



Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

May 2001

From The Cockpit

by Brian Vasseur

I think the snow is finally gone for good. Judging from the weather we're having now it's going to be a great flying season.

One of the first events of the year is Aviation Days at the Calgary International on June 2nd and 3rd. This year for the first time we're going to have 3 airplanes there, and we're in discussions now to have a flying demonstration on both days. The RAA will also be there this year. This year we will be seeing primarily antique and warbirds so it should be quite a treat. The Air Museum is trying to get a P51 to fly in which would be a real crowd pleaser.

We're also going to have a booth this year, manned by two people for the two days, to give out information and generally promote ultralights. I'd like to have enough volunteers so that only a 2 hour shift would be required. In exchange for that you get free admission to Aviation Days. I'll have more information for you at the next meeting.

For those who weren't at our last meeting Lenora Crane did a long presentation on stall/spin avoidance. Up until now I never got too worried about them, just follow the techniques and you're back on your way. The videos made it quite clear to me that spins are not just a technique to master, and

that even loading your airplane differently can completely change the spin characteristics of your plane.

The one point that Lenore made quite clear was that spin training might be useful but that spin avoidance was critical. In a review of the stall/spin accidents lack of altitude made recovery impossible in almost all of them. The presentation was convincing, and I'm going to be a lot more cautious of spins, especially as I move up to heavier and faster airplanes.

The other thing we really need to start dealing with as a club is reducing the accidents in the ultralight community. It's pretty clear now that every other segment of Canadian aviation is improving their stats while we're getting worse. I'm not going to blame it on the parachute guys, or the trike guys, because that's not solving the problem. As a club we're able to share knowledge and provide guidance to each other, but we're somewhat unique in our community.

We really need to come up with ideas as to how to improve the accident rate, starting with better understanding the types of accidents ultralights are having, and who in the ultralight community might need some guidance. I'd rather not ever have to call in Transport for an enforcement action against someone, especially for those people who are open to being safer but just aren't aware of the problem. For the few people who just don't want to play by the rules it might be the only choice.

I pointed out above that I'm not prepared to single out trikes or chutes as the problem. Yes, these aircraft fly differently than fixed wing, but with proper training techniques, and when flown within their limits, I just don't believe these are any more unsafe than what we fly now. The majority are factory built so construction quality affecting handling should be less of a factor than for the fixed wing groups. Pilot attitude and skill is the key to lowering the accident rate for all of us, so we need to start thinking of ways to fix it and start fixing it now.

I know I wrote about this in previous newsletters, but I'm bring it up again because we're starting to stand out, and not in a positive way. If as a group we don't start to improve our record then Transport is going to have to take action to try and do it for us. Trust me, they don't want to do this, but they can't ignore what they're seeing. I don't want to give up what we earned in the last couple of years so we have to fix this problem.

The balloon group is almost the exact opposite of us. They're almost entirely self regulating, and are doing a good job with safety. They've also passed along a reminder that we better stay well away from them. Give them a wide margin, lots more than the legal requirements, and we can all have fun together.

See you at the next meeting, or see you in the skies. ➔

For Sale

KR2 Kit - 60% complete, all part to finish including retracts, except cowling. Will include 1600 VW engine, \$5000. Call Brian 403-512-9045. (05/01)

1999 Chinook Plus 2 - Advanced Ultralight, always hangered, 34 hrs TTSN, Rotax 503, DCDI, electric start, oil injection, 3 blade prop, extended cabin, hydraulic brakes, tundra tires, new skis, excellent condition, \$23,000 OBO. Jim (403) 547-6714 or venturrae@home.com. (4/01)

Rotax 503 - new, OTT, single carb, new muffler, \$3900. Chuck Duff 938-6157 (4/01)

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 819-228-3159 (4/01)

Super Koala - Rotax 503, DCDI, Culver wood prop. Airspeed, Altimeter, Tach, CHT, EGT, Hour meter, Fuel gauge. Heated cockpit. Less than 200 TT on new engine and airframe. This is an attractive, predictable and easy to fly taildragger. Open to any serious offers.. Dale (403)293-3826. (4/01)

