



Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

December 1998

Across the Wing

by Wilf Stark

We were able to cover a good range of issues at our November Meeting. Hopefully we will be able to carry through with them. Thank you, Dan, for offering to take over the rebuilding and ongoing maintenance of a CUFC Internet Web Page. Be forewarned; it's lonely work! Thank you, Adrian, for your suggestions regarding a Member Photo Gallery. This will give us an opportunity to learn a little more about each other's interests, and we can identify each other more easily at meetings. The first annual 'Resource

Book' will of course only happen if we get help from some of you. As much as the suggestion was appreciated, our club is not as short on ideas, as we are on volunteers.

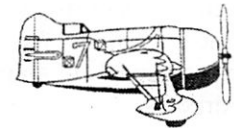
Bob Kirkby will be presenting a session at our February meeting on proper radio procedures at the various airports and aerodromes which we might find ourselves visiting. It will be based on the small book that he picked up recently, and discussed briefly at the last meeting. In the same vein, Ed D'Antoni will be presenting a short course on navigation early next year, based on consensus reached at our October meeting. Along with this course, Ed is preparing some laminated colour charts for our local area, which show various small strips as well as other information

that is particularly pertinent to UL Flyers. Copies of these will be made available to members at a nominal charge (certainly considerably less than VFR charts).

We will continue to improve the newsletter. Bob K. is looking at some alternatives to the current method of reproduction that will yield crisper photographs. As much as we all like colour, we are still too few in numbers to pay for it. Out of our current \$20 annual dues, \$8.76 pays for the production/ mailing of our newsletter. Another \$6.52 pays for monthly meeting space. Add about \$2 per member for various annual obligatory expenses, and we're left with about \$4.50 per member to improve our small world. Just one colour add-in page per month would eat twice that amount. We'll continue to explore alternatives. Suggestions are welcome in this ever-changing high-tech world. See you December 10th !



Adrian Anderson taxing the E-Z Flyer at Indus.



Annual General Meeting

will be held at the regular January meeting on January 14, 1999. The election of Vice-President,

Adventures To Remember

by Stu Simpson

It's November. I don't much care for November because it's hard to get flying time. November steals more and more sunlight from each day, and the weather's no fun at all, often being cold and drizzly and generally miserable for days on end. Ya, I know, it happens every year. But I don't have to like it.

November often reduces me to perusing logbooks and photo albums to get my aviation fix. Instead of actually getting up there doing it, I'm stuck at home in a comfortable chair with a tasty beverage, left to merely reminisce about past adventures aloft. My wife calls it pouting.

But sometimes, if I try really hard, if I close my eyes and concentrate, I can smell my leather flight jacket; I can feel the roaring drone of the Rotax; and I can hear the tinny, electronic voices of my wingmen.

Tonight, as I sort gently through some memories, I recall a recent and very exciting aerial adventure, though it was admittedly much more exciting for Freddy than for me.

We were southbound in our Himaxes from that jewel of an airstrip called Kirkby Field. Freddy Wright was supposed to be in echelon off my right wing. To be honest though, I didn't really know where he was in the formation. We eventually found ourselves a couple of miles south of the Indus Airport.

It was a grand October day; sunny and warm, with virtually no wind. A truly wonderful day to fly. Well, wonderful so long as your airplane keeps all its pieces. But I'm getting ahead of myself.

Freddy's radio was pretty scratchy, maybe on account of his antenna installation, and I wasn't really hearing him that well.



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Suddenly, his voice filled my earphones: "Bam, bam, bam. You're going down, Stu!" he said. Or, rather, that's what I THOUGHT he said. I pictured Freddy back at my six lining me up like he was the Red Baron, or something. But there was an anxious note in Fred's voice when there should have been mischief. Somewhat concerned, I asked him to repeat what he'd said, and he did. It sounded just like the first time. I eased into a gentle right bank and asked him where he was.

"I'm right behind you," he replied, "I'm going down." It was all instantly clear. Freddy hadn't said "bam, bam, bam", he'd said "pan, pan, pan"! He was in the litter box up to his neck, and I thought he was playing Top Gun.

But I'll tell you, Freddy's got stones. Not once did I hear even a hint of panic in his voice. He was confident and controlled, and he put that Himax into a damned rough field without so much as a nick in the paint. Even on the ground he was cool as a cucumber.

Turns out his prop came off. Yup, he was just bombing along when the ol' fan decided to take a left turn for Albuquerque. Freddy made a mistake when he installed the prop and left out a few reinforcing studs on the prop flange.

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 either Bob Kirkby, Bernie Kespe or Wilf Stark.

