




# Skywriter

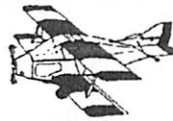


Monthly Newsletter of the Calgary Ultralight Flying Club

October 1992

## View From Above

by Paul Hemingson



The September meeting was a 'catch up' meeting after a two month summer recess. A lot of guys did a lot of flying and had a lot of stories to tell. Especially about the return flight from the Red Deer Airshow. What can I say? If I had to do it all over again, I wouldn't. The bulk of August was unfavourable for UL flying in my neck of the woods, and I only managed to get up twice since the airshow. We didn't have anything like hurricane Andrew, but it's been a cool summer. Perhaps you were more fortunate. At the September meeting I reviewed the status of the UL regulations after an update from Lindsay Cadenhead of TC. A general 'Question and Answer' discussion was held, but if you want the official word, then phone Lindsay. We then watched some video of the Red Deer Airshow courtesy of Don Rodgers. I also showed some aerial videos that I took in the past two months. Dave Loveman (Buzzman Enterprises) was kind enough to send four VHS videos. We will show these at some upcoming meetings. Two of these are on maintaining the 503 and 582, and the other two are a showcase (Buyers Guide) of UL aircraft. I would like to thank Dave for sending these videos. Anything that makes us wiser, is sure to contribute to safety.

We also discussed a Club alliance with the RAA (Recreational Aircraft Association). The CUFC is not currently aligned with any nation wide aviation group. We are a bunch of UL pilots, who meet to share problems, experiences, safety concerns and the joys of UL flying. If we are going to align ourselves with any group(s) then we need to select that alliance based on who will best promote our interests

with TC. Jim Creasser is a current RAA member and advocates an alliance.

At the September meeting Jim gave an overview of the RAA and the benefits of an alliance. We would still retain our Club as separate, continue our meetings as usual, and publish our newsletter as usual. The only thing that changes is that we would be recognized as being aligned with the RAA. Most club members seemed in favor of the idea. We decided to investigate this further. The RAA is currently on a membership drive. As I see it, they want to increase their revenues and also build a stronger volunteer base in order to be more effective for sport/ recreational flying in Canada. The future of sport aviation in Canada needs a strong voice. The RAA is a recognized leader in recreational aviation and has a credible voice and good relations with Transport Canada. They publish a bi-monthly magazine called the 'Recreational Flyer'. They claim that they are willing and able to represent all sides of recreational aviation. As I see it we need timely information, education and communication to further the cause of recreational flying. The annual membership dues are \$37.45 (including GST) and we would need to have the executive join plus 5 members in order to qualify as a chapter of the RAA. We would still be known as the CUFC, but also be subtitled as a chapter. If you have any opinion on this alliance, I would appreciate hearing your thoughts. I plan on discussing this issue in more detail with the Club executive and updating you at the October meeting.

I have been alerted that we may not

have the privilege of using the RCAFA facilities in the near future. The RCAFA is in danger of losing their fine facility due to the high costs and limited revenue. We have been spoiled for the past few years with this great meeting place, but will need to find new quarters within the first quarter of the new year. If you have any suggestions or ties to a suitable meeting place I would like to hear from you. Our new meeting place should preferably be centrally located, spacious, and have ample parking.

The November Hobby show is coming up. If we want, we may share booth space with the RAA, but need some bodies to organize our participation. Any takers? Any aircraft transportable for display? Please step forward, and the job is yours.

Some current projects. Chris Kirkman is seriously looking at the Murphy Rebel (Ultralight model) as his next project. Jim Creasser has bought Buzz's gyrocopter. Bob Campbell has ordered a Zenair CH701 kit. Bob Kirkby is looking at moving up to a Rotax 582 for his Renegade. Brad Allore has written an informative article on Amateur Built machines, and I hope to see it soon in publication. Morgan Anderson is nearing completion of his Rans Coyote. Doug Ward is making progress on his new Beaver despite the lack of factory support. If you have a project underway let me know. Others may be contemplating a similar project or have completed theirs and may become a resource for you.

