



Skywriter

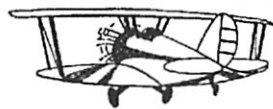


Monthly Newsletter of the Calgary Ultralight Flying Club

July 1994

Off We Go ...

by Wayne Winters



Yesterday is history, Tomorrow is a mystery, Today is a gift, that is why we call it the present. During the Summertime, at least in this part the country, the days can be so full of terrific times because we have so may day light hours. People have to live here to really appreciate it and realize how enjoyable those early morning or late evening flights really are. We are seeing light at 0430 hours and twilight at 2235 hours. Of course, only a few hundred miles north of here the sun never sets. I recall one late June night a few years ago, when three of us were on a 'quazzie' business trip in the North, and decided at 0100 hours to fly from Inuvik to Tuktoyaktuk, on the Beaufort Sea. We were amazed to find there were about 6 other airplanes doing the same thing, everything from light single engine craft, like our Commanchie, to executive types. In fact there was more traffic than we saw between any two points on the entire trip. The thought occurred to me then and since that there are a lot of people who really enjoy those early morning flights. In the Flying School we find many people that would not get out of bed early if their house was on fire, yet they will be out at the crack of dawn to go flying. There is really something to this flying thing, and it does turn the day into a "present". Tonight go out and hug your airplane (or rental) and then, at the crack of dawn, go out and "fire it up" and charge off into the golden yellow sunrise. You will not regret it!

The June Meeting

Jamie Roth from Transport joined us for our June meeting. He was there to

bring us up to date on some of the changes that have recently taken place regarding 'air space' around Calgary. It is important for each of us to keep up to date on the air space we can and cannot fly in. A couple of reminders for those who were not at the meeting: 1) The airspace around Calgary is filled with airways which Ultralights are not allowed to fly in without permission. The low level airways start at 2200 feet Above Ground Level. You will need to check your Charts to see what the ground level is in the area you wish to fly and govern yourself accordingly. 2) If you are within 15 Statute Miles of Calgary International Airport you must not be any higher than 700 feet AGL. Then at 7+ Statute Miles from the Airport you will find a wall that if passed through, you will be 'sought out and shot down' without warning!

Jamie also took us through some examples of what to and not to do regarding our flying attitudes (mental). We really appreciate Jamie taking his time and giving us a most interesting presentation. Thank you, Jamie.

We broke the meeting early to travel into the 'deep South country' and see how Stu Simpson is coming with his Hi-Max project. It is very interesting and you will likely see his article posting progress elsewhere in the Skywriter. Thanks for inviting us to your project, Stu.

Coming Events

Be sure to check the coming event column to keep abreast of what is happening this summer. Don't forget

the Town Hall Meeting on July 9th. It is our opportunity to have a say in the up coming Regulation Changes.

A Safety Note

This spring it seems that we have noticed more 180 degree wind shift changes in the early morning and evening hours. Fortunately, the velocity has not been that great, but never the less it bears mentioning.

In a conventional airplane the difference between stall and cruise is quite great. Often an a/c that stalls at 50 mph will have a cruise of over double that. In Ultralights, because of the light wing loading and other factors the spread is not nearly as great. Many times the cruise will only be 15 to 20 mph over the stall. With the slower speeds some pilots will come over the fence only a few (5) mph over the stall speed of their craft. This may work, but offers no margin for wind drop or shift. It is not uncommon to have a wind drop of 5 to 10 mph at that critical time. The prudent pilot does not want to run out of altitude, air speed and ideas all at the same time.

Coming Events

July 16 - Kirkby's annual fly-in breakfast, Kirkby Field, 08:30 to 11:00. Fly or drive, rain or shine. Pancake breakfast in new, weatherproof, hangar. For directions call Bob Kirkby 569-9541 or 291-5560.

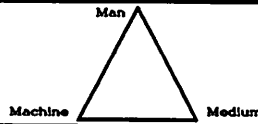
July 16 - Airdrie's 25th anniversary open house & fly-in. Starts 01:00. For info call Bev Ayles 948-5839.

July 30-31 - Red Deer Airshow, Red Deer Industrial airport. For info call 403-886-5050.

August 20-21 - Lethbridge International Airshow, Lethbridge, AB.

