



# Skywriter

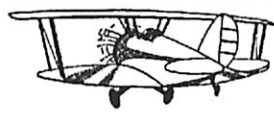


Monthly Newsletter of the Calgary Ultralight Flying Club

November 1994

♪ Off We Go ... ♪

by Wayne Winters



Did I hear somebody say something about 59 shopping days left..... It is hard to believe that fall is slipping by so quickly, and what a fall it has been. I don't ever recall seeing so many airplanes flying around and so frequently.

### October's Meeting

It is always a real pleasure to come to the meeting and see so many friendly enthusiasts. We are so fortunate to have so many people that are interested in our sport and that support it. We would like to thank you for coming out and encourage you keep spreading the word. I had better be careful here or we will be accused of being a cult. Now that I think of it, to many of our members flying is a religious experience. Now, as your leader, if I could only trick you into supplying me with a sleek new machine.

Our door prize program has been working very well and we would like to thank those who support it and who donate the prizes.

There was no real news to report concerning the upcoming regulations. We do have a meeting on the 5th with Ken Farrar, who has been putting a lot of effort into making our voices heard in Ottawa. It would be appropriate to show a lot of support at that meeting. There are also other sessions coming up so be sure and consult the 'Coming Events' section of the Skywriter.

We spent a good part of the meeting discussing engine problems that our members have had over the years. I,

for one, am always interested in learning from the problems and mistakes of others. We can count ourselves lucky to have the experience level in the club that we have, from which to draw information and learn. The notes from that session follow.

We wrapped up with a video of a train trip through the Rockies and a video on the Mini Max. The slight deviation of the train trip was enjoyed by some, but not all. We will endeavor to keep to flying content in the future!

### Engine Problems

At our October 5th meeting we have a session on engine problems that have been encountered by some of our members, and the solution to the problem. Ed Dantoni was kind enough to take notes and in the following we would like to relate some of those problems and solutions.

The most common engine of choice for Ultralight aircraft is the Rotax. Many of us went through many pains and problems as we field tested the early engines, and at our own expense. Today the bugs have been pretty well worked out and if maintained properly the Rotax engine will give many hours of safe reliable flight.

The engines are basically very simple and if 2 ingredients are present the engine should run. Those ingredients are fuel and spark, partly due to their simple 2 stroke design, even an engine that is in need of an overhaul can produce adequate power. It is often discouraging when you get your engine back from overhaul and after spending \$1,500.00 plus on it, do not

actually feel any difference in the aircraft performance. Before the overhaul it roared loudly and blew smoke. After the overhaul it still roars and blows smoke!

Due to the fact it is not very easy to remember what the solution to a past engine problem was, it may be prudent to make a note of where you store this issue of the Skywriter, so that when you are having problems you can refer to the solutions other people have found.

Intermittent miss at cruise RPM - Bob Kirkby's 532

Bob noticed the occasional miss at cruise RPM and after re-adjusting the timing and replacing the plugs the problem persisted. What was eventually found was that the coil was a bit loose on its armature (external ignition coil and armature). The coil was re-epoxied in place and tightened down. the miss has not recurred since.

Engine failed without warning in flight - Dave Forester's 377

The engine failed in flight with Avril Forester (Dave's wife) making a spectacular forced landing. She was able to re-start the engine and fly the a/c back to the airport. The problem was found to be a plugged vent hole to the fuel tank. Enlarging the vent and putting in a secondary one solved the problem.

Engine surge and fail - Dave Forester's 377

As part of prudent maintenance the impulse line to the fuel pump was replaced with a new Rotax recommended one. A minute hair line crack was found in the new line right at the nipple where the line attaches to the engine. Cutting that part out of the line solved the problem.

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On advancing the throttle the engine would misfire - Kelly Kuzik's 447

It was found that the exhaust manifold had become slightly loose. Upon re-torquing the manifold bolts the problem was rectified.

On take off the engine immediately started to lose power - Ron Axleson's 277

The spark plugs had only 3 hours on them, but when replaced the problem was solved. It is important to note that in engine installations where the installation has the spark plugs pointing down that the residue oil from the engine runs to the lowest point - namely the spark plug(s). It is suggested that if the engine is going to sit, even for a few days, that an old set of plugs be installed, thus keeping the good plugs clean and un-oil soaked.

