



Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

December 1994

♪ Off We Go ... ♪

by Wayne Winters



Sitting with my hands poised above my typewriter, trying to think of something profound to say (all right, all right, I know it would be the first time) the thought occurred to me that this will be the last news letter of 1994. In fact, our December meeting is supposed to be the one that we choose our new officers for 1995 - 1996. Just think of it - it has been 12 months since you decided that it would be a good idea to check out the _____ on your airplane or take pen in hand and write that article for the Skywriter that you decided would be beneficial to the rest of the Club members. But, but, but it has been such a busy year!

Annual Election Of Officers

Just to bring us all up to speed, once again, the constitution of the C.U.F.C. calls for an election every year, although the terms of service are for 2 years. Sound confusing, not really. One year the President, Treasurer, and Director are elected. The next year the Vice President and Secretary are up for election. This year we will be electing a Vice President and Secretary. If you are wondering why you are still stuck with your old President, it is simple - I came in + way through someone else's presidency. Next year my number is up and you can have a crack at the lucrative, prestigious office!

3rd Annual New Year Party

The date has not been set yet, but keep in mind that it will be sometime toward the end of January. Last year we had a pot luck supper and a 'silent auction' which was a lot of fun. We

will set the details at our December meeting so be sure to keep this in mind for yourself and your favorite date. If you happen to miss the December meeting, be sure to watch for the time and details in the January issue of the Skywriter.

Alberta Aviation Council 1995 Workshop

The annual Alberta Aviation Council workshop will be held in Calgary this year on February 17th, 18th and 19th. This is an informative week-end of fun and information aimed at the recreational flier. Although most of it is geared toward the conventional pilot, there is a lot of information and entertainment for everyone. We, along with, the gliders, balloonists, arobatic folks, and power parachutists have been invited to do presentations at the workshop. Our past experiences as guests have not all been rosy, but they are making a real effort to correct past problems. One thing that they have done is provide a one day price, for those who can only get there once. The main event day is the Saturday (18th) and for a \$20 fee you can attend all the workshops and have a lunch included. That night there is a Dinner where the guest speaker will be Gordon Bartsch. Gordon lives in Hawaii and is the person who organized the 'Round the World Air Race'. It promises to be a memorable evening. The registration price before Feb. 1, 1995 is \$65 + GST, and after Feb. 1, \$85 + GST. For more information, please contact me at 936-5767.

The November Meeting

The November meeting was one of the most memorable because of our guest speaker Joe Colborne. We had a full house once again, and want everyone to know how much we appreciate your attendance. The door prize was won by one of our newer members, Ron Axelson. Our door prize program is working very well and we encourage your continued support:

We touched base on some of the events of the last meeting and discussed more about engine failures. I had a short video on the 582 that had reached the point of failing after 648 hours of time on it. The video showed the areas of the coming failure as well as the sound coming from it (a "rattle" in the bottom end).

The highlight of the evening was our guest speaker, Joe Colborne. Joe is a WW2 veteran and was a tail-gunner in a Lancaster bomber who flew 33 missions over Germany. (I think the life expectancy of a bomber crew was about half that many missions.)

Joe is an avid flying enthusiast who has a Commercial Ultralight License and has owned and flown an Ultralight Beaver RX-550 and Pelican Club. Currently he has an immaculate 172 and has just recently sold his homebuilt Pietenpol to Fred Wright. Joe told us of the times that they had flying a Wimpy and Halifax Bomber before they got the Lancaster. It was really interesting hearing how their navigator, who has a piano player, got them lost over the British Navy, and how they almost got shot down by 'friendly fire'. They got rid of that navigator after that incident and hooked up with a better navigator that in civilian life became a con-artist/bank robber, then married money and became rich and famous.

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(Off We Go - continued from page 1)

I can't begin to describe what Joe told us but will attempt to touch on a couple of things. When their crew received their new Lancaster they were surprised when they expected to see a rugged, suave, macho ferry pilot jump out and instead it was a little itty bitty gal, all by herself. They went on to complete their tour of duty, which when they got close, the Air Force would add a few more missions. The completion was finally at 33 missions. We re-lived, with him, some of the moments of terror as they were shot at by enemy fighters and when the fighters were gone the ground crews over Germany were throwing every thing at them that they could find. After one of those difficult missions they barely made the Coastal runway with 3 engines shot out. Nothing like putting your life on the line for defense of freedom. We smiled as he told us of an occasion where one night (their missions were flown at night) they had their fuel tanks shot out and were heading into one airport, but found that they had actually landed at another. A lot of confusion resulted at the landing airport, because they were not expecting them. Who knows - it could have been an enemy a/c for all the airport people knew. Joe said that they were out with flashlights hecking to see that they were actually out of gas. Had they had a gallon they would have probably been court marshalled!

