Skywriter

Monthly Newsletter of the Calgary Ultralight Flying Club

April 2000

Crest Contest Extended

The contest for a new club crest has been extended to April 13. The entries will be voted on at the April club meeting.

Here are some of the entries received so far. There may be more but these are all your editor has been able to get his hands on as of press time.

Bring you entries with you to the April meeting. There is a $25 gift certificate for the winner. More importantly you will be helping the club establish a new image for the new millennium.

Bernie Kespe

Ivan Myslawchuk

Stu Simpson

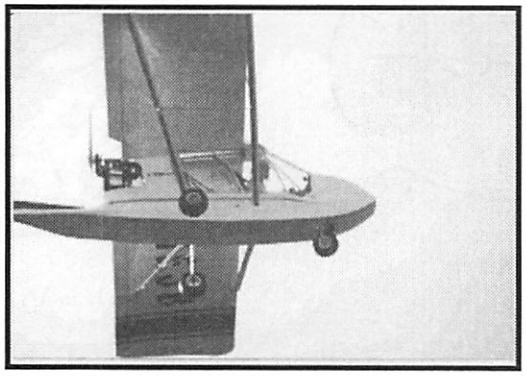
Stu Simpson

Stu Simpson

Cold Fronts and Cross Wind Landings

by Andy Gustafsson

Saturday's forecast called for good weather in the morning and cold fronts and wind in the afternoon. I figured that if I did my flying in the morning I would avoid the below normal weather and have a joyful flight. At 10:00 I was ready for my take-off. I had a full tank of gas and the airframe was airworthy. A slight breeze from the west had me off the ground in surprisingly short distance. The horses in the field, just off my runway gazed at me as I passed by. I lifted off to a few feet above the ground, picked up speed and pulled the stick back to gain precious altitude. The air at 500 feet was smooth as silk and I had my Challenger leveled and trimmed for my trip to Indus-Winters, my turnaround point. Because of the forecasted approach of the cold front, I glance toward the north for those small dark clouds that sometimes are associated with the leading edge of the cold fronts. Everything looked good and I continued my flight.



Andy taking off in his Challenger

There were no other flyers out this beautiful morning. Calgary Int'. reported calm winds and life was grand. Just north of Chestermere lake I spotted a bald eagle a hundred feet below me. He was northbound at a pretty good speed. His wingspan was truly impressive. Looking to the west, there was a big ugly brown cloud engulfing the downtown area of Calgary and what looked like snow squalls. My indicated airspeed showed 70 mph and so was the GPS ground speed. Well, things were going to change.

The touchdown on 27 was smooth and the runway was dry. Indus was deserted and without wasting time I was off again for home. Just when I passed over the Trans Canada highway, the mighty cold front met me head on. The inside of the cockpit got cold and the whirling winds grabbed my little craft like a giant hand. I had been flying in strange winds before but this was a new experience. My ground speed kept creeping lower at the same time, as my indicated seemed to increase. Change in air pressure? The initial rough air smoothed out somewhat and I labored on. I advanced the throttle setting and set up a cruise at 80 mph. The ground speed was now down to 38 mph. Calgary Int. reported a surface wind from 280 ° at 18 kts gusting to 23. Up here where I was, the wind was over 40 miles/hr. The Challenger can be landed at 25 miles/hr crosswind so this was going to prove if the flight manuals were right.

The gusty north west wind made the flight very lively all the way home and I set up an unbelievable approach to my runway 25, flying on a 45-degree angle towards my touchdown spot. No flaps needed today. With extra speed and an impossible crab into the wind I proceeded. The windsock was straight out from the north and snapping hard in the wind. I kept the upwind wing low to prevent the wing from lifting in a wind gust. The Challenger seemed to shudder as I came in over the fence keeping the plane in a straight path to the runway. I figured that if I kept the speed up I could easily over shoot and go around, should I have a problem. Well, my Challenger cooperated with good control authority in the gusty wind and the right wheel was the first to touch the ground. I was careful not to let the upwind wing get the lift, by pushing the stick to the right. My landing was one of the best that I have ever done and nobody was there to see it, but the horses.

