



Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

January 1993

View From Above

by Paul Hemingson



This is my first, and last 'View From Above' column for 1993. We held elections, during the December 1992 meeting.

The new President of the CUFC is Wayne Winters. The new Vice President is Doug Ward. I would like to thank these men for putting their names forward and taking over. I am sure both Wayne and Doug will do an excellent job. New blood, new ideas, and new enthusiasm will take the Club higher. I will stay on as Past President to provide continuity for a smooth transfer. In late December I met with both Wayne and Doug and reviewed the outstanding issues. Judging by their questions, queries and ideas the Club will be carried to new heights.

I would like to thank the Club members for supporting me in the past 5 years as VP or President. What support you say? Well, the way I see it, our Club has an excellent safety record. Pat yourselves on the back for heeding the safety and technical information given out through the meetings and newsletters, and helping each other to overcome problems.

More evidence of support is the time given. Many members have volunteered to facilitate fly-ins and group flights. Bob Kirkby has done an excellent job in editing the Newsletter. The newsletter is now a coveted item and widely circulated. When the newsletter failed to arrive at the December meeting due to an oversight, I sensed that several members felt they had been given a lump of coal for Xmas. Gord Keegan has provided the club with guidance

and advice as Vice President. Stu Simpson is capturing the spirit of UL flight in his poignant articles. Bernie Kespe has faithfully mailed out the Newsletter. Gord Tebutt has kept our books in good order and also provided ground support for the Red Deer Airshow.

At the December meeting we confirmed the arrangements for a social function on Saturday January 16/93 at Larry Everett's residence. \$5/head, BYOB, and Larry will put on a great spread of food and supply all the games. The head count already is about thirty. Confirmation for attendance can be made by phoning Larry at 288-1120 before Jan. 9/93. See elsewhere in this issue for a map/info. Bernie Kespe reported on a meeting of some Club executive with Pacific UL flyer Brad Allore in late November '92. I wasn't there but understand the discussion was mostly about regulation issues. Whatever happens in the next year with the regulations, I believe we need more realistic UL pilot training standards. Bob Kirkby reported on two different insurance plans offered through the RAA and COPA. It's your choice, but be sure to get insurance. Jim Creasser tried to generate interest for an RAA alliance, but the added fee of (\$43/year), in addition to CUFC club dues, seemed to be too onerous for most members in these tough times. Chris Kirkman, Bob Campbell and Morgan Anderson gave an update on the status of their new Rebel, CH701 and Coyote kits.

The last item we dealt with was a cash donation to the RCAFA Wing where we hold our meetings. Earlier in the meeting we had agreed to give them a

cash donation of \$180 and a pledge for additional support on a quarterly basis. As you know, the Wing is having trouble in financing their lease and even with the more favorable terms of a much reduced new lease, they are on a month-by-month status.

Later in the meeting the cash donation issue was re-opened for discussion and although everyone agreed we should be paying something, there was no agreement on how to best disburse the \$\$ and how much. One idea was to collect \$2/member at each meeting, and another was a simple monthly donation. Consensus could not be reached, and in the end I closed the meeting and deferred the item to the January meeting.

I hated to close out my term on such a petty issue. Several members left the meeting in disgust that we even dithered on the issue. In my mind, we owe the RCAFA for the use of these fine meeting quarters for the past 3 years. And I feel ashamed that I did not offer some sort of compensation earlier. In my mind, it is much better for us to make an offer than to be asked, or told, how much we should pay. Some members felt we should pay only the "going rate". I think we should pay a premium. Where else can we find a spacious well-lit building, with comfortable seating, ample parking, centrally located, safe storage of our club sign and paraphernalia between meetings, use of a TV for Videos, clean bathrooms, bar service at reduced rates, and no competition from others using portions of the same facility? My recommendation is that we 1) resolve to donate \$50-60/month and 2) issue a friendly challenge to the other flying fraternities who use this facility to match our donation. If four clubs come up with \$60/month it will go much further to help sustain these fine facilities for all. If a membership dues increase is required (e.g. \$20), so be it. (continued on page 4)

Around The Patch

by Stu Simpson



Book Review

NORTH S.A.R.
by Berry Carroll

If you're looking for some literary distraction as you while away the frigid hours of winter, you need look no further than Gerry Carroll's premiere novel, "NORTH SAR"

Carroll is a former US Navy helicopter pilot who flew dozens of search-and-rescue, or SAR, missions over North Vietnam. He's managed to convey that experience to paper in a very compelling and exciting story. And while there have been many novels written about the US Army's helicopter adventures in southeast Asia, this is the first one I've come across that deals with the navy's helos and pilots.

