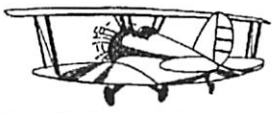
Skywriter

Monthly Newsletter of the Calgary Ultralight Flying Club

August 1995

Off We Go ...



by Wayne Winters

Every day this last week it has been up at dawn and off into the Wild Blue Yonder, starting on Saturday and Sunday with the Springbank Air Show, and continuing each day with students. Today, Sunday, a week later, the weather has eliminated early morning flying, and I am feeling at a loss. The next couple of days will be spent hauling the E-Z Flyer to Oshkosh, and then a bunch more flying at the Air Show will scratch my flying itch!

Springbank Air Show

Friday evening, before the Springbank air show I got a call from Kelly Kuzik saying that he would be out at 0600 to 'kick some tires and light some fires' and wanted to make sure that I would be doing the same. By 0630 Ron Axleson, Kelly Kuzik, Gord Tebbutt and myself were all out kicking tires and lighting fires. At about 0715 we were all air borne and en-route to Springbank. The objective was to get there and settled before the crowds started. Ron, in his Hiperlite and Kelly in his Challenger flew a bit faster and arrived before Gord in his Beaver and me in my E-Z Flyer (the new one I had just brought back from the Arlington Air Show). As per usual we had a head wind going and upon arrival met up with Jim Corner in his Kitfox and Roger Reilly with his Avid Flier.

It was a great Air Show complete with the Snowbirds. A lot of interest was expressed in our machines and we were all kept busy answering questions and keeping little kids sticky hands off our planes.

The flight back was delightful, complete with on board thirst quenching refreshments. We left Springbank in the rain and had it chase us all the way back to Indus. Bye the way, we had a head wind returning.

The next day of the show, Sunday, Jim Corner and I were the only light planes there and again the Show was great with tons of questions from spectators. I had a head wing going and returning, no surprise, but the weather was gorgeous both ways.

The Arlington Air Show

July 5th to 9th was the Arlington, Washington, Air Show. My son Aaron and I went down and brought the new E-Z Flyer back in a trailer. The E-Z had been in Muskegon, Michigan since Sun 'n Fun and we were now going to get to bring it home.

This was my first time at Arlington, and I was surprised that there were so few airplanes there to begin with. The Show started on Wednesday and ran until Sunday. It was not until Friday afternoon that the place started to fill up with airplanes. There were a lot of very nice pieces on display and the air show was excellent. In our opinion the very best day of the show was Wednesday.

I learned about the importance of taking photo's of your favorite airplanes as soon as you have an opportunity because if you snooze you loose.

The first day of the show, Wednesday, the weather was beautiful and conditions were perfect, but I thought that I wouldn't bother taking video of any of the acts because, of course, I had all week to catch them. One a/c and act I had never seen and was extremely impressed with was that of Delmar Benjamin and his Gee Bee R-

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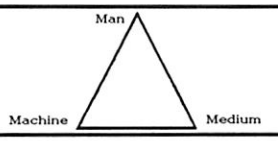
Safety Corner

by Paul Hemingson



(Off We Go - continued from page 1)

2. The Gee Bee was designed as an air racer and is one of those little jobs with a huge radial engine and stubby wings where the pilot sits with his back touching the rudder. They were real 'widow makers' with something like 30 of them built and 30 lost lives! Maybe the a/c got a bad rap and wasn't as bad as thought, because Delmar makes flying it look easy and does things that you do not see other airplanes do. My plan was to get him on tape the following day. Thursday was overcast and the background was not as nice so I elected to get my, to be coveted, footage on Friday, Saturday or even Sunday.

Friday I was posed at air show center with my camera ready for once in a life time footage of the Gee Bee doing its magnificent performance, to have them announce that Delmar Benjamin and his Gee Bee had departed because weather was closing in and he had to be in Montana the next day. Grrrrrrrrrrrrr.

Arlington was really an interesting event and I would recommend it to anyone. Fred Wright was the only other Club member that we ran into there. The air show was rained out on Sunday so we packed up the E-Z Flyer and made our way back to Calgary. Springbank, the Kirkby fly in, Oshkosh and the Red Deer Air Show were all going to be crowded into the next 4 short weeks.

The Annual Kirkby Fly In Breakfast

Saturday July 22 was the annual Kirkby breakfast. Watch elsewhere in the Skywriter for a list of who did and didn't make a spectacle of themselves. From my perspective it was another great breakfast and I am already looking forward to it next year. Bob, be ready with lots of chow because we will have the 'Recreational Flying Club' organized by then, with hundreds of members, and we will fly in in waves. A control tower might be in order. If you didn't get to the breakfast it is worth a trip to Kirkby airfield just to check out Bob's hanger. It is soooooo nice.

Oshkosh

By the time you read this news letter Oshkosh '95 will be history and we should have some good coverage for you at our next meeting. We have a goodly number of members going down and will thus have several perspectives of the show. Be sure to mark on your calendar September the 6th at 19:30 hours for our next CUFC meeting. Look forward to seeing you there! Now out to pack the trailer and leave for Oshkosh!

