



Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

January 1994

♪ Off We Go ... ♪

by Wayne Winters



Whew! We made it through another year. Interesting, isn't it, how we can look back at our triumphs and goof ups and see them clearly, but haven't a clue what is going to happen tomorrow. We try and plan and prepare, but...

This has really been a great Winter, so far, and we are starting down the home stretch for Spring. Each day we can start to notice a minute or so added to our daylight flying hours. Looking back in the aircraft log books I can see where last Winter we had a couple of 10 day closed down periods, due to extremely cold weather, which we haven't experienced so far this year. It will be interesting to see what the next couple of months hold, especially since a long, cold Winter was forecast. Maybe the same guys who prepared the Feds' budget estimate cooked up the weather forecast?

Carb Icing

During the past month we have experienced carb. icing in a much more dramatic form than ever before. Usually a little (or sometimes) a lot of ice forms on the outside of the carbs. and all that is noticed in engine performance is a rough idle. During the past month the frequency and results have been different than any time in the past. The fuel, oil, and operators have remained constant, what has been different is the conditions. It seems we are experiencing higher humidity levels than normal for this time of year. When the relative humidity is high and the dew point and temperature are close, icing conditions are at their best. We have had a lot of 95% plus

relative humidity days.

On the 582 (oil injected) we have noticed on some carb. icing days that the engine runs a bit rough in the cruise range. Full throttle is smooth but cruise and idle are rough. One day while this was occurring the engine began using much more fuel than normal and on a normal 2 hour fuel load (full tank) the engine died at 1.6 hours from fuel starvation. Norm Wells, the solo pilot, did a wonderful job of a forced landing and as soon as we got more fuel in the tank and cleaned the 1/4 inch of ice out of the carb. intake the airplane was again flying normally.

The 503 engine flying at the exact same time (right beside the 582) also experienced frost on the outside, as well as some on the inside, but did not run rough or gulp through its fuel. It seems that the oil pre-mixed with the fuel acts as an anti-freeze and doesn't allow as much ice build up.

Three times now, on the day after carb. ice occurrences, we have had to clear a small piece of ice from the power jet accessed through removal of the float bowl. This has occurred both on the 582 and 503 engines. Also a small droplet of frozen water was located in each float bowl right where the main jet draws its fuel. Obviously what is happening is that when the ice that has formed inside the carb. melts, some of the water runs down the main needle jet and into the float bowl. CAUTION: check your float bowls.

NRAC Proposals

A couple of concerns regarding the new

proposed weight (ultralight) and maintenance (advanced ultralight) proposals. For those of us who want to fly with floats on our ultralights, the weight allowances are just a little too tight. Some sort of extra weight consideration should be given to allow for floats. Many of the ultralights we are now flying on floats, and without incident or problems, will no longer have flight authority unless a little additional weight is allowed.

In regards to the proposal of how to handle the maintenance of an Advanced Ultralight where the manufacturer is either out of business or uncooperative, the proposal doesn't sound bad at first glance, but where and at what expense will you ever find an a/c maintenance engineer that will sign out the air worthiness of someone else's design and burden himself with the liability. I'm not sure what the answer is, but we could possibly see a lot of a/c sitting in the hanger waiting for someone to do something.

Perhaps if an owner could show where a similar repair or alteration has proven successful on another a/c (home built or u/l) they could be allowed to do the same and continue with their flight authority.

December's Meeting

In December we usually have our election of officers, but decided to move it to the January meeting. Gord Tebbutt brought a beautiful hard cover book on military a/c that was used for the door prize. There was a real frenzy for tickets and we had the best \$ take ever. Bruce (Lucky) Piepgrass had the winning ticket. Several topics were discussed, with no concrete solutions - where we will continue meeting after February, what is happening with the new regulations, what to do for a January party, etc. The meeting wrapped up with video of the flying action of the raid on Pearl Harbor, December 7, 1941.

Classified

Bushmaster II - 1986, 2-place, Rotax 503, 15 hrs since rebuilt motor, very nice, always hangared, VSI, ALT, ASI, engine gauges, \$12,500 delivered, OBO. Pat Rudiger 403-986-3159.

Book Wanted - "The deHaviland Story" by Fred Hodson. Andy Gustafsson 247-3245.