The main character in "NORTH SAR" is Lt. Tim Boyle, who flies a Sea King helicopter from the back of a destroyer in the Gulf of Tonkin. Boyle's job is to circle off the coast of North Vietnam and be ready to fly inland to pick up jet pilots shot down during bombing raids.

Boyle's best friend is Lt. Mike Santy, a Corsair attack jet pilot. Through Santy, Carroll is able to deliver a one-two punch and give the reader a carrier pilot's perspective as well.

Carroll provides an excellent cast of supporting characters whom the reader both likes and understands. This is a real treat since it's the author's first try.

The first three quarters of the plot is rather predictable, especially if you've read other Vietnam air war novels. This is not totally unexpected since the guys who flew there, and later wrote about it, shared many similar experiences. Fortunately though, Carroll has the helicopter view-point to draw from and he makes excellent use of it to add some refreshing plot surprises as the book nears completion.

The battle and rescue scenes in "NORTH SAR" are simply terrific. The author takes the multitude of events and emotions associated with aerial combat and forms them into a fast flowing stream of excitement that quickens the pulse and forces you to turn the page. The reader gets a true

sense of the frustrating speed disparity between jets and choppers when someone is shot down. While a jet fighter can be over the downed pilot in a matter of minutes, it can take a chopper an hour or more to reach him.

I only have one complaint with "NORTH SAR". It seems every carrier pilot's Vietnam war-memoirs-come-war-novel has to include a stop-over in Hong Kong. The course of events usually seems to be one of the hero getting wildly drunk and meeting the girl of his dreams, before returning to the ship and more combat.

While these liberty stops were obviously memorable events in these men's lives, they all appear to have followed the same route, and it's starting to get boring.

In Carroll's novel the liberty scene's only value is that it serves to introduce the reader to Lt. Commander Andy Fisher. Fisher is the most intriguing figure in the story because he

undergoes a very interesting and surprisingly well written character transformation.

There is also a glossary at the end of the book which I recommend you look at. It is a very entertaining, down-to-earth explanation of the jargon that permeates a naval aviator's profession.

Gerry Carroll has certainly made a name for himself with "NORTH SAR". If you're able to look beyond the routine stuff in this novel, you'll certainly find a very well presented and enjoyable story.

Classified

Quicksilver MX II HP - 6 hrs TT, 503 D/C, 66" Ivoprop, Hagar wheels & brakes, seat tank, strobe, 12v, ASI, CHT/Tach, ALT, powder coated, DU1000 U/V installed, tail brace kit, hangared, logs maintained. **Quicksilver MX II 503 D/C**, 0 hrs TT, Competition 4-blade prop, CHT/Tach, ASI, wheel pants, new sails (not installed), powder coated. Extra 503 just rebuilt (not gear drive type). 277 FA disassembled, cyl. oversized ready for installation, 2.58 "A" gear box and propeller. Too many extra parts and accessories to list. Over \$30,000 value. Will sell as complete package for \$15,000, OBO, or separately. Brad Allore 604-465-0982.

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.

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.

