



Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

August 1992

View From Above

by Paul Hemingson



July was an interesting and busy month. At my fly-in here on July 1/92 (Canada Day) the weather was not great. Only Bob Kirkby flew in with his Renegade to spend a few hours of chitchat. Later in the afternoon about 10 more folks showed up for the BBQ....I figured that about 30 guests would show for the free feed,.....so I am

We had never been to Bob's new strip, but found it easily enough. Flying over to check it out it looked smooth enough, but found out soon enough it was pretty rough. Bob reckons on improving it over the next year. Anyway, Gord and I were the first to arrive and within an hour another 8 ultralights showed up. Everyone

Dave Loveman (Pres. UPAC) called me to give me an update on happenings with TC and UPAC. The Central Technical Committee has been formed. I forwarded some member names and biographical profiles to Dave for potential subcommittee work. Dave is sending us two videos. One is footage of ultralights that Dave put together at Sun 'n Fun and other places. The other is a video that meshes with his UL Alert column, about mechanical problems. Thanks Dave! I will show them at our Club meetings this fall.

On July 19 and July 26 some club members and myself organized an airshow practice session prior to the Red Deer Airshow. A fly-by seems simple enough but its amazing how crowded the sky becomes when you're flying with five machines or more in loose formation. At any rate, we worked out some of the bugs and potential problems and crystallized our thoughts on the pattern we would fly at Red Deer on August 1-2/92. Thanks to Stu, Don, Ron, Todd, Gord, and Bev for participating and improving the program for a safe demo flight at Red Deer.

That's it for this month, we will have our next formal club meeting on September 2/92. Until then watch out for sinking air and KEEP YOUR AIRSPEED UP!!



still working on the leftovers.

Bob Kirkby had to reschedule his fly-in for July 12. I decided to fly over to his place since the weather was excellent. The day started out great, but didn't end up that way for me.

After shooing the cows off the runway I was airborne by 8:15 am. I have to figure out a way to keep the cows from "pieing" the runway....that stuff sticks to the wings like glue and gives them an almost unremovable green stain. Shortly after takeoff from my Priddis strip I spotted Gord Keegan in his Beaver...so I intercepted him to get his attention and we flew over together. The flight took about 25 minutes and the air was thick and smooth. I noticed about a dozen hot air balloons over the City....when the balloons are up you know the air is nice for flying ultralights.

enjoyed the comraderie and the excellent muffins and coffee that Bob and Louise laid on. About 11 a.m. Gord and I took off to return home. I decided to land with a light tailwind to avoid the power lines and cows at the far end of my strip. That meant putting it down on the numbers at the east end of my strip. I caught some sinking air, added a bit of power and back stick to check the sink, but still I bounced my landing hard. I know better but stuff happens. I made a three point landing about 30 feet short of my strip and 5 feet high by trying to stretch the glide. Moral of the story....KEEP YOUR AIRSPEED UP !! I might add that there is not much prize in landing on the button. In my mind, giving up the first 50 feet or 100 feet of runway is better than putting it on the numbers. At least that is my personal rule from now on.

The next CUFC meeting is Wednesday, September 2, 1992. Don't miss it, there will be lots of summer flying stories to share!

Around The Patch

by Stu Simpson



Me & The Beeve - The First Year

Well, it's been a year now. A little more really, but whose counting? It has been my first year as an aircraft owner. But I don't own just any airplane. I own The Beeve.

Sure, The Beeve's a little rough around the edges - the fabric has seen better days, the wind screen needs replacing, the prop too - but it's got it where it counts.

Where it counts most is in the engine. Which happens to be a Rotax 447.

But I'm getting a little ahead of myself. I should tell you what my airplane was before it was The Beeve.

It started out as just another one of Spectrum's single-seat RX-45 Beavers, serial number SB122. The guys at Spectrum thought the single-seaters would do all right on 28hp. And they were right. Then they thought, "35hp would be even better." They were right again. Then they thought, "40hp would be the best." They were really right about that one.

When I first decided I wanted The Beeve, it had been sitting, in large pieces, for three years in a hangar at Indus airport. There was 3 hours flight time on the airframe.

I made a deal with the owner that I could tear the wings apart to fully inspect them and the rest of the airplane, before buying it. If everything checked out, I'd fly it away.

So, after a two month delay, I finally took possession of my airplane. But it went to it's new hangar on a flat-deck trailer, still in large pieces. It took another month, and the help of some good friends, to get the engine overhauled, everything put back together, tested, and flight-ready.

Then it happened. I pushed the throttle to the stop and blasted off. Blasted is the only way to describe it. I had never flown a plane with so much power at hand. What a treat!

I buzzed around for a few minutes, well within gliding distance of the field. It was much like shaking hands with someone destined to become your best friend.

Then it came time to land.

It was my first landing at Black Diamond. And it was very hairy. I hadn't realized how severely the trees bordering the runway would affect the wind. But we made it anyway.

At that point my airplane was no longer just another ultralight. It became The Beeve.