Sudden weather changes can and will happen. We have to be ready for whatever comes our way and that means keeping your cool and keep flying your plane. Even if the situation looks too hard to handle I always look at it as a new challenge. We can be very careful with the weather and only fly in perfect conditions, but one of these days we will run into something that we have not expected. Weather forecasting this close to the mountains is not easy to do. There are so many variables. Now that we go toward spring and summer we have to be even more vigilant, so be ready. And remember, the best way to stay current is to fly a lot. Be careful up there.

Skywriter

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Editor: Bob Kirkby 569-9541
e-mail: kirkby@telusplanet.net

Assistant-editor: Bernie Kespe (see below)

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 7:00 pm, at the Northeast Armoury, 1227 - 38 Avenue NE.

President: Brian Vasseur 226-5281
e-mail: vasseurb@cadvision.com

Vice-President: Stu Simpson 255-6998
e-mail: simpsont@cadvision.com

Secretary: Bernie Kespe 255-7419
e-mail: kespeb@cadvision.com

Treasurer: Carl Forman 283-3855
e-mail: formanc@cadvision.com

Director: Dan Mitchell 238-4254
e-mail: mitchell@cadvision.com

Past President: Wilf Stark 935-4248
e-mail: wstark@compuserve.com

Visit the CUFC web site:
www.cadvision.com/cufc/

Think Now - Fly Later

by Carl Forman

Spring is here. For many of us this means resuming flying after the winter layoff. We are rusty at the controls and decision making skills are not as automatic as they were last fall. Before flying we should think about good flying practices and review some textbooks.

Here are few of my thoughts on a variety of subjects. I hope they get you thinking about flying.

First flight
A check ride with an instructor may be a good idea. If a pilot decides that he will resume flying without the benefit of a check ride, he should choose a day and place which offers the optimal conditions for flying. Minimal wind and other traffic and a well maintained long wide runway will increase the odds of a good first flight in the new season. A very thorough pre flight inspection will not only reduce the possibility of mechanical problems but also help the pilot prepare mentally for the flight. If you are flying a two seat ultralight, fly solo to give yourself the benefit of higher power to weight ratio.

Multiple distractions
Aircraft accidents often occur because the pilot is distracted. The more the distractions, the greater the chance of an accident. I once came close to damaging an aircraft because it had a bad nose wheel shimmy. I was on short final for landing with a fast aircraft on my tail. I was concerned about the traffic on my tail and the nose wheel shimmy and forgot to concentrate on the upcoming landing. The result was a terrible landing. I had no control over other aircraft in the circuit but I should have fixed the nose wheel before flying. One distraction would have been better than two. Have the aircraft and yourself as ready for flight as possible. If you get distracted in the air by several issues, your may forget to fly the aircraft just like I did.

Power to weight ratios
Aircraft acceleration, climb and stall speeds are all adversely affected by increased weight. Two seat ultralights are particularly sensitive to weight issues. For example adding a passenger could easily increase gross weight is 33% or more in an ultralight. The same person climbing into a Cessna 150 would increase total weight by only 14%. The extra weight will significantly degrade performance on the ultralight aircraft. This is particularly true on hot days.

Density altitude
Aircraft performance including rate of climb and top speed decrease at higher altitudes. This occurs because the air is less dense and the engine doesn=t produce as much power in the thinner atmosphere. Also, propellers have less air to bite and are not as efficient. Similarly, wings do not lift as well. Air speed indicators will report slower speeds.

Air is less dense on hot days. If it very hot, it is quite possible that an aircraft flying at 4,000 feet may be performing as if it is at 7,000 feet. In this example the airplane is said to be at a density altitude of 7,000 feet although the actual altitude is 4,000 feet.

Here are a couple of facts to consider:

- Every 10 deg Celsius increase in temperature decreases air density sufficiently to increase density altitude by about 1200 feet.

- A temperature change from minus 10 deg Celsius to 30 deg Celsius causes engines to lose about 13% of their power based on my rough calculations.

By the way, higher humidity also reduces engine power slightly.

In conclusion, when flying at full gross weight on a hot day, be prepared for degradation of performance.

Stall speeds
Stall speeds increase when:

- Aircraft weight increases
- Aircraft center of gravity moves forward

- Angle of bank increases. A sixty-degree angle of bank increased stall speed 41%. For example from 40 MPH to 56 MPH

Turbulent air can change direction and speed and induce a stall, especially if the aircraft is already flying slowly.

