



# Skywriter

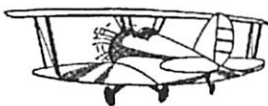


Monthly Newsletter of the Calgary Ultralight Flying Club

September 1994

♪ Off We Go ... ♪

by Wayne Winters



I really love living close to the mountains. Every morning, when I arise, the first thing I do is look at the mountains. There is a certain assurance to seeing them and knowing that it is possible to go there and survive. Water, food and materials for shelter are all there. When I looked a few mornings ago it was obvious that their beautiful majestic peaks had taken on a different look. You guessed it - snow. My thoughts went to the snowbirds - the ones with silver hair and motor homes, and how I would like to latch on to my ultralight and drag it south for six months more of "summer" like flying. Oh well, enough day dreaming. It is time to dust off the snow suit and put on a "happy grin" and convince myself and others how much fun it is to fly in the cold stable air. Chatter, chatter we're having fun and who wants to be in that warm air anyway - all it does is make you lose your appreciation for summer!

### Lazy Hazy Days of Summer

We are told that a change is as good as a rest, and after going two months without a CUFC meeting, I find myself looking forward to getting back to meeting with you each month for the next 10. It is always good to get back together and swap stories as well as find out how the projects around the club, etc. are doing. I feel that our program of no meetings during July and August is a good one and we do manage to stay in touch through the Skywriter. Be sure now to log into your calendar the first Wednesday of each month for the CUFC meeting. Please remember the meetings start at 1930 hrs, although many will get there early and be hangar flying, with

refreshments.

### Red Deer or Bust

I must apologize to anyone who was wishing to get my autograph after a death-defying performance at the Red Deer Airshow, because I wasn't there. About two weeks before the show I started preparing myself and aircraft by giving it a thorough going over, including removing the engine and re-setting the timing. I even replaced the plywood (experimental) wing fences with brand new, permanent, ones custom cut from pre-finished plexiglass and touched up paint nicks on the airframe. It came down to the evening before the show and I was so excited I elected to make a movie of the entire event (copies of which would be made available to movie and newsmakers worldwide). At 1900 hrs. I started the preamble to the movie. At 2000 hrs I finished my checks of the aircraft and decided to do just one more - timing. It only takes a few minutes to check, and it is nice to know that it is 100%. When I did, to my surprise, it was slightly out. The maximum variance I allow between cylinders is 4 thousandths and that is where it was. What to do? It was still within spec, but what if it changed? I could see myself in the middle of Somewhere, Alberta, 10 miles from any farm house, with a sputtering engine. At first I thought of completing the 2 hour task of removing the engine, finding the problem and re-installing it. That would push me past 2200 hrs and since I was to leave at 0500 hrs the next morning, time was going to be tight. Reluctantly, I decided that the "OR BUST" slogan was not a good one for an aviator. As it turned

out the problem was nothing serious, but I did feel a lot better keeping the aircraft close to home where I could keep a close eye on the timing.

Oh well, there is always next year!

For those interested, autographs are still available, line forms on the starboard side of the table.

### Town Hall Meeting

There was a Town Hall Meeting on July 9, 1994 and another on August 23, 1994. The one held on July 9th was covered by Bob Kirkby in the August issue of Skywriter. The most recent one, on August 23, was called by Ken Farrar for him to get re-affirmation on where the flying community stands on 18 points of concern that have been spot-lighted as a result of a meeting in Ottawa on or before July 26, 1994. The meeting was again at Skywings Aviation in Penhold. With fairly short notice it was not as well attended as the previous meetings, but nevertheless, the basic groups of concerned enthusiasts were represented. The 18 points, or problem statements, covered Pilot Licensing (medical requirements, crediting of hours, etc), Aircraft Maintenance (shortage of parts for older certified aircraft), Light Aircraft Certification (entrance of Advanced Ultralights into the industry), Amateur Built Aircraft (use of IFR, aerobatics, and flying schools), Ultralight Aircraft (drop launch weight in favor of a realistic gross weight, have provision for "qualified" pilots to carry a passenger), Specialty Operations (allow ultralights to tow a hang glider and allow "non-commercial operators" to receive financial sponsorship), Insurance Analysis (insurance too costly).