Bef Befus is currently having a tough run of luck, and trying to build a new Rans S6 as well as repair the Merlin so that he can be working again. I have been asked by a few new members about who offers UL training in the area, and currently Blue Yonder is the only game in town. This brings up  
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(View - continued from page 1)

another thought. In the September issue of CULN, 75 UL flying schools are listed. But, when I look down the list I would be surprised if even half of them are active. We all know several on the list that haven't turned a wheel for years...they are defunct. This list needs to be updated. I can't think of any UL school that has made a full-time living at this pursuit for any length of time. It is a tough way to make a buck! It seems an anomaly that if the schools offering training/sales in the fastest growing segment of aviation can't make ends meet, who can? Who is going to train the UL pilots of tomorrow? Are we going to read about guys who 'took it up on their own' after having built an UL or AULA because there was no convenient school? Anyway, I think we UL pilots could give more support to our local schools, where and when possible. If you use the guy's facilities, tools or coffee pot, etc., consider throwing a few bucks in the kitty. Also consider a checkout ride from time to time to hone your skills and pick up on some bad habits.

The recent cool weather and snow reminds me to do some maintenance and ready my machine for the winter. If your plans do not include flying this winter remember your machine still needs some preparation to sit through 'til spring.

Some late breaking news. Dave Loveman phoned me on September 22/92 with some concerns. Firstly, Dave tells me that Rotax engine manuals that are supplied with new kits using the 912, 582, 503 CDI, and 447 state that engine maintenance must be done at an authorized service centre. If this is so, then this move by the manufacturer is not likely to be popular amongst UL pilots. This statement also contradicts what Lindsay Cadenhead said in his question and answer in the August 92 issue of CULN. Perhaps both men are right. I will try to learn more about this issue. Although the policy says we can do maintenance, if the manufacturer decrees we cannot, this is a disturbing development. Another concern Dave raised was that most AULA manufacturers are selling only directly from the manufacturer. This is not a regulation issue in my mind, but a potentially disturbing trend for dealers. I cannot think of any dealer who got rich selling machines, but if this trend continues, it will be even tougher. This recent industry trend is likely due to a number of factors. The new business reality to streamline for profits is one incentive. The second reason might be the 'black eye' that some unscrupulous dealers have given to the industry. The other side of the coin is that it limits the exposure and

market share of the manufacturer. I can see why for the sake of profit they might want to cut out the middleman, but to do this they will have to mount a convincing and effective sales, builder support, and parts campaign.

## Classified

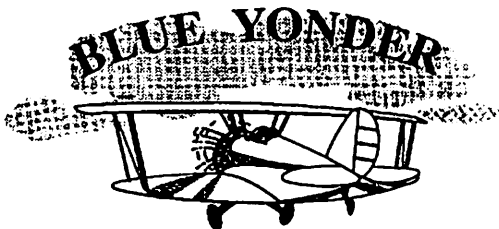
**Airlight Model "A" Parasol** - Steel tube & rag, Rotax 503, Warp Drive, lots of instruments, 800 x 6 tires, strobe, CB & VHF hookups, folding Kolb wings, \$11,000.00. Jim Creasser 226-0180.

**Wanted** - Broken crankshaft from a Rotax 503 or 447. Doug Ward 282-0806.

**Rear Fairing** - for RX550, white, new, \$50.00. Doug Ward 282-0806.

**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.



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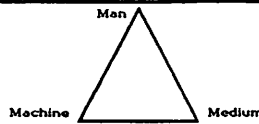
Skywriter is the official publication of the Calgary Ultralight Flying Club and is published 12 times per year. Opinions expressed by our writers are not necessarily those of the club. Articles and letters to the editor are very welcome from any readers. Address correspondence to: Bob Kirkby, RR 7, Calgary, 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