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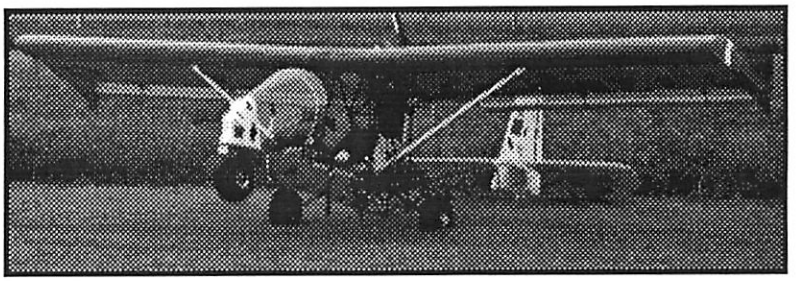
Skywriter is the official publication of the Calgary Ultralight Flying Club and is published 12 times per year. Opinions expressed by our writers are not necessarily those of the club. Articles and letters to the editor are very welcome from any readers. Address correspondence to: Bob Kirkby, RR 7, Calgary,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



E-Z Flyer #2

As seen at the Kirkby Fly-in Breakfast.

Coming Events

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

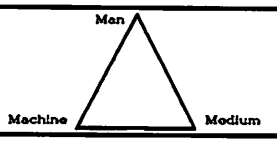
August 13 - Wetaskawin Flying Club Annual Fly-in Pancake Breakfast, 8:00 to 11:00, Wetaskawin airport. For info call Jim Robson at 403-582-2558.

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

September 3 - Annual Pancake breakfast at Sundre Airport. For info call Larry Nielson 403-638-3168.

Safety Corner

by Paul Hemingson



Unwritten Laws

Most pilots know (or should know) the written rules and regulations regarding flight. Many of these rules and regs' were developed over time as a result of recurring accident scenarios. When incidents are observed to recur on a regular basis, people start to think "their ought to be a law", and eventually the notion gains momentum and a regulation is written to guard against the behavior.

Regulations derived from the study of incidents and accidents make perfectly good sense. It is not difficult to decode the intent of regulations that were enacted to protect us from ourselves. Although the written law does not require you to first look left and right before crossing a city street, there is an obviously necessary law requiring you to get clearance to enter or cross an active runway. Still, today (and likely tomorrow) accidents can be traced to violations of these written laws.

For example, the pilot who loses ontrol of his machine while hand-propping it without having anyone at the controls. The written law does not guarantee a recurrence. Another example might be the inexperienced ultralight pilot who carries a passenger without having the proper training and credentials. It has happened before, and will happen again. But perhaps even more important to ultralight pilots that the written laws, are the unwritten laws.

Once we leave the ground we are subject to both written and unwritten laws. It is the unwritten laws that are commonly violated and lead to trouble.

For example, in sparsely populated areas there is little control over the height we fly, other than maintaining appropriate height and separation from populated areas and dwellings. Some country dwellers don't mind seeing an occasional low flying ultralight because flight is still enough of a novelty. Others are incensed at the invasion of their privacy. Even with friendly farmers below, many ultralight pilots fly much lower than they should be and leave themselves few alternatives for a forced landing.

Their are few written laws about stunting or radical maneuvers yet many of us yield to temptation to do such things that may lead to an incident.

In a group flight, one needs to be especially aware of those around us and how quickly the separation can become uncomfortably (and dangerously) close. Close formation flight should be reserved for those with adequate training.

The unwritten laws put the onus on the individual pilot to respect the elements of safety for his airborne adventure. Respect for the atmosphere, respect for our machines capability and respect for our inner judgment that improves with experience.

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.

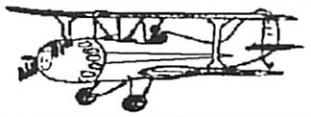
Hiperlite SNS-8 - 200 Hrs. TT, hydraulic brakes, ground adjustable prop, STOL, fun aircraft to fly, damaged - one wing tip and fabric damage, offers. Bob Campbell 934-3657.

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.

One Pilot's Opinion

by Bob Kirkby



My daughter Tanya, at the time living in Vernon, had been asking me to come and visit her for some time. In early April I felt I could use a break from the hectic pace at work and so decided to take her up on her invitation. It was time for a mountain adventure in my Cherokee 235.

Since acquiring the 235 I had only taken it into the mountains twice, once for a mountain check-ride and the second a sightseeing flight up the Kananaskis valley. This sounded like a good time to get some more mountain experience under my headset. I planned on leaving early Friday morning and returning Saturday afternoon. On Thursday the weather office was predicting good conditions for the entire weekend - sound familiar?

