



# Skywriter

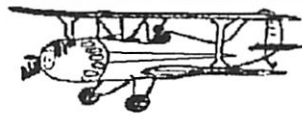


Monthly Newsletter of the Calgary Ultralight Flying Club

August 1994

## One Pilot's Opinion

by Bob Kirkby



Wayne Winters' article, "Off We Go", was not available at press time this month, so I will try to fill you in on some of the happenings before launching into my own monologue.

### Town Hall Meeting

I attended Lindsay Cadenhead's Town Hall Meeting in Red Deer on July 9th. Wayne Winters and Fred Wright were also there from the CUFC. I didn't take a head-count, but there seemed to be about 30 in attendance in addition to Lindsay, Ken Ferrar and a couple of other TC people. No one took attendance or did intros, so the exact makeup of the crowd is unknown. However, I gathered from the comments of various people that there was a relatively large collection of ultralight enthusiasts from the local area and points north. Dave Forrester and two other RAA members were there representing their group and several members of the Alberta Aerobatic Association were in attendance. There was also a powered parachute type and some conventional pilots and flying school instructors. The group seemed to be a good cross-section of the recreational aviation community.

I was expecting some sort of agenda, but after a half-hour introduction by Lindsay, he threw the meeting open to the floor for questions and comments. "Town Hall Meeting" was an appropriate description. As it turned out a lot of very important issues were raised and discussed, but the intent was for Lindsay to take away the questions and concerns to be digested later and used for direction relative to the restructuring underway. Many questions were left unanswered, but

there is little doubt that all the comments received will be taken into consideration by Lindsay and his cohorts as their project develops.

Both aircraft registration categories and pilot licensing are under review and not very much is being discounted at this time. The current drift seems to be to create new categories and modify existing ones as necessary to meet the evolving recreational aircraft industry and the needs of the pilots. At the same time, a restructuring of pilot licensing will be undertaken to provide smoother transitioning from the elementary levels to the commercial levels by introducing more, smaller, steps in the progression.

The Alberta Aerobatic Association outlined a written proposal they had prepared and presented to TC recently covering their particular interests. Subsequently, I have received a copy of a similar proposal from the Calgary chapter of the RAA covering their interests. Both were very comprehensive and very professionally done. I would hope that the executive of the Calgary Ultralight Flying Club would follow suit and prepare a comprehensive brief covering our particular interests. I know we have sent letters in the past on specific issues, but now is the time to re-affirm, and make sure all the bases are covered. There may never be another opportunity.

Lindsay handed out a pamphlet entitled "Project: Recreational Aviation", a copy of which should be enclosed with this newsletter. On the back is a clip-out form on which you are invited to write your personal

comments and forward directly to Lindsay. This is your personal opportunity to be heard. Lindsay made it clear he wants to hear from you, so get your pen out and DO IT NOW!

### Kirkby's Fly-in Breakfast

Our July 16 Fly-in Breakfast was a success in spite of the competition from the Stampede. We had 5 fly-ins and 5 drive-ins. Those who arrived by air were: Don Rogers and his wife Elinor in his Chinook, Dave Forrester in his Miranda, Bob Campbell and his wife in his Zenair CH701, Murray Ireland in his Cessna 152, and Larry Motyer in his Merlin. Drive-ins were Ray Mackell, Stu and Tina Simpson with son Connor in tow, Peter Wegerich (he wanted to fly in but Wayne's rental shop was closed), Chris Kirkman, and Louise's brother Ken Mitchell and his fiancée Tammy (Ken isn't much interested in flying but he sure likes those flapjacks).

I would like to thank everyone for coming out and making the morning fun. I believe everyone had a good time. A special thanks to Ken for manning the grill.

### Red Deer Airshow

Well, another airshow has come and gone. This year was the fourth year with CUFC participation, and my third year there. The club's organization for this event and the airshow's organization both seem to have gone steadily downhill since the first year.

Myself, Don Rogers, Gord Tebbutt and Kelly Kuzyk flew up on Friday night. Since nothing had been pre-planned, Don and I chose not to fly in the morning fly-by (I had an additional reason which will become apparent as you read on). Gord and Kelly, however, were able to get a plan together and did an impressive fly-by on both Saturday and Sunday mornings. For  
*(continued on page 2)*

*(Opinion - continued from page 1)*

some unknown reason, the show authorities allowed Gord and Kelly to take-off and land on the taxiway, which they have refused to do for the past two years. This presented a much better view to the audience than in the past, and even the announcer made sense this year. Gord Tebbutt deserves our thanks for doing a great job of representing the club and organizing the fly-bys.

