



# Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

## September 1997

### President's Msg

by Ed D'Antoni

Welcome back to the first meeting of the fall/winter season after the July/August meeting hiatus. This summer saw a number of successful fly-in breakfasts and group flights as reported in the July and August issues of the Skywriter.

This issue is the first one for our new co-editor Wilf Stark. Time pressures have forced Stu Simpson to give up his much appreciated job as co-editor. I would like to personally thank Stu on behalf of myself and the club for his years of tireless effort in editing, writing and wringing articles out of members and the executive. Stu's efforts did a lot to ensure the Skywriter was one of the best and most professional Club Newsletters in the world. Another unbelievable volunteer in the production of this newsletter is Bob Kirkby. Bob has been the Editor for 8 years. Bob generally receives edited copy the Saturday prior to our monthly meeting. He then does the layout, adds advertisements, stories and tidbits to ensure every column and page layout is perfect and then does the printing. No small task to be completed in only a few days. Bob has expressed a desire to retire from the task of editing the Monthly Newsletter. If anyone is

interested in editing the Skywriter, please let Bob know.

While we are on the subject of volunteers, it is time we all thought about a new executive, (well President anyway!) as my term is up in December. The task is not difficult. The president simply chairs the monthly meeting; the members run the club. Since our club is an RAA member, the president is expected to be an RAA member. Should the club decide to move back to a service club location (Canadian Legion etc.) membership in that organisation would also be necessary.

The executive feels the Aerospace Museum will not be a suitable monthly meeting place for our organisation. After a short meeting and guest speaker our meeting generally ends up with a video for those interested, and the other members moving from table to table and socialising for an hour or

two. This important part of our monthly get together cannot be accommodated at the Aerospace Museum. As an alternate we are looking at the Militia Mess just south of the Museum. Another available meeting space is the Calgary Winter Club on 14 St. NW.

We have tentatively scheduled a joint Calgary Ultralight and Calgary RAA meeting for November. Date and time will be announced in the October newsletter.

### Flying Events

**September 14** - Medicine Hat airport RAA fly-in breakfast, 0800 to 1100. Contact Lynn Allen 403-526-6448.

**September 21** - Okotoks Flight Centre Fly-in Breakfast 0800 to 1200, attendance prizes. Contact Lang at 403-938-5252.



Fred Wright and his newly completed Hi-Max.

Photo by Stu Simpson

# News... ...from the Blue

## Dropping In For A Game

It was during a cricket match in England recently when an unwanted and unexpected guest decided to drop in on the game. A hang glider pilot ran out of landing options and landed on the cricket field, hitting one of the players right in the melon. The pilot was unhurt, but he was questioned as to why he landed on the cricket game instead of the empty wheat field beside it.

## Helicopter Vandals

A Robinson R22 helicopter recently became the victim of vandals at an airport in England. They caused about \$60,000 worth of damage to the Robinson when they tipped it on its side. Police reckon it would have taken at least three adults to do the deed.

## Editorial Changes At Skywriter

The CUFC's monthly rag has undergone some recent changes. Skywriter's new Assistant Editor is Wilf Stark. Stark replaces Stu Simpson, who is stepping down because of time constraints after two years in the position. Wilf and Editor Bob Kirkby would both like to see more contributions from CUFC members to enable Skywriter to better reflect the membership and it's interests. Good luck, Wilf!

## Honda Jet Update

We told you earlier about Japanese auto-maker, Honda, and it's bid to produce a jet engine for the light jet market. Now Honda's going a step further - a big step. Honda now says it hopes to develop an entry-level jet plane that will be all-composite and seat four or five passengers. Honda likens their plane to a Civic, the company's entry level car.

## A Novel Approach To Noise Complaints

The Los Angeles Airport Commission has bought a house near LAX so that it can refurbish it and use the dwelling as a sound-proofing technology demonstrator. LAX officials say there are about 8400 homes near the airport that could benefit from the noise dampening technology. The Airport Commission's new home is on the beach near the end of runway 24R. It sold for \$231,750.

## Canucks Come Up With Ice Detector

A Canadian company has developed a new way to detect carb ice in aircraft engines. The company has designed an electro-optical probe that fits into the carb and senses the most minute formation of ice crystals. It then sounds an alarm, along with a blinking light, and the pilot knows to add carb heat.

