



Skywriter

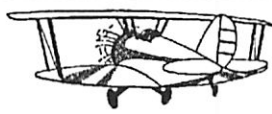


Monthly Newsletter of the Calgary Ultralight Flying Club

May 1994

♪ Off We Go ... ♪

by Wayne Winters



Almost any nice day during the next 6 months, when you look skyward you will see and hear the sweet sights and music of airplanes. It is time to dust off and dawn the ole air show/fly-in hat (you know, the one with the big bill and the twirly propeller on the top). Be sure and check the "Coming Events" column elsewhere in the Skywriter to keep up to date on the where's and times. It is always a lot of fun to go flying with the guys or see them at the fly-ins and air shows. Be sure to not be shy about driving to the fly-ins, etc. if it happens that your wings are a bit wrinkled or tarnished.

The April Meeting

We are really pleased with the progress we are making with Transport Canada regarding the changes to the ultralight regulations. Much of the meeting was spent re-affirming the position of the club and it's members because of an upcoming meeting with Transport April 13th.

Stu Simpson brought a wing rib and jig from his new Hi-Max project that he has just started. It looks like we will be doing a tour of his workshop someday soon, as per our discussion during our March meeting.

Fred Johnson and Gerry Handy brought books and donated them for use as door prizes. Buzz Mawdsley donated a custom plate (for the front of a vehicle). One book and the plate were used as door prizes of which lucky Bruce Piepgrass walked away with the book. We wish to thank those who donate and participate in our door prize program, as it helps the coffers regarding the RCAF 783 Wing

premises.

The Red Deer Airshow and the upcoming model Railroad show were discussed. We wrapped up the meeting with a video fo the Merlin aircraft. The Merlin company is back in full swing and have now gained the status of Advanced Ultralight in Canada. In watching the videos from the various companies, I hope that no one flies their airplanes the same way we see them doing it on the videos. The manufacturers, of course, are trying to show off, but if this were done as common practice it is only a matter of time until the unexpected wind gust, engine failure or pilot failure will occur and result in a crash! The old "accident waiting for a place to happen" adage really ring true.

Meeting With Transport

On Wednesday, April 13th, Doug Ward (your Vice- president), Fred Wright (your Director), Hugh Laycock from Lethbridge, and myself met in Red Deer with people who are interested in the direction General Aviation is heading. There were people from all over the province in attendance, about 35 in number. Ken Farrar from Transport Canada was heading up the meeting to make sure he had the feedback from the aviation folks who will have to live with the new regulations. Also, Hal Schwartz and one of his counterparts from Edmonton (Dave) were there representing the Air Standards people. (Hal, as many of you know, is extremely active in and around Calgary, doing inspections on home and amateur-built aircraft).

(continued on page 2)

Coming Events

May 15 - Calgary RAA & Calgary Flying Club's annual fly-in/drive-in breakfast, Springbank, 08:00 to 11:00. For info call 288-8831.

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.

May 29 - Camrose Flying Club's annual pancake breakfast, Camrose, AB, 07:00 to 13:00. Free photo of your aircraft landing at Camrose. For info call Glenn Lyseng 403-672-5547.

June 4 - Linden Fly-in and pancake breakfast, Linden, AB, 07:30 to 10:00. Friendly flying competitions with prizes. Gas available. For info call Dennis Wickersham.

June 5 - Okotoks Aviation Awareness Day, Okotoks Air Park, AB, 09:00 to 16:00, Pancake breakfast 09:00 to 11:00. For info call 938-5252.

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.

June 12 - Hinton Flying Club's fly-in breakfast & airshow, Hinton, AB, 08:00 to 14:00. For info call Jim Bacon 403-865-3616.

June 12 - Innisfail Flying Club's annual pancake breakfast, Innisfail, AB, 07:00 to 12:00.

June 18 - Strathcona Flying Club's annual fly-in breakfast, Josephburg airport, AB, 07:00 to 11:00. For info call Gerry Kydd 403-998-4934.

(Off We Go - continued from page 1)

In the final analysis of the day-long meeting, it seems that most of us are on similar wavelengths regarding the regulations as to weights, training, uses, etc. of Ultralight, Advanced Ultralight, Homebuilt, Conventional and Aerobatic aircraft. Ken Farrar has meetings in May at Ottawa which will start determining the new policies Transport is developing for recreational aircraft. Because we have been talking to a listening and sympathetic ear in Ken, I have great hopes for the problems we have been having, getting sorted out.