The show itself was the least impressive one I've seen in years. The main acts were the Swift Team, three Swifts flying some pretty good formation aerobatics; Joanne Ostrud, flying an Ultimate through an excellent 20 minute routine; Bud Granley flying a Yak-55 and a Gouda jet; and for military presence, a CF-18 and an A-10 doing the usual stuff. The rest of the afternoon was old hat. Lots of pyrotechnic stuff designed to rattle you fillings; a jet powered car belching copious amounts of pink smoke; helicopter routines with more badly-timed pyros; RC models; and skydivers. Unfortunately there were a few long gaps in between the performances.

The number of aircraft on static display this year was only about half of the last couple of years. This was disappointing, especially since those that showed were all the old standbys that always turn up. The only thing different was a ZLIN from Southern Aero and a beautiful American Eagle trucked in from the Reynolds Museum in Wetaskiwin. The C-130 didn't even make it.

In the past the airshow people gave us one free night in the Red Deer Lodge (we paid the other ourselves) for participating in the show, badges to give us free access to all locations, parking passes for our spouses who drove, a free coupon for the excellent pancake breakfast put on in the Hillman Hangar each morning, a show cap or pin, and free transportation to and from town for those who didn't have a ride.

This year it was budget cutting time. Accommodation consisted of one free night at the Court House Inn, an old decrepid hotel next to the Remand Centre in downtown Red Deer. There were no passes, just public entrance tickets for each day, no parking passes, no free transportation to town, no pins or caps, and instead of the good breakfast that the public was treated to, the performers and static display pilots were given tickets to a breakfast in the terminal cafeteria. Not only was the food terrible but they ran out of eggs half way through and had to send someone into Red Deer to get more. This really impressed the American flyers that were in the line up.

Several weeks prior to the show I inquired as to why the hotel had been changed from the Red Deer Lodge to the Court House Inn. I was told that, in order to save money, only the main show performers were being housed at the Red Deer Lodge. All those on static display were relegated to the "\$35.00 hotel" - no kidding. I attempted to make my own reservations at a more suitable establishment but found that

the entire city was booked up. It would have been nice if I had at least been offered the opportunity of staying at the Red Deer Lodge at my own expense.

Well, after spending two exhausting days standing in the hot sun answering questions and being smothered by greasy smoke from the hamburger grills 15 feet upwind of me and my airplane, I'm glad it's over. Someone else can do it next year, I've done my bit.

#### **New Intercom Available**

I recently came across an interesting product from a company called Empire Development of Redondo Beach, California. It's a two-place intercom combined with an adaptor to plug directly into the ICOM IC-A21 or King KX-99 handheld transceivers, and includes a push-to-talk switch designed for stick mounting. It is powered by the handheld's battery or can be connected to the airplane's 12V system.

It is intended for the kitplane market and reportedly comes with everything needed for installation. The best part is the price - \$59.95 US, which is about \$83.00 Canadian these days. This is *(continued on page 6)*



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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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## Around The Patch

by Stu Simpson



### The Progress Continues

Our last episode no doubt left you on the edge of your seat wondering if pulling the nose in on my HiMAX would be a success, or a gut wrenching, stomach churning, airplane breaking, catastrophe. Here's how it went.

After the first try, when things unexpectedly went SNAP!, I was somewhat leery of pulling the nose pieces together again. But it's the only way to build the airplane. So I enlisted the help of Jack Falk, an experienced wood worker and pilot.

I spent several hours double checking every inch of the plans and checking my work to be sure I'd done everything required. Then I called Jack, promised him hamburgers (he's so easy) and we set to work.

In the last segment, I mentioned the motor mount base, which is cut to fit in the nose when the two sides are pulled in. We decided to pull the sides together and dry fit the mount first.

My heart nearly stopped when we started pulling, but I knew I wasn't the first one to try this, so maybe it'd work. And it did.