Me & The Beeve have really gotten around since then. Two weeks after our first flight, I installed a cargo deck and a three gallon fuel tank behind the cockpit. A few days later we flew to Red Deer to be in our first airshow.

On the trip home, we ran into some really strong headwinds. That flight turned into one of the toughest I've ever had. But The Beeve got me home safe and sound.

I spent the rest of the summer getting to really know my airplane, finding out what it could do.

For instance, my Beeve loves to climb. About 1000' per minute, I think. Even more in a good headwind.

It also likes turning. Left turns seem to be the favourite because the prop turns toward the right. It'll do a 360 in a radius of about 40 feet. Pretty tight, huh?

We enjoy doing stalls of course, and the odd chandelle too. It doesn't do much for spins though, just prefers to toddle off into a mild spiral after I push the rudder pedal. I have to admit, The Beeve is quite stable in any flight regime.

Me & The Beeve won't win any speed races either. Cruise speed is a comfortable 60 mph. A little slower than the new ships, but still quicker than Grandpa Pokey-pants in his '73 Buick. And it sure beats walkin'.

As I said, me & The Beeve get around. Obviously, most of our flights are local ones. We go to little airports, like High River, Okotoks, and Airdrie. Airports that enjoy our company and always have a smile ready for us when we drop in.

We've been to lots of other airports too, of course, and some nifty out-of-the way spots. Last winter we flew up and

landed on Ghost Lake. And we made some flights in the foothills last fall where the autumn colors left me breathless.

We've also flown the mountains. We've been to Banff and even as far as Radium, B.C. and back. What adventures we've had together, me & The Beeve.

And we haven't done all this adventuring by ourselves either. We have friends who think like us, who like to go exploring from the air. The best flights happen when all of us go together. We fly in formation and talk back and forth on our radios, and peel off to see something nifty that catches our eye and we have more fun than is probably legal. I just hope we never get caught.

The Beeve's a tough little fellow. I've made a few landings after which The Beeve would have been perfectly justified in stopping cold, kicking me out, and smacking me right on the noodle. We've been bounced and jerked and pounded by turbulence that would make Chuck Yeager toss his 'right stuff'. But The Beeve just flies on, always willing to forget as we scoot along to the next little airstrip.

Numbers supposedly speak volumes. So I checked the numbers and found out it's true.

For instance, in the year I've been flying The Beeve, we've spent more than 65 hours in the air. That's more than three times what I flew in the previous year. You'd have a tough job finding Spam-can drivers with that much time in a year.

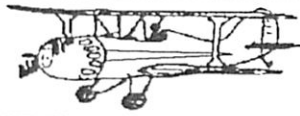
I wonder where we'll go next. I want to make a trip to the Red Deer Forestry strip and camp out for the weekend. I'll bring some covers for The Beeve, in case it rains. And there are still lots of friendly little airports to explore.

I guess the bottom line is this: Every time me & The Beeve blast off together, regardless of where we're going, it's the start of another adventure. And that makes us pretty lucky.

I've got a confession to make. Sometimes, after we've landed on a perfect summer evening, when I'm ready to close up the hangar, I'll just stand and look at The Beeve. I'll give it a little rub on the nose, maybe fuss over some bug guts. Then I'll just quietly whisper, "Thanks".

One Pilot's Opinion

by Bob Kirkby



Fly-in No. 1

My first fly-in finally made it off the ground on July 12. It was originally scheduled for June 14 but got severely rained out. We had a great turnout on July 12 and the weather cooperated all day.

Paul Hemingson and Gord Keegan were the first to arrive, around 8:45. A few minutes later Wayne Winters arrived flying a Phantom. Shortly after that we saw a plane flying backwards over the house, then watched intently as Gary Knier set up for a landing in his Falcon. This graceful canard style aeroplane seemed to drift forever before finally touching down. Once it did Gary brought it to a full stop in about 100 feet.

A short while later a flight of four ultralights arrived from Indus; Gord Tebbutt, Larry Motyer, Chris Kirkman and Ron Sondergaard landed and proceeded to fill my parking area. We had just enough room left (on the cut grass at least) for Don Rodgers when he landed a short time later. We had one more flying guest, but he didn't arrive until the afternoon when everyone else had left. That was Rick Mercier in the sparkling white Renegade he and his partner Raymond have just completed.

We also had lots of drive-in guests: Bernie and Ida Kespe, Todd McArthur and his daughter, Wilf and Lynn Stark, Doug Ward and his dog Penny, and Bob Kirkby Sr. came in on four wheels.

I think everyone had a good time; there was certainly lots of airplane talk. Thanks to everyone for coming out and making the day a success. Next time the runway will be in better shape.

Ultralight Central Technical Committee

If you have been reading the COPA paper and RAA magazines recently, you will have seen a lot said about the new Ultralight Aeroplane Central Technical Committee and the new Advanced Ultralight category. All of a sudden it seems that just about every aviation organization in Canada wants to make sure it is in on the action!

Transport Canada has been saying all along that it wants the Ultralight community to be self-regulating. I don't think anyone, except perhaps the non-flying public, disagrees with this approach. It is becoming obvious to me, however, that the non-ultralight aviation community feels that they should be included in this self-regulation process. The Central Technical Committee is intended to become an integral part of this regulation process, so lets take a look at it's makeup.

