



# Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

November 1992

## View From Above

by Paul Hemingson



The October 1992 CUFC meeting was a bit of a disappointment. It weren't no knee crawling, commode hugging downer, but it was kind of a gray evening with no black or white decisions made. Not the kind of stuff that would make it into a Pilot Decision Making manual.

Some of the business items included the November Hobby Show, the annual Xmas party and further discussion of a potential alliance with the RAA.

No members could commit to display an UL aircraft or to man an information booth at the Hobby show. Little interest was shown in a December Xmas party and a January get-together was suggested but no one stepped forward to organize things. The discussion of an alliance with the RAA seemed to stall, although we did determine that we already have a handful of CUFC members who are also RAA members. The final down-note came when I found out that the 783 R.C.A.F.A. Wing, where we hold our meetings, will no longer be available after January 31, 1993. We need another place to meet. Help!! Any ideas?? On an up-note, we did view some great videos.

We watched about 2 hours of video. One video courtesy of Bob Campbell was on the Zenair 601 and 701 series .... Bob is building a 701 over the winter. I was impressed with the performance of the machines.

The other video was courtesy of Dave Loveman (Buzzman Enterprises) and was an excellent overview of the variety of UL machines available. We sent Dave a few bucks to help recover some of his costs. This Buyers Guide video

(VHS) is in our Club library for your viewing pleasure. It shows a few minutes of each of at least 100 different UL aircraft. The format is essentially to show the machine on static display as the voice-over describes some pertinent facts, prices and manufacturer address. This is followed by video footage of the same machine taking off, in the circuit and landing. Most of the pilots appeared to do maximum angle takeoffs. In an ultralight, the takeoff run and climb rate is impressive without pushing the envelope to the max. Know your machine well before attempting a maximum angle takeoff. I can't think of many conditions that require a maximum angle or rate of climb unless, for some reason, you find yourself shoe-horned into some incredibly short strip.

By the time this video is over you will be convinced that if you strap a Rotax to a sheet of plywood, it will likely fly. I am not sure where the video was made but obviously at an airshow. I did notice the altimeter setting on most of the machines was around 400 feet, so I would guess at Sun 'n Fun in Florida. I noted that the performance of machines that I am familiar with was much better than in the high country around here where you can add another zero to see 4000 feet or more on the altimeter .... before you take off! Occasionally, we can simulate the equivalent to sea level conditions on a cold winter day, but somehow it seems difficult to conjure up the image of a light sea breeze, rolling waves, and grass green scenery to go with the heavy air. At least we don't have to worry about becoming alligator bait.

I was pleased to see member Doug

Ward contribute an article for the October newsletter. Doug raises some provocative questions about Pilot Decision Making. One thing we do at the club is our "Confession Sessions". The purpose of these sessions is to highlight bad decision making, in order that the rest of us can learn from the mistakes of others. After making my own share of bad decisions, I can sympathize with many pilots who have made a bad decision. Stuff happens. We are human and subject to error. When I look at the accident stats I see the pilots of today committing the same errors of pilots past. Human nature seems incredibly predictable. The same stuff keeps happening. Some errors are more 'forgiveable' than others. About the best we can do is recognize our foibles and try to learn by them. By recanting these stories, the pilot who has not yet made the same mistake will, hopefully, recognize impending doom when the reality of the situation confronts him one day. A good scare is worth a thousand words. I guess this is why it has been said that experience is the best teacher.

Another idea I got from Doug's article was his "mind flights". I too have used this method, or a variation of it, to improve my skills. My safety corner article this month is about the value of "imaging" to make us better pilots. I have never seen anything written about this topic but firmly believe it has value ..... at least for me. Perhaps you too have used this technique consciously or unconsciously. If you don't find it valuable, well then ..... you can shred it, burn it and then scatter the ashes from a hot air balloon. I can just imagine the ashes falling to the earth. Can you??

Club elections for a partial new executive are coming up. Please begin to consider who you think might do a good job for the positions available, including President. A year ago Stu Simpson was elected as a director and

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this position continues for another year. A year ago the positions of Secretary and President were continued by the only incumbents, Gord Tebutt and myself. According to our Club regs, it is time to change-out the executive. I hope that you can nominate someone, or run yourself, so that members can choose from several people to fill these positions.

I received another communique from Dave Loveman of Buzzman Enterprises. Dave tells me he wanted to run the article as an advertisement but that it was rejected. His three page fax was a tad aggressive for my style but nevertheless, is worth some discussion and thought on your part.

The format of the article is a series of statements subtitled "fiction" and then goes on to state the "fact". Its kind of like a true and false game. Essentially the article hi-lights some regulatory misconceptions that some UL pilots are under and underscores the need for effective communication of the scope, intent and implications of the interim policy and the AULA category. For example, the statement is made: "As an UL pilot I will be able to carry a passenger in my Advanced UL." To anyone who has followed the policy and its body of comment you will know this is false. You

will be able to fly an AULA but not with a passenger. Given the current state of the union, this is as it should be. No surprises here, I hope.