The Railroad Show

The Model Railroad show that we participated in a year ago last November, will be held on May 14 and 15. The setup time is on May 13th (Friday). We have decided to have a display which will further the public's knowledge of ultralights. We will be soliciting your support and hope to see as many there as possible. It is at the Olympic Oval on the U of C campus. Admission is \$5.00 at the door. For those participating we will be arranging passes, etc.



EXECUTIVE

President
Wayne Winters 936-5347

Vice-President
Doug Ward 282-0806

Treasurer
Gord Tebbutt 288-0545

Secretary
Bernie Kespe 255-7419

Director
Fred Wright 256-5913

Skywriter Editor
Bob Kirkby 589-9541

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 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

The Red Deer Airshow

We need to know who wants to take their aircraft to the Airshow in Red Deer this year. They are delighted to have us provide static display and air demonstrations of our ultralights. This annual activity helps improve the image of ultralights and gives us a chance to strut our stuff. Please contact me (Wayne Winters) if you are interested. It is a real thrill and is always rewarding because of all the people that want to "touch" you after

watching you defy gravity and return safely to the ground in your flying machine.

June Meeting Guest Speaker

Jamie Roth from TRansport Canada will be giving us an update as to regulations regarding airspace in the Calgary area. This is very timely and important because of all the flying that will be going on this summer. Remember, June will be our last C.U.F.C. formal meeting until September.

TOWN HALL MEETING

WHO: RECREATIONAL AVIATION ENTHUSIASTS

WHAT: TOWN HALL MEETING

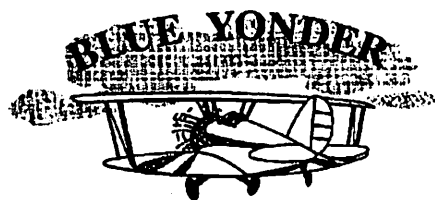
WHEN: SATURDAY, JULY 9TH, 1994 10:00 AM - 3:00 PM

WHERE: RED DEER INDUSTRIAL AIRPORT
CFB PENHOLD (BASE THEATRE)

TOPICS OF DISCUSSION

- POWERED PARACHUTES
- ULTRALIGHTS
- ADVANCED ULTRALIGHTS
- AMATEUR BUILT AIRCRAFT
- AEROBATIC AIRCRAFT
- PILOT LICENSING
- PILOT MEDICALS
- FLIGHT TRAINING
- SOARING
- GLIDING

PRESENTATION BY: LINDSAY CADENHEAD
PROJECT MANAGER
RECREATIONAL AVIATION WORKING GROUP
TRANSPORT CANADA - OTTAWA



AVIATION

936-5767

Dealers for

Easy Flyer

T.E.A.M. mini-MAX

Build and fly this popular kit for only \$6500.00

Wayne Winters is back again!

- Flight Training
- Ground School
- Intro Flights \$20.00
- Gift Certificates
- Rentals (Block time \$35/hr)

Get your license for as little as \$749.

Located at the Indus-Winter Aire-Park

Around The Patch

by Stu Simpson



Seven Years Of Flying and I Just Learned To Use a Plane

I'm building an airplane. I never thought I'd hear myself say that, but it's happening now. Construction is underway in my basement and garage on a TEAM HiMAX. The airplane is made of wood with a few pieces of metal tubing and angle. There's also a smattering of fiberglass and lexan. And who could forget the engine?

Unfortunately, I've hardly even touched these materials in the past, let alone worked with them. The last thing I built was a plastic model airplane. And that was about fifteen years ago. Interestingly enough the plane met its demise as it launched into the heavens with a mighty shove and a short-fused firecracker. It blowed up REAL good.

So it was with some wonderment and no small amount of anxiety that I began this project. I've simply never been a handy-kind-of-guy. But all my research indicated that I could build this airplane. CUFC member Chris Kirkman was an enormous help. He built a miniMAX a few years ago and explained to me just how simple the whole project is. He stated that even a lumox like me could make this thing fly (those weren't his exact words).

Anyway, I went ahead and ordered the plans from Tennessee. They arrived about ten days and 250 Canadian dollars later. I decided to go with plans for a few reasons. The first one being the ridiculous exchange rate between Canada and the U.S. - hovering near 40%. Secondly, while the TEAM kit is supposedly very complete, I wasn't pleased with the wood they supply. TEAM provides northern white or ponderosa pine, which is a few grades below the standard of sitka spruce. I had a ready supply of sitka spruce available through a local supplier. Also, any parts that I couldn't obtain locally could be obtained through TEAM at reasonable prices (albeit an exorbitant exchange rate).