After the meeting, on our way home in the car, Joe told me one more incident that was really interesting. The navigator (con- man/bank robber) had

not dropped the Bombs where the crew thought he should have. It was not uncommon for a navigator to drop the "cookie" just to get the mission over and get home. Joe called the navigator down on this and told him that he and the crew did not want a chick navigator. The next mission the navigator had his revenge by saying "I don't have the target in sight, we'll have to go around again." It was the kiss of death to have to fly around again to re-align with your target - it was something that you simply did not want to have to do. On this occasion the Navigator brought them around 3 times before he dropped the bombs. They dropped the term "chicken" after that.

On behalf of the Club members I would like to thank Joe for giving us all a most memorable evening, especially at the time, with Remembrance Day only a few days away. We all owe Joe and everyone that was involved with that conflict a tremendous debt of gratitude.

Aircraft Buying Group Formed

Several local pilots have organized into a buying group to purchase multiple aircraft from one manufacturer at dealer cost. This group is looking at high performance pushers (cruise 90mph, metal wing, 2 seater, 503) and will decide together on the make for a delivery timeframe of mid '95. The more pilots, the lower the cost. If you are looking at a new aircraft in 1995 and are interested in being part of the group call Gerry Moore at 270-0877, evenings.

New Members

Frank Lynch 254-2661

Frank is an accomplished musician and composer. He has wanted to fly since birth and has seen it thought and soloed. He is a ripe old 43.

Kevin Vanmeesteren 277-6477

Kevin is 30 years old and owns and operates a landscaping business. He enjoys this time of year because it gives him time to fly.

Rob Armstrong 257-1779

At 38 Rob is as fit as a puppy because of being an Ironman Triathlete. He has cycled by the Indus Airport hundreds of times and when his friend Jerry mentioned flying he was out like a flash. Rob is in the computer business and has soloed.

Doug Noble 256-5436

Doug started to fly a year ago and got so busy in the oil patch that he just re-started and soloed a few days ago. At 54 he says he wishes he had started sooner.

Ken Booker 972-2521

Ken is in his 20's and is a Rancher/Farmer and was introduced to ultralights by his brother in B.C.

Julio Castro 248-2667

Julio is an instructor for radio controlled model airplanes. He is in his 20's and in the upholstery business. Flying inside the a/c is a new experience!



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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

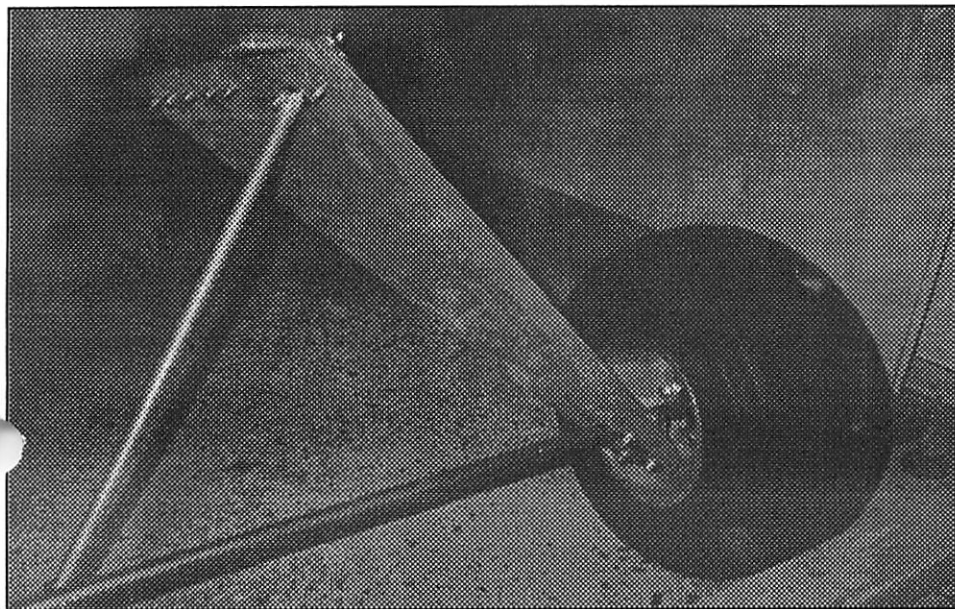


Hi guys, sorry I missed you last month. But enough schmoozing, let's talk airplanes.

