



Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

September 1998

Across the Wing

by Wilf Stark

This summer seems to have kept many of our members incredibly busy. Not all of us have gotten enough flying time to 'scratch the itch'. Outside of attending Glen Bishell's fly-in on Aug. 18th (which was tremendously enjoyable, with great food, good company and excellent flying conditions), I've only had about five or six other and somewhat shorter flights. I need to fix that. From a few conversations I've had with some of you, I'm not the only one whose priorities got re-shuffled this year.

Lynn and I attended both Arlington and Oshkosh, hawking our little plane and getting used to life on the road. It was nice to see some of you there as well, so far from home. There were noticeably fewer ultralights on the flight line at both events, when compared to last year. I'm not sure that weather was a factor as both shows started out with great weather. I'm talking about ULs that have been flown or trailered in by their owners, not the ones on display by vendors (who are always there in full force). In Arlington, there were only about a dozen ultralights on the UL flightline, and in Oshkosh less than three dozen. Perhaps it was just an anomaly this year, not a future trend. I can't recall a single significant airplane or engine that was actually 'new' this year. Neither TEAM nor RANS attended as

Vendors. These two companies have sold more than 5000 kits in the last 15 years; perhaps they figured it was a pointless expense. There were some additional four-stroke engine offerings, mostly off-beat, or still to be proven.

The ones that might be worth mentioning cost more than a mid-line Hyundai automobile at the current 54% US dollar. Makes me wonder who can actually afford to buy ultralights at these heavyweight prices.

I met a couple of folks who said they really enjoyed our Club's web site, but would sure like to see some new content. I know

it hasn't been updated for many a month. Is there a hardy soul out there who would be willing to be our webmaster, and keep our site up to date? Your reward would have to be in heaven or the 'network'. Perhaps you would do it because you have a higher calling. In any case, we sure need help.

I'm looking forward to our September meeting on the 10th. A few of you will have some interesting and hair-raising stories to swap. Our annual fly-in, barbecue and events will be on the following Sunday (13th) at Indus. Please plan to come, by plane or car, and bring family. See you at the meeting!



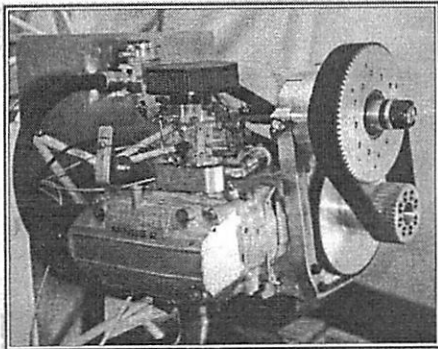
Ken Johnson's Renegade II after conversion to a Renegade Spirit - photo by Stu Simpson.

Engine of the Month

compiled by Bernie Kespe

Aerotek Performance Products Ltd. is a unique machine shop specializing in precision engine building as well as research and development. The company was formed in 1996 to cater to the demanding needs of Canada's largest Gyroplane manufacturer as well as the oil and gas industry. Word quickly spread of the high quality work being done and we now build engines for farmers, mechanics, restoration experts, drag racers, circle track and monster trucks. Aerotek has taken great care in developing powerful, reliable, and long-lasting engines. This knowledge goes into every engine they build. From an 8hp mini-dragster to our 2500hp alcohol burning monsters, it's the quality that counts.

Aerotek was started in 1996 by Curtis Halvorson, an engine builder and designer with 18 years experience in the field. His



Subaru Minus 2

skills have been utilized by various machine shops, engine developers and manufacturers, as well as Pratt and Whitney Canada. He has also spent the last 14 years as Crew Chief and Tuner for a number of Blown Alcohol race teams.

Aerotek's other 3 technicians and machinists make up a highly skilled team of professionals eager to serve you. They also have a vast technical support network and can help solve nearly any engine problem.

