



Skywriter



Monthly newsletter of the Calgary Ultralight Flying Club - COPA Flight 114

April 2003

Banff and Jasper The Challenge Continues

by Bob Kirkby

Another milestone has been reached in the long-standing battle with Parks Canada to retain the Banff and Jasper airstrips. On March 17 and 18 an Air safety Risk Assessment was conducted in Calgary to assess the increased aviation risk that would result from the decommissioning of these two important airstrips. This represents the final part of the Comprehensive Environmental Assessment Study which Parks Canada was order to undertake, prior to decommissioning of the airstrips, by court action sponsored by COPA in 1997.

COPA maintains that these airstrips are a vital part of the transportation corridors through the Rocky Mountains. Pilots flying through the Rockies often encounter non-forecast adverse weather. Although the Bow Valley and Yellowhead corridors follow wide, low valleys they are bounded on the east and west by tight and/or high terrain which is where local weather anomalies such as up-slope fog, low ceilings and precipitation often conspire to block the valley exits. For years pilots have used the Banff and Jasper airstrips as safe harbours when encountering such conditions. Recent research we have conducted indicates there are from 5 to 7 diversionary landings per year at each of these airstrips.

Pilots were well represented at this Air

Safety Risk Assessment. COPA President Kevin Psutka, and Alberta Directors Bob Kirkby and Sherry Cooper were there, along with representatives from the Banff and Jasper flying clubs. Also present to support our side was the Alberta Aviation Council (AAC) and the Association for Mountain Parks Preservation and Enjoyment (AMPPE). In addition to several representatives from Parks Canada, observers were present from Alberta Transportation, Environment Canada, Transport Canada, NavCanada, the Canadian Parks and Wilderness Society (CPAWS), and the Canadian Environment Assessment Agency (CEAA), who has overall responsibilities for the Comprehensive Study. The assessment was conducted by a consultant hired by Parks Canada, who naturally had a bias in favour of Parks. This presented us with an uphill battle during most of the two-day proceedings, however, COPA made a very strong presentation and we were very well supported.

In my mind this proved to be a very valuable exercise. We were able to clear up a number of misconceptions on the part of Parks Canada and were able to make it very clear to the other stakeholders and observers exactly why the Banff and Jasper airstrips are necessary for mountain flying safety. We presented Parks with a number of alternate ways of keeping these airstrips open for aviation safety purposes while still being able to restrict access in keeping with their national aircraft access regulations.

The next step is for the consultant to prepare his report to Parks, which we will have an opportunity to review and respond

to. This is expected to happen in the next 3 to 4 weeks. After that Parks will combine the final version of the Air Safety Risk Assessment report with the Comprehensive Environmental Assessment Report and put it out for public review and comment (actually a summarized version). Then it will be time for action!

I expect the public review period to last 30 or 60 days, during which time we will need as many individuals as possible to write to Parks, in response to the public review, to support our position. COPA will undertake to contact as many supporting organizations as quickly as we can. We will provide sample wording for a support letter and will be asking everyone to help. This includes all pilots, pilots' family, relatives, friends, neighbours, co-workers, and anyone who is willing to put pen to paper or fingers to key board to help us retain these airstrips. Usually there are two options for replying to these things: mail and email, so it shouldn't take much effort on anyone's part. The public review is most likely to happen sometime during the summer.

Please keep this in mind and when the request comes out for letters please try to influence as many people as you can to support this very important cause.

Stay tuned!

April Meeting Speaker
Garth Wallace - humourist,
author and publisher.

