



Skywriter

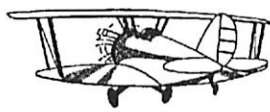


Monthly Newsletter of the Calgary Ultralight Flying Club

April 1994

Off We Go ...

by Wayne Winters



Doesn't it feel great to see the days getting longer, the snow gone, the geese flying and the gophers digging up the runways? Every winter seems like forever and now we get the opportunity to re-adjust our attitudes and start those early morning and late evening flights. The day time one are not all that bad either, but sometimes you just want to relax and let the flying machine do what it was intended to do - gracefully float across the sky. On those calm, smooth flights I often wonder what Orville and Wilbur would think if they could do as we do now - skim across the sky effortlessly. I can't think of a time in all the history of the world that I would rather live. Open air flight has been around for a long time, but not as it is now where we are not worried about speed, suitable emergency landing fields, visibility and cost. Nothing beats the sheer enjoyment and simplicity of modern ultralight flying. Wadda sport!

The March Meeting

We had our first meeting in the new RCAFA 783 Wing facility. The walls were out, the floor was bare, and the surroundings were not as we have been used to for the last few years, but it looks like it will work out very well when the renovations are complete. We had a full house once again and we thank you for your support and attendance. The meeting centred around some of the recent developments with Transport - i.e. the relaxing of the required weighing of some of our members' airplanes. It looks like we are off to a good start at getting some of the regulation problems solved. It was most interesting getting input from

members and out-of-town guests. We wrapped up with a video on the Pulsar aircraft that Bob Kirkby supplied. This was probably the most professional video we have ever seen. It is really a good looking ship and has some nice speeds. From where I was sitting though, it didn't look all that stable in the air and it seems a bit pricey.

Visit Members' Projects

Don Forrester, CUFC member and president of the local RAAC chapter, suggested that we visit members who are building aircraft, for a meeting activity. We would meet at our usual time and place to get any business out of the way, then jump in our cars and go visit someone who has a project going. I think it sounds like a great idea. We will need some advance planning so can be published where and when we will be doing it can be published in the Skywriter. Ideas and suggestions please!

TV and VCR

A few meetings ago we decided to go together with the RAAC and the Calgary Balloon Club to buy a TV and VCR. Jerry Handy had a 26 inch Electrohome stereo set that he let the club buy from his pawn shop for \$250.00 (value \$350.+). Bernie Kespe has a VCR that he is going to donate to the club. We have gone ahead with the above and will bill the other clubs accordingly - don't tell them but we are going to try and make a fat few bucks in the deal!! - Not!

What is New with the Regulations?

Saturday, March 19, Lindsay

Cadenhead (from Ottawa) and Ken Farrar (from Edmonton) were in Calgary and had a meeting with some of us from the club and Lethbridge. I won't go into the details of what seems to be coming down the pipeline yet because no one is sure yet what is going to transpire. It does seem though, that some positive steps have and are being taken to resolve our years of problems. Ken Farrar was the one who, from our Western Region, spear-headed what is now the national policy for Transport regarding balloons. We are all very optimistic!

Owning versus Renting an Ultralight Aircraft

The age old question - should I rent or should I buy depends upon many factors and there is no hard and fast rule. I would never discourage anyone from owning an aircraft, but there are a lot of things to consider. For example, what choices do I have? If there is not a place convenient for me to go and rent, or one that had airworthy aircraft, then ownership is obvious. But, if the choice is there the following information could prove useful.

The "I'm going to fly at least once a week myth". Think about it - how often do pilots really get an opportunity to fly once a week? If they do, the breakdown would likely be something like this:

Winter - once every 2 to 4 weeks
Spring - once every 1 to 1.5 weeks
Summer - 1 to 2 times per week
Fall - once every 1 to 1.5 weeks.

Unless you live on an airport or are retired, the likelihood of even flying 50 hours per year is not great (just ask someone that does or is retired).

(continued on page 2)

(Off We Go - continued from page 1)

A lot of the pilots you talk to sound like they do a lot of flying, especially if they own their own machine. Why then, when they go to sell them, do they have relatively few hours on them, especially considering the years of ownership?