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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.

President: Wilf Stark 935-4248

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e-mail: ed.dantoni@logionet.com

I beetled back to Indus after Freddy radioed he was alright. There, Don Rogers hitched a flat-deck trailer to his truck. Fred Beck jumped in with us and the Great Himax Rescue was on.

(continued on page 3)

Getting the 'Max onto the trailer and back to the hangar was a snap. Freddy found the prop the next day, almost perfectly intact, with only one blade cracked. He stuck the two good blades into a two-blade hub and was back in the air a few days later.

Here in my easy chair, I glance out the window and see the November fog has closed in. The house across the street is barely visible. I know with sad certainty that Andy Gustafsson and I won't be pushing the sky around tomorrow. Hey, that reminds me of the last time Andy and I flew together...

"Dragonfly One to Dragonfly Three," I radioed Jim, "can you set up off Andy's right wing so I can get some pictures of you guys?"

Both Andy's Challenger II and Jim Corner's float-footed Kitfox were ahead of me and to my left. Andy was just done taking his own inflight snaps of Jim's plane, and I didn't want to miss my opportunity.

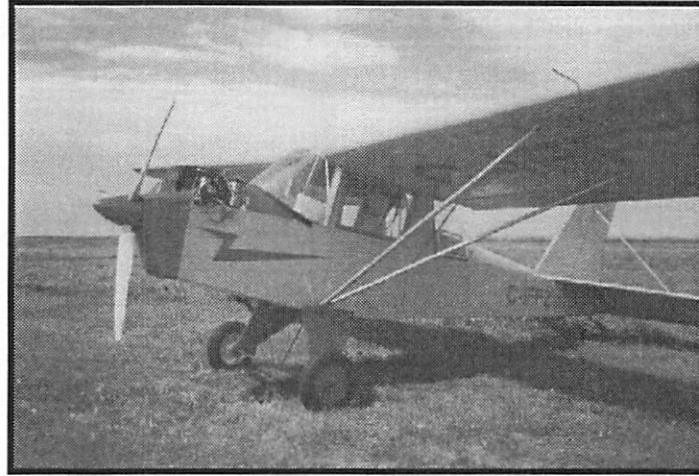
Jim slipped the 'Fox expertly into position to the right of, and just behind the Challenger. The Highwood River coursed crazily through the autumn prairie below us, making an excellent background for the pictures.

I spent the next few minutes bopping around the formation taking what pictures I could. Then I heard Fred Beck calling us. But I think I've gotten ahead of myself again.

You see, I forgot to mention that we were at Indus a few minutes earlier. Jim, Andy, and I landed there to pick up Freddy Wright for our trip to High River. Jim's plane was the hit of the day. Gustafsson and I, and our planes, are found at Indus fairly regularly. But Jim's plane isn't seen nearly as often and he gets a lot of

attention wherever he takes it, especially now the 'Fox floats.

We chatted with Wright and other members of the Indus Rat Pack for a



Fred Wright's HiMax when it still had 3 blades

while, and invited a few Rats along to HR. Fred Beck decided he'd make the jaunt, as did Dave Bolton.

You know, those guys couldn't own two more diverse airplanes. Beck's little yellow Chinook is a single-seat, 28hp, wing-warping, weed-hopper true to the pure form and spirit of ultralight flying. He's lucky to hit sixty going downhill with a tailwind. Bolton's plane, on the other hand, is a Quickie. It uses the same engine as Beck's Chinook, but the tiny Quickie is all fiberglass, and all fast. It

screams along faster than a hundred miles an hour.

Everyone agreed that if these two were going to rendezvous with us at High River Beck ought to have taken off yesterday, and Bolton should give the rest of us a couple days head start. In the end, Beck left right after the pre-flight briefing, and Dave promised he'd try to be patient.

Fred Wright, Jim, Andy and I scooted out of Indus. Just after Wright took off he announced his engine was having some minor connoption fit. Freddy was certain he'd make it back to land without any problem. After his grand performance the other day, I didn't doubt him a bit. He'd try to fix the problem and catch up with us later.

The three of us continued on and soon slid into an easy 'V' formation for the trip south. After we'd all taken each other's pictures over the Highwood is when we heard Fred Beck calling. And now I've got the story back around to where it should be.

Andy and I answered Beck time and again, but he was having radio problems and was only getting part of our transmissions. Suddenly, a white streak (continued on page 4)



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Adventures - continued from page 3

flashed by off our right side. It was Bolton showing us the limit of his patience.