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 Editor
Bob Kirkby 569-9541

Skywriter is the official publication of the Calgary Ultralight Flying Club and is published 12 times per year. Opinions expressed by our writers are not necessarily those of the club. Articles and letters to the editor are very welcome from any readers. Address correspondence to: Bob Kirkby, RR 7, Calgary, AB T2P 2G7

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

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

Off We Go ...

by Wayne Winters



Happy New Year! New year - new pres., GULP, this looks like it could be a lot of work! Especially turning out an article each month. My hat is off to Paul who has done it for the past three years, and all the contributors, editor and folks who give their time to put it all together. Your new Vice President, Doug Ward, the existing Treasurer, Gord Tebbutt, the existing Secretary, Bernie Kespe, the existing Director, Stu Simpson and the existing Editor, Bob Kirkby and myself will do our best to continue.

In this issue I would like to give you a brief background on myself as well as what we would like to accomplish with the club during the next year.

I offer the following information so as to make it easier for us to communicate, as club members. I certainly do not claim to have all the answers, nor, for that matter, do I understand all the questions, but I have been around a bit and may be able to help others with what I have learned (often the hard way!). I am a firm believer in learning from yours and other's experiences rather than learning on my own (the hard way), so I appreciate everyone's input.

I originally learned to fly at the Edmonton Municipal Airport and obtained my Private Pilots License in 1971, with a night endorsement in 1972. (I guess I just dispelled the myth that I am under 30 years of age). My dad built Indus-Winter Aire Park at the same time. My wife and I lived in Edmonton and when we came to Calgary to visit and announced I had started to learn to fly, Dad announced that he had started to build an airport. I guess great minds think alike - or fools seldom differ!

I have owned and flown many types of Certified and Home-built air craft, ranging from Aeronca Chief and Fleet Canuck to Commanchie 250's and Bellancas (Cruise Air, Cruise Master and a Viking).

I have done cross countries as far as Kingston, Ontario to the east, Anchorage Alaska to the west (Hawaii was the most westerly, but I cheated and flew Ward Air there and flew a rented 172 around the islands), and Tuktoyaktuk to the north, with oodles of stops and jaunts in between. Total conventional flying time is in the 1550 hour range.

The real "fun" flying though has been in Ultralights. I haven't flown all the makes, but with the exception of weight-shifts, I have flown most of the types. In U/L's the times are around 1100 yours solo plus 1050 as instructor.

Part of the enjoyment of the U/L experience has been in the building of kits and designing and building my own ultralight aircraft.

Many of the ideas of what I like to see in ultralights have come from working on and restoring conventional aircraft as well as building 9 different ultralights. Since 1980 my building time has been about 4150 hours, not counting maintenance and repair of aircraft we are and have been flying.

After several years of thinking about starting a flying school, I finally did in 1989 and called it "Blue Yonder Aviation". Until then I was afraid that if I turned flying into a business, I may not enjoy it as much. I was wrong! I still enjoy it. Even flying circuits that I have done literally thousands of times, over the same terrain.

I sold the school in 1991 and moved to Mesa, Arizona. We were tired of 8 months a year of cold weather. We came back though, to be close to family and because the quality (not quantity) of life is better here, despite our political efforts to louse it up. There is less poverty and low life form in Canada - at least around here.

In October, 1992 I bought the flying school back and am once again in full swing, and have said to H.E. double hockey sticks with the cold weather and the thieving politicians. Flying is fun no matter what the temperature and politics. In short, we are back to stay and I am delighted to be able to serve you in the C.U.F.C. and look forward to the coming year.

The C.U.F.C. has about 88 people on the mailing list and, as the executive, we conservatively estimate that the number will grow by at least 30 to 40 members this next year. (Blue Yonder Aviation includes a C.U.F.C. membership with each ground school package). I am a firm believer that club members are better informed and become more conscientious pilots than their non-member counter parts. In the next year we want to see a lot of

fun activities for members who have, are building or do not have aircraft.

Starting in February, every 2 weeks, alternating Saturday and Sunday mornings, we anticipate organizing small x-country flights for those who wish to participate. They will be published in the newsletter and will take place, weather permitting, even if only 2 can make it. We will try to tie them in with fly-ins at close by airports - i.e. Vulcan, Olds, High River, Okotoks, Springbank, Drumheller, etc. Some will simply be dropping into local private strips (owners permission obtained). Non-flying members will be encouraged to participate by meeting at airports via ground vehicles and so on.

