations for the use of AULAs from now until the permanent policy becomes legislation. So for now this is the rule

book.

Obviously it covers much of the same turf as the draft policy and is in a state of change as well. This document also contains samples of the Statement of Conformity and the Manufacturer's Inspection Report. These are very important documents for the purchaser of an AULA.

### How are you affected?

To start with, after January 1, 1993 you will not be able to register a 2-place ultralight unless it is an AULA! You will be able to register a 1-place ultralight that is not an AULA under the old rules as long as it is not over 165kg. If you currently own an ultralight (1 or 2-place) and are content to continue flying it under the same old rules and regulations, then you don't need to do anything. You can carry on flying until your aeroplane falls apart or you fade away, whichever comes sooner.

However, if you are considering purchasing a 2-place next year, then sit up and listen. Let's start at the registration desk. In order to register the AULA (1 or 2-place) that you just bought, you will have to produce, in addition to various fees and forms, a copy of the Statement of Conformity. This will then be matched up with the Declaration of Compliance that the manufacture has filed with TC. If all is well you will get your letters. But all might not be well.

TC does not plan to inspect the manufacturer's facilities or products, but instead will take them at their word. If there are allegations of misrepresentation, then TC will probably make an effort to verify the Declaration of Conformity, and if not satisfied could cancel it. If this should happen then the AULA that you bought and spent a year building, may not be registerable. TC is not interested in protecting the unwary buyer, it is only interested in protecting the unwary passenger.

To protect yourself you will have to do a considerable amount of pre-purchase investigating to be comfortable that the manufacturer you have chosen is in fact conforming to TP10141. You should obtain and read a copy of TP10141 so that you can ask probing questions of the manufacturer. Here is the minimum that the manufacturer should be able to show you, which is what he must supply you with if you buy his aeroplane.

(continued on page 5)

(Opinion - continued from page 1)

1. Statement of Conformity.

kit assembly manual that, if followed correctly, will result in the aeroplane being constructed in accordance with the manufacturer's Statement of Conformity.

3. Weight and center of gravity limitations, including reference and levelling data.

4. Powerplant limitations.

5. Maintenance instructions for continued airworthiness.

6. Control placarding (except primary controls).

7. Miscellaneous placarding (baggage, ballast locations, etc).

8. Aeroplane manual giving the data specified in TP10141.

9. Operating limitations including stall speed at gross weight, flap extended speed range, maneuvering speed, never exceed speed, load factors, and prohibited maneuvers.

10. Operating procedures, specifically: loading procedures (occupants, baggage, ballast, weight and CG) and their limitations; preflight check; engine starting; taxiing; take-off; climb at  $V_x$  and  $V_y$ ; cruise; approach; landing; cross-wind and wind limitations; balked landing procedures; information on stalls and spins; performance at various weights, CGs, altitudes and air temperatures; take-off and landing distances, rate of climb, cruise speeds, RPM and fuel consumption; and tie-down instructions.

If the manufacturer does not have all of this ready for you, then chances are his manufacturing process does not comply with TP10141 and his aeroplane is not an AULA. Remember TC is not going to check this out for you unless they have reason to believe they have been lied to. It is your responsibility to insure that you will be able to register the aeroplane you buy and build. Better read the fine print on the purchase contract you are about to sign.

Those of you who currently have an AULA-class ultralight and wish to re-register it as an AULA, will have to contact the manufacturer and obtain both a Statement of Conformity and a Manufacturer's Fitness Inspection. The Fitness Inspection is an inspection report to be completed by a manufacturer's representative upon inspection of your aeroplane to ascertain it's conformity

with the Declaration of Compliance. How you obtain this is between you and the manufacturer.

Confidence in your manufacturer is critical. Even if you buy, build and register your AULA, at a later time TC may discover a problem with the manufacturer's Declaration of Compliance, at which time they could invalidate his Statement of Conformity. If this happens your registration is automatically cancelled! Presumably TC will let you know. You are then at the mercy of the manufacture and you better hope that he gets things sorted out with TC.

As Paul pointed out in his View From Above column, it's a Buyer-beware situation. Many manufacturers are going to build and sell much better aeroplanes as a result of these new policies, however, I think we can count on a few manufacturers not doing things correctly and a few buyers getting burned. Let's make sure it's none of us.

For those who are still not sure what an AULA is, here is the definition straight out of TP10141.

An Advanced Ultra-Light Aeroplane is an aeroplane which:

- a) Is propeller driven;
- b) Is designed to carry a maximum of two persons, including the pilot;
- c) Has a maximum take-off weight of:
  - (i) in the case of a landplane, 285.0 Kg (628.3 lb) for a single place, or 480.0 Kg (1058.2 lb) for a two place; or
  - (ii) in the case of a seaplane, an additional weight allowance of, 35 Kg (77.2 lb) for a single place, or 70 Kg (154.4 lb) for a two place;
- d) Has a maximum stalling speed in the landing configuration,  $V_{so}$ , at manufacturer's recommended maximum take-off weight, not exceeding 72 km/h (45 mph) (IAS);
- e) Is limited to non-aerobatic operations. Non-aerobatic operations include: maneuvers incident to normal flight, stalls and spins (if approved for type), lazy eights, chandelles, and steep turns, in which the angle of bank is not more than 60 degrees;

f) Has a minimum useful load of:

(i) For a single place:  $W_u = 175 + 0.5P$ , in lb, where P is rated engine power in BHP.