Practice your instrument scan technique to be constantly aware of you airspeed to avoid stalling the aircraft.

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Think - continued from page 3

Engine carburetors
Rotax carburetors are quite simple. The first 25% of power is controlled by an idle jet which provides a very rich fuel to air mixture to the engine. When the throttle is opened, a bunch of air rushes in resulting in a temporary over supply of air and shortage of fuel. This causes our engine to initially cough and sputter. When landing, consider leaving five or six hundred RPM above idle RPM on final approach. This way the engine responds immediately to a full power go around. Another advantage is that shock cooling of your valuable engine is minimized. I also watch my exhaust gas temperature gauge to ensure that the mixture reaching the engine is sufficiently rich to ensure good lubrication (i.e. temperatures around 1,000 degrees).

Ground effect and getting behind the power curve
The aerodynamics of flight yield bonuses of increased lift when flying close to the ground. This is especially true for a low winged aircraft. This bonus lift disappears when the wing is at an altitude above the ground equal to or less than its wingspan. Aircraft can take off using the benefits of ground effect but have too little airspeed to climb. If a premature attempt is made to climb, the pilot could get into a predicament. If he continues to keep the nose up he will fly in circumstances which are sometimes described as behind the power curve. Lift is being provided partly by engine thrust and partly by wings, which are in a semi-stalled condition. Lowering the nose would result in a rapid decent to terra firma and raising it causes further speed decrease and a full stall. After initial liftoff allow the aircraft time to accelerate before climbing.

Fly the airplane
No matter what uncomfortable or emergency situation you may get in, it is important to maintain an adequate airspeed in order not to stall the airplane. Know your planned glide speed in engine out circumstances. Failure to develop a scan technique that results in a steady monitoring of airspeed can be disastrous. If an attempt is made to stretch a glide, the result will be just the opposite. The airplane will begin to mush through the air inefficiently. Worse yet, you could stall the aircraft. It is better to pick a secondary, less desirable spot for landing than risk a stall. Plan for emergencies. I'm always looking for fields to land on during take off and while cross-country flying.

Use the full length of the runway
Few things are more useless than runway behind you, and sky above. If you have an engine problem on take off, landing straight ahead is easy if you've left yourself room. I watched two instances were the engine quit shortly after takeoff. One was an intersection take off and resulted in damage to the aircraft when it ran out of runway during the emergency landing.

Runway conditions
Here are a few things to keep in mind:

- Soft surfaces such as mud or snow can increase takeoff distance as much as 75%.
- Long grass will also slow you down.
- For every 1deg uphill slope of the runway, take off roll is increased 10%.

Never take off uphill with a tail wind.

Imagine these situations
You are on final landing approach to an unfamiliar strip. There are some tall trees that are unsettling because they could get in the way and will, at the very least, give rise to turbulence as you near the threshold of the runway. It is hot and the winds are light but there is turbulence. You have a passenger and full fuel tanks so you are at full gross weight. There is a small problem with the undercarriage and you are concerned with the rough terrain of the runway.

You didn't notice that the wind had switched directions. You now have a slight tailwind resulting in a higher ground speed and the illusion of higher airspeed. In fact, you have let your airspeed drop off. As you get closer to the ground it is apparent that your sink rate is rapid. In a panic, you slam the throttle forward. The engine sputters and you instinctively pull back on the stick to arrest the descent. Your wings are now fully stalled, ten feet up, and you will be the first to arrive at the scene of an accident that is now inevitable.

You are flying low along a river valley on a hot day fully loaded. The timing on your engine is off a bit and it isn't developing full power. Power is further diminished due to the high-density altitude. You are concentrating on your surroundings because you are so low and forget to monitor airspeed. You are paralleling the side of the hill from which the wind is coming. Thus there is a downdraft. The airspeed gets too low. Full power yields very little climb due to the downdraft, density altitude and the engine ignition timing being slightly off. To your complete dismay, the controls are really mushy in the downdraft. If you are lucky, all you get is a good scare.

Ultralight flying is a very enjoyable pastime. It is also quite safe. It does however occasionally extract a severe penalty for lack of judgement or inattention. Prepare yourself mentally and your aircraft mechanically and enjoy the upcoming season.