The initial committee is made up of the following people:

Lindsay Cadenhead - Transport Canada
Ted Slack - Canadian AeroSport Technical Committee
Mike Fothergill - Canadian Owners and Pilots Assoc.

Bruce Carter - Canadian Sport Aeroplane Assoc.

Frank Hofmann - Experimental Aircraft Canadian Council

Chris Heintz - Light Aircraft Manufacturer's Assoc.

Howard Bexon - Recreational Aircraft Assoc.

Dave Loveman - Ultralight Pilot's Assoc.

As you can see, some very important organizations are represented by some very experienced individuals. In the July issue of the RAA magazine Howard Bexon says, "One very significant aspect of it's formation is that, for the first time, there is an alliance of recreational aviation organizations, joining together to do what none have been able to accomplish individually". I agree with Howard on this point. I believe this is the beginning of a very significant transformation in the way recreational aviation is handled in Canada. Over the long term the AULA category will evolve into a recreational aircraft category with its own licensing, in much the same way that the original Ultralight category developed.

I do, however, have one major concern. I believe that this is the end of Ultralight flying! The new category may be called Ultralight, and the new committee may be called an Ultralight committee, but it doesn't have much to do with grass roots Ultralight aviation as we have come to know it. In fact, the new legislation is specifically outlawing new 2-place Ultralights. After January 1, if you are buying an Ultralight, you will either have to search high and low for one of the very few good single-seaters available or you will have to jump up to an AULA. In case you haven't checked prices lately, this jump will put you into the \$25,000 price range.

The move to AULA aircraft will make flying much more affordable for the 172 pilot, but it will make flying much less affordable for the Ultralight pilot.

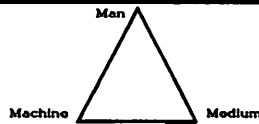
I was pleased to see from Lindsay Cadenhead's column in the COPA paper, that he will be reviewing this dilemma with the ULCTC. Unfortunately the Ultralight community has only one representative on this committee (1 of 8). Let's hope he has a strong voice.



The flight-line at Bob's place. Paul is in foreground, preparing to depart.

Safety Corner

by Paul Hemingson



Asleep At The Stick

Sometimes I wonder how my mind works. Like last month, when I got myself into a situation that could have had a much worse ending. I am beginning to think that some times I must be asleep at the stick.

Returning from a local fly-in, everything was going fine, except for the last few miles. As I approached the foothills, the mechanical turbulence kicked in on cue. I cannot remember making a conscious decision to do a straight-in approach, but that's what I did. Not that straight-in approaches are dangerous, but a guy has to be ready for them. First of all, all the usual landing checks are done quickly, and some are condensed or skipped entirely.

At any rate, I made a last minute decision, and soon found myself on short final. A quick glance at the airspeed indicated everything was ok. A quick glance at the windsock showed I was making a slight downwind approach to land. The power lines and

some cattle at the far end of the runway alerted me to do my usual "land on the button" approach. Over the years I have conditioned myself to land as short as possible. I reckoned that by landing as short as possible I would give myself more "edge" for overshooting the power lines or cows if required. Landing short is not necessarily the right thing to do, as I soon discovered.

Over the barbed-wire fence at 20 feet AGL and 250 feet from the threshold, I felt some sink and added some power...but not enough, as it turned out. I thought I had lots of airspeed but the sink-rate increased, and to check the sink I pulled some backstick...too much as it turned out. This end of my runway has a gully at the near end and commonly has sinking air. About 30 feet from the threshold and 5 feet in the air I stalled the aircraft into the gully side and 30 feet short of the threshold and maybe 5 feet below runway elevation. You can imagine the rest.

The resulting stall and bounce hurt.

I have had some time to think this over now, and have changed my approach. Now I don't try to land on the first one-third of an inch of runway, but the first third...just like the books and my initial instructor told me. Now I know why. I also plan on adding more than a tad of power if encountering sinking air and will leave the option for a go-around at centre stage in my mind.

I know what I did wrong. I don't know why I got caught in this trap. But I did. Stuff happens. I must have been asleep at the stick to not recognize all the signs.

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.

Rotax 532 - dual carb, 75 hours. \$1500. Bob Kirkby 569-9541

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

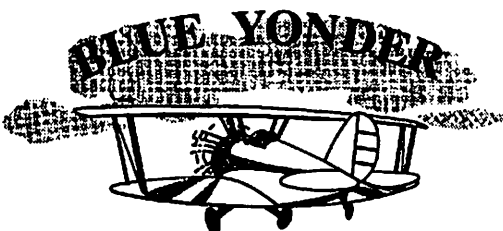
FireStar - Rotax 377, instruments, enclosed trailer, \$7000.00. Jim Creasser 226-0180.

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.

Red Deer Airshow Report

Look for some exciting reports on the Red Deer Airshow and the trips there and back in the September issue of Skywriter. Your editor was there and lived to tell about it.



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