Dave, who didn't have a radio, satisfied himself by making wide 360's off to the right. Meanwhile, Beck was still receiving us intermittently, but we somehow managed to get a fix on his position. Andy spotted him first, at our 11 o'clock, when we were 9 miles out of HR. He was a bright yellow speck bobbing along over the dark, summer-fallowed fields. Our planes steadily overtook the Chinook a couple of miles later.

"Dragonfly Five to Dragonfly One," called Beck in his cheerful Dutch accent, "where are you guys now?"

"One to Five, we're just passing high off your left wing," I replied.

There was silence for a few seconds, then: "Okay, I see you now. You guys really look good up there." He can be such a charmer.

A few minutes later we switched over to 123.0 and I called High River.

"High River traffic, be advised ultralights Dragonflies 1, 2 and 3 are currently 6 miles north-east of the field at 4300 feet, inbound to cross over mid-field for landing at High River. Over."

I was surprised to hear someone reply, and equally surprised at what he said.

"Dragonfly 1, the airport is closed. There's a painting truck on runway 24, and runway 14 is being oiled. It's your discretion."

Where does discretion come into it, I wondered? If the airport's closed, the

airport's closed. Not much need for discretion, just stay away. I could barely make out the trucks working away in the distance like little dinky toys. So much for High River.

I thanked the radio man for his help and called for the Dragonflies to switch back to



Dave Boulton's Quickie

Picture by Adrian Anderson

our enroute frequency. We did try to warn Beck, but just couldn't reach him with his errant radio. I had no idea where Bolton was.

Fortunately, we had a back-up plan for where to go next. Andy wanted to head west and grab a few aerial snaps of a friend's acreage about five miles from the airport. Jim and I circled high while Andy immortalized the place on Polaroid. He said later he didn't want to get too low on account of the buffalo herd in the adjoining pasture. That's quality planning, if you ask me.

Dave and his Quickie reappeared. He buzzed us a couple more times as we headed north for Okotoks, then he vanished again. Freddy Wright managed to meet up with us in the circuit there and our four planes made an impressive arrival just ahead of a local training flight.

Bolton and Beck. Andy said he heard Beck call that he was heading back to Indus. We figured Dave likely headed home, too. Then the conversation turned to Bolton's strip, and it turned out neither

Corner nor Wright knew where it was.

"No problem," said Andy and I, "we'll show you." So we saddled up and flew west toward Black Diamond. Once clear of Okotoks, we switched to 123.4. The sun was out again, and it was busy wringing the last few drops of colour out of the foothills before everything turned white.

"Well, fellas," I radioed happily to my wingmen, "I wonder what the rich folks are doing today."

"Actually," said an unfamiliar voice, "the rich folks are wondering why you're on our frequency." It was the Black Diamond glider guys, and I think that comment pretty much sums up their whole arrogant attitude.

"Because we're heading into your area," I responded. I gave him our position, altitude and intentions. Then we listened and watched as a Cherokee left the airstrip and flew past us on the right.

The gal flying the Piper took a long glance at us and said we "sure look pretty". Being manly men, of course, each of us would have preferred a more manly adjective, like sexy, or studly, or something. But we sure appreciated her courtesy and class. I hope the glider guy was taking notes.

As I led the flight into the circuit over Dave's strip, I couldn't help remembering the time Bernie Kespe got slushed-in there. It was a day last spring, and I landed first. I'll tell you, hitting the deep, sopping slush on the runway was just like catching a wire on a carrier. Bernie didn't have his radio so I couldn't warn him off. Later, on takeoff, I barely made it out, even with the Himax's tall, skinny wheels. Bernie tried six times to get up to flying speed, but the Renegade's big, fat tires just wouldn't let him. He flew it out a few days later.

On the ground at Bolton's the four of us all (*continued on page 5*)

enjoyed hearing how Dave had a bit of drama at HR. It was only when he was on short final that he realized the runways were under repair. He goosed it just in time and caught up with us again on our way to Okotoks.

It was time to go home, so we headed back northeast. Once we got north of the Bow, Freddy broke right and made for Indus. Instead of going straight back to Kirkby's,

I decided to stick with my wingmen, at least as far as Andy's strip, near Delacour. Passing Chestermere, just outside YYC's control zone, I remarked to Jim how the water must look awfully tempting. Chuckling, he admitted it was so.

We each went our separate ways a few minutes later when we got to Andy's street. I turned back south, peeling off high and right in a graceful climbing turn. Over my shoulder, I watched Jim follow Andy down; he wanted to see where the

Challenger lives. Then, he too headed for home, at Airdrie.