For Sale

Trade - One year old Full Lotus 1260 floats, as new, for Mono 2000 Full Lotus. Russ White 250-353-2492 (04/03)

Paramotor and Wing - WalkerJet Super Hawk, year 2000 model Solo 210 motor w/ Electric Start 25 hrs of total flight time Medium FreeX Pure Wing (2001) \$5800.00 complete. Troy Branch at wk 279-6060, hm 936-8424, or troy.branch@tsesteel.com (04/03)

Rotax Starter - Recently rebuilt. \$375. Peter Wegerich 403-861-7148 or wegericp@telusplanet.net (03/03)

Matco 5" tail wheel - Brand new, solid tire. \$250.00 Peter Wegerich 403 862-7148 or wegericp@telusplanet.net

Aircraft circuit breakers - 14 in total, and would like to sell as a set. Can be viewed at <http://www3.telus.net/public/marlysp/>. Contact Gerry MacDonald 275-6880. (02/03)

Challenger II - 1998 Quad City Challenger for sale, AULA, professionally built, excellent condition, 503 DCDI, electric start, always hangered, 140 hrs TTAF, Stits-Superthane urethane paint, large wheels, heater, all upgrades, logs and records \$27,000 OBO. Allan Botting 403-241-9166 or bottinga@shaw.ca (02/03)

Ragwing Special - plans, fin, stab & rudder built, ribs for top wing built, sitka spruce for longerons and spars, glue and metal parts. \$500. Dave Dedul 403-823-2214 (11/02)

VP2 - C65, 200 TTEA, homebuilt, 1982, new paint & graphics, new crank seal and engine gaskets, brakes, compass, slip indicator, VSI, Tach, ASI, Alt, Oil press/temp, CHT, antenna, \$12000 OBO. Dave Dedul 403-823-2214 (11/02)

Parts - Lyc. and Cont. alternators, starters, generators, regulators. All new or

overhauled, some certified, 85-100HP, 115-150HP. Cessna tail dragger skis, Fluidyne A2000A with rigging for Cessna 150. RV6 tail feathers, completed. Larry Motyer 273-7023. (09/02)

COSMOS Phase II Trike - 1997, loaded with extras, 582 Rotax, 6-blade prop, 14.9 wing, electric start, trailer, high-speed/two-step floats (new), BRS900. Hangared, immaculately cared for and maintained only 200 hours. \$20,000 OBO. Call Ted Matthews (403) 722-3810 or trmatt@telusplanet.net (07/02)

Propeller For Sale: 2-Blade wood, 68x32 tractor for Rotax 503DC. Leading edge protection, 60 hours TT, great condition. \$350 CDN, obo. Includes bolts and mounting plate. Call Stu at (403) 255-6998 or e-mail ssimpson@telus.net for pictures. (02/02)

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. (01/02)

Notice: Classified ad are free to CUFC members. Call Bob Kirkby to place or renew your ad 569-9541 or email to bob@skywalker.ca

Ads reprinted from the St. Albert Flying Club Newsletter

Snowbird I - AULA, single seat, Rotax 503, SCDI, 270 TTAF, 70 TTE, cruise 70, 12 gals fuel, useful load 286lbs, skis, tennessee prop, electric start, stobes, Icom A22 radio, Magellan 2000 GPS, always hangared, \$16,900. Marty Slater 780-481-3866 or m Slater@interbaun.com

Jodel D11 - C85, 55hrs on refurbished engine, 460 TTAF, completely refurbished, skis, \$18,500 OBO, Rob Kellar 780-476-9312.

GSC 3-blade prop - for 912 hub, tractor, 66" with tapered tips, leading edge

protection, 30hrs, cost \$650 new, \$450. Dan Pandur 780-418-4159.

Rotax 503 - mag ignition, single carb, electric starter, 60hrs SOH, \$3,000. Dan Pandur 780-418-4159.

Biplane - wings and fuse, no undercarriage, Continental A65 not mounted, no prop, needs paint, located Cooking Lake, \$6650. Tom Schroeder 780-922-1212.

Zenair 601 UL - Jabiru engine, 100hrs, 500 TTAF, good radio & intercom, fresh annual, 100mph on 3gph, 5hr range, Dave 780-459-8535 or 458-8324.

Continental O-200 - Key start with logs. Certified. 800SMOH. Dan Pandur 780-418-4159.

Rotax 503 - DCSI, rebuilt, A-drive, offers. Dan Pandur 780-418-4159.