Beaver RX-550SP - 1986, Amphibious floats, Rotax 532, 230hrs TTAF, 120hrs SMOH, always hangared, full instruments, VHF & CB antennae, Aux. fuel tank, 2-blade & 3-blade ground adjustable props with brass inlays, land gear included, \$7000 OBO. Todd McArthur 604-932-2796 or Stu Simpson 255-6998.

Beaver RX-35 - Rotax 447 40hp, 130hrs TT, Aux. fuel tank, cargo deck, VHF antenna, always hangared, great performer!, \$4500. (Hangar space available). Stu Simpson 255-6998.

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, \$8,500.00 (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. Price reduced to \$18,000. 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.

Gauges - Dual CHT and Dual EGT gauges - \$125.00 for both, 3 1/8" Tachometer with hour meter - for CDI ignition. Ken Johnson 546-2586.

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



First Solo Congratulations

"BOINK"

"BOINK"

"BOINK"



Dan Wells - October 12, 1993



Norman Wells - December 5, 1993

New Members

Norman Wells 289-5264

Norm is retired and has owned a couple of different conventional aircraft. He let his conventional license lapse and has now decided to take up ultralights and is really enjoying the low and slow freedom.

Barry Dumais 272-1031

Barry is in his late 20's and has a carpet installing business. Carl Hassell convinced him that flying is where it is at and Barry hasn't looked back since.

Art Russell

Art is 54 years old and a construction foreman for Pan Canadian oil. He has always wanted to fly and after many years as a Radio Controlled model fan, decided to actually get in the cockpit. He and his brother Craig bought a Beaver RX-550.

Craig Russell

Craig is in his late 40's and farms near Drumheller. He has joined with his brother Art to fulfill a life-long ambition to fly from his backyard. He is building a runway for their aircraft.



EXECUTIVE

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Vice-President
Doug Ward 282-0806

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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

Around The Patch

by Stu Simpson



"I Could Do This Forever"

Me & the Beeve were at 700' AGL, having just blasted off from Kirkby Field. We had no particular place to go. There was no one to meet, no appointments to keep. Just a blue sky and light, warm winds to dance around in all afternoon.

I decided to head south toward Indus and see if anything was happening there. But one of my character flaws is that I'm so easily distracted, this time by Bailey's Field. It appeared a few miles away, looking pristine and gorgeous, as it always does.

Bailey's Field holds a special fascination for me. It's a beautiful 4500' strip in the middle of the prairie about six miles north-east of Indus. There are a few hangars on the property and a huge house with a swimming pool in it. In fact, you can see right into the pool room when you do an over-shoot on runway 16. I've seen a few airplanes on the strip, but the one that stands out is an old Beech 8 done up in RCAF colors. It's a beautiful round engine bird that looks like it could tell lots of great stories. In short, Bailey's Field is the airstrip of my dreams.

So it seemed only fitting that I shoot a couple of circuits there on my way to Indus. I crossed over the field and

entered the left hand downwind. The runway was covered with a skiff of snow completely untouched by aircraft or man. I landed long, the Beeve's wheels settling gently onto the endless white ribbon of runway. As soon as the nose gear touched, I fire-walled the throttle and raced off for another circuit. I noticed on the downwind leg the runway seemed spoiled now that it had gear tracks on it. But to any passing aviator, those gear tracks would tell a little story of their own.

I was on my way again after one more circuit. The Beeve felt wonderful in my hands, quick and nimble, responding without a moment's hesitation. We wheeled and turned and laughed our way through the sky.

Indus looked shamefully deserted from a couple of miles away. But as I got closer, I could see people and airplanes moving around down there. I crossed over the field and started doing circuits on runway 28. I have to tell you, my landings that day were some of the best I've done in a long time.

The runway had been well used since the last snowfall, as was evident from all the gear tracks. But there was a small area right at the button that had no tracks in it anywhere. This was my target. It was a great way to practice spot landings. After every touchdown I could see my tire tracks in the snow

and improve the next landing. Shooting circuits is a great way to spend your time, isn't it? There's nothing like the feeling of greasing an airplane back to earth. The type of touchdown that, if you didn't hear the rumble and rattle of the gear, you might not know you'd landed.