Well, the November fog is even thicker, I've run out of stories, and my beverage cup is empty. But even if I don't have good weather right now, I know I've still got things good. Because I know I'll fly again soon, and I know there'll be lots more adventure to remember.

Now, if you'll excuse me, I think I'll go check the forecast one more time.

Preparing Two-stroke Engines for Long-term Storage

by Reese Griffin

As winter closes in and it's getting a bit chilly to be flying about in an open or unheated cockpit, most ultralight owners reluctantly hangar their aircraft. The cold months are then spent dreaming of spring and favorable flying weather. As a new flying season approaches, the last thing one should have to deal with is major engine problems. A few simple steps now, as the aircraft is being prepared for storage, will go a long way in preventing such problems, which could cause delays in getting back out and up, and the need for costly repairs.

Long-term storage can have several

negative effects on a two-stroke engine. In calculating fuel/oil ratios for normal running conditions, two-stroke engine manufacturers generally keep the mixture as "thin" as practical while still maintaining adequate lubrication. This, of course, is to minimize undesirable situations such as gummy piston rings, fouled plugs and excessive exhaust smoke. If an engine was simply shut down and stored after running on the "normal" fuel/oil mixture, the lubricating oil film left behind would not be adequate to protect internal parts for long periods of time. When a two-stroke engine is shut down, pistons may stop in a position in which exhaust ports are uncovered and the cylinders are wide open to outside air. Air can also enter the crankcase through induction ports. Fluctuations in temperature and humidity can result in a considerable buildup of condensed moisture throughout the interior of the engine. The resulting rust and corrosion

can seriously damage internal parts and cause the engine to become seized tight. This situation can occur after only a month or two out of service.

When gasoline is left in a tank, carburetor, fuel injection unit or fuel lines, the volatile fractions evaporate rapidly, leaving behind the heavier fractions which form gummy varnish deposits. These deposits can easily plug carb passages and injector components, necessitating the time-consuming process of disassembly and de-gunking. Fuel stored for long periods of time in a typical 5 to 6 gallon "gas can" is also subjected to this deterioration. Stale fuel can cause many problems affecting both the performance and the longevity of the engine.

Liquid cooled engines require additional care in preparation for storage. If water alone is used as a coolant, and this were to be left in an engine under freezing conditions, severe damage to the engine will occur. This can include warped and cracked crankcase, cylinders and cylinder heads. Radiators and other cooling system components can also be damaged. Aluminum alloy engine components are subject to corrosion, even when a liquid coolant mix includes antifreeze or other corrosion inhibitors. These additives break down after a period of time, so used coolant left in the engine may not prevent this problem.

While the potential problems of long-term engine storage are many, prevention is a matter of a few simple steps. Safety is the first priority. Remember that fuels and
(continued on page 6)

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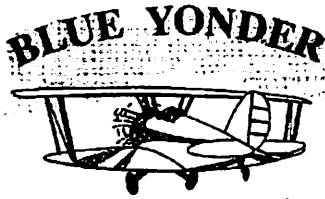
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Storage - continued from page 5

their vapors are extremely flammable and even explosive. Fuel should always be handled in a well-ventilated area, and must be stored and transferred only in approved containers. Do not smoke or handle fuels near sources of heat or flame. Be careful when working around rotating components and hot engine parts. Environmental concerns should also be kept in mind. Fluids such as old fuel and used coolant must be disposed of in accordance with applicable government regulations.

Listed below are the steps for long-term engine storage recommended for engines manufactured by 2 Stroke International, including our AMW and Cuyuna engine lines. Procedures for engines built by other manufacturers may be similar, however, it is always good practice to consult the Owner's Manual or other service literature that applies to your specific engine.

1. Run engine until warmed up to normal operating temperature, shut engine off.
2. Close fuel manual shutoff valve(s), or turn tank switching controls to the off position.
3. Remove air cleaner(s).
4. Restart engine and run at idle speed. As the engine begins to break up due to "running out" of fuel, use pump oiler or other appropriate device to inject clean two-stroke oil (as specified by the manufacturer) rapidly into the air intake(s) for 10 to 20 seconds until the engine stalls. This will coat crank- shaft and bearings with oil, and clear out fuel lines and other fuel system components.
5. Install tight-fitting sealing plugs over air intake(s), or reinstall air cleaner(s) and wrap tightly with plastic bag(s).
6. Remove spark plugs. Pump approximately 1 oz. (30 ml) of clean two-stroke oil into each cylinder. With ignition OFF, slowly turn the engine two revolutions BY HAND, to distribute oil over pistons, rings and cylinder walls. For inverted engines remove only one spark plug per cylinder, inject oil while turning engine. Quickly reinstall spark plugs. Special spark plug replacements containing desiccant crystals can be used to absorb moisture from the cylinder and



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combustion chamber during long-term storage.