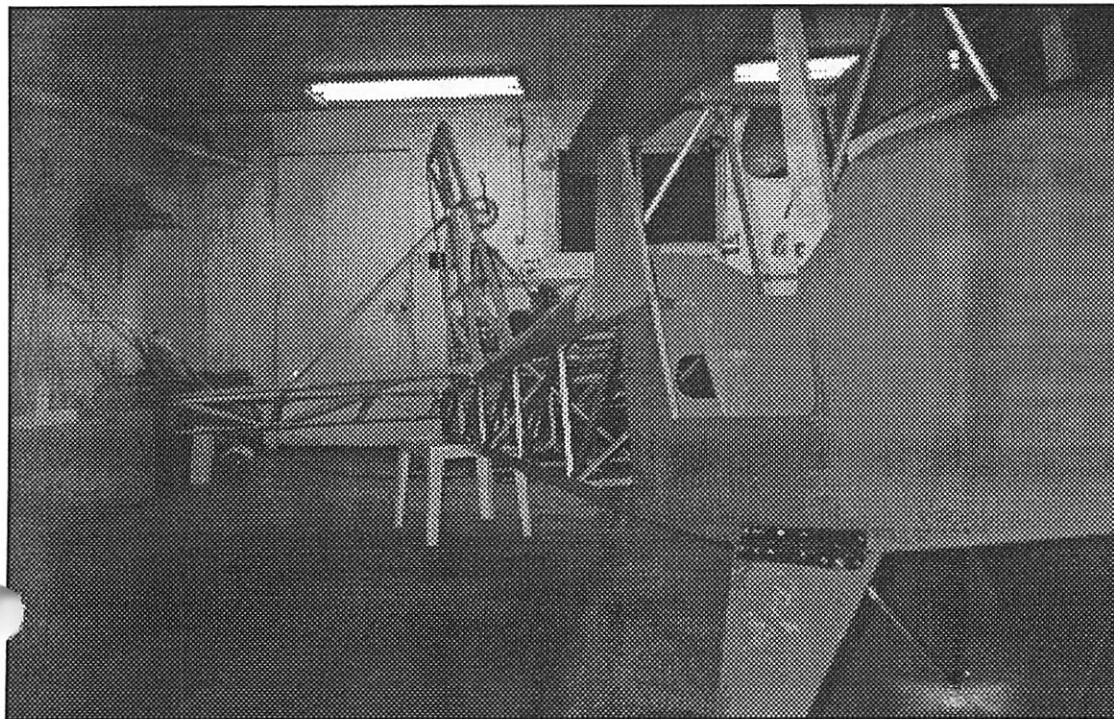
At the end of our last episode I'd started work on the landing gear. I've got the gear finished, but it was one of the tougher parts of the project. I'll explain.

Once I'd built the gear leg frames, I

covered them with 1.5mm plywood. While doing this I had to remember one consideration... the entire structure has to be varnished to protect it from moisture. This includes the interior of the gear legs. True they'll likely never see the light of day again, but if any water gets to them, it'd be impossible to detect. Therefore the wood inside the frame has to be sealed against water.



Landing gear leg. Note Renegade wheel & tire, brace tube.



Horizontal stab extends more than 3 feet out from fuselage.

The plans say to put one gear skin on each leg, let it dry, then varnish the interior of the legs, and let that dry. Then add another coat of varnish and let that dry too. Now it's time to glue the skin on the second side (if you don't have to sand off any excess varnish, that is). All rather time consuming, I thought.

I shortened the procedure to just one step by gluing on the first side skin, stapling it down, then flipping the gear leg over and covering the entire interior with glue, as well as the inside of the other gear skin. Then I stapled and clamped everything together and let it dry. It took one day instead of four, and seals the wood just as well.

The gear legs splay out at the bottom, of course, so the builder must cut a 37 degree slope on the top of each leg where it mounts flush with the fuselage bottom (remember this is a rigid-gear set up). I did this using a table saw, and I practiced on a scrap 2x4 to get the angle just right. Then a hole is drilled through the axle mounting location at the lower end. This hole is parallel to the 37 degree slope at the top.

