



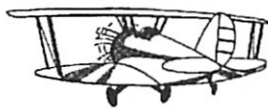
# Skywriter

Monthly Newsletter of the Calgary Ultralight Flying Club

July 1993

♪ Off We Go ... ♪

by Wayne Winters



What a Spring it has been. If memory serves me correctly, I don't think there has been this much moisture since the late 60's. There are trees in the yard and on the Airport that have bloomed, and I didn't even realize they were of the blooming variety. The countryside is beautiful from the ground and absolutely stunning from the air. The average land-bound earthling can only imagine the variety, texture and depth of the green, lush countryside.

### June's Meeting

We had "standing room only" attendance again at our June meeting. It is really exciting to gather with a room full of fellow flying enthusiasts, and we really appreciate your support and attendance over the past months, as well as June.

We now have new hats and logo pins available for members and the general public. Sales of same were fairly good at the Peace River Air Show in May.

It was decided to send Mike Fothergill, of the RAAC, a letter stating our Club's support of his efforts to keep the new regulations in line. In particular, the issue of maintaining the 2-place "I" category and finding a way to address the problem of having to purchase "all" parts for an AULA from the aircraft manufacturer. Doug Ward agreed to do this on our behalf.

Don Rogers (Chinook II) and Ray Mackell (Renegade) gave us a very entertaining presentation regarding their trip to the Peace River Air Show, along with Fred Wright (Chinook II) and Gord Tebbutt (Beaver RX-550). They had just returned from their

grueling 380 mile x-country the day before. We heard tails of broken mufflers, electrical fires, running low on fuel, fighting high winds, taxiing through flower beds, leaving tire streaks on runways, and landing at controlled fields without radio communications while lost - oops, I mean disoriented. Fred Wright even tried to trim his fingernails with the propeller of his airplane while it was idling on the ground. I am sure the countryside and airports will remember and talk about their escapades for decades to come. Who knows, a legend may even be in the making. The main thing is, though, that they had a safe and exciting time.

The meeting wrapped up with a look at a video that Dave Loveman (president of UPAC) sent us that he had made at Sun 'N' Fun in Florida. There was some excellent footage of the largest Ultralight gathering in America. It is always interesting to see who's who and we wish to thank Dave for that video. Anyone who wishes to view it again may do so, as it is now in the Club's video library.

### Family Fun Fly

The CUFC annual Fun Fly event, at Indus Airport, has been moved from July 10 to **Saturday, July 24, 1993**. This puts us after the Stampede and hopefully into some superb summer weather. Remember, it is a family fun fly day, so bring the whole clan and fly and drive in. Everyone is welcome, airplanes or not. We will have a variety of flying events and cap the day off with an evening barbecue. It is a "bring your own food, drinks, utensils, plates, etc." type of get together. We will have

fire pits for doing burgers, steaks, hot dogs, and, for those who want to catch them, gophers. Overnight camping is welcome, so bring your tents or motorhomes. There are no showers but out-door facilities and water are available. You might want to bring some bug juice because occasionally there is a mosquito around. We are not going to pick a rain date because the weather will be perfect.

### The Fly-ins of June

June 5th was the Linden fly-in and five ultralights from the Calgary area took it in. Bob Kirkby (Renegade), Larry Motyer (Merlin), Stu Simpson (Beaver Single) and myself (E-Z Flyer II), met at Kirkby Field and flew up together. Bob had to circle and herd Larry, Stu and myself along because his machine doesn't like to fly with the slow guys. Don Rogers (Chinook II) joined us at Linden and we all went to a town-sponsored FREE breakfast. It consisted of sausages, eggs and pancakes. We didn't know it at the time, but the breakfast was nearly over by 10:30, when we arrived, thus we only got flap jacks. Next year guess who will be there early, and first in line! I think that Tom Thomas was there and flew over with his Beaver RX-550 (crop spray equipped), but we didn't get a chance to talk to him. It was a worthwhile event and I would recommend it to everyone for next year.

June 6th was the Okotoks annual open house. Bob Kirkby (Renegade) and myself (E-Z Flyer II) attended. It was an absolutely beautiful morning but the afternoon got a bit windy. Of course, not a problem for a couple of aces like ourselves! Again, a very good fly-in and I would suggest that next year you think about flying in. We had a table set up with CUFC banners and brochures. Thanks to Ralph Winters and Marvin Ruggles for helping us talk to interested folks.