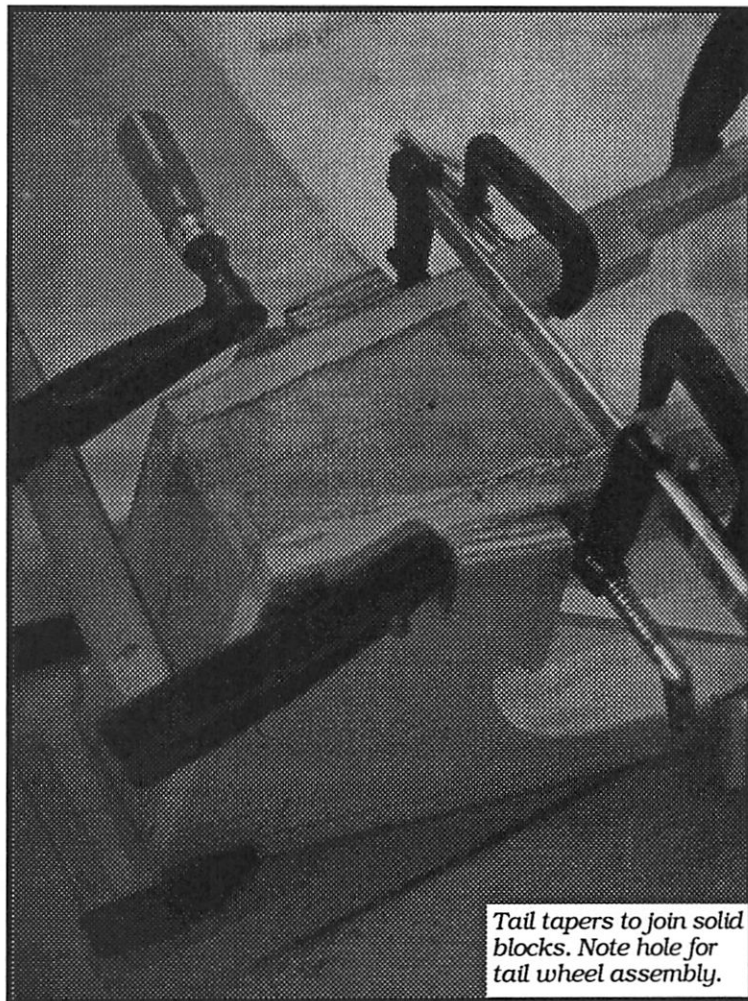
The motor mount fit very well so we backed off and I started applying glue.

Then we pulled everything back together using muscle power and bar clamps. Jack used a drill to screw some locating blocks to the bench to position the sides correctly. Bar clamps held the top side in place.

Then the plans say to use wood screws to pull the side walls in to meet the edges of the mount. When everything is dry, (I waited two days) simply remove the screws and glue in wooden dowel pins. All pretty slick once its finished.

The remainder of the week I spent adding cross members and getting ready to add the cockpit floor, which is 3 mm thick

plywood. This piece is about 67 inches long and plywood sheets are sold in substantially shorter pieces than that. Thus, it was time for another scarfing job. After my previous scarfing experience, this was a piece of cake.



Tail tapers to join solid blocks. Note hole for tail wheel assembly.

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**Wayne Winters is back again!**

I traced the rough outline of the fuse shape onto the plywood and cut it with a jig-saw. I had my wife, Tina, clamber inside to trace the inside shape of the fuse and the location of the crossmembers. Then I flipped the ply over and she traced on that side too. With that done, I knew exactly where to apply glue, clamps and staples.

I glued the fuselage floor on and left it to dry. Then it was back to the tedious grind of turning out ribs. I'm up to number 20 (out of 24) now, so there's only a few left to go.

I spent the next two weeks on the tail. It also gets pulled in to a taper where the two sides are glued to solid blocks which are then reinforced with plywood. A chalk line snapped onto the bench serves a center line to ensure symmetry. Right behind the cockpit, the longerons curve over a distance of about 13 inches. But from (continued on page 4)

*(Around - continued from page 3)*

there, they must be straight all the way to the end. Locating blocks on the bench ensure this.

Next step is to add all the truss members that give the tail section its rigidity and strength. Each of the trusses are cut to fit their corners and are then gusseted for additional strength. Ply strips are added to the top and bottom of the longerons and the resulting structure has alleviated any doubts I ever had about the strength of wooden airplanes. You can see in the photos how the tail is a veritable forest (pun intended) of cross members.