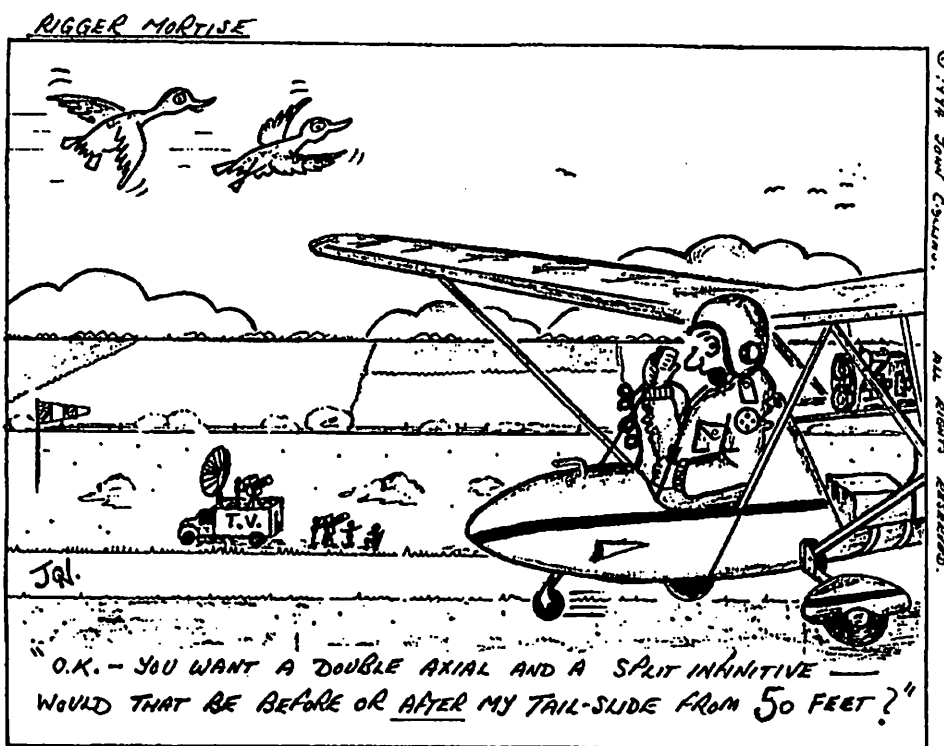
There seems to be a pressure in  
*(continued on page 2)*

(Off We Go - continued from page 1)

Transport Canada to get the Recreational Aircraft problems resolved and it looks like the ultralight problems are getting some of the top billing. I think that we will see some changes made fairly soon to our weights, etc., but later for passenger carrying, etc.

An observation from the July 9th meeting was that there is some real resentment out there from the Commercial Conventional Instructors as to how relatively easy it is to get a Commercial Ultralight Pilot License, which is the Instructor privilege license. Transport makes them spend megabucks and oodles of time going through the hoops to be able to instruct. The problem is that since they, for the most part, have never been in an ultralight, they don't appreciate how safe, easy, and fun they are to fly. The hours of instruction for a conventional license may or may not be excessive, but the time required for ultralights is adequate. My challenge to anyone who wonders why less time is required, is to try flying ultralights before they get too vocal.

I was really pleased to see that at least one of the folks from Transport, who was somewhat reluctant and unsure of ultralights at the July 9th meeting, had spent some time flying them and affirmed at the August 23rd meeting that the one they had been flying in was safe, maneuverable, forgiving, and easy to fly. Welcome to the world of ultralight flying, and we are delighted to have another enthusiast on board.



### Springbank 25th Anniversary

On Saturday, September 10th, the Springbank Airport is hosting an Airshow and 25th anniversary celebration. The CUFC will have several aircraft on display and we would appreciate your support. Festivities get under way at 0900 hrs and we hope to see you and your families there.



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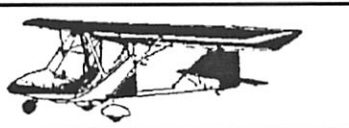
Skywriter is the official publication of the Calgary Ultralight Flying Club and is published 12 times per year. Opinions expressed by our writers are not necessarily those of the club. Articles and letters to the editor are very welcome from any readers. Address correspondence to: Bob Kirkby, RR 7, Calgary, AB T2P 2G7 or Fax to 403-291-1112.

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

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

# Around The Patch

by Stu Simpson



## A Definite Resemblance To An Airplane

As I mentioned last month, I was starting work on the cockpit. This is a good test of whether or not all my work has been accurate to this point. As you can see from the cockpit photo, there are thick members that run at an angle on the inside walls of the cockpit. These eventually serve as seat supports.