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: bob@skywalker.ca

Assistant-editor: Bernie Kespe
bernie.raymac@shaw.ca

Calgary Ultralight Flying Club

Meetings of the Calgary Ultralight Flying Club are held on the second Thursday of every month, except July and August, at 7:00 pm, at the Northeast Armoury, 1227 - 38 Avenue NE.

President: Bob Kooyman 281-2621
e-mail: kooyman-eng@shaw.ca

Vice-President: Stu Simpson 255-6998
e-mail: bushmstr@telus.net

Secretary: Mac Harrison 208-0446
e-mail: cimac@telusplanet.net

Treasurer: Carl Forman 283-3855
e-mail: forman.c@shaw.ca

Director: Dave Procyshen 257-8064
e-mail: dprocyshen@shaw.ca

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

Visit the CUFC web site: www.cufc.ca

More Taildragger Time

by Andy Gustafsson

The morning started clear and calm but true to the southern Alberta winter weather, the winds started blowing with the rising sun - 330 degrees at 20 kt and increasing. John and I were flying to Carstairs and I was expecting stronger winds aloft. With topped up fuel tanks my Merlin was heavier than usual today. Still under gross weight but the heaviest so far in the life of the airplane. My runway measures 1000 feet from fence to fence in length with a ridge a third of the way down runway 25. Usually when I'm flying solo I launch off that ridge and become airborne the way a ski jumper does. Today was different. 1000 ft is more than enough, even at gross weight, but the first time you are "heavy", the runway tends to look a tad shorter. I have learned that I can extend my 1000-ft runway if I come off the taxiway with some speed and as I turn down the runway I advance the throttle to full power. It takes a little practice, but the length of the take-off run is significantly shorter. I have also landed on runways that are minimal in length and had to turn around in a circle before the end because my previous airplane was not equipped with brakes. It sure is not recommended for the beginner but it can be done safely if the field is wide enough at the end. If it does not look good, however, abort the landing. If your airplane sports a wide stance landing gear you can turn the

airplane around before the end of the runway in a kind of ground loop maneuver. Doing so takes practice and thorough knowledge of how your aircraft handles when the ground-handling envelope is being stretched. On rough field operations, land with the main gear first and hold the tail off the ground until the speed bleeds off and the tailwheel gently touches the ground.

Despite the crosswind, the take-off run was no cause for concern. We lifted off just past the ridge and stayed in ground effect to pick up speed before I established my climb. A climb-out at 60 mph works very good the way my aircraft is set up. The crosswind takeoffs do not seem to swing the tail at all. Only after liftoff does the tail weather vane into the wind.

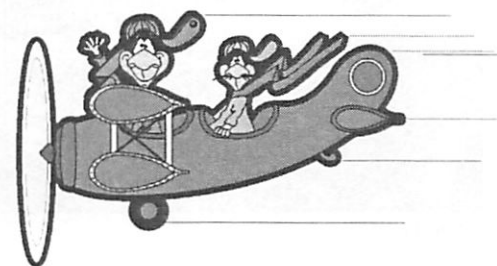
The flight to Carstairs was relaxing and comfortable. The wind was 30 mph+ right on the nose at 4300 ft ASL so the ground speed suffered but we were not in a hurry. We trimmed for straight and level and let the aircraft fly by itself. Having flown this route many times we just let the landscape roll by underneath and enjoy the scenery. Just as we turned cross wind at Bishells the wind and the turbulence picked up. The solid high lift wing seems to absorb the turbulence well, and I like that. I sure don't want to fight with the controls to stay on course. Even with the ball centered we seemed to slide sideways around the turn to finally line up on 34. Glenn reported a healthy crosswind at 15-kt gusting to 25kt, on the radio. Slowing to 60 mph I crabbed the Merlin into the wind. Glenn's runway 16-34 is long and wide and very comfortable to land on, regardless of the

ground. The plane was being pushed over to the right a little by the wind but I managed to get it back in a hurry. A little more practice needed. I find it important to keep the skills in different maneuvers up and to get to know how your plane behaves in all kinds of weather and wind conditions. It makes flying a lot more enjoyable to know what you and your plane are capable of. However, don't push your plane or your own limits. The only way to gain more experience is of course to spend a lot of time in the pilot's seat, flying.