Renegade Spirit - TT 260, 65hp Rotax 532 60 hrs since rebuild, excellent condition, always hangered, see pictures and details at www.skywalker.ca, MUST SELL, \$24,500 OBO. Bob Kirkby 403-569-9541 (2/01)

1984 Chinook WT-2 - 6 hrs on Rotax 377, 10 gal tank, ICOM A4 radio, wheels, skis, floats, & more, \$5000. Don Leonzio 250-427-2046. (2/01)

Rotax 503 - DCSI, "A" box, 228 TTSN by Reg's Engine. 30 STO. Currently on a Beaver RX 550. Well maintained, strong engine. \$2500. Call Ron at (403) 345-3013 (2/01)

1998 Fisher Avenger - 90 TTAF, 200 TTE, Rotax 503 DC, 2-blade wood prop. Many new parts including hardware, fuel system, canopy and more. Canopy converts to open cockpit by pulling one pin. Great handling, great visibility. \$8500 OBO. Call Stu at (403) 255-6998 or e-mail at simpsont@cadvision.com (1/01)

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Rotax 503 - single carb, new single ignition, requires A drive, \$2750.00. Call Glen Munro 403-335-3764 or Paddy Munro 403-638-5067. (10/00)

Beaver RX550 - excellent condition, 400 hrs on air frame, 7 hrs on new Rotax 503, dual carb, single ignition, A drive, always hangered, \$8500.00. Call Wayne Winters 403-936-5767. (10/00)

Forward ads to Bob Kirkby 569-9541.

Ads reprinted from the St. Albert Flying Club Newsletter

Magal Cuby I - 1984, 300TTSN, 3TTSNE, Rotax 503 SCDI, NDH, wings recovered Oct. 2000, heel brakes, ASI, ALT, compass, tach, CHT, dual EGT, \$14,000 OBO. 780-459-0813.

Bushmaster II - Rotax 503 dual carb, 80 hrs on engine after complete rebuild, tundra tires, skis, bench seat, radio, dual headsets, hangered, \$15,000. Dan Pandur 780-452-2491.

Penetration skis - suitable for ultralight or home built, \$500 OBO. Reg Lukasik 780-459-0813.

Floats - with lockers, spray rails, water rudders and rigging. Suitable for ultralight or home built, weight 130lbs, \$3000 OBO. Reg Lukasik 780-459-0813.

Hirth F-23 - used 6 hrs, 40 Hp, \$2,800.00 Dan (780) 452-2491

Skywriter

Skywriter is the official newsletter of the Calgary Ultralight Flying Club and is published 12 times per year. Forward your articles and letters to:

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

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
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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/

A matter of Perspective

Heard on tower frequency at New York's Westchester County Airport:

Tower: "Falcon 12345, runway three-four, cleared to land. Traffic is a Tampico on short final."

Hot-shot Falcon pilot: (snidely) "What's a Tampico?"

Tower: "Single-engine low-wing, sorta like a Cherokee."

Hot-shot Falcon pilot: (condescendingly) "Oh! We thought it was a Mexican restaurant."

Tower: "United 123, runway three-four, cleared to land. Traffic is a Falcon, one-mile final."

United: (with just the right amount of irony) "What's a Falcon?"

Partners

by Guy Christie

Well, the time has finally come. Like many of you out there, I have been toying with the idea of owning or building my own airplane for sometime now and it is finally coming to fruition.

I had considered finding a partner but also thought it would be nice just to build one myself. I thought maybe I would find a plane I would really like to build and just start, piece by piece as I could afford it and if it took me 3 years or 8 years, what the heck I can still rent when I need to.

Unfortunately renting an airplane all the time is getting a little dull, flying is great no matter what but I just couldn't see myself flying over the same areas time and time again. When you have only one hour each time, it limits you to where and for how far you can go. I have visions of lollygaging around the countryside spending the whole day out there whether its flying most of the time and/or visiting other aviation enthusiasts or formation flying with a group of guys who don't have to keep track of time except for fuel of course (and maybe a spouse or two).