I arrived at Okotoks at 0800 Friday. (I had the airplane out at Okotoks for its upcoming annual, after which I would take it home.) One more weather check sounded great. No ceiling, winds 15 all the way, all day. I loaded 84 gallons of fuel, filed for the VFR route through to Vernon and was off. I expected an ETE of 2+30 so I technically had enough fuel to go there and back, but since I'm inexperienced at juggling four tanks, especially in the mountains, I figured it was better to haul extra fuel than to be wondering why I didn't if I needed it (ultralight experience speaking).

I set a heading to intercept Highway 1 at Seebe and climbed to 8500 ft. What a day. Not a cloud in sight, smooth air, unlimited vis., that big Lycoming up front muttering happily to itself like an old Buick, and some occasional chatter on 126.7 MHz. It was a great to be alive and flying. Overhead Highway 1 I pulled a gentle left turn to head westward while sliding over to the right side of the valley. Time to make a traffic call for Canmore. A helicopter pilot replied that he was just lifting off at Canmore but would be well below me. And on we go, keeping the highway in sight on the left and giving the peaks their due respect on the right.

Flying through the mountains on a day like this is an awesome experience. Watching the snow covered peaks drifting past 1/4 mile from the wing tip is breathtaking. I have always considered Castle Mountain (Mount Eisenhower) to be one of the most impressive in the Rockies and seeing it's vertical rock face slide by just a few hundred feet off my right wing was incredible. I vote for the Rockies as the eighth wonder of the world.

To my right I saw tracks in a snow cap. Curious, I banked slightly to get a better view and it dawns on me that I am looking at the top of the Lake Louise ski area. To the left across the valley I confirm this with a sighting of Lake Louise. Magnificent! I grabbed the camera just in time to snap a shot before it disappeared behind the wing. The air was perfectly smooth and the view crystal clear.

With the Kicking Horse pass coming up I pulled out the VNC to confirm that I was turning into the right valley. Although the highway is very easy to follow I felt a little more re-assured if I correctly identified the mountains and valleys. Although the pass looks very tight it is relatively short and with a few brief hops over the corners of mountains jutting out I get though it quickly and find myself coming up on Golden. I changed to the Golden ATF and made an advisory call. The radio was quiet. Then about two miles past, I switched back to 126.7 and contacted Kamloops FSS through the RCO at Golden. They responded quickly and I gave them my position report.

Now it's into the Rogers Pass toward the next checkpoint - Revelstoke. Turning right into the pass I encountered a few bumps as the winds coming down the two valleys collide. Once in the pass it smooths out again and I snapped a picture of those high-peaked alpine buildings at the pass summit. Coming out of the pass I spotted a 172 or 182 at 9500 ft heading east. This was the only traffic I saw the whole trip. Just west of Revelstoke I called Kamloops again to report and was surprised when they came in about 3 x 3, until they told me the Revelstoke RCO was out. Now I'm impressed that I can heard them at all.

The scenery changes quite a bit on the next leg. The peaks are much lower, not much snow left, and the valley floor is dropping. Between Revelstoke and Three Valley Gap the valley is really narrow, much more so that I remember from driving through there. Not the place to be turning around under an overcast. Once past the gap everything starts to widen out and as I approached Sicamous I see more valley than mountains in all directions. The view of the Shushwaps is stupendous although it is gets a little hazy. Now I need to pay a little more attention to the chart and start looking for Vernon as I head south down the Okonogan valley.

I finally get Vernon pegged about 10 miles away and I have the hill that is on the north side of the airport. There was lots of chatter on their frequency as float planes flying up and down the lake issued advisories. I called