*(continued on page 2)*

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June 12th and 13th was the RAAC Western Convention at Olds/Didsbury. Unfortunately the weather took a nose dive and no one was able to fly in from our area.

June 20th was the annual Kirkby fly-in breakfast. I am not sure exactly who all flew in, but the early birds (first hogs to the trough) were Richard Daley (Beaver RX-550), Larry Motyer (Merlin), Peter Wegerich (E-Z Flyer II), Ralph & Wayne Winters (Kolb Twin Star) and Wilf Stark & Wife (4-wheel land vehicle). Wilf is building a Rans Air-Rail and a Fisher. We did some hangar flying, we ate, we ate, we did more hangar flying, ate some more, then used the ol' "we gotta fly before the air gets rough" excuse, and got away without helping clean up. Thank you Bob and Louise for the lovely breakfast.

I want everyone to know that going to fly-ins and eating breakfast is a tough, demanding job, but somebody has got to do it!

#### Next Meeting In September

Don't forget that our next meeting of the CUFC will not be until September 1, 1993. As we mentioned in the last issue of Skywriter, we will be able to continue in our same place for about another year. (R.C.A.F. Association on Fisher Street S.E.)

#### Door Prizes

The door prizes for June were 3 pairs of sunglasses won by Gisele Dube, Bruce Piegrass and Ralph Winters. Looking cool dudes.

## Letters



From readers

Skywriter Editor:

As a member of CUFC I would like to place an ad in the Skywriter. (See Classified column - Editor) You have a great paper and I am always looking forward to the next one.

Here, it is very busy and I have only been up once this spring, although we have the best flying weather here. So you see, if I make any good sales you can bet there will be some flying done.

So long,

Knud Rasmussen  
Sub PO #1  
Yellowknife, NWT  
X1A 2T1

#### Correction

*In the last Skywriter I published a letter reviewing the E-Z Flyer Airplane. Unfortunately, I neglected to identify the writer. The letter was sent in by Joel Twiss of Ponoka, AB.*

*Thank you for the very interesting letter, Joel, and please accept my apology for the oversight.*

*The Editor.*



#### EXECUTIVE

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Wayne Winters 936-5347

**Vice-President**  
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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

### BLUE YONDER



## AVIATION

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**Wayne Winters is back again!**

## Family Fun Fly

Don't miss the CUFC family event of the summer.

Afternoon flying events

Evening barbecue

Overnight camping available

Saturday, July 24, 1993

At Indus Airport

Contact Wayne for details at 936-5347.

# Around The Patch

by Stu Simpson



## A Linden Excursion

The airfield was nothing more than a swath of cut grass running north and south near the coulee. It had a windsock at one end, and some power lines too. It was pure and simple, the way those strips are supposed to be. It's not even on the map. Which isn't really surprising since the Linden air field, and the town itself, really belong to a time long past.

But I'm getting ahead of myself here, jumping to the meat before I've served the potatoes, so to speak. The potatoes part begins at Kirkby Field.

I was in my hangar, pre-flying my Beaver, when I heard two ultralights approaching from the south. It was Larry Motyer in his Merlin, and Wayne Winters in his E-Z Flyer. And Bob Kirkby (the guy for whom Kirkby Field is named) was rolling his Renegade out of its shack. Yup, we were in for some serious fun this morning.

The day was terrific. The morning had dawned clear and warm with just a wisper of wind from the north. The breeze played in the long grass bordering the runway, while gophers chase each other in circles. It was the perfect setting for a trip back in time.

Larry and Wayne landed and the four of us chatted as Bob and I readied our airplanes. The Calgary Ultralight Flying Club had been invited to fly in to Linden, a small village an hour north of Kirkby's, to participate in their summer fair day. The townspeople were holding a pancake breakfast, a parade, and fun and games all day long. It's rather flattering to be invited to a party, so if the people of Linden were inviting us, we were darn sure going to show up.

*The Linden flight leaving Kirkby Field. From left: Stu, Bob, Wayne and Larry.*

We were just waiting for Don Rogers to make an appearance. But no one had heard from him. He'd said that he might not be able to make it so we assumed he wouldn't.