Our local tree merchant is Gene Peters of Western Aircraft Supply. He has been, and continues to be, a wonderful mentor. He's teaching me things about wood that I'd never learn elsewhere. Peters insisted that I compose a detailed materials list from the plans for both lumber and plywood.

This was a nightmare. I estimate about twelve hours spent on that list. Assessing the lumber was fairly straight forward, merely a matter of checking each drawing to see how long each piece should be and how many you need. Doing the same for the plywood was hell. With aircraft

grade plywood running at about \$70 for a 60"x60" sheet, it's important to maximize the use of each sheet. It's a juggling act of constantly re-assessing where each required piece fits on a sheet, allowing for loss due to cutting, and avoiding expensive waste. I wound up ordering nine sheets. Total wood costs, \$1600. I may need a few more pieces if I screw something up, but I hope not.

My first construction steps were tiny. I built a workbench. It may not seem like much to you, but remember, I'm part of a new special interest group, the Constructionally Challenged.

The bench had to be true and flat. Somehow, I slowly plundered my way through making this item. When it was done and erected in my basement my wife wondered how I could sit and admire for hours something as simple as 2 pieces of plywood and some saw-horses (she doesn't know that it's the first thing I ever made that I didn't blow up).

Next step was installing a straight edge on both sides of the bench. This took me two tries to finally get it right. And while all this was going on, I was secretly building a jig for the wing ribs in my spare time.

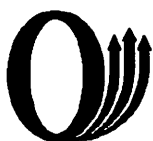
The jig is really simple. Just lay a stretch of wax paper or clear poly over top of the full size rib drawing, then add the jig pieces. It was bit time consuming because of some errors I made, but it was simple.

Then I built all the pieces of a rib. My plan is to form a sort of rib assembly line. From each of the original rib pieces, I copied 23 more for the remaining ribs. Then at the beginning of each day's work, I'll make up one rib and leave it to dry while working on another part of the aircraft.

When the wood was ready to be picked up, Bernie Kespe lent me his back and his truck and we got the stuff home. With a borrowed table saw and some more borrowed labor, I got a sufficient amount of plywood cut to get started on real building.

The plans call for the fuselage dimensions to be drawn out on the bench. This is where the straightness of the aforementioned straight edge becomes important - its a constant reference point. Next step is to start cutting the lumber.

I was under a great deal of stress by this time. It's one thing to say your going to build an airplane and then go through the all the prep work as
(continued on page 4)



**OKOTOKS
FLIGHT CENTRE**

PO BOX 670, OKOTOKS, ALBERTA T0L 1T0

**FIXED WING
&
HELICOPTER
FLIGHT TRAINING**

COMPLETE AVIATION PROGRAMS (Registered Vocational School)

- Private ● Commercial ● Multi-Engine ● Multi-IFR
- Single-IFR ● Mountain Course ● Night Rating
- Renewal and Refresher Courses ● All Ground Schools

UNIQUE TRAINING FACILITIES

- Private Airpark, Non-Directional Beacon
- Practice area close by, no large traffic to wait on
- Accommodations on site
- Operate various Cessna & Piper aircraft
- Highly qualified and experienced instructors
- 15 minutes south of Calgary

Tel: (403) 938-5252

Fax: (403) 938-2940

* Maintenance & Fuel Sales * Aircraft Sales & Charter

(Around - continued from page 3)

though you were serious or something. It's quite another thing to actually start making pieces. I have to admit I was a little intimidated. That is, until I made the first cut.

It was a saw cut to trim the top fuselage longeron. And it was beautiful. It was straight and smooth and right where the cut was supposed to be. Surely a work of art to any discerning craftsman (which I had obviously become now that I'd made one good saw cut). It was on the second cut that I screwed up.

I got a little excited and trimmed about 1/8 of an inch from the front vertical member. Oh well, that's why we have trees.

Things progressed slowly from there (and seemingly correctly) until I had to cut the bottom longerons. They meet on a center-piece of much thicker wood in a high-load area. Each of these members is cut at a different angle. Angles that my mitre saw couldn't make.

So I had to improvise. After checking the dimensions I drew in the lines where the cuts would go. Then I shaved them as close as I thought was prudent with the table saw. Some master-craftsman-like use of a drum sander attached to a drill trimmed them still further. Then something really cool happened.

All the books say you can't glue sanded surfaces in aircraft construction. They have to be cut to a smooth finish using a saw or something similar...like a plane. I'd had nothing but trouble trying to get my plane to work correctly (which gives the wrong impression that I even knew what was correct). The blade was digging gouges and scrapes and generally leaving my scrap wood in a tangled, mangled heap.