## Airbus' Wires Cut

Maintenance workers at New York's JFK Airport discovered several wires had been cut in the belly of an Airbus they were servicing. An airline spokesman says there's no way the plane could have left the gate with such



### Executive

- President: Ed D'Antoni 247-6621
- Vice-President: Wilf Stark 935-4248
- Treasurer: Brian Vasseur 948-0688
- Secretary: Bernie Kespe 255-7419
- Director: Jim Creasser 226-0180

### Skywriter Staff

- Editor: Bob Kirkby 569-9541
- Assistant Editor: Wilf Stark 935-4248

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, Box 16, Site 20, Calgary, AB T2P 2G7 or Fax: 403-291-1112 or e-mail: kirkby@accinc.ab.ca.

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

Calgary Aerospace Museum  
4629 McCall Way N.E.  
Calgary, Alberta

damage, but security staff are quoted as saying the plane had flown twice with the damage.

## Calling All Airheads

The quest continues for those who would dare to know the answers to such drivel and trivia as this. Answers are elsewhere in this issue.

1. In what year did the hit movie 'Top Gun' come out? What were the three airplanes types featured in the movie?
2. In a similar vein, what airplanes does the U.S. Navy now use as their Aggressor aircraft in ACM training?
3. What was the primary control mechanism in the cockpit of the Wright brothers' Flyer in 1903? What was the pilot's position on that historic day?
4. What are the three V-bombers from Britian's cold war RAF? Which company made them?
5. Which prolific ultralight manufacturer uses the following designations for its airplanes; 1030R, 1400Z, 1550V, and 1700R?



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## Member Profile

by Wilf Stark

This month we're profiling someone who seems to lead a balanced life, wherein the enjoyment of aviation is not to the exclusion of other pursuits. Carl Forman has been a CULC member for about 4 years now. He has been working on his mini-max since Feb. '96, and expects to finish it sometime in April to June of next year. He chose the mini-max because he noticed that it was discussed quite prevalently at many of our meetings, and there were several other members building or flying one, so that local support would be a possibility. The fact that mini-maxes seem to have a high completion rate did not escape him either.

Carl has racked up one whole hour to date in an Ultralight. This took place prior to his embarking on the mini-max project. He either understands executive decision making, or is a keen researcher. Although he has had his Private Pilot's Licence for over thirty years, he does not do a lot of flying, choosing to apportion his time among other interests ranging from family, to hiking, to pursuing business interests in the oil & gas exploration sector. I must look into this balanced approach to life some day; I'm sure it would also please my wife.

Carl mentioned that he has flown many small planes over the years from Cessna 140s and 172s to Tri-Pacers, Champs, and many others. His own 172 in fact is currently on lease to a

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flying school. He has thoroughly enjoyed the building process so far, and stated that he will consider building another airplane after this one is finished. Judging from the progress pictures that he has brought to some of our meetings, we will soon have another fine example of a rugged ultralight aircraft gracing our Alberta Skies. Carl can be reached at 283-3855 if you would like to max-talk.

Next month we'll feature a member who is getting maximum air-miles out of the second airplane he's built, all the while looking at the market to find that third project that will help fix his itch. Stay tuned.

## Classified

**Helmet** - Ultra-com, like new, includes mic, headset, carrying bag and ICOM interface. Cost \$350 new, will sell for \$250. Gerry MacDonald 275-6880 or 235-7777. (5/97)

**Beaver** - RX 550 AP, 1986, 275hrs TTSN, 0 time Rotax 532, always hangared, Allure wing upgrade installed, priced to sell, 1/2 share possible. Tony Stehr 686-2624 or 860-6695. (5/97)

**Tie-downs** - Unused aircraft tie-downs, \$40. Cliff Wingate 246-6154. (5/97)

**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, \$75 or trade for flight computer or headset. Ed Wawzonek 286-2664. (2/97)

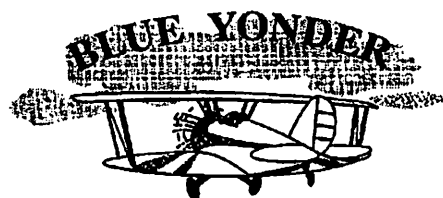
Classified ads are free to CULC members. Call Bob Kirkby, 569-9541 to place your ad.

