



Skywriter

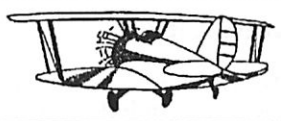


Monthly Newsletter of the Calgary Ultralight Flying Club

April 1993

Off We Go ...

by Wayne Winters



Spring is here and the snow still flies - wouldn't it be nice instead, if it was the airplane guys?

I was recently talking to the weather guessers at the weather office and those that are inclined to gaze into the crystal ball feel that we will have above normal temperatures for the first couple of weeks of April. At last! Also, with daylight savings time starting April 4th (early again this year), we can start enjoying those evening flights. Only those who have experienced it, can relate to the solitude and peacefulness of that man and machine experience as you smoothly glide across the sky in the warm, still, evening air, while you become oblivious the rest of the world, and your machine only responds to your exacting touch. The engine purrs like it has never purred before - then cough, cough, sputter, hack, zing, poof, jerk, clunk, and you start yelling, "Ki-yi, ki-yi, I'm goona crash, I'm goona crash!". But it catches again and, once your heart stops racing, you continue to relish that perfect flight.

March's Guest Speaker

Clyde Johnson, the Regional Manager from the Transportation Safety Board and Wayne Woloshyn, Regional Aviation Safety Officer, from Transport Canada, joined us from Edmonton and gave very enlightening presentations.

Clyde took a few minutes and explained that the Transportation Safety Board is not a division of Transport Canada, but is separate, with the purpose of finding the cause of accidents to help prevent them from

happening in the future. They are not a disciplinary group and do not get involved with anything but analyzing the accident. He stressed the importance of us not keeping "airplane benders" a secret, but reporting them so that others may learn. Perhaps there was a structural flaw in the particular machine that should be addressed. An example of a gyro-copter that had its main mast fail at Banff last summer was cited. Luckily for the pilot it failed on the ground. Since then, the manufacturer has recognized the inherent weakness in the design and has made modifications and sent out bulletins to the owners.

We should be reporting anything that causes damage, that will require major repairs. Realistically, most of the time they will not be concerned, but it is best that we notify them and let them make the judgement call. Their numbers are 403-495-3865 and on weekends, 403-495-3999.

Wayne provided a very interesting and entertaining slide presentation on what makes a pilot tick and some of the trouble we can get into. He had an exercise for us to do where we looked at 10 different situations that pilots can get into. There were 5 explanations for why the pilot acted as he did, and we were to number them from the most likely reason to the least likely reason. At the end, we tallied the results and graphed where we stood in the categories of Anti-Authority, Impulsivity, Invulnerability, Macho and Resignation. A sample situation is as follows:

A private pilot and his co-pilot friend

get to the airport for a scheduled cross-country flight and his aircraft is grounded for avionics repairs. He is offered a substitute aircraft that has a new, fancy type UHF radio and radar altimeter, which he has never used. He accepts the aircraft and takes off on his flight with no additional briefing on the equipment unfamiliar to him. Why?

- a) He feels that if he equipment is so difficult to operate, he would not have been offered the aircraft as a substitute.
- b) He was probably in a hurry to get to the destination.
- c) He feels that equipment checkouts are often not needed.
- d) He probably does not want to admit to his co-pilot that he is not familiar with the equipment.
- e) He probably won't need to use the fancy equipment anyway.

There were 10 other situations that we examined and categorized our answers. The results were scored and graphed which helped us see our profile of where we stand in the five categories mentioned above - Anit-Authority (nobody tells me what to do); Impulsivity (must act now - there is no time); Invulnerability (it won't happen to me); Macho (I'll show them I can do it); and Resignation (if it is going to happen, it is going to happen).

This self-examination was very timely, as we are coming into Spring time flying when our skills may be somewhat rusty from the previous six months of waiting for nice weather. Thank you Wayne and Clyde for taking your time and stimulating our thinking.

(continued on page 2)

Sign-in

A reminder: when you come to the meetings, be sure to sign in the guest book for the 783 Wing. As we mentioned in the meeting, it could cause them problems with their liquor license if there are more people at the meeting than on the register. Also, please remember to pick up your copy of the Skywriter and sign-in, so a copy does not have to be mailed to you.

Meeting Facilities

The 783 Wing has confirmed that we will be able to have our meetings there up to and including our June meeting. After June our next formal club meeting will not be until September. Meanwhile, we must keep searching for alternate space.