Glenn drove us into Carstairs where we enjoyed a Chinese lunch buffet with a second helping. After lunch we departed Carstairs-Bishell and headed south, back to my home strip at Delacour just to the north east of Calgary. Cruising just to the east of Crossfield the engine temperature gauges started to climb. The adjustable cover in front of the radiator on my 912 had for some reason slid over and covered most of the rad. I found it necessary to find a suitable field to land in and correct the problem. A field that looks flat and inviting from aloft can be very misconceiving. The "flat" field can become quite uneven when you are on final at 50 ft. There was ample room, however, and we set down into the wind. I shut down and corrected the problem and we were on our way again. The wind was decreasing as the day wore on and we had a smooth and relaxing flight all the way home. It's nice to invite another pilot to come along. You learn from each other and that makes you a better pilot. If you have a two-seater, why not invite a fellow pilot for a ride.

Thanks John for coming along. (John Petryshen is a pilot and a member of the CUFC)

Reading Bob Kirkby's article on "Taming the taildragger" is a must. It can be found on Bob's web site www.skywalker.ca. →



winds. I kept the left wing low all the way down the glideslope while keeping the aircraft aligned with the runway, then flared and let the left wheel touch first. The big rudder kept the plane in a straight line but I blew it when the tail wheel kissed



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Plastic Aeroplanes

by Ed D'Antoni

When the fiberglass Katana appeared several years ago I paid my \$100 and rented one for an hour. I was impressed by it's creature comforts, one could carry out a conversation without a headset, the instrument panel and arm rests were similar to what we find in a new automobile, not the typical 1934 Ford layout of American aircraft. The Katana cruised at over 100 mph with an 80 HP Rotax. A lot is said about frontal area resistance, but the Katana more than made up for the large frontal area needed to accommodate side-by-side seating by reducing total surface area (wetted area) of the fuselage.

The new European designs have gone even farther than the Katana by reducing fuselage area aft of the cabin even further. Pictures of the low wing Italian PF96 Golf and High wing German CT-2K illustrate just how far the Europeans have gone. Other similar aircraft are the Polish JK-05, Czech Sportstar (aluminum) and a number of other products from the Ukraine. Except for the CT-05 they all have high tech composite fuselages and either composite or metal wings. The 100 HP Rotax 912 S or 78 HP Verner engines powers all of these aircraft. These reliable geared engines weigh about 1.3 lbs per horsepower compared to the typical 2.0 horsepower per pound for direct drive engines. Efficient propeller/gear drive combinations provide cruise speeds of over 135 mph with some top speeds close to 200 mph. All of the manufacturers are



PT96 Golf

coming up with special fixed pitch propellers to limit speeds to the maximum allowed by the new US Sportpilot rules. Gross weight of this new breed of aircraft is in the 1200 lb. range with usable loads of 600 lbs and stall speeds of 35 to 45 mph. The price range is 35000 to 45000 euros.

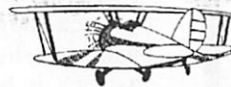
On this side of the Atlantic very little Press is given to these aircraft. More information is available in German, Italian and French magazines. Unfortunately I can't read anything but English, and I've only seen these magazines on newsstands in Toronto and Montreal. I've leafed through them and looked at the pictures, next time I see one I'll buy it. I'm sure one could at least figure out the specifications, no matter what the language.

Along with this new breed of aircraft and engines new Electronic Solid State Flight Instrument Systems are finally affordable. Blue Mountain Avionics sells a complete system for as little as \$3500. It features a bright color display; all engine instruments including sensors, fuel flow metre and computer, Air speed indicator, Altimeter, VSI, Compass, Heading indicator, and Artificial horizon.

