



Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

October 1997

President's Msg

by Ed D'Antoni

Fifty members turned out for our first meeting at the Aerospace Museum. A vote was held to determine what the membership thought of the suitability of the location. To my surprise, 46 of the 50 members liked the location and would prefer to continue meeting at the museum. We are currently working with the museum to provide volunteer manpower and equipment to construct and renovate the east meeting rooms. It looks as if we have finally found a permanent home.

The September 14 Okotoks breakfast was a great success. A large number of locals drove in and at least 10 ultralights showed up. Once again, the majority of fly-ins were CUFC members.

A joint CUFC / RAA meeting will be held December 11 at the North East Armoury, 1227 - 38 Avenue NE. The agenda is a short presentation by each Club, followed by a social evening. The date of this joint meeting creates a problem for us in that December is also our month for electing new officers. We have two options; hold the elections in November, or postpone them until January. We will discuss this at our October meeting.

This year will end my term as president. I urge (beg) anyone interested in serving as a director to contact me directly. We hope to be able to present a slate of candidates rather than railroad members as has been past practice.

Member Profile

by Wilf Stark

Our profile of the month is long-time member Bernie Kespe, who after almost 3 years of hard work, finishing his beautiful Murphy Renegade, has flown over 50 hours already, since its maiden flight in April of this year!

Bernie has been flying ULs for about 10 years. Although his initial interest was in Sailplanes when he lived in Ontario many years ago, he found that the expense and time-requirements of joining a sailplane-club were prohibitive. For a few years, therefore, his interest shifted to water-sailing and diving. Coming to Calgary in the late 70's as a land surveyor, it didn't take him long to realize that neither of those sports can be practically pursued in Southern Alberta.

As his interest in aviation had never waned, he found himself taking UL lessons from Marvin Ruggles in the early 80's on a Spectrum Beaver. It was a short step from there to ordering his own Beaver RX-550 kit. Little did he know that he trusted his deposit to a company in the first throes of demise. Although he did receive his airframe kit, the Rotax engine he was asked to pre-pay never did arrive, and neither did a refund.

Bernie finished his airplane in late '88 and flew it for about a year from early '89 to '90. He put over 40 hours on it, and still loves the way that an RX-550 handles, especially with a Rotax 503, and its magnificent climb performance.

During a flight just prior to Easter '90, Bernie proceeded to do a precautionary landing near north-east Calgary to check into a rough-running (continued on page 2)



Bernie Kespe stands proudly beside his beautiful Renegade Spirit after his first flight. Grinning like a Cheshire cat Bernie admits, "It feels sooooo good."

(Profile - continued from page 1)

engine. To this day, he does not remember the accident - only the pain. For some reason, a Trans-Alta power line must have decided to fly at low altitude on an intersect path with the Beaver. All he remembers is asking the emergency crew to contact his wife Ida, and then waking up in hospital after some lengthy operations, and quite a few days after his supposed accident. Convalescence required many months, and the help of therapy, crutches and canes. As a souvenir of this mishap, he got to keep the tail sections which were the only recognizable left-overs, as well as rudder pedals, and a Rotax 503. The engine proclaimed a willingness to do more duty, and subsequently did so on one of Wayne Winters' aircraft for several hundred more hours.

He did fly Beavers again as soon as he was able, renting from an infamous fellow called Don, but losing interest eventually, when coming to realize that this individual preferred to rent planes, not maintain them.

Bernie viewed this experience as an opportunity to learn, move on, and build the plane he had always coveted - a Murphy Renegade. He was able to pick up a project in B.C. in '92, whose price was right, and the wings were already done. Although it appeared that only a year or so would be required to get this project flying, somehow life, job, mortgage, family, and oh yes, his fastidiousness and insistence on painstakingly taking care of detail without compromise, managed to add a few years to the completion.

Those of you that have seen his machine will appreciate the rarity of such careful workmanship. He built a keeper! Every aspect of this fine aircraft shows that he fully expects to fly it 2 decades from now (sans 2-stroke Rotax of course). The plane performs as the book says it would with its 65 hp. 532, but Bernie is busy looking for a newer-generation engine (Rotaxes needn't apply) of at least 80 hp, perhaps as an upgrade in '98.

If you fly with Bernie, don't be intimidated when you suddenly observe a series of porpoise-like maneuvers coupled with some tight 360's. Exuberance when flying is allowed, and it's a graceful way of letting you catch up if you are flying along in a slower machine.