7. Install tight-fitting sealing plugs or plastic bags over exhaust outlet(s), after exhaust has cooled.
8. For liquid cooled engines, drain the entire cooling system, after engine has cooled. Close drain valve(s), tightly reinstall pressure cap.
9. Drain all fuel from tank(s), fuel lines, fuel filters, gascolaters and other fuel supply system components. Close manual drain and shutoff valves. Reinstall fuel filler cap tightly. Seal fuel tank vent(s) with appropriate plug seals to prevent moisture from entering tank(s).
10. On float carburetor engines, re- move float bowls and drain fuel. Reinstall bowls.
11. Disconnect and remove the battery (if so equipped) for storage outside and away from the aircraft.
12. Store the aircraft in a dry, protected area and/or wrap the entire engine in plastic. When practical, dismount the engine and store separately in a dry, protected location.

Equally important is the procedure for preparing the engine to be returned to service after long-term storage. This subject will be covered in an article next spring entitled "Returning 2 Stroke Engines to Service Following long-term Storage." Refer to this article to get your engine and aircraft ready for spring, and a new and exciting sport flying season.

Classified

Mini-Max - Rotax 447, GSC Ground adjustable prop, Full panel, always hangered, only 114 hours since new. This great flying, well known little airplane can be seen at Transport Canada's photo album at www.tc.gc.ca/aviation/general/recavi/pictures.htm Dale 293-3826, e-mail: dacl@cybersurf.net (10/98)

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 hangered, \$6950. Dave Dedul 403-823-6054. (6/98)

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 nickel leading edge. Jim Creasser 226-0180. (4/98)

Classified ads are free to CUFC members. Forward ads to Bob Kirkby.

Wishful Thinking

by Guy Christie

I think everyone who flies knows the feeling I experience as I prepare myself and my plane for an early morning flight. The air is cool, the winds are calm and the sun a golden ball on the eastern horizon. I can not imagine anyone losing interest in flying, not even those that fly commercially. Some days I'm like a little kid, I get all excited and anxious, I can't think of anything else but being in that plane high above the ground looking around at all of the things we take for granted, and from a vantage point few will ever experience.

People have often ask if I would consider "moving on" to a bigger and better plane. I realize at that time how afraid these people are of the things they really don't understand. They automatically assume that I would be better off or "safer" in a larger plane only because it has doors and windows.

Are most people afraid of the unknown? Possibly yes. I often wonder how I might share this experience with these individuals who are so afraid to take a chance. In my opinion there is no virtual reality gizmo that can give people the real experience of flying an ultralight. A picture or film (even Imax) cannot capture the true essence of flight. I show pictures to friends thinking it was so neat to be up there looking around and being in control but when you see the look on their face, you know that the effect it had on you certainly isn't being passed through the photograph.

All I need now is to own my own machine, renting is great and the cost is probably the same, if not less than owning, but the added freedom of going where you want for as long as you want when you want has got to be heaven. I'll certainly take renting any time and I must thank Wayne Winters for giving me the opportunity to learn to fly and be able to phone him up and say "Wayne I need to go flying".



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A Year in Review

by Bernie Kespe

Once again another year is coming to a close, and what a year it has been. With numerous projects having been completed the skies over Calgary are abuzz with a record number of ultralights. No longer are there 2 or 3 planes flying to destinations like Linden, Okotoks, High River and Black Diamond but as many as 7 to 10 and sometimes more, and as always a crowd appears to check out the action.

For some, like myself, rebuilding has begun in earnest so that we too can join in next year's activities. There have been 4 or 5 mishaps this year including (unfortunately) the write-off of one plane. Miraculously no one was seriously injured in any of the mishaps.

There were several successful and well attended fly-ins this year. Bob Kirkby kicked off the season in July with an attendance in excess of 15 planes and over 40 people. This was followed by Glen Bishell who boasted an equal attendance record. Linden and Vulcan rounded off the season.

Club events numbered two, (hopefully next year will see a change in that number for the better) both were well attended. The first was the new years party which was a great success. It allows the members and their significant others to get together for a social evening and NOT hangar fly. The silent auction, as always was great fun, with many items for both fliers and non-fliers to bid on. Once again Louise Nesterenko out-bid most everyone-. THANK YOU Louise.