The staff at Aerotek is excited to introduce the Subaru Minus 2. Based on the Subaru EA82, it is a terrific alternative to 2-stroke

power in the 40 - 60hp range. It shares all the advantages of the 4-cylinder engines, just in half the size and weight. It's also available in both horizontal and upright configurations. The belt drive PSRU is CNC machined from T6061, giving a 2.1 - 1 torque multiplication. Initial testing has been with a carburetor. Port injection - direct ignition is currently being developed and will be available mid-summer. The suggested TBO is 1200 hours. Each engine is dyno tested for a minimum of 10 hours to break-in. Their goal is to supply an engine which will provide years of trouble-free, dependable, and economical service.

Advantages of the Subaru Minus 2:

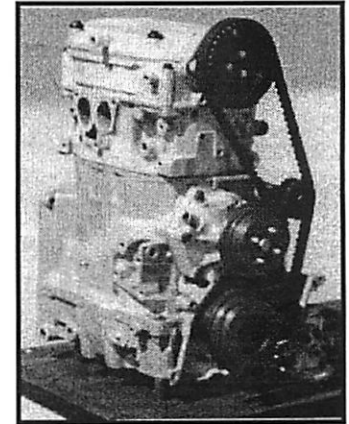
- ▶ Greater dependability
- ▶ Lower fuel consumption
- ▶ Broader torque band
- ▶ Long service life
- ▶ Lower RPM
- ▶ No more mixing fuel
- ▶ Light-weight aluminum construction
- ▶ Lower overhaul costs
- ▶ Easy maintenance
- ▶ Parts Availability
- ▶ Liquid Cooling [thermal shock and cabin heat]

Horizontal Engine:

Displacement	53c.i. 900c.c.
Horsepower	45 - Carbureted, 60- Fuel Injected
Torque	95 ft/lbs
Compression Ratio	10.0 - 1
Weight	125 lbs Dry
Fuel Consumption	1.6 gph
Fuel	Premium Unleaded
Oiling System	Wet Sump /2 quarts
Starting	12V Electric
Charging	Alternator or Stator
Cooling	Liquid Cooling (Custom Radiator)
Price	\$5200.00 (US) Call for pricing.

The upright engine is still under development and is showing great results. It will be slightly lighter and more powerful, due to the dry-sump oiling system. Keep your eye on this one in the near future. Debut is scheduled for Oskosh this summer.

Contact AEROTEK:
719 - 29th Street North
Lethbridge, Alberta
T1H 5G3
Phone: (403) 380-4500
email aerotekpp@telusplanet.net



Upright model

Skywriter

Skywriter is the official newsletter of the Calgary Ultralight Flying Club and is published 12 times per year. Articles and letters are very welcome and should be addressed to Bob Kirkby, Bernie Kespe or Wilf Stark.

Editor: Bob Kirkby 569-9541
e-mail: kirkby@accinc.ab.ca

Calgary Ultralight Flying Club
Meetings of the Calgary Ultralight Flying Club are held on the second Thursday of every month, except July and August, at 7:30 pm, at the Northeast Armoury, 1227 - 38 Avenue NE.

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Past President: Ed D'Antoni 247-6621
e-mail: ed.dantoni@logicnet.com

Ten Rules of Aviation

Rule One - Do not bust your butt

Rule Two - Do not let anyone else bust your butt for you

Rule Three - Remember, the pilot is always the first to arrive at the scene of the accident

Rule Four - If in doubt - get out

Rule Five - In instrument flying, one peek at the ground is worth a thousand cross checks

Rule Six - Thunderstorms and ice are just like being pregnant - there is no such thing as just a little

Rule Seven - Forgiveness is easier to obtain than permission

Rule Eight - Remember, airplanes fly because of Bernoulli, not Marconi

Rule Nine - If a crash is inevitable, hit the softest, cheapest thing you can find as slowly as possible

Rule Ten - What you don't say you don't have to take back at the hearing

Rule Eleven - Don't forget rule one

Airline pilots, like any of us, can have a tough time finding their way around an unfamiliar airport.