Ask around and you will find that those pilots that are putting on 50 hours a year are busy flying a lot! Of course there are exceptions, and we all know of someone who puts on 200 hours a year, or more, but they are indeed a rare breed. I have seen people that put on 30 hours in one month, then won't fly again for the rest of the year (in some cases for the next 5 years).

It is easy to think that you are going to go on some cross-country excursions with the "squadron", and you probably will, only to find that after a good dose of flying you don't go again for weeks, or even months. (Sometimes it takes that long to rebuild Spousal credits to be able to even go to the air field again).

Why is it, that in most cases, pilots do more flying whilst renting than when they own? The answer is simple - when you rent you just go and jump in and fly. When you own you have to go get the aircraft out of the hangar, clean the wind screen, re-fuel it, change the fuel if it has been sitting too long, pump up the tires, wonder if you really should have adjusted the carbs and if you actually did it correctly, dig out the bird and mouse nests, fix anything that doesn't look right, etc. By this time it is dark and you have missed the perfect sunset. Of course, it isn't always that bad, but when you know you have some work ahead of you it is easier to say, "I'll go another day". If you think this is not real, just ask someone that owns an aircraft (and, of course, not someone who is trying to sell you theirs).

A good reason to own is that you can go flying when you want, but you should ask yourself the question, "When was the last time I wanted to go and couldn't get an airplane?". Sometimes one thinks that it would be nice to go and land anywhere one wants, without worrying about the rental company, but let's face it, if the rental people wouldn't want you landing there, why would you want to risk your own investment?

Ownership costs for 1 year with 50 hours flying

Initial investment of \$6000 cash - lost interest @ 4%	\$240.00
Hangar rent @ \$45 per month	540.00
Engine overhaul fund (OH @ 400 hrs cost \$1500.)	200.00
Fuel 3.5 gph @ \$1.91/gal (.42/l)	477.50
Oil @ \$3.45/l (1 litre does 10 gal)	60.50
Insurance - liability only	120.00
Running maintenance - plugs, bearings, tires, points, instruments, prop, bent things, etc. - \$2.00/hr	100.00
Labour (self) to fix, repair and maintain	0.00
Depreciation - not considered	0.00
Total cost for 1 year @ 50 hours	\$1738.00

Engine blows up	\$3000.00 shot!
Tornado, fire, theft	Investment Lost!
You bang it	You Fix It!

Rental costs for 50 hours in 1 year

Block time rental @ \$35.00/hour	\$1750.00
Engine blows up	So What!
Tornado, fire, theft (unless you get it stolen)	So What!
You bang it	You Fix It!

When you rent - no hauling fuel, no washing, no maintenance, no re-fueling, no running around for parts, no hassle, no fuss, no muss, no bother. **JUST GO FLYING.**

Again, I wouldn't discourage anyone from owning an aircraft, but when you look at the numbers you can see that you want to own for the right reasons. If the main reason was to save money - forget it! If the reason is that you love to tinker and want to have the freedom and flexibility of ownership and are not afraid of a money pit, then go for it!

Good luck with your decision and remember, flying can be a life-time of fun whether your own or rent.



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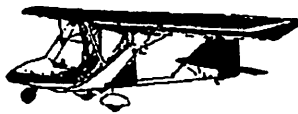
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Around The Patch

by Stu Simpson



Letting Go

This guy is not your typical ultralight shopper, I thought to myself. He's too young. Not one of the older, soon-to-be-middle-aged types that seem to dominate the masses of ultralight flying.

He pulled his car beside mine and stopped. A handsome kid in his early twenties stepped out and introduced himself as Dave. With him was a pretty brunette who seemed almost as interested as he was.

Ninety minutes later, for all intents and purposes, he owned the Beeve. All that remained was the paper work.

We finalized a few details and arranged to meet later in the week to close the deal. He drove away happy to own the Beeve. And I drove away remembering it.

The next few days were filled with mixed emotions for me. On one hand, I was losing what had been a major piece of my life for the past 3 years. On the other hand, with the money from selling the Beeve, I'd be able to build my next airplane. In truth it's an enviable spot to be in. But I couldn't help feeling like I'd lost a part of myself.