As much as he loves his bi-plane, he's already scanning the catalog world for something with more cabin heat, that



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he can also enjoy flying in the winter, and with his wife, or another passenger. At the moment, he's intrigued by the sleek-looking french Exocet line of glass/tandem high-wings that have a stall of 35 and a cruise of 140, requiring only 80 horsepower. There is no particular hurry; he's having lots of fun in the Renegade. So many planes, so little time! (An aviation lover's lament).

If you'd like to discuss Renegades, Beavers, Italian engines or French airplanes, you can call Bernie at 255-7419, but be warned, when he's not working, he'd rather be flying.

Next month we'll feature a member who has built several small airplanes; in fact some of them give the concept of ultralight a whole new meaning. Stay tuned.

Classified

Beaver - RX550 2-place, Rotax 503, 30 hrs, upgraded wings, steerable nose wheel, Mono 2000 Amphib floats, will consider trade on an AULA, \$12,000. Don Leonzio 250-427-2046. (10/97)

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, Allore 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)

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 CUFC members. Call Bob Kirkby, 569-9541 to place your ad.



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Vice-President: Wilf Stark 935-4248
Treasurer: Brian Vasseur 948-0688
Secretary: Bernie Kespe 255-7419
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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, 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

Destinations

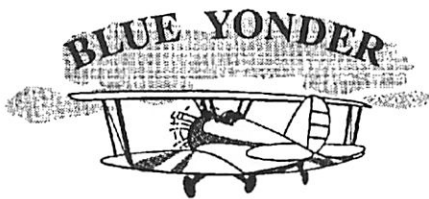
by Andy Gustafsson

One of the best private airstrips around can be found at the Wildrose aerodrome. It is owned and maintained by fellow C.U.F.C. member Bob Kirkby and located 2 miles east of the rapidly growing community of Chestermere. Follow #1 highway east and on the north side, you'll find his very well groomed runway. Easy to recognize with 5 neatly appointed 'T'- hangars as well as a larger hangar between his home and the Tee's. The large hangar houses his Piper Cherokee and his Ultralight steed, a Murphy Renegade Spirit - biplane.

To be able to operate his Cherokee, the grass runway measures 2000' long and about 50' wide. Elevation is 3350' A.S.L. Bob has also started the construction of a east- west runway for those windier 'Chinook' days. When I looked for an airfield to test fly my newly finished Challenger, 3 years ago, the facilities and airport conditions were just right. No gopher holes here.

There are several Ultralight aircraft hangared at Bob's which makes it an interesting place to fly to as there is almost always somebody there to chat with. It is a very comfortable strip to fly in and out of with wide open fields all around. Bob asks pilots using the strip to stay on the east side for your circuits as there is a horse operation on the west side.

So if you are looking for a place to set down, the Wildrose strip sure is a treat. Happy landings.



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Builder Completion Reports We Like To See

by Ray Waller

Alfords E. Neuman's Super Flyer

This first time project took me seven years, three months to complete. I chose this kit because the factory ads looked impressive, the kit was cheap and I was naive.

The factory was very helpful until they went into bankruptcy and stopped delivery of the wings and tail feathers half way through completion. But thanks to other builders of this fine kit, three of us got together and managed to complete one aircraft. I would like to thank my wife Beverly who walked out on me the day the kit arrived, this gave me a lot more building time - until the Sheriff arrived and seized all my tools.

The first flight was, well, terrifying. The plane performed nothing like the factory said it would. It's under powered, aileron response is non-existent, sink rate is like a rock, and the stall is sharp with no warning and always ends in a spin. The plane is no fun to fly, and I spend all my time hanging around the hanger drinking and vomiting. My next project will be a trip to AA to start to rebuild my life.



Alfords' Super Flyer in the shrubs.


♪ Off We Go ... ♪
by Wayne Winters

At the last Calgary Ultralight Flying Club meeting the comment was made that I have not been writing in the Skywriter publication lately, and for those who would like to see more, thank you and I will try to contribute regularly again. For those who hated to see my 'stuff' taking up valuable space, get ready because your skywriter is about to 'bulken' up!!

This article is being written in the Ottawa Airport Sunday morning, as I sit reflecting on the comments and events of the meeting COPA called to review their position in helping the Ultralight Enthusiasts get passenger carrying privileges, etc.