One day at SJC (San Jose, Calif.), a UAL DC-10 was headed into unfamiliar territory. Controllers observed the aircraft come to a full stop just short of an intersecting taxiway and remain motionless. After a moment, Ground Control called and said, "UAL XXX turn right at that taxiway." There was no response. Again the controller said, "UAL XXX turn right at that taxiway." No response.

After a few seconds, the controller tried a different approach: "UAL XXX, turn toward the copilot", at which point the aircraft made an immediate 90-degree turn to the right...

(Think about it...it'll come to you.)

It is better to be down here and wishing you were up there, than to be up there and wishing you were down here.

AVOID WEATHER THAT YOU CAN'T HANDLE!

Classified Ads

Murphy Renegade II, 250 TTAF, 100 TT on Rotax 503 dual carb, steerable tail wheel, elevator trim, new ground adjustable propeller, basic instruments, all manuals and logs, lots of AN hardware. Addy 604-467-0999. (8/98)

Rotax 503 - Dual Carbs, points, 50 hours since complete rebuild, no starter, \$2600. Don Rogers 242-6549. (6/98)

Kitplanes Magazines - last 3-4 years - free for the asking. Gerry MacDonald 275-6880 (6/98)

Chinook 2-place - Rotax 503, dual carbs, B-box, 127 hrs., 2 props, Yamaha golf cart hubs, 8.50x8 tires, pneumatic tail wheel, alt, tach, dual EGT, VSI, new sails on elevator and rudder, large wing tanks, always hangared, \$6950. Dave Dedul 403-823-6054. (6/98)

Super Koala - C-IEIB (a 7/8 scale Taylorcraft look-alike). Only 26 months in use, with 503 DCDI engine and 66-34 Culver Prop. Lovely, docile, predictable. 60 mph. at 4600 rpm and 11 litres/hr. consumption. 45 liter tank. 75 mph top speed. 51 hours total on engine/airframe. Will consider any serious offer and/or interesting barter proposal. Hangarage at Wild Rose negotiable. Wilf 935-4248

Props - 3-blade GSC fixed pitch for 277 pusher (R.H.) New 4-blade GSC Fixed pitch for 447 pusher (R.H.) Used. 10 Warp blades (R.H.) to make 72' Prop (you supply hub) new with nickle leading edge. Jim Creasser 226-0180. (4/98)

Beaver 2 pl - 1986 RX550, 275 hrs TTSN, Rotax 532, always hangared, no training history, complete panel, upgraded wing, brakes, \$11,500. Tony 217-5549 or Phil 246-2615. (4/98)

Chinook 2 pl - 1988, 186 hrs TT, Rotax 503, hangared, \$7990. Adrian Winship 640-7429 or 280-3631. (3/98)

Forward ads to Bob Kirkby, e-mail: kirkby@canuck.com, or call 569-9541.



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THE BEAVER RX 550

By Norm Gayer

I have had the opportunity to fly almost every one of the world's most popular Ultralights. And I enjoyed flying all of them, simply because I really enjoy flying anything. Down through the years, I've found that some aircraft seem to fly better than others, but after speaking with other pilots who've flown the same airplanes, I often discovered that their opinions about the flight characteristics of some planes differed from those I'd made. In any case, the job of any aircraft is to take off, fly around, respond safely to the commands of the pilot, then land safely. In

between takeoff and landing, the structure of the plane must be strong enough to withstand unexpected gusts of wind, fouled-up maneuvers and hard landings. A good aircraft does all of this. The amount of pressure needed to move the controls, and how fast they react to the pilot's input

is a matter of individual preference, but these facts should be included in any pilot report as a positive or negative aspect of that aircraft. I rate an airplane by how enthusiastically I can state, "Hey, that was fun!" when I climb out of the aircraft after a test flight.