The legs attach to the fuse' via steel hinging. The hinging doesn't allow any movement, but holds the gear in place when faced with sideways loads. It also makes for easy removal by just pulling the hinge pin out.

Now, the way TEAM designed the gear, a large piece of steel tubing runs between the holes at the end of the legs and extends outboard past them. Then the wheels are mounted using this tubing as the axle. In the mid-wing design, the axle tube also acts as a wing strut carry-through and supports much of the flight loads. Since I'm building the hi-wing version, TEAM informs me I have a number of different options for the gear because it doesn't support any of the wing loads.

I originally wanted to use the spring aluminum gear (designed by TEAM) because it looks much nicer and provides better ground clearance. But a chat with designer Wayne Ison nixed that idea. Ison informed me the spring aluminum gear offers only one advantage and that is appearance. The
(continued on page 4)

(Around - continued from page 3)

stock used is 1/2 inch thick and adds more than 11 pounds to the total weight. Ison says it still isn't as strong as the rigid gear and could cause a great deal of damage to the fuselage in the event of a really bad landing. He says the rigid gear would simply fold up, in such a landing, leaving the fuselage in much better shape. As well, the spring gear would set me back about another 350 dollars.

I decided to stick with the rigid gear. But, as I say, I still had a few options to choose from. I wanted to use bigger wheels than the ones TEAM supply, so I bought a pair from Bernie Kespe that were previously mounted on his Renegade. But these wheels wouldn't fit onto the aforementioned axle tube. A conversation with Bob Kirkby revealed he was in possession of a pair of Renegade axles, 5/8" in diameter, that he would let me have for a good price.

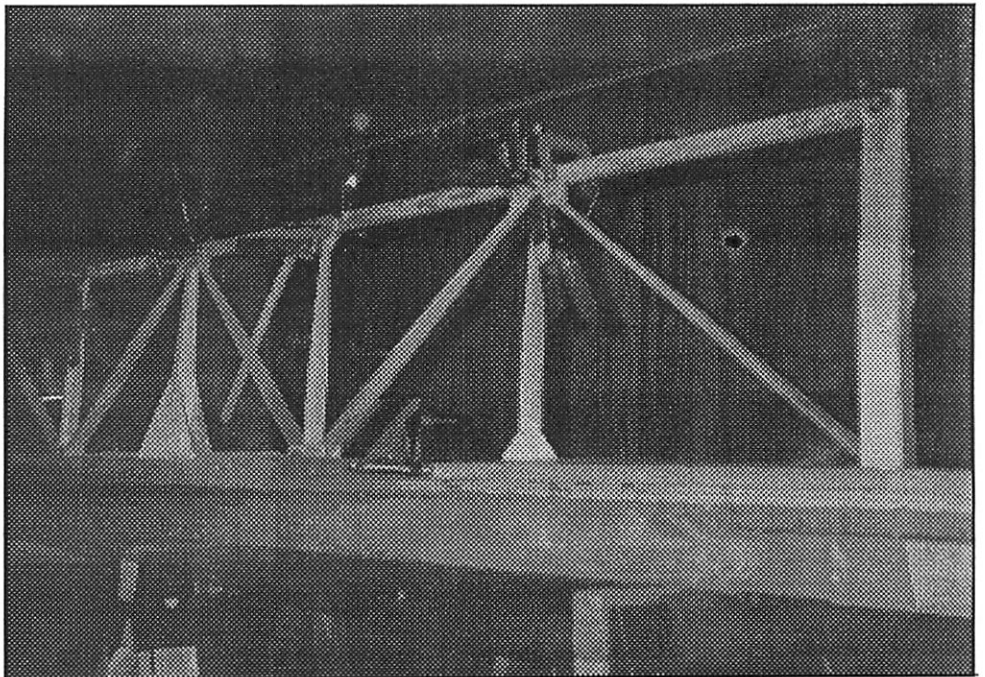
Now I had to find a piece of tubing big enough, and strong enough to take these axles. TEAM told me that with the HiMAX, I could use a wide variety of materials and that some builders had even used aluminum axle tubes. So I figured that 4130 steel should certainly suffice. And I discovered that racing shops tend to carry 4130 steel tubing when almost no one else does.