I decided to give the thing one more try. I loosened the blade, wiggled things here, jiggled things there, and came up with an angle and depth that I hoped would work.

And it did. I started peeling pieces of wood like they were mandarin oranges. So amazed was I that I could actually use a wood-working tool to obtain a desired result, that I lost all track of time.

When I finally regained my self control I had wood shavings piled up to my butt and nothing but wafers to use as longerons. Oh well, that's why we have trees.

But the important thing here is that after seven years of flying I finally learned how to use a plane. I'll keep you informed on how the rest of it goes.

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.

Chinook - 2-place, Rotax 503, electric start, ASI, ALT, EGT, Tach, Hobbs, cabin heat, VHF antenna, always hangared, 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 Mls, \$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.

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.

Sport Pilot Ultralights Inc.



- Ultralight Flight Training
- Intro Flights \$20.00
- \$65.00 Dual, \$40.00 Solo (No GST!)
- Transport Canada Approved School
- Ultralight Rentals (RX-550 Beaver)
- Conventional Flight Training
- Paved Runways
- Located at High River Flight Centre

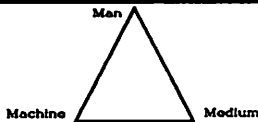
Marvin Ruggles

Phone to Book Flights Business No. 938-2124 Intro Flights \$20.00
 Airport No. 652-3444

Learn to expect the unexpected when flying. When we venture into an environment that nature did not prepare us for, she seems determined to put us in our place at any opportunity.

Safety Corner

by Paul Hemingson



Clinging to the Thought

Many of us today lead hectic lives. With the pace and demands we put on ourselves we often carry our mental and emotional baggage with us.

For example, while driving to work we may be thinking about some office or work-related problems. On the drive home we may be clinging to some thoughts or problems on the homefront. That argument with your spouse, or son/daughter. The things that need doing in the yard. The renovations in the basement. The things you need to pick up for the landscaping and gardening.

It's dangerous enough to drive along absent-mindedly, or full-minded with live's situations.

How many times have you noticed yourself or another driver make seemingly insane moves. Perhaps following too close, and then finding himself braking hard to avoid a rear-end collision. Perhaps a lane change without a shoulder check, or a sudden realization to change lanes to get into the correct pattern when the turn is almost upon him. Many of these situations arise because the driver had his head full of other thoughts and ideas instead of concentrating on the

tasks at hand.

It's not uncommon to carry some of these thoughts with us to the airport or while flying. In fact it's commonplace, and only human. But the safe pilot disciplines himself to put these thoughts out of his mind and concentrate for the task at hand.

These stray thoughts quickly disappear on most flights and its only when the flight gets familiar and boring that our minds begin to wander to other thoughts. But flying is a full time job, and one doesn't want to cling to other thoughts. surprising things happen to people and pilots when their minds are latched onto something else. That's why it's a surprise to them when things/events happen to them. They didn't see it coming. They were preoccupied. They were clinging to some other thoughts.

If you find yourself cruising along and thinking about something else other than flying, it's time to remind yourself to remember what you are doing. Are all the instruments reading normally? Is there any traffic in the area? Are you wandering into controlled airspace?

Cling to the right thoughts and you will be a safer pilot.

Letters

From readers



Original and Classical: "The BiPlum"

Building your ultralight with wood is certainly the cheapest and most satisfactory way to build it. For the modeller, it is the logical evolution of a long experience in building small airplanes.

The decision may be hard to make. The thought of spending two or more years of your free time on the same project can be discouraging and depressing. That is a wrong approach. "All you need to do to get started is to make a simple part, then another and another...before long, you will have lots of airplane pieces and parts and you will see your airplane grow and take shape as you assemble more and more completed components". (T. Bingells)

There are relatively few ultralights which can be built with wood and fabric from plans.