I wasn't alone in the circuit though. Fred Wright had waited for an opportune moment and taken to the sky in his green Chinook. Wayne Winters had done likewise in a miniMAX. We three shared the airport for a while until I noticed Freddy peel off to the south. I turned the Beeve to follow him, just to see what he was up to.

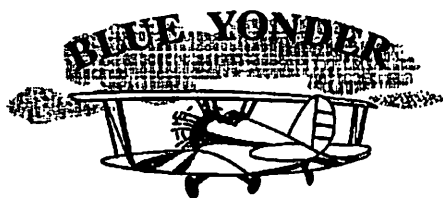
About a mile south of the field, Freddy turned to the east, went about half a mile, and turned back west. Suddenly he was pointing straight at me. Now, Freddy's not blind, so I took this to be just what it was. A challenge.

I maneuvered easily out of his way, but before I could say "Holy hammer-head, Batman!", he had jumped me. That sly dog was going for my tail like a puppy goes for puppy chow. But he didn't have the angle to get his nose pointed at me. I racked the Beeve into a hard left turn and lost sight of the Chinook. I kept looking back over my shoulder but I still couldn't find him. I was pretty sure I was out-turning him, because there ain't much that can turn with the Beeve.

After about two and a half 360's, I levelled out heading west. I spotted Freddy about 600' away, at my 9 o'clock, going the opposite direction. I yanked the Beeve left at the same time Freddy saw me comin'. He put everything he had into a tight left turn, but there was just no escape for him from that point on.. He was as busy as a one-legged man in an arse-kicking contest as he tried to get away. But I just sat up about fifty feet higher than the Chinook, throttled back, and followed him around. Whenever the moment was right, I'd dump the nose, roll onto his tail from six-o'clock high, and waste him. At least that's the way I remember it. Freddy might have a different version of events.

After the carnage was over, we formed up and headed back toward Indus. I followed Freddy in and made a full stop landing on runway 28. He was all smiles and charged with adrenaline as I climbed out of the Beeve. We spent the next few minutes re-hashing the dogfight over and over again, like pilots have done for decades.

(continued on page 4)



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Wayne Winters is back again!

(Around - continued from page 3)

Then I met Knute Rasmusen, owner of the miniMAX that Winters was flying. The three of us chatted as we watched Winters in the circuit. After a few minutes of hangar flying, Freddy decided he wasn't going waste anymore of the day on the ground. I liked his attitude so I invited both guys to fly back up to Kirkby's with me. They thought that was a splendid idea.

Winters was on his last go 'round so Knute said he'd join us after he fueled up. Freddy and I decided to wait upstairs shooting some more bump-and-runs, and when Knute was ready, we'd head north together.

Freddy and I took off and by the time we'd shot two circuits Knute was pulling onto the button of runway 28. I turned north for home and slowed so my wingmen could catch up.

Knute quickly established himself off my right wing. Freddy perched a little further back, forming on the miniMAX. I could almost see the smiles on their faces as we coasted along up there. Occasionally I'd lose sight of Knute as he wandered toward my six, and I found myself trying to make like an owl to find him again. My neck muscles got a good workout.

All too soon the shiny sheet metal of Kirkby's hangars appeared and I set up for a long, straight-in approach to runway 34. I touched down and slowed just in time to make the turn at mid-field. I taxied the Beeve to the

hangar and jumped out to watch Freddy and Knute land. But they decided to drag the field first.

I wheeled the Beeve into the shack as the Chinook and the MAX set up their approaches. Freddy put down first and taxied clear. The two of us watched closely as Knute hung the miniMAX on the fine edge and brought it in slower than I thought possible. He's a guy who knows his airplane.

"Ain't this the life, Freddy?", I asked as Knute taxied in.

"Man", he replied, "I could do this forever." I nodded agreement and silently wondered what the rich folks were doing.

Once settled, Knute graciously showed us around his airplane. He even let me sit in it. I have to admit, I'm quite impressed with the design. Think I might get one.

After about half an hour Freddy was getting understandably restless again. So the two of them saddled up and bugged out, taking off the same way they'd landed. As they turned south Freddy's words kept running through my mind. And I thought that I too could do this forever.

Show me a man with head held high, and I'll show you a man who can't get used to bifocals

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C.U.F.C.