# Safety Corner

by Paul Hemingson



## Straight and Level ??

Before someone starts writing letters to tell me that UL flying is all about buzzing around the country, with no particular destination in mind, first hear me out. I too, sometimes wonder hither and yon, changing direction and altitude at whim. We all give roll, pitch and yaw a workout to keep our 'touch'. But there is more to flying than putting your mount through all kinds of gates and paces. There comes a time when you will need to rein your mount and make it your obedient servant. Yes, there is a lot to be said for the dippy-doodling form of flying and we all do it. That kind of flying is good for learning coordination and all kinds of other good stuff. But this article is about flying straight and level, and since this is what we do 90% of the time, "Why not do it right"?

The accepted definition of "straight and level" flight is holding a constant direction, at constant altitude, with the wings level. I might add that no skid or slip is involved, since I have observed pilots flying straight and level, but skidding with the controls slightly crossed. They were holding aileron against rudder. Their wings were level but the nose yawed to one side. It is tough to fly this way with any degree of efficiency. It is also a dangerous practice since you could be setting yourself up for an unusual attitude if a gust of wind catches you just right, or just wrong! For example, a skidding turn into a crosswind may make you think that the airplane feels like it wants to over bank. It does want to over bank, if your controls are crossed.

Many UL pilots have "stick and rudder" skills as good, or even better developed than pilots of bigger and heavier aircraft. This is a result of learning to fly with minimum instrumentation in UL aircraft with light stick forces. Yet the general aviation pilot seems to be much better at holding straight and level flight. There are a number of reasons for this. Firstly, more importance is placed on this mode of flight in the PPA ticket. Keeping altitude and heading is stressed due to its importance in long distance flying, and for safety reasons in the circuit. Secondly, most of these heavier machines can be "trimmed up" to take all the force out of the stick or wheel. Holding straight and level in an UL is

a little more difficult than in a bigger aircraft. Our stick and control forces are much lighter and the UL aircraft more sensitive to very small control inputs. But that is no excuse for not being able to fly it straight and level. Flying straight and level requires as much skill as dippy-doodling around the skies. It is a common misconception that flying "straight and level" is boring. Far from it. Flying straight and level gives the pilot time to enjoy his temporary roost in the air and appreciate the beauty and mystery of nature from his/her unique perspective. Since most of our time is spent cruising along, we might as well learn to do it efficiently to extract maximum performance from our planes and ourselves. The added benefit is that fellow pilots will come to recognize you as a smooth and efficient pilot. I can't think of a higher compliment in the aviation world, than to be called a 'smooth' flyer.

From time to time we all will find ourselves flying with a group of our comrades. Maybe you have already. You may have noticed that the relative positions of the airplanes around you keep changing, even though your speeds are approximately equal. This kind of aerial anarchy can be disconcerting. Even in a loose formation, without proper position holding, you will spend more time looking out for each other instead of enjoying the flight. Everything is relative. Is the rearranged flock due to your change in attitude and azimuth, or is everyone else at fault. It doesn't have to be this way. Flying straight and level will make the whole world more orderly...and safe.

Other times, you may be flying alone, and perhaps interested only in getting home. Flying straight and level can shorten your trip in miles, and time.

Over the years I have watched some of the smoothest pilots I know and learned a few things from them about flying straight and level. They don't even know they do it, so I had to watch to see how they did it, since they could not explain what they did that was different from other pilots. Their whole approach to flying is one of smooth graceful movements. The smooth flying philosophy carries over into all phases of their flight. Even in the turns to base and final they seldom seem to over or under correct. I had the good fortune

some ten years ago, when I was training for my pilots license, to learn from a guy who I consider to be a smooth pilot. He was smooth. All of his flight maneuvers were more akin to the gracefulness of an eagle than the skittish sparrow-like movements of less smooth pilots. In observing him, I noticed the economy of his actions. No wasted movements and actions. He was always thinking and planning ahead. In short, he was always ahead of the plane. Along the way I picked up some of his habits in the first few formative hours of instruction. Many years later I went for a checkout flight with a different instructor and after the flight was told that I flew very smoothly. I was inwardly proud.....this was a real confidence booster for me.

