



# Skywriter



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

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## From The Cockpit

by Dave Procyshen

The presentation by Flightrex Inc. was very interesting to say the least; the ability to plot out a flight in a matter of minutes and then change it if needed is amazing. The practical application of this program in its current version to our world of homebuilt and ultralights seems a bit over kill but a stripped down (lite) version may be what we could and would use. If it was relatively easy to sit down and plot out a number of different trips it may give some of us the desire to do more distant trips. I think that if you keep the input information simple, i.e. average airspeed and average fuel burn, then it would be easy to figure out how far you could go with less guess work. I know many members will never use a program like this because 1) we have our own club map, 2) we do not venture off it very often, 3) I can use a flight sim program. I would ask you though, if all the grass strips (besides ones on our map) were easily accessible on the computer for you to plot out a trip to Lethbridge, then Medicine Hat then Hanna then Drumheller and home, but using only grass strips not the regular strip, would you be able to do this quickly without more than one map? I like the idea of a program that is simple to use (as we saw) and gives up to date weather and it would assist in calculating fuel needs and approximate flying time. What the heck, I could plot out many trips then save them and use at a future date. I could even plot out a trip to Oshkosh! The Air Adventure planners could use it to plot out different

trip legs and know distances and times, very quickly. Now I do not suggest you try and use this to replace map work but think how it might help you to take further adventures. I do also like how the program gets the weather and helps you decide a "go" or "no go" situation. I look forward to what the boys at Flightrex will do as far as a CUFC lite version.

I would also like to touch on one of the points I brought up about tool resources. Wouldn't it useful to have a club list of members that have an assortment of seldom used or once only used tools that we could share to help each other out? I know that a very costly tool is the last thing you want to worry about losing but if you could help me to have access to use it (with your help) make the repair and leave with the item still in your hand, or have it available at the hanger and do the repair on site what do you think? I know many pilots that help each other out with this now but it could be more helpful if I knew which member had a particular tool. We currently have a members list with name and address but we could do a list (only for members) with tool info on it. I know it would have been useful when I was torqueing my prop bolts this past summer. I will have my own 1/4 or 3/8 drive in-lbs torque wrench by this summer. We will have, at a future meeting, a workshop info night to help you on how to "do" and "not do" certain procedures. Please let me know what you think. Well, with the days getting longer and the nights shorter it will be very soon that the sky will be a buzz with the sounds of flying.

Here are some potential upcoming events:

Safety seminar April 24  
Sundre fly-in -- Indus Poker run  
Lethbridge EAA fly-in  
Medicine Hat -- Camrose  
Kirkby's -- Vulcan -- Dave Bolton's  
CUFC/Lethbridge Vulcan breakfast meet

Watch The *Events* column for dates as the summer approaches.

Be Safe. →

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## PRIVACY POLICY

It is the policy of the Calgary Ultralight Flying Club and COPA Flight 114 that personal information from members, such as name, age, gender, postal and e-mail addresses, and telephone number is private and confidential.

Because your privacy is important to us, our policy is to only collect personal information we need in order to provide member services and that you voluntarily provide.

None of the information collected is sold or made available to any third party for commercial purposes and will not be released for any other use without your permission.

If you would like to review or update information we have collected please contact any executive board member.

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# For Sale

**Engine** - Arrow 500 GT, 65hp, 2 cylinder, horizontally opposed, 93 hrs, \$1200. Peter Wegerich, 403-862-7148, email [wegericp@telusplanet.net](mailto:wegericp@telusplanet.net) (02/04)

**Cuby II** - 2-place, side-by-side, 65hp MZ202, low time. Beautiful yellow airplane I need money for my next project, \$19,000. Peter Wegerich, 403-862-7148, email [wegericp@telusplanet.net](mailto:wegericp@telusplanet.net) (02/04)

**MiniMax** - Rotax 447, ground-adjustable prop, Tach, Alt, ASI, hobbs, 173 TT, \$7900. Stan (403) 934-3460 [ve6vwg@telus.net](mailto:ve6vwg@telus.net) (02/04)

