



Skywriter

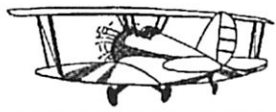


Monthly Newsletter of the Calgary Ultralight Flying Club

March 1995

Off We Go ...

by Wayne Winters



The other morning when I entered the shop to work on the new E-Z Flyer, the outside temperature was a chilly 10 degrees F. Just one half hour later I stepped outside to get a clearer sound on my cordless telephone and was astonished to find that the temperature had gone all the way to 45 degrees F. Talk about a pick-me-up! Only in Southern Alberta, they say!

The 3rd Annual New Year Party

January 28th was our annual New Year party. Everyone that was there can attest to the fine cuisine and the good time that was had. We had a lot of fun with the casino, karioke machine, flight simulator and the silent auction. The casino netted the club about nineteen dollars, which was donated to the 783 Wing's children's Christmas party and the silent auction brought in about \$187.00. We would like to thank everyone who attended, brought and bought silent auction goodies, and a special thanks to those who worked at keeping everyone else entertained. Art and Helen Hill, of the 783 Wing, once again went above and beyond the call of duty in keeping things in the kitchen and bar organized and we give them a special thank you. We are looking forward to next year's party already.

February Meeting

We had the largest crowd ever at our meeting and we thank you for your support. A lot of fun was had reminiscing about party festivities and talking about some of the activities we will be having this spring and summer. The consensus is that we definitely need to have at least a couple of parties/fun flies this year. Watch for

times and dates.

There were a number of flying related experiences and concerns that were voiced by the membership. We spent a good part of the meeting discussing proper airport procedures and how we can improve on safety when we enter and leave the airspace around any of the little and large airports we frequent.

We discussed some of the guests that we would like to have as speakers at our up coming meetings and the wheels are in motion.

Short Article

Should you wonder why my article is so short this month, it is because I am in the throws of building another E-Z Flyer. I just got started on February 1 and have to have it done by the middle

of March. Needless to say I am a busy boy. I am making the airframe etc. from scratch. The wings and tail feathers are out of the Merlin kit. I will keep you posted next month as to how long it took to build. The reason for the rush is that it needs to be completed in time for Sun n' Fun in Florida.

In my next article I will let you know how the test flight went!

RecNet

Ed D'Antoni advises that there is a local bulletin board called RecNet with a topic of "Recreational Flying". Most of the traffic is on hang gliding so far but it's just waiting for ultralighters to dial up. There is no charge for access, so turn on your PC and try it out.

The number is 932-7067 and access is limited to 30 minutes per day.



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A Little Prop Wash

by Douglas J. Ward



At the last few meetings, there has been something missing. Can anyone who regularly attends our meetings think of what it is? It is a very important component of our Club. It means a lot to some of us, maybe less to others. Some of us wear it in one fashion or another. Guessed what it is yet? It's our official Calgary Ultralight Flying Club Logo!

When I first started attending meetings of the Calgary Ultralight Flying Club, the Logo was always proudly displayed, on it's stand, at each meeting. I then learned that this Logo was also available on Club hats. Neetoo, I thought. I am going to get me one of those hats and I am going to wear it around and show it off. When people ask what that logo means, I would proudly express that it is the Logo of our Club. I would then try to expound upon the glory of Ultralight flying.

I then purchased one of our Club Pins. It shows the very same Logo. It's not as big as the Logo on the Club Hat, and it certainly isn't as big as our Official Club Logo that perches on a stand of it's own, but it's sort of special. Sort of a nifty thing to have on my suit jacket or my ski jacket. Fits in great if you aren't allowed to wear a hat at certain functions. And it too, often raises questions at to what it represents.

What does our Logo represent? Stop reading now and just take a few moments to think of what our Club Logo means to you. Read on. I think it means the identifier for a very strong group of Recreational Aviation people who meet once a month, except July and August. I think it means I am proud, and every person who wears it should be proud, to be a member of such a strong Aviation Organization.