Wow! Pretty scary stuff. Thanks for the Spring Warmup Carl - Editor.

Castlegar Trip

Stu Simpson is busy planning Ultralight Adventure 2000. The trip is tentatively planned for late June from Calgary to Cranbrook and Castlegar. Air and ground crew are needed

For more information contact Stu at 255-6998.

A Visit with Transport Canada

By Dan Mitchell

It was a cool windy Saturday morning and I was down at the Indus Winters Aire-Park doing a little maintenance on my Beaver. As I was in the process of cleaning up and returning my tools to the van I noticed a gentleman and a couple of young ladies checking out the aircraft in some of the hangars across the way from mine.

After putting my supplies away I wandered over to see if I could be of some help. There are often curious visitors down at the Indus airport, generally site seeing, but occasionally expressing genuine interest in Ultralights. As it turns out these three were more than curious visitors. They were employees of Transport Canada in Ottawa who were visiting the Calgary area prior to attending a conference in Canmore.

The gentleman was Arlo Speer, Chief, Recreational Aviation and Special Flight Operations, and the two women were fellow employees. The four of us had a very pleasant visit talking about Ultralight aviation in general and more specifically in the Calgary area. Arlo expressed an interest in the types of aircraft being flown by our club members and referred to the ones they had been looking at when I first spoke to them. I invited them to have a look at my Beaver.

During their "inspection" of my plane, Arlo commented that very few of the aircraft they had seen (including mine) had the required placard which reads "This airplane is operating without a Certificate of Airworthiness". Although most of the hangars were closed and they hadn't seen many aircraft, only Dave Conquergood's Pietenpol had the required placard. And even it did not meet the requirements (the text on Dave's plane is only in English, and the regulations state that it must be in both English and French). Really! I wouldn't make this up.

Arlo came prepared with a lap top computer in his van and he showed me the applicable regulations. Transport Canada has an excellent web site with all the rules and reg.'s spelled out in plane English (pun intended), or French, as the case may be.

http://www.tc.gc.ca/aviation/regserv/carac/cars/s-map_e.htm

The following is taken directly from the above web site.

CARs Document Collection 2000-1

Canadian Aviation Regulations

Subpart 2 - Operating and Flight Rules

Division I - General

602.29 Hang Glider and Ultra-light Aeroplane Operation

(1) No person shall operate a hang glider or an ultra-light aeroplane

(d) unless the aircraft is equipped with

(iii) where the aircraft is an ultra-light aeroplane, a placard that is affixed to a surface in plain view of any occupant seated at the flight controls and that states, "THIS AEROPLANE IS OPERATING WITHOUT A CERTIFICATE OF AIRWORTHINESS/CET AVION EST UTILISÉ SANS CERTIFICAT DE NAVIGABILITÉ".

We may not appreciate this particular regulation or others like it, but it doesn't interfere, limit or restrict our freedom to fly Ultralights. Conforming to regulations like these may help avoid the introduction of other more onerous regulations that could restrict the freedom we currently have as Ultralight pilots.

So, what is the moral of this story? Read; take note; and fly legally.

Happy flying.

A Huey Cobra practising auto rotations during a military night training exercise had a problem and landed on the tail rotor, separating the tail boom. Fortunately, it wound up on its skids, sliding down the runway doing 360s in a brilliant shower of sparks.

As the Cobra passed the tower, the following exchange was overheard: Tower: "Sir, do you need any assistance?" Cobra: "I don't know, tower. We ain't done crashin' yet!"

Welcome Back to Nobody's Flying School

If you are here today for the first time, let me brief you. Our restores are located at the south end of the runway, water fountain in the maintenance shed and first aid is on call. If you require medical attention, just lay down and scream. The nurse will attend to you with crashcart and kindness, but be careful. She's Nobody's sweetheart.

Without further ado, let's begin today's lesson with the case I call "Milkin' the Turkey".

John Osborne packed up a full complement of camping gear and drove the three hours from his home to the airfield. On top of his small car, dominating it, was his very own airplane. As the Friday sun was setting, John erected his airplane and set up camp for the night.