Your first airplane is like your first love. I know it's an old analogy, but it's true. Your first plane shapes your soul and opens your heart in ways you'd never seen before. You become a part of that airplane, and it becomes a part of you.

I've spent a lot of time recently remembering the Beeve. Remembering the flights I'll never forget. Like the trip to Radium, B.C. with Todd McArthur and Bob Kirkby. Many people thought we were nuts to fly ultralights in the mountains. But we and our airplanes proved them wrong.

And who could forget the flight home from the '92 Red Deer Airshow? McArthur and Larry Motyer and I stumbled into, among other things, a thunderstorm. When things like that happen, and you come up smiling on the other end, you gain a tremendous amount of confidence in your airplane.

When you own an airplane, you're suddenly released from the bondage of renting. You have the freedom to fly whenever you want (actually, its more like whenever your wife says you can). So if one of your buddies phones up and asks if you want to go flying, you simply arrange what time to meet and head for the airfield (if your wife says you can, that is).

Some of my best flying memories center around the flights me & the Beeve made with other UL jocks. Guys like Don Rogers, Fred Wright, Bob Kirkby, and other guys from the flying club. There were times we'd chase each other around the sky, and moments of simple elegance in perfect formation. There were morning and evening flights whose beauty left me breathless. And there were flights that were just so much pure fun and adventure, I sometimes wondered if it was real.

The thing I'll remember most about the Beeve is the way it felt in my hands. The light controls, the instant response. It'd go right where I asked it to. Always. With 40 horsepower, it climbed like a bat. And it never had trouble with crosswinds. It was incredibly easy to land (Rogers still thinks it was my superior skill). In short, the Beeve was just so easy to become a part of.

Despite all the Beeve's virtues, it was time to let it go. It came down to a choice between making extensive modifications, like adding a more powerful engine and an enclosed cockpit, or buying another airplane entirely. When I crunched out the numbers I realized that selling the Beeve and building new would amount to the same overall expenditure as modifying it. But building new would give me more in the long run, like resale value and growth potential.

I decided there were certain things I wanted in my next airplane. An enclosed cockpit was paramount. I got real tired of that 65 mile per hour winter wind chill in the Beeve's open air office. My new plane had to be a tall dragger and it had to be able to accept a Rotax 503 (cuz that's what I had to put in it). I wanted something a bit faster than the Beeve because other guys in the club are speeding up as well. And finally, it had to be inexpensive to build.

I settled on the T.E.A.M. HiMAX after extensive consultation with Chris Kirkman and Knute Rasmussen. Kirkman built a miniMAX a few years ago and was very pleased with the results. Knute eventually bought the MAX from Chris and showed it to me a few months ago. I made up my mind right then I would build one as well, though I opted for the high-wing version because of the larger cockpit arrangement.

Construction of the HiMAX is underway now and that makes it a little easier to put the Beeve behind
(continued on page 4)

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A Little Prop Wash

by Douglas J. Ward



It's very interesting how sometimes an answer to a problem can be a very hard thing to find. Sometimes it can be right in front of your face but you just can't see it. Sometimes it can be so obvious yet you couldn't think of it even if the answer was worth a Million Bucks.

Take for example: How do you stop Tax Exempt Cigarettes from being brought back into Canada for sale to Canadians at a lower price? Do You:

(1) Hire more highly paid "Smoke Police" to patrol our International Boundary?

(2) Pay highly paid "Informants" to spy on the likely devils who are breaking Canadian Laws?

(3) Condemn people who see a business opportunity and take advantage of it?

(4) Draw Law Enforcement people away from regular business for "Smoke Patrols"?

I don't think that any of the above proposals will work very well. However, I think that some of our Law Makers have adopted some of the above policies. Would not the simple thinker see that the best way to stop the Smuggling would just be to stop the shipment of Canadian Cigarettes into the United States. That would mean

that there would no longer be a supply of cheaper Canadian Cigarettes available. Then the Canadian Government wouldn't have to worry about this problem at all. I know that most Ultralights aren't worried about this problem at all. Neither am I really. I'll just continue to smoke my "Not For Sale In Canada" Cigarettes and wait for the Canadian Government to come up with another way to attack the problem. I just know that each time I lite up I am not contributing at all to the effort to stop the import of these "Smuggled Smokes".