Now the question pops up. Why isn't our main Logo, on it's official tripod stand, the first thing that everyone who enters our meeting sees? Does nobody care that our Logo has been leaning against the wall in the back of our meeting place doing nothing. It has not been allowed to express to our club members it's importance. When new faces show up at our meetings, they see nothing to show them that this great big group of guys meets under the official Logo of the Calgary Ultralight Flying Club. It's sort of like having the Queen visit without

showing her the Union Jack.

I think that at a future meeting, someone should present a motion which will allow the first member of our club who enters our meeting place, the honour of proudly bringing out the Official Logo of the Calgary Ultralight Flying Club and place it for all who attend our meetings to see. I would expect this motion would be rapidly seconded. I would then expect a 100% vote of approval. Can we do less for the official Logo of our Club!

When I wear either my Official Club Hat, or my Official Logo Pin, I know what stands behind it. I know that it has taken a lot of work by a lot of people to make this Club into what it is today. Our name is know by a lot of people in the Aviation picture in Canada today. We may not be a strong voice, but we do indeed have a voice. I know that all the members who show up at our regular meetings show up for a reason. It is because we all are interested in flying. Some of us don't fly Ultralights, some of us don't fly Homebuilts, some of us don't fly Helicopters, but we all have a great interest in Flying. That is the strength behind our Club.

Safe Flying!



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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



It Might Even Fly

As promised in the last article, I'm well into building wings. But I travelled a tedious road to get there. I'll explain.

Once the spars are built, the ribs are attached to them and the wing is well on it's way. But first, there's oodles of preparation to be done on the ribs.

Each of the ribs, when assembled, had

a short piece of excess wood extending from each end, necessary during construction to achieve the proper curve on the airfoil. But those pieces all have to be trimmed off. The front of the rib must be square to join onto the front spar, and the rear part of the rib has to be trimmed to exactly $3/8$ " high to join onto the trailing edge piece.

Trimming these pieces wasn't difficult, thanks to the use of my neighbor's

band saw and a good mitre saw. But there are 24 ribs, which makes the process tedious.

Of these 24 ribs, 10 of them have two or three special pieces added before they can be attached to the wings. The pieces are $1/4$ " plywood plates which are cut to shape, then inserted between the members of the ribs. Eventually, holes are drilled and metal brackets are bolted on. As you might have guessed, these pieces subsequently become the aileron hinging and attach points.

Again, the process is easy, it's just time consuming.

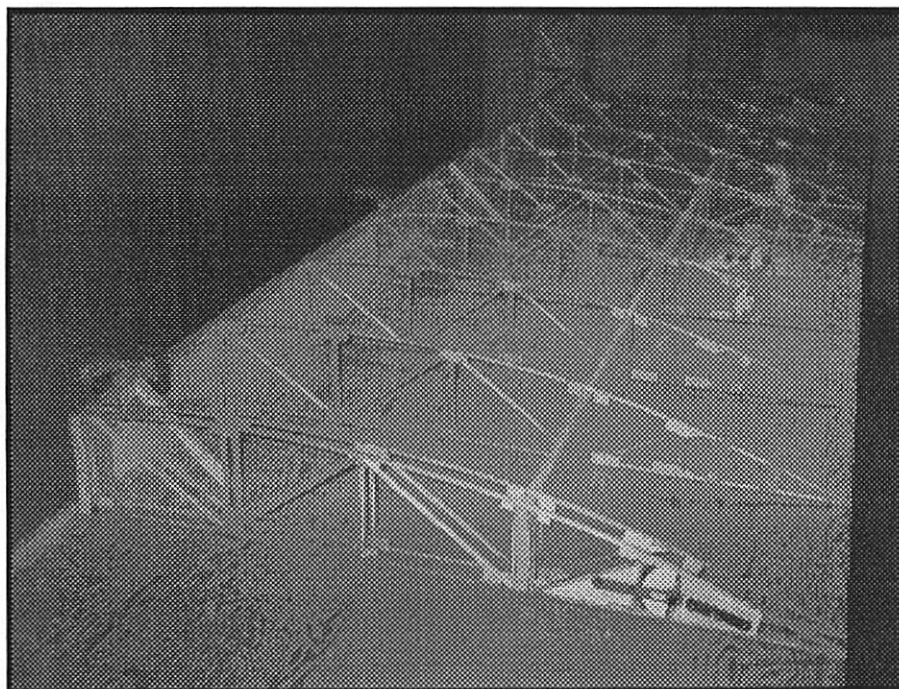
Once all the ribs were done and ready, the final work on the spars had to be done. Each spar has extra reinforcing at the root and strut attach areas which add an incredible amount of strength to the wing. The further I get into building this airplane, the more satisfied I am with the integrity of the design.