It didn't escape his instructor's notice that John refused the offer of beer that night, and retired early to his little tent. As the cacophony of "hangar lies" faded. he could be heard repeating over and over the procedures he was prepared to follow during his first solo.

Easy solo, I thought to myself, as I faded into early sleep.

As so often is the case, morning laughed at John as it whistled through his tent with a steady 10-mph breeze. Undaunted, he used his early light to once again preflight his craft, and drove off quietly, unaware that I had been watching through my bedroom window.

There was no surprise in finding him at the Melody Cafe, sitting alone and reading from his student manual once more. Sitting down next to him, I volunteered to answer his questions. Instead, he looked up from his studies and began talking about how his friends and family reacted to his decision to take up ultralight flying.
You could tell he was delighted to have raised their eyebrows and set their tongues to clucking. You could also tell he was as prepared as any student has ever been to cut his umbilical to Earth.

When finally the wind began its nightly recession, John and I prepared for his big event. We worked up to the moment by repeating every exercise he had practiced since we began. Flawless performance was in each case followed by the enthusiastic flapping of rudders, meaning clearly: Let me go, let me go!

Students seem keenly aware of the ritual and ceremony of flight from the very beginning of their training. You know as well as I do that the initiation, the recognition of milestones, is as important as the thrill of flight itself.

Like the traumatic first equatorial crossing rites observed by sailors, the first-solo celebration looms as a moment to savor in everyone's flying career.

"Captain," they say between handshakes and pop-tops. "Case of beer, Captain." And you're glad to fork over for a party in your honor. You're tickled to death when the instructor cuts the seat out of your pants and nails them to the hangar wall. you postpone a change of clothes to display your feelings: That's my pink butt hanging out there. That's what makes me a Captain!

In anticipation of that spirit, we went over the aircraft again to check for damage or errors uncovered during taxi. Since the fuel tank was without sight gauge, I asked him to recheck the fuel level. Visually the tank looked about half full, so we calculated the running time he had put on it since filling it that morning. There had to be at least one hour of fuel remaining, even assuming full-power operation.

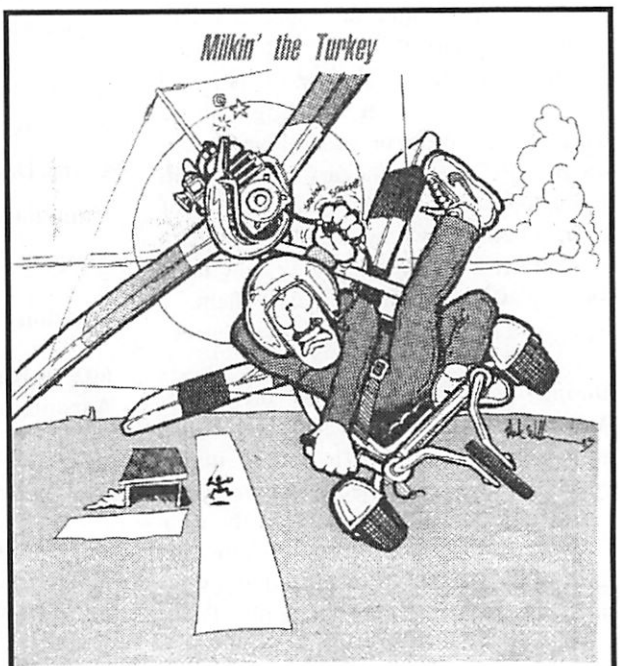
John repeated his procedure for me (perfectly) and we tested the radios for operation at range, As an afterthought, I told John about the tendency of some engines to run rough during climbout because of (in the case of this airplane) float level sensitivity. "Pump the primer bulb a few times when you encounter that, and if that doesn't cure the roughness, try another throttle setting."

After a short wait for skydiving traffic to clear, I gave John his final order: "Whenever you're ready, guy!"
And there was no hesitation. The little red machine accelerated sharply and flew from the centerline of the runway. I heard a short bleep in the engine's whine; but it seemed to clear up immediately. Monitoring his progress, I noticed he seemed to have slowed his climb rate somewhat before he reached the point where I had shown him to do so.

Suddenly, it dawned on me that he wasn't climbing at all. Still tracking the pattern over the ground, he was beginning to bob in and out of sight behind the far trees.

