



# Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

February 1997

## President's Message

by Ed D'Antoni

At our January meeting I circulated copies of the "Draft Concept" regarding passenger-carrying in ultralight aircraft. Attached to this draft were copies of open letters prepared by Chuck Kiernan, president of The Ultralight Association of Canada (UPAC), Dave Loveman past president, UPAC; and a copy of "Read the Fine Print" by Kathy Lubitz, Director, UPAC. Edited versions of these articles are reprinted in COPA's February issue. A response to these articles by Lindsay Cadenhead is also published in the February issue.

The UPAC articles present concerns about the proposed Draft Concept, while Lindsay's article refers to the concerns presented. I have

communicated at length with all of these people, as well as Ed Palys, another UPAC director. Ed comes to Calgary regularly and will attend one of our future meetings.

Except for Dave Loveman, all the above and myself seem to agree in principal with the intent of the passenger carrying proposal. Everyone should read Kathy's article as she clearly presents concerns about the new rules for instructors.

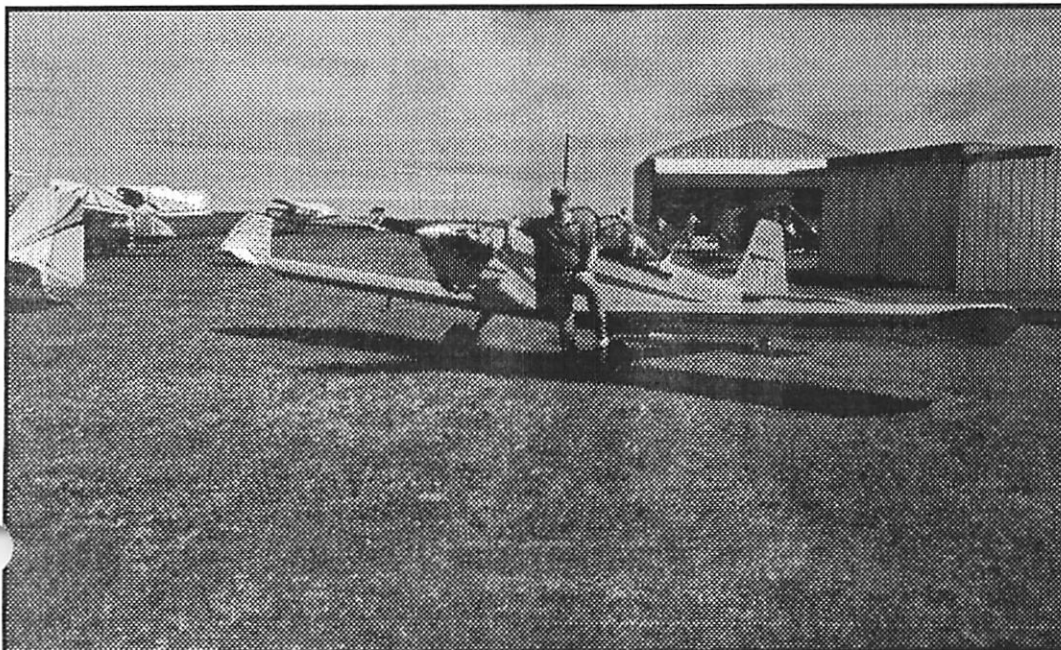
As I see it, the major difference between the Draft Concept and the UPAC proposal in flying requirements is as follows: The draft concept calls for a minimum of 25 hours total time with a minimum of 15 hours dual, and the time acquired in obtaining a basic license/permit will be allowed. UPAC is suggesting a the requirements be; a basic ultralight permit, a total of 50 hours flying time, then an additional 5 hours of review with an instructor. The

average dual time prior to soloing is said to be 19 hrs. If this is indeed true, anyone meeting the UPAC requirements will automatically meet the requirements presented in the draft concept.

The differences in instructor licensing are beyond the scope of this message, therefore I suggest you read Kathy's article or get in touch with me directly.

The draft proposal also suggests we use the current RPP test as a basis for passenger-carrying privileges. Lindsay suggests this test, although not perfect, can be modified to meet our needs.

Dave Loveman is totally against the 25 hour requirements and any further testing. A poll of the local flying schools shows they prefer the 25-hour over the 50-hour requirement. I urge everyone to read the 4 articles and submit their recommendations or opinions to the Canadian Aviation Regulations Advisory Council (CARAC). Their address is Place De Ville, Fifth Floor, Tower C, 330 Sparks Street, Ottawa ON, K1A 0N8.