After 150 hours on a new engine it was noticed that sometimes the RPM would drop off during flight, for no apparent reason. In a few seconds power would resume and sometimes would go for hours without recurrence - Wayne Winter's 582

After exhausting all other possibilities the problem was finally traced to a bit of contamination between the fuel pump and the carburetor inlet check valve. It was suspected that the contamination had existed in the fuel pump from new. On one other occasion, in a different brand new fuel pump, a piece of aluminum drill trailing was found.

Engine was running fine at lower RPMS but faltering badly (running on only one cylinder) starting at about 4500 RPM - Fred Wright's 503

The problem seemed like a fuel problem because of the smooth running at the lower RPM's. At the point of the miss, by pulling spark plug wires, it was determined which cylinder was cutting out at higher RPM. Another coil was installed for that cylinder and the problem was solved.

The engine did not want go from idle to full throttle smoothly, but once on full throttle everything was smooth and powerful - Jim Creasser's 377

The problem was that the main needle jet was running to rich. By putting the 'clip' in a higher notch (lowering the needle) the problem was solved. To find whether the problem was because of running to rich, or lean a technique of adding prime (or putting on the choke) right at the time of the sluggishness was used. When it is sluggish, and you add prime or choke, if the engine further balks it is too rich, where as if it smooths out and accelerates the mixture was too lean.

In a general discussion the topic of changing carburetor jets with changes in the seasons came up. Most members find that not changing the jets for the seasons was working successfully without problems, over the years. A change in weather might bring about changes in the exhaust gas temperature gauge readings, but unless it becomes very extreme it is not

something to worry about. Those who fly without such refinements didn't notice or care.

Different 2 Stroke oils were discussed. It has been concluded that it is not good practice to mix brands of oil together, especially synthetics with non-synthetics. It is important that the oil meet the Specs. outlined in your engine owners manual. The oil that I have successfully used for thousands of hours now is the Shell XTC-50. It exceeds the API (American Petroleum Institutes) service standard. It also meets the classification TC. (I am not sure what the TC stands for, maybe it is Tom Cat)!?

One other common problem which manifests itself in an engine that doesn't run too well at any RPM and seems to gain power when the air filter is removed is that of having the carburetor needle jet positioned above the white plastic retainer (located in the throttle piston) instead of below it. This problem will only occur if you have had the throttle cable out of it seat in the carb. piston, and re-installed it incorrectly. Remember that the clip on the needle must be against the metal piston, and not on top of the white plastic. Either way may look all *(continued on page 3)*

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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

# A Little Prop Wash

by Douglas J. Ward



I was extremely pleased to see the great turnout that we had for our October meeting. I can't think of, in recent memory, such a good attendance. It was also great to see a number of new faces, which we are always happy to welcome. There were a number of items which arose at this meeting which I would like to present to our members who were unable to attend. If there are any comments from our members-at-large about these, please don't hesitate to send them in for publication in the "Skywriter". Don't be bashful.

A question arose about the total membership which we have in our club. It was followed by a question relating to which style of aircraft each of our members were associated with. This was followed by a question about a possible reprinting of a list of our members, with phone numbers, and addresses. Bernie Kespie, our Secretary, and also the fellow who keeps track of and mails out copies of the "Skywriter", fielded these questions. Bernie felt that our average membership was approximately 90 to 95 members. He stated that it seems to drop off about Membership Renewal Time and then by the end of the year it is up around 100 or 105 members because new faces join up to again rebuild our membership. He also stated that a list of members with addresses would indeed show up again

soon in the Skywriter.

I personally, as the Vice-President, cannot understand why some local members, as well as some members-at-large, would not renew. This is the greatest ultralight club in Western Canada. For the measly cost of less than \$2.00/month, a wealth of information about Recreational Aviation is delivered to your door. And we even allow you two months off in the summertime. And, you still get the "Skywriter" monthly. You see, some of us do put in an effort 12 months of the year for this Club.

Part of the strength of the Calgary Ultralight Flying Club is dependant upon the number of members who strongly support our Club and it's ideals. Part of our commitment is communicating with Transport Canada and other Canadian aviation groups towards improving the lot of Ultralight Pilots in Canada. The more active members we have, indicates to many groups, as well as to Transport Canada, that we are concerned with the future of Recreational Aviation in Canada. We may tend to show more concern about Ultralights, but this is simply because we are the "Calgary Ultralight Flying Club".

Another discussion arose about whether we should show representation at various Hobby

(Off We Go - continued from page 2)

right, because the large spring holds everything in place, but only one way will work.

