



Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

March 1994

Off We Go ...

by Wayne Winters



Your know it has been cold when the Magpies are grounded. Anyone who planned a "warm spot" vacation during February had the right plan, and I would like to know who your tea leaf reader is! Despite the cold and lack of "air time" a lot of water (ice) has gone under the bridge in February.

The February Meeting

There was another sell-out crowd at the meeting and we really thank you for your support. A thank you note from Arlene Sondergaard was received for the fruit basket the club sent and she quoted her grandson who said, "its totally awesome". She commented on how flying was the love of Ron's life and that she would like to continue with membership in the club. We discussed the new meeting facilities, MOT regulations and a new brochure for the club. I won the door prize of booster cables - gee thanks, and we concluded the meeting with the Roto-way Exec Helicopter video. It is really a well done and entertaining video.

Meeting Facilities

It is official - we are moving with the 783 Wing to the new location on 11th Street N.E. (Just north of the Postal Sorting plant). Jim Creasser spear headed the work parties. On Saturday, February 19th a work party of members from the CUFC, RAAC, Calgary Balloon Club and the 783 Wing tore out some of the old walls and helped make ready for the renovations. On Sunday, February 20th, another work party (many of the same) moved the furniture. Many thanks to those who spear headed and participated. It is going to be nice to

settle into a permanent home again. Our meetings will still be the first Wednesday of each month at 7:30 pm. One of the things we discussed as a club was buying, along with the other clubs, a larger TV (minimum 26 inches) and a new VCR. The consensus was that if each club put in \$200 to \$300 we could get a pretty good setup. We will work in conjunction with the 783 Wing to have it built in high on the wall so it will be easy to see our videos. We have no objection to good used equipment, and we would be able to end up with better quality for less money. So, if you know of any, please let us know.

Club Brochure

Our club promotional brochure is about a year outdated and needs upgrading. We have decided to re-do it and at the suggestion of the membership, in colour. Jim Creasser feels that he can get a few at a time made up at no charge. Wow! We want members to submit pictures of their ultralights or otherwise, to allow us to select some for the brochure. Please forward them to me ASAP.

Barn Burner

In light of the developments I outlined in the February edition of the Skywriter we decided to write a Barn Burner of a letter to the Minister of Transport, The Honourable Douglas Young, asking him to get Transport to lighten up and stop making people weigh their ultralights, and get the process of new regulations on the front burner.

The day after the meeting I wrote a

letter (a three-pager) and was going to send it the following day until I received a phone call from Hugh Laycock of Lethbridge. He said that Ted Slack in Ottawa (NRAC) was going to set up a meeting for us with Don Douglas, the Regional Director General for the Western Region of Transport Canada. His hope was to resolve the matter at the regional level without upsetting the cart in Ottawa. The long and short is we had our meeting, it went extremely well and I am confident we will be able to solve the problem right here. In fact, our region may end up leading the way in ultralight reform. Elsewhere in the Skywriter is the follow up letter I sent to Mr. Douglas.

Meanwhile, back at the hangar - I think I hear my airplane calling...

We Moved

The Calgary Ultralight Flying Club has moved along with the R.C.A.F. Association.

The new address is:

**5430 - 11 Street N.E.
Calgary**

Meetings are still the first Wednesday of the month at 7:30pm

C U there!

Letters

From readers



Mr. Wayne Winters:

First let me thank you once again for continuing to send me the Skywriter. It provides an excellent resource for what is happening west of Ontario.

I received your February 1994 copy and in your "Off We Go" article you make reference to several issues that I feel require clarification. Upon reading this letter I would ask that you read it at your next meeting or if you prefer, publish it in the next newsletter.

Regarding the letter you and others have received requesting proof of the actual weight of your aircraft. The motivation for this "spot check" was the rash of ultra-light accidents in Alberta last year. I would ask that you and your members keep several things in mind as they deal with this situation.

Under the Aeronautical Act, Transport Canada has the authority to request that an aircraft demonstrate its ability to meet the requirements specified in the Air Regulations at ANY TIME. In this case, since an ultra-light aeroplane is not required to maintain a Weight and Balance Sheet, the Western Regional Office has requested that you weigh your aircraft to ensure compliance with the existing legislation. The next point is that if you are knowingly operating the aircraft in excess of the 195 kg launch weight, then you are breaking the law. I can sympathize with those individuals whose aircraft design is compromised by the low launch weight requirement but the existing standard has yet to be changed. Remember, if you are unfortunate enough to have an accident and if the Transportation Safety Board determines that the pieces weighed more than the 195 kg, your insurance company may not cover you for a third party liability claim. My sources in the insurance business confirm this.