I found working on the tail section to rather tedious. There are a lot of parts to cut and fit and it's awkward to work within a relatively small cross section. However, once each piece was cut, trimmed, and glued, I felt good about the final result.

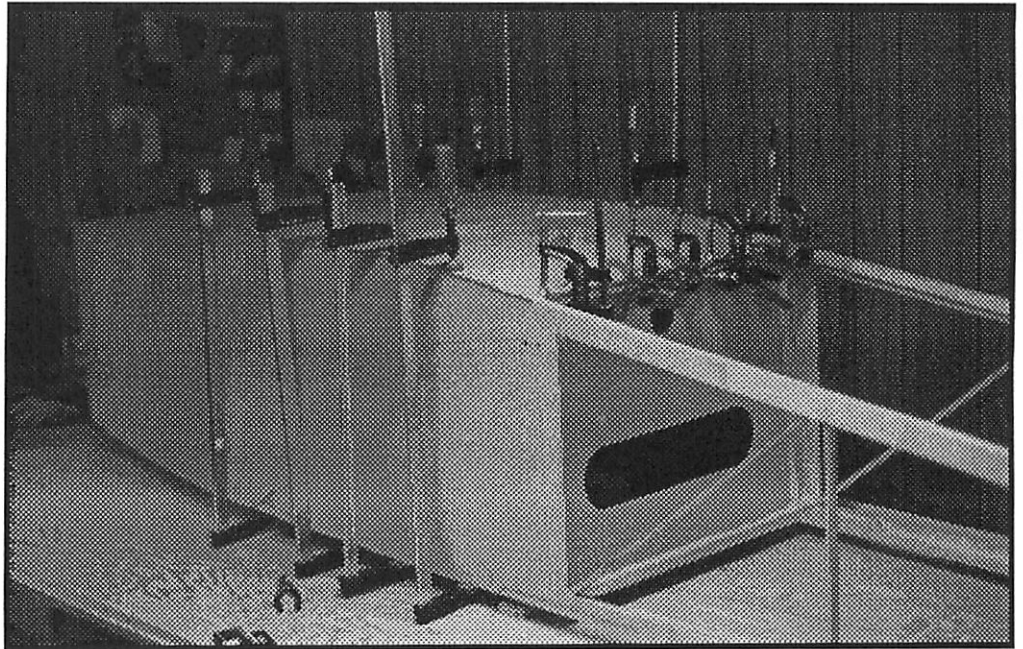
The cockpit area is our next stop. The first pieces built here are the door frame members. They're glued to the inside of the fuselage wall, which will be cut out later when the door is built and installed.

One will need a seat, of course, and this seat couldn't be simpler. It's made of a slab of 1/4" plywood supported by thick cross members underneath. The seat back is also 1/4" ply stock attached to the seat via a piano hinge. This allows access to the tail section for visual inspection. An upholstered piece of foam rubber should serve well as a seat cushion.

Working inside the cockpit has been awkward. It's difficult bending over the top of the fuselage to get at the things inside. I found that tipping it on its side helped, but limited my light. I was also still confined by the cross members at the top of the fuse'.

I've reached the point now where I need some metal parts, especially hardware. I checked a few places for hardware before I found any success. First I checked with TEAM for their price on the hardware list. They were very friendly and responded quickly to my request, quoting a price of \$173.00 U.S. That means close to \$300.00 Cdn. by the time it's on my door step. Just a tad pricey, thanks to the exchange rate.

hopping around, I called an outfit in Edmonton. They would only sell me pieces in multiples of ten. Their attitude was, "If you have to ask, you can't afford it". I agreed with them and



took my business elsewhere.

*Fuselage floor clamped n' stapled while glue sets.*

I wound up at Field Aviation in Calgary and was pleasantly shocked to find that they wanted my business. Bob Boswell and Rob Klassen set me up with most of the hardware I'd requested (which was quite a feat considering some of the specialty items on my list). They treated me like I was their only customer and was spending a million bucks with them. They saved me a ton of money, and I'll be back.

I also need some aluminum tubing (for the control stick and aileron actuators) and channel (for the wing spar carry throughs) at this point. After numerous phone calls I arrived at a place called Metal Supermarkets. They sell standard and off-beat sizes and types of metal and cut it to the customer's request with no minimum order needed. They saved me a lot of money and again, treated me like a customer, not a bother.