X-Counties

It becomes a little discouraging to keep planning x-countries and have weather crap out each time. But, not to worry, we won't let a little thing like the weather stop us from continuing with our plan.

In the tradition of being precise in the exacting science of selecting the next x-country destination, I have been throwing darts at a map from 10 paces and have drawn three basic conclusion.

- 1) I need more practice at darts.
- 2) I need to get a bigger map.
- 3) I need to take a whole unch of steps closer to the map.

The problem I am having is all the spots I hit are 200+ miles from home!

The dates for April will be Saturday, April 17th, and Sunday, April 25th. Saturday the 17th, we will leave Indus at 11:00 hrs. and go to Okotoks, High River, Frank Lake and return. On Sunday the 25th, we will go to Vulcan and return, leaving at the same time from Indus.

Red Deer Air Show

If you are thinking of flying to Red Deer, be sure to have your paper work in order. The show is the long weekend in August.

Peace River Air Show

Contact Don Rogers (242-6549) if you are thinking of flying up to Peace River. It is taking place the last

weekend in May.

Door Prize

We are going to try and have a door prize for each meeting. Last month we took in about \$40.00. Your support is appreciated, and a big thanks to Howard Bowle for selling the tickets.

New Training School

Marvin Ruggles has opened an Ultralight flight training school at High River. He will be operating from the High River airport. Marvin has operated a flying school before and will be a real asset to the Ultralight movement. Congratulations Marvin. You can reach him at 938-2124.

Position Letter

Published in the March issue of Skywriter, is a letter the C.U.F.C. sent to Lindsay Cadenhead of Transport Canada. Copies were sent to RAAC, COPA and UPAC. We quickly got a response from Mike Fothergill of RAAC, but have not heard from anyone else. Thank you, Mike, for your prompt response.

Regulations Update

Nothing new or startling to report, but Jamie Roth of Transport Canada mentioned that a new aircraft category is being out into place in the USA. It is called the Very Light Aircraft (VLA) category. In it will be aircraft that operate with an airworthiness standard. FAR 23 is being modified to accomodate this new classification. These aircraft will have to pass certain tests, etc. to get their flight authority, which sounds like a Certificate Of Airworthiness will be issued, as in the case of Certified Aircraft. This definitely goes beyond the Canadian Advanced Ultralight category, where the documentation is stated rather than proven.


Chris Heinz is getting his Zenair 2000 into the VLA category. The price tag will be in the \$50,000 plus range. What it will do is allow flying schools, whose aircraft fleets are getting worn out, to put new airplanes on the flight line. The conventional flying schools have had a real problem because of the necessity of using only certified aircraft in commercial operations. I can see the day coming, because of tough time in the airline industry, that you will fly to Toronto on a 48-passenger E-Z Flyer powered by 12 Rotax engines!

Rotax Price Increase

What's new? Last year it was 5%, this year it will be from 6.5% to 10%. The increase will be effective April 1, 1993. Those of us that were flying ultralights in the early eighties were the test pilots for Rotax. Now that the bugs are worked out, at our expense (I don't recall anyone getting a free engine to test), they have decided to harpoon us once again. I don't know about you guys, but each year I end up making a little less instead of more. These days the politicians and the engine manufacturers are the only guys that keep making more. Nothing much we can do but complain though, because Rotax does make a light, reliable power plant.

Not that it is any consolation, but it may interest you to know that an independent source who has been in the Rotax factory told me that the ultralight engines are made by separate staff, on a separate assembly line in the Austrian factory. He said, "You wouldn't believe how slowly the aircraft (engine) line moves compared to the snowmobile/jet-ski line", and that you can see why would want a premium for those engines. Gee, I feel better already - don't you?

May all you take offs be straight and your landings smooth.



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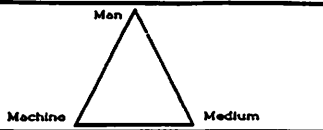
Skywriter is the official publication of the Calgary Ultralight Flying Club and is published 12 times per year. Opinions expressed by our writers are not necessarily those of the club. Articles and letters to the editor are very welcome from any readers. Address correspondence to: Bob Kirkby, RR 7, Calgary,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



Breaking the Chain

Most incidents/accidents are usually the result of a chain of events. A chain which in hindsight shows many weak links. A sequence of seemingly innocent but wrong decisions, made in consecutive fashion can build on top of each other, until such time as the pilot has no recourse. He flies into an aerial Cul de Sac of sorts, with no way out. At our monthly meeting in March, our guest speaker Wayne Woloshyn, RASO with Transport Canada, stated that their studies showed 85% of accidents are related to the pilot, leaving 15% for aircraft malfunction, or severe environmental causes. An example may be better than a bunch of talk. Examples speak for themselves. Listen up!