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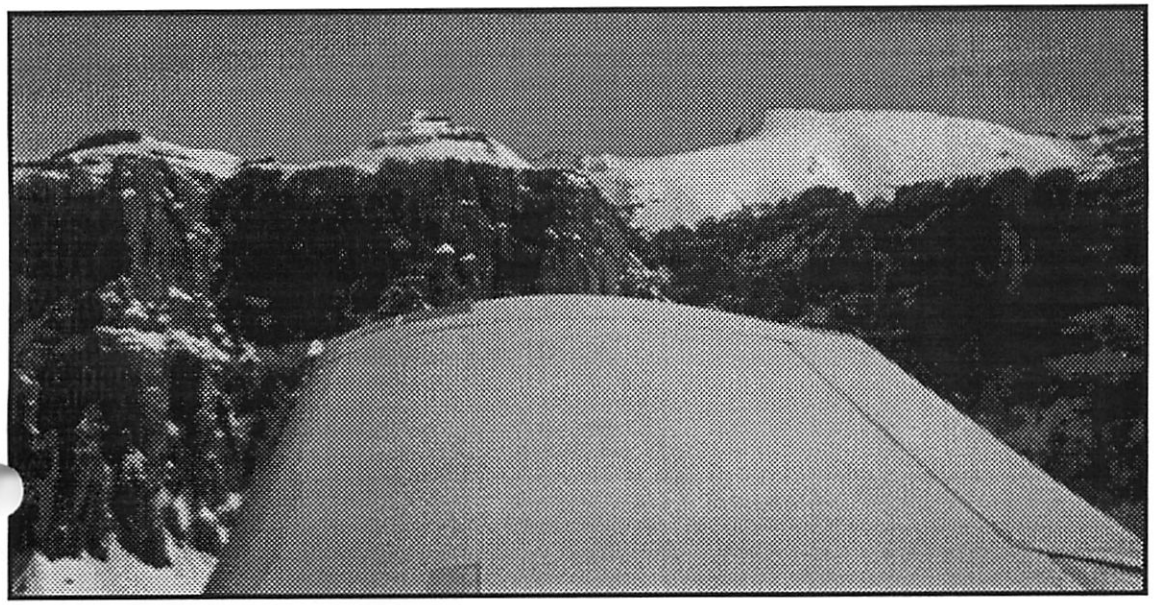
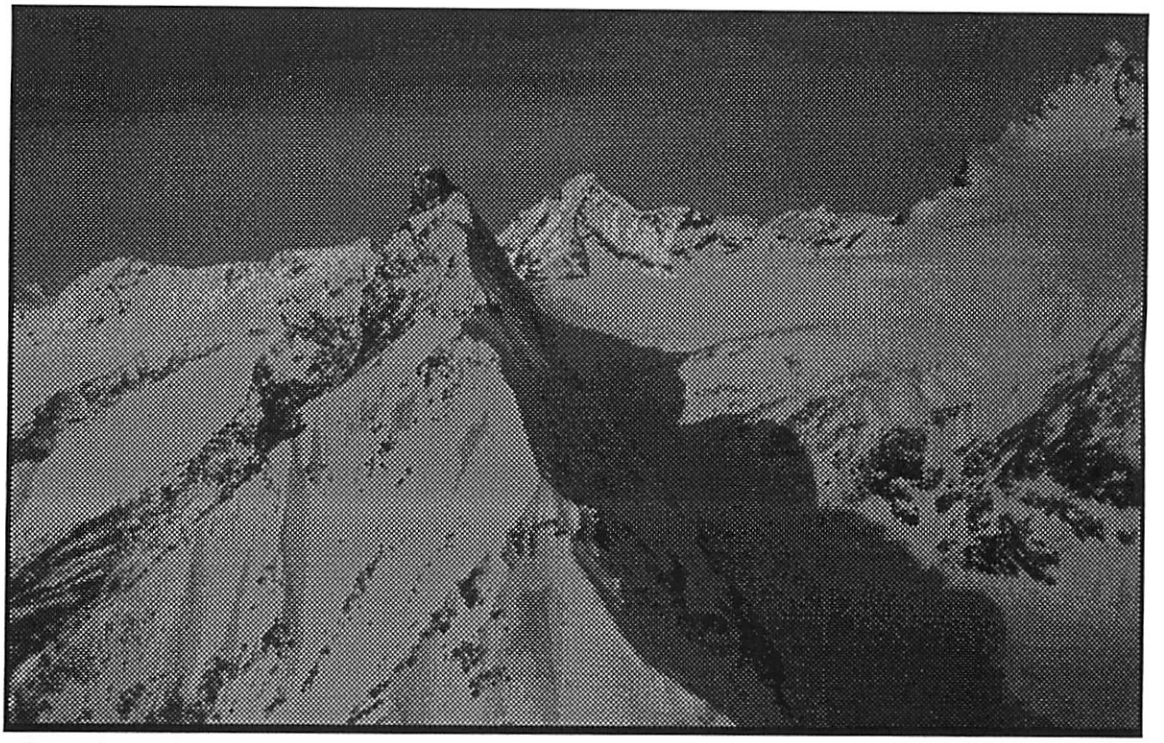


Castle Mountain 1/4 mile off the wing tip.

*(**Opinion** - continued from page 4)*



Flying the Rockies provides some spectacular scenery.

Unicom and got a friendly reply giving me the wind and the active and, "there is a Buffalo on the ramp". You're kidding - in Vernon? Since runway 23 was the active I had to come in over that hill which tops at 2800 ft ASL and drop down to circuit height in less than 1/4 mile. Circuit height here is 1300 ft (2400 ASL) due to the upsloping terrain on the south and east sides of the airport. I got a visual on the runway just as I reached the hilltop, clearing it by 500 ft, nosed over and chopped the power. An RV-4 announced being on the left downwind so I concentrated on finding him and picked him up just as he passed mid-field. By the time I reached downwind I was at circuit height and only about 500 feet above the hillside. Now I see why they have an extra high circuit here. After a comfortable landing I taxied in next to the Buffalo which turned out to be with a SAR group on exercises in the hills around Vernon. The Buffalo drops guys into the nearby hills and they have to make their way out on foot. Sounds exciting.

The trip took me 2+15. As I shut down Tanya came out of the FBO office to meet me. In no time at all we were charging up a winding road towards Silverstar, a resort where she had been working this past winter. She treated me to an afternoon of fantastic spring skiing in +5 degree weather with a postcard view in all directions. Later, on our way to dinner she comments that the snow on the hill is melting fast and she wishes it would snow tonight.