Still another side of this issue is that if you registered your aircraft at the 195 kg launch weight and in fact it is heavier, then you have falsified an application for a Canadian Aviation Document and could be subject to prosecution under the Aeronautical Act or fraud under the Criminal Code of Canada.

Later in your article you imply that Transport Canada carried out a

"weighing campaign" in the Ontario Region three years ago with the intention being to determine how overweight the ultra-lights really were. I contacted the Regional Office in Toronto and was told that such an excursion never happened and that even if it did, by knowing that a particular ultra-light was overweight Transport Canada would have been compelled to do something about it (i.e. Compliance Action). There is no record of any compliance action in this area.

With regard to the 20% Overweight Allowance, you have indicated that ALL ultra-light aeroplanes would be able to access this authority. This is not the case. In order to obtain this exemption the aeroplane manufacturer had to provide a letter to Transport Canada authorizing the overweight operation and outline the maintenance requirements. Until recently, all the examples you cite had no manufacturer available to issue this approval.

To those individuals whose aircraft design is compromised by the existing standards, you have my sympathy as a person but none as a regulator. I regret that I cannot give you what you need right now but I can assure that these and other ultra-light related issues have become a full time job for me. It is only with your cooperation and support that we will be able to effect the changes necessary for you to continue to enjoy your recreational activity with the limited influence of government regulation.

If you have any further questions or comments please do not hesitate to call me at (613) 990-1036.

Lindsay Cadenhead
Superintendent
Special Flight Operations and Standards
Ottawa

Editor:

Ultra-light and Advanced Ultra-light Pilots and Owners lend me your ear. A recent National Recreational Aviation Council (NRAC) Incorporated draft study and recommendation report (NRAC-SRR-04) regarding a system for the continuing airworthiness requirements of Ultra-light and Advanced Ultra-light Aeroplanes has been issued for industry comment.

This draft report by the NRAC company suggests a "Continuing Airworthiness" system for Ultra-light Aeroplanes (U/L) and Advanced Ultra-



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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 or Fax to 403-291-1112.

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

R.C.A.F. Association
5430 - 11 Street N.E.
Calgary, Alberta

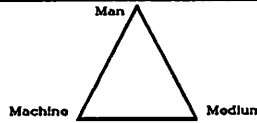
light Aeroplanes (AULA) administered by this company. I am unaware of any policy or initiative by Transport Canada to delegate this function outside. The NRAC has not defined whether these suggestions are in addition to the present rules and definitions or if these suggestions are to replace them in some way. This should be of concern to you.

This report suggests re-defining the definitions for U.L aeroplanes as defined in the Air Regulations and the AULA Policy. This report also contains comments regarding qualifications for persons to certify U/L's and AULA's after maintenance, inspection or modification. Such as Certified Aircraft Maintenance Engineers or graduates of a 1000 hour structured training in an approved maintenance school. This report also suggests that maintenance may only be performed by approved engine and airframe shops.

Advance Ultra-Light Aeroplanes are presently designed, manufactured/assembled and operated in accordance with the exemption to the Air Regulations and the Policy accepted by Transport
(continued on page 3)

Safety Corner

by Paul Hemingson



If it Ain't Broke, Why Check it??

Many of us don't keep a log book. The kind of log book that tells you what kind of mechanical repairs you did and when you did them. Most of us have an annual checklist, but how many of us faithfully follow it? It's easy to rationalize short-cutting the checklist for a lot of seemingly good reasons. Like, "if it ain't broke, don't fix it". Other little gremlins get to working on our minds...like, "The engine ran fine last year, so why should a guy take it apart or check the timing?", or... "I didn't put many hours on last season, so why change the gas filter?". Don't let these little gremlins get into your head. You wouldn't want your tombstone inscribed with, "He flew for Better or Worse, but he's Dead For Good".

The whole concept behind checklists in aviation is preventative maintenance. There is little margin for contingent maintenance...ie, the kind of maintenance done after something is broken. This tends to go against the pioneer principle of throwing seemingly good parts away. But in aviation, there is little margin for error, oversight, omission or ignorance. How many hours on those spark plugs of yours? When was the last time you checked the propeller for track and balance? What about the last time you

changed the wing root bolts? Checked the carburetor bowl for moisture? You can add a bunch more items to this list.