This past month, an acquaintance of mine died along with his passenger. He had over 5000 hours with numerous types in his logbook. A much more experienced pilot than most of us, and known to be safety conscious. I asked myself how could this happen. I feel I owe it to this individual to examine the factors so that we can all learn from it. This tragic accident is a wake up call for all of us. He would have wanted it that way. My hope is that some pilot, somewhere, sometime, learns from this.

No one knows for sure what happened in the last minute of that fateful flight. But we do know that the pilot faced some extremely difficult and trying circumstances enroute. Individual decisions are akin to the links in a chain, in which the strength of the chain is only as strong as the links. And if several weak links occur, the probability of failure increases.

Here is what is known. The pilot took off with marginal weather in the forecast, and enroute encountered severe winds and limited visibility in snow. He had one of his two engines fail, contacted an enroute airport by radio to get clearance to land, attempted a precautionary landing, overflew the strip at low altitude, and was found the next day a few miles from the strip in the burned wreckage. Would any of us have done anything different under the circumstances??

Think about this example, in terms of the decision links, and come to your own conclusions.

What is fundamental here, is to examine the factors that cause us to push on, or push to far. These factors are known to us, but sometimes we need to revisit them so that we are reminded that we are only human. Pilots as a group are risk takers relative to the general population, otherwise they would not engage in flying. Pilots know that they can manage the risks to make the risk acceptable, and pursue their avocation knowing that it is as safe as they make it. Many of our pleasures and enjoyment that enrich our life involve doing things that contain an element of danger. Where we fall short occasionally, is in our assessment of risk. The factors affecting human behavior are complex but some common factors have emerged after years of analysis.

One of these factors is fatigue. Fatigue can cause us to make poor decisions, in that our ability to examine problems and generate good alternatives leading to good decisions is impaired. Fuzzy logic can get us into some real conundrums because our judgment is not sharp. We are all aware of the things that lead to fatigue. Poor sleep, long working hours, poor diet, trying and tiring job/business concerns, and anything else that gnaws at our conscious and subconscious. To a large extent fatigue is self-limiting.....know your personal limits. Better yet learn to recognize when your close to the limit. Before any flight, ask yourself, "Am I sharp enough to handle anything that might come up in this flight?"

Another factor is pressure. Pressure to go, even when we know better. The pressures of friends, business/expediency, impending weather, deadlines. I am sure you can add to the list. No one likes to put off plans that were made previously. No one wants to fall short of the expectations of themselves or others. We put the pressure on ourselves, and have the power to remove it, if we so choose. I am sure most of us have done things because of self imposed pressure, or the pressure of other pressing concerns. Before any flight it might be a good idea to ask yourself, "Am I doing this flight because I want to, or because I HAVE too?". Then remind yourself, that you don't have to do anything.

The third factor we need to be aware of is stress. We have all heard this before. Nothing new here. But pilots still continue to push their personal limits. It is known that our performance is optimized with a certain amount of stress. I call this the Goldilocks principle. Too little, and we are bored, dis-interested and our performance is sub-optimal. Too much, and the brain cells get overloaded and we can't cope. A modicum of stress is just right, and our performance eats everything up that is on the table. Before any flight ask yourself, "Is this a Goldilocks flight?"

The last factor is pilot attitude. We are all built differently, and that's one of the things that makes the world interesting. Again, we are all aware of the dangerous attitudes (anti-authority, impulsivity, invulnerability, machoism, resignation) and try to guard against our attitudes getting in the way of sound decision making. This is said to be the most important factor, but in my mind it is just another link in the chain. A word to the wise is all that is needed. Recognize the consequences of your attitude. Be humble, be prudent, be safe.

Skill and knowledge is not enough. Judgment is critical. Making an objective self assessment will go a long way toward making you a safer pilot. Good judgment is knowing what to do, when do it, how to do it, but most importantly....why to do it. Weigh all the factors before every flight.

In a chain of 100 links, the pilot is responsible for the integrity of 85 of the links. It is your responsibility to check the 100 links for the 85 weak ones. No one else can do it! You're flying on your own.