I also mentioned last month that the seat is a piece of 1/4" thick ply wood. I goofed, it's actually 3/8" thick. I didn't feel like forking out eighty bucks for a sheet of 3/8" plywood that I'd only use a corner of, so I just laminated two 1/4" pieces and now have a seat that is 1/2" thick and a little stronger.

Under the front of the seat is a piece of 3mm plywood braced and stiffened with all manner of lumber. There is a large semi-circular space in the ply where the triangular control actuator plate sits.

The controls themselves are typically spartan and rugged; A couple of pieces of tubing joined at right angles by steel brackets and AN hardware. They attach to push-pull cables which are directly linked to the ailerons and elevator.

Jack Falk was instrumental in

building the controls. With his elaborate shop (including a drill press) and his know-how, we were able to get things together quite nicely.

After I finished building the seat, I decided to go ahead and fit up the controls. This required careful drilling of holes where the actuator cables leave the cockpit. All went well and sitting in the plane afterwards felt very comfortable. The stick fits very naturally and the cables moved very smoothly. Also, my reasons for picking the HiMAX for it's large cockpit size were confirmed. There is plenty of room and the fit is quite comfy.

I then built the rudder pedals, which are 1/4" thick ply with steel brackets bolted on for cable and spring attachments. I made mine larger to better fit my feet. The pedals eventually bolt to the floor board, which is also 1/4" ply.

Before going any further, my next task was to flatten the front and rear ends of the plane to attach their respective end plates. Since the sides were built flat and square to the bench, the ends are at an angle after being pulled in.

Two tools solved this problem quite handily. The rotary tool, with a planing bit, and a wood scraper. A few hours of work had both ends flush and ready for gluing. The tail plate has a two inch

hole in it, through which the elevator cable will run.

Finally, it was time to begin work on the overhead structure. The first part of this stage was the forward cowl former. The plans include one half of a full size drawing of the former. I simply photocopied it, cut it out, and traced the shape onto the wood. Then, I let loose with my jig saw. The former is glued on to a piece of lumber, which gives the required gluing area.

Next, I built two plywood "ribs". These were simply traced from an actual rib and trimmed to exact fit. The major difficulty I had with this stage was the shape of the wing leading edge.

I had traced the shape of the wing nose former onto 1/4" ply, but found it awkward to cut the shape properly. I finally gave up on that piece and used a 3mm ply piece which I was able to cut and sand into a very good pattern of the shape I needed. Then I positioned it on the ply "rib", traced it and shaped the rib. I'll use this pattern later for all the wing nose formers.

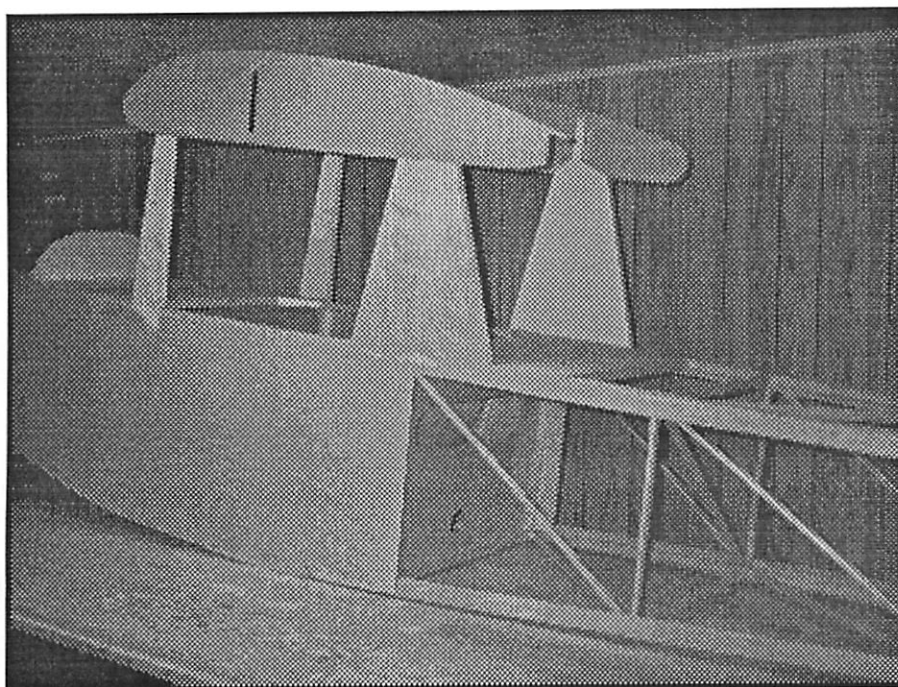
Next step is to cut and glue the vertical and horizontal members to the rib. These have to be very precise measurements and cuts, because the wings eventually attach here. Gluing these pieces required a soft touch, because everything has to set up just right.