We will have a minimum of 1 family fun flying event during the summer, and will make arrangements for family members and friends who wish to go for a flight, to do so through the school, at a very nominal cost.

Progressive breakfasts at different member's fields, fly-in as well as drive-in, could be a lot of fun too. We want to do things that will involve all C.U.F.C. members.

Your input for ideas, locations, etc. will be most appreciated.

Over all, we look forward to keeping you informed, providing interesting meetings and helping you have fun with your fellow C.U.F.C. members.

May you be happy with all your landings!

New Members

Rob Bruce 280-1598

Rob is 35 and is a City Policeman. He originally got his Private Pilot License at the age of 18, but after about 60 hours flight time he let it lapse. He has now soloed in an ultralight.

Chris Bruce 280-1598

Chris is 14 and is a student. He and his dad (Rob) are learning to fly together. Chris is ready for solo as soon as the weather clears a bit.

Peter Wegerich 948-5704

Peter, who is 29 and holding, works with Johnson Controls as a field Engineer/Technician. He has started taking flying lessons.

Greg Schneider 241-0514

Greg is 30 and is a Professional Engineer working with oil refineries. He has flown radio control models and has started flying lessons.

(View - continued from page 1)

The meeting and newsletter are only costing each member \$1.50/month now and \$1.75/month should not break the bank.

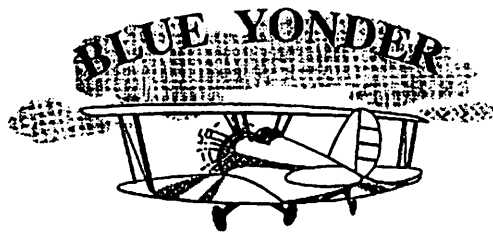
All in all, 1992 was a good year. We had some interesting weather conditions, and many of us learned to be better pilots by pushing our personal comfort zone. Our accident record can never be good enough, and in 1993 and beyond with the new breed of less forgiving aircraft, we need to be more attentive to proper procedures. We had a positive input to the new regulations, and I am hoping 1993 sees the UL community come to a landing on the outstanding issues. In my mind, these include the status of future 2-place UL's, the AULA program, and the as yet unsettled issue of pilot training standards that reflect UL flying as we know it today, and in the near term. Many of these issues will rely on the volunteer mandate of the UL technical committee as I understand it. We are all part of the problem, and part of the solution.

In 1993 Dave Loveman is attempting to produce an UL Video Newsmagazine on a quarterly basis, hi-lighting current machines and UL activities. He asked for video clips (VHS or 8mm format) from any UL enthusiast from which he can electronically edit interesting events. So, the call is out for your videos of flying/club activities to support this initiative. More on this at the January meeting.

This is my last "View from Above". I chose that by-line to communicate what I saw from my vantage point. Sometimes, I had to squint to see in the bright light of positive forces, and sometimes had to strain to see issues hiding in the dark shadows. And sometimes when the light was just right, all I did was take in the view. For now, I look forward to spending some time seeing the earth and sky framed by the wings of my Biplane. Next month Wayne Winters will have the honour of giving you his vision, from his perspective. Maybe he will share his views with a column that could be called "Wayne's World".

Late Classified Ad

Hiperlite 2-place - excellent condition, Rotax 503, full instruments, extras. One of the best aircraft around. Asking \$20,000. Paul Hemingson 931-2363.



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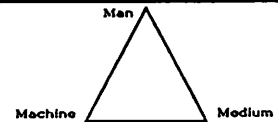
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Wayne Winters is back again!

Safety Corner

by Paul Hemingson



Whose Right....Whose Left??

