Skywriter

Monthly Newsletter of the Calgary Ultralight Flying Club

July 1995

Off We Go ...

by Wayne Winters

If you could see me you would notice a silly grin on my face because I just got back from test flying Zoltan Rudolf's miniMAX. I really don't get a big thrill out of being a test pilot, as I have to do it often enough on my own stuff, but it is something quite different on someone else's equipment. What if things don't go right and the aircraft gets dinged, even though I make it clear that I take no responsibility, I would still feel really badly because of the years of intensive labour that goes into the building.

Never the less the test flight went extremely well and the airplane flies beautifully. Zoltan did a superb job of building it and it flys like a dream. The craft is powered by a 277 Rotax engine and it was a concern as to how well it would get my gravity bound mass off the ground (OK, OK I know you are thinking "fat butt"). It was a pleasant surprise to see it become airborne at the same point, or before, the Beaver or E-Z Flyer. Climb was not startling but was plenty adequate considering that I weigh more than the airplane. I had so much fun that I told Zoltan it would be good planning on his part to have me get at least 5 to 10 hours on it for him! Oh, the sacrifices that one has to make! I can hardly wait 'til this evening when I will go again.

Summer Party

Saturday June 17th was the club flying party, and it was a great success. I won't go into the details because Buzz Mawdsley will later on in the pages of the Skywriter.I would like to thank Buzz and Ron Axelson for all their time and effort in making it the grand success it was. I'll also throw in a thanks for all those who helped, flew and participated. I feel a little bad (har, har, har) that, although I wasn't even trying, I walked off with the BIIIIIGGGGG TOP GUN TROPHY. Little insignificant awards like this don't really mean much (Yahoo, Yahoo) to a seasoned professional like myself and it is always nice to maintain (Yippppeeeee) a low profile while being humble in the acceptance of such magnificent recognition. Just to make sure that Buzz gets the spelling right on the trophy, it is TOP GUN - WAYNE WINTERS!!!!!

Airshows Airshows

Be sure and check your air show calendar for the next month. Arlington, Washington is July 5-9th, Springbank (complete with the Snowbirds) is July 15-16th, Oshkosh, Wisconsin is July 27 to August 2, and Red Deer is August 5-6th.

We have several members going to each. Safe flying and good times ahead!

June's Meeting

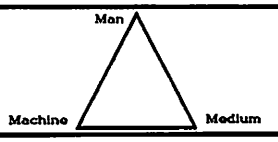
Our last meeting of the spring was one of discussing changes that we might see to the licensing over the coming summer. It looks like a Recreational Pilot's License is going to be in place by August. The flying schools are not up to speed as of yet and thus we are not sure exactly what will transpire. What we have read in the Aviation news, etc., looks good and we are not sure yet where the Ultralight License will fit is, as to time counted towards the Recreational License.

We discussed the up coming fly-ins and made plans for the spring party that was held on the 17th and concluded with a video of some spectacular air plane mishaps, primarily from the military.

We thank you for your continued support and attendance at the meetings. We are looking forward to getting together again on the first Wednesday of September. Be sure to have a safe summer filled with many hours of flying memories.

Safety Corner

by Paul Hemingson



How Safe Are You?

Flight Safety can be subdivided into three important phases. The take-off, Cruise and landing. Almost anybody with minimal training can fly a plane safely, once it is airborne. But it's the take-off and landing which are the most critical phases of flight, and this is where the accident statistics bear out what we intuitively feel are the risky areas. The accident record can be thought of as the black-box recorder of risks taken unsuccessfully.

Ultralight flying is not unsafe. In my mind, it is safer than other forms of fixed-wing flight, due to the low speeds, light weight and forgiving flight characteristics of most ultralights. Then there is the matter of landing distance required.

For a forced landing the landing distance is mainly a function of mass and velocity. Remembering your high school physics, kinetic energy is equal to mass time velocity squared (KE=M x V x V). So if you double the mass you double the amount of kinetic energy. Doubling the velocity of landing from 30 mph to 60 mph squares the equation. I would much rather have to conduct a forced landing in a low inertia ultralight versus the built-in inertia of a 2000 pound or larger trainer. With ultralights the ground roll is short and you can get into some mighty tight places.