Once the ribs were attached to their respective verticals, I cut out the plywood side-walls from 3mm stock. Then, all are glued in place. Then, more stiffening pieces are attached to the ply walls. As you can see from the photos, the interior is then covered with more plywood for additional rigidity (it looks better too).

The plywood "ribs" up top are also strengthened. There is a strip of wood attached at right angles to the top of the "rib". Then, there's a 3/4" thick block glued to the rear of the "rib", and a 1/4" ply doubler glued to the nose. The doublers were again traced from the 3mm ply pattern I used earlier.

It may sound like this all goes lickety-split, but it's actually quite time consuming (for me at least). There's a lot of time spent making the pieces themselves. And well there should be. The pieces must be made correctly. More time is spent on removing excess glue for both appearances and to be able to glue the next piece in place. This is where the proper tools (such as a rotary tool) will save hours and hours of time.

(continued on page 4)



Overhead structure before fitting spar carry-throughs.



*(Around - continued from page 3)*

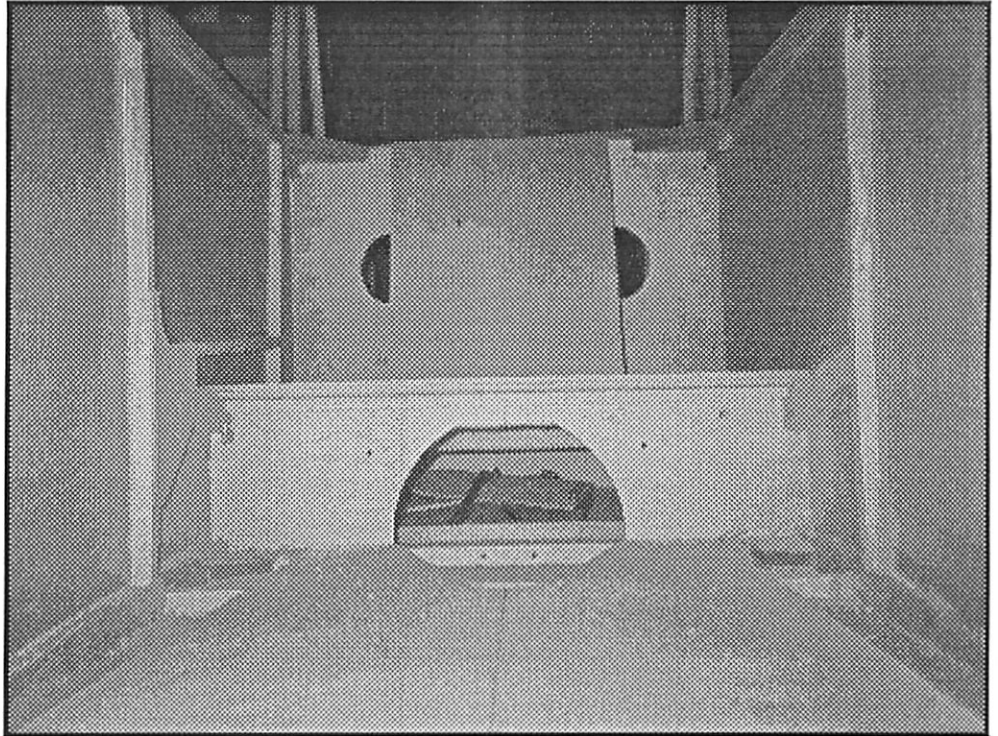
Despite all the tedium, there is still a fair amount of excitement when I remove the clamps and staples and see that I'm one more step closer to getting this plane in the air. And there's no small amount of pride in knowing that I built it. As far as I'm concerned, it's worth it.

I've really been collecting parts this month. I bought a pair of wheels from Bernie Kespe. He's building a Renegade and decided he wants different wheels than the ones he had. The wheels I bought from him are standard for Renegades, and a bit bigger than the ones TEAM supplies. But for the fields I'll be flying out of, I think they'll be more rugged, and provide a bit better shock absorption.

I also ordered a tail wheel assembly from Murphy Aircraft. It came with a composite tail skid and a really beefy solid rubber wheel and mounting assembly. A very impressive piece of hardware. Cost was \$230 Cdn. before shipping.