(ii) For a two place:  $W_u = 350 + 0.5P$ , in lb, where P is the rated engine power in BHP.

g) At full throttle: the best rate of climb ( $V_y$ ) must exceed 300 ft per minute, the best angle of climb ( $V_x$ ) must exceed 1/12.

There are many other criteria relative to structural integrity, which I will leave for you to read yourself. It is obvious from reading TP10141, that if manufacturers do adhere to it, we should end up with some pretty substantial aeroplanes. But at what price? Only time will tell.

For those who are not sure what the licensing requirements are to fly an AULA, here is the word from the Interim Policy, which is the law for now.

If you have a PPL-UL or CPL-UL, you may operate an AULA, but you may not carry passengers unless that passenger is also the holder of a PPL-UL license or higher (both pilots must carry their licenses).

If you have a PPL-A, you may operate an AULA and carry a passenger.

All other operating privileges and restrictions are the same as they have been under TP4310.

## Classified

**Ivo Prop** - updated 3-blade, ground adjustable, 60" composite blades. New - \$300. OBO. Paul Hemingson 931-2363.

**Rotax 503** - single carb, excellent condition. \$1200. OBO. Paul Hemingson 931-2363.

**Chinook 2 place** - with floats. Rotax 447, needs some work, \$4000.00. Terry Spokes 533-3748.

**FireStar** - Rotax 377, instruments, enclosed trailer, \$7000.00. Jim Creasser 226-0180.

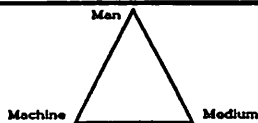
**Beaver RX550** - Rotax 503 dual carb, 60 hrs, ASI, Tach, CHT, ALT, Ballistic chute, \$9000. Barry Ochitwa, W 530-4031, H 236-9392.

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



# Safety Corner

by Paul Hemingson



As each month ends I fire-up my trusty computer and try to conjure some words of wisdom for us pilots. It ain't easy. Trying to come up with a topic is hard, but trying to put some passion into it can be even harder. This month it seemed to me that I would lighten things up. If there is a topic you would like to see addressed, let me know and I will try to wrap some words around it. I need some ideas to build on.

## AIRCRAFT FABRIC SPECIFICATIONS

1. All aircraft fabric shall be treated for Ultraviolet (UV) protection. Taking new fabric to Fabutan/or applying sunscreen #25 is not considered acceptable protection.

2. All fabric work and doping shall be done under well ventilated conditions so as to not give new meaning to the term "aircraft dope."

3. Before applying the glue, all metal and wood surfaces must be free of oil, grease, wax, dirt, otherwise your gluebrush may become dirty. It is considered good practice to use a piece of fabric larger than the area being covered, unless the gap seals have been designed to exceed the wing area.

4. Aircraft fabric shall be heat shrunk in accordance with good workmanship. Proper tensioning is reached when the opening refrain from "WIPE OUT" can be drummed with the fingers.

5. Fabric must be free of runs, tears, and defects since they might show thru the final paint.

6. The bottom of all aircraft wings shall be covered with fabric, otherwise there is no smooth surface to affix the registration markings. In addition, the registration letters must be of a contrasting color, so that the pilot can recognize and identify his machine when it is parked among others.

7. No more than two coats of paint shall be applied, otherwise the public will begin to think your aircraft is covered with canvass, which is not an approved covering material. Aircraft painted "skyblue" must be equipped and operated with high intensity strobes so they don't become lost in space.

8. All fabric shall be heatshrunken after gluing, since twice as much fabric would be required if done in reverse order.

9. Transport Canada officials are authorized to conduct random drug testing of aircraft dopers to detect for chemicals in the urine. Urine samples are to be supplied in clean glass containers, since TC is not equipped to test by hand.

10. The surface area of access and inspection coverplates should not exceed 50% of the area of the aircraft, unless the aircraft is used to advertize swiss cheese.

## Hats Off

It is customary to remove ones hat when in the RCAF Association building. Out of respect for their customs, please do not wear you caps during our monthly meetings. Your cooperation will be appreciated.

### CALGARY ULTRALIGHT FLYING CLUB

#### Balance Sheet As at December 31, 1991

##### ASSETS:

Bank Balance	\$270.69
Petty Cash	24.04
Total Assets	<u>\$294.73</u>

##### FUND BALANCE:

Opening Balance, Jan.1, 1991	\$432.20
Excess of Receipts over Disbursements	<u>-144.47</u>
Closing Balance, Dec.31, 1991	<u>\$287.73</u>

#### Statement of Receipts and Disbursements For year ended December 31, 1991

##### RECEIPTS:

Membership dues-1991	\$885.00
-1992	120.00
Donations by members	115.00
Raffles	166.00
Bank Interest	8.47
Advertisements in Newsletter	200.00
Crest Sales	10.00
Cap Sales	<u>131.50</u>
TOTAL RECEIPTS	<u>\$1635.97</u>

##### DISBURSEMENTS:

VCR Purchase	\$100.00
Postage	241.81
Brochures	195.00
Photocopying	23.75
Raffle Prizes	128.38
Rebate (G. Clements, dues)	15.00
Film, Supplies	46.27
Tarp, Poles etc., display	100.99
Airshow expenses (GT)	40.00
AGT (PH)	20.25
Harro Business Services (caps)	497.55
RCAF Assoc. Memberships	100.00
Hobby show display	60.19
Gratuity, Xmas	23.00
Crests	187.25
Service Charge (bank)	<u>1.00</u>
TOTAL DISBURSEMENTS	<u>\$1780.44</u>
Excess of Receipts over Disbursements:	<u>-144.47</u>
Audited by two members of the society:	