Log books may be a legal requirement in the future for ultralight pilots. But we shouldn't have to be legislated into doing something that makes sense. Mental notes just don't stay with us as long as we think.

A logbook takes only a few minutes to fill out. Carry it in your kitbag aboard your machine, or in your toolbox, and faithfully remember to fill it out as soon as you do any work on your machine. Simply note the date, the hourmeter reading and the work done. Then you won't be left wondering or guessing about what you did and when you did it. Remember though, that a checklist is only a guide.

You can also note any other signs of wear and tear. Good mechanics are always on the alert for any abnormal signs of wear that may be a clue to some deeper problem. For example, while pulling the engine manifold off to check the rings you might notice that the muffler-to-manifold spring-hooks were about 30% worn through at the 50 hour mark. This may be normal wear, or it may be an indication that the motor mounts or muffler mounts

are not adequately isolating the vibration. This should alert you to renew them in the near future. Or you might also suspect to look for a hair-line crack within the muffler system or it's own rubber mounts, evidence in harmony with stress due to inadequate vibration dampening, or inadequate isolation from the motor. The same symptoms may also be due to a poorly balanced propeller. All the clues come together to lead you to check for other things that may develop in sympathy.

Aviation is full of enough serial Cul de Sacs. Get onto the right road with the proper use of a mechanical logbook. A dimestore notebook is all you need, along with the discipline to fill it out every time you pull out a wrench. Use your logbook to record your observations. Take your time in taking things apart to look for underlying symptoms of a deeper problem. It is a pleasant way to spend a sunny spring afternoon, sleuthing your way through the checklist. "If it ain't checked, it might be breaking!"

(Letters - continued from page 2)

Canada and industry. Some of the highlights of the AULA program are:

- A) Continuing Serviceability support from the Manufacturer. (Mandatory Actions that are treated as AD's)
- B) Manufacturer Supplied Maintenance Schedules, Owner Maintenance Records.
- C) Analyzed Design Data by Engineers for each type of design.
- D) Quality Assurance and Traceability systems by the manufacturer.

These items are above and beyond the suggestions by NRAC. The only difference is that Transport Canada or a delegated authority should be monitoring or auditing the AULA program. This is not what is happening because of resources. In brief, this system (based on honour by everyone) has been working for about three years and the only problems that have occurred have been with companies that made false declarations to Transport Canada, certifying design conformity to the design standards for AULA's when no data was available for compliance analysis.

On the other hand, and of great importance to you, Ultra-light Aeroplanes have been included in this draft report to be controlled as AULA (continued on page 4)

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Calgary Ultralight Flying Club

188 Woodbrook Way S.W., Calgary, Alta., T2W 4J2

February 21, 1994

J. (Don) Douglas
Regional Director General
Aviation - Western Region
12th Floor, 9700 Jasper Avenue
Edmonton, Alberta T5J 4E6

Dear Mr. Douglas:

I would like to thank you for meeting with Hugh Laycock and myself on Saturday and giving us the opportunity to meet some of your staff members. Quite frankly, I was pleasantly surprised at your and their willingness to work on solving the problems facing Ultralights, especially in view of Ottawa's resistance to change.

As per our discussion, we are anxious for you to relax the request to weigh and subsequently ground some of our members aircraft. It is fairly common knowledge that virtually all Ultralights are operating overweight. This is due to the fact that most owners have never weighed their aircraft, and are probably unaware that they are overweight. They simply took the manufacturers weights, which where not correct, and used them when they registered their a/c. The Manufacturers knew that their airplanes were overweight, but in order to compete and build a safe machine they had to be. In retrospect, the principle of stretching the rules and saving lives is better than the alternative of building light machines that are breaking up in the air!

The launch weight rule of under 430 pounds came out in about 1985, and typically the lightest of the kits manufactured at that time and since have been overweight. The ridiculous part of the matter is that if one were to build a training aircraft using the minimum wing area and maximum wing loading allowed, the airplane without instructor and student would have to have a maximum launch weight of 199 pounds. A very small engine that would give such an airplane marginal performance would weigh about 87 pounds and the fuel it would use in an hour would be about 25 pounds. This allows a whopping air frame weight of 87 pounds - to carry the total weight of 560 pounds. (The 87 pounds has to include wheels, instruments and seats)!