Up to that point the radio had been silent, as it should be for a normal solo. Worry found a voice within me and I spoke to

(continued on page 7)



He had flown left-handed (with a right-mounted stick) while he manually pumped fuel through the primer with his right hand behind his head. He landed safely, under some control, almost on the runway. And he's ready to do it again.

Nobody's - continued from page 6

John slowly: "Full power, John. Thirty mph and let's gain a little altitude. Your path looks good, John, full power and 30 mph please!"

I was relieved to see him begin to gain altitude, although his path suffered somewhat. He was swinging a little too far away from the airfield, so I told him it was time to begin turning to his base leg for the approach. It felt rewarding at the time, seeing his smooth turn in response to my instructions

I continued a running commentary of short commands to guide him down the approach slope and onto the runway. Whatever happened to him up there, John had to have been distracted. Certain that he was adequately prepared for solo, I was disappointed to have to prompt him. That meant he would have to repeat the solo.

Approaching the runway, John began some roll oscillation that threatened to place him well off the runway centerline. Stationed on the near end of the runway, I watched and screamed as John flew overhead. Off the runway, wings level at last, I heard the engine fade as John settled into the winter wheat..

The coughing engine and the crackling wheat were silenced behind the new pilot's four-letter screams of joy.

I went to my knees for a moment as blood returned to my veins. It was the first time a solo student had come close to shaving my head the prop. When I looked up, John was dragging his machine backward to the runway.

Prepared for debriefing, I gave a hand—tactfully asking how felt.

That (expletive, expletive) wouldn't run unless I continually .squeezed the primer! I had to fly with my left hand and prime with my right and oh Jesus when I let go to reduce throttle it almost quit. I couldn't gain any altitude, I knew I was low!"

And my eye went to the fuel tank where it rested behind the pilot's . It was installed backward, so the low point was away from pickup. I opened the tank and was surprised at the absence of a flop- tube.

Well, you did a good job of recovery, you kept your head," I told him. "We can fix the problem and do this again in the morning. Could you hear the radio during all that?" Hell no!" he said. "The last thing I heard on the radio was, 'Whenever we ready, guy!'"

And that settled in on my mind. He had flown left - handed (with a right - mounted stick) while he manually pumped fuel through the primer with his right hand behind his head. He landed safely, under some control, almost on the runway and he's ready to do it again. He chose the safe flying path and ignored me in favor of handling the situation, which only he could analyze. He took command.

Congratulations, Captain John Osborne." I stuck out my hand. "You pass."

"Well of course I do," he said. Then he sat down on the runway's edge, looked at his machine, and let out a war cry.

I hurried to the hangar for my scissors.

How to Be a Good Student

The instructor's job is to advance you task by task through the syllabus of flight. To that end, he expects three things from you. He expects motivation, objectivity and respect.

MOTIVATION is important to the instructor/student team, and if the student fails to supply it, the instructor will do his best to inject the student with it.

RESPECT is vital in both directions. The instructor holds the student's health and hopes in his hand. The instructor must trust the student to respond correctly, if not he must correct that problem before moving on.

OBJECTIVITY, in the-case of the "good" student, denotes the willingness to fail. If you go through an entire training program without a major screw - up, a good instructor will watch you more closely than he would the slow learner.

If you come to me with confidence, I consider it my task that you should leave with objectivity. If you come with objectivity, you should leave with more confidence. The shifting about of these two traits will indicate progress in learning. Like the pendulum of a grandfather clock, it's not the way you swing that counts; it's whether you can swing at all.

Summary

* Keep in mind that the objective is to learn to be a good, safe pilot. Pleasing the instructor or "beating" the program — soloing in three hours or taking unnecessary risks — will not help you achieve that goal.

* Insist on demonstration and explanation until you understand the tasks ahead of you. Your willingness to move ahead should be based on educated confidence.

* RELAX, RELAX, RELAX.

* Make small corrections. The instructor can always prompt you to increase your corrections. If you overdo it, however, the time lost starting over or the need to listen for commands to reduce control will make both learning and teaching more difficult than they need be.

* When you feel overloaded or unprepared, veto your own progress and voice your feelings to the instructor.

* Be patient. Ultralight training weather comes about as often as a pat hand in poker.