I wanted this for a few reasons. First it's simply larger and stronger than the one TEAM supplies. It's also springier, which helps with shock absorption. And it's heavier than TEAM's. My plane is going to be nose heavy, so I wanted something way back there to help even things out.

I also bought a three bladed Ivoprop. I've heard nothing but good things about these props and they seem to be proving themselves well in terms of both performance and durability.

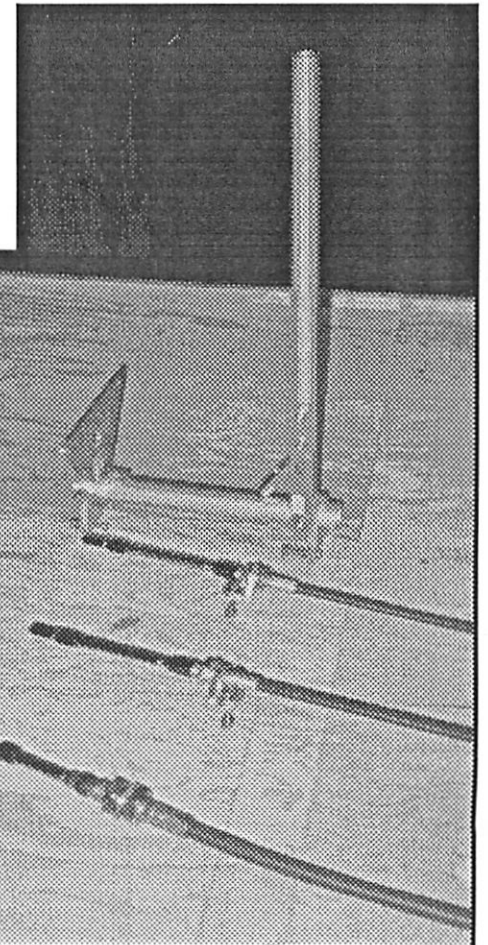


*View into the cockpit from the front. Door will be cut from frame on right side.*

What does the immediate future hold? The next step is to finish off the fuselage structure and turtle decks and move things out to the garage. Then I'll build the landing gear, which allegedly goes together quite quickly. My wife has graciously volunteered to varnish the fuse' for me, which I hope will be ready for her loving touch by the end of September.

Until then I'll just keep toiling and remarking to myself how the whole thing bears a definite resemblance to an airplane.

*Assembled control stick and actuator plate. Also aileron and elevator push-pull cables.*



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# A Little Prop Wash

by Douglas J. Ward



We are now going into the fall season. Summer has passed by again, and I still haven't gotten my RX650 into the air. However, a lot of other great things did get accomplished dealing with Ultralight Airplanes. There were a number of meetings with Transport Canada which took place over the summer which I was able to attend. I was sick for the last "Grass Roots Style" meeting which Lindsay Cadenhead hosted at Skywings Aviation in Penhold. I was really sorry to have missed that one, but it was attended by some members of the CUFC. I thank those members for that. I feel that it is very important that the CUFC makes an appearance at any meetings which can have an effect on the future of Ultralight Rules.

I feel that through all the efforts made by members of our Club, as well as by Ultralight people all across Canada, we have indeed been able to show Transport Canada that there are some concerns which must be addressed. They deal with both the outdated Rules and some possible changes to the Pilot Regulations. I feel that most

of these have now been presented and will now be addressed by the final Committees which TC has set up to discuss and finalize this whole Regulation problem. I do feel that us "Grass Roots Guys" have properly brought up and presented all our concerns.

There was another problem which I did wish to present to Lindsay at the Penhold meeting. It involved the style of airplane kit which Loehle Aircraft is putting onto the market. Their Replica Aircraft kits, which are single place and are generally powered by the Rotax 2 cylinder engines, weigh in at roughly 515 to 550 lbs, depending on options installed. They have a Gross Weight of 885 lbs. They have a Cruise speed of approximately 80 MPH and a stall speed of approximately 30 to 35 MPH. The Vne is 100 MPH. These aircraft have passed the 51% rule in the USA. My question to Lindsay would have been: Can these Replica Kits be built in Canada and flown with an Ultralight Pilot License under Ultralight Rules? The assembly of these kits would be under the same rules as for a homebuilt. It would be required to have the same inspections the homebuilt would be required to have. This would be an interesting question to pose to Lindsay. I posed this question to TC here in Calgary and was unable to get an officially correct answer.