Kelly Kuzyk with his Jetkovic, one warm day last summer.

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## Member Profile

by Wilf Stark

This month we feature Mr. Multi-tasking himself, Fred Wright.

Fred is currently building a TEAM Hi-Max and a Murphy Rebel, while trying to decide the future fate of his single-seat Chinook and a single-seat Beaver project.

Lest you think that this leaves no time to fly, Fred takes care of that aspect of his passionate pursuits by flying an old Pietenpol which he acquired less than 2 years ago. It's powered by a 65 horse Continental.

Fred came to Alberta about 6 years ago, having chosen Calgary as the place to retire to, after many years with Otis Elevator as a Service Technician. Having lived in the Toronto area until his retirement, and travelling all over Canada for Otis, he had a good idea how and where he'd like to live when he finally gave up his day job and started his full-time second (non-paying) career in aviation.

Since coming out here, Fred has also developed a real love for the Yukon and Northwest Territories. He's been up here quite a few times, and even panned for gold one summer (he made money at it, too!). Since his first passion is ultralight aviation, however, he's had more fun in the Yukon float-flying a Zenair 701 and a 2-seat Chinook as well as a single-seat Chinook on skis.

Fred got his start in aviation about 20 years ago, float-flying a Cessna 172 as



Fred stands proudly beside his Chinook II.

Photo by Stu Simpson

well as a Stinson 108. He heard about Blue Yonder Aviation's ultralight school shortly after coming to Calgary, gained his ultralight licence. Then he immersed himself into the world of ultralights and the freedom that they represent.

Fred is probably one of our most prolific and active UL flyers. In the 5 years, since gaining his UL licence, he has logged 300 hours on a 2-seat Chinook which he bought for use out of Indus, 40 hours on a single-seat Chinook which he bought last year after selling the 2-seater, 100 hours on the Pietenpol mentioned earlier, and about 65 hours on the two Chinooks in the Yukon. Any way you slice it, that averages over 100 hours per year. We've not even touched on the time that Fred has invested in the last year, or so, building up his Murphy Rebel and his TEAM Hi-max.

Fred feels that the Rebel will require about 3 more years to complete. It is a complex and time-consuming project, which consumes many, many pieces of aluminum and many thousands of rivets.

However, he hopes to get the Hi-max finished this summer and fly it to Whitehorse. I have a feeling that it will see wheels, floats and skis during the time that it provides service to Fred. I also get the distinct impression when *(continued on page 3)*



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Meetings of the Calgary Ultralight Flying Club are held on the second Thursday of every month at 7:30pm at:

Museum of the Regiments  
4520 Crowchild Trail SW  
Calgary

## The Technicalities of Aviation Art

by Bernie Kespe

For many years aviation art depicting aircraft and scenes of World War I and World War II has held my interest. Art work of American and British fighters, fascinated me, as well as paintings of German, Italian and Russian planes. A few years ago I came to the point where I could begin collecting such art. Here's a few of the things I learned in doing so.

I found the features and quality that I was looking for in the works of Robert Taylor. His paintings show detail and precision. The aircraft he depicts are usually done against scenic backgrounds such as the British countryside or the Rhine River Valley, and are presented in such a manner that the painting could be hung tastefully on your living room wall and not seem out of place.

Now that I'd found what I was looking for, I had to seek out an art gallery that carries Taylor's work. Here's where I really got educated. As I found out, many of Taylors' works are commissioned many years in advance and can fetch \$20,000 or more. This was somewhat more than I was able to pay, or ever will be able to pay. So how could I go about acquiring some of these fine pieces of art?

### Profile - continued from page 2

talking to Fred that all these projects are merely Fred's FIRST series of UL projects, not his last.

It's easy to understand why Fred had to retire from Otis. There was obviously a conflict between the mundane aspects of making a living, raising kids, and the like, and the much more exciting world of multi-tasking in ultralights. I fully expect Fred to be active in aviation 20 years from now, and he's certainly an inspiration to me.

Fred can be reached at 256-5913 if you would like to chat with him further about any of his projects.

Next month we'll feature someone who has excised the words 'slowing down' from his dictionary.

Until then, so long.