Bernie Kespe and I had talked a bit now and again about being partners in a plane



A VP2 similar to that being built by Guy and Bernie

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and what that plane may be. One of the ones we discussed was the Volksplane but because of the width of the cockpit and engine performance we thought we'd look some more. There isn't much out there for the cost, building time and simplicity of the Volksplane so we also considered the 2 place version as a single seater but again we were up against the engine performance, we thought it would probably just be another dog.

Well low and behold, we attended a CUFC meeting and who's there discussing Volkswagon engines but this guy named Dale. I think my excitement and Bernie's enthusiasim set us on the course that has got us to where we are now building a VP2 into a single seat aircraft, yaaahooo.

Once we had decided that we would build this airplane there was the consideration of what the end result was going to look like and how it should perform. One of the things that are very important to me is the fact that you and your partner have to be on the same 'wave length' as far as ideas and processes of

building go. Everyone brings something to the table as a partner and I am very fortunate in having a partner like Bernie in that he brings to the table the building experience and the ability, because of his profession, to read and understand plans and the tools to expand those plans into something that makes sense. I know that if I was doing this by myself I would still be looking at the plans and I wouldn't be as far along as we are. Its amazing how much you can get done with 2 sets of hands as well. We have come quite far in a very short period of time. It also helps with Bernie and I living just down the street from each other and two garages to work in if we need the space. We're doing most of the work in his garage and some in mine but its nice just to walk down the alley if need be.

I'm definitely excited about finishing this project (Bernie thinks at the end of 2001). I would recommend to most people that if you are considering building, especially if you're like myself, it is a great benefit to have an experienced partner. Besides, remember what I said earlier about affordability and time, who wants to wait that long before owning and flying their own airplane, what a blast.

Hope to see all of you very soon cruising around up there free as a bird. →

The Caterpillar Club Story

submitted by Jim Thomson

Thousands of airmen, and a few airwomen, number among the most highly treasured souvenirs of their service a tiny Caterpillar Badge. It is their passport to one of the most famous flying clubs in the world - The International Caterpillar Club, all of whose members have saved their lives by parachute.

One evening in the early 1920's, Mr. Leslie Irvin, inventor of the modern parachute, sat talking over a drink at McCook Field, (near the site of Wright-Patterson AFB) with two American pilots - the first two airmen ever to save their lives with parachutes of his design. "You know, Leslie", remarked one of the pilots, "we ought to start a club for guys like us. As time goes by more and more fliers all over the world will owe their lives to your 'chutes, it should be quite a thing in years to come..."

Today the Club boasts of tens of thousands of Caterpillar Club members of all nations who have escaped death by jumping with an IRVIN parachute. Files of the American- and Canadian members are kept at the Irvin Aerospace plant in Fort Erie, Ontario, Canada, and a count taken in 1977 showed a membership of 11,332 men and 12 women. Each one has been given a gold Caterpillar Badge and Membership to the International Caterpillar Club, honouring the pledge which Leslie Irvin gave to those first two fliers who saved their lives with his parachutes many years ago. (The Caterpillar is symbolic of the silk worm which lets itself descend gently to earth from heights by spinning a silk tread upon which to hang. Parachutes in the early days were made from pure silk.)

By 1939, Caterpillar Club Membership had risen to 4,000 and included fliers from China to Peru and nearly 50 countries in between. Among the famous personalities wearing the treasured badge were America's General Doolittle - who bailed out three times and once cabled

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Leslie Irvin: "Airplane failed. Chute worked." - Germany's ace flier Ernst Udet, Britain's Lord Douglas Hamilton, and a score of test pilots including Alec Henshaw, Geoffery de Havilland and John Cunningham.