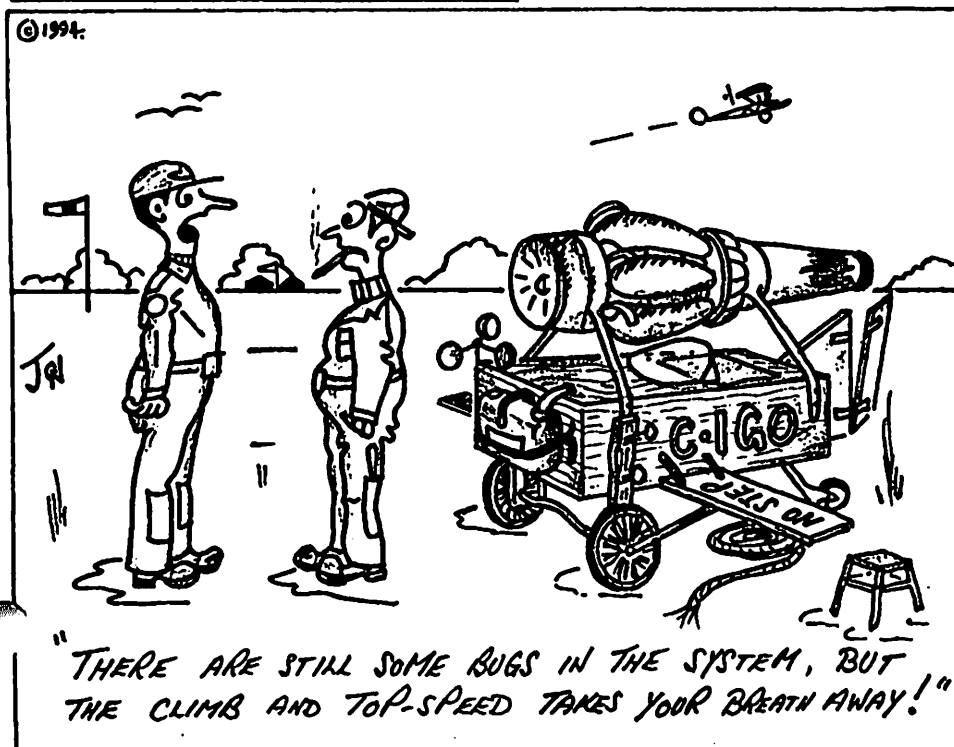
Fisher does not sell plans alone, only kits, as does Loehle with the Parasol. With the exception of a newcomer, Roger Mann with his Ultrapiet, a replica of the Pietenpol for nostalgics, only Team gives the amateur builder the possibility to build from plans the Minimax and Himax line, allowing you to gradually purchase the materials and supplies, as needed.

A small French biplane, the BiPlum, has a proven original design, is easy to build from plans, and is very affordable. For 10 years numerous models of the BiPlum have flown and given their builders a lot of fun. The BiPlum is easy to store and transport. Its flying characteristics are very satisfactory and many ultralight pilots on this side of the Atlantic would certainly be very interested in this high performance, low cost little bird.

Maurice Guerpont is the designer of the BiPlum. Born during the First World War, Maurice had, all his life, a passion for designing, building and flying light planes. At the beginning of the eighties he realized that the ultralight formula was opening the world of aviation to a new category of pilots who were more independent, wanting to fly for the pleasure of flying, at an affordable cost, with a minimum of administrative constraints.

(continued on page 6)

MISADVENTURES OF RIGGER MORTISE.



"THERE ARE STILL SOME BUGS IN THE SYSTEM, BUT THE CLIMB AND TOP-SPEED TAKES YOUR BREATH AWAY!"

(Letters - continued from page 5)

An Attractive Design

The biplane formula was chosen to have enough surface to meet the ultralight requirements (142 sq. ft.) and a minimum span (21' 4"). There is a vertical strut between the two wings and an oblique strut between the upper wing and the fuselage. This structure is very resistant for its weight (design load factors +3.5/-1.5g, ultimate +7/-3g). There are no ailerons but the lower wings are entirely mobile around an axle located at 26% of the chord (clearance +3.5 and -6 degrees). No pulleys or cables are necessary,

when you attach the wing you plug the axle in the same operations, no mistake possible.

The airfoil is the NACA 23009, the chord is 39 3/8", with a distance between the wings of 43 5/16". The aspect ratio is 6.5. With this airfoil the aerodynamic factor is quite acceptable and allows a landing speed of 25 mph and a maximum speed of 62 mph with 22 hp.

The T-shaped appendage gives a perfect ground clearance in grass fields.

A special trailer has been designed for easy transporting, so the Biplum can

be flown from any field and towed back home, where it will be stored on its trailer in the house's one car garage.

The pilot is in the same situation as when he was a modeller, but this time he flies in the plane.

The Construction

Very attractive in theory, modern materials are not easy to use by the amateur and their price is high. That is why the Biplum is constructed very classically in wood and fabric. Anyone who has been a modeller will be able to build it without difficulty. The wood which is used is fir or spruce. The plywood is birch and mahogany.

Ordinary hand tools, a hand drill, a drill press, a small band sander and a lot of various clamps are the only tools needed if the builder can manage to have his wood cut up by a carpenter.