The four of us saddled up and took off into the morning air. Turning north, I took the lead as Larry settled off my left wing. Wayne then formed up on the Merlin. Because Bob's plane is so much faster than our bug smashers, he took a position out to the right and flew slow circles so he wouldn't get too far ahead of us.

I felt myself drifting back though time. Watching the world going by beneath us, I realized it looked more or less the same as it did in the 1930's. Tractors plowed dirt fields leaving huge clouds of dust to fend for themselves. The seeded grain fields, newly green and growing, created a beautiful contrast in the morning sun. Grain elevators rose up from the prairies like prophets of fortune. Towns surrounded them, like a congregation seeking salvation in the elevator's offering.

Our small flight was a flying circus, a group of barnstormers in colorful, rag-tag airplanes that had been assembled in garages and hangars. Each plane was as unique as the pilot flying it. We were vagabonds roaming the summer sky until we reached our destination. Once there, we'd over-fly the area, just like the flyers of old, the noise of our motors attracting the attention of those less fortunate souls on the ground. The townspeople, drawn by the spectacle, would no doubt rush out to the nearby airfield in hopes of getting a closer look at these unusual craft and the courageous men who flew them.

As we passed the town of Irricana I heard a familiar voice in my earphones. It was Don. He said he was

about 15 minutes behind us. I assigned him a call sign and smiled to myself, pleased that he'd made it after all.

We continued northward as we watched the world unfold. Bob called to let me know we were near the Beiseker airport. He said he's switch frequencies and let any local traffic know about our position and destination. He did the same thing a few miles later as we neared the Acme strip.

By then Linden was visible in the distance. My heart raced with the anticipation of landing at a strange and new airstrip. I had driven through the town as a child and seen the strip beside the highway, but I'd never seen it on any maps. Hopefully it would be in the same place it was years before.

We approached the town from the south and I spotted the field immediately. It was beautiful. A long strip of grass set right inside the town limits. A rare prairie gem. A two-seat Beaver and something that looked like a Challenger sat off the end of the runway. And across the road the townspeople were gathered for their pancake breakfast.

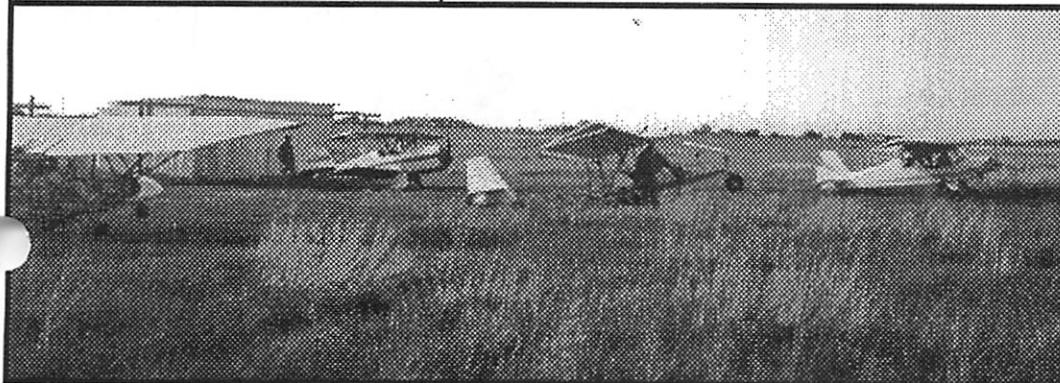
We entered the circuit for runway 16. I landed long to give my wingmen some spacing. As I taxied clear of the runway I noticed another airplane in the circuit behind Bob. It was Ken Johnson in his Renegade II. He hangs at the Acme strip and occasionally drops into Kirkby Field as well.

I climbed out of my Beaver and pulled it clear of the taxiway. I smiled to myself as I watched the other members of our troupe, including Don, land one after the other.

The plane that looked like a Challenger was in fact a Thundergull, a high-wing pusher similar to a Beaver but a little less draggy.

We were met on the ground by a very friendly fellow named Dennis Wickersham. Dennis was responsible for organizing the aviation end of Linden's summer fair. He said he was really glad we'd made it and was very pleased with the number of airplanes we sent. He handed each of us a lapel pin and some info about the town, and even offered us a ride over to breakfast.

I've never been one to refuse a free meal (or for that matter a *(continued on page 4)*



(Around - continued from page 3)

free ride) so we hopped into the back of Dennis' pick-up for the short jaunt to the food.