Let's take a quick look at a typical middle of the line training 2 place Ultralight. For the example lets use the Beaver RX-550 with a Rotax 503 Dual Carb. (52 H.P.) engine. There are more of these registered in Canada than any other Ultralight - as far as I know about 550-600 of them. Typically, these are about the same as the Kolb, Chinook, and Challenger as to speed, construction and weight. Ones of lighter construction and less weight with slower speeds would be the Quicksilver and Skyseeker.

Letters - continued from page 3)

aircraft. This situation was one of the concerns when the AULA policy was being developed under Mike Murphy's (TC) guidance. It was decided by the committee not to include U/L aircraft because of Ultra-light Aviation's nature and the very restricted operating rules that apply to them, such as no passenger carrying privileges. A mechanism was proposed to allow over-weight U/L's to be upgraded into the AULA category by way of manufacturer's concurrence. For aircraft that no longer had a manufacturer, pilot/owner associations could assume the role of the manufacturer. Also, a means for owners to comply with Airworthiness Manual Chapter 549 was introduced to allow owners the option of operating an Amateur Built aircraft that stalled below 45 mph indicated air speed and had a maximum take off weight of less than 1058 pounds, with an Ultra-light Pilot License or Commercial Ultra-light Pilot License. My preferred choice.

A suggestion was brought forth to allow U/L's that were already operating, or constructed, be moved into the 549 category by means of a satisfactory inspection and any "airworthiness" requirements completed. This could be done at an Airworthiness Inspector's or DABI's discretion based on satisfactory inspection of the candidate aircraft. For example, a Quicksilver MX or Beaver RX550 does not require any dis-assembly to inspect all of it's components. Now the Amateur Built Ultra-lights (for lack of a better term) would meet similar controls for continued airworthiness as the AULA and have the same and more operating privileges as the AULA. From a regulatory point, if the Amateur Built Ultra-light was not maintained or of unsafe condition, the Special C of A could be suspended. Whereas an AULA has no such document for the control of it's conditions.

Some positive suggestions have been made by the NRAC in

The Merlin, Bushmaster, Buchaneer and Pelican Club are heavier, faster and generally look more and are built more like a conventional aircraft. This Beaver, above, with electric start and full fuel will weigh about 516 pounds and with the 65 H.P. version about 526 pounds. If the average allowance of 20% were instituted (430 pounds plus 20%) it would mean a maximum launch weight of 516 pounds. As you can see the a/c with the 503 and electric start would just make it and the ones with the 532's would be too heavy. The Quicksilver's and similar a/c would be all right, but the Merlin and ones like it wouldn't have a prayer of making the 516 pounds because they are generally tipping in at about 600 pounds.

The wing loading formulas will need to be massaged also because the current maximum of 5.12 pounds per square foot would require a larger and heavier wing for the light load. Typically a Beaver at manufacturers gross (900 pounds) will have a wing loading of about 6.1 pounds per square foot. The Merlin at manufacturers gross of 1100 pounds has a wing loading of 7 pounds per square foot.

As we mentioned Saturday, please keep in mind that these airplanes have the test of time on their side. They are the same airplanes that have the same excellent safety record and that we have been flying overweight since the mid 80's. In fact there is a whole lot of them that have been flying on amphibious floats at the Coasts and in Ontario which are well over the Manufacturers' maximum weights. That doesn't make it right, but strange how when faced with a customer that wants to put his/her bird on floats how the Manufacturers weights suddenly go up without any change to the engine or airplane!

In the U.S.A. they use a maximum empty weight (no fuel) of 496 pounds. The airplane cannot carry more than 10 U.S. gallons of fuel and can have a maximum full throttle speed of 75 knots with a maximum power off stall speed of 35 knots. Those rules have successfully been in effect there since the summer of 1992. They would work for most 2 place training a/c in Canada except for the Merlins, etc. which would still be too heavy.

NRAC has proposed a maximum gross weight of 1000 pounds which is only 58 pounds away from the Advanced Ultralight weights. Since these are the same airplanes we are already successfully flying, maybe it would be prudent to use that same weight, and of course with the Manufacturers maximum weights not to be exceeded. (For example the Beaver RX-550 with a Rotax 532 would have a maximum allowable weight of 900 pounds, not the 1058). If these weights were put in place and the wing loading formula were to reflect today's airplanes the only thing left to adjust would be the allowance for parachutes and floats. Parachutes are in the 15 pound range and amphibious floats are about 135 pounds (actually 153 pounds, but removing wheels etc. account for less weight). We would like to see those weights allowed separately, providing the manufacturers concur, instead of increasing the maximum gross weights to 1200 pounds or so. The reasoning here is to keep owners from using the extra weight allowances to put on bigger heavier engines, etc. instead of floats.