A few words about tools now. If you're seriously thinking of a project like this, think about getting a Dremel Moto-tool. It's a hand size rotary tool with lots of different grinding and shaping bits. (Sears markets the same unit under their Craftsman line, but I don't know how the prices compare).

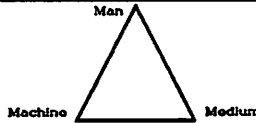
This tool is absolutely indispensable. Using various bits, it removes glue, planes wood, drills pilot holes, shapes metal and wood, and a million other things that you'll need to do. With the flexible extension arm it will get into almost any cranny or corner. I spent about \$150.00 to get set up with one, but you could do so adequately for roughly half that. I'd be hours behind  
*(continued on page 6)*



*Tail shot, note the taper, the trusses, plywood gusset strips and cockpit opening.*

# Safety Corner

by Paul Hemingson



## Balls In The Air

As we get older (and wiser) it has been said that we engage in activities with less risk. We also begin to view our activities in a new way, in a way that takes some risk out of the activity. As people age they become more in tune with their own mortality and begin to reconsider their hobbies and pursuits. Birdwatching is on the rise, and so is croquet and horseshoes.

Flying has its risks. No news here. But what is news for us is the lesson we can take from older pilots and how they approach their flying hobby. They are no longer programmed for action and adventure to the same extent as the younger pilots. They still have their adventures, but with fewer surprises. The software between their ears is now programmed for risk aversion.

They take a few minutes or seconds to pause and reflect on the nature of the flight, or enroute, pause to reconsider and re-evaluate the status of the flight.

For example, before taxiing out they cast an eye at the windsock to determine how steady the winds are... both in direction and strength. The older pilot has also eyeballed the runway and nearby area to pre-determine where he will force land if required.

During the flight, the older pilot will periodically scan his gauges, then the sky, then the ground, and back to the gauges. It becomes an automatic reflex procedure. Meanwhile, they can carry on conversation or enjoy the scenery.

What has this got to do with balls in the air?

By continuously being in tune with their machine and the conditions around them, they are prepared for action in the case of any surprises that come their way. In this manner, any perturbations to the flight can be managed in a more routine manner. If you are already juggling three balls, it would help to know that someone may throw in a fourth ball... at least you would be prepared for it. The older, and wiser pilot knows at all times how many balls he has in the air.

## Classified

**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.

**Wanted** - New, used and alive Beaver U/L parts and owners, for recycling. Establishing a Beaver RX owners association. Re-manufacturing BRX & RX550 aircraft. Stits-covered exchange wings & tails. Brad Allore (604) 465-0982.

**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.



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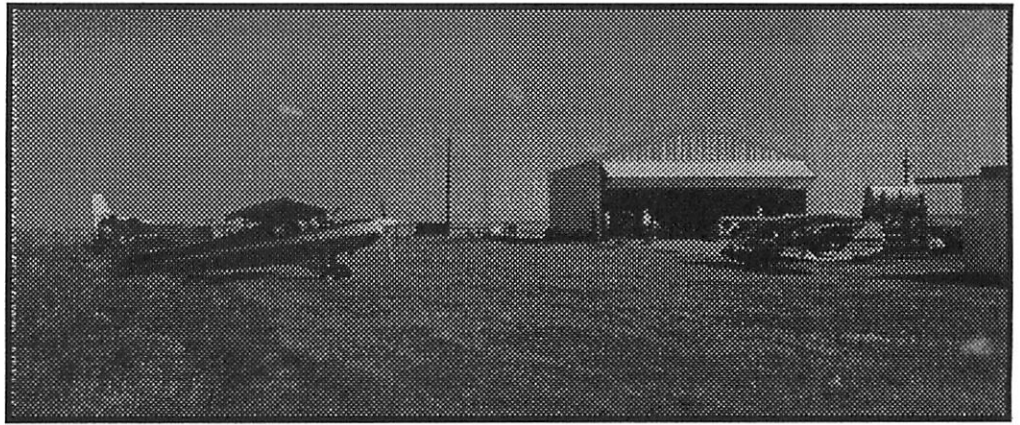
the best bargain I have seen since I bought my intercom kit a few years back for \$75.00 US. And mine didn't come with the interfacing adaptor for my ICOM, I had to fabricate that myself.