Safety Corner

by Paul Hemingson



Back To Earth

This month's article is about landings, approaches to landings and some common errors that we all make until we learn to pull it all together.

With only a few minutes of fuselage tutelage under the guidance of a pilot, just about anyone can keep an airplane in cruise, and do some shallow turns. Sure, altitude is not being kept constant, but an outright beginner can basically keep an airplane in the air with the greasy side down. The real test comes when we want to transition from one medium (the air) to another (the ground).

Landings seem to be one of the toughest parts of flying to learn. Compared to other aspects of flying, the approach to land, landing, and roll-out are where most pilot errors are made and the accident and incident statistics bear this out. My initial instructor was a guy named Doug Jenkins. He was a zealot for getting the approach right. More than once, he laid some adjectives on me that kind of crystallized what he had in mind. I didn't like being berated at the time, but the lesson has stuck with me. That was his intention.

My initial flight instructor instilled in me the importance of the approach. He would tell me "get the approach right, and everything will turn out fine." Like most words of wisdom, there is a lot of wisdom hidden within his words.

Since I left his guiding hand I have tried various approaches due to what I thought were compelling reasons, only to find out that he was right. I tried different speeds, different altitudes, different baseleg lengths and whenever I deviated from established practices I usually ended up botching the landing.

There is a time when we must deviate... for example the emergency landing made due to an engine failure. But even then, my instructor told me to fly as though the engine would quit at any time. He went on to add that engines seemed to stop at the worst possible time. He always flew with one eye on the ground and had several potential forced landing sites within gliding distance at all times. I have followed his advice on every flight and am glad I did. There was no panic to find a suitable site while altitude was

being lost. I was free to concentrate on the approach and get things right.

But most of our landings are not forced. Another piece of wisdom he left me with was "if the landing doesn't seem right, if you are too high, too low or too fast, or too slow, then DON'T hesitate to make a go around". He instilled in me that although the landing may be salvagable, that it was wiser to go around and do it right the second time. A pilot has time in the second circuit to analyze what went wrong, and make his second approach much better. He went on to tell me that the cause of a bad landing can usually be chased upstream to a poor approach.

If we come in too fast, we will bounce and risk losing control. If we come in too slow, we will also bounce. If we come in too low, or too high we will miss the visible clues we have been trained to recognize. Another bounce is almost assured, if we flare too high or too low.

He would tell me that "landings cannot be rushed". Wait for the airplane to get into the right attitude, and keep pulling back stick, and run out of stick when the airplane was a few inches above the ground. This way you are assured of greasing it on. My instructor would make me sit in the cockpit, when the airplane was tied down and just look out over the nose to fix in my mind the correct attitude for a full stall three point landing.

Another trick he left me with was to peak at the windsock a few times while on short final. This way you could get some indication of gustiness as well as any variability in wind strength.

One last tip. Most ultralights have a light wing loading and not much mass, so we are more vulnerable to wind gusts. I have found with the ultralights that its generally a good idea to carry a tad of extra speed on the approach to guard against gustiness, or dead-flat hot air close to the ground. The roll-out is most ultralights is pretty short, so the excess speed on approach won't lengthen your overall landing roll by much. But it will be additional insurance against variable winds.



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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

New Members

Henry Jansen 285-4410

Henry is 40 and works as a supervisor in a wood working shop. He assures his wife that flying is not just a mid-life crisis.

Randy Komm 235-2508

Randy is 32 years old and is a defect fixer upper for Heartland Homes. Randy has soloed and has found a new passion.

Norm LeBlanc 230-2609

Norm is in his late 20' and works in dispatch for the CPR. He likes to talk with his hands and even does so in the air.

Avril Forster

Avril is in her mid 20's and has just graduated from U of C. She has grown tired of watching her husband Dave (RAAC President) fly their Firestar (single seater) and has gotten into the act.