Dave goes on with more such fiction-fact statements that I will share with you at the November meeting. Dave also phoned me on October 15/92 to discuss the article in more depth.

We talked at length. I believe Dave has identified a lot of good issues in the past and will continue to do so. He and I have similar objectives (for example we both would like to see the two place I-xxx UL continue); however, we differ in how to best accomplish this. Dave calls a spade a spade and his approach to conflict resolution is more confrontational than mine.

My opinion of his article was that he raises some good points but the article, if published, sets up an 'us' versus 'them' situation that may be non-productive. Monkey-wrenching a process that promises to deliver a more realistic set of regulations, that need only a little more fine tuning, could setback the progress made to date. My fear is that this approach will make the UL Technical Committee less receptive to good ideas (from Dave or others) as well as not lead to successful resolution of the issues. I wish I had as much energy as Dave to put into my

approach. Meanwhile, Dave will likely continue to use his 'aluminum fist' while I pursue a more 'velvet-glove' course. Different wings for different things.

Ideally, we need a solution whereby everyone (TC, UL pilots and all other stakeholders) feel like winners ..... the win-win situation whereby everyone leaves the table satisfied. For example, continuation of the two place I-xxx registration, with increased weights and no passenger carrying, would reflect the current reality for UL pilots and require less involvement and resources of TC.

More late news. Bev Befus has sold Blue Yonder Aviation back to Wayne Winters. Wayne will continue to offer training from the Indus airport. Bev has trained a lot of UL pilots in the past few years and I wish him success in his new ventures.

I also received a new price list from AC Ultra in Smokey Lake, Alberta. I circled a few things in case Santa asks me what I want.

Lindsay Cadenhead of TC tells me the implementation of the new UL policy will be delayed approximately six months and that more good news is forthcoming. Stay tuned. Until next month, fly safe.




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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  
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# Around The Patch

by Stu Simpson



## The Last Explorers

I think ultralight pilots are among the last true explorers. I say this because every time an ultralight jock wanders off into the blue, looking for some place he's never been, he is off on a small scale version of a grand adventure. He's left the earth and left behind the places and things familiar to him in order to find something beyond. Something new and different, and maybe a little strange.

Here's what I mean. Random House says exploring means "to traverse a region for the purpose of discovery". I don't know any ultralight fliers we have gone exploring and come back empty handed. Sure, a guy may not have found what he was looking for, but, at the very least he came back with a tale of true adventure. One he can tell at the next hangar flying bull-session and build on every time he repeats it, until it turns out he really did discover Mars one morning in his ultralight.

I have to admit I really enjoy exploring from the air. It's so much more fun than just hopping in the car, reading the road map and setting the cruise control for Wankatonkwa. And up there I can't just stop and ask directions. It's not like exploring from a spam-can either. I don't have VOR/DME, Omega, Loran or GPS. (To be honest, I don't even have a compass - I only know two guys who do.) No, we poor ultralight pilots are left with only our wits, our charts, and our eyeballs to use on these voyages. And let's not

forget plain ole' dumb luck.

I was flipping through my log book the other day when I realized that some of my fondest flying memories arise from flights I made to find places I'd never been before.

I was hanging my airplane near Black Diamond when I decided I wanted to fly to the High River airport. Since I'd never been to that area before, I dug out my trusty, battle scarred, bug smeared sectional chart and poured over the route. It looked like it would be a comfortable, enjoyable flight. And it was. The wind was light from the south and the air was pretty smooth. High River quickly appeared on the horizon.

I entered the circuit and wheeled my Beaver around to line up for runway 14. On final I noticed the runway surface was an odd shade of black. No matter, just concentrate on the approach. I crossed the threshold and looked down at the runway as my plane settled for landing.

I suddenly realized what the odd black stuff was - oil! In fact, it looked like the Exxon Valdez had come aground on runway 14. I had a vision of my unfaired wheels throwing black goop all over the wings and me until we looked like an oil-soaked seagull. Just before touchdown I fire-walled the throttle and made a missed approach. I guess I discovered more than I had bargained for on that trip.

Navigating, and thus exploring, on the

prairies is much more difficult than in regions with more trees or hills. The landmarks all tend to look alike, and at the low altitudes ultralights occupy, airports can be particularly hard to spot. It makes it even more satisfying to meet that challenge and find your destination. Such was the case on the morning I set out to find the Airdrie airport.