**SkyPup** - 38 hours airframe and rebuilt Rotax 277. I flew Dec. 17 and should not have. The right wheel hit a snowdrift on taxiing and broke off. The left wing has punctures and one rib is damaged. The prop is damaged. Very stable airplane but does not like wind. Cruise at 55mph on 1.3 gallons per hour. Single seat. Three axis control. Plans built. \$500. OBO. Bruce Lange 403-227-6577 [langeb@rvvs.com](mailto:langeb@rvvs.com) (01/04)

**Himax Parts** - All hardware for a Himax 1700, both aileron and rudder control cables, complete tail section and tail wheel, right wing and both ailerons, two 5 gallon wing tanks, Alt, AS, Tach, EGT, CHT, Compass, Antenna fuel pump, Gascolator. Barry 403 935-4609 or [barryleewood@hotmail.com](mailto:barryleewood@hotmail.com) (12/03)

**Floats** - Puddle Jumper Amphibious, 14ft, kevlar bottoms, rudder, brakes, new in 2001, 1hr on Challenger, red, make offer. Reid Huzzey, home 403-272-9090 work 403-298-5507 (12/03)

**Phantom One** - 1982, 135TT airframe and engine, flies weekly, \$5,000 OBO. Dick Rankin 403-286-5735 (11/03)

**Engines** - 0484 Military engine core \$300. 0442 Military engine ready to mount, good condition, \$300. Dick Rankin 403-286-5735 (11/03)

**Spiral wrap** - 5/8" spiral wrap, nylon,

approx. 100' available, \$0.15 per foot. Bob Kirkby 569-9541 (11/03)

**Avid Aerobat** - Advanced Ultralight, 102 hours since rebuild completed in January 2003, new Rotax 582 engine 3:1, Powerfin 2-blade 74" prop, new VFR instruments, new interior, new fabric and paint (red and yellow), wings rib-laced, new wide stance gear, new double tail spring with Matco tailwheel, tricycle gear option included, new cowling with twin rads, folding wings provide easy storage in garage, cabin heat, all maintenance logs up to date, cruise 95 to 100 mph, \$24,900.00, Troy, (403) 936-8424 or email for pictures [brancht@tsesteel.com](mailto:brancht@tsesteel.com) (10/03)

*Notice: Classified ads are free to CUFC members. Contact Bob Kirkby to place or renew your ad (see masthead). Ads will be dropped after 6 months unless renewed.*

## Ads reprinted from the St. Albert Flying Club Newsletter

**Team Airbike plans** - complete set, manuals, excellent condition, \$200 including shipping, OBO. Reg Lukasik 780-459-0813.

**Rotax 447** - CDI, B-drive, overhauled. Dan Pandur 780-418-4159.

**Puddlejumper amphibious floats** - used, \$2500. Dan Pandur 780-418-4159.

**Gas tank** - plastic, US Coast Guard approved, 11.5 US gals., new in box, \$75. Ron Swan 780-477-6112.

**Modified Team Himax** - and portable grey canvass quonset hangar. Single seat, taildragger, Rotax 503, DCDI, oil injection, 177hrs on engine, decoked at 100hrs. Fuel 12g, cruise 70mph. Ivo in-flight adjustable prop. Strobe, wing lights and landing light. Skis, Clark headset, handheld GPS and Icom A22. \$19,800. Len 780-436-1928 or email to [lenngreenwood@hotmail.com](mailto:lenngreenwood@hotmail.com).

**February 21** - CUFC annual banquet, 6:00pm McKensie Meadows Golf Club, for tickets call Dave Procyshen 257-8064.

## Skywriter

Skywriter is the official newsletter of the Calgary Ultralight Flying Club - COPA Flight 114 and is published 12 times per year. Forward your articles and letters to:

Editor: Bob Kirkby 569-9541  
e-mail: [bob@skywalker.ca](mailto:bob@skywalker.ca)

## Calgary Ultralight Flying Club COPA Flight 114

Meetings 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, Calgary.