I wound up with a piece of 3/4" O.D. x .065 walled tube. I had a machine shop hone my axles down by a few thousandths of an inch so they would fit inside the tubes. Then I put everything together and tried to drill all the necessary holes in the axle brackets (which mount the axle to the legs), the tubing and the axles themselves.

Here's where I screwed up. I got one of the holes in the axle tube out of round and had to replace the tubing. Then I ruined one of the holes in the axle brackets and had to replace it as well. Brian Vasseur helped out with that. And to top it all, I learned that the attach hinging I'd chosen was too small. Replacing that required several more hours of fooling around and some rather creative work on my part.

But the final result is a good solid landing gear, on which the Himax now rests. If I were doing it again, I think I'd just stick with the materials TEAM recommends.

In the middle of October my wife, Tina, varnished everything I'd built so far. It took her 11 hours for two coats on the entire fuselage structure, the gear legs, the seat, floor board, door frame and



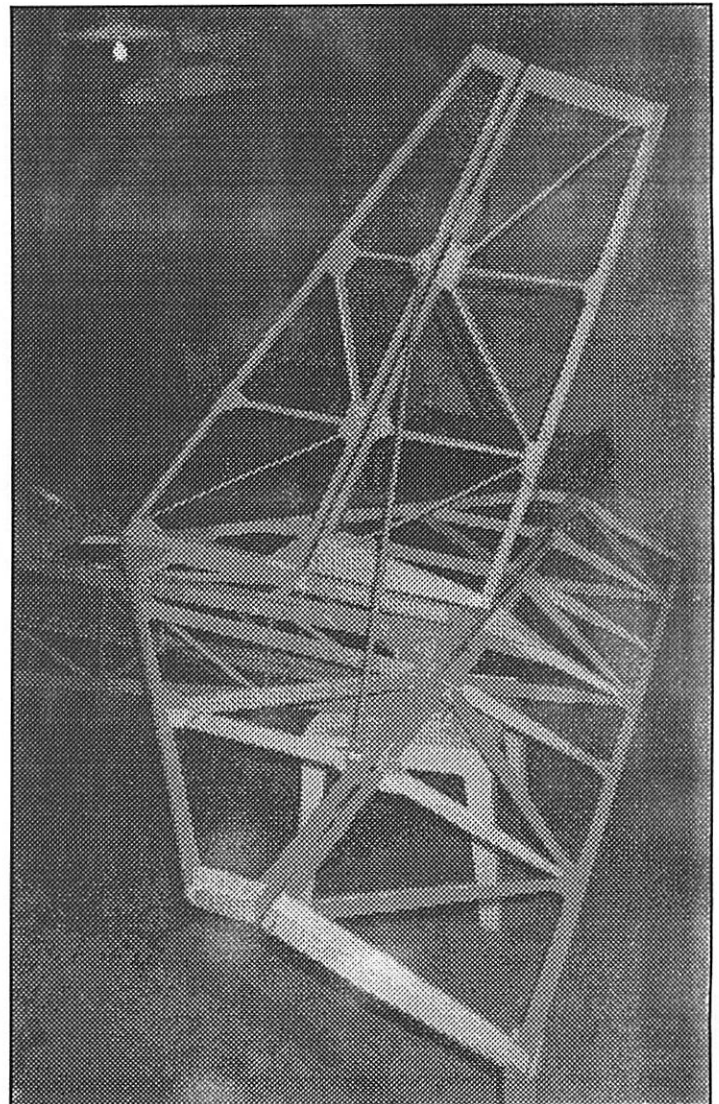
Elevator with gussets stapled 'n clamped to dry.

rudder pedals. I owe her, big time.

I was very relieved to be finished with the gear and varnishing. But I didn't rest long. I immediately started working on the tail section. From feet to feathers, you might say.

The tail section goes together smoothly, I've found. It's a matter of drawing out the basic dimensions on a large piece of paper (thanks to Vasseur for the paper) and cutting the pieces to fit the pattern. I wanted to build the vertical stabilizer and rudder first. But after studying the plans I knew there was some work to be done before I could start assembly.

I had to build the leading edge spars for the vertical and horizontal fins first. They're composed of 4 pieces of 1/4" x 1 1/4" strips all



"Tail Shot". Completed tail assembly mounted on fuselage. Note hinges, gusset plates and brace tubes.

(Around - continued from page 4)

laminated together. This is where the straight edge nailed onto the edge of the bench becomes crucial, because the spar laminates are clamped onto it to dry.