The second was a fly-in at Indus. This also was well attended but most were forced to drive-in due to the strong winds. Only two or three higher performance planes braved the winds and flew-in. Although windy, appetites were not affected (if anything, accentuated) and all the burgers, hot-dogs and drinks were consumed thereby negating a weather date. (At least one where food was to be served)

The club meetings continue to be held at the Northeast Armory (a truly great facility) and are attended by as many as 40 members on a good month. Guest speakers were Doug Hyslop who heads up the 60% scale AVRO ARROW project and Cathy Lubitz, head of UPAC, who ventured out from Ontario to give us a run down on UPAC and it's goals. (details on the content of this meeting can be found *(continued on page 8)*)

Review - continued from page 7

in the July 98 issue) In general our meetings have been very informal yet informative, construction techniques, engine maintenance (the tear-down of my Rotax 532), flying practices, regulations and many more topics and personal adventures were discussed. Some of these discussions continued on after the meeting at a local Tim Horton's over tea/coffee and police treats (donuts).

The Skywriter news letter has seen some changes this year. New articles featuring engines, aircraft kits, building tips, humor and some flying tales. But as always it seems to be a struggle to get members to write something-ANYTHING!! I would, however, like to send out a special thanks to those few that have contributed so much and I hope that they will continue to contribute. THANK YOU.

I would also like to take this opportunity to invite those members that live out of town/out of province to write and tell us about themselves, their planes, a flying adventure or just why it is that they continue to subscribe to the news letter. Lets hear from you in the Northwest Territories, Quebec, BC, you know who you are.

Mail articles to: Bernie Kespe
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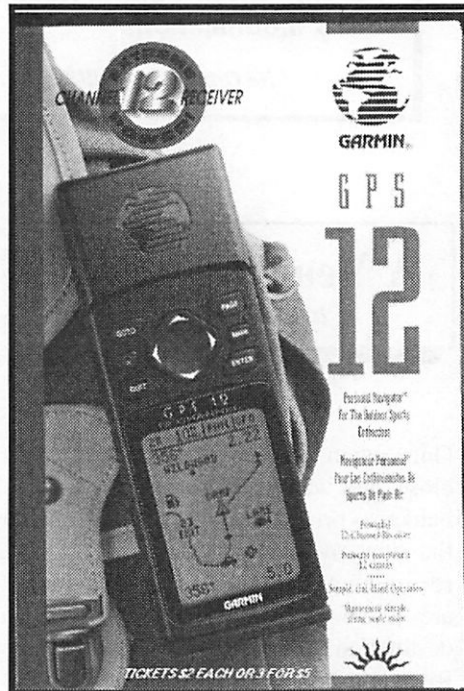
or e-mail Bob Kirkby or myself. (e-mail address are printed on page 2)

RAFFLES:

At the last (well, the only) directors' meeting, some time was set aside to discuss the monthly raffle. For the benefit of those that have never been to a meeting, the club holds a raffle after the mid meeting break. Prizes consist mostly of tools but on occasion members donate flight supplements, company shirts and a host of other items too numerous to mention. Some evenings as many as four

items are drawn. Tickets are 1 for \$1 or 3 tickets for \$2.

"So What?" you say. Well, that's what we thought too. So it was decided to raffle off a major ticket item several times a year. This prize will be advertised a month (or two) in advance, allowing those that are out of town to participate. So, without further adieu the January 1999 raffle item will be the GARMIN GPS 12 (unit is Y2000 compliant). Ticket prices will be \$2.00 each or three for \$5.00. TICKETS



Garmin GPS Draw - January 14

Tickets: \$3.00 or 3 for \$5.00

AVAILABLE TO CLUB MEMBERS ONLY. Please send cheques to Bernie Kespe (address mentioned above) with a note indicating you are entering the draw. Entries must be received by January 14 to be eligible.

MEMBERSHIP DUES / CHANGE OF ADDRESS:

Now that you're all ready to write that cheque for the GARMIN GPS tickets, why not add \$20 and renew your membership at the same time. (Memberships expire January 31, 1999) So, for \$25 you can renew your membership and continue to

receive this great newsletter and also receive three tickets for the GARMIN GPS unit valued at \$260.