One of the payoffs for straight and level flight is that you extract more performance from your airplane. You wouldn't drive your car with the emergency brake on, so why add a bunch of drag and time by flying crooked and then add more inefficiency by having to climb because you lost altitude, or descend because you gained altitude. Most UL machines are harder to fly straight and level and more subject to the vagaries of the winds, but it can be done with a little attention and practice.

Most of our UL machines do not have adjustable trimtabs, so some stick force is always present. In my own UL I have set the fixed trim tab on the elevator, so that at cruise speed I have a slight forward stick pressure. For some reason, I feel safer in having the plane nose down if I momentarily remove my hand from the stick. However, holding or pulling back on even a small amount of forward pressure can become tiring with time, and a guy has to be conscious of this phenomenon.

Most of the time I fly with the left hand on the throttle and right hand on the stick. On flights of more than one-half hour I find myself occasionally relieving my right arm by changing its position and the grasp on the stick. Occasionally, I use my left hand on the stick for a bit of respite. This gives both arms a breather, but it doesn't feel natural. I hasten to add, I somehow feel vulnerable without one hand on the throttle at all times. Some guys I know, have used a rubber bungy which they use to take pressure out of the stick. I guess I like feedback, and have not gone this far yet. I like to sense the subtle pressures on the stick and respond accordingly. Different strokes for different folks. Another fatigue-inducing factor is  
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*(Safety - continued from page 3)*

holding more rudder pressure on one side than another. Not only is this tiring, but it leads to an aircraft skidding inefficiently through the air. Eventually, your leg tires, and you will find your calf muscles twitching. If so, reset your rudder trim tab so that most of the force is taken out of the pedals. Another trick is to set your heels on the floor so that it becomes easier to hold a tad more rudder on one side to minimize any yaw tendency. If you have a skid-slip ball occasionally glance at it. Center the ball by applying rudder pressure toward the ball. For example, if the ball is left of center, add more left rudder. This is what is known as stepping on the ball. If you have a yaw string, the action required is just the opposite. Think about this. For those pilots who can sense even small skids in their seat bottoms, their is no excuse for skidded flight.



*Hi-Max at Oshkosh. Photo courtesy of Paul Pontois. Paul is currently building a Hi-Max.*

The key to straight and level flying is knowing the attitude of the horizon. We need to fix this attitude in our mind. You can do this by climbing to some altitude, and using a constant power setting, hold this altitude, doing whatever you have to do with the stick to stay at constant altitude, occasionally peeking at the altimeter. A tip. Start your level out to the elevation you want about 50 feet before you get to that reading on the altimeter. Once you're straight and level, spend some time looking ahead and outboard past each wing to fix the position of the horizon. Freeze frame this view in your minds eye. Soon it will become second nature for you to fly at this angle of attack and you will fly straight and level. I have found that the fuel load in some ultralights means flying at a higher angle of attack with full fuel, and progressively decreasing angle of attack as the fuel burns off. Occasionally check for skid/yaw. Sounds easy enough but it takes practice, especially if you have some ingrained habits to break. At first you may find yourself hunting for the correct altitude. This is normal. With a little practice you will find your altitude is constant, plus or minus 20 feet. Once you master the realm of straight and level, you will begin to appreciate its benefits.

Although we need to be constantly scanning the air for other traffic, we also need to be conscious of our heading and how we are tracking to our destination. Integrating the map with what you see is another skill that comes with experience. There is not much percentage in making

radical changes of flight path. Small corrections need to be made en route to adjust for changes in wind velocity or drift as we progress. One of the reasons that it's tougher to fly an UL straight and level is that the winds affect us more than faster and higher flying machines in terms of correction required. Naturally, all bets are off when the air gets rowdy. Flying straight and level can be tiring under these conditions, and the sage pilot just rolls with the punches. Losing altitude in a down-draft and regaining in the next updraft.