Last year I decided to write an article about Beaver Ultralights. It was one of the few aircraft that I had never flown. After several phone calls, I successfully located



The Beaver's configuration makes it a great training aircraft. The instructor, in the rear, sits higher than his student in the front, so he can also see all the instruments and look straight ahead, too.

the owner of two Beavers, and got directions to the strip where they were kept. He told me that the wings of one had a sailcloth covering, the other had Ceconite. Both were two-place aircraft, one powered with a Rotax 503, the other,

a Rotax 582.

I arrived at the site by driving down a rough dirt road, so narrow, it was only the width of the tire tracks made by cars which had used it. Arriving at the end of the road I saw five Ultralights, parked in front of small hangars, their owners standing about chatting. When I asked one of the pilots where the runway was, he told me I'd driven in on it. Looking around, I saw that one approach end was

lined with several high utility poles, while the other end was graced with several of those textbook 50- to 70-foot trees. And the terrain on either side of that dirt-road runway looked pretty rough (although I was told that the owner had cleaned up an area about 25 feet on either side of the runway). But I wasn't a bit worried, because these are exactly the kind of conditions for which

the Canadian Beaver was designed.

While flying the Beaver during the ensuing photo shoot, I noticed how honest an airplane it was. It reminded me very much of the Cubs and Aeronca Defenders I had flown. The controls had a good, solid feel to them and, like the Cub, the Beaver was a rudder aircraft. The stick was short, and it required some effort on my part to move it, but not any more than that of the Cub (and certainly much better than the "sponge rubber" controls of the 7-AC Champ). The Beaver had the feel of an aircraft much heavier than it really was. I came away truly impressed with the performance of this less-than-new aircraft. After I flew the other Beaver, I discovered only a minimal different between the two, but I decided I'd opt for the Rotax 503-powered sailcloth version, simply because I prefer the 503, and sailcloth can easily be repaired or replaced. Although aircraft with sailcloth coverings should be

(continued on page 5)

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Beaver - continued from page 4

hanged to protect the fabric from damaging UV rays.

The company which produced the Beaver has had a rough time, including several shutdowns. In 1993, when Spectrum, the previous builder, shut its doors, ASAP decided to pick up the line as soon as possible because of the similarity of the plane's design to that of the Chinook. Furthermore, there were already about 2200 Beavers flying worldwide, and owners would have been left without a source for parts. Initial acquisition was undertaken so that parts might be supplied to all those builders. After a survey, the new owners came to the conclusion that because the Beaver was such a popular aircraft and much in demand, they would upgrade the Beaver and put it back on the market.

With the help of their engineers, they redesigned the wing and the tail of the Beaver RX 550, then renamed the new aircraft the Beaver RX 550 Plus. (Owners of existing Beaver RX 550s should be aware that the new wing on the 550 Plus is now available as a retrofit to their aircraft.)

BEAVER RX550 PLUS SPECIFICATIONS

POWERPLANTS

Rotax 503, 50 hp. 2-stroke, fan-cooled, dual CDI, oil injection

Rotax 582, 65 hp. 2-stroke, water-cooled, dual CDI, oil injection

PROPELLER

Type 2- or 3-blade, wooden or composite
 Diameter 66 in
 Pitch RH ground-adjustable

GENERAL

Type of aircraft Tricycle-gear
 Length 20 ft. 8 in
 Height 6 ft. 8 in
 Type of wing Swept, mono, high
 Wingspan 32 ft
 Wing area 154.5 sq ft
 Seats 1 or 2
 Empty weight 450 lbs
 Gross weight 1,050 lbs



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Bjorn Hovik's beautifully restored Aeronca Chief - photo by Stu Simpson

Build time 150 hrs
 * Design load factors +4, -2 G

* Load factors were designed with a 1.5 safety margin. They were also static-load tested to over 6 Gs without any permanent deformation.