## News...

### ...from the Blue

#### Paraglider Pilot Lands In Jail

No, really, he landed in jail. The pilot was trying to break a long distance paragliding record in California when he was forced to set down on the grounds of a prison. Prison officials, fearing an escape attempt, sicked a SWAT team on the hapless aviator. The pilot had been aloft for four hours, but there's no word on the condition of his underwear.



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## One Pilot's Opinion

by Bob Kirkby

### Banff Flight Fizzles

Our planned group flight into the Banff airport in support of the Banff Flying Club's efforts to keep the airport open fizzled out. Originally I had 6 or 7 interested fliers but during the week preceding the planned day, August 23, everyone but Jim Corner and I bowed out for various reasons. The two of us were still planning on going until Thursday when I had to cancel due to problems with my Renegade (see story later in this article). Jim then decided to go it alone but favoured another day. So the "official" trip was scrubbed.

This was most unfortunate. I was looking forward to flying into Banff and being harassed by the authorities. I still think the Banff Flying Club deserves our support and I would like to see our club do so, at least with a letter. I'll have to raise this issue with the executive.

### Editors Wanted

Stu Simpson has been doing most of the editorial work on the Skywriter for the past year. With Stu's help I was able to reduce my time to about 6-8 hours a month. Unfortunately Stu now has a number of new commitments, not the least of which is his new son Spencer, and will not be able to continue on as Assistant Editor. I would like to express my thanks to Stu for all the great work he



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has done in helping me put together this magnificent example of contemporary journalism (no doubt you will agree).

I guess now is not a good time for me to announce that I would like to be replaced, eh? Well, since I'm not in any great hurry I might as well tell you that after 8 years as Skywriter Editor I am feeling a bit tired of the monthly routine. I will carry on putting out the rag for now, but I would like to see another member come forward and take over the presses. If we have any aspiring Conrad Blacks in the crowd, please don't be shy.

Wilf Stark, our illustrious VP, has agreed to help me put the Skywriter together. If we can get a few more members contributing on a regular basis our job would be a lot easier. Articles from fellow members are

always the most enjoyable to read. Even if you can put a few News From The Blue items together for us it would be a big help. Please give Wilf or myself a call.

### Rotax Blues

Last fall I had my Rotax 532 rebuilt after one of the wrist pin bearings let go. Almost every moving part except the crank was replaced, so naturally I was looking forward to many years of peaceful flying before experiencing more engine troubles. Such was not to be.

After breaking in the rebuilt engine I only put about 4 hours on in before the winter set in. You no doubt remember what great weather we had last winter, so I didn't get any more time on it until the spring. As it turned out this was an extremely busy summer for me, so up to mid-August I still only had 14 hours on the rebuilt engine - barely broken in. On August 21 I flew down to Indus - I should have stayed in bed.

The purpose of the flight was to take my step-son, Nick, for some training with Wayne Winters in the E-Z Flyer. He has been training with Wayne for some time and is just about ready to write his ultralight exam. I always let him do a little air work in the Renegade on the way down and back and leave the heavy duty instruction to Wayne. (Really learning to fly the Renegade is a carrot I'm holding out until after he gets his license.) While Nick did some dual with Wayne and a short solo cross country, I flew the Renegade along the Bow River and thoroughly enjoyed the calm morning  
*(continued on page 5)*



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(Opinion - continued from page 4)

air. I met him back at Indus an hour later.

It wasn't long before we climbed into the Renegade and taxied out to 16 to head home. Normal pre-takeoff checks were good and we blasted off down the runway in a cloud of dust (well there were a few swirls). I let Nick take the controls once airborne to continue the climb and told him to start a gentle turn to the left. At about 300 feet AGL and heading east, my newly rebuilt 532 abruptly stopped cold. No cough, no sputter, no power reduction, just plain stopped. Sensing an imminent forced landing I squelched the cursing that was going through my head and announced that I was taking control. Nick's feeble, "OK", told me that he wasn't going to object too vigorously. I tried to reassure him, and me, by pointing out the nice summer-fallow field below us. All I had to do was turn 90 degrees to avoid the power lines in my gun sight.