The builder has to drill bolt holes for the root and strut brackets, and these have to be very carefully placed. Fortunately, the plans give good hints about how to locate the holes correctly.

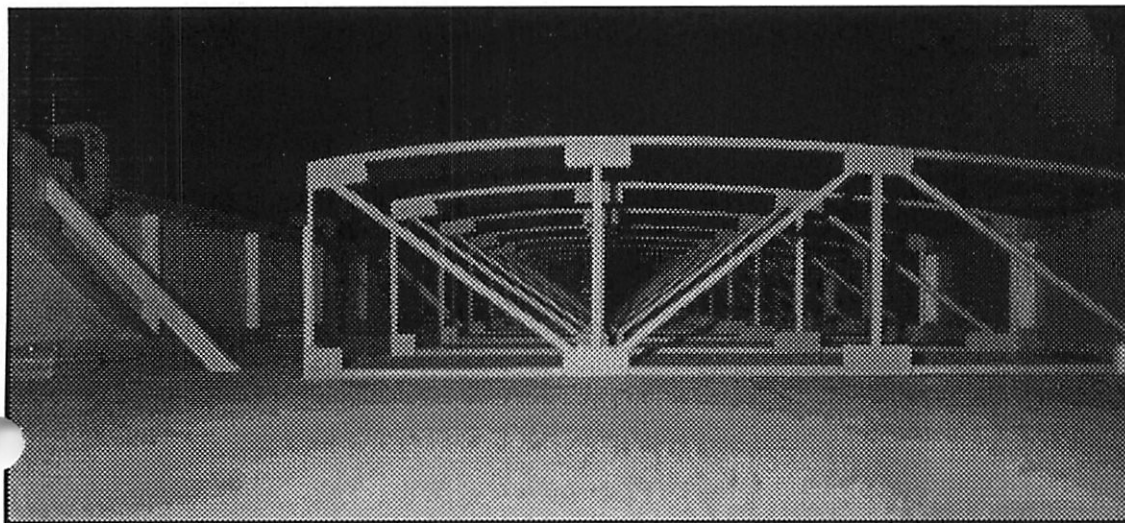
The spars are each 12 feet long and would be difficult to manouver into a drill press (if I had one, that is). So here's one trick that worked for me when drilling these holes: Once I'd positioned the brackets and had them clamped firmly in place, I put the drill bit into the bolt holes and drilled just enough to divot the wood. Then I removed the bracket and used a drill guide to ensure I drilled a straight hole through the remainder of the spar.

Okay, so then all my spars were drilled and ready. The final step was about to begin. At the beginning of the project I decided to build the wings last. I chose that route so I could practice on every other part of the plane first. Back then, the wings looked to be the most complicated part of the structure. I was wrong.

Constructing the wings has been one of the easiest stages of the whole game. But, looking at the plans and all those little lines and side bars and stuff, I think I could be forgiven for my error. What appeared then to
(continued on page 4)



Right wing dry-fitted. Note spars, ribs and rib filler pieces.



Pretty little ribs, all in a row.

(Around - continued from page 3)

be extreme complexity, very pleasantly turned into extreme detail, leaving nothing to the imagination.

Anyway, back to building wings. The first step of the assembly was placing the front spar on the bench against the straight edge. Since the spar has a 1/8" thick plate on it in the center, I had to add scraps of 1/8" material between the rest of the spar and the straight edge to keep everything aligned. Then I screwed in locating blocks to hold the spar in position, and checked everything for square.