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The new technology aircraft are here, all one needs is money, but compared to the price of new General Aviation the price is a steal. ➔

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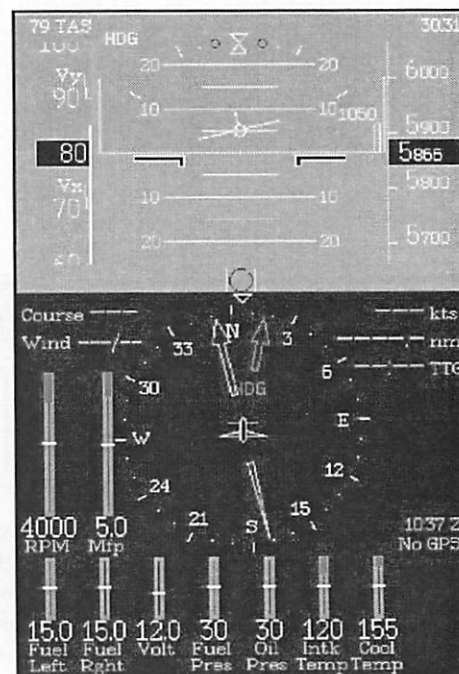
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Flying Events

April 26 - Annual CUFC Safety Seminar. 9:00 am to 3:00 pm. Lunch provided. Location is Cardel Custom Homes, 6010 - 12 St. SE.

May 4 - Red Deer COPA Flight 92 fly-in breakfast and Rust Remover seminar. Contact Dicky Mulder 403-343-6924

May 11 - Sundre Flying club Annual Mothers' Day Fly-in Breakfast. 8:00 to noon. Contact Alf Bicknell 638-9001

May 23-25 - Wings 2003 at the Camrose airport. Geared towards homebuilt and ultralight enthusiasts, antique flyers and warbirds. This is not an airshow, it's a gathering. Contact Camrose Flight Centre 780-922-1212 or www.camroseflightcenter.com

June 13-15 - COPA Convention 2003 in conjunction with the Canadian Aviation Expo, Oshawa, Ontario. For info go to www.copanational.org

July 5 - Chestermere-Kirkby Field annual fly-in breakfast, 8:30 - 12:00. Contact Bob Kirkby 569-9541

July 9-13 - EAA Arlington Flying. See web site for details: www.nweaa.org

July 19 - CUFC first annual Poker Run and BBQ, Chestermere-Kirkby Field. Look for details in June and July Skywriters. Contact Brian Vasseur.

July 20 - Vulcan annual fly-in breakfast, 0800 to 1130. Contact Gary Gair 403-485-2530

August 2-3 - Red Deer Air Show, a Snowbirds event

August 16-17 - Lethbridge Air Show, a Snowbirds event

August 24 - Hanna annual fly-in breakfast 0730 o 1100. Contact Mark Fredericks 403-854-4522

September 13 - CUFC annual Fly-in Breakfast, at Indus, 08:30 to 12:00.

Just For Laughs



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Professional Test

The following short quiz consists of 4 questions and will tell you whether you are qualified to be a "professional."

1 How do you put a giraffe into a refrigerator?

The correct answer is: Open the refrigerator, put in the giraffe, and close the door.

This question tests whether you tend to do simple things in an overly complicated way.

2. How do you put an elephant into a refrigerator?

Did you say, "Open the refrigerator, put in the elephant, and close the refrigerator"? (Wrong Answer)

Correct Answer: Open the refrigerator, take out the giraffe, put in the elephant and close the door. This tests your ability to think through the repercussions of your previous actions.

3. The Lion King is hosting an animal conference. All the animals attend except one. Which animal does not attend?

Correct Answer: The Elephant. The elephant is in the refrigerator. You just put him in there. This tests your memory.

OK, even if you did not answer the first three questions correctly, you still have one more chance to show your true abilities.

4. There is a river you must cross but it is inhabited by crocodiles. How do you manage it?

Correct Answer: You swim across. All the crocodiles are attending the Animal Conference. This tests whether you learn quickly from your mistakes.