New Year's

Party

Saturday, January 22

R.C.A.F.A. Wing

7:00 pm

Pot-luck Dinner

Silent Auction

Cash Bar

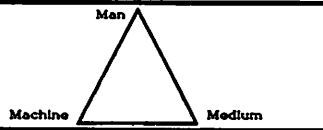
Price of admission is one plate of food.

To find out what you can bring please contact Wayne Winters - 936-5767



Safety Corner

by Paul Hemingson



Index of Safety Corner Articles

1. May 88 THE SAFETY TRIANGLE

This initial article describes the three key elements of safety. These are the Man, the Machine and the Medium. This article discusses the interdependence of these elements and some of the issues associated with each.

2. June 88 YOU'RE THE JUDGE

This article is about judgement, flying judgement. The article uses the personalities of two different pilots and a typical flight to illustrate good judgement and bad judgement.

3. July 88 TIMING YOUR ROOSTER ROCKET

An article about how to set the timing of your Rotax engine, using the procedure described in the Rotax manual, along with helpful hints that will allow you to do the job competently.

4. August 88 WHAT? ME SCARED? NO WAY!

This article confronts some of the fears that all pilots will face during the course of their aviation avocation. It is about how to overcome your fears.

5. September 88 THE MEDIUM

The medium we fly in, the atmosphere, is the subject of this one corner of the safety triangle. The article introduces some of the things you can do to handle it safely.

6. October 88 UP/DOWN AND SIDEWAYS

This article is about a flight in turbulence and some of the things you can do to handle it safely.

7. November 88 TAXIING FOR TOYGUNS

An article about how to properly and safely taxi your aircraft. The article explains the wind forces on an aircraft while it is in contact with the ground.

8. December 88 GOING UP?? (PART 1 OF 2)

The first of a two-part article on how we gain our skills and experience. It discusses the initial, steeper, portion of the learning curve in our first 100 hours of flying.

9. January 89 GOING UP?? (PART 2 OF 2)

Part two of the learning curve, where observations are made on the higher time pilot and some of the pitfalls of the higher time pilot, such as complacency.

10. February 89 WHAT ARE THE ODDS?

This article discusses the odds of being involved in an incident or accident while flying ultralights. It uses the national data base for statistics and supplements this with personal insight into what the statistics mean to the average pilot.

11. March 89 TWISTED WORDS AND TURNING PLANES

About the nature of forces and the proper way to turn your airplane without skidding or slipping...explains the look and feel of the coordinated turn in the straight and level condition.

12. April 89 ITS YOUR TURN

More about the "Turn" in an aircraft. This article further explores the turn, with emphasis on climbing and descending turns.

13. May 89 2.3 MILLION FLYERS INVADE ALBERTA

An article about the millions of birds which migrate through western Canada airspace and how to see and avoid ducks, geese, etc. The article discusses the migration pathways and the timing, height and habits of migratory fowl.

14. July-August 89 LOST IN SPACE

An article about how to navigate and not become lost on a cross country flight.

15. September 89 FORCED LANDING

An article about the proper procedures to follow in the event of a forced landing.

16. October 89 WHAT'S YOUR STYLE??

An article about the different flying styles of different pilots. For some pilots their flying style is distinctive enough to recognize them from afar. Discussion of the different approaches, methodologies and attitudes of different pilots.

17. November 89 PRECAUTIONARY LANDINGS

An article about when, how and why to use the precautionary landing.

18. December 89 THE TIMES ARE A CHANGIN'

About radios, particularly the usage of aircraft radios.

19. January 90 ALL TALK RADIO

More about aircraft radio usage, with emphasis on entering and exiting a radio controlled airport. Rules of the air, and rules of the radio are discussed.

20. February 90 KICKING TIRES/TWANGING WIRES

This article is about pre-flighting. How to do it properly, completely and competently.

21. March 90 HOT, HIGH AND HUMID

An article about air density and the negative influences of hot temperatures, high altitude and moist air on aircraft performance, from takeoff to touchdown.

22. April 90 FAMILIARITY

About the familiarity and closeness we develop with an aircraft we have flown for a long time and the pitfalls of complacency setting in as familiarity increases.