How do you promote harmony in the Canadian Ultralight Community? Do you:

(1) Form a committee that will look into the present Ultralight community for problems?

(2) Form a committee that will look into the past Ultralight community for problems?

(3) Ask for input from the present Ultralight Community?

(4) Use the information received from this committee for reference and guidance?

Of course you do! But if you didn't Why wouldn't you? Do you not trust the information that you are receiving

from this Committee. If you don't Why don't you? Do you feel that this Committee has something to gain..... What? Do you feel that the information you are receiving is biased in some way..... Why?

These are all questions which in some way need to be answered. I just finished taking a one-week course (paid of course) on Management Techniques. I had put off taking this course twice by managing to get Holiday Time. However, this time I was not offered the option of taking Holidays. It was a very enlightening experience. It seems that my employer has just come to realize that for good things to happen, you need input.

They have just come to realize that all the High-Priced Help which they had brought in from all over the country was not only costing them in High-Priced Wages, but also an increasing loss of production from the actual workers. They realized that they had lost the input of their employees. They knew that they had to make a dramatic change in the process.

The most important thing they knew they had lost was the Trust of their employees. They had just come to realize that without input from the people who are in the know (much to Management's surprise) that the company was going into a downward spin. The lowly worker was starting to make a comeback. That was a big pill for Management to swallow. But I do see that they are really now trying to choke this one down.

Is there some connection between the two analogies I have mentioned. Is it that more input is needed from the lowly. Mr. Propwash thinks so.

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First Solo Congratulations

Gary Broom - March 30, 1994

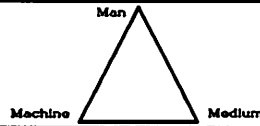
Jerry Handy - various dates

(pictures in next issue)

"One reason experience is such a good teacher is that it doesn't allow any dropouts."

Safety Corner

by Paul Hemingson



Widget Weight

Your airplane's weight can creep up slowly, just like it does on your own body. The main culprits are the goodies and widgets we bolt on. Every issue of an aviation magazine, every new catalogue we thumb through gives the pilot new ideas for additions to his favourite bird. Manufacturers are great at promoting the latest hardware that you "just gotta have". Sometimes, we get widget ideas from viewing someone else's machine. And like an old crow, we latch onto the latest shining chromy accoutrement.

It is incredible how fast the weight can add up. You can easily add up to 100 pounds of weight over and above the craft's initial weight. Here is how it happens.

Let's say you add a bigger fuel tank. For sake of argument you pull out the 5 gallon tank and replace it with a 10 gallon tank. Right there you likely added 40 pounds. Better make sure it is close to the C of G.

Then maybe a strobe catches your eye. The strobe light, wire and ballast transformer can add another 10 pounds.

Why not go for the latest 3-blade propeller over your 2-blade wooden job. Likely you will add another 7 to 10 pounds.

Of course, you might want a radio, antenna and switch box, etc. Add another 3-5 pounds for the ability to communicate.

More instruments? Add some more pounds. Bigger instrument panel? Add some more pounds.

How about a video camera and mount? They only weigh 5 pounds or so.

Every pilot needs bigger wheels and tires. Add another few pounds.

How about a fresh mirror-gleaming epoxy paint job? Some of these heavy paints can add 20 to 30 pounds or more.

How about a lightweight fabric kit bag? They weigh less than a pound. Then tuck in a bunch of tools, spare spark plugs, some extra 2-cycle oil, extra radio batteries, your flight supplement, camera, a thermos of coffee, some

food, miscellaneous survival gear, etc. Betcha that lightweight kit bag now weighs in close to 20 pounds.

You can see how the weight adds up. So does your take-off speed, take-off distance, stall speed and landing rollout distance. The only thing that won't go up is your normal cruise speed.

Watch out for Widget Weight. Consider removing some things. Perhaps the extra controls or extra seat you don't use. Or only fueling up sufficiently for the mission, plus some reserve.

Classified

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

Chinook - 2-place, Rotax 503, electric start, ASI, ALT, EGT, Tach, Hobbs, cabin heat, VHF antenna, always hanged, ground adjustable GCS prop, good condition, \$7900. Don Rogers 242-6549.