I am so intrigued by this new product that I might just order one to try it out. If I do I'll give you a report in a future column.

This company also makes a couple of other gadgets that might be of interest to some of you. For only \$22.95 they have a device that plugs into the MIC plug of the A21 or KX-99 and causes the transceiver to duplicate the action of an ELT beacon transmitting on 121.5 MHz. This is a poor-man's ELT, which obviously has to be activated manually, but for an ultralight or kitplane pilot operating in remote areas, it is probably worth the price just in the peace of mind that it would bring.

Another interesting gadget is a water-warning module with probes that can be easily screwed into the bottom of a fuel tank or gascolator. It can be mounted in the panel and flashes a red LED if water is detected. It can handle up to 3 probes and with a simple switch the pilot can determine which probe is detecting water. The price - \$24.95.

You can contact them at: 307 N. Gertruda St., Redondo Beach, CA, 90277, or telephone (310) 318-2788.



*Dave's Miranda on left at Kirkby's Fly-in.*



*Don's Chinook and Murray's 152 at Fly-in.*

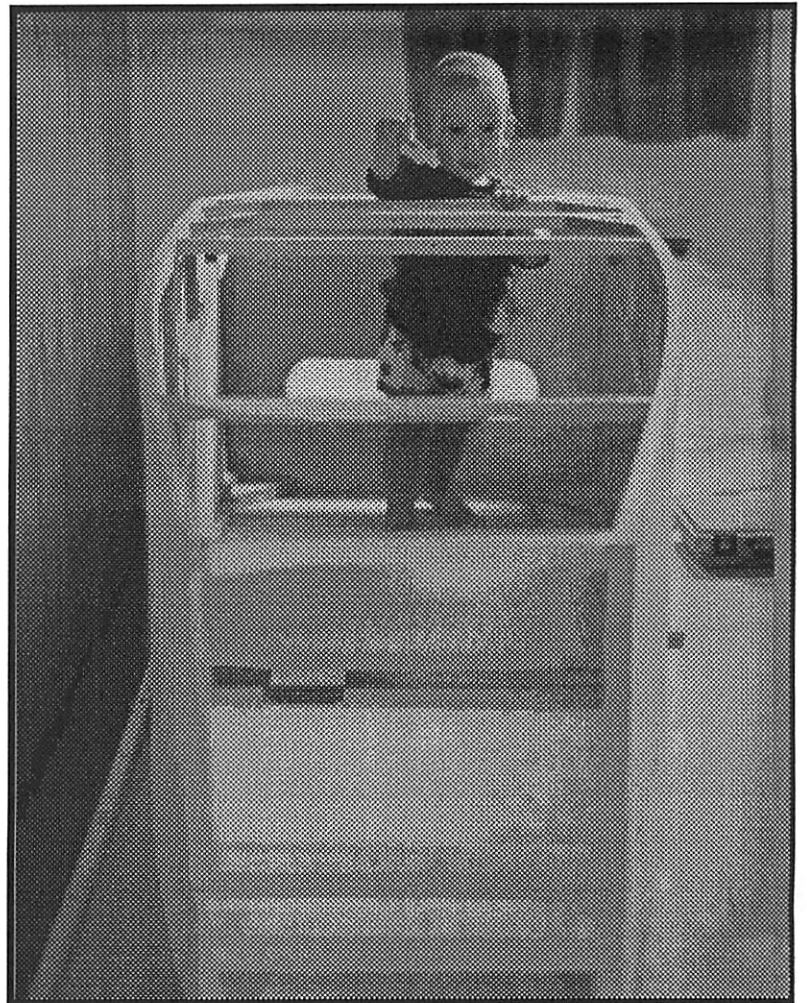
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where I am now without it.

Please note, I don't intend this article to be free advertising for the products or services I've mentioned. But there are lots of guys out there who are building now, or will be shortly. And the whole point of a flying club is to pool resources and information so everyone can benefit from experience. My goal with this series of articles is to share what works and doesn't work so that other members can streamline their projects.

Next month, I'll have details of cockpit and control construction. And I'm really close now to building the overhead and cabin structure. Stay tuned.