Town Hall Meeting

Who: Recreational Aviators

When: Saturday, July 9th
10:00 am to 3:00 pm

Where: Skywings Hangar 13
Red Deer Airport

Topic: Recreational Aviation

By: Linday Cadenhead

A Little Prop Wash

by Douglas J. Ward



Just to keep all of our out of town members up to date on what is happening with Transport Canada and any possible Rule Changes. Had a short letter from Ken Farrar, who is our "Inside Man" with the Recreational Aviation Review Project. He attended meetings held in Ottawa, May 13 and 14. I perceived that this meeting let the Recreational Aviation Working Group, and all other people in attendance, know what all us folks out here in the west had on our minds regarding changes we would like to see to Ultralight Rules. Ken did mention that most people at these meetings were thinking along the same lines that we (CUFC) are thinking. This may or may not be good news.

They did make a couple of decisions right off the bat. They will now use the term "Sport Plane" to describe an Advanced Ultralight Aircraft. I think that this came from the meeting which we had in Penhold where it was stated that the "I's" and the "AULA's" must become a separate entity from each other. They also appointed a great list of "Managers" to look after separate "Issues". These new Managers must now set up "Work Groups" and develop Work Plans and Deadlines. I think I have heard this story before somewhere.

The whole issue has again appeared to

have grown into a Transport Canada "Hydra" of committees. I think that somewhere down the line each area will be broken down into a "Task Group". I believe that Ralph Bennett is the Manager for the "C-I" Airplanes Task Group. I think that's us! I have spoken with Ralph on the phone and he basically feels the same way that most members of the CUFC feel. I have a good feeling about Ralph. Now this is where the whole picture begins to fade for me. Ralph operates out of Ontario, I think in Jarvis. The rest of us in the WRAC (Western Recreational Aviation Committee) live out here in all of Alberta. This is where we must take full advantage of Ken Farrar. I think that at the meeting in Penhold on July 9, we must express exactly what must be transmitted to Ralph Bennett by Ken Farrar in regards to our thoughts on any part of the rules we feel need to be modified. I then think we must leave it up to Ralph (and thank God it's not Klein) to look after our interests. My gut feeling is that Ralph Bennett can put up as good an argument as anybody can. And I also believe that he basically would like to see the same changes as we would like to see in the Ultralight rules.

This project is projected to consume about 1 year in time. This should be after all or any proposals from the WRAC get to Ken Farrar. He must then

move them along to Ralph Bennett. Ralph does his magic with them at the RWAG level. If they get past that group then they are passed on to the TRASC for scrutiny. If they get past this group then I think they move onto Don Spruston who is the Chairman (I think). Then I'm not too sure where they go from there.

I had a short note from Ted Slack. He was writing on behalf of the Canadian Aerosport Technical Committee, Inc. He will be at Oshkosh giving a bit of a talk at the Homebuilders Headquarters, which is situated at approximately Row 29 of the Display Area. He would like to see anybody who is planning on attending Oshkosh this year. Possibility of discussing airplane problems with a man of experience. On July 31, Sunday, he will be giving out free coffee and donuts between 0900 and 1000 hrs. Guess they don't have too many free donuts to give away.

There was some mention that A. C. Ultra Aviation in Smoky Lake had bit the big one. I was speaking with member Reg Lumsden from Reg's Air Cooled Engines in Surrey, and he says he just can't keep up. Reg is one experienced cat when it comes to working on Rotax Ultralight Engines. He will also give you any info he is able to over the phone if you are having a problem with your engine. I am using one of Reg's inventions now. It is the tool that he designed for making it a lot easier to install "Cageless" wrist pin bearings. Well worth the cost if you are attempting such a task.

I really hope that any member of the CUFC who is able to attend the WRAC meeting in Penhold on July 9th will attend. I believe that since Lindsay Cadenhead is scheduled to attend, that the more people from C.U.F.C. who attend the better. The meeting will be held at Skywings Aviation (Hanger 13) from 10:00 A.M. until approximately 3:00 P.M. I feel that we must show Transport Canada that we are interested. If we all just sit back and do nothing then we will have no say in what the future of our little class of airplane will be. If nobody goes, then maybe the "C-I's" will go too! See you there. Safe Flying.

"Keep away from people who belittle your ambitions. Small people do that, but the really great people make you feel that you, too, can be great."

- Mark Twain

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Crusader - 2-place, enclosed, one-of-a-kind ultralight. Rotax 447, cabin heat, VHF radio, 4-years old. \$6000. 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.