PERFORMANCE

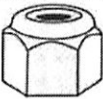

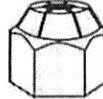

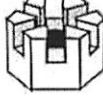




Rotax 503
 Vne 95 mph
 Top speed 75 mph
 Cruise speed 65 mph
 Pots of climb 900 fpm

Rotax 582
 Vne 105 mph
 Top speed 85 mph
 Cruise speed 73 mph
 Pots of climb 1050 fpm
 * Testing conducted with a 160-lb pilot, and full fuel, at 2500 a.s.l.

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		To Fit AN3 (3/16") Bolt	To Fit AN4 (1/4") Bolt	To Fit AN6 (3/8") Bolt
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Elastic Stop Nut (Shear)		AN364-1032A	AN364-428A	AN364-624A
Metal Stop Nut		AN363-1032	AN363-428	AN363-624
Castle Nut (Std)		AN310-3	AN310-4	AN310-6
Castle Nut (Shear)		AN320-3	AN320-4	AN320-6
Washer (Std)		AN960-10	AN960-416	AN960-616
Washer (Thin)		AN960-10L	AN960-416L	AN960-616L
Washer (Wide)		AN970-3	AN970-4	AN970-6
Cotter Pin		AN380-2-2	AN380-2-2	AN380-3-3

Useful Flying Tips

1. Flying regulations are made to be obeyed - they may seem to curtail your activities but remember, they are made for the greatest good of the greatest number.
2. A careful pilot makes a good pilot. Don't take chances.
3. Always check your aircraft, see that the windscreen and windows are clean and also check the fuel.
4. Always taxi slowly and don't be too proud to call for assistance when in difficulty.
5. If your engine fails on take-off never turn back but land straight ahead.
6. Cultivate a ROVING EYE, you probably have one when members of the opposite sex are around - keep it roving when flying too! A head-in-the-cockpit pilot is a danger to all!!
7. Always check the wind before landing, it may have changed while you've been away.
8. Be respectful of the weather and don't pooh-pooh the 'Met' man - the information he gives. is a guide, not the gospel.
9. When on cross-countries concentrate on accurate navigation even if you can see 100 miles - stick to your flight plan.
10. Listen to advice, for advice is personal and cheap and heeding it pays dividends.

HR

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Andy Gustaffson's Challenger - photo by Adrian Anderson

Notice of upcoming adventure flight

Ed D'Antoni will be flying to the Alberta-Montana Border on Sat. Sept. 12, weather permitting. It will be a short visit to either Del Bonita or Coutts. If any like-minded adventurers would like to fly along, please give Ed a call at 247-6621.

A VISIT WITH A.S.A.P.

by Guy Christie

I was on vacation in the Shuswap and had the opportunity to visit with Bruce Walker at A.S.A.P. in Vernon. Their head office is in St. Paul where they do all the fabricating of their planes but all the sales and marketing in Vernon.

If your wondering what A.S.A.P. stands for, its Aircraft Sales And Parts. They are located at the Vernon airport and have a spot at the tip of Lake Okanogan where they keep their Chinook with the Rotax 582 on Lotus Floats. I'll tell you about that in a moment.

Bruce took me through his facility and showed me the process in which they fabricate propellers. It's a very neat process all done by computers. They use maple boards which are laminated together in a high pressure press and then the basic design is cut out and mounted on a lathe which is where the computer takes over making four props at a time. They can build props for almost any type of plane. He had a broken prop from a old antique plane which they replicated and built so the owner can keep on flying.

Their main bread and butter are their aircraft sales, Bruce tells me that they sell approximately 3 planes a month. They have the Chinook Two and the Beaver. The Beaver sales to date are 2200 and the Chinook sales to date are 750.

They also do a fair bit of R & D work at this facility. They were just in the process of testing a 914 Rotax with different propellers and will mount this engine on one of their Beavers. The Rotax boys are right next door to ASAP which makes it very convenient. They are also distributors of the HKS-700E engine built in Japan .