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

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.

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.

1977 Honda 750 FourK - Excellent condition, 4700 MIs, \$1200.00 firm. 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.



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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

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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.

Coming Events

May 1 - Red Deer Flying Club's annual fly-in breakfast, Red Deer Airport. For info call 1-886-5165.

May 21-22 - Namao International Air Show, biggest military show in Canada, Snowbirds. For info call 1-973-4760.

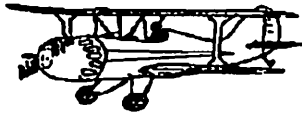
May 27-29 - 1994 RAAC Western Convention, Medicine Hat Airport. For info call Bob Sturgess 1-526-5248.

June 5 - St. Paul Flying Club's Fly-in BBQ, St. Paul Airport, 11:00 to 14:00. For info call Serge Larochelle 1-645-4034.

If you know of coming events please call Bob Kirkby to have them listed, 569-9541.

One Pilot's Opinion

by Bob Kirkby



Thanks Guys

In the past two issues of Skywriter you have been treated to a series of cartoons. The series is entitled "Misadventures of Rigger Mortise" and is the creation of long-time club member, John Collins. John plans to continue the series, with Rigger Mortise in the leading role, and has kindly offered to continue providing copies for publication in Skywriter.

John has provided me with enough for the next six months, which I have previewed. John's superb artistic talents coupled with his witty and cynical sense of humour should provide a few chuckles. Thanks for the contributions John.

I would also like to thank the other contributors to the Skywriter.

Long-time "Safety Corner" writer, Paul Hemingson, has provided more than 65 articles to Skywriter (See the January issue for an index by subject). Paul continues to pump out his gems of wisdom for us every month. His articles are also published in the

Canadian General Aviation News - COPA's paper.

Stu Simpson's "Around The Patch" is a real treat to read every month. Stu has had three articles published in Canadian General Aviation News as well. After reading Stu's many "Magical Mystery Tours" of Flying, how can anyone resist the urge to take to the sky?

Doug Ward has recently started contributing a regular column, "A Little Propwash", in which he utilizes some of his mechanical prowess to enlighten readers about the mechanics of their flying machines. (Sometimes he dumps his political views on us, but that's fun too.)

Wayne Winters, being President, has the duty of writing an article each month about the happenings in the club and things affecting members. In spite of the squawks I hear from that quarter each month, I think Wayne really does enjoy writing his "Off We Go" column.

Then, perhaps the most satisfying to

an Editor, there are the ad-hoc contributions from members that show up in my mail box unexpectedly. Members who have contributed articles recently include Bernie Kespe, Don Rogers, Gord Tebbutt and others.

Every now and then I receive an article from our Quebec connection - Paul Pontois. These are always very interesting to read and I hope to continue receiving them.

I would like to thank all of the above, and those I've neglected to mention, for contributing to the success of the Skywriter. Without your articles, cartoons and pictures the Skywriter would be very boring indeed. Without a good newsletter our club would not have the wide-spread appeal it does. A full 30% of our paid members live outside of Calgary and receive no benefit from the club other than the Skywriter each month.

I would encourage all members to consider writing an article for the Skywriter now and then, or at least sending a letter with some comments or opinions to be included in the "Letters From Readers" column. Your input is very important. If you would like to write an article but don't know where to start or how to put it together, Stu Simpson would be happy to work with you on it. You can call Stu at 255-6998.

I would also like to thank our commercial advertisers for their support. Please keep them in mind if you, or someone you know, are looking for flight training, ground school, aircraft rental, sales or service. Our advertisers cover a large part of the production and mailing costs of the Skywriter. Without them your club fees would be higher, so give them your support.

While I think of it, please contact me if you know of a coming event that might be of interest to your fellow flyers. I am always looking for items to include in the "Coming Events" column.

Well, have I forgotten anyone? Perhaps I should also thank Louise for putting up with me spending so much time on the Skywriter each month (in addition to all the time I spend flying).

Enough said. I'm going to quickly finish off this issue so I can go flying. If you're looking for me, I'll be doing lazy eights under that cumulous cloud over there.

RIGGER MORTISE by JAL