The Engine

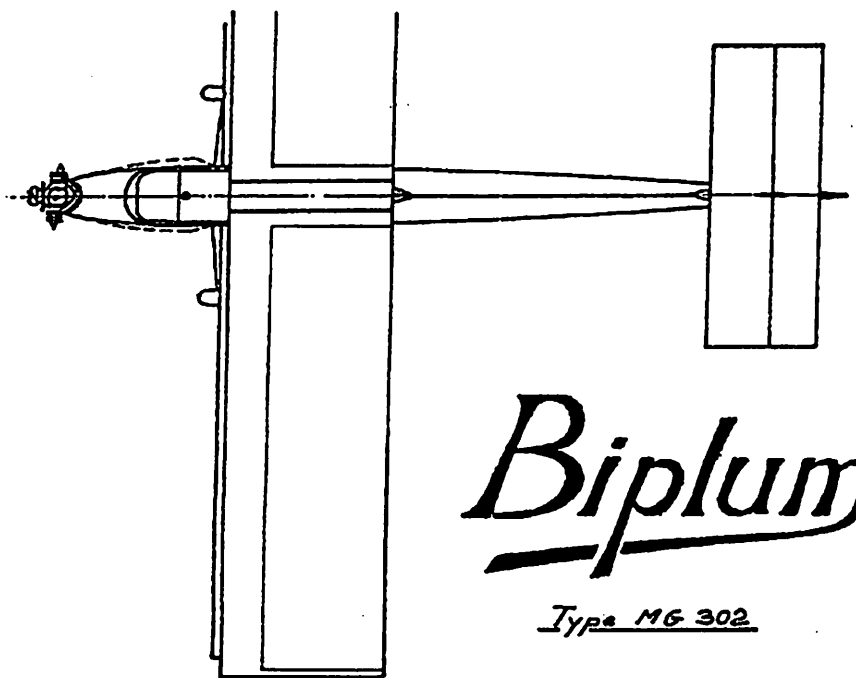
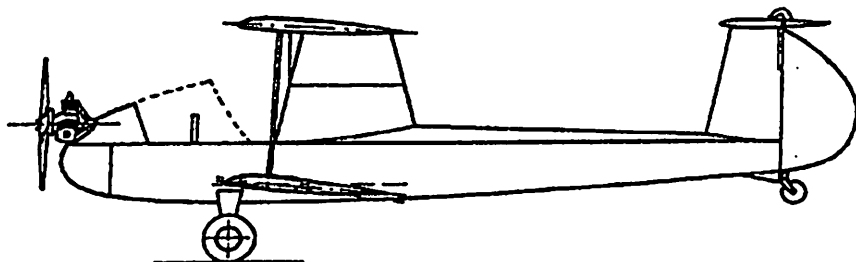
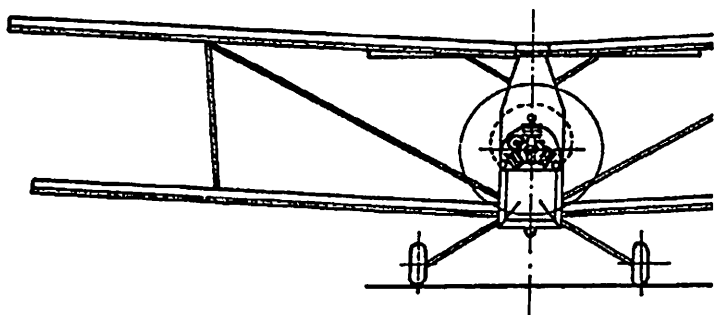
The prototype has been flown with the 3-cylinder Koenig SC430 22 hp and with the 4-cylinder SC750 28 hp. These engines are reliable, sober and are very well adapted to the Biplum because of their low weight (even with starter and battery) and their small dimensions, which gives the plane a tremendous front visibility.

Unfortunately, the Koenig engines are expensive and many builders have successfully used the Rotax 277 and 447. However, because of the low price of the wooden airframe, it may be worth spending the \$1,000 more for the engine and purchasing a Koenig.

The Fuselage

Its section is square and measures 17 1/4" at the widest. Two rectangular panels made of 1/2" x 1/2" members located behind the pilot, form the cabane which will support the upper wings and contain the gas tank. Two narrow rear panels constitute the spars of the vertical fin. Between these two groups the back of the fuselage is roof-shaped. The side panels to the rear of the cabane, the cabane itself, the vertical fin, the top and bottom of the fuselage are covered with 1mm plywood. The inside of the cockpit is also plywood-covered. The floor of the fuselage is made of a balsa honeycomb protected by a 1/16" mahogany plywood. The sides of the fuselage have gusseted vertical and diagonal members. The total weight of the fuselage, seat, control system, tail wheel, engine mount, gas tank, etc., is 78 lbs.