23. May 90 HOW MUCH IS THAT A/C IN THE WINDOW?

About the price to purchase and operate an ultralight aircraft. Discusses some of the direct and indirect, or hidden, costs associated with aircraft ownership.

24. June 90 PERFORM A DEATH-DEFYING ACT

About the dangers inherent in trying to rush any aspect of your flight...flight planning, pre-flighting or in cruise. The article discusses the situations that pilots find themselves in where they are most vulnerable to short cutting proper procedures.

25. July 90 FLIGHT TO BROOKS & MEDICINE HAT

A story about a club group flight into southern Alberta.

26. September 90 SPARKING ON THE POINTY END

An article about the problem of spark plug screw tops coming off or loosening up in flight, and how to overcome this common vibration-induced problem.

27. October 90 BLEEDING THE SYSTEM FOR ALL ITS WORTH

An article about how to fill and bleed the hydraulic lines commonly used in brake systems on ultralights. Emphasis on how to do it without an extra pair of hands.

28. November 90 NON-CONSTRUCTIVE TUBE BENDING

Basically a risk-management article. Discussion of identifying hazards, evaluating the alternatives and taking action and monitoring results through feedback.

29. December 90 WHY I HATE FLYING

A humorous article about an ultralight pilot who has to endure a long distance commercial flight, and his feelings/impressions when his destiny is largely controlled by others.

30. January 91 WHAT TO WEAR?

An article about the kinds of functional clothing and other flying apparel used by many pilots in different seasons.

(continued on page 6)

(Safety - continued from page 5)

31. February 91 BABY PICTURES

An article about how to photograph aircraft, and some of the pitfalls commonly incurred in taking pictures of aircraft. Tips on how to improve the quality of your photos.

32. March 91 PILOT INDECISION

About pilot indecision as a factor leading to incidents and accidents. Article explains how indecision can be as insidious as a bad decision.

33. April 91 AIRMANSHIP

Article about the common courtesies a pilot should be aware of in handling himself or his machine around other people, airports, aprons and hangars.

34. May 91 CHECKOUT TIME

An article about an annual checkride whose purpose is to check yourself for bad habits and get expert feedback from a CFI.

35. June 91 BIGGER BIRDS BEST BEHAVE

An article about the current breed of larger and heavier ultralights and the effects of extra weight and power on aircraft performance, and the difference in handling characteristics of these kinds of machines from light-weight single-seat ultralights.

36. July 91 A STITCH IN TIME SAVES NINE

An article how hurrying things along can lead us to overlook the essentials.

37. September 91 REMOVE BEFORE FLIGHT

An article about the kinds of attitudes and behaviors we should leave on the ground when we go flying. How these mental blocks should be removed along with chockblocks.

38. October 91 FEEDBACK

An article about the kinds of feedback we get during a flight and how we identify it, and more importantly, how we react to it.

39. November 91 ROTAX MAINTENANCE SCHEDULE

An article which builds on the recommended maintenance schedule included with each Rotax engine, and the importance of regular scheduled maintenance.

40. December 91 SETILATLU'S

Setilartlu is ultralights spelled backwards. This article discusses the latest breed of faster, heavier and high performance ultralights being built and implications for the future.

41. January 92 THE GREENIES ARE GOING TO GET YOU!

An article to increase the environmental consciousness of ultralight pilots and the things we can do to enhance our image among the non-flying public.

42. February 92 STALL, SPIN, FLASH...CRASH!

An article about the inadvertent stall and how it quickly leads to the inadvertent spin, and the consequences of this at low altitude. Offers solutions to avoid.

43. March 92 YOU SHOW ME YOURS, I WILL SHOW YOU MINE

Explains how two pilots should do a detailed inspection of each other's aircraft and how the trained, but non-complacent, eye often catches things that the familiar eye overlooks.

44. April 92 AIRCRAFT FABRIC SPECIFICATIONS

A humorous article that is a spoof on terminology used in aircraft fabric.

45. May 92 ROCKY MOUNTAIN HIGH

About a flight into the Rocky Mountains and discussion of the basics of safe mountain flying techniques.

46. June 92 CONFIDENCE VERSUS COCKINESS

The importance of finding a balance between self-confidence and over-confidence.

47. July 92 SAVE YOURSELF

About the danger of the mindset that puts saving the aircraft ahead of saving ourselves in a forced landing situation.