According to Anderson Consulting Worldwide, around 90% of the professionals they tested got all questions wrong. But many preschoolers got several correct answers. Anderson Consulting says this conclusively disproves the theory that most professionals have the brains of a four year old.



Viagra and Flying??

It's a Drug: FAA Says to Give it 12 Hours

Viagra, subject of public jokes and private adulation, is still a drug, and it can interfere with flying -- and you are subject to the same limitations as with any prescription drug, in its use.

Sildenafil, the generic name for the little blue pill, is not a potency-enhancer, any more than Rogaine is a hair-grower. Rogaine works by blocking DHT, which is a contributor to male-pattern baldness.

Viagra attacks cyclic guanosine monophosphate (cGMP). Viagra blocks "PDE5," which is directly responsible for producing smooth muscle relaxation in the corpus cavernosum and allowing the inflow of blood. Thus, by inhibiting PDE5, sildenafil has the potential to improve male erectile function.

So, what does that have to do with flying? Well, one of its effects is to affect color acuity, making some colors appear more blue. Since color differentiation is a required ability of pilots, and sildenafil can temporarily impair that ability, you shouldn't fly an aircraft within 12 hours of taking the PDE5 blocker.

Sildenafil, we're told, alters nitric oxide metabolism. That can also affect cone cell functions in the retina, making objects appear bluish.

Some have asked if Viagra can lower blood pressure. Well, that's an interesting question. It's quite possible that... no, let's stay scientific here. Sildenafil itself does not lower blood pressure, but it can act, we're told, with blood-pressure-lowering ("anti-hypertensive") drugs, to perhaps lower BP farther than planned.

Twelve hours from "throttle down" to "throttle up?" ... from "gear down" to "gear up?" Just remember to give it time.

For more information:

www.hf.faa.gov/docs/508/docs/cami/00_20.pdf

Reprinted from Aero-News Network.

Aeromatic Propellers

So what's an Aeromatic propeller?

The Aeromatic propeller is a fully variable pitch propeller that is virtually equivalent to a constant speed propeller. But it is not quite the same thing. The typical constant speed (CS) propeller for a Lyc 0-320 will weight about 54 pounds, add to that the weight of a governor and the cockpit control, you are pushing 60#. In addition to that, the engine has to have a hollow shaft in order to feed the oil to the hub.

The Aeromatic prop needs no governor, cockpit control nor a hollow crankshaft. It is entirely controlled by dynamic forces, centrifugal forces, air loads etc. The typical weight of the Aeromatic is about 34#. That weight varies somewhat depending on which configuration of the propeller you have. It will allow your engine to develop 100% horse power for takeoff, climb and cruise. Typically when you apply full throttle for takeoff you engine will rev up to about 50 rpm less than red line. After you have reached flying and or climb speed your engine will be turning red line rpm. After you reach cruise altitude and level off and gain speed, the propeller will increase pitch as you gain airspeed. Consequently you are now in cruise mode with more pitch much like a constant speed prop. This is not a two speed prop, it modulates itself based on the speed of the airplane and other dynamic forces. And it is not going to cost as much as a constant speed

prop. These propellers were certified on most of the production airplanes during the big airplane boom right after WW II. Pipers, Stinsons, Ercoups, T-crafts, Bellancas, Swifts, Aerocas, Cessnas, Meyers, Monocoupes, Fairchilds, Grumman Widgeon, Johnson Rocket, Ryan Navions and more plus some foreign airplanes.

These props will be especially useful on many home built airplanes in the range of 40 HP or less up through some 260 HP engines. There are two basic designs, one for flange shaft engines and one for 20 spline shaft engines. It is a potential propeller for some 30,000 C-172 airplanes. After reading a pilot report on Van's RV-9 with a Lycoming O-235, where the test pilot almost begged for a constant speed prop, it occurs to me that the Aeromatic would be an ideal propeller for that airplane/engine combination.

For more information:

TARVER PROPELLERS, LLC
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