Although the glide down went by all too quickly, I was feeling relieved as I rounded out because I had been able to turn sufficiently to avoid all obstacles and was looking at about 200 feet of clear plowed field with a downward slope followed by an up slope. We bounced once lightly then settled into an only slightly bumpy rollout. As we slowed down the downward slope of the ground increased but instead of continuing to roll we slowed fairly quickly. The airplane was just about stopped when suddenly the tail came up and the mains stubbornly dug into the freshly tilled earth. With almost no forward speed left the elevator was useless. What happened next was the biggest surprise so far. As slowly and as gently as you can imagine, the Renegade tipped up on its nose and, in slow motion, lowered its right wing to brace itself, then gingerly rolled over, coming to rest on the top wing.

I must say the shoulder harnesses worked very well. Exiting the aircraft was a snap! In a moment Nick and I were standing along side wondering what happened while the Renegade seemed quite content to lay there inverted. A typical teen-ager, Nick got quite a kick out of the whole experience. I studied the tracks left by the main gear and could easily see how the depressions deepened as we had slowed down. Finally, the wheels had sunk 2 to 3 inches into the soil only seconds before we would have been



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stopped.

Since getting a cell phone last year I have dutifully carried it on every flight in preparation for such an emergency. I fished it out of one of my many flight jacket pockets and called Wayne for assistance. As usual he was glad to oblige and before long Wayne, Ralph and one of Wayne's students were helping me flip the Renegade back on its gear. Damage was surprisingly light. The fiberglass cowling has three relatively minor cracks, one blade of the Ivo prop was cracked, the top of the rudder was bent but the vertical stabilizer was unscathed. The most damage was of course to the top wings, with the right being the worst. The leading edges and about a half dozen ribs will have to be replaced. This doesn't sound like much but of course the wings will have to be dismantled, repaired, recovered and repainted.

The culprit, of course, is the engine. With the airplane back in the shop I've had a chance to look it over. Through the exhaust ports I can see a 1/2 inch wide scrape down the side of the rear piston. A sure sign of a seizure. I can also see that the cylinder sleeves are not in the same positions in the two cylinders. I don't know which one is correct but the front one is higher than the rear one by 1/8 inch. This suggests that the rear sleeve might have slipped. Both cylinder sleeves were replaced during the engine rebuild. It's out and back to the rebuild shop for this one. Maybe by next newsletter time I'll be able to give you a detailed report on what happened to the engine. Meanwhile, back at the hangar, I was just starting to think

about a winter project.

A wise old flyer once said, "When your engine quits on takeoff, land!"

## Airheads Answers

1. 'Top Gun' appeared in 1986, featuring the F-14 Tomcat, the A-4 Skyhawk/Mongoose and the F-5E/T-38 as the bad guys' planes.
2. The U.S. Navy now uses the F-16N and the F/A-18 as their Aggressor mounts.
3. The Flyer was steered by a pair of control sticks as the pilot laid on his belly.
4. They were the Valiant, the Victor, and the Vulcan, all made by Vickers Aircraft.
5. Tennessee Engineering and Manufacturing, or TEAM, uses these numbers to denote their FAR Part 103-legal miniMAX, the Zenoah-powered Himax, the Volkswagen-powered miniMAX, and the Rotax-powered Himax, respectively.

Dear Penguin Books Editor,

I am writing a book for pilots entitled "Helpful Flying Tips". I'm sure it would be a best-seller! The following is just a sampling! Please send me a contract right away!

Sincerely,  
Emilio Aerhed,  
Flying Instructor.

- ... Never wear shorts in a Breezy! Why? Because when you're landing, a bee could fly up your pants.
- ... Many pilots forget to check their relief tube for mice or birds' nests. Big mistake! Do you realize, if you are reported, the S.P.C.A. will sue your pants off!
- ... If you fly with your dog, never leash him to the strut after you land - you might forget! I sure miss ol' Sparky.
- ... If you land in a desert, a snake or a scorpion could get in your plane, so just don't ever land there. I've thought a lot about this, and it's just not worth it.
- ... When hanging around a hangar, try to appear as though you're not just hanging around.
- ... Remember; "every prop is a live prop", so just don't ever touch your prop - ever! (eventually it will fall off - then it's o.k. to touch it.)

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A brace of Hi-Maxes at Indus. Fred Wright's new one poses with Stu Simpson's 2-year old Hi-Max.