At the outbreak of the Second World War a shortage of gold - and reasons of economy - made it necessary to substitute the gold Caterpillar Badge for a gilt one, but no person who applied, and could substantiate his claim to own one, was disappointed. Into the trays of the filing cabinets went the names of some of the greatest air aces of the war - "Cobber" Kain, Sir Douglas Bader, "Bluey" Truscott, "Pathfinder" Don Bennett and hundreds of others. With them, too, each in its own individual and carefully indexed folder, went stories of escape, some so amazing that to read them makes the adventures of James Bond seem like child's play. Some of the fliers were blown bodily out of their aircraft during combat; some floated safely to earth with their parachute canopy ripped by enemy bullets; some jumped at 30,000 feet; others At 200 feet - or less.

More than 13,000 R.A.F. officers and airmen wrote from prisoner-of-war camps to apply for their badges after parachuting from crippled bombers and fighters over enemy territory. Two brothers in Bomber Command bailed out over Germany within twelve months of each other to qualify for membership and one sergeant-pilot wrote on a P.O.W. postcard

to thank Leslie Irvin for an easy let-down "on behalf of my future - as yet unknown - wife and children." Among these thousands of R.A.F. men only one airwoman received the coveted Caterpillar badge during the war - Corporal F.H. Poser, who jumped from 600 feet while serving with a meteorological unit in the Middle East. Since then several other women have become fully qualified members of the Club.

The official membership of the Caterpillar Club is only a fraction of the total number who are eligible. It does not include, for example, the thousands of Americans who parachuted safely in the Pacific War, nor, of course, the Luftwaffe airmen, most of whom carried an Irvin - designed parachute, made at a factory bought out by the NAZIS in 1936. Altogether it is estimated that at least 100,000 persons - as many as would fill Wembley Stadium or the Rose Bowl - have saved their lives by IRVIN parachutes.

Up to the time of his death on October 9, 1966, Leslie Irvin was Honorary Secretary of the Caterpillar Club ever since its inception, but despite the fact that he made more than 300 parachutes jumps he did not become eligible for membership - he never had to jump to save his life. →

Don't miss Jim speaking about his WWII flying adventures at the May meeting.

Nobody's Flying School

Before Federal Aviation Regulation Part 103, back beyond bright skies full of ultralights, "before there was rocks," there was the universal training device affectionately dubbed the "Penguin".

The Penguin was a sort of eunuch ultralight, usually a production model with the wings clipped to make actual flight impossible. The idea was to create a training device which allowed some control to be exerted over the solo student pilot. But as we'll see, your ideas don't always perform as predicted. Sometimes, they simply create new problems. If you're lucky, they lead you to better solutions.

More on the alternatives later. For now, let's join Lazarus Nobody's Flying School for a look at earlier (scarier) times. The date is July 30, 1981. Not exactly a prehistoric flashback. But it seems like a long time since "The Last Day of the Penguin".

Lazarus grew weary every time he passed the "boneyard" of his old ideas; the collection of craft and parts seemed to mock him in their abstract piles, and remind him of the problem he had yet to solve.

Today had been the last straw. I'm gonna quit this, Lazarus thought. After I get this next student trained, that's it. Lazarus looked at the pile of junk planes and parts and swore a silent oath: I'm going to find a classroom that flies.

Turning from the hangar and its aluminum-and-Dacron morgue, Nobody walked out to face another student.

William Randall Racer was bounding across the airfield. He was the picture of excitement.

He walked up to Lazarus, introduced himself and swiveled his head to look around the field. He spoke to Nobody without facing him: "What am I going to

fly in? Is the ultralight in the hangar? Are we ready to start my lessons?"

Nobody pointed to a strange looking craft in front of them, and the new student looked upon the Penguin for the first time. The sound of air escaping from the student gave Nobody reason for a small chuckle. The craft was normal, except for the three-foot section of wing where a 15-foot section had been.