Ultralight Pilot Shot At

Re-printed from the Vancouver Sunday Province of June 19, 1994

One bullet hit his helmet. Another one passed through the wing of his ultralight.

He's received a threatening note and a threatening phone call. But ultralight instructor Trevor McGuire isn't worried.

"I'm not concerned in the least because I don't plan on going that way," he said yesterday. "My fate is to die on a beach at a ripe old age surrounded by four young naked women."

McGuire, 36, of Aldergrove, thought part of the plane's engine had flown off when he felt a blow on the back of his helmet.

When he landed, he discovered he'd

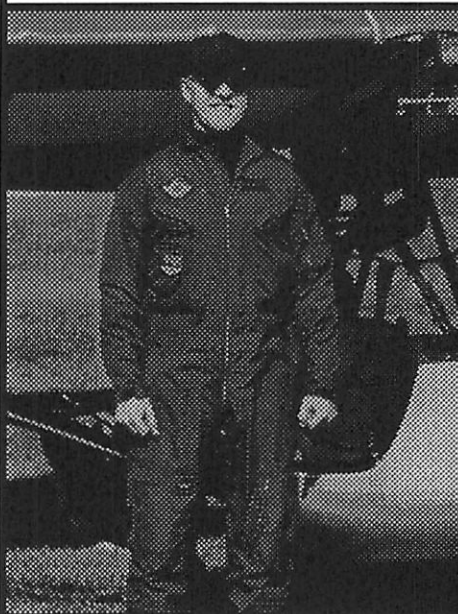


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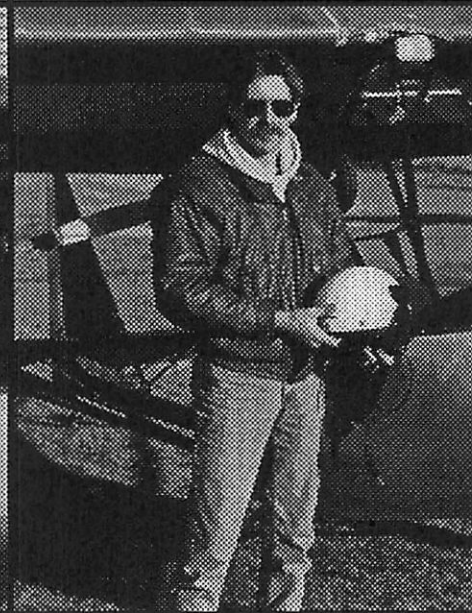
Zolie Farkas - Jun 17, 1994



Avril Forster - May 6, 1994



Randy Komm - Apr 9, 1994



Mike Koons - May 11, 1994

been shot. Bullet fragments were lodged in his flying helmet.

Two days earlier, on June 9, McGuire discovered a bullet hole in the wing. Both shootings occurred as he put student pilot Jim Spear, 41, through his paces.

The near-miss with the head shot occurred as they flew at about 100 metres, just west of the Colebrook overpass in Surrey. They were doing circuits at the Airflow Ultralight Aviation Airfield at 4981 King George Hwy.

"It jerked me sufficiently to snap

open the safety belt," said McGuire. "We thought it might have been something that came off the engine or that the prop had hit. When we landed, then we knew."

Surrey RCMP Const. Mark Hepburn said police believe the rifleman might live on the hillside just north of the airport. "The suspect could be someone who is upset with the ultralight facility," he said.

McGuire believes the bullet that almost hit his head was a freak. He thinks the shooter was firing at the plane and not at the people in it.

Around The Patch

by Stu Simpson



Airplane Noises

The last time we chatted, I was just about to attach the fuselage sides to their respective frameworks. All that went very smoothly as you can see from the photographs.

After the forward fuselage plies are attached to the frames, there remains the job of attaching ply strips to the longerons. At the tail end of the frames a larger sheet of plywood is used to form a large gusset plate. There are numerous other reinforcements at the tail because it's such a high-load area.

After both fuse frames were adorned with their plywood I removed all the excess glue. I used a tool called a powerfile for this. It's about the size of a hand drill and uses a sanding belt in much the same fashion as a chain saw uses a chain. It requires a light and careful touch, but is very useful.