Tanya had to work the next morning so I planned on catching a ride to the airport with her at 0830 and taking off shortly thereafter. Unfortunately for me Tanya got her wish. Saturday morning it was snowing on top of Silverstar. All around there were puffy white clouds, some dropping snow, some just getting in the way. The weather office in Kamloops told me the ceiling was 6500 ft here and at Revelstoke, according to the AWOS there. What was in between was anyone's guess. The good news was that it should improve as the day progressed. I decided to hang around the FBO office for awhile and see what direction things were going. An hour later things started clearing to the west and improving slightly overhead, so after another check with Kamloops I decided to give Revelstoke a try. If things were looking good I would carry on, if not I could either return or land at Revelstoke.

Off I went, climbing out over the north hill, bouncing a bit but otherwise comfortable. As I passed Sicamous I hit the occasional snow shower, not heavy enough to seriously reduce visibility, just enough to provide a new and interesting experience. By the time I can see Three Valley Gap the ceiling is solid 500 ft above and starting to drop. I'm almost ready to turn around but I can see the gap ok and I want to have a peak through towards Revelstoke. The ceiling starts dropping fast. I slow and start descending to stay out of it. Just as it is getting too low for comfort I get a glimpse through the gap and can see daylight all the way through, but the ceiling is only about 500 feet off the deck. No way Jose. A high-G left turn gets me heading back towards clearer skies and a smooth landing back at Vernon.

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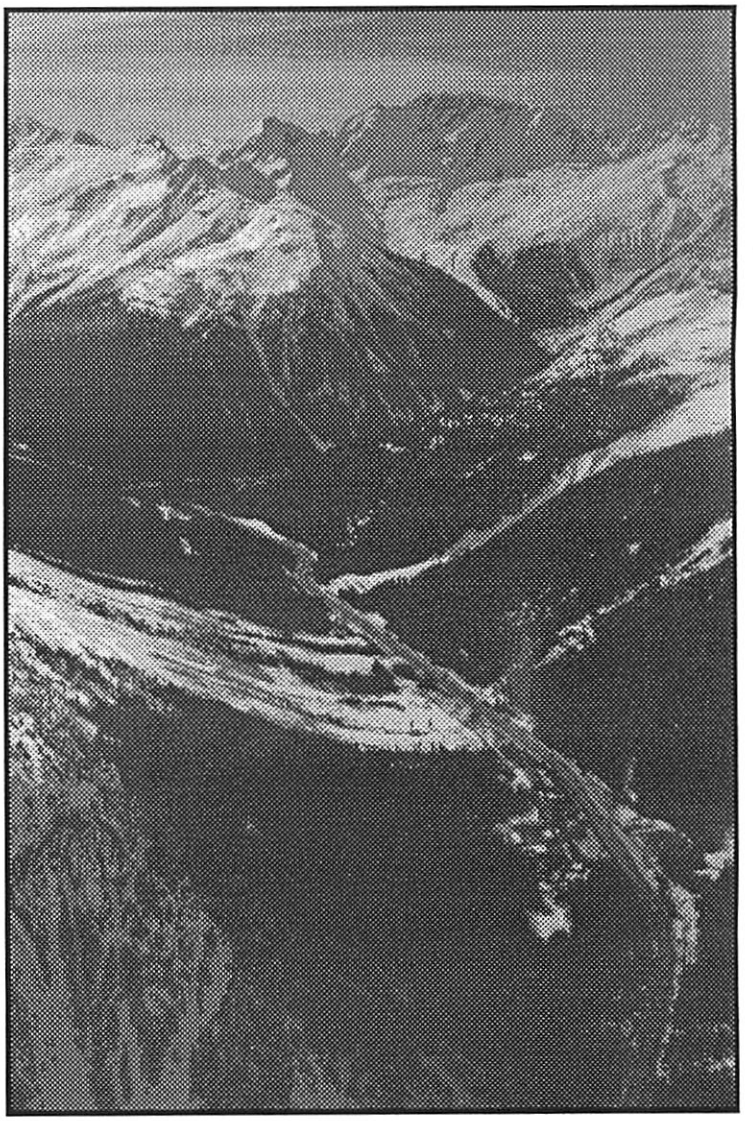
***(Opinion** - continued from page 5)*

When I call FSS again to close my flight plan and advise of the weather encountered, the FSS guy responded with a good natured chuckle and, "Guess the ceiling isn't 6500 feet after all." Slightly frustrated, but enjoying the experience, I hitched a ride to the Longhorn Restaurant a mile or so from the airport intending to relax for a couple of hours and satisfy my ravenous appetite.