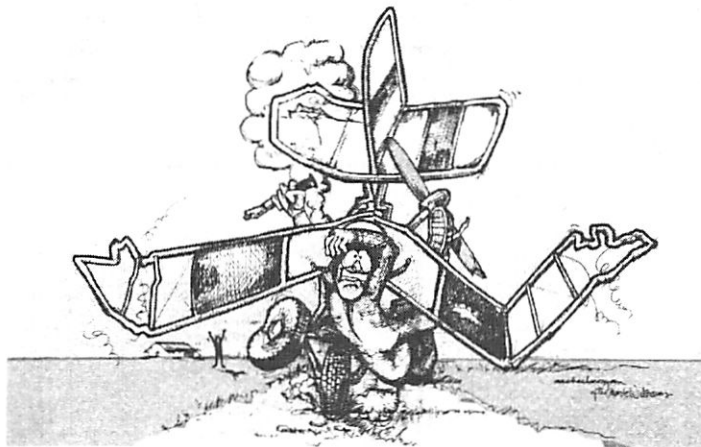
The little "bird" was comical to Nobody, but to William Racer it was an insult of the first degree. "I was told the 'finest teacher around' works here," he said. "Do you really want me to putt-putt up and down the runway in that?"

He's right, thought Nobody. But he gave William the rap anyway. He convinced him to preflight the Penguin, strap in and start the engine. As the engine idled roughly, the undersize prop wobbled the craft, and the uncovered structure of the wings were shaking, mimicking the sound of the craft's flightless namesake.

The first exercise went smoothly. William learned to control the throttle with small corrections and anticipate a stopping point. He learned to steer the unconventional nose wheel and was soon "piloting" the Penguin with grace.

The Last Day of the Penguin

Nobody watched in horror as the Penguin skidded, rolled and folded up into a bent ball of tubing with a soft, surprised center.



Lazarus decided to move into pitch exercises, and he gave William a short break.

While William was turned away "to see a man about a horse", Lazarus attached the Penguin's tail, a short length of fiberglass rod which trailed behind the main axle. Connected by a micro switch to the magneto, the "tail" was supposed to disable the engine if the craft managed to leave the ground.

On the first pass, all went well. William held the wheel a scant three inches from the runway, and the craft never wavered from the centerline. He made smooth responses to Nobody's spoken commands, and he began practicing takeoff procedures with a serious determination.

While they worked, William and Nobody were passive about the weather. The Penguin's short wings made it unlikely to be upset by wind; the wing area was hardly enough to cause a problem. Lazarus discounted wind as a factor at this phase of training.

So the windsock steadily rose as the morning wore on. After an hour it was standing stiff, indicating a 15-knot wind — right down the runway.

It's easy to think in retrospective. A craft's stall speed is a result of wing area, weight and wing efficiency. The Penguin, when it was still a whole ultralight, stalled at 20 mph. The new Penguin, with abbreviated wings, stalled at its current weight at a speed near 50 mph. William's airspeed indicator was creeping toward 30 mph. Wind speed (in miles per hour) was approaching 20.

Lazarus had already begun to relax his supervision over William. He was preparing to call the student back to move him up to the next training phase when he heard the engine falter. He looked quickly to see the Penguin in the first phase of a "porpoising" maneuver, gradually bouncing higher and higher from the ground.

If William was unprepared for the problem, so was Nobody. The "tail" of
(continued on page 6)

the Penguin was aggravating the problem it was supposed to cure; every time the craft lifted off, the engine power was removed and the Penguin was bounced back to earth, where the engine once again engaged and accelerated the craft back to a tenuous flying speed.

Stop the aircraft!" Nobody heard his own voice mixing with the scraping, straining sound of the Penguin as it made its last bounce.

William had pulled the throttle back, but the craft was doing nearly 40 mph over the ground. Airspeed was close to 55, and Nobody watched in horror as the Penguin skidded, rolled and folded up into a bent ball of tubing with a soft, surprised center; William was out of the wreckage before Nobody finished blinking.

Nobody made sure William was unhurt, then he walked off directly toward the hangar. William was limping, but following, and asked: "What now, Mr. Nobody?"

"We need some more fuel." Nobody kept on walking.

William sat down.

Nobody checked the wind, poured the five gallons of fuel on the wreckage of the Penguin, and paused to think of all the other "Penguins" he had laid to rest. Even if I get this idea to work, he thought, how well is it going to relate to flying? Must find a classroom that flies!