Next, I started sliding ribs onto the rear spar. Most of the ribs slid on quite nicely, but a few had to be widened with sandpaper at the spar gap. The ribs with the aileron attach pieces were located as per the instructions. Things were starting to look like wings!

The next step was to glue the ribs to the rear spar. I'd been worried about this part because it called for the use of brass aircraft nails, since clamps just won't work. The spots where the nails go in are difficult to get at, and some are so tight it's impossible to swing a hammer.

But the plans tell how to get around this difficulty. First use a small tack hammer. Second, for spots where a hammer doesn't fit, hold the nail with a pair of needle nose pliers and tap the pliers to set the nails. In fact, I discovered the wood is actually soft enough to start the nails by pressing them in with a small piece of wood. I started all my nails before applying



Strut attach points with carefully located bolt holes.



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any glue. This was actually getting easier all the time.

From there, it was a simple matter of applying glue, positioning, and setting the nails. It was really easy.

Now it was time to begin joining the rear spar to the front one. The first step here is adding diagonal pieces called drag braces. There are four of them in each wing and they glue onto the bottom spar caps. The drag braces can be tricky to fit.

Simply put, the drag braces can't be fitted unless the rear spar can slide inboard a few inches. I just drilled in a few more locating blocks to hold the rear spar the prescribed distance from the front one. Then I placed a stop-block at the outboard end of the rear spar to keep it from sliding out of

position in that direction. Now it was simple to cut a drag brace, slide the spar back and forth to check the fit, and trim the brace as necessary.

One trick I'd recommend is using a scrap piece of wood similar to the drag brace as a pattern. That way, if you cut things too short (angled cuts can be deceptive), you haven't wrecked a piece of the good stuff. I used a length of left over straight edge material, which is lumber store pine moulding.

Once the drag braces were glued in place, I glued the front of the ribs to the front spar. This was simply a repeat performance of the rear spar episode.

I glued in gusset blocks for the drag braces next. Then, I added the compression members, which run between the front and rear spars, and also glue to the spar caps. Of note here, is that the compression members glue to each point of contact on the ribs they parallel. I used nearly every clamp I had for these joints, which means, lots.

Now I'd completed the primary structure of the right wing. I had a choice; I could keep building and finish the right wing, or remove it from the bench, and repeat the process with the left wing.

I decided to build the two wings in parallel. This way I'd finish them at roughly the same time and not have to face the task of building the left one from scratch. Also, it's easier to make parts for both wings at once, rather than setting up and tearing down twice.

Thus decided, I repeated the building procedure for the left wing, but at a
(continued on page 5)

(Around - continued from page 4)

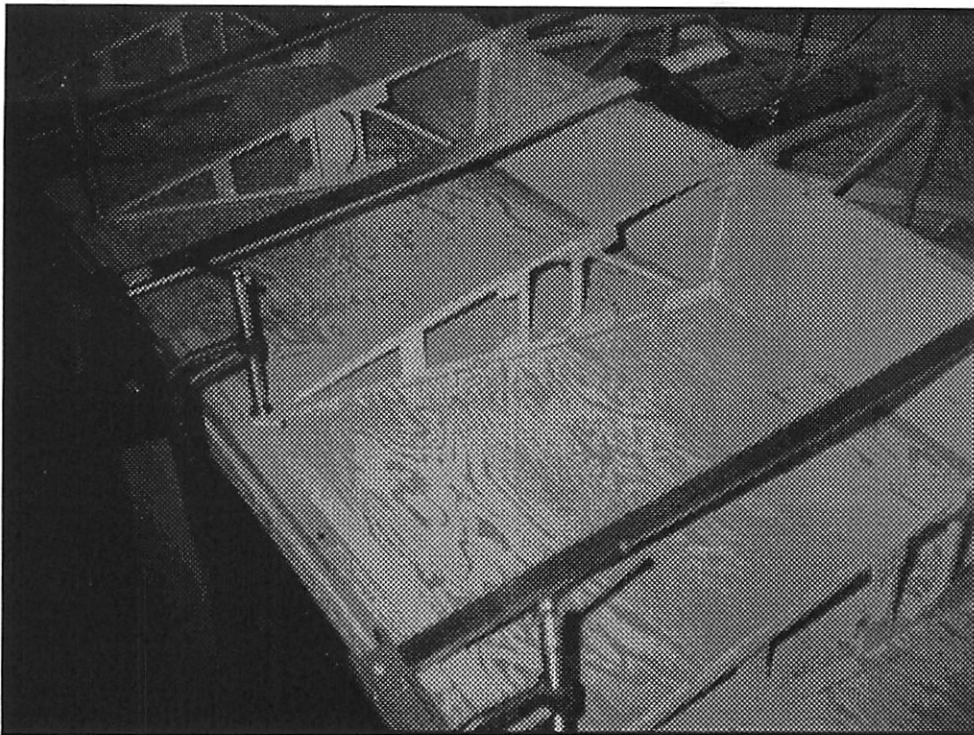
quicker pace with the benefit of the lessons learned on the right one.