The plan now is to wait until 1330, check the weather, and try again. This is as late as I can leave and still get home before dark, allowing an extra hour in case I have to stop in Revelstoke or Golden. According to FSS the weather has improved considerably by 1330 although the wind at Springbank is pretty brisk. I decided to give it another shot. This time the clouds are scattered at 6500 and broken at 8500 and the valleys are clear all the way to Revy, except for a few scattered snow showers. Over Revy, however, I saw nothing but snow towards Rogers Pass. No question about what to do. While making an advisory call I joined the circuit into Revelstoke. Even that proved challenging. As I turned final a sudden snow/rain show hits, trying very hard to block my view of the runway, but I kept it in sight. Before I reached the numbers the snow stopped as quickly as it started and I finished the landing in sunlight! After calling FSS to close my flight plan in the deserted terminal, I struck up a conversation with a 182 pilot who landed just 10 minutes before me for the same reason.

We spent the next half hour on the tarmac watching the ceiling clearing from the north. Gradually the Rogers cleared and he decided to go. He'd been flying the mountains for years and assured me that it "should be ok now." I told him I would wait 15 minutes and if he didn't return I'd give it a try too. He didn't, so I filed another flight plan and went. After taking off I circled the valley entrance once to make sure it looked good before entering. He was right, the clouds were scattered now at 6500 and it remained clear as I gingerly traversed the pass.

Turbulence is now moderate with a few severe spasms at the valley intersections. At Golden I called in a position report and decided to continue. It was getting clearer up ahead but I knew the wind was there. I gave my seatbelt a good tug and reduced speed as the turbulence continued. Seeing the wide Bow Valley after the Kicking Horse pass is a relief. The weather looked good for the home stretch. I am very impressed with the way the 235 handled the rough air. Although I was really getting bounced around I had no concerns about control. Keeping the wings level is little work and merely pointing the nose is enough to correct for up to 1000 fpm downdrafts (the climb performance of the 235 is excellent).



Entering the Rogers Pass from the east.

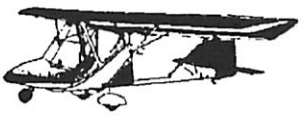
The real test was yet to come though. As I passed over Canmore I start thinking about what it would be like transitioning to the foothills. With the reported wind at Springbank out of the north at 25 gusting to 35 I was expecting it to get pretty rough. And I wasn't disappointed. But I did find that below 5500 ft it was tolerable. What I didn't count on was a solid, decreasing ceiling between Seebe and Okotoks. I set my ADF for radio station 66CFR (their transmitter is about two miles west of Okotoks) and dropped down to 500-1000 feet AGL to stay under the ceiling and out of the worst of the turbulence. That brought me in safely and as I entered the pattern at Okotoks I just had enough ceiling to maintain circuit height. I was surprised that I got no response to my radio call to Unicom, but no matter. There was no question as to which runway was the active. On final for 34 I felt like I was standing still. The wind had to be 30+ kts from the north. I touched down at 1700 on the dot, glad to be home.

No wonder I got no response on the radio. Everyone was gone home. I guess they figured it wasn't such a great day for flying. Fortunately, they left the back door open so I was able to go inside out of the wind and close my flight plan. The FSS guys wanted a full debrief on the weather through the rocks. That's the first time I have been asked for a pirep. One thing I came to appreciate was the great service that the FSS guys provide. Sure the weather reports aren't always right, but on this trip I talked to them a lot and found them to be not only very helpful but friendly and encouraging. It sure is a good feeling to know that someone is tracking your progress and is interested in whether you make it or not.

All in all my trip to Vernon and back proved to be a very enjoyable and educational experience. It was a great slice of mountain flying and I've learned a lot. I've also satisfied myself that the Cherokee 235 was a great choice of airplane and a real mountain traveller.

Around The Patch

by Stu Simpson



FINALLY!

At the end of last month, I'd started painting the 'MAX. I was using a Wagner Power Sprayer, generously lent to me by Wilf Stark. To put it bluntly, the Power Sprayer didn't work well at all.

I think the main culprit was the paint I used. I chose latex exterior house paint, which is quite thick and heavy. But the sprayer, even with a latex nozzle, spit and splattered the paint onto the fabric. Coverage was very uneven, leaving large drips in some areas, and unpainted patches in others. I tried thinning the paint, but if it's watered down beyond 10%, the paint apparently begins to lose it's properties.

In the end, after several tries, I elected to use foam brushes. It turned out to be a very acceptable solution. With the larger brush widths, the paint goes on very quickly and leaves a good finish. And there is virtually no clean up. The Wagner, on the other hand, took longer to set up and clean than the actual time spent painting.

I'll explain my painting process. The plans for the airplane call for the builder to cover the plywood areas in the forward fuselage with fabric. I simply couldn't see why, and therefore didn't. The plywood areas still have to be painted, but they have to be primed first.

I used a latex primer for this job, which went on very well and dried quickly.