Nobody struck a match to the Penguin and motioned for William to follow him. They walked upwind about 50 yards and Nobody turned to watch the Penguin's pyre. The tubing shrieked and crumpled in orange flames. William was beginning to regain the strength of consciousness when Nobody turned his attention to his student.

The problem, Nobody knew, was to get William back in a machine, and show him some success, to help reinforce the fact he had nothing to do with the Penguin's demise. It was not his fault. Nobody looked quickly around the



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airfield, then led William off toward the Piper Cub. It was Nobody's pride and joy, but this was an emergency. Here we come, Lazarus thought, you're back on the payroll, old girl. Maybe it was the wind that rocked the wings a little as he spoke. But he smiled back, anyway.

That was a happy ending, and definitely the end of the day of the Penguin. Nobody had the solution to his problem in his own back yard. He had walked past the Piper Cub every day, and lamented the lack of a trainer as forgiving and demanding as the Cub.

Fearing the difference between the Piper Cub and the ultralight would be as great as between the Penguin and the ultralight, he had never used it to flight-train an ultralight student. With William in the front seat, and Nobody coordinating with

r u d d e r s ,
unseen in the rear cockpit, a new era was launched at Nobody's F l y i n g School. As time wore on, Nobody and the Cub met all manner of p r o b l e m students. In most every case, the

Piper Cub was the classroom where those problems were worked out.

Today, the struggle is still on to develop the perfect ultralight training method. The profession is closing in on the answer, with the bulk of today's efforts directed to the development of two-place training platforms. Just because the exemptions to FAR 103 allow for this training by exemption holders doesn't mean the machines are up to the task. We can't report them as such. Most two-place machines still leave a lot to be desired as training platforms.

Perhaps next time we'll join William and Lazarus on that first Cub lesson, and see how William was prepared for his eventual solo in an ultralight—by a craft more than 30 years old. →



Dale Robinson's Fisher Koala warming up.

Flying Events

May 5 - EAA Lethbridge Chapter fly-in breakfast, 7:30am on, at Hugh Laycock's strip, 5nm south of Lethbridge airport. For info call Guy at 403-320-1768.

May 6 - COPA Red Deer Safety Seminar and fly-in breakfast. Seminars start at 10:00am. For info call 403-886-5191.

May 20 - Rotax Speed 60 2nd annual timed event, St. Albert. Call Bob Robertson for info 779-451-2491.

May 27 - Medicine Hat fly-in breakfast at Hangar 1, 9:00am to noon. For info call 403-527-9571.

June 1-2 - Calgary International Airport Aviation days.

June 3 - Lacombe's 35th annual fly-in breakfast. For info call 403-782-3827.

June 3 - Hanna Fly-in Breakfast 7am to 11am. For info call 403-854-4522.

June 10 - Hinton annual fly-in and mini-air show at Hinton Entrance Airport, free camping. For info call 780-865-2159.

June 10 - Innisfail annual fly-in breakfast 7:30am to 11:00am. Use Rwy 16-34. For info call 403-728-3457.

June 16 - Bishell's annual fly-in, 7:00am on, smokies and beans, camping available, Carstairs-Bishell Field. Contact Glen Bishell 403-337-2564.

July 7-8 - Wetaskiwin salute to aviation at the Reynolds-Alberta Museum. For info call 1-800-661-4726.

July 14 - Annual Kirkby fly-in breakfast at Chestermere-Kirkby Field. 8:30am to 12:00noon. For info call 569-9541.

July 15 - Vulcan annual fly-in breakfast 10:00am to 11:30am. For info call 403-485-2633.

July 11-15 - Northwest EAA fly-in, Arlington, Wa. For info call 360-435-5857.

July 21 - Nanton Lancaster Air Museum 2nd annual invitational fly-in at AJ Ranch.

July 24-31 - Airventure Oshkosh. For info call 920-426-4800, web site www.airventure.org.

July 29 - CUFC annual fly-in/drive-in BBQ. Starts at 1:00pm at Dave Boulton's strip. Call Bernie for info 255-7419.