When the left wing had caught up with the other one, I switched their places, putting the right wing back on the bench. Now it was time to add the trailing edge. It's a bevelled piece of lumber, about 12' long and tapered toward the rear. I shored it against the straight edge, and glued the rib ends to it, using 24" and 36" long bar clamps to hold the structure in place. Then I added 1 1/4" square gusset plates over top of the joint to add more strength.

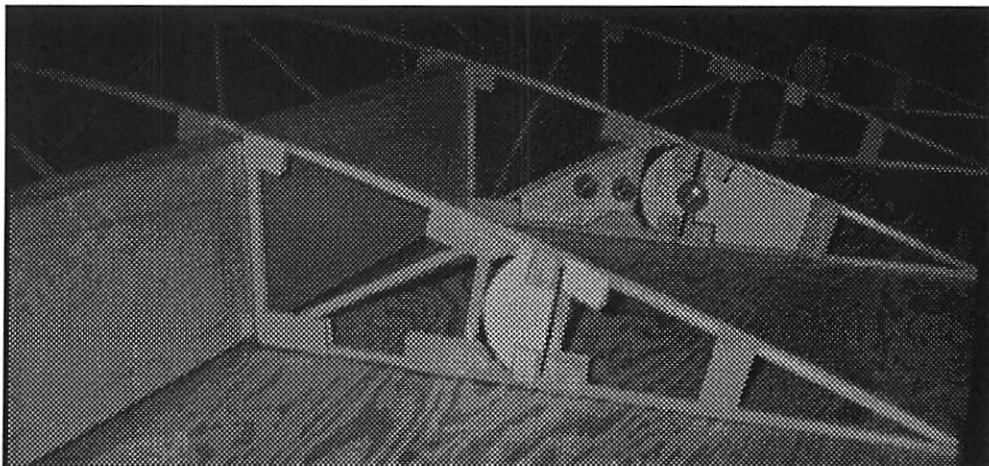
The next step is adding the airleon spar web. It's a strip of 3" wide, 3mm thick plywood that glues to a vertical piece in the end of each rib. The web, made from three or four plywood strips (depending on the length of your plywood sheets), is slid in from one end of the wing and has to be spliced at various points. Holes are cut into the web to allow for the control actuator positions.

Gluing the aileron web proved to be a challenge because it was impossible to get clamps into position while the glue sets. So I remembered a technique from when I built the cabin structure. I simply used bungee cords, wrapped around the web and the trailing edge, to give the required pressure while the glue sets. It worked beautifully.