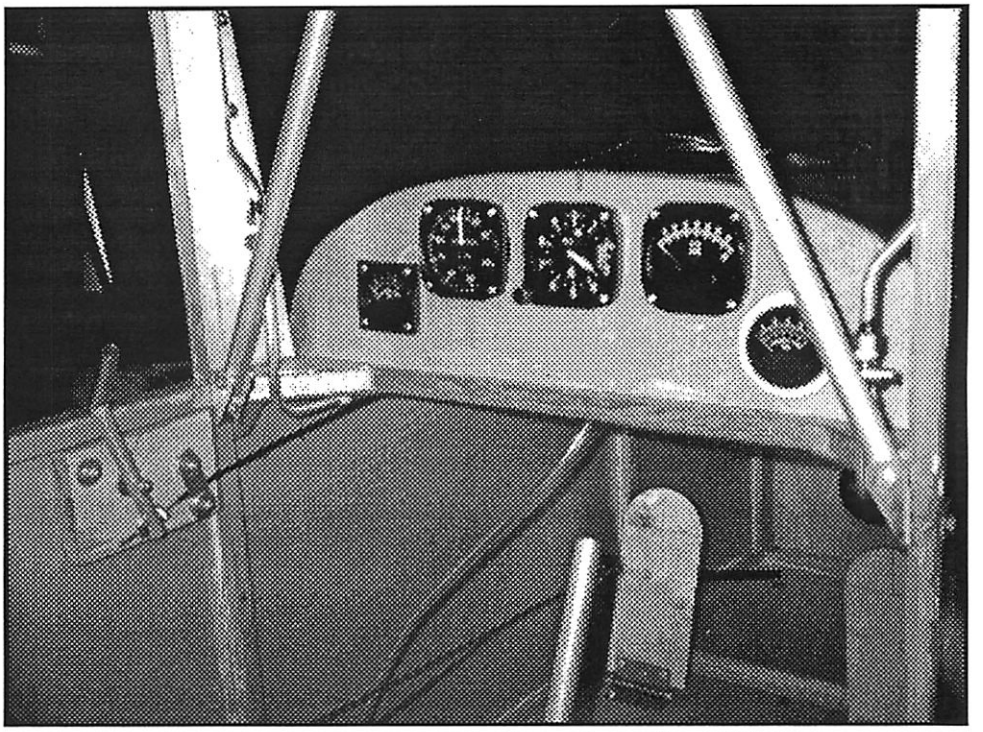
Next, the fabric needs to be protected from UV radiation. For this job I applied a coat of flat black latex paint on all the surfaces that would be regularly exposed to sunlight. Then it was on to the finish coats, of which two or three were required.

Blue, while the rudder, elevator, ailerons, and prop spinner are done in a light green. It's nothing artistic, but it's something I could do myself and not have to pay someone else for.

As a result, I missed a few spots that I couldn't see until the plane was out in the daylight. They'll be easy to touch up, but I'd rather not have to. The point is... use a well lit area for painting.

Once the beast was painted, I re-assembled the tail and attached all the controls. They're composed of push-pull cables, and I had to seal the ends from any dust. I used silicone sealant for that job.

The next task was to install the instruments, which went fairly smoothly. I had cut an access panel in the forward end of the front turtle deck to allow me to work on the back side of the fire-wall. It allowed me to run my wiring through to the engine with a minimum of fuss.



Instrument panel completed.

Then I used a compass and scrolling saw to cut the actual instrument holes. I also cut a small access hole under the turtle-deck to be able to reach in behind the instruments.

My guages consist of an airspeed indicator, altimeter, tachometer, CHT, EGT, and a really cheesey compass. Most of my flight time has been behind nothing more than a tach, a tube-type ASI, and a yaw string. So it'll be interesting to see what all these little gizmoes tell me.

Then it was moving day. On July 26, Don Rodgers arrived towing a trailer borrowed from Jim Creasser and we set to work loading the 'Max on board. After about 90 minutes work we rolled out of my alley and were Kirkby Field

(continued on page 7)

***(Around** - continued from page 7)*

bound.

The weather was on our side that day. The sky was dark and low and had been lightly sprinkling all morning. Just as we got the 'Max tucked into the hangar, the sky erupted with heavy downpour that lasted the better part of an hour.

I spent most of the next few days at Kirkby's, putting the last few things together, setting the controls, and generally getting things ready for the engine break-in.

And I had plenty of help too, from club members Rodgers, Rudolf, and Vasseur. Thanks guys.