(continued on page 7)



Biplum

Type MG 302

(Letters - continued from page 6)

The Landing gear

5" wide, calculated for a deflection of 4" with -5g, it is made of 3 laminated layers of ash-tree and 2 plates of aluminum (epoxied and bolted). The tires are 13" x 4". The total weight of the gear, tires included, is 20 lbs.

The Wings

The 4 half-wings are made the same way, monospar with a D-cell. The distance between the ribs is 10". The upper wing, 10' 4" long, has 15 ribs, the lower wing, 9' 6" long, has 14 ribs. Both have a chord of 3' 6". The upper and lower rib members are made of 2 1/4" x 1/8" fir, epoxied in shape. The vertical and diagonal members are 1/4" x 1/8" gusseted with 1mm plywood. Each rib weighs 2 ounces.

The I-shaped spars have a core of 1/16" mahogany ply and the spar caps are 1/4" x 3/8" fir, laminated to obtain the required thickness, which decreases with the span. Weight of the upper spar is 3 lbs., 3 ounces. Weight of the lower spar is 2 lbs., 8 ounces.

The D-cells are in 0.8 mm birch plywood, so are the trailing edges - 1 strip at the top, 1 strip at the bottom. Glued on the rib top and bottom members, between the D-cell and the trailing edge, a sole of the same ply, 5/8" wide, insures a constant thickness and a better contact with the fabric.

The half lower wing weighs 13 lbs., 4 ounces, the half upper wing weighs 15 lbs., 6 ounces.

The Appendage

Same type of construction as the wings, the span of the horizontal stabilizer is 6' 9 1/2", with a 27 1/2" chord. The weight is less than 9 lbs.

The Trailer

A necessary complement, the trailer is 15' 5" long and 4' 3" wide, plus wheels.

At the rear, a removable panel supports the lights and the registration plate. The top of the trailer is rounded and covered with a plasticized cloth. The wings, grouped by two, are placed on their leading edge on each side of the trailer, held by two frames cut at the exact shape of the airfoil so the wings can not move. The fuselage is entered backwards, a central rail guiding the tail-wheel. At the rear of the trailer, the floor is

A Little Prop Wash

by Douglas J. Ward



There may be some big news for us Ultralight pilots. With all the discussions and meetings that some members of the CUFC have been having with Transport Canada representatives, hopefully there may be some good things happening. I truly do believe that all the wishes and dreams of some people will not happen if we basically wish to remain more or less Unregulated, as we are now. Hey, we weren't the only people present at these meetings. There were flyers from all over Alberta in attendance and all these people had their own reasons for being at these meetings. Anyway, all those folks who were in attendance, for whatever reasons, are now on the Western Recreational Aviation Committee. Lets hope that all members of the Calgary Ultralight Flying Club benefit from everyone's efforts on behalf of all Ultralight Flyers.

On the drive up to Red Deer for the last meeting of the WRAC, I had the benefit of speaking with Hugh Laycock, another Beaver RX650 owner. Hugh is fortunate enough to have his machine flying now. We had a great chance to discuss a lot of things about this airplane, from it's distasteful past to it's hopefully great future. I think Hugh has been just as busy calling all around the country about this airplane as I have. I think we just weren't talking to all the same people. I spent many hours and many dollars on the phone trying to get some bits of

information on any of the "suspicious stories" I had been hearing about this aircraft. So had Hugh. It's too bad, because if I had known what he learned, and he had known what I had learned, we probably could have saved a lot on the phone bills.

After this long conversation with Hugh, and learning what information he had gained, and who he had gained it from, I feel a much better about owning this particular breed of Ultralight Aircraft. At one time or another, I had very serious reservations about completing this Aircraft. I now feel a lot better about this project. There have been a lot of questions answered for me. I think I already knew the answers but these answers have now been confirmed.

This is where I feel that the idea that NRAC had about setting up an "Information Center" which would be looked after by some of their members to assist people who are trying to get information on any Ultralight Aircraft or Ultralight topic. I feel that this sort of an Organization could be a wealth if information to any person who is having a problem with his aircraft, but who has difficulty with an access to information about his particular breed of aircraft. Hopefully this may be something which should be bought up at the next WRAC meeting.

(continued on page 8)

narrower so the landing gear legs can be locked in the slots between the floor and the sides. The wings are unloaded with their frames so they do not touch the ground. Once of the frames also carries the horizontal stabilizer, the other one the wing struts.

In Flight

From the first flight the Biplum showed excellent flying qualities for the 22 hp of the 3-cylinder Koenig, with a top speed of 70 mph, a cruise speed of 57 mph and a stall speed of 26 mph.