New Members

Mike Johnston 604-429-3419

Mike is in his late 30's and owns a contracting business near Cranbrook, BC. He has always wanted to fly and is already close to going solo.

Bill Watson 295-7885

Bill works for the CPR and is 51. He wanted to line up some fun things to do when he retires and is diving right into ultralight flying.

Cor Kooistra 293-4914

Cor moved to Canada from a dairy farm in Holland when he was 13. Now, at 23, he has bought an ultralight Ralley and is pursuing his license.

Letters

From readers



To The Editor

I just received my March issue of Skywriter and man was I impressed. This publication has come a long way since it's beginning back in the days when I was the editor of Skywriter. I can tell from the size of the Newsletter and the size of the Club that a lot of you have been working very hard.

I feel a little guilty leaving you then coming back after sowing my wild oats. Yes, I must admit I cheated on you. I dabbled in other hobbies. I am so sorry and I ask your forgiveness. I also promise not to go to any more A.A. (Aviators Anonymous) meetings. I am happy to say that I am now off the wagon and am committing aviation as often as I can.

I was really happy to see all the familiar faces at the February meeting. I am also looking forward to meeting all the new members (anyone who joined after the fall of 1988).

It is nice to see Paul and Stuart still contributing to the Newsletter. As an ex-editor I know how nice it is when lots of individuals contribute.

I am in the process of starting an Ultralight Flight School down at the High River Airport. I will be operating the school in the High River Flight Centre facilities. I will keep you posted as thing's progress. If you want a coffee and to chat, you can fly in, or drive in, and you will always be welcome.

Keep up the great work. I am so glad to be back as a member of C.U.F.C.

Yours truly,
Marvin Ruggles
Ultralight Enthusiast

Thanks for the kind words, Marvin, and welcome back. I look forward to dropping into High River for a visit.

-Editor.

In Sympathy

The members of C.U.F.C wish to express their sympathy to Ivan Myslawchuk and his family with the recent passing of his wife, after a lengthy bout with cancer.

A Little Prop Wash

by Douglas J. Ward

In my last article, regarding the proper use of fasteners in the assembly of an aircraft, I covered the use of lower quality components which, perhaps, could be used with a quality AN-style bolt. This is really not a recommended practice, since it will indeed lower the quality of your workmanship and the safety of your aircraft. It may also tend to put, at times, a bad feeling in the back of your mind while you are flying your recently constructed aircraft.

It is just not good practice to use material when you are not really sure of its quality. Even a thing as simple as a flat washer, which could be "soft", can, under certain circumstances, permit a torqued fastener to loosen. Not a good thing when you could see part of your landing gear stay on the runway after you have just rotated.

Let's discuss a nut which is of a much harder material than the AN bolt to which you have applied it. The purpose of any nut is to properly load a bolted assembly. A nut produces this load, or tension, by rotating and advancing along the bolt threads. To do this there must be a mating of the threads inside the nut with the threads of the AN bolt. While the thread form inside the nut may be made accurately, it will never conform exactly to the thread form along the exterior of the bolt. Therefore, there will be some points along the thread travel where a stronger contact under the bolt tension will occur. The nut threads must be elastic enough to conform to the threads of the bolt. This "mushing" of the nut threads will allow a total contact to the bolt threads after the bolt is torqued to its proper tension.

This total contact will prevent this nut from loosening its tension. After this fastener has been put into service, and has been subjected to twisting and creeping of the fastened assemblies, it will not loosen. A tough, non-heat-treated nut can "mush" during torquing, while a heat-treated, hardened, nut can not. The hardened nut can actually damage the bolt threads during assembly, which will result in lower tension and a loss of holding power, vital to the fastener performance. A nut should be no harder than is necessary to fully load the fastener assembly.

Nuts should never be re-used! Each time they are used, the previously deformed threads cause an increase in the assembly friction of that fastener. Even though your torque wrench shows a certain reading, the fastener is at a lower tension due to the increased friction of turning. For maximum safety and performance, a nut should be discarded once it has been removed from service.

Careful selection and installation of all the components of your aircraft fasteners is very important. For them to do the job that you ask of them, the correct fastener pieces (washers, nuts, bolts, etc.) must be used, and carefully and properly installed.

Peace River Adventure

Attention, all you Wilburs, Orvilles, Billy Bishops and Wop Mays, have I got a deal for you, if you have any spirit of adventure in your viens, and you must or you wouldn't be interested in aircraft, right. Well the second annual Peace River Air Show is coming up and the organizers have asked if the C.U.F.C., or any of its members, would like to be involved. I know it is a long haul but the terrain is more hospitable than the trip we had planned to Abbotsford last year, and it would be quite an adventure.