I smoothed everything over with my planer and then wiped everything down with a wet cloth to remove dust and filings.

It would seem that the two sides are ready to become one, but not quite. The next step is to build a bulkhead out of plywood. It eventually fits at the rear of the cockpit and is made with access and control cable openings. Then the ply is notched to fit the fuse

frames and 3/4" pieces are placed at the top and bottom. These pieces eventually become cross members between the sides.

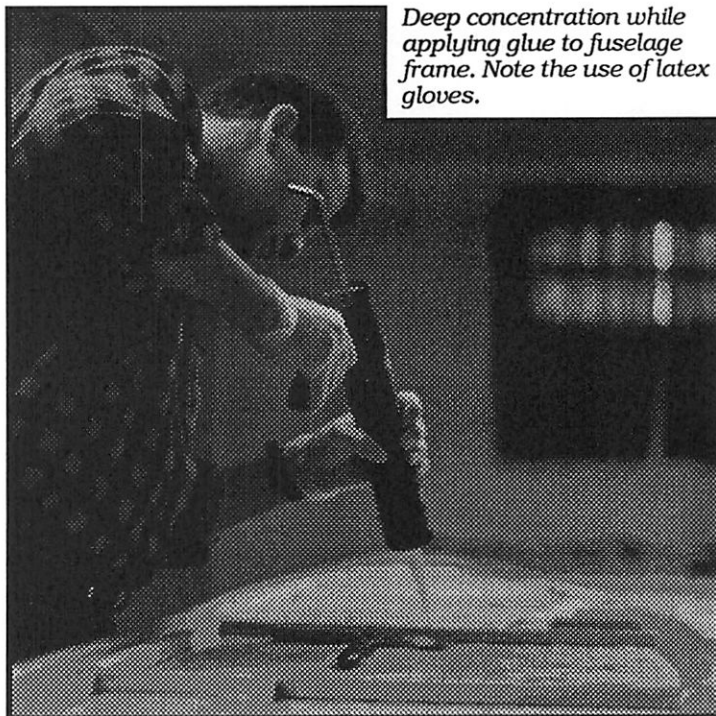
The plans say to make the motor mount next, and what a strong piece this is. It's built on a frame of 3/4" thick boards, then covered with 3mm plywood on either side. I adjusted the dimensions to fit a Rotax 503.

The motor mount was one point where I had difficulty. The piece is tapered and one must get the correct angle of the taper. It turns out the angle is 13 degrees, but it took me a couple of tries to get it right. I eventually wound up drawing out the dimensions and measuring the angle myself. The plans could have shown this and I can't figure out why they don't.

Once that

problem was solved, it was a matter of putting it all together. I have to admit, the prospect of putting the fuselage sides together was a daunting one. It would be the first real test of how well I'd done everything to this point.

I decided to dry-fit and clamp everything first. I clamped the left side vertically to the straight edge of the bench, then set up the right side the prescribed distance away. I inserted the bulkhead and gently squeezed the sides to the bulkhead using bar clamps.



Deep concentration while applying glue to fuselage frame. Note the use of latex gloves.

Then I inserted the other cross members and held them in place with either staples or clamps. Now the big test.

I started measuring diagonals and checking things with the framing square and to my utter shock, discovered everything fit as it should. The only difficulty was that the bulkhead plywood was a couple of fractions too wide. Some judicious use of a planer fixed that.

Using bar clamps and right angle corner clamps, I began gluing the cross members in place. All these pieces form a square "box" which eventually becomes the cockpit and attach point for the landing gear. Therefore, the sides must be straight and the dimensions square.

You can check the "squareness" of everything by using a right angle in corners, a framing square on the sides (continued on page 6)



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(Around - continued from page 5)

and top, and by measuring the diagonals between the cross members. Now leave it alone to dry.

The way the plane is constructed, the nose area has to be pulled in to meet the engine mount. I thought I had let everything dry to the proper strength, so I figured I'd pull the nose in and see how well my engine mount fit.

As I pulled the nose pieces in, three cross members popped out of their joints.

I was shocked. I wondered if I'd done everything wrong, if I'd got bad glue and if everything I'd done to this point was wasted. As it turned out, things were o.k.