Many accidents in aviation today occur due to the low altitude stall, which commonly develops into a spin. Many of today's ultralights will not even get into a radical nose down, wind-em up, king of normal spin due to the dihedral built into most wings. Nevertheless, the accident record each year shows many ultralight pilots getting themselves into trouble due to low altitude maneuvering. For the most part the accidents are ascribed to pilots error, but structural failure and weather conditions also contribute occasionally. Do you know the importance of the Vne for your machine?

Below you will find a little quiz. Simply answer yes or no (honestly) to the questions and then total up your score. Don't let your errors become airrors.

1. Do you do a thorough pre-flight check before flying each day?

2. Do you always have the mindset to abort your landing attempt and do a go-around if the approach or landing appears to be going sour?

3. Do you always have some idea of the general forecast for your area before you go flying, and watch the weather conditions to now-cast for your own benefit for your local area?

4. Do you always check your machine over after a particularly hard landing?

5. Do you never rush any phase of your flying from pre-flight to putting your machine away?

6. Do you honor the regulations and privileges of your license?

7. Do you conduct a thorough annual inspection and keep a log book of repairs and maintenance?

8. Are you familiar with the load limits/flight capabilities of your machine under all conditions...for example, how much runway is needed on a hot day, with a full load of fuel, and a runway with long grass?

9. Do you belong to a club or organization that shares information on your kind of flying and keeps up to date on technical problems/weaknesses of various products (engines, gear- boxes, propellers, etc.)?

10. Do you try to control your emotions so that you are not tempted to show-off, stunt, fly low, or submit to peer pressures (for example, flying close formation without training)?

OK, truth time. Just add up the number of "YES" answers.

7-10 Yes's...congratulations Ace, have a nice flight. We won't have to worry about you. You should try to convince others to emulate your style. The safety germ is contagious, but somebody's got to plant the infection first. Go to it.

5-7 Yes's...pretty good, but you have room for some improvement. With just a tad more attention you will become the Ace of tomorrow. Simply work on the few No's until they are Yes's, or at least "maybes", or "sometimes".

Less than 5 Yes's...we got us a problem, but not for long. If you continue this way, the club membership will decrease. Nature has a Darwinian way to ensure survival of the fittest and by a process of negative enrichment all things evolve into what will be.

Ultralight flying is fun, and affordable. Let's all work to make it safe.

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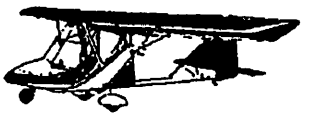
Skywriter is the official publication of the Calgary Ultralight Flying Club and is published 12 times per year. Opinions expressed by our writers are not necessarily those of the club. Articles and letters to the editor are very welcome from any readers. Address correspondence to: Bob Kirkby, RR 7, Calgary,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

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

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

Around The Patch

by Stu Simpson



Cover Story

One of the unfortunate things about wood is that it tends to deteriorate slowly over time if it's not protected. Therefore, wooden aircraft structures have to be sealed from moisture and thus, deterioration.

I chose to seal my Himax with marine spar varnish. My wife, Tina, had very generously varnished the fuselage and landing gear back in October. The task of doing so to the wings and tail surfaces fell to me.

Can you say nightmare, boys and girls? I knew that you could.

Nightmare is certainly a good description for the job. It wasn't so bad for the tail pieces, because their members have some size to them. But the wing ribs are 1/4" square and seem to get smaller with every brush stroke. And every square inch of them has to be covered. Twice.

I wouldn't want to give anyone nightmares of their own, so I'll leave out the graphic details of the varnishing process. But I will say it took about 25 hours to get the job done.

I was worried about covering my plane. It seems ironic to me that a builder can do a superb job of building, only to have his hard won creation appear sub-standard because of a bad covering job.

Luckily, I had many resources to draw from. Other CUFC members, to be specific. I simply can't stress enough how important our flying club members have been over the course of building the Himax.

A good example is how on the first night of covering three other members converged on my garage to help me get started. Fred Wright, Julio Castro, and Brian Vasseur all showed up ready to go.

Freddy was the most experienced of the gang and was going to show us how to use the Ceconite process. He'd lent me a video entitled "The ABC's of Aircraft Covering", which was absolutely invaluable in understanding how aircraft are skinned. No matter which covering system you pick, I recommend you see this tape.