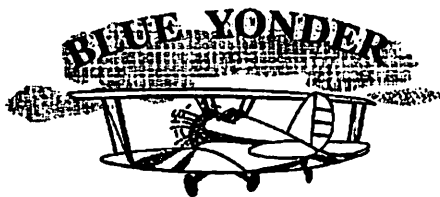
There are many questions which will still come to peoples minds, even after all the present discussions are finished with, and all the final decisions are made. I do feel that basically all the points have been made to Transport Canada, however, if anyone does have any more concerns they should get

into writing it down and sending it to either Lindsay Cadenhead, or Ken Farrar. Both these people, I believe, can be very good allies to us Ultralight Pilots.

I am always trying to think of ways to keep Ultralights, especially mine, as safe as possible once I get it into the air. One of the most important things that a person can do to his aircraft is to make it as visible as possible to other aircraft which are in the air, or which are about to climb into the air. One of the ways is to make the exterior of the aircraft very visible through its coloring, or add additional features which will make your airplane much more visible. One method is the use of a strobe light. However, the addition of any additional equipment, even if it is strictly for safety purposes, can increase your machines weight and decrease its performance. This is a decision that each pilot must make regarding his own aircraft due to the fact that this is not legislated in regards to Ultralight Aircraft. I have located a supplier for a number of very small, yet very effective strobe lights which are powered by 12 Volts. I believe that they will only run off a charging system which is equipped with a Battery.

There are a number of big words which describe the "Power" or "Brightness" of these lites. It appears that the brighter lights, which weigh more and cost more money, will be the choice of most flyers who are interested in such a purchase. It must be remembered that because Ultralights operate under VFR Flight Rules, that brighter the strobe can be the better. It also appears that the lights with the clear lens emit a brighter pulse of light. I located this American Company and they sent me a great catalogue along with the address of their Canadian Distributor. If anyone is interested in obtaining more information about this line of Strobes, contact: A. J. Stone Co. Ltd., 141 Berttworth Avenue, Toronto, Ontario, M6A 1P6

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## Springbank Airport 25th Anniversary

- Airshow
- Static Displays

Saturday, Sept 10  
Starts at 9:30am

# 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.

**Beaver RX550** - 1986, Rotax 503, dual carbs, engine and gearbox just overhauled, ballistic chute, ASI, ALT, CHT, full enclosure, Blue & White, new tires, ground adjustable 2-blade GCS prop, 2 extra props, full set of engine tools, \$8100.00 OBO. Damien Belanger 1-823-3027.

**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.

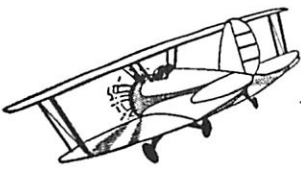
**Hiperlite SNS-8** - 200 Hrs. TT, hydraulic brakes, ground adjustable prop, STOL, fun aircraft to fly, good condition, \$7500.00. Bob Campbell 934-3657.

**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.

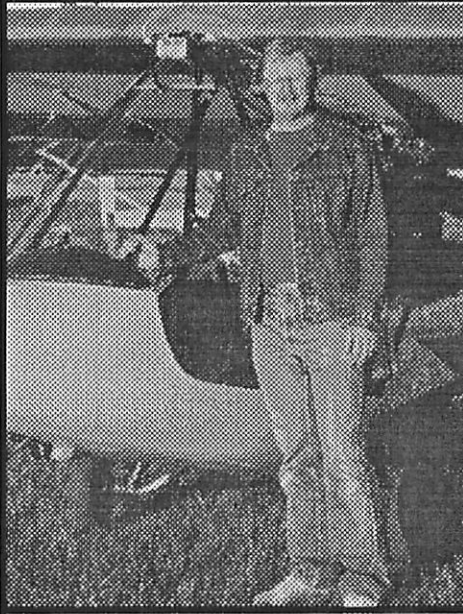
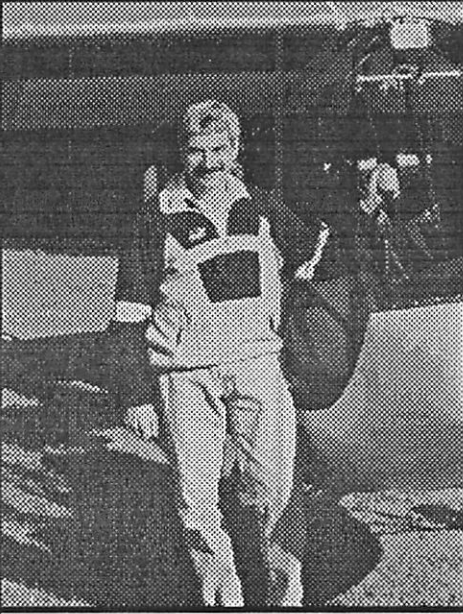
## Ron Axelson 244-7005