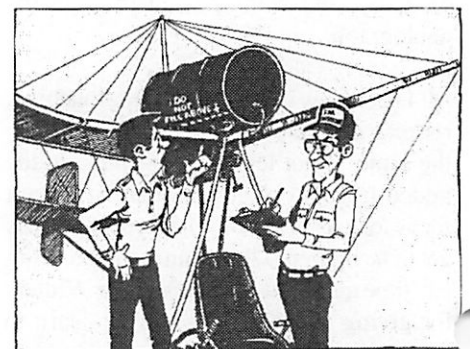
During this past year there has been an increase in the number of news letters that have been returned to me because the individual has moved and has failed to pass on a forwarding address. I have in the past made some effort to track down these individuals, quite often with little success and some expense on my part. I am no longer doing this. IF YOU MOVE -LET ME KNOW. If you don't your name will be removed from the mailing list and back issues will only be supplied on request and only if available. Save yourself the hassle and mail me a change of address card.

ALL membership renewals must be sent to myself (Bernie Kespe) and made out to 'The Calgary Ultralight Flying Club'. This will ensure that your status is updated and you continue to receive the news letter. In the past cheques have been sent to various members of the executive who have duly passed them on to the Treasurer. If the Treasurer doesn't keep me up to date on who has paid, well suffice to say I have received some irate calls by some who have paid but never received a news letter.

I've rambled on enough so.....

MERRY CHRISTMAS TO ALL AND A HAPPY NEW YEAR.

Secretary
Bernie Kespe



"Over limit? No, that's 5 gallons of gas and 50 gallons of air for more lift."

Destinations

by Andy Gustafsson

Saturday, Halloween morning, promised to be one of those days with light winds. Because of the coolness in the late Autumn air and the suns lower track, the vertical movement of air was minimal. In other words, every sign of a great day of flying was there. My short hop from my home field to the Wild Rose Aerodrome (Kirkby field) was smooth as silk and the haze to the SW was starting to dissipate. Stu Simpson's mean looking Hi-Max and Jim Corner's beautiful Kitfox on floats were being prepared for the mission of the day.

We formed a tight triangle formation as we set our sights on Indus-Winters. Fred Wright had his Hi-Max fired up and waiting for us. I was surprised at the number of people at Indus, not quite like Lindberg's arrival in Paris 1927, but the feeling was there. Indus sure is a popular airport with the fast increasing U/L crowd. Visiting many general aviation airports with their neglected buildings and dismal ambiance sure tells the new era pilots that U/L is the way to go. As recreational flying, our sport just can't be beat.

An enthusiastic Fred Beck took off as soon as he heard High River was our destination. His little "Chinook" needed a head start as we would catch up to him later. The remaining four aircraft were soon cruising at 4200' and in a orderly formation. For a longer cross country flight like today we maintain a greater separation in our formation, which is safer and also more relaxing.

Calgary was now being cloaked in a brown haze as the inversion from the incoming "Chinook" was forming. Strangely enough, there was no wind. Lenticular clouds were showing their presence, indicating a flow from the west at higher altitude. Our little formation droned on and a little south-east of Okotoks we caught up to Fred and his yellow

"Chinook" aircraft. At 5 miles out Stu announced our arrival to High River, only to be informed that the airport was closed due to maintenance and vehicles on the runways. At this point we were quite a distance from Fred and it took several attempts at notifying him on the radio as to the state of High River. We decided to divert to Okotoks, but first I had promised a friend of mine to shoot some pictures of his ranch, just 5 miles west of the High River airport. My friend is raising bison and is putting together a promotional brochure about his operation. The "Dragonfly flight" stayed in a holding pattern at 800' as I dropped down for my



Andy's Challenger II at Kirkby Field Picture by Adrian Anderson

camera work. My job was done in a few passes and I climbed hard to join up again as we departed for Okotoks.

Upon entering down wind for runway 16, I felt a strange air current, likely the effects of a strong mountain wave. Jim said he felt it too. I really had to fly the plane for as long as it lasted, just 30 seconds perhaps. Okotoks airport appears very run down and neglected nowadays. There is a new flying school operating there, Skywings, out of Lethbridge. Rumor also has it that the whole airport has been bought by a developer. He has plans to turn it in to an airpark, where you can buy a building lot next to the runway, and from your own house and hangar, taxi right out and take off on a paved strip. Sounds like big plans.

The two pop machines and coffee pot were

empty inside the terminal, but we managed to squeeze a couple of chocolate bars out of the, almost empty, candy vending machine. The personnel at the terminal did not acknowledge our presence in the building, but were nice enough to give us change for our candy purchase. Could it be that this affordable way of flying, that U/L flying is, seriously threatens the general aviation world. Just go out to Indus airport on a weekend and compare. This is enthusiasm.

We left Okotoks and headed west, to the scenic Boulton air strip, just to the north-west of Black Diamond glider strip.