In my mind, the key to smooth flying is making a number of small corrections. These corrections are hardly noticeable. It is more a slight pressure than a pronounced control deflection. Small corrections are all that is needed when you are thinking ahead of the plane.

I have observed that smooth flyers are also smooth drivers. Driving down the road these same people are completely relaxed making many minute corrections, meanwhile keeping their speed subconsciously. Seldom do they even look at the speedometer. Their frame of reference has been frozen so that they know what everything feels and looks like when they are cruising down the road. If you watch them, they don't even know they are doing it. One reason they keep a straighter track is that they look further ahead than most drivers. The bonus is that their minds

are free to think, or do other tasks. These same drivers are also more defensive (read safe) drivers since they observe what is going on around them and can anticipate the patterns and anomalies of traffic, weather or road conditions. As pilots, we can adopt some of these practices. Once a pilot gets to know his machine, some of the flying becomes automatic and he is free to consider other elements of his flight. This makes for a safer pilot.

In summary, practice your straight and level flying. Proficiency in this domain of flight has a number of payoffs. You will become known as a smooth pilot amongst your peer group, and also extract maximum efficiency from your aircraft. The upside is that you will find you have more time to devote to other elements of your flight, time to enjoy what goes by underwing, and become a safer pilot in the process.

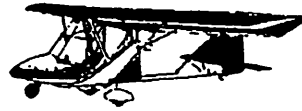
*(Around - continued from page 5)*

few minutes about the things we'd seen and how much fun it all was. I happened to notice how Don had a permanent smile tacked onto his face. I noticed I did too. We soon ran out of things to discuss about the flight, so I saddled up again and took off for home.

I felt like Don and I had been granted the keys to a magic kingdom that day. A place where only the lucky and the skillful get to go. And even though we were only allowed a short visit, I knew we had certainly made the most of it. I wonder what our next visit will be like.

# Around The Patch

by Stu Simpson



## Flight of the Shadow Dancers

It was as close to perfection as I'd ever seen. Our two ultralight planes floated in a rare harmony that could have been a beautiful dream. Except this reality was much better.

It was an early September evening as Don in his Chinook and me in my Beaver, made our way gently southward toward the Bow River. The air was warm and velvety, offering a faint breeze to any and all creatures of the sky. Below us, the summer was making a final, gallant stand against the inevitable autumn and the landscape seemed caught in the middle. Acre after acre of harvested grain fields were quilted together, glowing in the golden sunlight.

Don led the way. I placed my ship off his right wing in an easy echelon formation. Both our planes are yellow with blue trim and the early evening sun seemed to give each plane its own halo.

Neither of us carried a radio, meaning there was nothing to distract us from the pure, simple magic of flying.

I looked down to my left and watched our shadows dart and flit over the earth. They too kept perfect formation with one another as they raced along, occasionally assuming some distorted shape while passing over a ditch or a building.

Every now and then I would see the Chinook's control surfaces move just a little and the plane would go exactly where Don wanted it to be.

I was overwhelmed with delight. No one who has been there, in a faultless sky, with a trusted wingman, comes away untouched by the moment.

A few minutes later we had reached the Bow. The Chinook dropped its nose and began a steady descent towards another, adjoining river valley, the Highwood. My Beaver followed obediently.

We felt a few bumps in the air as the wind wiggled its way over and around and through the valley. We passed over campground with trailers and tents. Campers and fishermen stopped what they were doing and gazed up at those glowing airplanes. The people

exclaimed to each other that it sure looked like fun and that they sure wouldn't mind trying it. Only a few announced, "You'd never get me up in one of those crates!" And for a few seconds, for better or worse (mostly better), we had an audience of a few dozen fascinated souls.