We have not addressed the single seat Ultralights in the foregoing because, to my knowledge, no one is having problems keeping them within the 363 pound weight because of being able to use lighter construction, power plants, etc. Many of the people buying 2 place aircraft have no intention of flying 2 people or instructing, but opt for the extra strength that goes into a training (2 place) craft. Many times the pilot exceeds the 'normal' 176 pound pilot weight and wants to carry camping gear, etc. so has no alternative but to go for a 2 place airplane.

In summary, what we would like to see is a maximum gross weight of 1058 pounds for all 2 place (training) Ultralights plus 135 pounds for floats (up from the current 75 pounds allowed now). The weight of a parachute could be included in the gross of 1058 pounds. All of the above to apply only if the manufacturers' maximum gross weight allows it.

Regarding passenger carrying - we feel that if someone wants to carry a passenger, let them get a pilot license and use an Advanced Ultralight, a Conventional Aircraft, or a Homebuilt Aircraft. We want to keep Ultralights and Ultralight flying as simple and uncomplicated as possible.

We are looking forward to working with you to resolve what has been plaguing Ultralights for nearly a decade.

Yours truly,

R.W. (Wayne) Winters
President, Calgary Ultralight Flying Club

this report. These should be considered for the control of Advanced Ultra-light Aeroplanes ONLY because of the training and passenger privileges AULA's will possibly have in the future. Such a complicated system for Ultra-light Aeroplanes is unwarranted, as pilot preservation (survival) is the motivating factor for safety. The burden of such suggestions by the NRAC for Ultra-light Aeroplanes would be the demise of the Ultra-light category of recreational aviation by increased cost and non-required, complicated procedures.

Your freedom to design, maintain, manufacture, assemble and operate your Ultra-light Aeroplane within the privileges we now have will cease if such a program is accepted by Transport Canada. I strongly suggest that you obtain a copy of this draft report by the National Recreational Aviation Council, Inc. and submit your comments to the NRAC, UPAC, RAAC and transport Canada quickly.

Brad Allore
Commercial Ultra-light Pilot, Aircraft Maintenance Engineer
Pitt Meadows, British Columbia

A Little Prop Wash

by Douglas J. Ward



These cold winter days should be the days which we should use to make any and all of any needed repairs to our Ultralights. In this cold a person sort of wishes he could bring his machine into the house with him where he could keep a little heat on the hands. Any problems which a person suspected with his aircraft last summer should be looked at now before the new summer flying season starts.

I was speaking to club member Reg Lumsden, who owns Reg's Air Cooled Engines in Surrey, B.C. He mentioned a couple of problems which he has run into on Rotax engines while he has been doing overhauls on them. The first item is in regards to the needle valve in the Bing Carb. If this needle spins freely in the Needle Clip (Rotax Part Num. 963-500) ACTION MUST BE TAKEN. This looseness means that the needle is spinning around while the engine is running and is wearing out the needle clip groove in the needle. If this groove wears deep enough, it will cause a separation in the needle valve, and the needle will drop into the jet and shut off the fuel supply to the engine in that carb. Not good news if you are flying a single carb plane. The notice states: Check your Needle Clip. Place your Jet Needle in the proper setting. If the needle spins freely, remove the clip and hold the needle up to the light. If the needle is reduced at clip position REPLACE the needle.

When you install the clip onto the needle, the clip must be tight on the needle. The clip may be squeezed with pliers on assembly to obtain a tight fit. The needle must show a resistance to spinning in the clip. It is recommended that if the needle needs to be replaced, that the clip should also be replaced.

Another item mentioned to me was that for the Pulse Line for your fuel pump you should only use Rotax Approved Pulse Line. DO NOT use black automotive fuel line. The oil which our engines use for internal lubrication will find its way into this pulse line and will deteriorate it from the inside. Even if you are using an engine which has a separate oil tank and pump, once the fuel gets into the crankcase along with this injected oil, it will find its way into the pulse line. A failure in this Pulse Line will affect the operation of your fuel pump and lessen the amount of fuel that it is capable of delivering to your carbs.