Half way there, we announced our intentions on 123.4 and were immediately questioned by Black Diamond pilots, why we were talking on "their glider frequency". After informing them that we were going into Black Diamond airspace, we did not get any more negative response. Nobody

questions professionalism. Just as we were preparing for the Boulton circuit, we got a very nice complement from a female pilot, flying a Piper, on how very good we looked in the air. Bless her heart.

The flight home took us over Chestermere lake and the glassy surface of the receding water. It must have looked very tempting for Jim, floats and all. I, could picture the ice and me landing on my skis this winter.

The wind had changed since I left my home field in the morning and I decided to over-shoot and go around for a 09 approach. Just as I touched down I saw the shadow of Jim's Kitfox, coming in from behind and with a left climbing turn he said so-long and so ended a day of flying that will stand out as one of the better ones.

Happy landings.

News Clip From Cyberspace

PILOTS CAUTIONED ABOUT VIAGRA USE...

The "eight hours from bottle to throttle" rule got a bit of company last week when media attention focused on an article in the Fall edition of The Federal Air Surgeon's Medical Bulletin. The author, U.S. Air Force doctor Donato J. Borrillo, M.D., recommends that male pilots should wait

at least six hours after taking the anti-impotency drug Viagra before flying. The article suggested to AMEs that taking Viagra in the hours before flight could possibly lead to certain "problems." Borrillo warns that there is a slim possibility that use of Viagra can impair color vision. That, in turn, he surmised, could lead to a reduced ability to distinguish between the common instrument display and taxiway light colors.

...POTENCY PILLS A PERIL?

In what some wags have dubbed the "six hours from gear up to gear up rule" or "six hours from coming to going rule," the article then recommends that flight docs tell pilots about the possible side effects and urge abstinence in taking the drug less than six hours prior to a flight. Borrillo warns that otherwise, "Full attention to the instrument scan and task at hand may be compromised." AVweb's free medical advice includes no solo simulator flights in the hours preceding the real thing, and attention should be focused on the instruments, not the stick.

- reprinted from AVweb News



Ski flying anyone?

By Andy Gustafsson.

The winter is upon us again and it's time to dust off the skis, for your aircraft that is. During the summer, I have been doing some work on them. I have strengthened the bracket where the axel goes, and installed brass bushings, and checked the limiting cables. The bungee cords still look like new, so they can serve me for another season. Something new that I have learned when dressing the bottoms.

- For aluminum skis, use kerosene to prevent sticking. Never use wax. Plastic bottoms need nothing.
- When pushing your aircraft around, never turn sharply as the leverage of the skis can cause fatigue on the axels.
- When you park for awhile, to go for coffee or something, put small blocks under the skis to prevent them from freezing to the snow or ice.

Here in the west, large amounts of snow are rare, so getting stuck is not an issue. I have been operating in deep snow, but never had a problem. What we have to be aware of are hidden frozen obstacles under the snow cover. What appears to be a smooth surface can hide a nasty surprise.

- Before your takeoff run, check the intended runway for frozen ridges and Skidoo tracks.
- Before landing, do a low pass to check for obstacles.

With the presence of our famous "Chinook winds", the snow from previous days can melt and re-freeze, making the surface hard and icy.

- Make sure that your runners, under the skis, are in good condition. You don't want to land and slide sideways the way I did when I was testing my skis.
- Don't forget that you don't have any brakes when you land on hard surfaces. On soft snow, the landing run is very cushy and comfortable.
- Avoid dragging the nosegear or tailgear during your takeoff run.

December Meeting Guest Speakers

Ken Lapp and Wayne Nyman have agreed to speak at our December meeting. Ken is one of the aircraft owners whose home is at the south end of Indus field. He is the owner of a mint 1958 Bonanza. Several years ago he purchased a 1944 Military version of the Piper Cub. I believe it was an L4J. The logbook shows flying time in Okinawa in 1945. It was involved in a landing in a swamp two summers ago. I believe crash would be a better substitute for landing but I am trying to be polite. Anyway, Ken and his partner Wayne have agreed to do a show and tell on the rebuilding, restoration and flying of the aircraft to Oshkosh 98.

Ed D'Antoni .

Skywriter editorial staff would like to wish you and your families a very Happy Christmas Season, and thanks for reading our stuff all year long.

I have been operating on skis for 5 winters now and there is nothing like the freedom of a nice, crisp, sunny winters day with lots of fresh snow. I can go anywhere white and not having to worry if the runway at my destination has been plowed or not. Well, you don't even need a runway. Any flat field or lake is perfect. One of my favourite places is Chestermere lake, where the coffee is hot and the pie fresh. Let it snow.... But be careful up there. If you have any questions about flying on skis, give me a call.