While the flatlands above the river were starting to look like fall, the Highwood valley was still firmly entrenched in summer. The trees still had their deep green shades. Grassy meadows looked luxurious, calling out to any person who wanted to run through them, inviting any airplane to land in them. Though tempted, we politely declined and flew on.

Once away from the camp ground, we flew even lower, the Chinook still out in front and me right behind. We continued to explore the valley, finding surprises like a twin Cessna, an old railway bed and a herd of cows that simply ignored us.

I pushed my throttle lever and moved my stick to the left. A second or two later I pulled alongside Don's left wing. I waved to him "Follow me". I pulled the nose up and banked away from him, heading for the flats above the valley.

We left the valley behind and crossed the top of the cliffs with twenty feet to spare. I pushed over and headed earthward again. What I had in mind was some nap-of-the-earth flying. That's where an airplane buzzes along only a few feet above the terrain following the exact contours of the ground.

The whole world zipped along just inches below us, our shadows now near and large. My adrenaline surged. It's such a paradox flying that close to the earth, because it magnifies the separation from it and gives a pilot the purest sensation of flight. A slight tug on the control stick and the airplane is bound for the heavens. A tiny push to the left or right, and you go there too. It is simple the ultimate freedom.

I looked over my right shoulder and watched Don a few feet away. I could see a huge grin on his face. I turned forward and noticed a grove of trees a few hundred metres ahead. I dropped even lower, 75 mph of airspeed ate up the distance quickly and I pulled the

nose up, missing the tallest tree with just enough daylight between us. I looked back and watched Don do the same.

We nosed back over together and continued on, making shallow turns here and there and climbing slightly to clear any barbed-wire fences.

then I spotted some familiar shapes on the ground ahead. It was a small herd of deer. I looked over to Don and pointed. He gave me a thumbs up, indicating he'd spotted the deer also.

the leader of the herd was a huge five-point buck. He wasn't even afraid of us. He just looked up, kind of curious I suppose, but he didn't move. We wheeled around and made another pass just to watch him a bit longer. the time the animals seemed a little nervous and jogged a few metres as we neared. We decided to let them go back to their dinner and continued on back toward the Bow.

That's when it happened. Don had just finished buzzing a row of small trees and bushes. He banked left, well in front of me. I turned left also, to stay with him. I watched in utter amazement as our two shadows lined up and overlapped. They stayed that way for several seconds, moving with each other in a way that looked like they were dancing. It was a beautiful, unforgettable image as the sun and two airplanes - our airplanes - aligned in a manner so rare.

We passed by some farmers next. They were in a field with a truck and a tractor. We waved happily as we whistled by and they waved back.

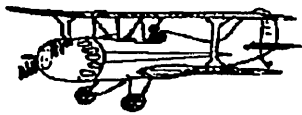
We crossed the river again and just continued to make the most of the evening's unusual magic. We started chasing each other around, getting on one another's "six" until something else distracted us. Then we'd zoom down to see what it was. We saw some more deer and even a coyote. We followed the shape of the earth from five feet up and we hopped over fences and trees and power lines. We watched as the sun sank lower too, telling the world to get ready for bed. Life just doesn't get much better.

But we were now quickly losing our daylight. I followed Don as he reluctantly turned for Indus airport, his home-drome. We pulled up and entered the circuit and made a pair of greaser landings. Nothing was going to spoil this flight.

We taxied over to Don's hangar and shut down. We talked excitedly for a  
*(continued on page 4)*

# One Pilot's Opinion

by Bob Kirkby



## Fantastic

On my Renegade I have the engine exhaust exiting from the bottom of the cowling on the right side. Unfortunately this is directly in line with the right landing gear struts which are fabric covered.

Although I use Optimal oil, I still get brown smoke stains on the fabric from the constant flow of exhaust. Everytime I clean my airplane I try to get the smoke stains off with various soaps and detergents, without success. In the end I always resort to laquer thinner, which works, but the more I use it the duller my finish gets. Recently, on one of the few warm days we've had, I pulled the Renegade out for a wash and this time I tried every household cleaner in the house on those stubborn brown streaks. Finally, to my amazement, I found one that works even better than laquer thinner, and I'm sure it's a lot easier on the paint. The wonder cleaner turned out to be "Fantastik".