President: Dave Procyshen 257-8064  
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Director: Robin Orsulak 333-3833  
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e-mail: [kooyman-eng@shaw.ca](mailto:kooyman-eng@shaw.ca)

Visit the CUFC web site: [www.cufc.ca](http://www.cufc.ca)

# Flying Events

**April 24** - CUFC annual safety seminar. Details TBA. Contact Dave Procyshen. 257-8064.

**May 9** - Sundre fly-in breakfast. Contact Alf Bisknell 403-638-9001.

**June 5** - Linden sports day and fly-in breakfast. Breakfast served 7:00am to 9:30am. Contact Dennis Wickersham 403-546-4306.

**July 10** - Annual Chestermere-Kirkby Field fly-in breakfast. 8:30 am to Noon. Contact Bob Kirkby 569-9541

**July 16-18** - Annual COPA Convention and AGM in Fredericton, NB. Info: [www.copanational.org](http://www.copanational.org)

## Sonerais

### Little known plans-built designs

by Ken Beanlands

This is the second in the series of articles looking at little known or forgotten scratch-built aircraft suitable for BULA registration. This month we will be looking at John Monnett's Sonerai. Although these may not qualify as "little known" they probably are not thought of as ultralights. The Sonerai was the forerunner to the Sonex aircraft and shared a lot of the same traits. In fact, the Sonex also falls nicely in the BULA category and could probably be made to fit the AULA category with a little paperwork.

The Sonerai comes in 3 basic flavors with some sub-versions making for a wide variety of models. All of the Sonerai share some basic features. First, they all sport fabric covered 4130 steel tube fuselages and an all-aluminum, cantilevered wing featuring 2024 aluminum structure and Cherry aviation pulled rivets. Second, they are all designed around the VW, direct drive engines, although some have flown with Continentals and Jabirus with a lot of modification. Third, they are all listed as being aerobatic when flown solo. However, the weight has to be watched.

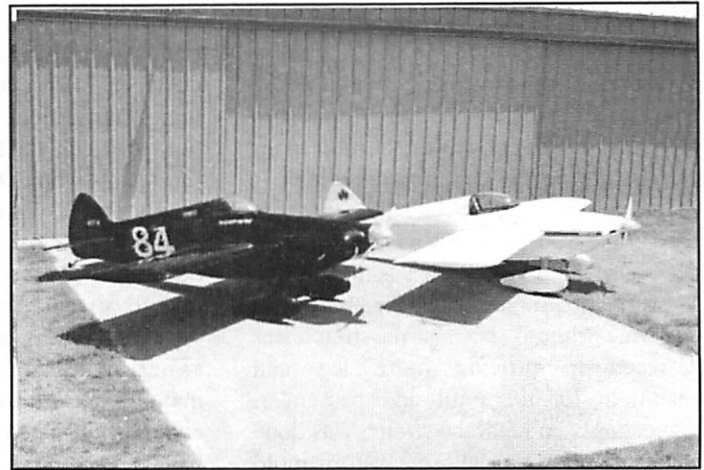
One of the features of the Sonerai line is that the upper fiberglass cowling extends back to the instrument panel and is removed in one piece providing great maintenance access. Also, they all feature folding wings to allow for an inexpensive way to hangar your plane. Finally, they all have good cruise speeds and handling performance.

Great Plains Aircraft sell a lot of parts and partial kits for all the Sonerai aircraft and I've noticed that Sonex Ltd. Also lists some Sonerai parts. Currently, you can purchase

wing ribs, spars, completed ailerons, cowls, landing gear, canopy, fuel tanks, etc. There is a pre-welded fuselage also available.

The first Sonerai was the Sonerai 1. This mid-wing single seat aircraft was built to compete in the Formula V race category and did respectably well. With a larger VW engine, cruise speeds exceed 150 mph and it climbs at over 1000 fpm. Control response is said to be good and it can operate quite well out of grass strips. The stall speed is listed right at the BULA limit of 45 mph. The single 11 gallon tank is located in the nose and it provides about 2 hours + reserves.