Ron is 49 and decided to jump into flying in a big way. He has gone from novice to solo and aircraft owner in a few short weeks. He just bought a Chinook single seater that has never been flown, though assembled for many years. Ron is in the cattle feeding management business.



## First Solo Congratulations

"BOINK"
"BOINK"
"BOINK"

**Henry Jansen - June 22, 1994**

**Geoff Simons - July 20, 1994**

## New Members

### Brendon Frail 277-6714

Brendon is 22 years old and in Calgary from Nova Scotia. He has always wanted to fly and has already soloed.

### Vince Smith 256-5301

Vince is in his late 20's and operates a consulting business. He enjoys the "flying break" and had soloed.

### Steve Kaltenhauser 277-6058

Steve is in his late 20's and has decided that life is too short to postpone the fun things - namely flying. He is actively engaged in lessons.

### Jonathan Pederson 280-9747

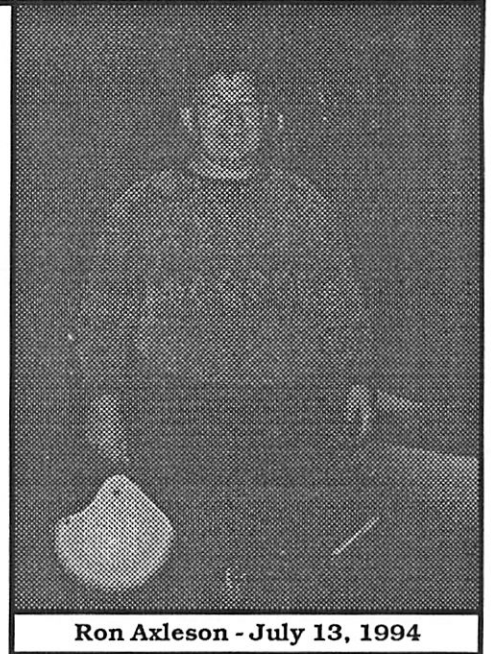
Jonathan is 17 and a high school student. His ambition is to fly aircraft for his church (needs a conventional commercial license). Jonathan soloed in only a few days and loves it, of course.

### Geoff Simons 234-0665

Geoff comes from the hang gliding side and has gone to Russia and purchased an Avia Practica powered ultralight. It has all kinds of fine material like titanium in it. Geoff is in his late 20's and anxious to learn how to fly.

### Zolie Farkas 272-3072

Zolie is in his early 20's and works in the recreational vehicle field. He had taken to the ultimate recreational vehicle and soloed. It is always great to see the enthusiasm of the young puppies!



**Ron Axelson - July 13, 1994**

### Other First Soloes

Vince Smith - July 28, 1994

Jonathan Pederson - August 12, 1994

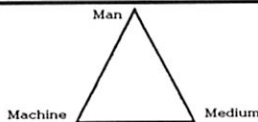
Brendon Frail - August 24, 1994

(Pictures unavailable at press time)



# Safety Corner

by Paul Hemingson



## Rotax/UL Tips

Most of us have a basic Rotax maintenance manual, and it should be considered the authority for you, but along the way I have picked up some useful tips and maybe you will find a new one or two for yourself. These are a few of the things I do to ensure that each flight ends where it should.

1. If you're using a Rotax motor inverted, after each day's flight, or when you're storing it for several days before you fly again, it is a good idea to remove the sparkplugs and replace them by loosely screwing in an old set, but not hooking up the plug leads. When you want to go flying again, pull the old plugs out and replace with the set you used previously. This way your plugs are always fresh, and not pooled with oil, and besides, you get the added benefit of checking the colour of the plugs for a double check on mixture. They should appear a light brown if the mixture is set correctly. Don't forget to occasionally check the plug leads. The inner retaining spring has been known to break and subsequently the plug lead falls off the plug, leading to a forced landing.