The trip to Airdrie airport was quite exciting. The route from Kirkby Field, east of Chestermere, skirts right along the Calgary control zone. I was constantly eye-balling spam-cans and heavy metal through the a.m. haze, some of them passing only 500' over me. Added to that was a wicked and unpredictable wind-shear that would sneak up and clobber me whenever it thought I wasn't paying attention. And I couldn't seem to spot the airport. The closer I got to the area where it was supposed to be, the more things I found that didn't look like an airport at all. I was only a mile and a half out before I finally zeroed in on the runway. It was right where the chart said it was, but I couldn't see it until I nearly tripped on it. We explorers have to learn to trust our maps.

Here's my favourite exploring story.

I was at work one day when I overheard two guys talking about a Clint Eastwood western, called "Unforgiven", being filmed somewhere south of Longview. Apparently the film set's location was a very closely guarded secret. The producers, so the conversation went, has built an entire western town out there.

I thought this was all pretty interesting and it'd make a great hangar flying story if I could fly out and find this little movie set on the prairie. I estimated that by the time I'd repeated the story ten times, it would have grown to the proportions of Clint asking me to co-star in the movie but me having to decline because I had to get home for dinner. (They asked me to be in "Top Gun", ye know.)

Anyway, I blasted off the next day to discover the secret location of the movie set. My first guess was that the set would be located in the scenic Eden valley, which runs west and south from Longview. I flew the length of the valley at about 1000' AGL, sometimes burning tight 360's, and examining every little building I found. But it was clear the movie set  
*(continued on page 4)*



New Laser from Kolb. Photo courtesy Paul Pontois.



(Around - continued from page 3)

wasn't there. I then crossed the eastern ridge of the valley and meandered back out over the flats. I still couldn't see anything that looked like a movie set; only ranches, grain bins and cows.

Flipping a coin in my head, I banked away to the south.

Several minutes later I spotted something on the prairie about 10 miles away. I adjusted my course a few degrees and was rewarded a few minutes later as a small group of buildings began to take shape in front of me. It was the town of "Big Whiskey". I had found it.

I approached the set from the north and hoped that my buzzing around wouldn't interrupt the shoot. I figured on a quick pass overhead; if they were filming I'd bug out to be polite. But I couldn't see anything like a camera down there, and no one was shooing me away. So I just circled overhead, memorizing the layout to compare it with the final movie. The people on the ground even waved at me as I circled. A few minutes later I peeled off and headed back north to home, feeling very pleased at having found the secret set. What a great flight that was.

I'm not naive enough to think ultralight explorers have opened up any new frontiers or trade routes, or made the world a phenomenally better place to be. But on the other hand, we haven't displaced entire cultures of people either. It's mostly done in the name of fun. So I encourage any ultralight jock to get up there and fly to a place you've never been. Become one of the last explorers.

What you discover when you get there is entirely up to you. But whatever you find, it'll be something worth remembering.

## Flying School Update

by Wayne Winters

We just bought back Blue Yonder Aviation and are officially back in the Flying School business. The reason and objectives are simple - to put the fun in flying and at the same time keep it affordable.

These were our original objectives when we founded Blue Yonder Aviation in the summer of 1989. But we got caught up in the same ultralight idealism that has caught most people involved in the sport and business - bigger, faster, enclosed, more sophisticated and more expensive. When we were training in the Beavers, most people were safely flying them in 5 to 6 hours. When we went to the Merlin the times increased to 8.5 to 12 hours. I mentioned safely flying; it should be more accurately worded "safely landing" them.

One of the reasons for getting back into the flying school business is that we have come up with an airplane that we feel is a real winner. We will be going into manufacturing them.

Heat is going to be put into the club house building at the Indus airport and it will be kept warm and toasty during the winter months. This will function as the office for Blue Yonder Aviation also. We are going to have coffee and serve-yourself snacks available, at nominal charge - so when you come to the airport, bring a pocket full of change. If the weather is crummy feel free to drive out and hangar fly with the guys.

In the school we have three airplanes flying and available for rental. Solo rental rates begin at \$35.00 per hour (block time). The normal solo rate is

\$45.00 and the dual rate is \$75.00 per hour. We will be offering complete course packages - which include the minimum government requirements to get an ultralight pilots license - for \$749.00. This includes 5 hours dual flight instruction, 5 hours solo flying and all the ground school supplies and classes. Introductory flights are \$20.00 and we nice looking gift certificate that can be given as a Christmas stocking stuffer.

As I mentioned above, we want to keep the flying affordable and licensing at a reasonable cost. With existing ultralight aircraft this becomes difficult. The problem is that the ones that are easy to learn in can not take the punishment that a training aircraft gets, thus costly repairs. The aircraft that can take the punishment are harder to learn to fly in, thus more hours and expense in getting the license. We have found a solution and have developed an aircraft that is easy to fly and can take the punishment, but does not break the bank to build or purchase.