The drawback with this design is the small canopy and cockpit area. The pilot



A pair of Sonerai I's

two seat aircraft. The Sonerai II (or Original II as it's come to be known) took many of the features of the 1 and scaled them up. The wing area grew from 75 sq ft to 84 by extending the span. The plan form remained "square" with a span of 18'8" and a length of 18'10". This increase in wing area allows the stall speed to remain at about 45 MPH despite the increase in gross weight from 700 to 950 lbs. Solo is flown from the rear. In my opinion, this is the best looking of the line.



Sonerai IILS

essentially wears the plane rather than sitting in it. John Monnett was smaller and lighter than average, and he designed planes he would fit in. As a result, most larger than average folks (yours truly included) will have trouble with a plane this size. After all, both the span and length are only 16'8"!

That's when Monnett decided that the design could be successfully turned into a

The S-II Original still suffered from the size constraints of the S-1 and only had a 430 lb useful load without electrics. The front seat is even smaller than the S-1 and long-legged pilots tended to bruise their knees on the spar carry-through. The solution was simple, move the spar carry-through (and, of course, the wing) to below the pilot's knees. Thus, the S-IIL was born.

This solved most of the problems experienced by the pilot, but still left a small seat up front for the passenger. About this same time, a nose-wheel version was designed and dubbed the S-IILT.

This is when disaster struck. There were a couple of accidents that brought the strength of the Sonerai II wing into question. Monnett was quick to come out with a modification to the original wing (continued on page 4)

*Sonerai - continued from page 3*

that became known as the "S" wing. Those with the original wings were limited to non-aerobatic flight. All the current plans incorporate the "S" wing modifications.

Last in the Sonerai line was the stretched version of the S-IIL, known as the S-IILS. The stretched model was never built as a mid wing primarily because the stretch was designed to provide more leg and headroom for the pilot and passenger. Interestingly enough, the stretch was done while still allowing the same canopy mold and cowling to be used. With the stronger wing employed, the gross weight jumped to 1150 lbs which gives a solid 600 lbs useful without electrics and about 550 lbs with. This is definitely enough for 2 real adults and full tank (including the aux tanks). The stretched version is also available in a trike-gear model, the S-IILTS. According to Great Plains literature, the S-IILTS is the most popular of the Sonerai line.



*Sonerai IIL with wings folded.*

Of course, the increase in gross brings the stall speed up to 50 mph, outside of the BULA rules. There are three ways to fix this. Some quick calculations show that if you limit the gross to 950 lbs, the same as the II Original, then the stall drops to 45 mph. This isn't surprising considering that they share the same wing. The other is a modification that may be appropriate with Calgary's higher elevation and grass fields. Some builders have added a flaperon mixer similar to those found on the Kitfox and Avid aircraft yielding a 5-7 mph decrease in stall speed. It should be noted that this is

not a modification endorsed by the designer. However, the modification is not difficult. The third way would be to play with vortex generators to see if the stall speed could be lowered. This would be very experimental and may not yield a low enough stall speed.

All of the S-II and S-II stretched models have a 10 gallon main tank in the nose and a 6 gallon aux tank behind the rear seat in the turtledeck. This gives a range of about 300 miles with the larger 2180 cc engines usually found in the two-seat models.

The Sonerai's are quoted with an 1100 hour scratch-build time or 800 hours if you buy all of the pre-made parts. The parts as supplied by Great Plains are very reasonable for what you get. For example, the 22 wing ribs needed for the 2-place wings are around \$650 USD and pre-bent spars are \$260 USD. Complete ailerons are \$145 USD each.

If you were to buy all the pre-fabricated parts available from Great Plains (except the pre-welded fuselage) you end up with a cost of:

|   |         |
|---|---------|
| Landing gear, wing ribs, ailerons, canopy, cowling, wheels, brakes, wing spars, wing tips, fuel tanks, exhaust system, spinner: | \$6,000 |
| Aluminum:   | \$ 800  |
| Steel tubing:   | \$1,000 |
| Covering/paint:   | \$1,500 |
| Instruments:  | \$2,000 |
| Misc hardware:  | \$1,500 |
| Engine, Great Plains VW conversion, full electrics and acc.:  | \$7,600 |