An important notice to anyone flying with a Liquid Cooled Rotax (except the new 618). If you are using the thermostat to aid in the prevention of cold seizures, be sure that the rubber ring which fits between the thermostat and the cylinder head is not covering the thermostat bleed holes once the thermostat housing is installed. This will prevent the constant bleed-thru of coolant that this setup needs to help

prevent cold seizures. It is necessary to cut out the rubber seal ring where the two bleed holes are located. Make sure you cut out enough that the holes are not plugged once it is installed, but not so much that you lose that seal to the outside. Very carefully check your installation of this item. Still on the Liquid Cooled engines, it has been noted that if you use low grade Anti-Freeze, or mix different brands, you may be headed for an overheat problem. Reg has noticed that on engines where the owner has topped up with lower grade coolant, or used Low Priced Stuff, severe dropout has occurred which has caused an overheating of the engine. Be sure to use the best you can use. If you are not sure what you have in your engine now, be wise. Flush your cooling system and install top quality coolant at the right proportions. Keep some of the mixed stuff, in a marked container, for topping up. Ultralights don't have big rads and you want to keep them as clean inside as you can.

Another note on a slightly different topic. As most member know, I am the Calgary Ultralight Flying Clubs representative to the National Recreational Aircraft Council. Our club has been reviewing Draft Proposals which they have been sending to us in regards to possible changes in the Rules for Ultralights and other light aircraft. However, I just received from Transport Canada a notice that they have established the Canadian Aviation Regulation Advisory Board (CARAC). This could perhaps be the Board that was mentioned to us by NRAC. I truly hope that all the work that we have done has not been lost. I felt that NRAC was perhaps on the right track and that they had covered all the bases in regards to statistics on Ultralights. Hopefully Transport Canada is not putting another group in front of our objectives which will have to rehash all the information that NRAC has already assembled and I think has given to Transport Canada.

I am going to contact the address that was given in this notice from CARAC and ask for information on what they are up to and why. I am also going to contact NRAC with the same sort of question. In the next Skywriter, hopefully, I will be able to give you some information on what I am able to find out. Hopefully CARAC may just be an embellishment on NRAC and all this previous work may not have been what now appears to me to have been a waste of time and effort.

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Jim Berg - Feb 1, 1994



Dave Dedul - Dec 11, 1994



Ray Watson - Jan 29, 1994

Classified

Pushmaster 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.

Crusader - 2-place, enclosed, one-of-a-kind ultralight. Rotax 447, cabin heat, VHF radio, 4-years old. \$8000 OBO. Arlene Sondergaard 289-9662.

Book Wanted - "The deHaviland Story" by Fred Hodsen. 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. (reduced). Jim Creasser 226-0180.

Trailer - all metal, fully enclosed, 7'w x 24'l x 6'h, built for airplanes, \$800. Jim Creasser 226-0180.



Craig Russell - Jan 27, 1994



Art Russell - Jan 19, 1994

Hiperlite 2-place - excellent condition, Rotax 503, full instruments, 2-blade wood and 3-blade Ivo props included, wheels and skis. One of the best ultralights flying - a real little airplane. Price reduced to \$18,000 (less than kit price) - offers. Paul Hemingson 931-2363.

Rear Fairing - for RX550, white, new, \$50.00. Doug Ward 282-0806.

Lazair - wind damaged, repairable, pioneer engines, \$500.00. Jim Creasser 226-0180.

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.

Recreational Aviation Policy Meeting

**Decision Record
February 9, 1994**

Don Spruston welcomed everyone and explained that the objective of the meeting was to determine if we should collectively develop a comprehensive, national recreational aviation policy. He further stated that if there was general consensus on the need for such a policy, discussion would focus on what might be the best process for achieving this aim.

Decisions Reached by Consensus

It was agreed that:

1. The issues identified in the Discussion Paper (circulated prior to the meeting) were a reasonable representation of the issues facing recreational aviation today.

2. A definition of "recreational aviation" would need to be determined, and that any final definition should encompass the activity of training pilots to participate in the recreational aviation activities.

3. A national recreational aviation policy should be developed, and that representatives of aviation associations and Transport Canada Aviation (TCA) must all work together to achieve that end.

4. The following steps would be taken as part of the process leading to eventual development of a national recreational aviation policy:

- Establishment of a Steering Committee - A steering committee for the project will be formed, chaired by Don Spruston, with representation from aviation associations.