With Ceconite, fabric is attached with a two part glue. One part is called cement, and is a water based compound. The second part is a cement activator, which is solvent based and stinks like you wouldn't believe. The builder simply puts a layer of cement on the part of the airframe where fabric will be attached (we were covering the vertical fin and rudder). Then you wait until the cement is dry. It takes about 45 minutes and, unless you have something else to do, this is wasted time.

Once the cement has dried completely, you brush on the activator. This makes the cement become progressively more tacky. The builder then lays the fabric over the activated cement and presses it down to stay in the glue mix. Once activated, there's 20 - 30 minutes to attach the fabric. That's the really good thing about this system. The builder isn't rushed about getting things attached.

Freddy kept a watchful eye on us as we stuck the fabric down and squeezed out the imperfections. Then Julio, who is an upholsterer by trade, showed us a few basics on how to cut and trim the fabric. Vasseur and I just did what we were told (which is unusal for either of us).

I learned enough that night to feel comfortable trying my hand alone at fabric work.

But I decided I really didn't want to use the Ceconite glue though. I wanted

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Classified

Chinook - single place, perfect entry level aircraft, 60 hours, 277 Rotax, $3900.00. Ron Axelson 244-7005.

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

Chinook - 2 place, 1985, 38 hrs on rebuilt Rotax 447 & gear box, ASI, ALT, VSI, Tach, Extra Tanks, 6.50x8 wheels, $5,000. Dave Dedul 403-823-6054.

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, damaged - one wing tip and fabric damage, offers. Bob Campbell 934-3657.

Chinook - 2 place, Rotax 503, 110 hrs TT, electric start, cabin heat & choke, ASI, VSI, ALT, CHT, RPM, new tail wheel, wing light, antenna, hangered, very clean, well maintained, great performance, $7700.00. Gerry Moore 403-270-0877.

Classified ads are free to CUFC members. Call Bob Kirkby, 569-9541 to place your ad.

*(**Around** - continued from page 3)*

something that worked faster. I thought of using Stits Poly-Tak, but research indicated that I'd have to sand off all the varnish where it'd be applied. I don't think so Tim.

Ted Orlick suggested I use contact cement. Ted's an A.M.E. (and a really good guy), so his word is golden with me. He explained the procedure, which was simple and fast, and I was convinced. Especially so when I heard from another A.M.E. of a Taylorcraft which used contact cement and now has more than a thousand hours on it since re-covering.

I bought a can of 3M's Ten Bond and set to work. This stuff couldn't be easier to use. One simply coats the surfaces to be stuck together, then allows them to dry, which is a matter of a few minutes. Then you stick the two pieces to each other and, voila'. Once those two pieces connect, they stick like ugly on an ape.

I did a few tests and discovered that it took about 20 to 30 pounds of pull to peel off a glued piece of fabric. That's good enough for me.

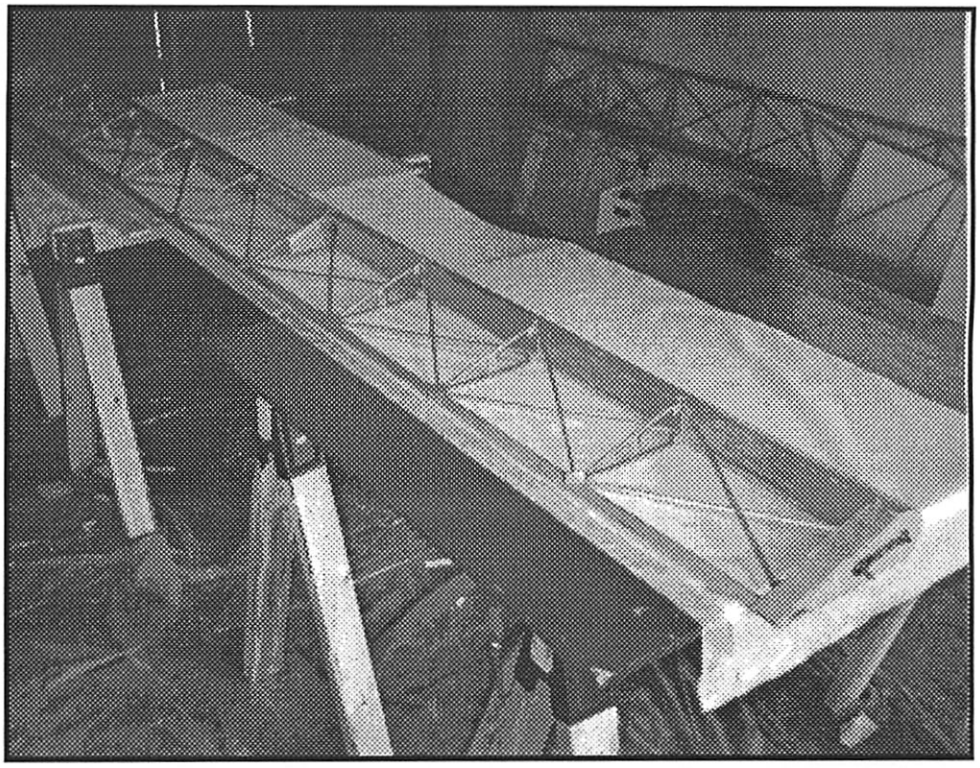
The next piece to cover was the horizontal stabilizer. I cut out my fabric and laid the stab' over top of it on the bench. Then I used a ball-point pen to trace the outline of the stab' structure. I was essentially drawing the piece onto the fabric. Then I removed it, applied glue to the "structure lines", and to the stab' itself. Then I laid the fabric back over the stab' so the glued areas aligned with those on the structure.