*Connor, age 1, cracks the whip and gives pointers on fuselage construction.*



# A Little Prop Wash

by Douglas J. Ward



I wasn't able to get to the Recreational Aircraft Meeting which was held in Penhold on July 9th. I got very ill the night before and I just didn't think I would be up to the trip and the time in the meeting. I did speak to Wayne, who was in attendance, and he felt that the meeting was a success. Lindsay Cadenhead was in attendance, and I am sure that any questions which were posed to him were more than adequately answered.

It is now time for your representative, which is me, to send a finalization of our comments to both Ken Farrar and Ralph Bennett. This will get our concerns into the discussions which will take place probably during late summer and early fall. These recommendations will then be sent to the Steering Committee for finalization and then on hopefully for approval by TCA. I feel that the CUFC has had a chance to get its comments and recommendations heard. I do feel that our input was appreciated by all concerned at Transport Canada. The CUFC is always willing to comment on any changes which may effect us either now or in the future.

I had a letter from James Scoles, who is the editor of Transport Canada's "Ultralight and Balloon". I had written him a letter in early 1992 expressing some of the problems which I had personally encountered when dealing with TC about problems which I was

having with my RX650. Part of the content of my letter was that I was finding it very difficult to get any information, either good or bad, about problems with this airplane. I found it utterly outrageous that I was unable to find out what was wrong with an airplane which had been Approved as an AULA and then taken off the AULA list by Transport Canada. I did not care if there was any potential legal action which could or would be taken against Beaver RX Enterprises, or any of its suppliers. All I cared about was what was wrong with my Aircraft. I felt that if I knew what the problems were, then I could address them and correct the problem(s).

I had contacted Lindsay about these problems and he had replied by basically telling me that it was OK to fly the RX650 if it was registered as an "I" Ultralight, but do not fly this plane as an AULA because it failed to meet the rules of TP10141. I knew that there must be some sort of serious problem with it and it really didn't matter to me what letters were on the tail. I just wanted to find out what the problems were with the RX650. At this time there was a definite lack of communication between myself and a lot of people in the Airplane Industry.

I now believe that this communication problem is beginning to get cleared up. I believe that Transport Canada

now believes that probably most, if not all, of what we tell them is basically "Heads Up Stuff". I don't think that they really want to ground any aircraft. All they want to do is make what is available safe to the Flying Public. I agree with this 100%. I also feel that TC will now be making a better effort, not as in the past, of communicating with the "Grass Roots Flyers". This has to be to the betterment of all involved in Recreational Aviation.

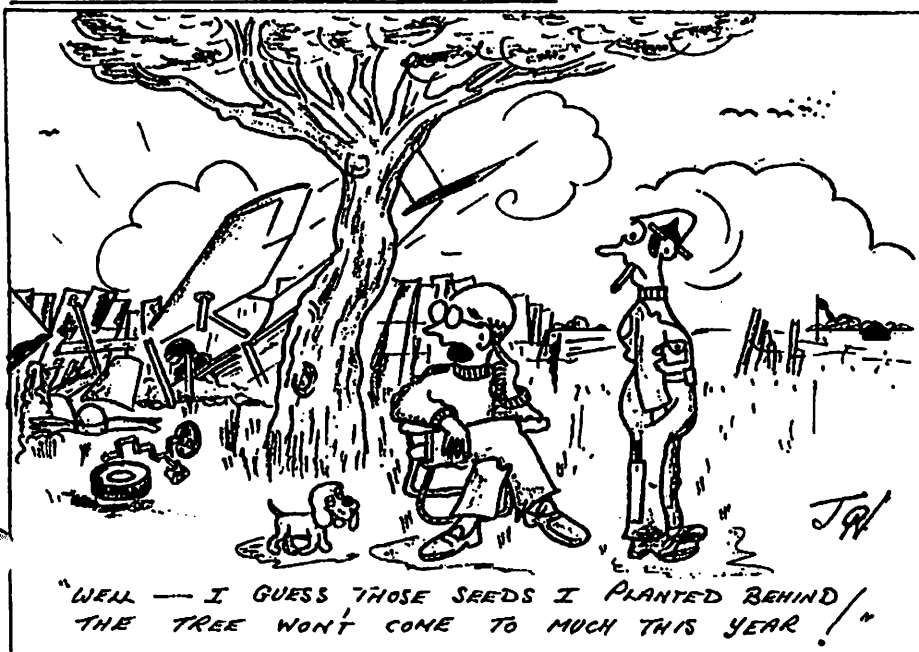
Mr. Scoles has asked me to forward to him any information about my RX650 in regards to problems which I have found with it. That will be volumes due to the fact that I have found and repaired MANY problems on my aircraft, and mine hasn't even gotten into the air yet. With the large number of flying hours which are getting put on other 650's which were completed, the indicated big problem with the wing appears to be getting smaller. The more hours that other people put onto their 650's, the more at rest my mind, as well as a lot of other minds, will be. I will enjoy sending this information to this man. It may bring to the attention of other RX650 pilots, some of the minor problems which I have found, which they may not have found. A person can just never tell when some tiny little thing, which appears to be nothing, can become a persons biggest worry when it officially makes itself noticed.