When the excess glue was removed from the spars, my neighbour and I used a router to round over the leading edges of the spars. Then I started drawing the pattern for the two control surfaces.

Once they were drawn correctly, I started cutting and fitting the various spars and ribs, holding them loosely in place with small staples. Each of the ribs in the rudder, (and elevator) both horizontal and diagonals, taper to 3/8" at the trailing edge. The trailing edge itself is a 1" wide strip that thins from 3/8" to 3/32" at the rear edge.

I noted with frustration that there isn't a single 90 degree angle in the entire fin or rudder structure. This makes for awkward gluing and some very creative clamping. I recommend using locating blocks nailed to the bench, as well as several 24" to 36" bar clamps.

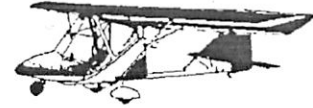
When everything is dry, its time to remove the excess glue and add the gussets. The gusset plates at each glue joint add an unbelievable amount of strength to the structure. They're all cut from 1.5mm ply and have to be bevelled, or sloped, on all edges. This was very easily accomplished with a sanding drum on my Dremel rotary tool. The gussets are then glued and held in place with staples while the glue sets.

The horizontal stab and elevator are built in exactly the same way, but are much easier to construct because of the more normal angles. Also, the horizontal fin has 3mm plywood near the nose for added strength where the assembly bolts to the fuselage.

One thing I wasn't aware of was how many staples are required when gluing the gusset plates on. I went through well over a thousand and was fortunate to have an extra box on hand. Oh, and another thing. While all those staples certainly hold things in place, they all have to be pulled out, one by one. It's simple work and goes quickly, though.

Then the vertical and horizontal stabilizers are bolted together perpendicular to each other and the vertical fin is braced with aluminum tubing on either side of it. It's a very solid arrangement and keeps the fin from snapping off in a side slip or

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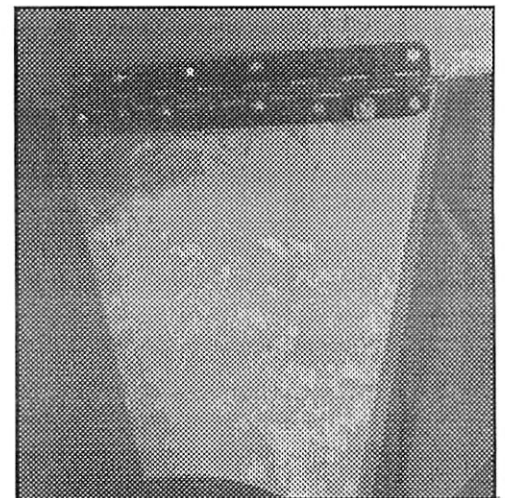
crosswind.

Of course, the control surfaces have to be attached next. They're hinged by any number of different arrangements. I'd originally planned to use eye-bolts on each surface with an AN bolt acting as the hinge pin. But eye-bolts are enormously expensive, more than \$4.00 each. I would have needed 12.

A much cheaper arrangement is to use regular steel piano hinge. I had 3 1/2 feet left over from landing gear hinge, so I decided to use it. Once the control surface spars are marked for location, it's a matter of cutting the slots into the spars to accept the hinges. The factory recommends using a small blade on a table saw to make the slots, but that didn't appeal to me because of the large margin for error. Instead my neighbor showed me how to "plunge-cut" slots with a jig-saw. It was the perfect answer to the problem.

Once all the slots were cut, all the hinges had to be cut to fit them. I used the metal cutting blade on the jig-saw to accomplish this. The hinges are held in their slots with bolts running through the spar perpendicular to the hinges. AN-4 bolts with castle nuts will act as hinge pins. This offers the advantage of high strength and corrosion resistance. The completed tail assembly is then bolted on to the fuse via 4 aluminum brackets. A very sturdy arrangement.

And I've finally finished building ribs.



Steel landing gear hinge with 1/4" pin.

The last four (out of 24) are only gusseted on one side, 2 with gussets on the right side, 2 with gussets on the left side. This is so a sheet of 3mm plywood, matching the shape of the rib, can be glued on as a wing-root or tip plate.

As I contemplate building wing spars, I can't help but think back to a year ago when I started out on this road. It was last December when I first had a good look at Knute Rasmusen's miniMAX (built by Chris Kirkman) and decided that this was the type of plane I wanted. And now the end is in sight. The project is well past half-way and I believe a little more strongly now that the pile of sticks I bought last spring will soon be flying.