The HKS-700E is a 60 hp, horizontally opposed, two cylinder, four stroke engine. The 700E uses a combination high technology and simplicity to achieve the twin goals of high power output and reliability. Every major component on the 700E has been designed and tested for light aircraft use. The 700E engine employs modern features such as, oil-cooled head design, nickel ceramic coated cylinders and dual electronic ignition. The valve train is operated by a single cam with cylinder encased pushrods. Valve lash is maintained hydraulically. Torsional vibration is controlled with the use of large diameter flywheel between the crank and the intergral gearbox. A dry sump lubrication system is utilized, allowing both tractor and pusher aircraft installations. To ensure consistent performance and conformity, each HKS-700E will come fully broken-in and dyno tested at the factory for 11/2 hours.

Well over to the fun stuff. Bruce and I went over to the lake to take a flight in the Chinook on Lotus Floats, I was very excited as I've always wanted to fly a plane on floats. He was performing his walk around when he noticed that his muffler mount was broken. It goes to show, always check out your plane before you go, you never know when something is out of place. He whipped back over to the hanger and picked up a new bracket and we were ready to go.

Flying a Chinook with a 582 is great. I always looked at Fred's little Chinook with apprehension but after this flight, Chinook has a whole different meaning to me. Our cruising speed was 80 mph and flying over the Okanagan was very smooth even at 12 noon in 38 degree temperatures. I found this little plane much different to fly than the EZ Flyer, Bruce must have thought I had never flown before and just wanted a free ride. The controls were very stiff and

WANTED

Do you have boxes of old ultralight/flying magazines that are taking up space in your basement? Before you toss them please consider donating them to the club library. These magazines will become a source for information such as building techniques, safety articles and many other tid-bits of information that can be passed on to the membership via the Skywriter. Some of the magazines that I am looking for are: Sport Pilot, Sport Aviation, EAA Experimenter, Ultralight Flying and any other magazine that deals with amateur built and/or ultralight flying. So, before you toss , call me, Bernie Kespe @ (403)255-7419.

responded considerably different from the EZ Flyer, it was hard to get used to.

We did a couple of touch and goes on the lake and landing on water is not as rough as I expected. With all the water craft around I asked Bruce if people were usually good about staying out of your way but he showed me just how ignorant people can be. We were coming in for a landing with a boat off to our right coming from the opposite direction. As soon as we were about to touch down the boat cut over in front of us, he was far enough away but it shows you what to expect.

All the folks at ASAP were great and if you're out there stop in and say hello. Thanks to Bruce and Erin for their kind hospitality and I extended an invitation to Indus and hopefully they'll come out to see what we're up to.



One Pilot's Opinion

by Bob Kirkby

Where have all the Airshows gone?

Early in the summer I scanned all the "coming events" listings I could find in the various flying publications. I was looking for the dates of some airshows in Alberta. To my dismay I could find no listing for the Red Deer airshow, the Namao airshow, our own Springbank airshow, nor the Lethbridge airshow. Finally, thanks to Dan Mitchell, I found a web site for the Lethbridge airshow and was able to schedule a trip to see it on August 8. It would appear that the other Alberta airshows have gone south.

Happy that there was at least one airshow I could get to this summer, I took off in the Cherokee, with my son, at 0830 on August 8. The Notam that Springbank FSS read me stated that one should arrive before 0900 or face delays up to one hour on arrival. The 47 minute flight to Lethbridge was as smooth as glass with 10 mile visibility in smoke from the BC forest fires.

Twenty miles out we tuned into Lethbridge Radio to listen for the traffic. Silence! I was stunned at the lack of radio traffic. I've flown into a lot of airshows and normally there is a frenzy of flying activity the morning of the show. If Springbank FSS hadn't read me that Notam I would have thought I had the wrong day. Over Nobleford I made my inbound call half expecting to get no reply from Lethbridge radio. They did answer, however, with the normal WX advisory and concluded with "no known traffic". I couldn't believe it, an airshow about to start in an hour and no traffic.