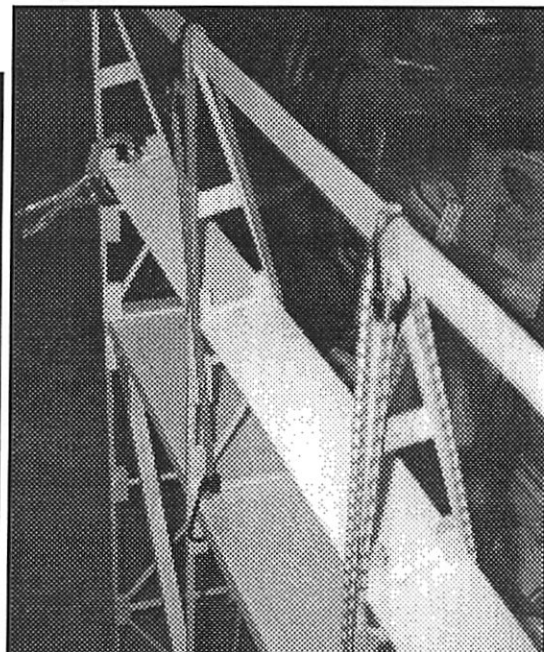
This past month has been the most productive yet, in terms of progress. It's beginning to look like I might finish this airplane. There's only a few steps left to complete the wings, then I attach them, install the controls and cover the whole mess. After that, it might even fly.



Bar clamps n' C-clamps holding trailing edge in place.



Mid-wing aileron hinge point.



Bungee cords apply pressure to aileron spar web.



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Builder's Tour '95

Special Report by Brian Vasseur

I thought I'd do a write up of the Builders Tour on February 11th. This is definitely a good way to spend a Saturday, particularly if it's too cold to fly.

We started off at Ted Orlick's place to check out his Pelican. I was most impressed to see there was coffee and donuts waiting. About a dozen club members showed up and we did a fair amount of hangar flying for about an hour and a half.

Ted's Pelican is a very nice looking airplane. He has the fuselage assembled, the cowling on, and the tail surfaces attached and about half completed. It was evident from the foam seat cushion and scattering of instruments, that Ted has already done a fair amount of flying in his airplane.

Several things about the Pelican really impressed me. First, this airplane looks like an airplane, right out of the box. I'm sure it helps motivate a builder when they can visualize early on what the finished product will look like.

Second, was the layout of the controls and the routing of all the cables. Everything is accessible for easy inspection, but integrated so as not to be visible.

By far the most impressive feature of the Pelican is the fit and finish of the components. Several people mentioned that the fiberglass on this airplane is exceptional, and the fit on the doors is perfect. I didn't sit in the airplane, but it looked like two big guys would fit side by side really nicely.

It also appears, by the artwork hanging on the walls, that the paint job on Ted's airplane will be something "Mongro Radical". I guess we'll have to wait and see.

Next, we stopped off at Stu Simpson's to see how his Hi-Max was coming. Stu is fairly close to completing the airplane, which he started building from plans less than a year ago. Downstairs, on his bench and couch, he had the wings, in early stages of assembly. The 'Max wings have a front and rear spar with 12 ribs in each wing and a strut attach point in the middle. Stu says that although the wing looks complicated, it goes together very quickly and is not as complex as it appears in the plans.

Stu also had the rudder completed and sitting in the basement. If you want a good example of how the 'Max is built, the rudder gives a pretty good overview of most of the construction techniques.

Next, we were off to the garage to see the fuselage. With the exception of the engine, control cables and instruments, the fuse' is basically complete. A few people sat in the plane, demonstrating that the 'Max's are certainly capable of handling large pilots. On the HiMax, you get into the airplane by opening a side door, rather than climbing in from the top like on the other Minimax models.

Stu is using Renegade tires on the landing gear, which is probably a good idea. The gear itself is rigid with no suspension, and the seat is plywood. So the extra cushioning from the over-size tires might come in handy. Stu plans to use a Rotax 503 on his airplane.

Finally, we were off to Bernie Kespe's place to see his Murphy Renegade.

The Renegade was one project that I had looked at very seriously before choosing the Minimax.

Bernie purchased his plane partially completed. The wings and tail are built and the fuselage now looks nearly ready for covering. Bernie was making good progress getting the cowling mounted around a Rotax 532 engine. The round-bump cowling looks huge around the little 532. But Bernie says the radiator and other firewall stuff will fill the remaining space quite nicely. The fuselage is made from riveted aluminum tubing and looked fairly straight-forward to build. The comments were that the fiberglass in the Murphy kits isn't as nice as on other aircraft, but apparently the factory has taken steps to remedy this.

The thing that most impresses me about the Renegade is that it looks exciting just sitting there. If I ever finish building my Minimax this will definitely be high on my list of future considerations.