We sincerely hope that the above will be of assistance in helping you solve any minor problems you might have. If we have missed any problems and solutions that were mentioned at the meeting, please let us know, so we can get them in the next issue of the Skywriter, and please keep us informed as you have problems, and find solutions. It has proven a real advantage to belong to an organization where you can learn from others experience.

Shows or functions around Calgary, or whether we should try and get an Ultralight Aircraft into the Stampede parade. Perhaps it was thought it would be better to try and get an aircraft into a Mall for a weekend. The whole basis of this discussion seemed to be centered around an effort towards promoting our Club. Some members felt that it was better to just have a Static display and perhaps a fly-by at Air Shows which we were invited to. I personally believe that any efforts to show the public, as well as other groups in Recreational Aviation, that Ultralights are becoming much safer and more sophisticated, is somewhat of a benefit to our sport. If there are any comments regarding this item, please don't hesitate to write us about them.

Just as a sideline note about the great importance which is placed upon inspections of Certified Aircraft by our Aviation Bosses. I have been watching the series "Wings" on television. I really hope that no Canadian AME's are like Lowell. You do have to admit though, he does seem to keep the fleet of Sandpiper Air going.

I would again like to remind all members of the meeting of the Western Recreational Aviation Committee. It is going to be held November 5th at our meeting place beginning at 10.00 AM Sharp. It will be hosted by Ken Farrar from TC Edmonton, and there is a real good possibility that Don Douglas (a fairly big Kahuna from TC) will join us in the afternoon. This again will be a great opportunity for the CUFC to show Transport Canada what a strong membership we have. I don't expect that there will be a huge turnout from the northern part of our Province. But, I hope I am wrong on that point. The more people in attendance, the better it looks to the eyes of Transport (continued on page 4)

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(Propwash - continued from page 3)

Canada.

Being a member of the RAA, I receive the bi-monthly magazine called the Recreational Flyer. I have noticed that we have made it to the back under "RAA Chapters", but our official meeting time has not been posted. I will notify them. I also wrote to the Canadian Aviation News with a request to put our Club's meeting time and place in their area called "Aviation Organizations". I also asked them to mention under the "Coming Events", the WRAC meeting on November 5.

I would again like to mention that we need input for the "Skywriter". It is very hard for the same, regularly submitting people, to keep a stream of hopefully interesting information going to Bob Kirkby. It is sometimes very hard to come up with what I hope is something that all you people will enjoy reading. There has to be more happening out there. Sit down and write it down. Get somebody to type it down. Get someone to put it into DOS Text on a 3 1/2" Disc down. Get it to Bob before about the 20th of the month. Help to keep our newsletter something that a lot of people will continue to think of when they wish to find out what is happening with Ultralighters. Safe Flying.

## 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.

**Floats** - Pubble Jumper Amphibious floats for Beaver RX550, Complete with all rigging and #3 Pod, \$2500.00. Tony Stehr (403) 541-5045.

**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.

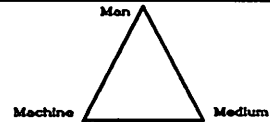
**Crusader** - 2-place, enclosed, one-of-a-kind ultralight. Rotax 447, cabin heat, VHF radio, 4-years old. \$6000. OBO. Arlene Sondergaard 289-9662.

**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, \$6,500. (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

## Safety Corner

by Paul Hemingson



**The way to be safe is never to be secure.**

*Ben Franklin 1757*

These words, written over 200 years ago, and 150 years before the airplane was invented, are still valid today. They sum up a lot of the issues surrounding safety. Perhaps even the pilots of today can take home a lasting message from this quote.

What Ben Franklin was alluding to in his statement was that a feeling of security may give us false notions of our safety. Franklin may have also felt that the feeling of security can lead to letting your guard down, becoming complacent, and unknowingly exposing yourself to unseen risks. Feeling secure is an emotion, a feeling, not a fact.

The process of thinking and feeling are often mixed together. While it's true we try to stay objective and neutral in our decision making and problem solving, we are all nevertheless subject to some emotions. Otherwise we would not be human.

Intuition, gut-feeling and other past experiences overprint each individual's thinking processes. It gives each of us our style. Some of us are less risk-averse than others. Some of us are more prudent than others. Some of us are quick decision makers. Some of us like to ponder things before taking action. Some of us are more safety conscious than others.

In the world of aviation, many airplanes are fitted with redundant safety measures. For example, double elevator pushrods, double flying wires, and double the wing-strength that is commonly needed. All of these redundancies give us some feeling of security. We know the airplane can never break up in the air under even abnormal conditions. These are good securities, and do add to our safety. These are physical securities you can touch, measure and inspect.