After an uneventful landing we taxied to the itinerant parking area, on the grass south of the terminal building. We could see that there was definitely an airshow in the works. Lots of military hardware lined the ramp and the static display area. As we were being waved to a parking spot I counted 4 other itinerant aircraft. The last

time I flew into the Red Deer airshow there must have been at least 40 aircraft in the itinerant parking area. At the end of the day one of the linemen told me a total of 12 aircraft flew in. Guess we were too early.

Things didn't get a whole lot better. From the time we arrived until official opening at 1300 only one aircraft did a brief pre-show performance and the Lethbridge model airplane club flew RC models for an hour. This did, however, give us lots of time to take in the static displays, which were 90% military - both Canadian and US. Not that it wasn't interesting.

As show time approached the announcer fired up. The first thing he did was talk about the US Navy Frogs sky-dive team that was going to open the show. For 45 minutes he told us about the engine problems they had had the night before with their jump plane, a C130. At the end of which he said they were still grounded and would not be opening the show after all. He conceded that he had to spend 45 minutes explaining it in order to fill the time slot. What a bore!

Next on the agenda was a jet powered fire truck. It moved out onto the runway and belched fire and smoke from its tail for 15 minutes but never went anywhere. Apparently they also had technical difficulties and would return later in the show.

Before the next act started there was a tremendous bang from the other side of the runway and a huge fireball mushroomed into the air. Although the announcer made no comment, it would appear that some of the pyrotechnic displays intended for a simulated bombing run by an F18 later in the show had gone off prematurely.

Finally, an hour and a half into the show

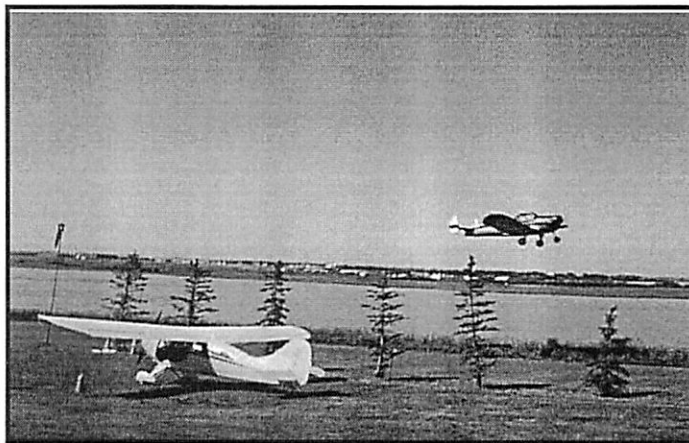
we were treated to an aerobatic act by a pilot from St. Albert flying a Pitts Special. Things proceeded as expected after that. There were three excellent performances by the Peitch brothers from Minot, ND, the usual exciting F18 performance, a number of T33 fly-bys and the firetruck came back and raced one of the Peitch brothers.

The grand finale was a precision flying performance the US Airforce Thunderbirds in 6 F16's. This was definitely the highlight of the show and saved the day. Although, in my opinion, the Snowbirds put on a better show, the Thunderbirds did a great job and were especially interesting simply because they were flying F16's.

Needless to say we had no trouble getting out when the show was over. As soon as we finished our run-up we simply taxied out and took off. No traffic jams here.

As you may suspect by now, I was somewhat disappointed with this year's Lethbridge Airshow. It was not worth the \$12 admission price. It was, however, an enjoyable day mostly because we flew there and back. If I had driven it would have been a different story.

What really surprises me is that there were so few fly-in attendees with this being the only show in Alberta this season. I suppose I shouldn't complain, the way things are going I may have to go to Oshkosh to see an airshow next year.



Ron Axelson leaving Glen Bishell's fly-in in his Ercoupe - photo by Glen