*"The fault dear Ace, is not in the stars,
but in ourselves
that we are earthlings"
(apologies to Shakespeare)*

At the end of each year the UL accident statistics are released. The December 1992 issue of Canadian Ultralight News contained the latest accident records. The official UL tally now shows 3502 registered Ultralights in Canada: You can guess how many of these actually are active/airworthy? Across Canada there were 41 reported accidents, with 8 fatalities. Sobering numbers for sombre minds. Looking back over the period 1985-1992, the numbers are not substantially different, but one needs to be careful in interpreting these results. One general observation that might be made is that with more machines registered each year, the accident rate may be going down. But one also needs to factor in the 'mothballing' of earlier machines. So, maybe the accident rate is relatively constant. The new breed of ultralights that have the capability to travel faster and further may change

the record, since it gives the pilot more opportunity to get into adverse weather, unfamiliar terrain and higher landing speeds. Then again, with more reliable motors, and more experience, pilots may encounter less structural and engine problems.

Statistics are like that....you can make out of them what you will. The first problem dealing with the legitimacy of statistics is whether or not a sufficient sample size or population has been gathered. I think most UL pilots would agree that many incidents go unreported. Nevertheless, the number of unreported incidents are also likely to be relatively constant.

About the only thing meaningful to me in the numbers is that the accident rate is too high. Eight people lost their lives in 41 accidents. So...now what? What now?

How do we better the situation?

Accidents can be subdivided in various ways. One popular way is to subdivide by flight phases, structural failures, engine failures and weather related causes. The details of any accident, (continued on page 5)

(Safety - continued from page 4)

and the contributing factors, commonly results in a chain of links that is tied back to the pilot.

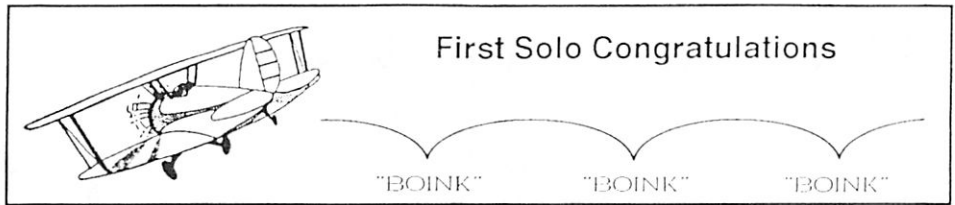
Structural failures can be minimized by getting timely information out to UL pilots on design deficiencies, and flying the aircraft within its design limits. Engine failures are a common occurrence, but need not result in an accident. By my experiences, a UL pilot can expect an engine malfunction about once every 65 hours. Enough has been written already about flying high enough to glide to a safe forced landing site. Another word to the wise, is all that should be necessary.

The UL pilot, responsible for his own maintenance, cannot blame someone else for poor maintenance or shoddy work practices. We are ultimately accountable for our actions. Being a member of UPAC or an Ultralight club gives you a pipeline into what to do, how to do it.....the accepted and proven practices.

The most insidious accidents are those resulting from stunting. These kinds of accidents could be substantially reduced, or even eliminated if all UL pilots could be made to not yield to temptation to impress friends or their pilot peer group. Again every pilot is responsible for his/her own actions.

After the above causative factors, this leaves those accidents occurring in the take-off and landing phases of flight. By far these two phases of flight account for more accidents than any other phase of flight, and rightly so. How else can an airplane contact the earth at speeds approaching terminal velocity? Deeper investigation usually reveals that pilot inexperience and/or poor decision making was at work.

There are more ways of doing things wrong than there are ways of doing things right. Perhaps this points up the need for more training in these aspects of flight. I say perhaps, because no amount of talk is as good as a close encounter for a pilot to gain experience. This is when we get an indelible lesson that we never forget. Perhaps the reason that experienced pilots become high time pilots is because they have been lucky enough to have experienced things that did not result in an accident or incident but left an unforgettable lesson in their minds. Perhaps too, they had a mindset, an attitude, whatever you want to call it, that allowed them to learn. As someone once said, "no mind ever receives the truth until it is prepared to receive it". Chance and Lady Luck favors the prepared mind. A fatal accident never proves who is right.....only who is left.



The executive and members of the C.U.F.C. would like to congratulate the following people on reaching the status of "Pilot in Command". (Anyone who has just soloed, please let us know so we can publish your name here and wave the flag for you.)