If I may digress for a moment, the Captain and Copilot of my flight just walked by and disappeared down the ramp to pre-board the A/C. Looks like both are competent and with it individuals. Thoughts reflect on my life and I wonder how things would be different had I persued a career with the airlines when I first started flying some 27 years ago. How would I look in one of those blue suits c/w shiny iron marks on the trousers, and do they make a size for the waist line challenged? The thought that my health and eyes have held out, flashes through my mind, so apart from being smart enough to fly the craft, I could have made the grade. Would I really like to be an "Airbus Driver" and would I have survived working holidays, nights and week ends? I do now, but what about the politics and

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bureaucratic nonsense? Would flying still be fun? Would I have ever flown ultralights? Would I have been hijacked or have had a major incident by now? Who knows?!! Hmmm.

COPA called the meeting and had representatives from the Pacific Ultralight Flying Club, Calgary Ultralight Flying Club (me), Flying Schools, Transport Canada, the Recreational Aircraft Association (RAAC), the Ultralight Pilots Association (UPAC), and Powered Parachute Association in attendance.

I was impressed and pleased with the effort and support COPA are putting forward to move ahead and keep up with the new changes in Recreational Aviation - in particular U/L's. COPA has always been, in my view, the "Good Ole' Boys Club" and has affectionately been dubbed the Ontario

Owners and Pilots Association. They suspect that a good portion of their members have and or fly U/L's, thus it behooves them to take a giant step toward that segment of their membership. They are looking for feed back from those peculiar people who get airborne in machines that resemble Orville and Wilber's and are not 'REAL' airplanes. In view of past experiences I think that they were expecting to meet with a rather hostile group complete with table pounding and the attitude "we've been doing it this way for years and be damned with anybody else."

I think that Jim Snow, President, was pleasantly surprised to find a rather dignified, knowledgeable group, except of course for yours turly - somebody has to keep the old 'stooges' image alive - Nyark, Nyark.

The process by which change comes about through Transport has taken a giant step into the 21st century. To make a new rule the process begins with an idea, wanted or needed, which if deemed appropriate, gets run by a 5 member regulatory committee. The committee then determines if it does, could, or would need attention and study.

Next the written submission is either directed or passed on (from the above committee) to the CARAC Technical Committee. This committee has a standing group(s) from varied aviation interests and who ever else that wants to be on that committee for that (those) submission(s). Interested parties, (like the Calgary Ultralight Flying Club) who may not be able to attend can have their written concerns expressed to the group, and taken into consideration.

(continued on page 5)



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(Off We Go - continued from page 4)

The Technical Committee can decide on a course of action and submit it back to the Regulatory Committee for evaluation, decision and implementation.

Should more discussion be required at the Technical Committee level a working group is formed by the Tech. Comm. The working group decisions then are brought back to the Tech. Comm. where they are discussed and submitted to the 5 member Regulatory Committee.

It seems to be a workable process.

Once an idea has gone from the 5 member Reg. Comm. to the CARAC Tech. Comm. (and through the working group, if necessary) and back to the 5 Member Reg. Comm. it will be taken to Government where it will be implemented and made into a regulation or law.

We spent a lot of time trying to resolve the question of who is best able to take ideas regarding U/L's to Transport Canada (i.e., passenger carrying) and work them through the system.

It seemed the overall conclusion was that the U/L people need to develop a self regulatory organization, similar to the Glider and Balloon associations and thus take control of their own testing, licensing and regulating. Unfortunately, it will take a while to develop the mechanism and resources (\$\$) to implement. The feed back during the meeting was that Transport and COPA are willing to help make that transition.

I left the meetings with an optimistic feeling and hope that COPA (17,000 + members) will be able to do what UPAC (500 - members) has been trying to do. The game on the 'Hill' has been played for decades by the folks at COPA and they have a reasonable understanding of what needs to be done, as well as how to do it.

It behooves all of us that are interested in Ultralight flying to be very dignified, vocal, and supportive of our new allies at COPA and help them move forward with their new thinking on U/L's, especially at this transition time we cannot afford to be silent and not have our voices heard.

The representatives for UPAC were very knowledgeable, pleasant and clear on what their objectives are, however the problems that haunt them are history



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and resources.

It is really exciting to see the development of Recreational Aviation, especially Ultralights, and the vibrant new people that are choosing to get involved. Spam Cannons, move over, there are some fun loving enthusiasts playing in your air space, and we know that if you would join them once you too would get hooked just as they did, and like them you would carry the U/L torch.