Here are some specifics. The date is Sunday, May 30, 1993. They will provide one night's lodging, a tank of gas and a hangar party. They would like us as a static display and a fly-past, like at Red Deer.

Plans are in the process now regarding best route up & back, fuel stops, over night stops, ground crew, departure date, etc. There could be anywhere from 8 to 14 planes, so we may have two or more groups to accomodate the difference in cruising speeds of the various aircraft.

So if you are adventurous and interested in going, or have any suggestions, please call me A.S.A.P. as time is flying by. So as we say in the flying game, "Take off, eh!"

Don Rogers, 242-6549.

Around The Patch

by Stu Simpson



The First Time

A strange coincidence occurred a few days ago that caused me to remember a long passed and very important day.

I was driving to an appointment and looking at the sky. I was judging the weather, as I often do, as to it's suitability for flying. The ceiling was high overcast, the temperature around +5 degrees, and the winds were light. In short, an excellent day.

Here's the strange part. The conditions were exactly - and I do mean exactly - the same as the day I solo'd. Sensing something of the dramatically weird, I later checked my log book and nearly fell over when I discovered that the day in question was the seventh anniversary of my first solo flight. Bizarre, eh?

March 23rd, 1986 was a day I'd dreamt about my whole life. Or so it seemed. I arrived at Indus Airport that spring day with more than a few butterflies in my stomach. This was the day I was scheduled to take an airplane up all by myself. If everything went well I would also land the plane and walk away afterward. I was both excited and scared.

I walked toward my mount - a bright yellow single-seat Beaver with a 35hp motor - and wondered if it was as anxious as me. I forced myself to calm down and began my pre-flight.

When the pre-flight was finished, my instructor, John Reed, came over to offer some last-minute advice. He suggested I get away from the field after take-off and get used to the airplane. He warned it would handle more aggressively than the two-seat trainer version. I should do some basic maneuvers, he said, and return to the airport for a few circuits. He even told me to have fun.

I fired up and climbed in. I secured my helmet and straps and began my taxi. A few minutes later I found myself at the bottom of runway 10 with 1900 feet in front of me and no excuses left.

I eased the throttle ahead and the little tax screamed happily. The ride was rough as the Beaver's wheels pounded at the runway's ruts and holes. Everything became suddenly smooth

as the wings finally bit and yanked my skyward. I was flying - alone.

My heart soared as I realized, with concrete certainty (and no amount of pride), that I could fly. The dream was now reality.

I angled to the right to avoid some power lines, pleased to be applying a lesson learned in training. I climbed out eastward to clear the circuit. Reed wasn't kidding when he mentioned the control discrepancies. The two-seater had sluggish, mushy controls. But this plane, with it's push-pull tube ailerons, was a fireball - sensitive and snappy.

The air remained perfect, with only a hint of wind. I practiced climbs, descents and turns. Then I went through the pre-stall checklist and gritted my teeth. If I screwed this up and wound up in a spin, there would be no one to help me, no one to blame.

Ease the gas back, come back on the stick - tap the rudder to keep it straight, don't want to depart - there's the nibble...and the break! Stick forward, add power, and pull out gently. Piece of cake, I said to myself. I was gaining confidence and competence every minute.

I did a few more stalls and became acquainted with some of the plane's idiosyncracies.

I re-entered the circuit a few minutes later and flew it as though Reed were still in the back-seat. I recited the pre-landing checklist to myself (something I still do), "No aircraft in the circuit, none about to enter it. Seat-belts are secure (I gave the straps a tug). Wind direction is from the southeast. Nearing key position".

A couple more descending turns and I lined up on final for runway 10. The glidepath looked good. I eased the throttle back as I coasted over the fence, then the numbers. The Beaver floated for a few yards as lift slowly surrendered to gravity. The mains kissed the grass smoothly - no, perfectly - and the plane settled gently on it's springs.

To tell the truth, that first solo landing was a work of art. I can't really remember another one that was better.

I blasted off again and performed some more touch-and-goes before packing it in for the day. Reed was there to shake my hand and congratulate me when I shut down.

A pilot's first solo quickly becomes a memory as his flight learning curve arcs sharply upward. His log book fills with tales of cross-country flights, group flights, and many more adventures found only among the heavens. But the first solo is a moment a pilot never truly forgets - maybe because he can never repeat it.