A little bit of tugging and stretching ensued as I tried to remove air bubbles and folds. To press the fabric down tightly, I used a hard rubber sanding block, which is curved on top. I rolled the curved part back and forth over the glued areas and was rewarded with a smooth, firm attachment.

I used exactly the same method for the rest of the airframe, and it worked very well. I'm still a tad clumsy at covering, so there are a few creases here and there, but most of them will be hidden.

Covering is definitely best done as a two-man job. I had a lot of help from Wilf Stark, who lives nearby. It's very awkward to try and manouver large pieces of fabric over large parts of the airframe. I suspect it's much like trying to fold a parachute during a tornado.

For those of you who don't know, this type of fabric is called Dacron. It's very similar to nylon and shrinks when heated. There are two ways to heat tauten the fabric. One way is with a heat gun, the other, with an iron. I elected to use a "close quarters", or "hobby" style iron. It's a small, long handled version of the one used for clothes.



Left aileron about to be covered. all internal hardware must be attached prior to covering.

When the fabric is glued on, it's generally loose and baggy. One simply passes the iron over the fabric and it shrink-tightens to the airframe. I was absolutely amazed to see this stuff tighten as I ran the iron over it. Frankly, I think Dacron fabric is what saved my covering job and made it look

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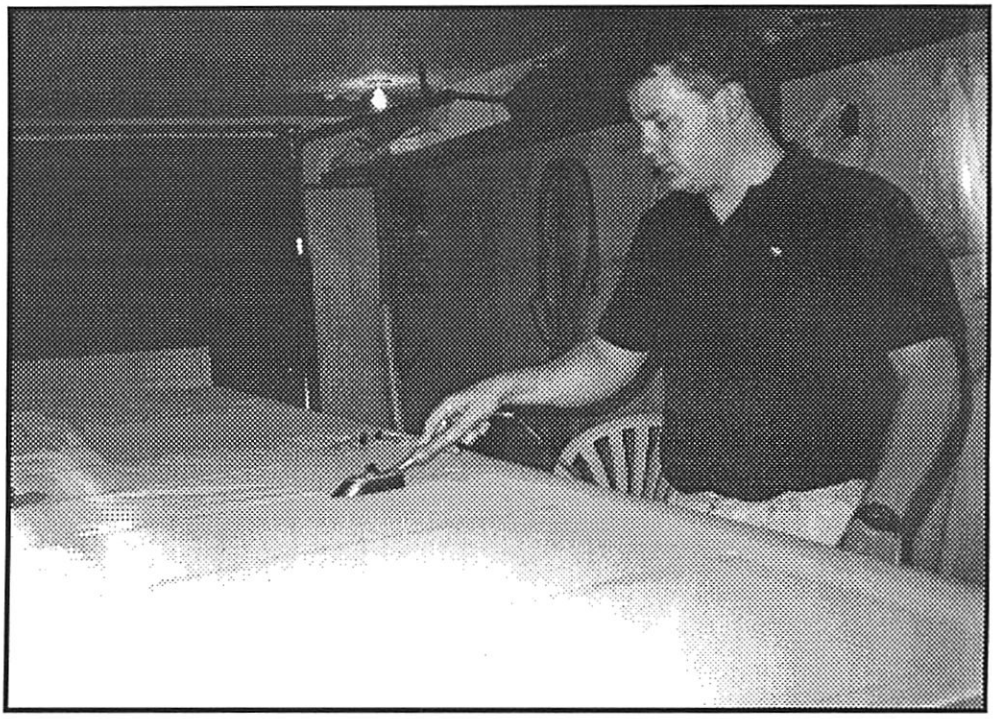
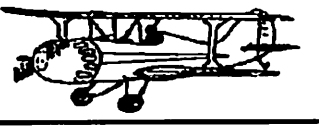