48. August 92 ASLEEP AT THE STICK

An article about how repetition can lead to not identifying a critical situation such as airspeed bleeding off on short final.

49. September 92 WHERE'S THAT INSTRUMENT?

An article about the building of a new instrument panel and how the unfamiliar layout led to problems finding key instruments feedback quickly.

50. October 92 STRAIGHT AND LEVEL??

About the importance of flying straight and level. How to do it more easily, and how to become a smoother pilot by doing the right thing at the right time.

51. November 92 IMAGING

An article about how to learn to be a better pilot by visualizing yourself in three dimensions and time, by visualizing the maneuver ahead of actually doing it.

52. December 92 COURTESY

An article about the courtesies a pilot should show other pilots. Explains some of the unwritten laws and codes of conduct for appearing professional.

53. January 93 WHOSE RIGHT...WHOSE LEFT??

This article discusses the ultralight accident statistics for the past year and gives some insight into what areas ultralight pilots need to focus on for improvement.

54. February 93 SAY WHAT??

An article about the need for ear protection for ultralight pilots and ways to minimize potential permanent hearing loss.

55. March 93 REPETITION...FRIEND OR FOE

An article about how repetition of actions in any stage of flight, from pre-flight to tiedown, can lead to errors. Also the value of repetition in learning new skills.

56. April 93 BREAKING THE CHAIN

A discussion of how most accidents are usually the result of a chain of errors and how pilots can recognize a weak link in order to break the chain of events that lead to accidents.

57. May 93 WEATHER TO FLY???...OR NOT??? (Part 1)

An article about convective turbulence and the effects on ultralight aircraft.

58. June 93 WEATHER TO FLY???...OR NOT??? (Part 2)

Part 2 of an article about mainly mechanical turbulence.

59. July 93 GROUND EFFECTS

A discussion of the forces of wind on an aircraft on the ground.

60. August 93 FLYING AHEAD OF YOUR PLANE

An article about how to stay ahead of your aircraft. Discusses the planning required before and during a flight in order to reach your objective.

61. September 93 CIRCUIT PROCEDURES

About the proper procedures to enter/leave the circuit at airports.

62. October 93 WHAT'S YOUR ULSI??

ULSI (Ultralight Safety Index) - a do-it-yourself test that allows you to score yourself with respect to your skills, behaviors and attitudes to find out how safe you are.

63. November 93 YOUR SAFETY BANK ACCOUNT

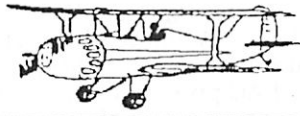
An article about why the pilot needs to make regular deposits into his safety bank account in order to keep himself safe.

64. December 93 ROOTS IN THE GROUND, ROOTS IN THE AIR

An article about how our fundamental attitudes and conditioned behaviors determine our response to inflight situations and decision making.

One Pilot's Opinion

by Bob Kirkby



Final Flight

It was with a saddened heart that I received the news that Ron Sondergaard passed away on January 3, 1994. His battle with cancer finally over and his final flight begun. I know I speak for all the members of the Calgary Ultralight Flying Club in expressing our deepest sympathy to his wife Arlene.

Ron started flying the Atlas weight-shift ultralight in 1979 and graduated to his first single-place Chinook in 1982. That same year the forerunner of the C.U.F.C. was formed, the Calgary Chapter of UPAC. Ron was not only a founding member of the club, but he and Arlene gave their full support by providing their rec-room as a meeting place for the next five years. In 1988 the club changed its name to the Calgary Ultralight Flying Club, merged with another group of the same name and finally moved out of Ron's basement, much to Arlene's relief.

In the last few years Ron could be seen at Indus at least twice a week tinkering with or flying his Crusader. On several occasions I can remember flying near Indus and spotting Ron flying around in his Red and White C-IFOG. A couple of times we formed up and flew somewhere together. Once he

followed me to Ray Stefanich's place. We landed and chatted with Ray for awhile, then when we were ready to go the Crusader wouldn't start. He ended up having to leave it there for two weeks before he and John Collins were able to get it going. He never forgave me for "leading him astray".