In closing, I must suggest that with any problem which you may find with your own particular aircraft, no matter how small, Please look into it carefully. It may look good now but it will never fall on you while you are doing your Pre-Flight. You all know when it will fall. I would like to suggest to any Ultralight Pilot who does find a strange problem with his aircraft to let Mr. Scoles know about it. He will probably publish it in the "Balloon and Ultralight" as an indicator to other pilots who are flying the same type of aircraft. He can be contacted by writing to: Editor, Aviation Safety Ultralight and Balloon, Transport Canada, AABA, Ottawa, Ontario, KIA 0N8.

I know my RX 650, though it may not be of the proven design of the RX 550, will be the best built, and possibly the most modified as far as how correct things should be, "I" Registered, RX 650 in the World. It will also be equipped with a Ballistic Chute before it leaves the ground on its first test flight.

Safe Flying.

## MISADVENTURES OF RIGGER MORTISE.



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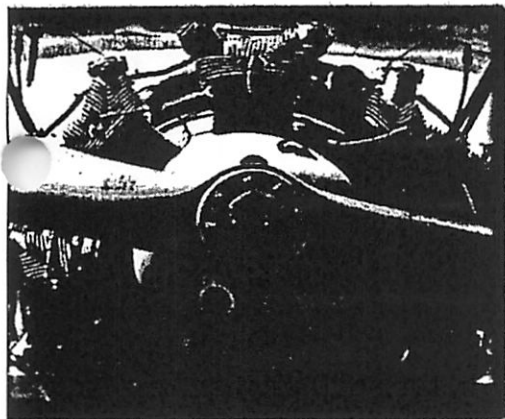
# PROJECT: RECREATIONAL AVIATION

Recreational Aviation

Review Project

Transport Canada Aviation

In partnership with the  
aviation community



## OUR MISSION:

"... to create a climate within the Canadian aviation community that will renew interest in and revitalize recreational aviation..."

### What does it mean to me?

Transport Canada Aviation is listening to the concerns of the recreational aviation community. Together, we are working to develop a recreational aviation policy that promotes safety and will encourage a renewed interest in flying for the love of flying.

### Who is participating?

A Recreational Aviation Working Group with representatives of the recreational aviation community and Transport Canada Aviation. These groups include:

- Air Transport Association of Canada (ATAC)
- Recreational Aviation Association of Canada (RAAC)
- Experimental Aircraft Association/Canadian Council (EAA/CC)
- Ultra-light Pilots Association of Canada (UPAC)
- Aero Club of Canada
- Light Aircraft Manufacturers Association of Canada (LAMAC)
- Canadian Owners and Pilots Association (COPA)
- L'Association Québécoise des Transporteurs Aériens (AQTA)

Lindsay Cadenhead of Transport Canada Aviation has been appointed Project Manager for the review and will act as facilitator for the Working Group.

### How will the review be carried out?



The Working Group will identify and review recreational aviation concerns and make recommendations for enhancement. The Review Project will be seeking direct feedback from the

"grass roots" pilot and aircraft owner through a series of informal meetings to be held at various locations across Canada. These meetings will be sponsored jointly by the Review Project and the recreational aviation community.

### What can I do?

**Be part of the solution!** Communication is the key to the success of this project. We need more than your silent support. To make sure our recommendations meet your needs, we have to hear from you. You are being provided with the unique opportunity of having a say in the future of recreational aviation in Canada. Please take time to fill out the feedback sheet provided or call the Project Manager directly.



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#### We want your feedback...

What are your concerns regarding recreational aviation?

If you attended a meeting, what did you think?

Do you have any other suggestions or comments?

For information or to obtain additional copies of this pamphlet, please call or fax:

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