Using a close-quarters iron to tighten the fabric. Note the difference between the smooth, taut areas and the baggy, untaut ones.

One Pilot's Opinion

by Bob Kirkby



I'm Back

Some of you more avid readers may have noticed my five-month respite from scribing. This was not because I wanted to, but because I have been extremely busy at work, and every month when it comes time to put the Skywriter together I seem to be so busy that I just have enough time to do that without writing my own article as well. Fortunately, my other contributors have done an admirable job of providing reading material to keep our newsletter interesting and informative.

So this month you get to hear from me thanks to the fact that I am on a two-week business trip to the far east and conveniently brought along my Grid notebook computer. With over 35 hours of flying time and a weekend to kill in Singapore, I have lots of time to catch up on my reading and writing. (I'm visiting Taiwan, Hong Kong and Singapore.)

I thought perhaps you might be nterested in reading about the exercise I went through last year which culminated in my purchase of the Cherokee 235 in November. One of the many reasons (read justifications) I had for getting my conventional license two years ago was that I wanted to acquire a cross- country airplane with which to travel to points in Canada and the US on pleasure and business trips. So early last year I began the process of identifying appropriate aircraft types and searching for potential acquisitions.

The first step, of course, was to define my requirements or spec out the list of capabilities and features. Before going any further I should clarify that, although I would very much like to tackle another home-building project, I did not foresee having the time in the next couple of years to start, yet alone finish, a building project that would give me the cross- country capabilities I was looking for. Let's face it, I have difficulty finding time to write my Skywriter column. Therefore, the decision to go for a conventional certified airplane was made right off the bat.

I wanted a four-place airplane, not because I would be carrying three passengers a lot, but because I wanted the room and load capacity, and occasionally I would carry two or three passengers. Secondly, I felt that in order to make cross-country flying practical the airplane had to cruise at a minimum of 150 miles per hour.

I started my search buy purchasing "Used Airplane Guide" and the latest Trade-A-Plane at Calgary Pilot Supplies. The buyers guide was a wealth of information on all of the popular models available. From trade-A-Plane I started to get an idea of what things were selling for out there. I bought Trade-A-Plane as each issue came out for the next six months. From this I was able to track prices and get a good idea of what I should be paying.

I first identified aircraft like the Grumman Tiger, Piper Cherokee 180 and Cessna Cardinal as possible targets. They have similar power plants and performance. The Tiger does 150mph as is while the Cherokee and Cardinal need speed mods to move that fast. It wasn't long, however, that I discovered one major drawback to all three. One criteria that I had was to be able to keep the airplane in my own hangar at my own strip. This required that I be able to operate from my 1700 foot grass strip. Based on the performance information I had, all three of the above would have difficulty living up the that demand. Even though I have plans to increase the length to 2000 ft later this year, I still had a problem. I started to look for other alternatives.

The more I researched the alternatives the more convinced I became that I needed about 200hp and a constant speed prop in order to achieve my objectives of 150+ mph and getting in and out of my strip. All my reading and talking to others finally brought me around to the Cherokee 235. This had the speed I wanted and then some, had more load carrying capacity than I needed and according to the performance specs, and the experience of several 235 pilots I spoke with, it could get in and out of my strip without difficulty. The only other contender was the Cessna 182, but it didn't have the same short field

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Coming Events

July 15-16 - Springbank Air Show featuring the Snowbirds.

July 16 - Vulcan Flying Club Breakfast, Vulcan, AB, 8:00 to 11:00. For info call Glenn at 403-485-2635.

July 22 - Kirkby's Annual Fly-in Breakfast, Kirkby Field, 8:30 to 12:00. For info call Bob Kirkby at 403-569-9541.

July 26 - Aug 2 - Oshkosh Annual EAA Convention, Oshkosh, WI. For info call 414- 426-4800.