Just a few squirts and the smoke stains dissolved immediately, and only had to be wiped away with a cloth. I was thrilled at this discovery. Now I could keep my aeroplane sparkling without damaging the finish.

So if you have a similar problem, or in a pusher, if your prop turns brown from the smoke, try Fantastik - it's fantastic!

## Bulletin Board Canned

You may recall that I had received a copy of Transport Canada's computerized Homebuilt and Ultralight Safety Bulletin Board last May, which I gave you some tidbits from.

Well, I recently send back the disk and ask them to update it for me. A week later, instead of an updated copy of the bulletin board, I received an appologetic letter from the custodian of the bulletin board service, telling me that it had been cancelled. After only six months of operation, the federal government ran out of funds to support this worthwhile endeavour.

I find this almost unbelievable. How much could it possibly cost to do a monthly update to a database that is already loaded on someone's computer, and periodically transfer a copy to a disk sent in by an interested citizen, like myself. I guess the 42-cent stamp to return the disk blew the budget.

I get very upset at this kind of penny pinching when I see in excess of 6 million dollars being spent on national television advertising, merely to tell us that we live in a great country. I'm well aware of this fact, otherwise I wouldn't hang around and pay the excessive price I have to pay to live here.

Ultralights, but those that I have enjoyed have been a great learning experience for me. I even spend some of my time thinking of what immediate control reaction I would take in any given flying situation. Sort of like flying an imaginary aircraft. Very soon though, that aircraft will be my Beaver RX650. Perhaps these "mind flights" are my personal learning effort so I won't become a statistic with Transport Canada after C-IDJW and I finally become airborne. I am in essence making pre-flight PDM's (Pilot Decision Making).

For the last couple of years I seem to have been in the "Propwash" of all the fellows who are fortunate enough to own an operational aircraft. I savour the articles of the short flights of the "Dragonflies". I can only imagine the feeling being able to show off my

aircraft at an Official Airshow. For now, all I can do is picture these happenings. But the one thing that I can do is listen to and learn from the fellows who are indeed gaining new experiences and more knowledge about their aircraft and their PDM choices.

I do not feel that I was trained very well in most of the "Don'ts" and very few of the "Do's". I had an engine failure when I had a very low number of pilot hours. It was in a rented "Wreck of the Hesperas" type Ultralight, and I had to put her in like a Hellcat with a tailwind on a Fast Carrier. I must add that I came out just fine, but the little plane did suffer a lot of landing gear damage. Because of my interest in the sport, I spent a considerable amount of time and money to get this rented aircraft back into the air, so I could once again climb back aboard her and fly. It was at that time that I realized that flying Ultralights was not just the "Up, up and away" that had been somehow indicated to me.

I saw at the September 1992 meeting some very sober faces in the crowd. I think we should all be thankful that all the fliers who went to the Red Deer Airshow survived the flight back. It seems amazing to me that the PDM of all these souls would have allowed them to get into such a situation. Perhaps it was that nobody wanted to stay back and be thought of as a bit on the cowardly side. But there are a lot of factors which can enter into the making of PDM.

I am sure the fellow who almost flew into the towering aerial in the fog will be thinking about it. Also the guy who was just kind of flying around looking for something recognizable to place his position. I think we should all thank Paul for his presence of mind on that one. I can only imagine what a terrifying experience it must have been. Only those involved will really know what it was really like.

In reflection, let's spend more time being more intent on studying some of the poor PDM's that other members of the club have made. Perhaps it will prevent us from following that same path. It's very easy to laugh about it at the club meeting, but it would be in very poor taste to break out in laughter while trying to pry a fellow member from his destroyed aircraft or during his funeral ceremony.

Happy  
Thanksgiving