News... ...from the Blue

Northern Neighbours

The St. Albert Flying Club has changed it's meeting place and time to the Jasper Place Legion, the first Thursday of each month, 7:00 pm. Any CUFC members in Edmonton at that time of the month may wish to drop in and say hello.

According to their September newsletter, they have made application to become a C.O.P.A. Flight. This may not be a bad move in light of the renewed interest C.O.P.A. has in ultralights.

Test Yourself

Answers elsewhere in this issue.

1. When a pilot alters the flap setting from part to full flap on approaching an airfield, what happens to the angle of the glide and the stalling speed?
2. Side-slipping remains a useful method of losing height, although not practised so often nowadays. Which controls do you use and in which order and/or direction to best side-slip a light aircraft?
 - a pitot-head icing
 - b circuit-breaker (or fuse) to instrument system blown
 - c blockage of static system
 - d excessive bearing friction within the instrument.
3. Which of the following could be the cause of false altimeter readings?
 - a pitot-head icing
 - b circuit-breaker (or fuse) to instrument system blown
 - c blockage of static system
 - d excessive bearing friction within the instrument.
4. If the outside air temperature at FL140 is minus 3 degrees Centigrade, what is the density altitude at that flight level?
5. Why should a pilot be careful when having a cup of coffee out of a vacuum flask while flying a Cessna 172 at 10,000 feet?

Test Yourself Answers

1. The angle of glide becomes steeper and the stalling speed is reduced.

2. Start by banking with the ailerons, then supply sufficient opposite rudder to maintain the direction of flight.

3. c and d.

4. The answer/s are 15,200 feet if you went by Rule of Thumb, or around 15,130 feet if you used a computer/calculator. The Rule of Thumb gives 120 feet difference for every Celsius degree difference between ISA temperature and ambient. ISA temperature at 14,000 feet is minus 13 degrees C, so the difference here is 10 degrees C, equivalent to 1,200 feet, which must be added, since the air is warmer than ISA. Note: ISA = International Standard Atmosphere -- a set of standard conditions or temperature and pressure which serve as a basis for comparison. ISA = pressure 1013.2 millibars, temperature 15 degrees C at sea level. Aircraft performance figures quoted by manufacturers are often based on such a 'standard day'.

5. Danger of scalding the pilot. Opening a vacuum flask filled at ground level would cause a sudden reduction of pressure inside the flask. At reduced pressure the boiling point of coffee is lower than at the ground level pressure. If the coffee is at a temperature above its 10,000-foot boiling point it is liable to boil and spray boiling coffee out of the mouth of the flask.



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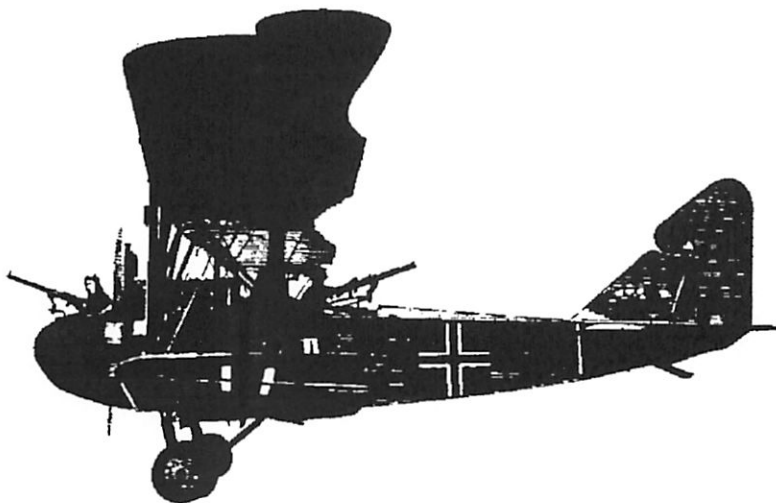
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Flying Events

November 15 - Aviation Night at Heritage Galleries, 6:00-10:00 pm. Featuring Robert Taylor, Nicholas Trudgian and local artist Walter Drohan. Free admission. 245, 9737 McLeod Trail S. (Southland Crossing Plaza)



A.E.G. G.IV

It's early 1917, and an A.E.G. G.IV German bomber is on a night mission over Allied positions.

Unlike his Allied counterparts, the pilot of the aircraft is not in command, and is regarded by his superiors as little more than the driver of the machine.

Seated beside the pilot is the observer, a commissioned officer

who is in charge. He shouts commands at the pilot over the roar of the engines.