I must say the people of Linden treated us well. They filled us up on flapjacks and O.J. and invited us to watch their parade and generally hang out with them. They are simple, warm and down-to-earth people. You just don't find their kind of hospitality anymore these days. But in Linden it's as common as cows in the coulees.

I had to get home for work and would have to miss the parade (though I did have another helping of flapjacks). Wayne, Bob and Larry decided they'd fly back with me, but Don decided to stick around and watch the fun. We made our way back to the airfield where a large crowd had gathered around our planes. They were milling and peering and probably envying our toys. I chatted for a few minutes with Don Westersund who had flown in from Three Hills with a Piper Cherokee. I also talked to John Page, the owner of the Thundergull, as we took a closer look at his bird. And just as I was taxiing out, a beautifully coloured red and yellow Eipper landed and taxied

past. I live for days like that.

The four of us blasted off and did one more quick circle of the town. We watched the parade, complete with fire trucks and floats, meander through the streets as people waved from the curbs. As we turned reluctantly homeward, this time with Wayne in the lead, I knew what I'd say if I were flying an airliner over the town right then.

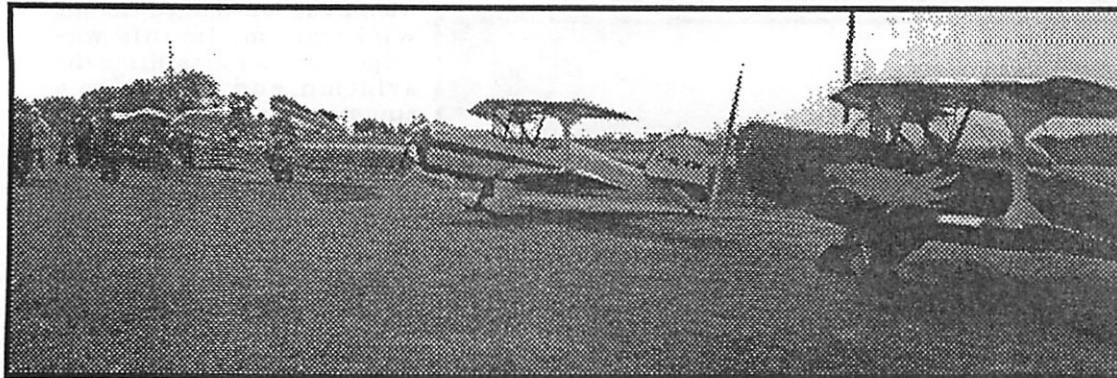
"Ladies and gentlemen, if you look out your left window you'll see the village of Linden. Please set your watches back about sixty-five years. You'll be glad you did."

## Congratulations

to our favourite story teller, Stu, and his wife Tina, on the birth of their son Connor, on Saturday, June 19, 1993.



Linden airport. From left: a 2-seat Beaver, the Thundergull, Stu's Beaver and Larry's Merlin.



From left: Don's Chinook, Wayne's E-Z Flyer, Bob's Renegade and Ken's Renegade.

## Classified

**Sales or Trade** - Hi-grade gold mine, just staked June 1, 1993. Million \$ Pit, ready for drilling or shaft sinking in the north country, close to good fishing. Terms: \$1000. on closing, 2 x \$20,000. option payment over a year and a 5% N.S.R. Will trade the 2 option pyts for 2 small airplanes, such as perhaps Easy-Flyer or Parasol, etc. Knud Rasmussen 403-873-2133.

**Airflight Model "A" Parasol** - Steel tube & rag, Rotax 503, Warp Drive, lots of instruments, 800 x 6 tires, strobe, CB & VHF hookups, folding Kolb wings, \$9,950.00 (Reduced). Jim Creasser 226-0180.

**Trailer** - all metal, fully enclosed, 7'w x 24'l x 6'h, built for airplanes, \$800.00. 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.

*Experience is not what happens to a man. It is what a man does with what happens to him.*

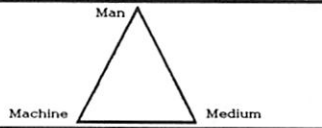
- Aldous Huxley

*How would you like a job where, if you made a mistake, a big red light goes on and 18,000 people boo?*

Former NHL  
goalie -  
Jacques Plante

# Safety Corner

by Paul Hemingson



## Ground Effects

In the last two articles of the club newsletter we examined the origin and nature of convective and mechanical turbulence. There are a few more loose ends blowing in the wind that need to be discussed. For the most part, ultralight flying is done in ideal conditions...i.e. no or low winds and we become conditioned to flying with a mindset that does not have to cope with handling winds...whether we be in the air...or on the ground.