* Make arrangements to train mornings or evenings during the week. you don't need an audience yet. Most flying sites will be crowded on weekends.

* Make every mistake count. ✈

From The Cockpit

by Brian Vasseur

We're into April already and I'm getting more and more impatient to get my Volksplane finished so I can get it flying this summer. For the most part it's a very fast building airplane so barring any major disasters it seems pretty likely that I'll have it done this year.

One of the things I've noticed since I built my first airplane is that the building time is directly related to how confident you are working on a particular piece, and also if you have all the pieces available. I've been frustrated many times by trying to finish a piece only to find that the bolt I need is either too long or too short and I have no choice but to leave it and try and move on to something else. I've become convinced that if I had absolutely every piece I needed to finish a project I could build just about anything in a month.

Engine selection is another big item I've got coming fairly soon. A lot of people do use VW engines on a Volksplane (go figure) but I'm not sure I want all that weight for only 60 hp. If I went with a 503 I could have electric start and a lighter engine which would offset having slightly less power than an 1835cc VW. My research has led me to start looking at not just Max HP available, but HP for cruise and fuel burn. Hopefully I can come up with a solution that has good takeoff power and still produces reasonable power at cruise RPM without being too fuel hungry. Based on the complexity I think I could write a whole article on this for next months newsletter.

Something else that showed up in the newspaper this week was the Rotorway Exec that was lost at Innisfail. Apparently the new owner had just taken delivery and crashed only a few minutes from the airport. I feel bad for the families when this happens, but I also worry about what kind of impression this leaves for the non flying public when accidents like this make the front page. I hate to speculate on a cause without knowing any of the details of the accident but it has made me wonder whether this accident could have been a case of an inexperienced pilot who inadvertently made a fatal mistake.

Now that we are back into prime flying season again a lot of us who didn't fly since last summer will be getting back out again. Let's all take an extra few minutes to make sure that both you and your airplane are ready to take to the skies again. There's nothing wrong with passing up a weekend cross country just to shoot circuits until you're sure that you've re-aquired a feel for your airplane and no new problems showed up over the wintertime.

Last year we had 18 ultralight fatalities, let's see if we can change that this year. ✈

A Plea for Help

The membership list on the CUFC Web Site currently includes the names and phone numbers of all active members in the Calgary Ultralight Flying Club. We would like to include your email address and the make, model, year and registration letters of your aircraft as well.

In order to accomplish this we request that all members with email access send a note to the CUFC Webmaster with the above information. If you don't own your own airplane, or you rent or are currently building, please let us know that too.

Address your email to Dan Mitchell at:

cufc@cadvision.com

If any of the members do not wish to have this information included on the list and posted on the Club Web Site, let us know and it will be removed. If you don't have access to an email account, please provide the information to Dan at the next club meeting.

Thanks for your help.

Classified

Chinook single seat - upgraded wing & tail, Endura paint, Rotax 277, wheels, skis, helmet and radio, always hangered, located in Edmonton, $6000. Dan Campeau 780-906-3472 (4/00)

Bushmaster II - 1986, Rotax 503, TTSN 120, cabin heat, complete logs, assembly drawings and construction manual. ASI, ALT, VSI, TACH, EGT, CHT, slip indicator. White with black and red trim. Nice clean, well cared for aircraft. New throttle and choke quadrant, all engine and fuel lines and cables just replaced. Digital pictures available. Current location Edmonton, AB, $16500.00 or best offer. Reg Lukasik 780-459-0813 (4/00)

Beaver RX-550 - Rotax 503 dual carb, Warp Drive prop, electric start, enclosure kit, TTAF 625, TTE 105, $9900. Victor Thiessen 403-546-4449 (4/00)

Bushmaster - 1986, 2-seat, dual-control, fully enclosed cabin, 503 Rotax, ground adj prop, 510hrs, complete with crop spraying equipment, always hangared, $12000. Ken Giesbrecht 403-572-3294 (3/00)

Skis & floats - Powder coated skis for tri-gear or tail-dragger $850, floats $1500. Don Leonzio 250-427-2046 (3/00)

Hanger - One half share in indus hanger for sale, 38 ft door facing east call Ray Waller at 274 4388 or cell 540 2492 (3/00)