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That brings me to the purpose of this article, written to aid those who might be interested in purchasing reproductions of their favourite artist's works. The key word here is, reproduction.

When original art works aren't available to you the next viable option is a "signed limited edition print". The term, "signed limited edition print" is actually a bit misleading and although used by many art dealers is incorrect.

The first item that requires clarification is "limited edition". All numbered reproductions are considered limited. Once the last of the predetermined number is printed the lithographic plates are destroyed and no further reproductions are ever made, with the possible exception of "art cards" which are post-card size and not signed by the artist.

The artist and/or the publisher may limit the number of reproductions to 250 or less, and these are usually advertised as "limited edition" reproductions but are no different than the other numbered reproductions.

Reproductions are divided into three categories: publishers proofs, artist's proofs and final run. Publishers proofs constitute about ten percent of the total run and are usually not available to the public; they're sold to galleries and museums. Artist's proofs, which also constitute about 10% of the total run are available to the public, but at a higher cost. So if 1000 numbered reproductions are made (anything less than 1000 is a reasonable number) there may be 100 Publisher's proofs and 100 Artist's proofs for a total of 1200 reproductions. All are signed and

noted, such as "P/P 1/100", "A/P 1/100" or "95/1000".

In Taylor's case, not only does he sign the reproduction but he also has surviving members of the depicted planes' aircrew sign the reproductions, too.

There is another type of reproduction, called open edition reproductions. These reproductions have no limit to their numbers, are not signed, and are distributed on materials of lesser quality than their numbered and signed counterparts. These reproductions can be equated to calendar art and have little or no resale value.

So, what do these things cost to buy? Open editions are the most affordable and might cost between \$10 and \$60, depending on size. Numbered reproductions will vary in cost but you can expect to pay anywhere from \$60 to \$600, depending on the artist's fame. In Taylor's case the price ranges from \$295 to \$395, plus framing. When the number of reproductions exceed 1000 (Bateman and Doolittle regularly exceed 5,000 and sometimes go as high as 93,000) the purchase value becomes questionable. This is because so many are produced (sometimes more than open edition reproductions) that the product is often reduced in value to nothing more than a high quality calendar picture.

The next term requiring clarification is "print". A print is a product created entirely by the artist. The artist will create via etchings, carvings, silk screening or other means, a template  
*(continued on page 4)*

from which prints are made. The artist controls the ink quality and colours. In bygone days prints were done in black and white and then the artist coloured each one by hand. Hence, each print was, in fact, an original piece of work by the artist. These can be found in very old books, particularly very old copies of the bible. When prints were done in the hand-made fashions they were limited to a number dictated by when the plates wore out. This usually limited the number of prints to less than 100 and the quality would diminish as the number increased. In this scenario, the artist proofs, being the first ones printed, were the best quality and most expensive.

In today's world of photolithography the artist has nothing to do with the reproduction of his art work except to OK the product and sign his name. He doesn't control the quality or colour of the reproduction because the process creates a perfect copy, although reduced in size. Once these lithographic plates are created an unlimited number of copies can be made, all being virtually identical. In this process the artist's proof is no better than the last copy produced. Therefore, it's difficult to justify spending extra money just to have an artist's proof.

The next best thing to having an



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original work is to have the artist, if he/she is willing, and usually for a predetermined fee, "remarque" your numbered reproduction. This means the artist does a pencil sketch or small painting at the base of the reproduction that relates to the subject in the original painting. Artists that are in demand will not usually do this on a buyer's request but will remarque, at the publishers request, a select number of reproductions. Each of these reproductions become unique because each has an original artist's pencil sketch or painting. Of course, these usually demand a higher price.

Once you've decided to purchase one of these reproductions, remember to keep it out of direct sunlight and well away from fluorescent light. Otherwise, fading will occur and eventually destroy your reproduction. Another word of caution; avoid reproductions that are signed with felt tips or markers, these signatures will definitely fade until they disappear.

In closing, deal with a reputable gallery and ask lots of questions. Most of all, enjoy what you buy and buy what you enjoy!



## Calling All Airheads

This month's quiz provided by Jim Treasler

1. Name two procedures to reduce the possibility of Rotax exhaust springs breaking and hitting the tail, or prop in the case of a pusher.
2. What is NORDO short for?
3. One minute of Latitude equals how many nautical miles?
4. How high above the ground does "ground effect" affect a light aircraft?
5. Name the four forces acting on an aircraft in flight.