If I had been paying more attention to all the details, I'd have read the warning that says not to pull the nose in until gussets are attached to the cross members. I felt like a dolt, but it was a good lesson to learn.

I re-glued everything and carefully put it back together. Then, after examining the plans, I added extra gussets to cross members that weren't regularly gusseted. I didn't want a repeat performance of that heart stopping moment.

On the administrative front, I've had two inspections by Transport Canada Homebuilt Inspectors, both with favourable results. I've gotten approval to finish the airplane to the point just before covering. Not bad for a first timer.

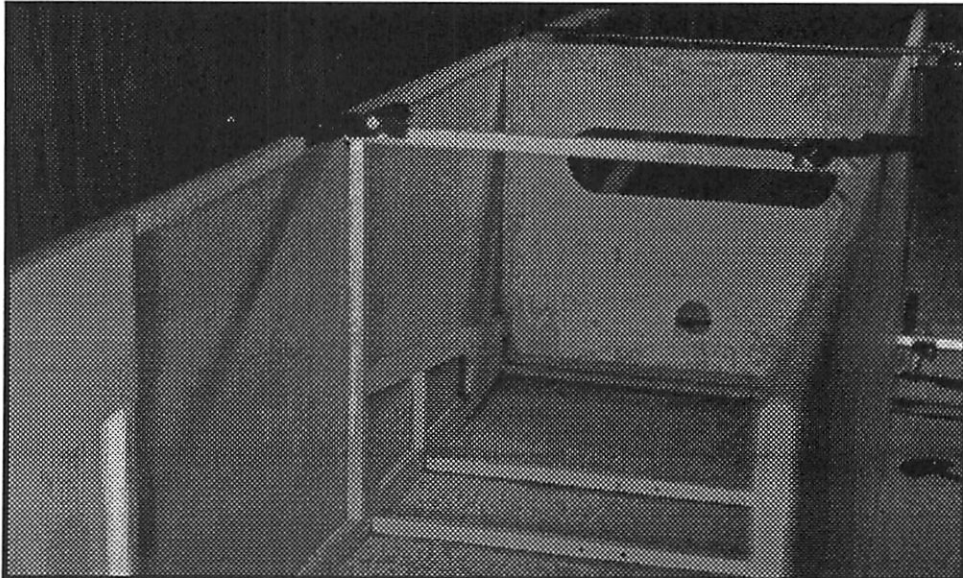
As I look at my budding HiMAX, I can't help but drool with anticipation. It's taking shape now and starting to look like real airplane pieces. It won't be long until I've got most of the cockpit done and I can sit inside and make airplane noises while I dream of real flight.

The fuselage sides dry-fitted and held with bar clamps.

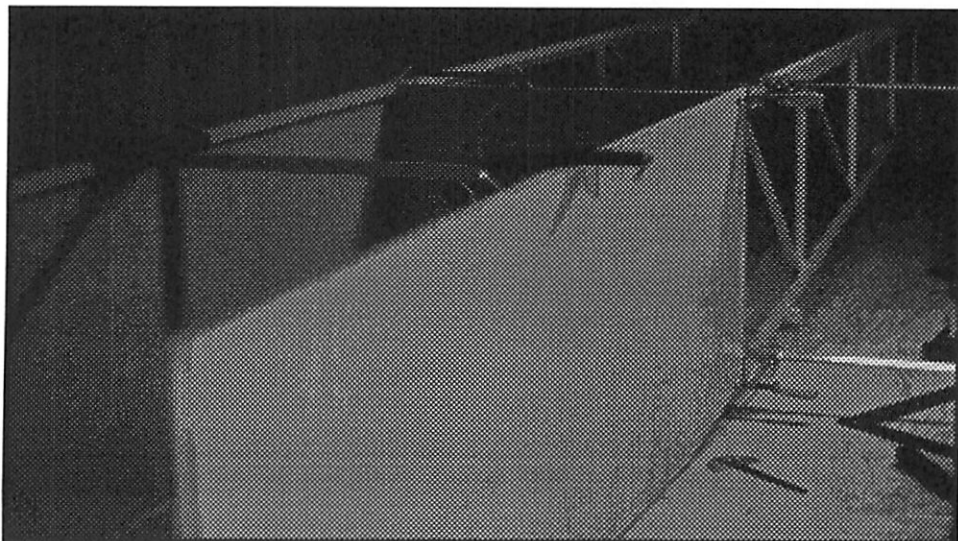
Photos by Tina Simpson.