Flying-Flea HM-293 - Famous MIGNET Aircraft redesigned by GRUNBERG as an Ultralight. More than 100 flying. French plans and brochure with English translation, $110.00, mailing included. Paul PONTOIS, 1890 Rang des Chutes, STE-URSULE (Quebec) J0K 3M0 (3/00)

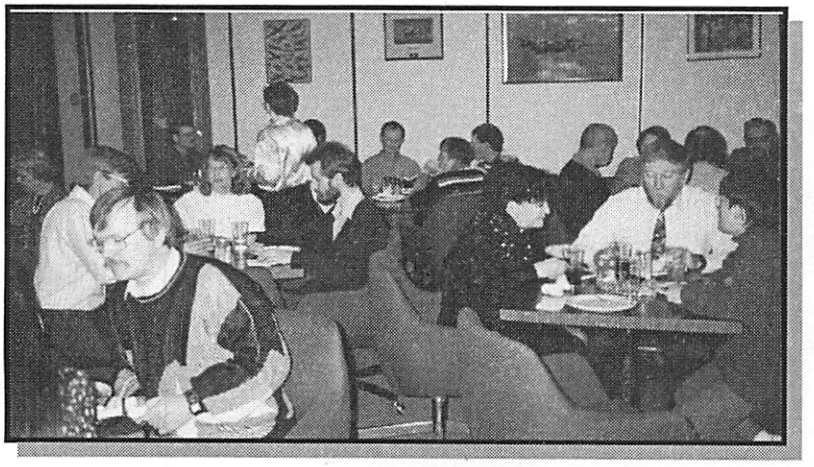
Yarrow Arrow- Enclosed heated cab, dual control side by side seating, 55 TT on new 503 dual CDI dual carb,100 CHAlpha/100 radio, alum. skis, hangared. $13,000. Located in Lac La Biche AB. Tel: 780-798-2404 Fax: 798-3011, e-mail: rckb@telusplanet.net (1/00)

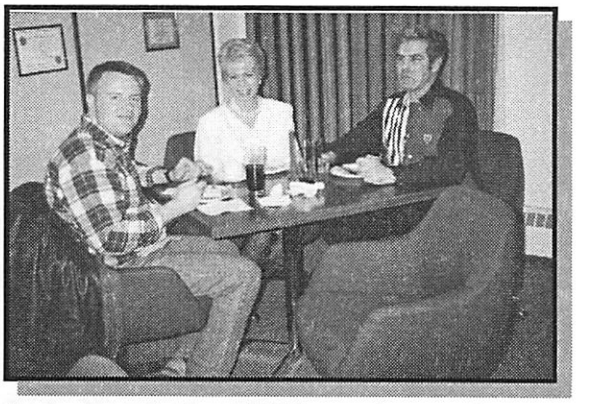
MiniMax - Rotax 447, GSC Ground adjustable prop, full panel, always hangered, only 115 hours since new. $9,500. OBO. Dale 293-3826. (12/99)

Forward ads to Bob Kirkby 569-9541.

Memories...

This month marks the 130th issue of the Skywriter since I started putting it together in 1989. I was looking through some of my old pictures and decided to share a few memories with you. - Editor.

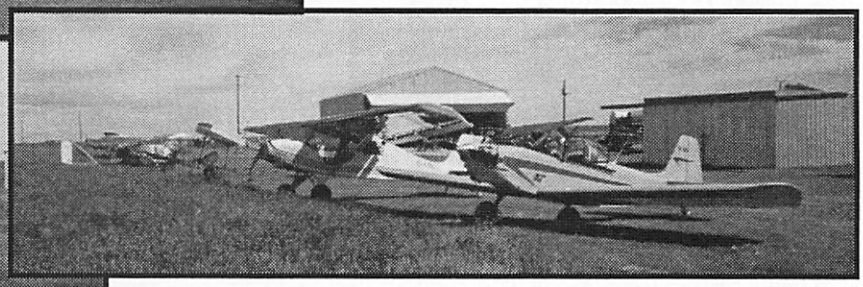




Scenes from the first CUFC annual party - January 1994.

More Memories...

Scenes from an early Kirkby Fly-in Breakfast



Another fly-in sometime

A Fly-in BBQ at Indus