The handling characteristics are tremendous due to the short wing span and the differential warping of the wings.

In 1983 the Biplum received the Dr. Barret de Nazaris award because of it's

outstanding performance. (Dr. Barret de Nazaris was one of the founders of the Reseau Du Sport De L'Air, the French Experimental Aircraft Association).

Who will be the first one in North America to build a Biplum? Maybe me, or why not YOU?

If you want to get in touch with Maurice Guerpont to receive a set of plans or for more information, do not hesitate to call me. I will be pleased to help you cross the language barrier.

By the way, Biplum is an abbreviation in French for Biplan poids Plume (Biplane feather weight).

Paul Pontois
1890 Rang des Chutes
Ste-Ursule, Quebec
JOK 3M0 Tel:819-228-3159.

(Propwash - continued from page 7)


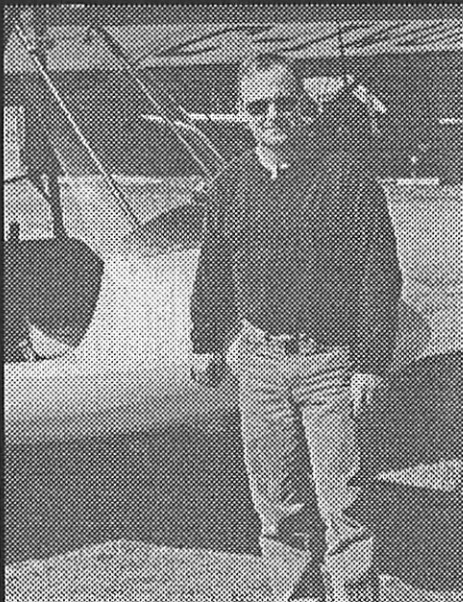
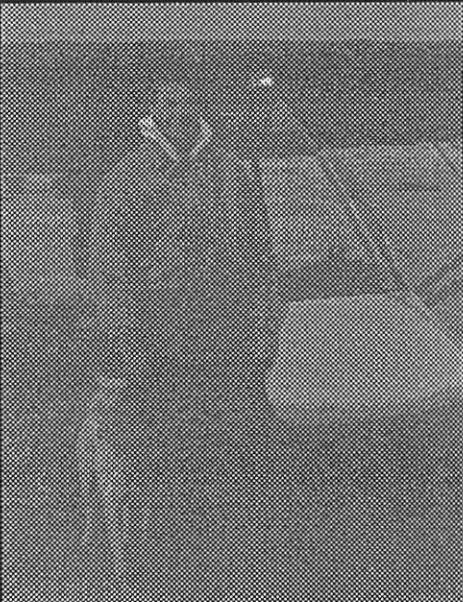


The next meeting, which you can read about in the advertisement which can also be found in this month's Skywriter (which by the way you are now reading), should perhaps be on your July Agenda. I personally feel that we must put as much information to TC on this Ultralight Rule issue as we can. We must be sure that any proposal which we put forward is backed up by as much "Reasonable" proof as we can provide. I do believe that NRAC did put forward a terrific amount of information and they did back it up with what factual information they could gain from the short History of Ultralights in Canada.

I hope all members of the CUFC and also any Ultralight Flyers who do get a chance to read this article before the July 9 meeting, will take the opportunity to attend this meeting. Now is the time that we must put our petitions forward to Transport Canada. Lindsay Cadenhead is scheduled to attend this meeting. This guy is presumably the Big Cheese in Ultralights in Canada. This guy desires, craves, wants, and wishes for all the input he can get. Now is the time of the Rule Change. We must get our suggestions in. If we don't get our thoughts into the process, we have nobody to blame but ourselves. I have been assured that all points presented to the WRAC will be discussed thoroughly at the "Thinktank" meeting which is going to be held in Ottawa May 13 and 14.

If you have any suggestions, or comments, involving the Ultralight Rules, please get them to me well before the July 9th meeting. Safe Flying.

Notice

Several members have not renewed their membership for 1994. If this applies to you, please renew with Gord Tebbutt or Bernie Kespe right away. Otherwise you will stop receiving this literary masterpiece!

First Solo Congratulations	
	"BOINK" "BOINK" "BOINK"
	
Gerry Handy - Various dates	Randy Komm - April 9, 1994
	
Gary Broom - March 30, 1994	John Grant - April 9, 1994
<p>We're afraid Wilf's picture may scare our readers. (Actually, the camera broke.)</p>	
Wilf Stark - April 23, 1994	