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.

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

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.

Hiperlite SNS-8 - 200 Hrs. TT, hydraulic brakes, ground adjustable prop, STOL, fun aircraft to fly, good condition, \$7500.00. Bob Campbell 934-3657.

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



Good News For Beaver Owners

Due to the recent closure of Beaver RX, there are a lot of Beaver owners that do not have access to spare parts. Canadian Ultralight Manufacturing in Edmonton has announced that they will be jiggling up to manufacture spare parts for the Beaver line. They may eventually produce the RX550.

How long it will take for them to be completely jiggled for parts is unknown, but if you require parts contact them and they will advise you of their schedule.

For information contact Kurt Holomis, Canadian Ultralight Manufacturing Ltd., Box 1385, St. Paul, AB, T0A 3A0. Phone: 403-645-2355 or Fax: 403-645-3681.

Coming Events

April 17 - C.U.F.C. cross-country flight to Okotoks, High River and Frank Lake. Leaves Indus airport at 1100 hrs.

April 25 - C.U.F.C. cross-country flight to Vulcan. Leaves Indus airport at 1100 hrs.

April 25 - Red Deer Flying Club's Fly-in Brunch, Red Deer Industrial Airport, from 0900 to 1300 hrs., in the new Hillman Air facility.

May 30 - Second Annual Peace Regional Airshow, Peace River, AB. Acts include Smoke N Thunder, Steve Wolf's Samson, Al Pietsch, Joann Osterud, Ross Grady's Mustang, L.A. Coombes' Pitts N Pyro, plus the C.U.F.C. Fly-by!

May 30 - Springbank Airport Breakfast, sponsored by the Calgary Flying Club and RAA Calgary. 0800 to 1100 hrs. in the Calgary Flying Club hangar.

June 5-6 - Vintage Airshow, Reynolds-Alberta Museum, Wetaskiwin, AB. Featuring a fly-by of antique aircraft, guided tours and much more.

June 20 - Bob Kirkby's second annual fly-in breakfast at Kirkby Field, 0800 to 1200 hrs.



Recreational Aircraft Association Canada

A Non-Profit Organization Dedicated To The Advancement Of Recreational Aviation In Canada

19 Feb 1992

Calgary Ultralight Flying Club
c/o Bob Kirkby
RR #7 Calgary
Alberta T2P 2G7
Att: Wayne Winters, Pres.

Dear Wayne;

Thanks for your letter of Feb 9th. regarding the new Ultralight regulations. It was well said.

The Recreational Aircraft Association is supporting the retention of the "I" registered ultralights. The other points you have mentioned will be brought up in the Ultralight Technical Committee (ULTC) meetings.

The 25 nm. limit appears to have been a misinterpretation of one of the proposals for a new structure of Recreational Pilots Licences. The 25nm. limit was intended for the Student Pilot as it is now, except it was to be designated as level 1 of a hierarchy of licences leading up through the PPL-UL, PPL-UL(Advanced), PPL-A and the Commercial equivalents.

The speed limit was originally proposed at 115 mph., however regulation or control of speed is not easy to administer in aircraft. Guess how many of the US. Ultralights exceed 60 mph.? Transport Canada agreed that regulating the stall speed was a satisfactory method of controlling top speed. Technology and cost will limit the upper speed limit. As far as I know to date, only the Pulsar is capable of exceeding 120 mph. and it is pricey. I've seen Pilots get lost at 60 mph. through lack of attention to their maps.

The Beaver 650 problem is a sticky issue. The only solution that I can think of is for all owners (including the "Is") of that aircraft to join together in an owner's association to fund the development of fixes and modification kits. I believe Ted Slack can provide you with a list of Engineers who are approved or recognized by Transport Canada to sign off on the modifications.

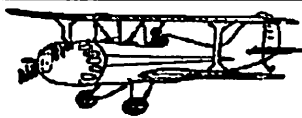
The RAA will be working with the ULTC to help resolve a number of issues related to the "I" and Advanced Ultralights. Your input is valuable. Please keep us informed of any issues you wish to address. I am sure that Ultralights will continue to be a thriving activity in Canada.

Regards,

Mike Fothergill
Secretary, RAA
PPL-UL Commercial
Owner Merlin C-1MGT

One Pilot's Opinion

by Bob Kirkby



Finally - Spring!