But the intangible form of security is just as important. If we do not do a proper pre-flight, or check the weather, or check our complacencies, then we may get a false feeling of security. To feel secure does not guarantee safety. Because we have made hundreds of take-offs from the same field without incident should not lull us into a sense of security. Fly as though the engine will quit at any time.

Whatever your style, we are all interested in our own safety. After years of experience a pilot develops a sense of tuned judgement that involves a mixture of thinking and feeling. But he never feels 100% secure. And conversely, if he feels secure, he knows he should not undertake any risky behaviour.

Sometimes we may "admire" a pilot for some daring-do adventure, some maneuver or feat of flight where he took a big risk, but successfully got away with it. He may even come to be known as a "good pilot". Good for what??

It is useful to remember that the RAA/COPA/UPAC have no medal cast for those pilots who take unnecessary risks.

There is no routine flight. The only routine we should have is our routine checklist, and a routine feeling that something can go wrong at any time. Flying will become safer if we always fly with an appropriate dose of insecurity.

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**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.

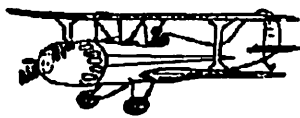
**Hiperlite SNS-8** - 200 Hrs. TT, hydraulic brakes, ground adjustable prop, STOL, fun aircraft to fly, good condition, \$6500.00. Bob Campbell 934-3657.

**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.

# One Pilot's Opinion

by Bob Kirkby



## Sunday...Sunday

After spending a long, grueling, day presiding over a "Next year's sales strategy" meeting all day Saturday, I was in no hurry to jump out of bed Sunday morning. Even though the sunbeams, slithering their way between the curtains, were writing "Flying!" across the ceiling, I ignored the call to wings and reached across my night table for the techno-novel I am currently reading.

Dawning my spectacles, I snuggled my back up to Louise, who was still sleeping soundly, and opened to where I had left off reading "Sky Masters", by Dale Brown. An hour later I was deep into a dogfight over the South China Sea, when I heard a car drive by the house heading toward the hangars. For several minutes I struggled over the decision to continue the dogfight or satisfy my curiosity by seeing who had driven by. Finally, I left the F-14 and MIG-21 hanging in mid-air and crawled out of bed to investigate. Peering through the kitchen window I saw Andy Gustafsson hauling his Challenger out of its hangar. Feeling somewhat inspired, I checked the outside thermometer only to find that the sun had been playing games with my head. The temperature was -2! A snap decision sent me back to bed to continue the dogfight and leave the real flying until at least noon.

It took me half an hour to read through a 10 minute F-14 sortie - such is the descriptive detail of Dale Brown. I was riding the back seat, eyes fixed to the radar, searching for those two MIG- 21's out there in the dark, when suddenly our wingman called, "Missile launch at 7 o'clock". While I spun my head around to get a visual confirmation, my front seater slammed the stick hard left hurtling us into a 2-G death spiral. I caught sight of the orange glow from the missile just as my pilot punch afterburners to try and decoy the heat-seeking warhead with the half-mile glow of burning fuel trailing from the pipes. And then there was debris flying all around, I was being tossed about like a kite in a hurricane, and that explosive ringing in my ears - had we been hit?

Back in the bedroom, blankets went flying, my book went sailing across the room and I bounced off the bed as Louise made a mad dash to answer the phone. Relief swept over me as I picked myself and my book up off the floor, relief that I wasn't going down in flames into the South China Sea.

That was enough excitement for one morning. I showered, dressed and prepared for the day while Louise waded through her Sunday morning roster of family phone calls to bring

sisters, brothers, sons and daughters up to date on the week's happenings. After consuming a leisurely breakfast, I walked out on the deck just in time to see Andy return from his morning flight and a stranger drive up to the hangars. I donned my jacket and went out to investigate.

The stranger was getting out of his car as Andy was de-planing in front of the hangars. He immediately launched into a monologue as to how he was "driving along and saw this here toy airplane land and as it looked pretty big for a toy airplane he had better stop and check it out. Sure 'nough, it was a toy airplane, least it was built like one, only this was big enough to carry a man. Ain't seen anythin' like this since that Canuck back when I was a kid in Saskatchewan - covered with cloth just like this thing." Andy recoiled at the suggestion of his Challenger being called a toy airplane, but graciously greeted the stranger. I walked up and said good morning. The stranger ignored me and began rattling on about the inadequacies of the Challenger's design. "Why don't you use pins to hold them wings on instead bolts? That way when you land in a field you can take the wings off real quick, before the thing blows away. And that's a bad place for the gas tank, behind the seat like that. When you light up a smoke you're liable to blow yourself up. And why don't ya put bicycle wheels on this thing. They'd be a lot better on these rough fields".