(Look for the answers elsewhere in this issue)

## News... ...from the Blue

### Could You Give Us A Push?

A British Airways Boeing 737 was at Rome's airport and ready to push-back from the gate. But a ground handlers' strike left no ground crew to push the airplane back. Initially 15 BA staff members tried to shove push the Boeing, but it wouldn't budge (it weighed 120,000 lbs). So the crew off-loaded some of the passengers and fifteen of them volunteered to push, too. They managed to get the plane pushed back and on its way, and all the passengers got home in time for lunch. Sort of puts a new spin on discount airlines, eh?

### New Wings For RX550

An Ontario company called Delta Bravo Aviation is offering new wings to those flying Beaver RX550s. The company is selling new Ceconite-covered wings, primed and ready for top coat. The owner simply paints the wings and bolts them on. For \$6,495 Delta Bravo will give you a completely new wing structure, re-cover and prime the tail-feathers, and provide all necessary mounting hardware. Delta Bravo claims the new wing will increase performance 10-15% and give a Vne of 15 mph. You can reach them at Hangar #2, Huron/ Centralia Airport, Huron Park, Ontario, or at (519) 228-6355.

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### Local NDBs To Stay

Nav Canada, the new private company now running Canada's air traffic control system, has decided to keep the Pigeon and Turner Valley NDBs open for the time being. NavCan made the decision in response to submissions from the Calgary aviation community. The agency is still urging the training and flight test industry to explore alternative navigation systems.

German auto maker has unveiled a test car with control sticks instead of a steering wheel. Acceleration and braking comes from moving the stick fore and aft, respectively, and steering is simply left to right. Control can be switched to either side of the car with a flick of a switch. The vehicle also features GPS, a 'glass cockpit' dash and optional side-stick controllers.

### The U.K.'s First Amphib Microlight

It wasn't until 1996 that Britian's first microlight on amphibious floats took wing. Pilot John Hollings of Glasgow flew from one Scottish loch to another in his custom-built Autech Sorcerer on Full Lotus floats. Hollings is the UK's only licensed microlight seaplane instructor. There are so few amphib microlights in Britian because most can't meet the government's 390 kg weight limit.

### Clearing The Slopes

In Germany recently, officials had to evacuate climbers and hikers from that country's highest peak. The reason? A 55-year old man announced to ATC that he was going to kill himself by crashing his Piper into the mountain. The man subsequently carried out his threat and died when his plane hit a rock face on the mountain. German authorities believe he was depressed over the loss of his medical.

### Control Sticks For Cars?

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## Classified

**Chinook II** - 1987, Rotax 503, 160 hours since rebuild, skis, tarps, excellent condition, \$7500. Don Leonzio 250-427-2046. (2/97)

**Wanted** - Rotax 277 free air, gear up, good condition, reasonable price. Paul Pontois 819-228-3159. (2/97)

**Flight Jacket** - MA1 USAF, navy blue, orange reverse, never used, size M, \$120 or trade for flight computer or headset. Ed Wowzonek 286-2664. (2/97)

**Wanted** - Any information and/or parts for doors on a single-seat Chinook. Ron Garnett 202-0638. (1/97)

**Beaver RX550** - 70 hrs on new 503 Dual CDI, brakes, wheel pants, intercom with 2 headsets, ballistic chute, spare prop, wing covers, beautiful shape, full instruments, at Invermere BC, \$8500. Jim Miller 250-342-9006. (11/96)

**Trade** - for 2-place enclosed U/L or AULA - custom built Western Star 1-ton, Dual Wheels, good 5th wheel hauler, trophy winner, show condition, too much to list, appraised value \$38900. Jim Miller 250-342-9006. (11/96)

**T-Hangar** - for rental at Kirkby Field, fully enclosed, accommodates 30-ft wingspan, \$60/month. Bob Kirkby 569-9541. (11/96)

**Jodel** - Single-seat, open-cockpit, VW 1600cc 40hp, 700 Lbs. gross, \$7000. Butch Foster 248-6533. (10/96)

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

## One Pilot's Opinion

by Bob Kirkby

### Weather Or Not

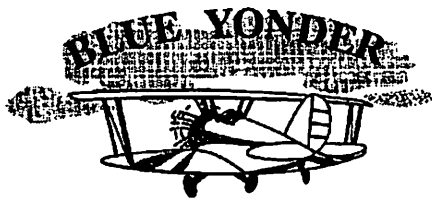
As aviators we are subject to the vagaries of the weather. More precisely, the vagaries of the weather forecast.