Ron joined the flight to the Red Deer airshow two years in a row. Paul, Don and I will never forget the trip back from the 1992 show when Ron, true to his ident, got lost in the fog over Olds. For a hair-raising half-hour we searched for him, then Paul talked him down through 1/4 mile vis to a safe landing at Nantuck glider field, north of Olds.

Ron was a true aviator. He had no use for building airplanes, or even fixing them. All he wanted to do was experience the feelings of tranquility and freedom reserved exclusively for those who soar above the earth on wings of fabric. To look down from 1000' and see what only a handful have the privilege of seeing.

Ron loved to fly. His presence at the airfields and at the club meetings will be dearly missed.

A final wish, "In your next life, Ron, may you fly forever" - from a fellow aviator.



Ron Sondergaard leans proudly against his Crusader Olds/Didsbury, Aug 1991

A Little Prop Wash

by Douglas J. Ward

Our Club was recently approached by NRAC, the National Recreational Aircraft Council, to review a Draft copy of a "Recommendation and Report to Transport Canada" they had prepared regarding the Requirements of Ultralight Aircraft. This Draft was basically a recommendation for changes which could affect all Ultralight aircraft and Pilots in Canada. As a member of their Advisory Committee, I prepared this draft for presentation to the members of the Club at our November meeting, with the able assistance of Club President Wayne Winters and his overhead projector. All members who were present at that meeting were invited to make comments on what they felt about what had been presented to them. These comments were returned to NRAC in my report back to them. However, only members of the CUFC who were present at that meeting were able to see just what could be happening to us in the "hopefully" near future. It was decided that I should put these recommendations into a bit of a shortened form for other members of the Club who are not able to attend our meetings personally but who are receiving our Skywriter newsletter.

Classes of Ultralights

Proposed Class A: Single Place Ultralight Aircraft which were previously just known as Single Place Machines. No regulation changes are anticipated. Launch Weight would be eliminated and replaced with a Maximum Gross Takeoff Weight of 705 lbs. Wing Loading with NO flaps will be maximum of 5.12 lbs/sq.ft. Stall speed of 36 MPH.

Proposed Class B: Formerly the Two Place Ultralights which were designed to be Training Aircraft. NRAC has realized that some aircraft designs which have been flying for a large number of hours and have proven that they can safely carry a "Passenger" if the owner and pilot (the same person) will take on some of the responsibility of maintaining a safe aircraft. NRAC has proposed that the Class B Ultralights be divided into two separate "Ratings".

Class B (Restricted) Ultralight Aircraft: This aircraft will still be allowed to carry an additional person when the Aircraft is being used by an Approved Ultralight Flying School or by a Commercial Ultralight Pilot giving "Training" to a Student Pilot. Two PPL-
(continued on page 8)

(Prop Wash - continued from page 7)

UL may also fly in a Class B Restricted Ultralight. No changes in the flying restrictions and rules are anticipated for this Class of Ultralight. The Launch Weight has been replaced with a Maximum Take off Weight of 1000 lbs. The Maximum Wing Loading with NO flaps is 6.14 lbs sq. ft. Stall speed is 40 MPH. The aircraft must also carry a placard which states, "Passengers Prohibited". Basically these are the same rules as for the old Two Place Ultralights except they have eliminated the Launch Weight and given us a 1000 lb Take off weight. This will now make a lot of the currently flying Ultralights, which are too heavy, LEGAL in the eyes of Transport Canada.

Class B (Normal) Ultralight Aircraft: This is the same in flying rules and Weights as for the Class B Restricted Ultralight. The only difference between Restricted and Normal is that after the Owner/Pilot takes an approved Aircraft Maintenance Course he will be able to carry a Passenger. This "Course" still must be developed by NRAC but it basically lets Transport Canada know that you do know quite a bit about how to Safely look after your Ultralight. The Normal Class B Ultralight must also carry a placard that states, "This aircraft is operating without a Certificate of Airworthiness. Only the owner of this aircraft is permitted to carry passengers". I must personally add that I feel this class of Ultralight may not be for everyone. I feel it will require a tremendous amount of effort by the Owner/Pilot to maintain the Aircraft and the records for his airplane, and to keep all correct for Transport Canada's approval.