A few days ago I awoke to the distinctive honking of a pair of Canada Geese. I sprang from my bed and ran to the window just in time to see them gracefully glide in over the hangars and swoop to a perfect landing on the pond in front of my house. Fortunately the ice had melted off the pond a few days earlier.

This event signaled the real beginning of Spring for me. Even a Canadian Goose is smart enough to stay south of the border until winter is gone for good. Now I knew the winter freeze was over and I could look forward to warm spring days designed just for me and my open-cockpit biplane, the "Free Spirit".

After one of the longest, coldest winters in recent years, I have been really looking forward to Spring. I didn't fly from the end of November to the second week in March, because of the cold. That's a long time without a fix! Although I managed to get a few hours in the middle of March, it was still a bit cold for open-cockpit flying. Now, at last, my fine feathered friends gave me the cue that warm, delicious flying weather was here again.

On Saturday morning I donned my flying jacket, rolled my biplane out of

the hangar, and together we rumbled down the runway and lifted effortlessly into the sky to chase the sun's golden rays. We weren't just on a mission to get closer to the sun, we actually did have a destination. I wanted to have a look at Bob Campbell's CH-701 project, so we headed eastward in search of Bob's place.

Bob has one of the most beautiful grass strips around Calgary. It is about 2000 feet and runs along beside a small lake that covers about 100 acres of his land. The grass is so thick and lush that it is almost impossible to make a hard landing (one also has no need for brakes). This time of year, of course, it is still brown, but it still makes for a very soft landing. After a slow, descending circuit, I touch down on three points just as Bob was walking down the hill from his house to greet me.

When he showed me into his garage, I was surprised to see that he was ready to hang the wings on the CH-701. It is about 90% complete, not counting paint, and Bob only received the kit around Christmas time. The CH-701 is one of the most bizarre looking aeroplanes I've seen. The huge leading-edge slats, which contribute to the STOL performance, give it the appearance of a pterodactyl, while the horizontal stabilizer is actually an

inverted wing to give it negative lift in the back-end. These ungainly-looking appendages are attached to a square fuselage, ala Sorrel designs, which in turn is mounted on squared-off main gear with huge 10" wheels. The performance specs are really surprising. Bob says that it will lift off a grass strip in 45', with one person on board, yet still cruise at 80 mph. This machine should be able to get in and out of just about anyplace.

Bob and I sat in the CH-701 to test the fit for two people and found it to be quite comfortable. The integral, semi-reclined, bucket seats are very comfortable even without padding. Once upholstered they should make cross country flying a delight. Bob is doing a very nice job on his new airplane and I am looking forward to seeing it in the air soon.

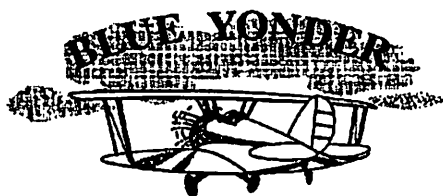
Earlier in the week I visited Chris Kirkman's garage to see his Rebel under construction. Chris is at about the same stage of construction as Bob Campbell. The Rebel is a very impressive airplane (it is certainly far from the ultralight category). The interior of the fuselage is simply cavernous. The cockpit is so wide that Chris is thinking of putting a console in between the seats to mount a few things like switches on.

Construction of the Rebel is very heavy-duty. It looks like it is designed for some real bush flying. As with the Renegade, the seats are a bit spartan. This, however, is something the builder can easily upgrade with a little foam and upholstery. The interior of the cockpit is laid out such that it could be finished off very nicely if desired. When finished Chris should have a very nice, conventional style airplane.

Both Chris and Bob complained about the completeness of the construction manuals for their kits. Both found a number of errors and missing details. Bob found that as he got further into the construction, the manual got thinner and thinner. I had a look at both and a cursory look suggested that the Rebel manual was far more complete than the CH-701 manual. Zenair provided mountains of drawings with its manual, which presumably is intended to make up for the lightness of the manual.

Look out for these two impressive aeroplanes in the circuit this summer. They should turn a few heads.

On another subject, I am getting a fair amount of traffic at my airstrip some (continued on page 8)



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Wayne Winters is back again!

(Opinion - continued from page 7)

days. For this reason I have prepared a set of rules for using my strip. They are detailed in the accompanying side box.

Please feel free to land at my place any time and I look forward to seeing everyone over the summer. If you haven't been in yet, it's 2 mile east of Chestermere Lake on the north side of Highway 1.

Kirkby Field Aerodrome

Kirkby field is a private aerodrome primarily intended for Ultralight Aeroplane operations.