I'd like to thank Ted, Stu and Bernie for letting us come by, play with their toys, sit in their planes, and just poke about. If you've ever thought of building an airplane, one of these tours is a must-do. Seeing these planes in production goes a long way to removing the fear of not being able to build one yourself.

Classified

Intercom - 2 place Ultracom including 2 headsets, in good condition, \$400.00. Chris Kirkman 280-1843.

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

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.

Props - 2 wood props: 64 x 32 and 64 x 34, \$200.00 for both. Damien Belanger 1-823-3027.

1977 Honda 750 FourK - Excellent condition, 4700 Mls, \$1200.00 firm. Doug Ward 282-0806.

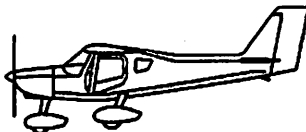
Lazair - wind damaged, repairable, pioneer engines, \$500.00. Jim Creasser 226-0180.

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

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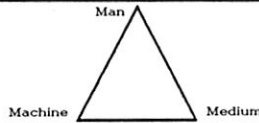
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Safety Corner

by Paul Hemingson



The Patient Pilot

In today's hectic lifestyle time seems to be at a premium. We all seem to want some form of instant gratification, ... instant tellers, quick microwave popcorn, the microwave itself to heat up instant leftovers for snacks. We don't seem to have much patience for anything anymore. Even the computer printer seems slow, and who doesn't wait impatiently for the fax machine, tugging at the paper before its run its course? All the modern technological advances are supposed to give us more time. And they do. But we fill our alleged free time with other pursuits. Like flying. The problem is that the techno-world that saves us time, labour or energy also conditions us to become less tolerant in many of our other pursuits. It's easy for our impatience to carry over into our aviation pursuits.

Who isn't impatient to get to the runway and take-off? Who hasn't rushed a get home flight and landing so you can get onto other things, or not be late for another appointment or task? Who hasn't rushed a preflight check? Anybody out there forgot to replace the fuel cap after a rush fueling? Anybody out there who has forgotten to take something along on a flight...maybe your camera, tools, extra oil? Was it because you were impatient to get going? Eventually all good pilots learn that no phase of flight can be rushed. They also learn how to recognize and control their impatience.

The pilot who doesn't get control, the

kind of person who is "naturally" impatient, will find flying (and likely other aspects of his life) a continual source of aggravation and anxiety, which in turn increases his impatience. Good pilots recognize how to get out of this loop.

They have learned that it is often necessary to be patient and do everything in order and sequence, even though they may feel to be under some time deadline. Safe pilots have flown long enough to understand the importance of patience in flying. Some folks might even call them fuddy-duddy doddlers. The uninformed will accuse them of dilly-dallying around, forever checking this and that, moving slowly and methodically. But underneath these zombie behaviors and actions lie some of the very reasons why they are safe pilots. They have simply triumphed over giving into hurrying and all the woes that can come with impatience. They have been around aviation long enough to recognize all the gremlins and will not be rushed by events, people, or personal matters.

They have seen what happens to the impatient pilot. They have seen the way that impatience can cause pilots to take extreme

action, premature action, or ill-chosen action, when a little thought and patience would have been more prudent. For example, the pilot who finds himself in rough air, and becomes impatient to get to his home strip, or conduct a precautionary landing without sufficient thought. A low pass over the intended precautionary landing site seems an obvious strategy, but many pilots will simply force it down once they have selected the site from 500-1000 feet agl. If they had more patience, they may have recognized that a few more minutes in the rough air is not going to undo them, and may help in the selection and execution of the precautionary landing.

Patience is a virtue, nurture it in yourself, for no one else can. Impatience is a loop, easy to fall out of.

the Propwatcher's Guide

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Surfing The Wild Blue Yonder

by Brian Vasseur

The stories below have been pulled from the Internet bulletin boards. Some of these stories might be of interest. At the very least they are something to think about.

Here's a story that my friend swears he saw on a TV interview.

I think this was in a 60's movie called "The Groove Tube". I could be (likely?) wrong.