Most 3-axis control ultralights have similar flight characteristics, but where the fun begins is in their ground handling (especially in a wind), their take off capabilities, and most noticeably in their landing differences. The very strong ones are difficult to land and the easy to land ones will leave the wheels on the runway after a bad landing. Many of the airplanes were designed by 5 foot, 145 pound pilots who look great in them when you see the brochure. But try to fit your Buffalo Butts and long legs into them after you have it built...surprise...next stop Weight Watchers! Another constant worry is "What happens if the engine quits and I am over a Canola or summer fallow field? - will I slip or..."

After many years of building and flying different ultralight aircraft, I have come up with a list of some of the qualities that, to me, are desirable in an ultralight aircraft; keeping in mind the purpose of an ultralight is to fly low and slow and feel the air and elements, much as a bird does. If a person wants to do tricks or go cross country, in my opinion, they should go conventional, not ultralight.

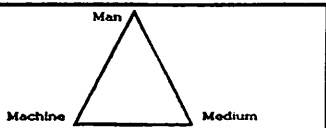
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The Wayne Winters "Easy Flyer".

# Safety Corner

by Paul Hemingson



## IMAGING

You're cruising at 500 feet off the ground, eastbound in the early evening. The sun is at your back, accenting the trees and fields with low angle light that hi-lites the relief with shade and shadow. The greens and golds are backdropped by a blue sky that gradually darkens to a purple-gray on the horizon. A few straggling late afternoon Cu's are dissipating and the setting sun tinges the puffy tops an orangey-pink. Your aluminum wingstruts and cabane tubing are tinged yellow by the last rays of the sun. The air is smooth and your engine purring contentedly and you can see a slight halo emanating from the perimeter of the prop. Far to the right your eye catches the weakly pulsing flash from a distant strobe, the lights of another aviator, homeward bound like you. In a few minutes you will be setting up for landing and you begin to contemplate your approach. You have been flying for more than an hour and the vibration is beginning to numb your backside. As you move your legs to re-adjust them to the rudder pedals, you get a light tingling sensation in your feet, almost like somebody put ginger-ale in your blood veins. You feel good ..... it has been one of those rare, perfect evenings for UL flying.

If the above paragraph takes you back in time to such an evening, you are good at imaging. You had the experience. All I did was wrap some words around to help you re-live the experience past.

I call it imaging. The kind of imaging that many successful athletes use. The same kind of imaging technique can make you a better, if not safer, pilot. The same kind of imaging is a fundamental part of good pilot decision making. Not just any kind of imaging -- but the kind of imaging that calls for some mental gymnastics on your part. The kind of imaging I refer to might be called other things ... like situational awareness. Or, in the jargon of soft science psychoanalysts with gleaming white teeth who hail from California as "spatial and temporal visualization". Before you get turned off, let me try to explain in simple words so we both get the 'drift' of what I am trying to say. An analogy is in order.

Successful athletes, before an important event, often block-out all other thoughts and concentrate on what they are going to do and how they are going to do it. They visualize themselves as though they were looking in on themselves like a spectator. Analyzing every motion and cadence, to mentally simulate a feat, and then to emulate their mental picture with action. It's kind of like a replay in reverse. I could call it foreplay I guess, since there is an element of truth here. At any rate, the real event comes after the mental event.

Consider the diver on an Olympic highboard. As he stands teetering at the edge, he is totally focused on what he is about to do. He stands there, imagining the motions and contortions he is about to go through. When the mental dive is completed, he is ready to simulate the just completed mental image.

Pilots can do the same thing. With a little practice and some experience, you can visualize almost any flight maneuver ... beforehand. From take-off to landing, and everything in between. For example, before I do a stall or spin sequence (approved airplanes only), I first imagine the sequence in my mind's eye. For this exercise, I seem to alternately place myself inside and outside of the cockpit.

Inside the cockpit, I see myself pulling back the power and hear the engine come to a quiet idle and the nose comes up above the horizon as I pull backstick to hold altitude. Just prior to the stall, I imagine my feet dancing on the rudder pedals to try and keep the wings level as the stall is approached. Then the nose falls through and the horizon returns and I push forward stick to unstick the wings and regain flying speed. A slight pullout with a tug of the stick and I feel the positive G-forces as power is added and the horizon returns to its normal position and a return to 'straight and level'.

Outside of the cockpit, I hear the engine go to idle (usually with a small backfire for some reason) and mentally see the aircraft (usually a yellow one for some reason) with the nose rising as it seeks a higher angle of attack to hold its altitude. Then I see the aircraft slowing up .... and all of sudden it starts a graceful noseover ... with one

wing dropping slightly (usually the left one) and then I hear the power coming on ... and see the aircraft returning to straight and level. Almost any flight maneuver can be simulated in your head. This kind of structured self-visualization is more sophisticated than your general day-dream sequence.