Class C: This is the Advanced Class of aircraft that we now fly. NRAC has

proposed a Maximum Take off Weight of 1200 lbs. Wing loading with NO flaps at 8.19 lbs sq. ft. Stall speed of 45 MPH. NRAC proposed a wing loading criteria as an alternative criteria to maintaining the AULA maximum stalling speed. They are also proposing that the AULA privileges should include NIGHT VFR flying.

NRAC did an extensive study of all of the problems which now seem to face the Ultralight Industry in Canada. The Draft Report included many tables in regards to accidents involving Ultralights. They had concluded that the Accident Rate was decreasing in Canada which seemed to prove to them that the Ultralights which we are now flying are safe machines. The Pilot Error seemed to be the cause of most of the accidents. In their report they seemed to feel that the present fleet of aircraft was quite acceptable and they could not see why Passenger Carrying couldn't be allowed, with some restrictions.

The Owner's Maintenance Course, which they will bring into being, if the Proposed changes are approved by Transport Canada, should indeed help lower the accident rate. I personally feel that every Ultralight Pilot in Canada should take this course whether he is planning on carrying a passenger or not. It can only help to make our Ultralight Fleet safer.

The Draft Proposal basically gets rid of the Launch Weight and tends to make most Ultralights legal, weight-wise. It can offer an Ultralight pilot the chance to LEGALLY carry an "Unsuspecting Passenger". It could make us all a little better at looking after our aircraft. The Draft may also make it possible for Class C Ultralights to fly at night and into Controlled Airspace LEGALLY. Personally, you wouldn't catch me flying with a Rotax twisting my prop in

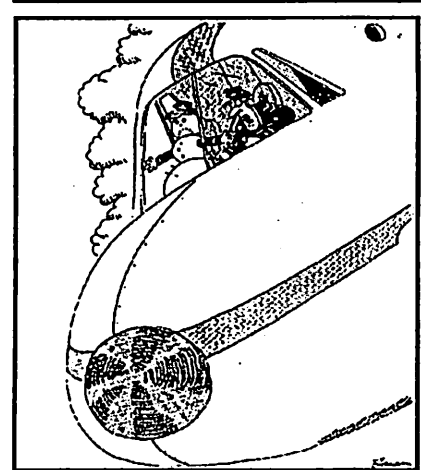
the air in the dark!

NRAC has really tried to cover all the problems which we are having in this Draft Proposal. I feel that most parts of it are to our benefit. Following are a few comments which I sent back to NRAC in regards to a few of the items they had raised and which raised comments and recommendations at our meeting.

Class C (Night Flying): The members felt there should be Additional Pilot Training, No Passengers allowed at night, Additional lighting requirements and they expressed a major concern about the Engines.

Class B Continuing Airworthiness Requirements: The members felt that the Proposed Rules for a "NORMAL" Class B Ultralight needed to be tightened up a bit. It was felt that they could be gotten around. That decision will have to be left up to NRAC and Transport Canada.

NRAC also produced a Draft Proposal on Ultralight Pilot Licensing changes. I will leave this for a future issue.



"Mayday! Mayday! This is Flight 971 I'm in trouble! ... My second engine's on fire, my landing gear's jammed, and my worthless copilot's frozen up!"

PARAMETER	CATEGORY "A"		CATEGORY "B"		CATEGORY "C"	
	METRIC UNITS	FPS UNITS	METRIC UNITS	FPS UNITS	METRIC UNITS	FPS UNITS
GROSS WEIGHT	320 Kg.	705.6 lbs.	455 Kg.	1000.3 lbs.	545 Kg.	1201.7 lbs.
WING LOADING NO FLAPS "A"	25 Kg/M ²	5.12 psf	30 Kg/M ²	6.14 psf	40 Kg/M ²	8.19 psf
WING LOADING NEVER EXCEED "B"	38.35 Kg/M ²	7.85 psf	46.0 Kg./M ²	9.42 psf	61.3 Kg/M ²	12.56 psf
FLAP CONSTANT "C"	1.80	0.37	2.16	0.44	2.87	0.59
LOAD CONSTANT "D" "K"	85.0	187.4	165.0	363.8	165.0	363.8
NUMBER OF SEATS	ONE (1)		TWO (2)		TWO (2)	
STALL SPEED (V _{SO})	< 36 mph		< 40 mph		45 mph	

Proposed Definitions For Recreational Aeroplanes