On the ground?? You bet?? Many an ultralight has been scooped up off the ground by gusty winds when the pilot was not practicing safe taxiing procedures. Imagine how the pilot feels who has just had a great flight and returns to his home base, lands with satisfaction, and then gets flipped while taxiing back to the hanger. The indignity of it all. It happens a lot. Safe taxiing consists of knowing which way the wind is blowing from and how it will affect your aircraft. There are essentially three end member cases to consider. The wind on your nose; the wind on your tail; and thirdly a crosswind from either right or left. Between these end members we have all the quartering wind cases, which are simply vectors of the three basic cases. Let's examine the different scenarios

and the proper stick position for each case.

If you're taxiing into a head wind, the rule is keep back-stick (up elevator) in order to put weight on the tail and keep it firmly planted so that your rudder can transmit the forces to the tailwheel. This allows your tailwheel to get more 'bite' and swing the tail as you desire. If your taxiing downwind, the rule is to keep forward stick pressure (down elevator) so that the wind does not pick up the tail and flip you over. This also puts more "bite" into the tailwheel. Taxiing crosswind? The rule is to push your stick in the direction the wind is coming from. For example with a crosswind from the right, push the stick to the right. This will keep the upwind aileron deflected upwards and the downwind aileron deflected downward. This combination will give less lift to the upwind wing and more to the downwind wing. For quartering winds, the correct stick position is a combination of the above cases. For example, with a quartering tailwind from the back and right, or let's say 4 o'clock position, hold the stick forward and to the right.

By following these basic rules, you will be much less likely to have any trouble in the ground handling phase. One more tip on ground handling. An

airplane turns into the wind much more smartly than it turns "with the wind." So if you find yourself trying to make a turn on the ground try turning your machine into the wind. For example, let's say you taxi out to a runway that is 50 feet wide and you need to do a 180 degree turn and the wind is a crosswind. When you get to the end of the runway, get over to the downwind side and then turn "into" the wind to do your 180 and line up with the center. Trying to turn the other way (with the wind) you will likely find yourself completing the last part of the turn off the runway. Remember, your stick position changes throughout the turn, so a little forethought is good practice. It makes sense to me to think this through beforehand. You can practice  
*(continued on page 6)*

## Coming Events

**July 18** - Vulcan Flying Club's 8th Annual Breakfast, Vulcan Airport, 0800 to 1100. For info call G. Graham 485-2635.

**July 24** - CUFC Family Fun Fly. An afternoon and evening fun event for the whole family. See Wayne's column in this issue for details.

**July 29-Aug 4** - EAA Oshkosh '93, the 41st annual EAA fly-in convention. For info call 414-426-4800.

**July 31-Aug 1** - Red Deer International Air Show. For info call 886-5050.

**Aug 6-8** - Abbotsford Airshow, Abbotsford B.C. For info call 604-852-4600.

**Aug 14** - Second Annual Villeneuve Airport Open House. 0900 to 1400 at Villeneuve Airport. For info call Alan Bissonnette 460-8281.

**Aug 14** - 3rd Annual Lethbridge International Air Show. For info call 329-3644.

**Sep 4-6** - Canadian National Aerobic Championships, High River. For info call Gerald Deines 652-4991.

**Sep 5** - Sundre Flying Club's Annual Pancake Breakfast. For info call Larry Nielson 638-3168.

**Sep 6** - Stettler Flying Club's Annual Labour Day Fly-in Breakfast. For info call Bob Airey 742-2874.



Paul Pontois and Roger Saindon with Paul's Hi-Max project.