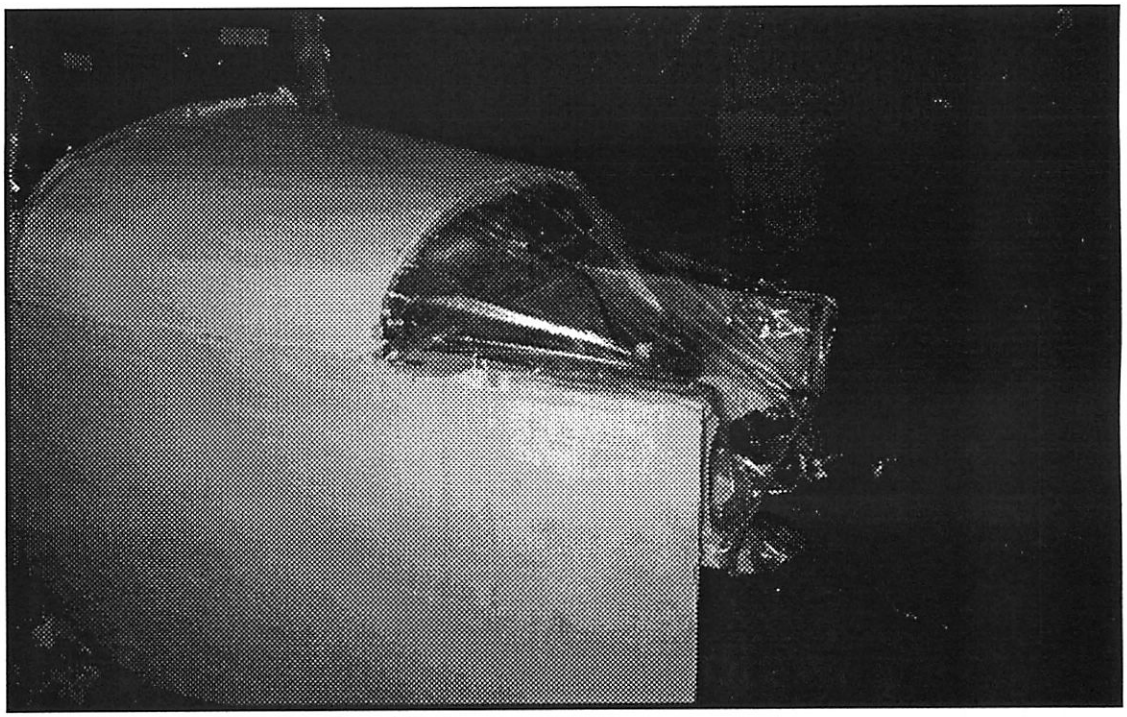
When Vasseur and I tried to get things going for the run-up, we discovered two things. One, the kill switch was wired backwards. And two, the tachometer didn't work.

I also noted a small fuel leak, which I quickly repaired. Then I found another one, so I repaired it too. That, in turn, led to another fuel leak. In the end I wound up replacing most of my fuel system. At least it doesn't leak anymore.

The next step is the engine break-in, which takes about an hour. The last step is the weight and balance.

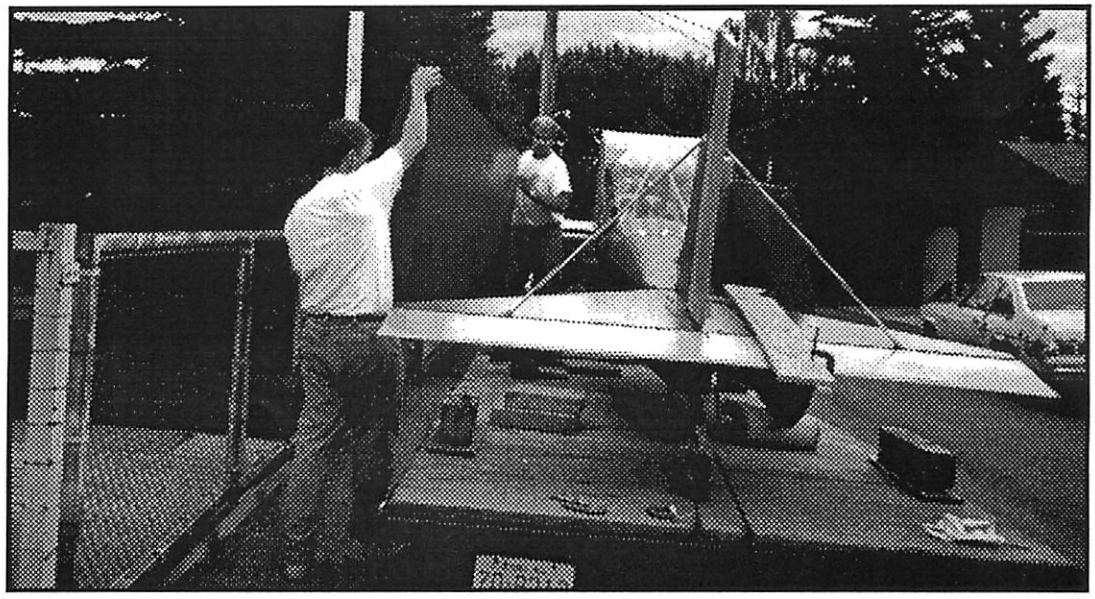
Then it's on to taxi tests and finally, flight! If all goes well, when you're reading this, "MyMax", as I've dubbed it, will have flown. I'll keep you posted.

BIG EVENT!



Front of fuselage primed and read for top coat.

Painted and ready for transporting and final asembly.



We're airport-bound!