August 5-6 - Red Deer Air Show, Red Deer Industrial Airport.

August 11-13 - Abbotsford International Airshow, Abbotsford, BC. For info call 604-328-JETS.

August 13 - Wetaskawin Flying Club Annual Fly-in Pancake Breakfast, 8:00 to 11:00, Wetaskawin airport. For info call Jim Robson at 403-582-2558.

August 19 & 20 - Lethbridge Chrysler International Airshow, Lethbridge, AB. For info call 403-380-4245.

(Around - *continued from page 4)*

acceptable.

One other quick note. Before passing the iron over the fabric, you have to run it over all the glue areas. This heats up and softens the glue as the iron presses the fabric further into it. The glue quickly hardens again and the whole joint is stronger. It also helps alleviate small creases that formed during the attachment process.

To be quite honest, a trained squirrel could cover an airplane. It's that easy. It's only tough getting past the first few unknowns. But that's why we have flying clubs, to hold hands with people who are making those steps.

I've started painting now, but don't have enough room this month to go into detail. Get it? Painting. Detail. Ha! I kill me!

Anyway, I hope to be flying well before you read the August issue. Stay tuned.

Fabric which has been glued to the lower side of the wing. Note areas around the strut brackets, covered with cement and ready for re-inforcement patches.

(Opinion - *continued from page 5)*

performance and I have a very strong preference for low wing aircraft anyway.

Cruise on the Cherokee 235 is 155 mph with a useful load of 1400 lbs. and a gross of 2900 lbs. This includes 84 gallons or 500 lbs. of fuel, enough to cruise for 5 hours plus reserve. Piper use to advertise that the 235 could carry its own weight, and so it can if you don't add much avionics to the basic airplane. With the constant speed prop a take-off distance of under 1000 feet at 50% load is achievable at this altitude.

So I started calling all the ads for Cherokee 235's I could find to gather more info and develop a price profile. I was somewhat surprised to discover that they tended to be selling for about the same price as Cherokee 180's and in most cases were cheaper than Tigers. This is probably due to the much higher fuel burn of the 6 cylinder Lycoming O-540 compared to the 4 cylinder O-360 sported by the 180 and Tiger. Fuel burn in the 235 is 13-14 gph compared to 8-9 gph in the 180 and Tiger. Most pilots are not willing to pay the higher operating costs when they probably don't need the extra capacity and slightly higher speed. However, in my case, to be able to store my airplane in my own hangar at my own strip is easily worth $150 per month in extra operating costs. Plus I would have the extra capacity if and when I needed it.

I continued calling anyone and everyone I could find that might be selling a 235. Just talking to these people proved to be very valuable as everyone wants to talk about their airplane and some of the experiences they have had with it. Buying an airplane is a lot different than buying a car. The owners almost always have a strong attachment to their airplane and are willing to share it's inner most secrets. Most do not really want to part with their treasure but there is usually some overriding reason for them to be selling. Its like hangar flying over the phone.

After deciding on a 235 my search continued for about three months. As these things sometimes go I eventually stumbled upon one for sale right here in Calgary. As soon as I saw it I knew it was the one. A 1964 Cherokee 235 with 2980 hours and 1550 on the engine, but only 50 since a new top

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*(**Opinion** - continued from page 6)*

overhaul and a new prop. It needed some TLC having sat outside for the last 10 years but in sound condition and with a good complement of avionics. The pre-buyer's inspection turned up only a few items to be taken care of and after some quick negotiating it came in under my budget, including the fix-ups. And so in November 1994 I became the proud owner of Piper Cherokee 235 C-FXYB.

The Cherokee 235 sits comfortably in its new home with the Renegade looking slightly dejected in the background.

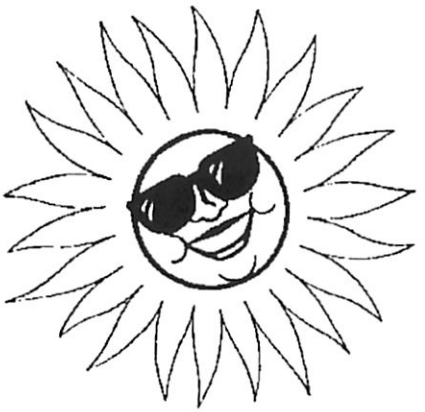
After a check ride I put a few hours in quickly to get to know my new set of wings. Performance is as advertised and then some; to be expected, of course, with a new top end. I was pleased to see about 155 mph true at 8500 ft while burning 13 gph. With 17 gallons in each of the tip tanks it is very stable in turbulence and comfortable for long distance cruising. Best of all I am having to problems getting in and out of my 1700 ft strip. I don't think I'll try it fully loaded until I lengthen the strip, but at 2200 lbs. I'm off and climbing in 1000 ft. Just what I wanted.