A Sea of C-clamps hold plywood to the left-side fuselage frame.

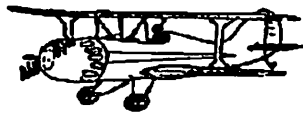


A peek inside: the interior and future cockpit. Note access hole in bulk-head.



One Pilot's Opinion

by Bob Kirkby



If you haven't seen me and the Renegade around the patch much this Spring, its because we haven't been. The Renegade has been sitting in its hangar and I've been building. Not building an airplane, but the next best thing - a place to build one.

For the last couple of months I've been finishing off my new maintenance hangar. Now its finally done. I've got a nice warm and dry 40' x 60' hangar to work on my airplane, or tractor, truck, boat, or who knows what else. I'm already looking forward to spending many cold winter days in there working on airplanes. But now it's time to go flying again.

I hope you'll come out to our fly-in breakfast on July 16 and help christen the hangar. Rain or shine, its on. Louise has promised to cook pancakes and sausages in the hangar (it wouldn't hurt to have a couple of fire-fighters on hand). Stu has volunteered to help with the grub, that means there'll be lots.

Last week I got back in the air again and with the nice weather and long days, I'm back to my early morning flights that I love so much. One of the three mornings I flew was particularly spectacular. The sun was about 20 degrees above the horizon, the air was crystal clear, not a cloud in sight and the temperature increased from 10 to about 13 degrees as I climb out from

runway 34. At 1000' AGL I leveled out, adjust throttle and trim for cruise and release the Renegade to fly itself. For the next half hour I flew hands-off, using just a little rudder to nudge the Renegade into and out of a shallow turn now and then. The air was so smooth the airplane was able to do all the work, I just sat back and absorbed the magic of the moment.

After a few turns I ended up flying south, then, suddenly, a bright light on the ground to my right, caught my eye. I looked over the side and studied it for a moment. It was moving along the ground with me. Then I realized, with much excitement, what I was looking at. I was watching a bright spot about 10 feet in diameter with a crisp shadow of the Renegade in the centre, moving along the ground.

This is caused by the Fresnel Effect. A phenomenon created by diffraction when the light waves from a distant source (the sun) pass around an object (me and the Renegade). They are bent slightly inward as they pass around the object, and if they strike a surface (the ground) one sees a bright spot from the focused light, with an image of the object in the centre. (I remember doing such experiments in the physics lab many years ago.) I have seen this phenomenon several times while flying as a passenger in an airliner at about 30,000' with a cloud base 1000 to 2000 feet below. In fact, I

have a picture of one taken from a DC8 somewhere high over Colorado about 20 years ago. I'm sure airline pilots must see it all the time. Seeing it close to the ground, however, is very unusual because we usually have too much haze around us or above us, which diffuses the sunlight.

This morning was so clear, and the sun so bright, that I was watching a brilliant Fresnel spot preceding me along the ground 1000' below. I grabbed the stick and started to play with it. By maneuvering the Renegade I was able to direct the bright spot to illuminate different things on the ground. I made it follow a road for awhile and every time it passed over a road sign I got a brilliant reflection. Then I thought I might be annoying the few motorists that were out, so I moved to a Canola field and traced a pattern in the Canola with my remote control light pen. What an experience - I just love the wonders of nature.

After winding my way across the country side for another half hour, illuminating anything that would blink back at me, I had to resign myself to turning around and heading home. I had to get back by 8:00 and get ready for work. My Fresnel spot followed me home, but this time it was over my left shoulder and not easy to look at while flying. I reluctantly said farewell to my new friend as I set up for a straight-in on 34.

I went flying again the next morning and looked hard for my friend, the Fresnel spot, but could not find it. The conditions just weren't right. I suspect it will be a long time before I am able to once again scribe on the ground with my light pen, but I'll keep looking for that brilliant spot of light each time I go flying.

The next time you go flying on a crystal-clear morning, level off at 1000' and look for your Fresnel spot. You'll be glad you did, if you can find it.