Sighting his target below, the commander gives a signal, and about 350 kg of bombs are released. The A.E.G. G.IV turns and heads for home at a speed of 150 km/h.

Though many missions flown by the A.E.G. G.IV are not quite so successful, the Germans rely on the aircraft until the end of the war. The fine example on display at the Museum is the only one of its kind in the world.

National Aviation Museum
Ottawa

Technical Beat

by Wilf Stark

This is the first of a new monthly column, featuring UL-related technical information. It will feature airplanes, builders' hints, engine updates, and whatever else you might find of interest. Your contributions or any questions or topics you'd like covered are most welcome. You can fax them to me at 935-4859, or e-mail them to wstark@compuserve.com.

This month, Bernie Kespe shares some new engine information that he received recently:

A new family of light and powerful two-stroke engines out of Italy is gaining considerable favour and air time with European aviators. U.S. and Canadian light aircraft designers and builders could do well to look at the Simonini engines from Euravia Engineering. The

Simoninis have very favourable power-to-weight ratios and claim to surpass 1000 hours of operational time. (That's 20 years of flying at 50 hours per year!)

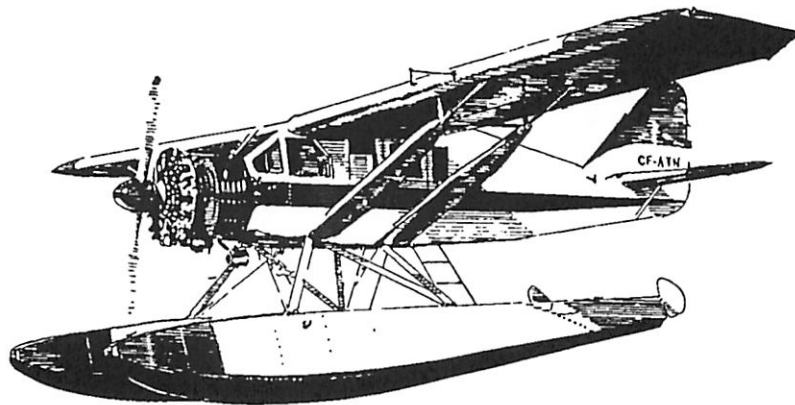
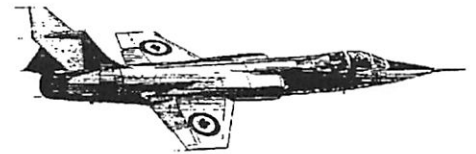
All engines are provided with dual electronic ignition, carbon fibre induction systems, carburetors, stainless steel exhaust, starters and reduction drives. They are air or liquid cooled, one or two cylinder, in-line or 90x V-twins (air or liquid cooled), equipped with either poly V-belt or a mechanical reduction gear running in an oil bath.

Euravia's engine family covers an output range from 22 hp to 92 hp and a 138 hp 3 cylinder is to become available later this year. The engines of most interest to the ultralight community will be the "Roger 1" V-90 twin air cooled at 72 hp weighing in at 36 kg (80 lbs) or the "Victor 2" in-line twin, liquid cooled at 80 hp (single carburetor and exhaust) weighing in at 41 kg (90 lbs).

The "Roger 1" is being used successfully on the Challenger Special II, the Rans Airaile and various Italian built aircraft.

For more information on Simonini engines and their availability, contact: Euravia Engineering, Largo Bacigalupo, 32 - Sc. G, 00142 Roma, Italy Fax 011 396 519 3998.

Bernie has a copy of their brochure and price list for those that are interested. He can be reached at 255-7419.



Bellanca CH-300 Pacemaker

It's 1927, and Charles Lindbergh is planning to make the historic solo flight across the Atlantic Ocean. His aircraft of choice is the all-new Bellanca.

Lindbergh knows his aircraft: with its reliable and efficient engine and high lifting capacity, the Bellanca represents a significant step forward for aviation, and is destined to set the trend for some time to come.

Unfortunately, the Pacemaker's manufacturer rejects Lindbergh, so he flies to glory in another type instead. Ironic as it now seems, a Bellanca eclipses Lindbergh's distance record just two weeks later, but that accomplishment is lost in the storm of publicity following Lindbergh's feat.

The Pacemaker nonetheless goes on to make its mark, establishing

new standards for utility aircraft. In Canada, it is used in the settlement of remote areas, doing bush duty on wheels, floats and skis, and in extensive photo survey assignments with the RCAF.

National Aviation Museum
Ottawa

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