That last remark raise bristles on the back of my neck since I was very pleased with the smoothness of my new runway. Andy jumped in and pointed out that the runway was as smooth as a golf course and his wheels were real aircraft wheels and plenty good enough, thank you. With his attention drawn to the runway, the stranger spotted my new windsock. "Does your windsock have a light in it?", he asked. When I replied in the negative he asked "Why not?" I explained that it was unnecessary since my runway was not lighted and, anyway, it wasn't legal to fly ultralight airplanes at night. "Huh, toy airplanes!" he replied. After a few more barbs, Andy had had enough. He jumped back in his airplane and announced he was going flying again. As Andy took off north the stranger once again chimed, "Sure looks like a big toy airplane to me".

As I walked him back to his car he asked if I had one of these airplanes. Foolishly, I admitted that I had a biplane locked away in the big hangar. "A toy bi-plane!", he exclaimed. "Can I (continued on page 6)



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(Opinion - continued from page 5)

have a look at it?". Normally I enjoy showing off my Renegade, but this time I unlocked the hangar door with trepidation. It turned out to be well founded trepidation. He immediately spotted the smoke stains on my right landing gear caused by the engine exhaust flowing past it. "If I were you I'd weld an exhaust pipe onto that and run it back to the end of the plane", he advised. Imagining a 15-foot length of Midas exhaust pipe running the length of my fuselage, I cautioned myself to be friendly and replied, "Not a bad idea, I'll give it some thought." Walking around to the front he admiringly said, "That's a nice 3-blade wooden prop". "Actually, it's a carbon-fiber composite material", I pointed out. "That's what I said, a wooden prop", he retorted.

After twenty minutes of listening to the stranger rebuild my airplane to look like a combine, I announced that I had better get in the house for lunch, and eased him out of the hangar. Getting into his car he said, "I'll drop back again sometime and talk some more about these toy planes". "Great", said I, committing his car to memory so I could make myself scarce if I ever saw it again.

After lunch I rolled the Renegade out and flew down to Indus. As I flew over the airport I spotted lots of activity on the ground, so decided to land and do some hangar flying. On the ground I encountered Chris Kirkman building hangars as usual; Ron Axelson working on his "new" Chinook; Buzz Mawdsley preparing to go flying in his Cherokee; Peter Wegerich bouncing down the runway in Wayne's Easyflyer; Wayne Winters taking off with a student up front; Don and Elinore Rogers returning from a leisurely flight over the river. I met Gerry Moore and his wife Martina, who have just purchased Fred Wright's Chinook. I haven't seen so much activity in a long time. Perhaps everyone was out to capture the moment before the weather turns too cold.

I hung around for an hour or so, then took off for home. As I overflew my field I noticed that Andy had beaten me back and his car was gone already. Although I had lots of chores to do on the ground, I didn't really feel like quitting yet, so I decided to fly a few circuits and hone my landings on my new (smooth) runway. I felt the pressure of waiting chores increase with each circuit, eventually I succumbed and rolled up to my hangar and shut down. I had just

climbed out of the cockpit and removed my helmet when another strange car drove in and stopped. Oh Oh, here we go again, I thought. A man, woman and boy emerged from the car and introduced themselves. They were from Montana and were on their way home when they saw me doing circuits. They stopped on the highway and watched until I finally landed.

It turned out that the woman learned to fly when she was young, since her father was a bush pilot up in Alaska. She hasn't flown in years but was still

keen and just had to come have a look. This was one of those times when I really wished I had built my airplane as a home-built so I could offer her a ride. We had a very enjoyable chat about airplanes and things before they had to continue on their way. I thanked them for stopping and waved as they drove away. Quite a contrast to the first visitor of the day.

Reluctantly, I put the Renegade away and headed for the house with an elated spirit, for having spent the better part of this Sunday doing what Sundays are for.

 TAKE FIVE...  
for safety

Five minutes reading  
could save your life!

## Low-Flying Exam

Low flying is a killer. Before you even contemplate it, try this test. It may change your mind and save your neck.