It seems that a Pole that had participated in the Battle of Britain was being interviewed about his exploits, but his command of the English language wouldn't quite get him a job at the BBC. Anyway, he was explaining his story, and the conversation went something like this:

Flyer: We were flying a tight formation when all of a sudden these German fokkers were everywhere. They had come at us from high out of the sun, and the fokkers were everywhere!

Interviewer: I should let the viewers now at this point that a Fokker was a type of German fighter plane.

Flyer: That may be so, but these fokkers were Messerschmitts.

This thread has reminded me of the first joke I ever heard an ATC make on the air. I was flying over Ausitn, TX in Autumn a while back. An arriving aircraft called into Approach Control and said he was at 2000 ft., blah, blah. The controller came back with, "All aircraft be advised numerous reports of migrating birds 2000 to 2500 ft throught the area" After a brief pause, the controller replied to the arriving plane, "Cessna xyz, radar contact, blah, blah, and oh, by the way, the bag limit is two."

I thought it was hilarious at the time...

PS Does anybody know what happened over at Tracy, CA? I heard (on the net I think) that somebody WAS shooting at planes there, possibly upset about the noise.

don't know when the incident you heard about happened but I do know of a crazy lady who was shooting at planes in the Tracy vicinity. (Why 'crazy' lady? Why not just a lady!?)

CUZ SHE WAS CRAZY!! They hauled her off in a big butterfly net)

Anyway, there's private strip near the Tracy Airport called Yandel's. A crazy woman lived nearby who thought that the airplanes were scaring her cats. So she started shooting at Bill Yandel's airplane. She used a shotgun and made some substantial holes in the wings. This was probably five years ago or so. Bill Yandel has since passed on and his airstrip is for sale.

It's been several months (OK, over a year...) since this happened, but I was just finishing my instrument training here at College Station (TX) Easterwood (KCLL). We'd been cleared for takeoff, and I'd not gone under teh Foggles yet. About mid-field, I had to do some maneuvering to avoid 3 hawks soaring at low level looking for supper. I called the tower to report it:

32F: Tower, 32F. just to let you know, there are 3 hawks about mid-field, at a hundred or so feet. I just had to take evasive action to avoid them.

CLL: 32F, say again? What type aircraft? Where?

32F: Tower, that's 3 HAWKS, about midfield, at 100 feet.

CLL: 32F we see no other aircraft over the field right now...

32F: Tower, 32F. That's HAWKS, you know, birds of prey. Two legs, 2 wings, a beak, doesn't require gas or Jet-A. I'd give you a Federal Stock Number, but I don't know what it is!

CLL: Oh. THOSE hawks. They're been there all day, and no one else saw them but you...

I was flying a Cessna 150 (N419CA) to Clover Field here in Houston yesterday. I wanted to make my first actual grass-strip landing on 14L, but I thought I'd try the asphalt runway (14R) first, since I'd never landed at that airport before. There were no NOTAMs active, and my pre-landing call to Clover UNICOM told me that runway 14R was the active runway. I entered the right-hand pattern for a touch-and-go.

I made a very nice crosswind landing, then (after turning off the carb heat and raising the flaps) I started to depart. Imagine my surprise when, just after rotating, I saw a man painting the white stripe down the middle of the runway! I called UNICOM and mentioned the on-going runway

maintenance. The lady who answered UNICOM said she had thought the guy would be no factor.

Interesting, I learned to fly at Princeton back when sectionals were printed only on one side and still had radio ranges on them. At the time a student came back in with a birdshot pattern on the vertical stabilizer (none on the horizontal tho). Claimed he had been practicing engine out in fields by the Pennsy tracks. Actually he had been repeatedly hedgehopping BELOW the level of the track embankment. Being small game season he obviously aggravated someone. The shot pattern was only about 20" in diameter indicating only about 20-30 yards from the gunner. Even at that range there was no skin penetration, only a lot of small dents.

Interesting... I own a PA140 that was built in 1973. Looking back into the tech logs shows that it sustained damaged due to a shotgun blast...

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Thanks for sharing your NET experience Brian.

- Editor