Rob Bruce - November 14, 1992



Fred Wright - November 14, 1992



Richard Daley - November 25, 1992



Fred Johnson - December 21, 1992

Sat, Jan 16 Collin Estates

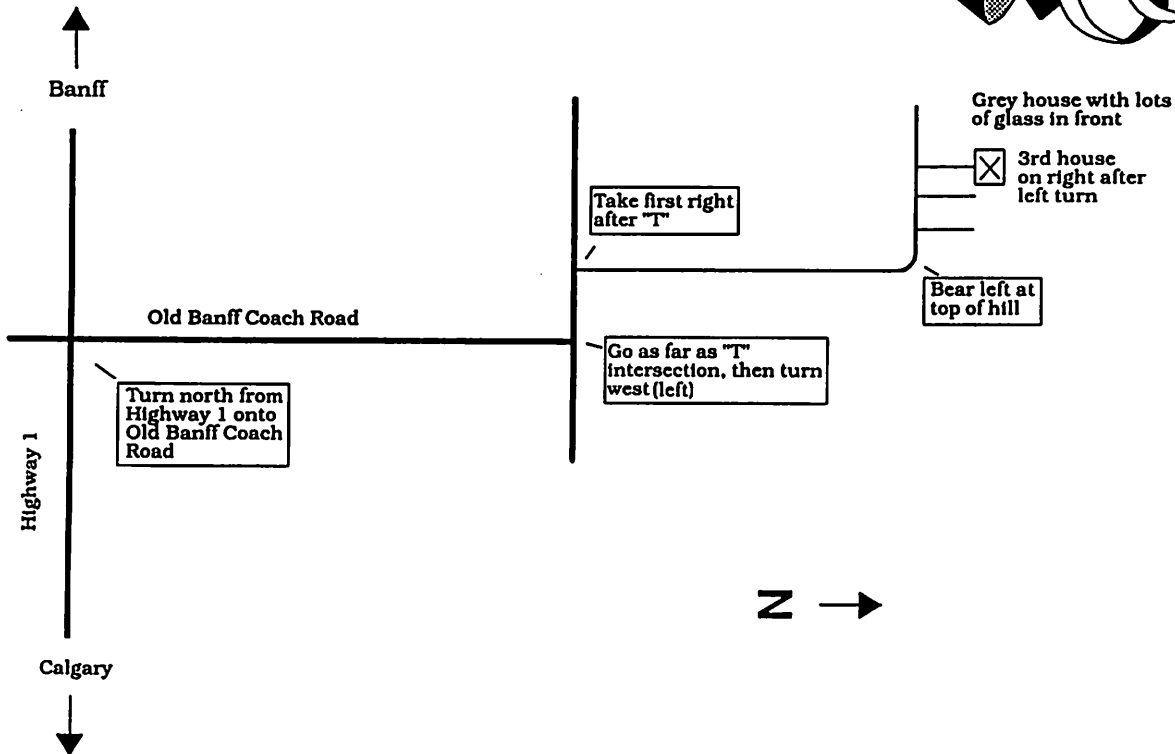
CUFC New Years Party

All members and guests are invited to the first ever CUFC New Years Party, to be held at Larry Everett's house, on Saturday, January 16, 1993. Come anytime after 19:00 hours, BYOB. Gourmet Larry will be preparing many delectable morsels for your enjoyment. \$5/head at door.



Please confirm your attendance to Larry at 288-1120.

The way to Larry's house:



Thanks Paul

On behalf of all the members of the Calgary Ultralight Flying Club, I would like to say thanks to Paul Hemingson for all the effort he has put in over the last three years as President. He has spent many hours in front of his keyboard writing articles for Skywriter each month and many more hours organizing and promoting UL flying in Calgary.

Thanks Paul.

- The Editor

1993 Membership Renewal

Clip and mail this form today, plus \$15.00, in order to continue receiving your copy of Skywriter.

Name: _____

Address: _____

Home Phone: _____ Work: _____

Type of License: _____ Total hours: _____

Type of aeroplane: _____ Reg'n: _____

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Alberta T3A 0B8