1. How much airspeed will you lose if you slam your aircraft into a 45° bank turn?
2. What rate and radius of turn will you get in a 45° bank turn?
3. How much space will you need to do a 180° turn?
4. How much more space will you need with a 20-kt wind behind you half way round the turn?
5. How far away can you see a wire?
6. If you have to jerk back on the stick to miss a wire, how much space will it take to change the flight path upwards?
7. If you have to pull up quickly straight ahead, what airspeed will you have after 300 feet of climb?
8. What do you do if you run a tank dry at low altitude?
9. Will your windshield withstand hitting a 3-lb. gull?
10. Do you still want to try some low flying?



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# TAKE FIVE... for safety

Five minutes reading  
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## 178 seconds

If you're ever tempted to take off in marginal weather and have no instrument training, read this article first before you go. If you decide to go anyway and lose visual contact, *start counting down from 178 seconds.*

How long can a pilot who has no instrument training expect to live after he flies into bad weather and loses visual contact? Researchers at the University of Illinois found the answer to this question. Twenty student "guinea pigs" flew into simulated instrument weather, and all went into graveyard spirals or rollercoasters. The outcome differed in only one respect: the time required till control was lost. The interval ranged from 480 seconds to 20 seconds. The average time was 178 seconds – two seconds short of three minutes:

Here's the fatal scenario...

The sky is overcast and the visibility poor. That reported 5-mile visibility looks more like two, and you can't judge the height of the overcast. Your altimeter says you're at 1500 but your map tells you there's local terrain as high as 1200 feet. There might even be a tower nearby because you're not sure just how far off course you are. But you've flown into worse weather than this, so you press on.

You find yourself unconsciously easing back just a bit on the controls to clear those none-too-imaginary towers. With no warning you're in the soup. You peer so hard into the milky white mist that your eyes hurt. You fight the feeling in your stomach. You swallow, only to find your mouth dry. Now you realize you should have waited for better weather. The appointment was important – but not that important. Somewhere a voice is saying "You've had it – it's all over!"

You now have 178 seconds to live. Your aircraft feels on an even keel but your compass turns slowly. You push a little rudder and add a little pressure on the controls to stop the turn but this feels unnatural and you return the controls to their original position. This feels better but your compass is now turning a little faster and your airspeed is increasing slightly. You scan your instrument panel for help but what you see looks somewhat unfamiliar. You're sure this is just a bad spot. You'll break out in a few minutes. (But you don't have several minutes left...)

You now have 100 seconds to live. You glance at your altimeter and are shocked to see it unwinding. You're already down to 1200 feet. Instinctively, you pull back on the controls but the altimeter still unwinds. The engine is into the red – and the airspeed, nearly so.

You have 45 seconds to live. Now you're sweating and shaking. There must be something wrong with the controls; pulling back only moves that airspeed indicator further into the red. You can hear the wind tearing at the aircraft.

You have 10 seconds to live. Suddenly, you see the ground. The trees rush up at you. You can see the horizon if you turn your head far enough but it's at an unusual angle – you're almost inverted. You open your mouth to scream but...

...you have no seconds left.

*When other people take a long time to do something, they're slow; when we take a long time, we're thorough.*

*When they don't do something, they're lazy; when we don't, we're too busy.*

*When they succeed, they're lucky; when we do, we deserve it.*







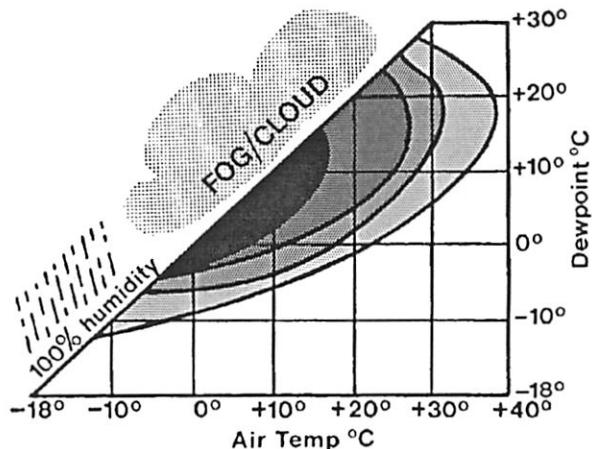
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## CARB ICING

-  Serious icing – any power
-  Moderate icing – cruise power or serious icing – descent power
-  Serious icing – descent power
-  Light icing – cruise or descent power



*The reward for flying well done is the opportunity to do more.*

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