- Establishment of a working group - A working group, comprised of members from the aviation associations will be established to develop Terms of Reference and a work plan for the project.

- Determination of the problem(s) - The first step in the work plan will be to define the problem(s).

- Development of issue papers - Issue papers will be developed which will form the basis of policy proposals and options.

5. Both Steering Committee and working group members must be capable of "seeing the big picture" and exercising flexibility and openness in discussions.

Action Items

It was further agreed that:

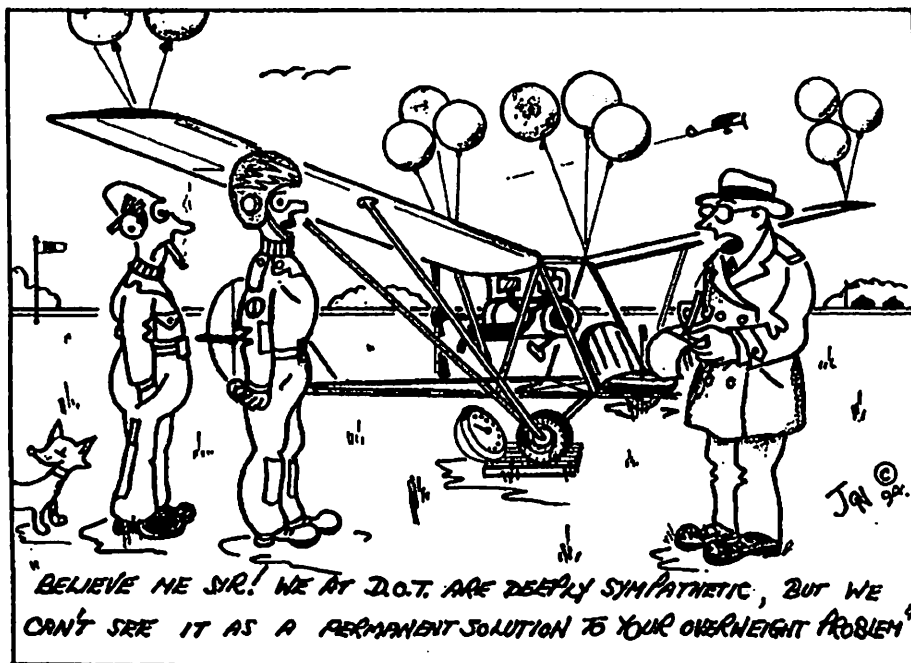
6. Aviation associations will submit the name(s) of their representative(s) for the Steering Committee and Working Group to Don Spruston by February 23, 1994.

7. Aviation associations will also provide Don Spruston with a recommendation for person to act as facilitator for the working group.

8. Don Spruston will appoint the facilitator, who could be either a Transport Canada Aviation employee or an industry representative, willing to work with TAC as a participant on the Industry/Government Executive Exchange program. He will also provide logistical and policy development support to the working group.

- Courtesy of Lindsay Cadenhead

MISADVENTURES OF RIGGER MORTISE.



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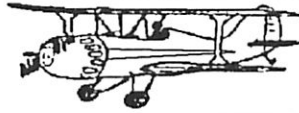
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One Pilot's Opinion

by Bob Kirkby



Who's on First

As I read through the material for the Skywriter this month, I had to wonder if anyone in Canada really has a handle on what is going on with recreational flying.

Back in 1983 when TP4310 became law, Canada led the world with its very simple and sensible policy on ultralight aircraft registration and ultralight pilot licensing. Today the rest of the world has not only caught up, but we have been most decidedly left in the dust while we dart about from one committee to another trying to find a way out of the mess we're in.

The AULA category, which has literally been under development for years, has become so mired in the bog, it will never be the same again. The NRAC,

which appeared to have been hatched to rescue AULA, has now proposed a three-level structure to replace AULA. Now we have this CARAC getting into the act (according to Doug). And most recently it appears that Don Spruston is throwing up his hands and starting from scratch with the formation of yet another committee and "working group" to develop a "national recreational aviation policy". On top of this we have all the self-serving flying associations across the country who are tugging the policy makers in all directions. Throw into this stew the odd loose cannon from Transport who threatens to ground us because we are all breaking the law (as Lindsay kindly pointed out in his letter) and what do we have? Well, I leave that to your imagination.

Good Luck Boys! I'm going flying.

Scenes from the CUFC New Year party