Although I am enjoying flying my Cherokee very much, nothing beats my Renegade for fun-flying. I am sure the Renegade will still pass through the hangar doors much more often than the Cherokee.

Speaking of fun flying, I have noticed a number of people either flying by my strip or landing that are flying low (100 ft) over the neighbouring farm. As the flying activity around my place increases it becomes even more important that I do not antagonize the neighbours.

If you are flying into my strip, or just flying by, please do not fly low over the farms on the WEST side. It is for this reason that I have established a right hand circuit for runway 34. Low flight on the north, south and east are ok. It's just the west side that is sensitive. Your cooperation will enhance the image of ultralights and improve my chances of flying to a ripe old age.

Don't forget my fly-in breakfast on Saturday, July 22. Breakfast is served (loosely speaking) from 8:30 until the food is gone. Call ahead for a weather report if you like (569-9541). Don't forget the power line on the north end of the field is now GONE - it's not your eyes playing up. If you can't fly in please drive in, and bring a friend. Hope to see you there. Rain date is the next day.



Have a Great Summer!

Was It As Good For You As It Was For Me? (Fun Fly 95 of course)

by Buzz Mawdsley

Once upon a time the C.U.F.C. decided to have another fly-in. 1995 was the year, June the month, if memory serves me. Larry, Moe and Curly offered to organize it. Who else was qualified?You bet, we had a great time! Lots of food, no body died or even got hurt. (Howard getting mowed down in the bomb drop doesn't count.)

I guess the first order of business is to thank all the people and club members that helped. I'll just name a few, although a lot helped, and it I've missed acknowledging you, I'm sorry, but you know you helped and so do the people that were there. Thanks Ron Axelson for getting the food and doing the simulation for the events. Thanks Dan Johnson for towing the bar-b-que out, repairing it, and supplying the propane. Thank Toni Stehr for acting as a traffic controller in a Chinese fire drill. Thanks Ray Mackell for doing the trimming and weed-eating around the hangars and airport. Thanks Ralph Winters for going to town and buying some more food when we ran out. (We estimate that between 60 and 80 persons were in attendance.) Thanks Gerry, Regan, Arlene and all the others that I know I forgot. And a really big thanks to the participants for their patience and determination to make this event work.

And The Winners Were!!!!!

Shortest Take-off (down-wind as the wind changed and we didn't): Julio Castro - Chinook

Balloon Pop: Ron Axelson - Hiperlite

Bomb Drop: Bob Kirkby - Renegade

Spot Landing: Jim Corner - Kit Fox

The organization was great until everything started. We originally laid the program out on paper with the reasons for doing what we were trying boldly stated, and I, in my innocence, thought that this would be like Moses and his sermon on the mount. All participants harkening to Mine and Ron's every word, and carrying them out like it was written in stone. Ha! When I think back, I should have put the last line in the program to have the first person to read this document in its entirety come to me and receive a $100.00 bill. I had a safe bet. Anyway, it was fun. I think that next year, I'd like to volunteer to do this again, but with the following change. ONLY ONE AIRCRAFT IN THE AIR AT A TIME competing in all four events, than land and have someone else do it. That would give the ground crew of volunteers time to get things going and the other pilots a chance to see what the others were doing. And honestly guys, we've done it several times the same as we just did and the results were the same - pandemonium. Also more food and participants.

No more rambling. Lets do it again. Gord Tebbutt had a great suggestion for a dead stick landing contest. Sound OK?

Oh yeah. I forgot. "The Buzzard Top Gun Trophy", I get to call it that 'cause I'm donating it. This trophy will stay in the possession of the C.U.F.C. and will be presented to the pilot getting the most total points in the yearly event. His name, on a plaque, will be preserved for posterity, ad infinitum cum nauseam post partum c pluribus unim. The winner for the first year, with two second place finishes, is Wayne Winters. Congratulations Wayne.