For example, before taking off, visualize the take off sequence. Can you visualize yourself accelerating down the runway, the tail coming up, breaking ground, the engine at maximum RPM and climbing. As you climb, imagine the terrain going by underneath. If the engine were to quit, and given your familiarity with the terrain and the wind conditions at the time, where would you force land. By prior visualization of the sequence you will have made some apriori decisions that leave your mind less cluttered to properly handle such an emergency.

Of course, visualizing requires some beforehand knowledge or experience of what to expect. For example, if your only knowledge of stalls was from a text book, you would not have as truthful a visualization as the pilot with some experience in these matters. But a guy has to start somewhere. And visualization can be used at any stage of learning.

I expect that there are some very experienced pilots out there who use self-visualization, in an unconscious manner, every day they fly. Consider the pilot, who, ten miles out begins to listen in on the designated frequency to form a mental image of the traffic at his destination airport. He might form a variety of images in anticipation of being cleared for a straight-in, or left base, or right base from the tower, or be asked to join the downwind left for runway 16.

Once in the circuit, an experienced pilot visualizes the traffic around him based on what he is hearing on the radio. He begins to form a spatial image in his mind of the position of the various machines. When the tower tells him he is number three, he knows where to look to find the two aircraft ahead of him. The pilot has transformed the information into a mental sketch of the circuit, as though he were looking in on it and translates this into a three dimensional picture in his mind. He sees himself, and the other aircraft, in an orderly and structured approach to landing. Such is the importance of standard circuit procedures. The experienced pilot can then judge his position for landing and widen or tighten his approach, if required.

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Most of you have likely contemplated a trip to a another strip away from home base. Your first visualization might be to become familiar with the strip based on what you know or the map in the flight supplement. You then know where to look for any potential hazards, the position of the windsock and the orientation of buildings, taxi ways etc. The pilot flying to a unfamiliar strip, anticipates the active runway based on the current wind conditions. He will then mentally conjure up his approach for this potential outcome but not be locked into it, if conditions dictate otherwise.

The same pilot might then begin to consider the route he will follow in going cross-country ... visualizing the landmarks along the way and any potential trouble spots that may occur. Maybe he pre-considers his cruising altitude in order to stay within gliding distance of an outlanding field when he must fly over a forested area or other inhospitable terrain. He also visualizes his time enroute and the fuel required.

Mental imaging can be used every day in every way to make you a safer pilot. This kind of visualization can be done in the safety of your armchair and, with a little imagination, you can make it almost as authentic as the real thing. Then you will be better prepared for the actual eventuality.

Imaging is perhaps most useful when you are faced with some task that presents you with a new twist or wrinkle and forces you beyond your normal envelope of experience. You can also make effective use of imaging for 'routine' situations, although in aviation, the prudent pilot will concur that no situation is 'routine'. Next time you are confronted with a situation requiring some thought, consider acting out the possibilities in advance with images of what can transpire.

(School - continued from page 4)

Characteristics I consider desirable in an ultralight aircraft:

1. Easy to take off without the fear of "can I land this when I get back?".
2. Good positive rudder and elevator control response.
3. Good roll rate and response.
4. Forgiving and rugged gear (mains, nose or tail wheel).

## 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.

5. Gentle and forgiving in stalls - power on or off.
6. Spin proof or almost spin proof - unless induced.
7. Design that will allow soft field or forced landings almost anywhere without nose over or flip over characteristics.
8. Adequate cockpit room without feeling cramped.
9. Long life, low maintenance air frame and fabric.
10. Reasonable stall and cruise speeds, remembering we are talking sport flying where a 50 or 65 mph speed is lots for sight seeing and still going somewhere.
11. Good visibility.
12. Reasonable price!

Well, guess what? We have come up with an ultralight aircraft that is and does all of the above, and more. It works so well and flies so easy we're calling it the Easy Flyer (E-Z Flyer). We will be manufacturing them and using them in the flying school. Price will be in the \$12,000 range with the aircraft built - that's right - fly it away for around \$12,000.

Be sure to drop out (or in) and check out the school and airplanes. Bring a friend and let them catch the bug.

## WIND: Friend and Foe

An Opinion by Douglas J. Ward

One of the things that all ultralight pilots must learn is that the movement of air past the wings of their aircraft causes a reaction. Pleasantly, this reaction should be flight, in one form or another. We all know that these lightly wing-loaded aircraft seem to sometimes react differently during changes of wind velocity past the wing. The ideal flying condition, however, would be with no wind so that the pilot would have a fairly comfortable ride and know that his ASI reading should, by all rights, be the speed at which he is covering the ground below. Fortunately though, in this Chinook country, we all should by now have become accustomed to unpredictable changes in the condition of the wind.