## BoatCraft

6316 - 106 Street Edmonton, AB T6H 2V3  
Phone (780) 437 4919 Fax (780) 433 4373  
e-mail: sales@boatcraft.com

West System Epoxy products, Fillers and Additives  
Carbon Fiber, Kevlar, Fiberglass Cloths and Tapes

—

Light Weight Okoume Mahogany Plywood  
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—

Paints, Stainless Steel Fasteners

—

Alberta's Sailing Supply Centre  
Stitch & Glue Sea Kayak and Canoe kits  
Waters Dancing Boat kits - [www.watersdancing.com](http://www.watersdancing.com)

|              |                 |
|--------------|-----------------|
| Prop:        | \$1,000         |
| Total:       | <b>\$21,400</b> |
| Metal Tools: | \$2,000         |

If you scrounge used tools or if you sell your tools when you're done, the cost will drop to \$500-\$1000 for the specialized tools to build the aluminum wing. Additionally, if you went with a 1900 CC engine with no electrics and you built up the engine yourself from the great Plains Kits, you could drop the engine cost to about \$3700. Also, if you were to build all the wing parts yourself, the pre-fab parts cost could be dropped to about \$4000. This would bring the cost down to about \$16,500.

This isn't a lot more than one would pay for a Mini-Max with comparable equipment (say, a V-max 1550). The V-Max kit is \$6500 and the same engine, instruments, paint, hardware and prop will add \$9700 bringing the cost to \$15,200. However, you would end up with a longer build time (if Ison's 325-400 hour build time is accurate) but end up with a 2-place plane with a 120-140 mph cruise with aerobatic capabilities.

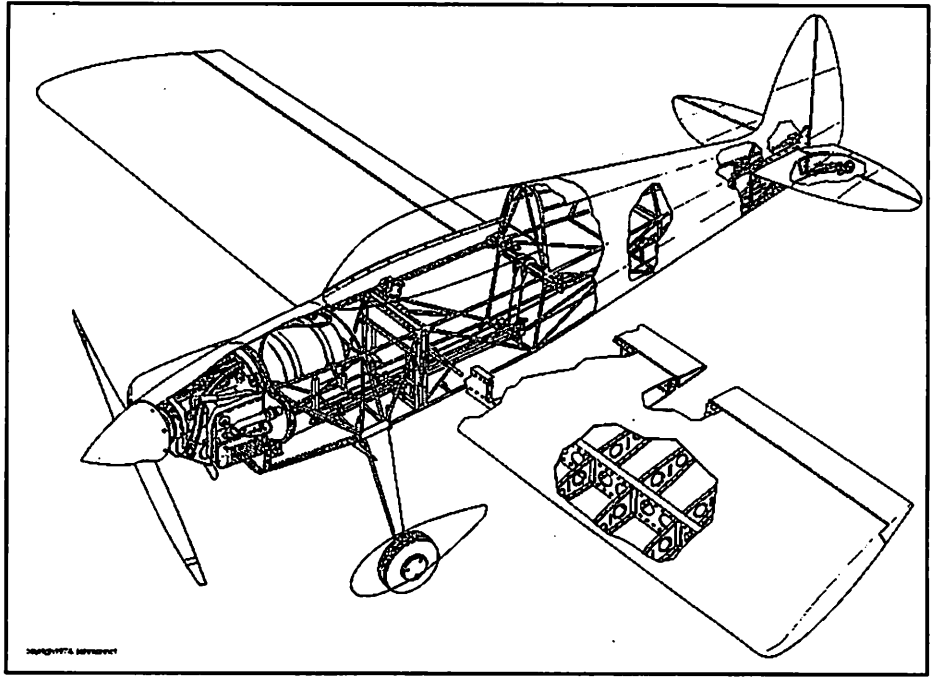
The Sonerai's are small airplanes and will be at their limits with all the seats filled. Many larger builders ignore the S-I and build the S-II as a single seat plane with lots of room and a lower empty weight with the elimination of the front seat and its controls. Getting rid of the electrical system and aux tank should drop the empty weight even further making it possible for the Transport Canada average 170 lb guy  
*(Continued on page 5)*

**Sonerai** - continued from page 4

to stay under the 750 lb aerobic gross weight on the S-II and S-IIS models. Of course, the addition of the legally required chute would mean flying with less than a full main tank.