August 4-5 - Red Deer Airshow with the Snowbirds.

August 8 - Cranbrook Airshow with the Snowbirds.

August 18-19 - Lethbridge Airshow with the Snowbirds.

September 9 - Fred Herzog Memorial fly-in breakfast, St. Albert, AB

If you know of any other aviation events around Alberta this summer please let the editor know.

Weather signs

Reprinted from Take Five For Safety published by Transport Canada

Look for cloud, unsettled weather when:

- the barometer is falling
- the temperature at night is higher than usual
- clouds move in different directions at different levels
- high, thin clouds (cirrus) increase. A large ring may appear around the sun or moon and remain there until overcast clouds thicken and obscure it
- clouds darken on a summer afternoon

Look for steady precipitation when there have been signs of unsettled weather, and:

- the wind is south or southeast, with pressure falling. If the pressure falls slowly, rain or snow will occur within a day; if it falls rapidly, it will rain soon, with increasing wind speeds
- the wind is southeast to northeast, with pressure falling — it will rain or snow soon
- thunderclouds developing against a south or southeast wind

Look for showers when:

- thunderclouds develop in a westerly wind
- cumulus clouds develop rapidly in the spring or summer during early afternoon

Look for clearing weather when:

- the barometer is rising
- the wind shifts into the west or northwest temperature falls fairly rapidly, especially during the afternoon

Look for continued bright weather when:

- you can look directly at the sun whenever it sets like a ball of fire
- the barometer is steady or slowly rising and cloudiness decreases after 3 or 4p.m.
- morning fog breaks within two hours after sunrise
- a light breeze blows from the west or northwest
- a red sunset occurs

Look for higher temperatures when:

- the barometer is falling (in summer a falling barometer may indicate cloudy weather which will be cooler than clear weather)
- the wind swings away from the north or west into the southwest or south
- the morning sky is clear, except when the barometer is high or rising in wintertime, or if the wind is strong from the north or west

Look for lower temperatures when:

- the wind swings from the southwest into the west, or from the west into the northwest or north
- skies are clearing (clearing skies in the morning will likely mean warmer weather by afternoon, particularly in summer)
- snowflurries occur with a west or north wind
- the barometer is low and falling rapidly, wind east or northeast and backing slowly into north (the fall in temperature will be gradual)

CUFC Members 2001

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Anderson, Adrian	Calgary AB	403-936-5700
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Beagle, Bill,	Calgary AB	403-947-2516
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Beck, Ted	Calgary AB	403-253-2220
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Campbell, Robert	Strathmore AB	403-934-3657
Christie, Guy	Calgary AB	403-253-6498
Colborne, J.R.	Brigden ON	519-864-4663
Cole, Dave	Calgary AB	403-287-1525
Corner, Jim	Calgary AB	403-288-8924
Crane, Lenora	Calgary AB	403-292-4131
Creasser, Jim	Balzac AB	403-226-0180
D'Antoni, Edward	Calgary AB	403-247-6621
Dalager, Shane	Calgary AB	403-255-5053
Doeherty, Al	Erskine AB	403-742-5382
Duff, Chuck	Okotoks AB	403-938-6157
Dyck, Elmer	Calgary AB	403-288-3737
Enmark, Terry	Calgary AB	403-226-4022
Fedaj, Ted	Champion AB	403-897-2117
Forman, Carl	Calgary AB	403-283-3855
Frew, James	Calgary AB	403-547-6714
Goldsmith, David	Calgary AB	403-289-9310
Gunnlaugson, Val	Lethbridge AB	403-329-9292
Gustafsson, Andy	Calgary AB	403-247-3245
Haakenson, Mel	Berwyn AB	
Harris, G.B.(Jo)	Edmonton AB	403-495-3871
Harrison, Mac	Calgary AB	403-208-0446
Homer, Stan & Lynn	Calgary AB	403-253-4808
Huzzey, Reid	Calgary AB	403-272-9090
Janzen, Ron	Coaldale AB	403-345-3013
Johnson, Dan	Calgary AB	403-243-7934
Johnson, Fred	Calgary AB	403-730-8955
Karr, Robert	Calgary AB	403-287-0897
Kespe, Bernie	Calgary AB	403-255-7419
Kirkby, Bob	Calgary AB	403-569-9541
Kirkman, Chris	Calgary AB	403-280-1843
Komm, Garrett	Calgary AB	403-257-3127
Kooyman, Bob	Calgary AB	403-281-2621
Landage, Jack	Calgary AB	403-272-1911
Lawrence, Brad	Calgary AB	
Leonzio, Don	Marysville BC	604-427-2046
Macdonald, Gerry	Calgary AB	403-275-6880
Mackell, Raymond	Standard AB	403-787-2427
Mawdsley, Buzz	Calgary AB	403-974-1205
McNab, Dave	Calgary AB	
McNeill, Ken	Calgary AB	403-265-5910