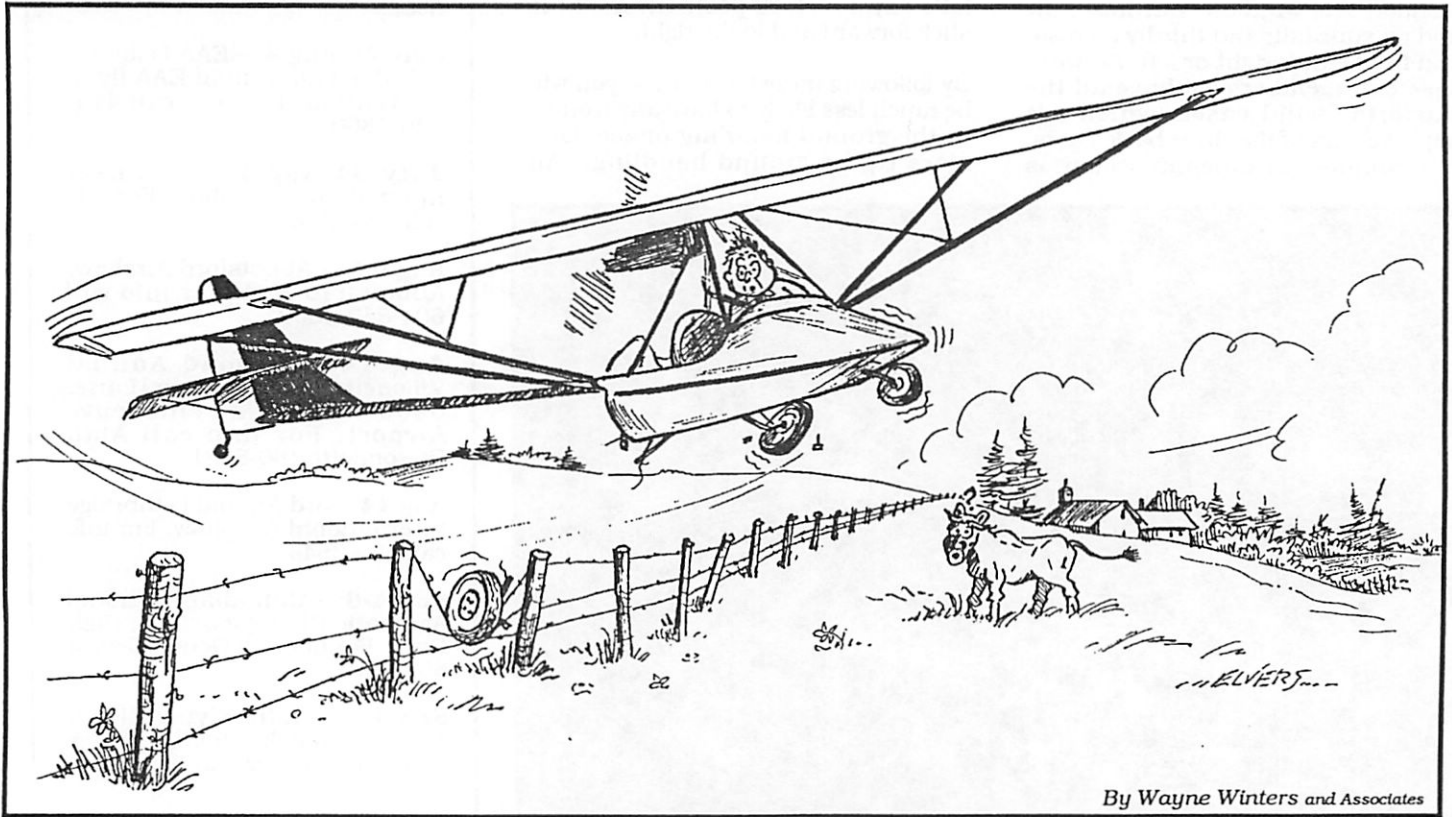
(Safety - continued from page 3)

the technique in your armchair right now. Just conjure up a common case for your particular flight park. For example, imagine a runway oriented east-west with a northwest wind blowing. Your hangar is to the south of the runway. Now, go through the mental steps for the correct stick position as you taxi out, make your turns and get to the take-off position. Next imagine the same setting, but now reverse the situation. You have just landed, and want to get back to the hangar.

When I first started flying I often found myself out of phase with the stick position....sometimes 180 degrees out of phase! It wasn't some kind of dyslexic short circuit, but rather that I had not thought things through completely, nor ahead of time. With practice the correct stick position will become automatic. As with most things associated with flying, chance favours the prepared pilot, and preparedness consists mostly of thinking through things before you come up against them.



## DON'T YOU JUST HATE IT WHEN ....



... you learn of the hazards of hedge-hopping first hand.