Stay tuned.

A Little Prop Wash

by Douglas J. Ward



A little bit about what transpired at the WRAC meeting held at the Airforce Association on Nov 5th. There was a great turnout by both Transport Canada officials, and by some members of the local Recreational Aircraft Community. We covered all the information which Ken Farrar brought back with him for from the RAWG meetings held in Dorval Oct 13th and 14th. There appeared to be a lot of fairly incomprehensible information in these minutes, but Ken's explanation cleared it up for us.

One of the biggest issues which had arisen was the possible initiation of a Recreational Pilot Permit. This appears to me to be one step above a UL license, but not yet a Private Pilot Permit. The more it was explained to us, the better it started to sound. In my opinion, it appears that anyone who wishes to fly a homebuilt style of aircraft could use this RPP without having to go all the way to a PPL-A.

As previously mentioned, it would be an intermediate step between the UL Pilot License and the Private Pilot License. This would immediately present to you the fact that less should be required from this potential Pilot to obtain this permit. I do not agree with this thought. I feel that if a novice Pilot starts into Recreational Aviation as an Ultralight pilot, he is going to learn the same amount about the proper

piloting techniques of an aircraft, just as he would have if he had started his Pilot Training in the much more expensive training scenario, such as would be presented by a regular Private Pilot Licensing Training School. Ultralights are 3-Axis machines just like a Cessna or a Piper is. The only difference which I see, is the overall weight of the aircraft and some of the operating criteria such as Radio Training and better Navigation Training. This is where future endorsements would be required, such as had been indicated in their discussions in Dorval.

There were some thoughts in the discussions from Dorval that the RPP could make the PPL extinct. My feelings are that many people, when they discover that they can learn to fly with the lower costing Ultralight Training, and then with some additional experience and minor testing, they could obtain a Recreational Pilot Permit. If they then decide that they wish to again improve their endorsements, further training and testing can be done, until they have achieved their Private Pilots License.

There was also some discussion in Dorval about a "tether" which could be put on newer pilots, with the RPP, until their experience increased to a point where they could be trusted to

Classified

Chinook - 2-place, Rotax 503, electric start, ASI, ALT, EGT, Tach, Hobbs, cabin heat, VHF antenna, always hanged, 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. Damten 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.

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return successfully from their earlier flights. I personally do not believe in such a thing. Even Ultralight pilots venture farther than this 25 Mile tether range. I believe that this was a thought someone may have had to perhaps prevent some unqualified pilots, in the sense of Navigation abilities, from venturing too far and
(continued on page 7)



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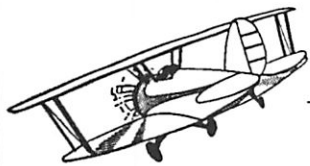
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Norm LeBlanc - Oct. 1, 1994



John Parr - Oct 1, 1994



Brendon Frail - Sep. 1, 1994



Frank Lynch - Nov. 24, 1994



Doug Noble - Dec 1, 1994

There was a long discussion at this WRAC meeting dealing with the fact that certain aspects of maintenance should be able to be done by the person who built the particular aircraft in question, if it is not an "I" Registered Ultralight. I feel I can give more discussion to this point in a later issue of the "Skywriter".

I must give great credit to Frank Hoffman. He was a member of NRAC and is now part of the RAWG group. He basically feels that more responsibility must be and should be given to the owners of all the Recreational aircraft in question. He feels, just as I do, that there is too much emphasis being placed on the safety of AULA aircraft, when they are not even required to have inspections during building. I sense that he feels there is too much emphasis being put onto the fact that this Certificate of Conformity must be followed to the letter. Most of us guys who have built our own aircraft do have some realization about what can and what can't be done to an aircraft.

The Ultralight situation seems to be coming along just as we had all hoped. Ralph Bennett is the manager in this department and I feel he is doing an excellent job in promoting all ideas we have recommended and agreed to. There has been some discussion about increasing the hours before a person can qualify to be able to obtain a UL-Commercial. I feel this would be an unnecessary change.

I will give you more explanations as I receive them, space is allowed.
Safe Flying.