Wind comes in many disguises. It can be a howling, shingle removing devil. It can be a high wind which prevents the enjoyment of many outdoor activities. It can be a very light breeze which keeps the air feeling fresh and clean. It can be that deceiving, gusty wind which can cause havoc with ultralight fliers. It can change from a slight breeze to an abrupt gust in a matter of seconds. This is the style of wind that all ultralight fliers must pay great attention to and respect it's power of control over your aircraft. Yes, "It's" power over your aircraft.

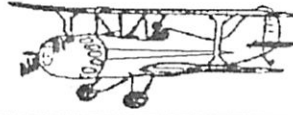
Ultralight pilots who generally fly in gusty wind areas should fully understand how these changes in wind velocity can affect your control over your aircraft. It is not uncommon in this area of Chinooks to find that your aircraft can become a bit squirrely during and immediately after takeoff because of the loading and unloading of your aircraft's control and lifting surfaces caused by gusty air. This particular phenomenon can be particularly dangerous during high angle of attack takeoffs, when the aircraft's relative motion across the ground is still slow.

On takeoff, if the wind keeps a steady velocity across your aircraft's surfaces, everything works just great. But when there is a rapid decrease in the headwind, your airplane loses it's interest in that high angle of attack climb. This is when your plane could, and probably will, quickly enter into a stall. If you are in this style of takeoff in a crosswind, then the next few seconds are going to be very exciting for you. If you have enough altitude (continued on page 8)



# One Pilot's Opinion

by Bob Kirkby



## Peace River or Bust!

A few weeks ago Don Rogers received a telephone call from the organizers of an airshow to be held in Peace River on May 29-30, 1993. They asked if any ultralight pilots from our club would be interested in flying up for the airshow. Don promised to investigate.

On November 2, Don, Stu Simpson and I got together to look over the sectionals and determine the feasibility of a flight of Dragonflies heading north for a few days in May.

We came up with a 5-leg route that would look something like this:

Calgary - Lacombe 105 mi  
Lacombe - St. Albert 85 mi  
St. Albert - Whitecourt 91 mi  
Whitecourt - Valleyview 95 mi  
Valleyview - Peace River 85 mi

The total distance is 461 miles, so we would probably want to plan an overnight stop in St. Albert. Depending on who was coming, we may want to break the first leg with a stop in Olds-Didsbury.

For variety, on the way back we could return via High Prairie and Swan Hills. The distance would be about the same.

After the trip to Radium this past June, this trip seems relatively tame, although a lot longer. The route follows the highway all the way and the weather should be a little more dependable than that in the rocks.

We will be discussing the organization of this trip at upcoming meetings, but if you are interested in joining us and can't make a meeting soon, please let one of us know. Don Rogers will get more details about the airshow, what they expect from us and what facilities they can make available to us.

We will also be looking for a ground crew. Rumor has it that Tina Simpson is looking forward to another ground crewing adventure. If anyone is interested in joining her, let us know.

More details as they become available.

## Hospitality in the Foothills

Last Sunday, November 1, I decided to go flying in the morning. It was a bit nippy, 2 degrees, but I promised myself a few months ago that I would try very hard to get 1 or 2 hours a week in, and this was going to be my only chance this week due to a very heavy work schedule.

So I pulled on my long johns, bundled up with three layers under my leather flying jacket, wrapped my scarf around my neck and off I went to pull the "Free Spirit" out of her hangar. It turned out to be a little warmer upstairs than on the ground so I was actually very comfortable as I meandered my way south towards Indus. I intended to make a station stop there to pick up Wayne Winters' article and picture for this newsletter.