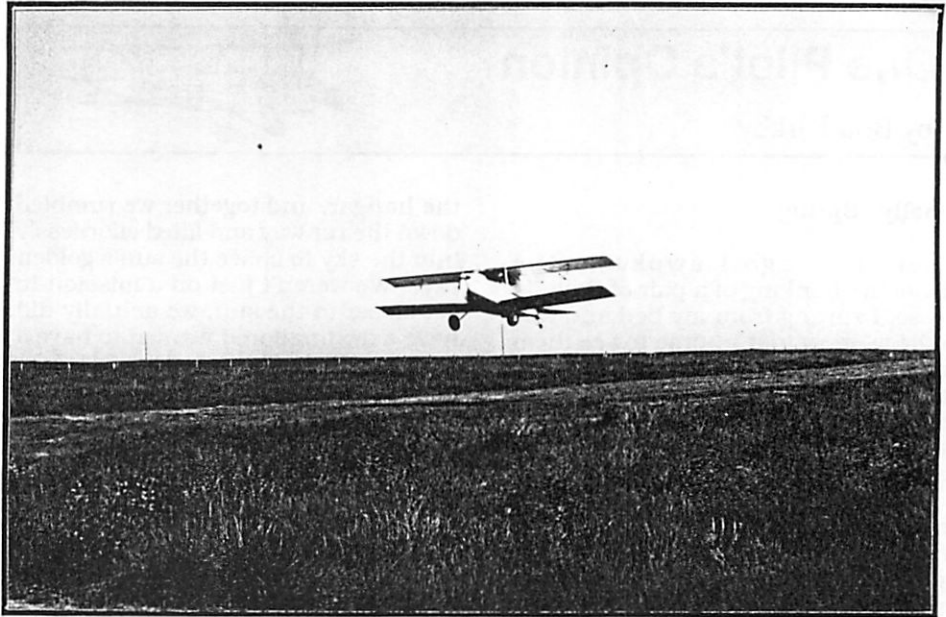
There is one runway: 16-34, 1800 x 50 feet. The runway is clearly marked with orange cones at each end. The only obstacle is a 25 foot high power line (marked) approximately 300 feet north of the runway. Elevation is 3350 ft ASL.

Any pilot is welcome to use the field, without prior permission, provided the following rules are followed.


Rules Of Operation

1. The designated radio frequency to use in the vicinity of the field is 123.4 MHz.
2. Normal aerodrome circuit procedures are to be followed at all times.
3. All circuits are to be flown at an altitude of 300 to 500 feet AGL.
4. All circuits are to be flown to the east of the field. For Runway 16, fly a left-hand circuit; for Runway 34 fly a right-hand circuit.
5. The active runway is the one favoured by the wind direction as indicated by the windsock. In the case of no indicated wind, Runway 16 is to be considered the active runway.
6. Absolutely no flying over the two properties to the west of the field!
7. Absolutely no low flying over the highway at the south end of the field, except for approach and departure to and from the runway! Try to maintain an altitude over the highway of greater than 100 feet AGL, when landing or climbing out.
8. Automotive gasoline is available. By obtaining the lock combination and making billing arrangements in advance, you can help yourself when unattended.

These rules are intended to promote safety around the aerodrome, and insure that Alberta Transportation and the neighbours do not become antagonized by aircraft operating from this field. Your complete cooperation is required in order that we may continue to enjoy the use of these facilities.





Paul Hemingson departing Kirkby Field in his Hiperlite - last July.



First Solo Congratulations

"BOINK" "BOINK" "BOINK"

 <p>Kevin Screen - March 20, 1993</p>	 <p>Benny Martindale - March 21, 1993</p>
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An experienced business traveller took his seat next to a young lad in the front row as the 737 was preparing for departure. Just then the cockpit door opened and the young man looked in at the silver-haired pilot and his younger, dark-haired co-pilot. The young man said to his seat companion, "I hope that pilot lets his co-pilot fly. I'd feel a lot safer with the younger, more reactive pilot flying."

The experienced traveller looked over the top of his glasses and replied, "Don't judge too quickly, young man. When you have travelled as much as I have, you will realize that you are better to entrust your life to the high-time pilot. He may not be as quick to react to emergencies, but you can bet his reaction will be the right one. Youth and text books are no substitute for experience."

Moral: learn all you can from the grey-haired ones, so that you might live long enough to go grey yourself.