Don't forget the fly-in breakfast on July 16. You can make a day of it by flying in to my place for breakfast, then flying to Airdrie for lunch at their open house.



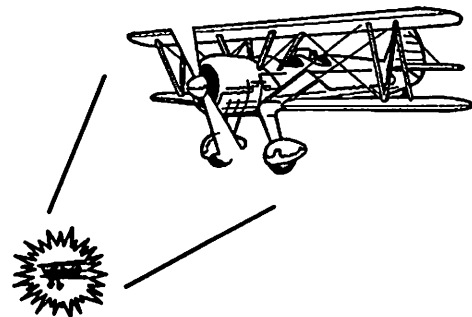
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LochBase * Aviation

PO Box 3401, Postal Station D, Ottawa ON CANADA K1P 6H8

Dear RAA Members:

Let me introduce to you the *LochBase *Aviation* and invite you to participate in this new "bulletin board" for aviation enthusiasts who have something to sell, want to buy, need information or simply are looking for others with an interest in a specific topic.

In the many years I have been interested in the kit building and aircraft restoration projects I have admired the persistence needed to find all those special and sometimes truly unique parts, services or information required to finish each of that special project. On the other hand, I wondered how many useful and unique parts of our aviation heritage are being lost because it is simply not financially practical to advertise it in the press.

From this grew the idea to provide a simple, inexpensive and easy way for people interested in aviation to find and exchange information - in a similar way as are the bulletin boards in our local supermarkets or airfields but with nation-wide coverage. The electronic *LochBase *Aviation* bulletin board is the result. All you need to use it is paper, pencil and a postage stamp. (Yes, we will also provide access via personal computers in the near future but we want to keep it simple and available to everybody - not only to those with computers.)

If you have anything related to aviation which you would like to offer for sale - an aircraft, a tiny part or a service give us a try! We will enter the data about the item or the service you want to sell into the *LochBase *Aviation* system and will forward your telephone number to anybody who is interested in that particular item or service you are offering. And we will keep it there for a whole year. Or less - you can cancel anytime.

If you are looking for that special part you need or a service you require - give us a try! We will check the *LochBase *Aviation* system for the listing of the item or service you desire and send you the telephone numbers of persons or companies who can help you. If we do not have that particular item or service listed right now, we will keep checking every new offer for sale until we find the match - for up to a whole year.

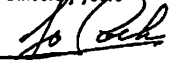
If you are looking for other people with an interest in a specific aviation related topic - give us a try! We will check the *LochBase *Aviation* for others with the same interest and send you their telephone numbers. At the same time we will keep your entry for a whole year so we can let others with the same interest know about you. And again - you can cancel anytime.

The price? - \$2.00. Yes only two dollars per item!

Fill up the Bulletin Board Entry form, send it to us and let us do the searching.

Try us! If you have a suggestion - let us know. We are here for you!

Sincerely yours



Joseph K. Loch
LochBase *Aviation

PS.: Enclosed are copies of the Bulletin Board Entry form. Please publish it in your newsletter if you can, make as many copies as you need or send us a note and we will mail you as many as required. Thank you. JKL

If you would like a copy of the Bulletin Board Entry Form referred to in this letter from Joseph Loch, contact Bob Kirkby at 569-9541 or 291-5560.

Jamie Roth of Transport Canada provided this somewhat comical, but effective, memory guide for remembering the new airspace classifications:

- A** - Airlines
- B** - Big
- C** - Congested
- D** - Dialogue
- E** - Elsewhere
- F** - Funny Stuff
- G** - Go-for-it

The photographer for a national magazine was assigned to get photos of a great forest fire. Smoke at the scene hampered him and he asked his home office to hire a plane. Arrangements were made and he was told to go at once to a nearby airport, where the plane would be waiting.

When he arrived at the airport, a plane was warming up near the runway. He jumped in and yelled, "Let's go!". The pilot swung the plane into the wind and soon they were in the air.

"Fly over the north side of the fire," yelled the photographer, "and make three or four low passes."

"Why?" asked the pilot.

"Because I'm going to take pictures," cried the photographer. "I'm a photographer and photographers take pictures!"

After a pause the pilot said, "You mean you're not the instructor?"