2. Use a bead of high temperature silicone on your exhaust to manifold to muffler connecting springs. This dampens the vibration and prolongs the wear of the springs which tend to wear thru the retaining tangs. The tangs are those things that look like fencing staples welded to the exhaust pipes.

3. When you are installing a bolt and nut, it is considered good practice to hold the bolt from turning and turn the nut. Sounds obvious, but sometimes a person is tempted to turn the head of the bolt while holding the nut. This tends to score the shaft of the bolt and weaken it, or score the metal under the head of the bolt.

4. Nylock nuts should not really be re-used. I guess we all do reuse them in non-critical areas, but not in critical areas. Good practice is to replace the nylock nut with a new one each time. If the nut is located on something which you routinely remove, consider the use of a castellated nut and bolt that uses a cotter pin for positive retention. Bolts are also critical in terms of length. Use the correct length

bolt with the correct threaded length. Two or three threads should show past the nylock nut when it is fully tightened.

5. Keep your prop covered with a loosely fitting cover to prevent sun/rain damage from peeling the finish and allowing moisture into the wood. Moisture in wood props tends to peel the finish, as well as creating an unbalanced condition, and even worse, repeated wet-dry cycles can split the wood as it expands and shrinks with each cycle. I also like to keep the prop in a horizontal position for even drying and if any moisture gets on it, it does not all run to one end.

6. Check your fuel for water before every flight. It is a good idea to install a fuel drain at the lowest point in the fuel system, since water is heavier than gas and seeks the lowest point. Simply drain off a few ounces in a small glass container and let it sit a few minutes. The presence of any water in the bottom of the glass jar will be readily apparent.

7. With today's fuel suppliers often adding alcohol or other additives (e.g. ethanol) it is a good idea to check if your fuel dealer is selling good gas. Simply fill a glass container to a given mark with water and then top it off with fuel. If the fuel contains any appreciable amount of alcohol, it will combine with the water and the interface between the fuel and water will appear above your previous mark. Change fuel dealers since some additives may eat synthetic materials in your carb/fuel system.

8. If your aircraft sits for several weeks without use, it is considered good practice to replace the old fuel with new, fresh fuel. You can use the old fuel in your lawnmower, car or whatever is less critical. In old fuel, the lighter and more volatile hydrocarbon ends have likely evaporated off and the oil poorly mixed. When mixing new fuel, mix it well. I like to add a bit of gas first, then the oil and shake it up good, add more gas and then shake again.

9. After starting up your engine, increase the throttle setting so that the engine runs smoothly. Usually about 2500-3000rpm is enough to get it off the slower, rough idle (below

2000rpm) which puts stress on the gearbox.

10. Let your engine warm up a bit before taking off. Usually a few minutes is enough and this usually occurs during the taxi portion. I like to avoid prolonged idling and holding, especially in hot weather (and if your engine is cowed) as this tends to create enough heat under the cowling to potentially cause a vapor lock as the heat builds up.

11. If you are using NGK B8ES type plugs with screw tops, check that the screwed top portion is tight on the plug. Many a pilot has encountered a missing engine and some engine stoppages due to this screw top coming loose. I sometimes score the threads slightly so that they stay tight, and inhibit vibration from loosening them. Some B8ES plugs have a solid top and these are foolproof.

12. If you are using the large balloon type tires at relatively low pressures, it is a good idea to drill a few holes in the rim and screw a short metal screw into the tire bead, being careful not to penetrate the tire fully and puncturing the tube. I have experienced a full blowout when the tire turned on the rim while landing and severed the valve stem. The tire then rolled off the rim. Three screws places as explained has eliminated the problem.... so far.

13. Use the proper kind of fuel line between pump and motor and pump and tank. The cheap see-thru kind you get at the hardware stores can get brittle and leak air in a short time. Consult your manual or Rotax dealer to get the proper kind.

14. Make sure you occasionally (annually) check and lubricate your throttle and choke linkage cables to ensure they are sound.

15. Carefully route and tie-wrap any wires so they are secure. Be careful to avoid placing them so they chaff by vibration and also make sure they are adequately clear of the hot exhaust system.



1st flight of Andy Gustafson's Challenger

## Scenes of Summer



*Andy Gustafsson proudly stands beside his newly completed Challenger following it's maiden flight.*

*Don Rogers talks to spectators about his Chinook at the Red Deer Airshow.*



*Kelly Kuzyk with his Challenger at the Red Deer Airshow.*

*Gord Tebbutt sells club hats and pins under the wing of his Beaver at the Red Deer Airshow.*