Along the way I wagged my wings at a

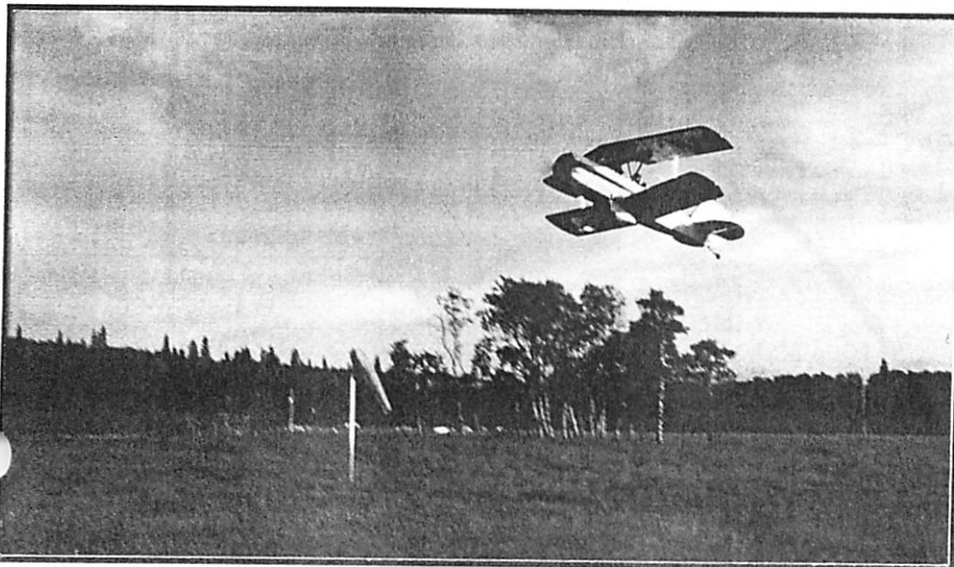
coupler of hot air balloonists south of Chestermere Lake. One of them proceeded to tempt fate by dropping down to 20 feet AGL just before coming to a row of high tension power lines. About 100 feet from the power lines he poured the propane to her and hopped over them with about 30 feet to spare. I kept a close eye on this thrill-seeker because I felt sure I would be called upon as a witness by the accident investigators. And people think ultralight pilots do crazy things!

After a half hour stop at Indus I headed west to pay a visit to Paul Hemingson. As I passed the city the temperature started to drop. There must have been a warm airflow over the mountains that was rising as I was moving westward. By the time I was over Paul's I was starting to get cold. I reduced power and swooped down over his house and across his field to check the windsock and also see if he was home. I spotted him standing outside his workshop so I entered a right hand circuit for his west runway. The wind was blowing from the west at about 5-10. As I approached the runway I applied a little extra power in case I got caught in that infamous Hemingson sinking-air-at-the-threshold phenomenon, and guess what - I started to sink! The extra power helped keep me on track and I was able to correct effectively, but I did end up touching down earlier than planned and came bouncing over that little hill than Paul has at the east end of his runway, just to keep us on our toes.

I taxied up to where Paul was standing and shut down. As I climb out of the cockpit I was glad to hear an invitation to come inside and warm up. Now I was cold. I followed Paul inside and was greeted by the delicious aroma of homemade soup simmering on the stove. Paul must have notice me drooling because he invited me to sit down and have a bowl of soup. It was great.

After chatting for an hour about the state of AULA and other interesting things, I climbed back into the cockpit with a belly full of hot homemade soup and headed for the runway. Since the wind was still westerly, I chose the same direction for takeoff. Paul has a very menacing power line crossing the west end of his runway, about 20 feet in from the end. Rather than dodge it on the climb out I pulled my aeroplane and I into the air as quickly as possible, built up speed in ground effect and then executed a right climbing turn away from the power lines. It reminded me of a certain balloonist I had seen somewhere.

*(continued on page 8)*



"Free Spirit" lifting off from Paul's strip (last year).

*(Opinion - continued from page 7)*

On the way back I followed the river until I was south of Indus, then headed north. I had been listening to 118.4 (Calgary tower) on my radio, which was quite entertaining, but switched to the Indus frequency since I would pass over the field at 5000' ASL. No traffic there to listen to. I left the radio on that frequency as I proceeded home.

About three miles south of my field my headset crackled to life and I heard, "Kirkby ground to ultralight Bravo Victor Whiskey". Hey, that sounds familiar, I thought. It took a few seconds to sink in, then I realized someone was calling me. "Kirkby ground, Bravo Victor Whiskey, go ahead", I replied.

The caller then asked for my location and I responded saying that I was inbound for landing. He gave me the wind, which was now about 10 across the runway, and I proceeded straight in on 34.

Just as I touched down I spotted Stu sitting on top of the fuel tower with radio in hand. I half expected to see a pair of binoculars in the other hand, a white scarf draped over his flying jacket and a 1936 Ford parked beside the tower. What a great way to end a morning of flying.

I'm beginning to understand how the

early aviators must have felt during those golden years of aviation. Thank you Paul and Stu.