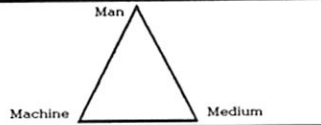
(Propwash - continued from page 6)
forgetting their way home. One of the members present at the WRAC meeting suggested that it should be policy that all aircraft above the UL "I" category be equipped with an operating ELT. It was also suggested at the same time that a flight plan should be made a mandatory requirement.

bit of discussion about Off-Airport Approaches was brought up at these Dorval meetings. It was suggested that more instruction should be given on normal (rather than emergency) off-airport approaches with an emphasis on short and soft field take-offs and

landings. I personally, cannot imagine any Flight School putting their aircraft into jeopardy to instruct a low time student pilot how to land in 3 feet of grain, or between the Hay Bales, or under those wires but yet keep it on the gravel road. The only time you do an off-field landing is when you can't make it to an approved strip. In my opinion there are no normal soft field landings. If the field is that soft as to make it dangerous for landing on, the best way to get your aircraft off again is by loading it on a trailer and hauling it to an approved strip.

Safety Corner

by Paul Hemingson



Crystallized Air

The areas adjacent to our city undergo rapid development of all kinds. Industrial, residential, and recreational buildings seem to be built overnight. From day to day one doesn't see much change, but one who drives through the outskirts every few months is sure to observe the rapid development.

One such development some time ago was the construction of a large movie screen, some 80 ft high and 120 ft wide. The screen, constructed near the middle of a large flat field was part of some theatrical experiment. The surface was textured with a special white paint to catch and reflect any colour projected onto its surface.

An ultralight pilot flying low and slow across the field on one of those winter days when the light is "flat" hit the screen head-on. Both pilot and machine slid to the base of the screen. Upon regaining consciousness the ultralight pilot, still in a half-dazed state looked at himself and his machine, and wondered what happened. The light was still flat, and the fresh snow around him was highlighted only by the colorful wreckage. Everything else was just flat white.

After checking himself for broken bones (and finding none), he glanced at his machine. He quickly deduced that it was not worth salvaging. Still half-dazed he started walking back in the direction he came from. Within an hour he had reached the airport he had earlier departed from. The hour long walk in the cold air had given him time to think about "what happened".

When the flight instructor saw him coming, he went out to meet the pilot whom he had observed taking off not that long ago. The instructor, was a sage and unprying soul who had seen many ultralight pilots walk back to the airport. He accompanied the pilot back to the hangar and gave him a stiff shot of whiskey. After a suitable and charitable length of time he asked the pilot "What happened?"

The pilot said, "I was just cruising along, low and slow, fat dumb and happy. ..I was going across this flat field when all of a sudden I hit crystallized air. Just like that..BAM.. I

went from vaporous ethereal air into a solid wall of crystallized air. When I came too, the only thing around was me and my machine - which is a write-off.

The instructor laughed. He told the story at the next club meeting. All the other pilots laughed. One pilot, who had flown with floats, said "I've heard of crystallized water, in fact I once tried to land on what I thought was glassy water, but it turned out to be clear ice".

Another pilot said, "I've flown in this area for 20 years, and I have never heard of crystallized air. Crystallized water, yes, crystallized air.. NO". He offered the explanation that maybe the pilot couldn't visually determine his altitude in the flat light, and flew his airplane into the ground.

Everybody seems to have the answer, except the victim. The victim became

annoyed at this heckling and bet each of the club pilots a pair of sunglasses that they couldn't follow his exact route under the same weather conditions, without encountering the same impervious crystallized air. The bets were laid.

The next weekend, all the pilots convened and took off nose to slipstream to follow the exact course. The weather was the same, and a fresh snow had fallen, which would adequately hide his wreckage. They tried to get the victim to go along, but he declined.

A short while later all the pilots returned on foot. The bottle was passed around. At first there was not much laughing, that came later.

The moral of the story. Listen to others. Learn from their experience. Life is too short too make the same mistakes that others have already made. Merry Christmas, may we all receive the gift of Wisdom.

To finish out the season, below is poem that I wrote some time ago in remembrance of a pilot buddy.

Chance And Circumstance

During your next flight, in your next turn,
A lesson lies hidden waiting for you.

What pilot knows the things yet to learn,
During his next flight, in his next turn.

Could flying be anything but the God-given chance,
To pit judgement and skill against circumstance?

Flying becomes gambling when we fail to recognize
The odds against our favour; A word to the wise,
Lower your odds
Leave little to chance
The winds of fate cannot be romanced.

During your next flight, in your next turn,
A lesson lies hidden waiting for you.

by Paul Hemingson