It is usually not the current weather that makes our go/nogo decision, but rather the forecast for the next few hours, or even the next day. Therefore it is prudent for us to find the most useful and available weather forecasting services.

Of course we can always get a forecast from FSS over the telephone, but this uses up a lot of their time and I often find that as soon as I hang up the phone I think of a few more questions to ask. It would be very nice to have an on-line weather service available to be accessed anytime of the day or night.

For some time I have been looking for a good weather service on the Internet that was hopefully free, or at least reasonably priced. So far I have found very little, but things are starting to happen. There are a number of weather services available in the US, both aviation type weather and general public weather, but most either do not include Canada or offer very sketching Canadian coverage. DUATS is the primary on-line US aviation weather service, but it requires a subscription and does not cover Canada. Compuserve and AOL both have public weather services and do include Canada, but I have found their's to be next to useless due to the limited information provided.

I have discovered that Environment Canada has a very large Web site through which one can get very up to date forecasts. They call them regional forecasts but they give specific city forecasts as well. For example, by requesting the Southern Alberta forecast you get that plus specific forecasts for Calgary, Banff, Lethbridge and Medicine Hat. These are updated every couple of hours and are split into a 24 hour forecast and a longrange one. While this is meant for the public it is still useful in that it contains the winds, front movement, precip, cloud coverage (but not altitudes), and temperatures. The forecasts are written with a bit of humour as well, which makes them somewhat entertaining.



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You can access this site by first going to their index and then selecting the region of interest: "[www.on.doe.ca/text/index.html](http://www.on.doe.ca/text/index.html)". From their main page you can access lots more info if you have the time, such as real-time satellite images, weather maps, etc. This takes a bit too long for my liking so I stick with the text information. Their main page is: "[www.tor.ec.gc.ca/](http://www.tor.ec.gc.ca/)".

For true aviation weather forecasts we still have to wait, but it's coming. Environment Canada is setting up a similar facility to provide METAR and TAF reports for various locations across Canada. The latest word is that it is still being tested and should be available in early '97. But, you can get a preview of this new service at the following Web site: "[www.on.doe.ca/awpm/metar/methom.htm](http://www.on.doe.ca/awpm/metar/methom.htm)".

This is a really neat site. They have a partial METAR/TAF database set up and it is providing live data. Just select a city from the list and you get the current reports instantly. There are about 20 centres currently on the list, unfortunately Calgary is not one of them, although Edmonton is. Once this is in full operation it will be great, especially now that we have all taken the self-paced Recurrency test provided by Transport Canada and can read this stuff - right? For those who haven't, this same Web site provides a lot of information on interpreting METAR and TAF, plus a complete decoding guide that you can print out for reference.

For those who want more there is a company in Toronto setting up a Canadian service very similar to DUATS. The company is Totavia and

their Web site currently provides text based weather, radar and satellite imagery, forecast charts, wind grids, etc. The subscription cost is \$8.95 per month plus a \$25 sign-up fee. For this you get up to 75 requests per month. They are planning to add flight plan filing and NOTAM services sometime this year. You can e-mail them at: "[wx@totavia.com](mailto:wx@totavia.com)" or call them at 905-828-6595.

So that's the latest in high-tech weather services. For you true grass-roots aviators, there's always the wet thumb method. Fly safe and stay out of the cloud!

## AirHeads Answers

1. Two ways to secure and safety Rotax exhaust springs are: 1) safety wire through the entire spring and hooks or 2) place a bead of hi-temp Silicon (red) across coils of spring, squeezing between to hold in place. This stops the spring from vibrating and wearing through the softer hooks.
2. NORDO is short for No Radio.
3. One minute of Latitude equals 60 miles.
4. Although on heavy aircraft it is considered to be only 1/2 wingspan in height, on lightweights one full wingspan above ground will affect lift. Also, a low wing craft will benefit more than a high wing.
5. The four forces acting on an aircraft in flight are Thrust, Drag, Lift and Weight. The four forces acting on the pilot are Force, Restraint, Fear and Agression. A good pilot will balance these eight forces each time he takes to the air!