*(Wind - continued from page 6)*

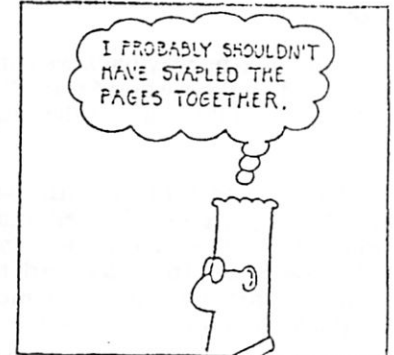
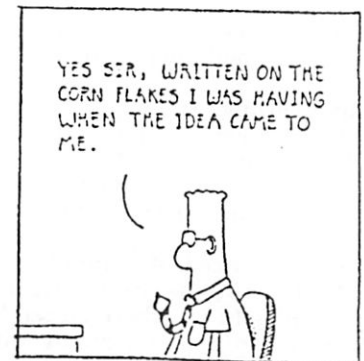
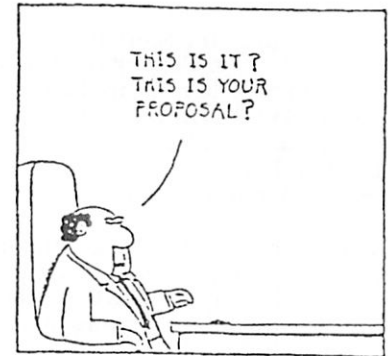
you will probably be lucky enough to recover. If you don't, then you are probably going to crash your aircraft. There is also the great chance that you could then become a "fatal" statistic with T.C.

It is fairly easy to see how these nose benders can happen. If your aircraft has a fairly good climb rate in a calm air condition, a headwind should make it climb like it's tail is on fire. Don't be lured by the chance to make a grandstand performance for yourself or for people who may or may not be watching your takeoff. It's just not worth the chance at low takeoff altitudes. Keep your nose down. Keep your airspeed up. Don't taunt with your stall speed. Climb steadily until you are at an altitude where you can afford to safely practice and enjoy your aircraft's rapid climb abilities.

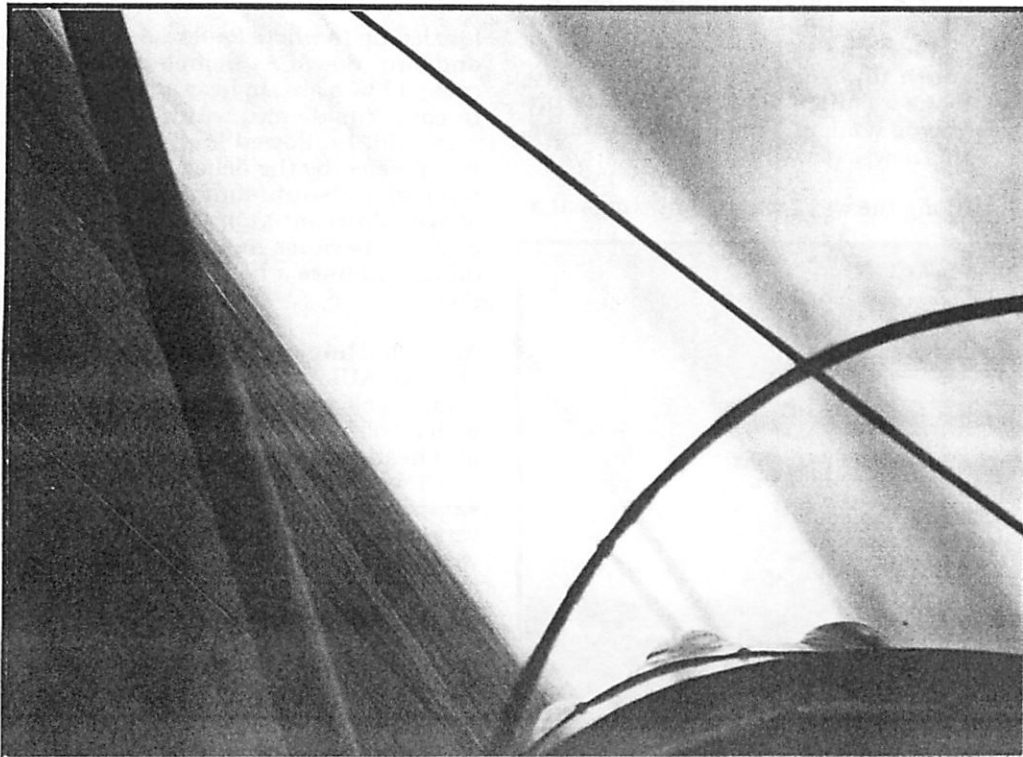
Remember, unless you are an airplane salesman, you are probably the only person who really cares about how fast your little airplane can climb. Turn on your Pilot Decision Making (PDM). You fly your ultralight. Don't let the God of Gusty Wind fly it for you. Because he will probably fly it, and you, right into the ground.

## STYLE VERSUS SUBSTANCE

GREAT IDEAS CAN BE WRITTEN ON GARBAGE



THROUGHOUT HISTORY, MANY GREAT IDEAS STARTED AS SCRIBBLES ON THE BACKS OF ENVELOPES, MATCH BOOKS, AND COCKTAIL NAPKINS. BUT UNLESS YOU'RE PRETTY CONFIDENT ABOUT YOUR IDEA IT IS BEST TO USE REGULAR PAPER WHEN YOU SHOW IT TO THE BOSS.



View from the Renegade cockpit, in a left turn.