McNeil, Al	Calgary AB	403-281-0075
Millington, Graham	Calgary AB	403-254-1840
Mitchell, Dan	Calgary AB	403-238-4254
Motyer, Larry	Calgary AB	403-273-7023
Munchrath, John	Rockyford AB	403-533-2140
Munro, Paddy	Didsbury AB	403-638-5067
Murtach, Tom	Calgary AB	403-285-1351
Myslawchuk, Ivan	Rockyford AB	403-533-3972
Needham, Peter	Elkford BC	250-865-2423
Orsulak, Robin	Calgary AB	403-852-2592
Pedersen, Wayne	Claresholm AB	
Petran, Dr. Stan,	Calgary AB	403-278-0299
Petryshen, John	Calgary AB,	
Pieprgrass, Bruce	Calgary AB	403-255-6210
Pontois, Paul	Ste-Ursule PQ	819-228-3159
Pook, Jim	Yellowknife NW	403-873-3953
Procyshen, Dave	Calgary AB	403-257-8064
Rasmussen, Knud	Yellowknife NW	403-873-5642
Rebitt, Ron	Calgary AB	403-207-1147
Rive, Michael	Canmore AB	
Robinson, Dale	Calgary AB	403-293-3826
Rupert, Dennis	Citrus Heights CA	916-725-3403
Sadowinski, Mike	Medicine Hat AB	403-504-0132
Scarlett, Donald	Kaslo BC	250-353-2563
Sherriff, Stan	Strathmore AB	403-934-3460
Simpson, Stu	Calgary AB	403-255-6998
Skulsky, Kim	Calgary AB	403-208-2813
Slater, Marty	Edmonton AB	
Stark, Wilf & Lynn	Balzac AB	403-226-6580
Tanner, Casey	Calgary AB	403-278-4469
Tebbutt, Gord	Calgary AB	403-288-0545
Therrien, Al	Strathmore AB	403-934-5987
Thiessen, Victor H.	Linden AB	403-861-5895
Thomson, Jim	Calgary AB	
Twiss, Dr. Joel J.	Red Deer AB	403-309-0442
Van Cise, William	Walsh AB	403-937-2013
Van Eerden, Garry	Calgary AB	403-273-9294
Vasseur, Brian	Calgary AB	403-226-5281
Ward, Douglas	Calgary AB	403-282-0806
Wawzonek, Edward	Calgary AB	403-286-2664
Wegerich, Peter	Airdrie AB	403-948-5704
Wells, Norman	Calgary AB	403-289-5264
Wells, Terry J.	Calgary AB	403-256-8732
White, Russ	Kaslo BC	250-353-2495
Whitney, Les & Betty	Blackie AB	403-684-3459
Wickersham, Dennis	Linden AB	403-546-4306
Wiedermayer, Gene	Calgary AB	403-256-9545
Winters, Ralph	Calgary AB	403-238-0406
Winters, Wayne	Calgary AB	403-936-5347
Wright, Fred	Calgary AB	403-256-5913

Statistics

Total members	106
Outside Calgary area	28
Outside Alberta	12
Outside Canada	1