Aerobatic or not, the Sonerai makes for an excellent sport plane and one with accommodations for a "small" second on short hops; a 1+1, if you will. Given the economical nature and low build time required for the Sonerai, it's surprising that there aren't more of them around; although I understand that there is one at Indus. I guess the piece of the picture that's been missing in this design was the side-by-side seating, which explains the great success the Sonex is experiencing even with the estimated \$30,000-\$35,000 CDN price tag!

For More information, see Great Plains Aircraft at <http://www.greatplainsas.com>



*The Sonerai II Original. Note the small space for the forward passenger between the spar and panel!*

| SPECIFICATIONS             | Sonerai I     | Sonerai II,<br>IIL, IILT | Sonerai IILS,<br>IILTS |
|----------------------------|---------------|--------------------------|------------------------|
| Span                       | 16'-8"        | 18'-8"                   | 18'-8"                 |
| Length                     | 16'-8"        | 18'-10"                  | 20'-4"                 |
| Height                     | 5'            | 5'-5"                    | 5'-5"                  |
| Engine                     | 1600-2180 cc  | 1700-2180 cc             | 2180 cc only           |
| Fuel capacity - std.       | 11 US gal     | 10 US gal                | 10 US gal              |
| Fuel capacity - opt.       | N/A           | 6 US gal                 | 6 US gal               |
| Empty Weight - no starter  | 440 lbs       | 520 lbs                  | 540 lbs                |
| Useful load                | 260 lbs       | 430 lbs                  | 610 lbs                |
| Gross weight               | 700 lbs       | 950 lbs                  | 1150 lbs               |
| Wing area                  | 75 sq. ft.    | 84 sq. ft.               | 84 sq. ft.             |
| Wing loading @ Gross       | 9.3 lb/sq.ft. | 11.3 lb/sq.ft.           | 13.6 lb/sq.ft.         |
| Seats                      | 1             | 2 tandem                 | 2 tandem               |
| <b>PERFORMANCE</b>         |               |                          |                        |
| Design limit load @ gross  | +/- 6 G's     | +/- 4 G's                | +/- 4 G's              |
| Aerobatic limit load @ 755 | N/A           | +/- 6 G's                | +/- 6 G's              |
| Takeoff distance           | 600 ft        | 900 ft                   | 900 ft                 |
| Stall speed                | 45 mph        | 45 mph                   | 50 mph                 |
| Landing speed              | 54 mph        | 58 mph                   | 60 mph                 |
| Maneuvering speed          |               | 115 mph                  | 115 mph                |
| Cruise speed               | 150 mph       | 140 mph                  | 140 mph                |
| Vne                        | 225 mph       | 200 mph                  | 200 mph                |
| Range with 45 min reserve  | 300 sm        | 245 sm                   | 245 sm                 |
| Rate of Climb @ gross      | 1000 fpm      | 500 fpm                  | 700 fpm                |

### February Meeting

#### Speaker

Our speaker at the February meeting will be Phil Kite of Kite Air in Edmonton. Phil will be speaking about the Airtec Coatings painting system.

#### Raffle

Our annual raffle draw will take place at the February meeting. Renew your membership and enter the raffle at the meeting. See page 8 for raffle details.

## A Love Affair with Airplanes

by Bert Lougheed

I've been fascinated by airplanes all my life. I grew up on a farm located just five miles east of the Elementary Flying Training School at Bowden, Alberta. I was only about four years old at the time, World War II started and I still clearly remember the Tiger Moths, and later the Harvards, flying over our farm. I loved to watch as they practiced their aerobatics, formation flying, and dog fights. Occasionally a Tiger Moth would run out of fuel and land in one of our fields. The embarrassed pilot would come over and borrow enough gasoline to get the plane back to the base and hope that we wouldn't give away the secret.

Since the War was on, there was no metal available for children's toys. As a result, all of my first toys were made of wood and most of them were airplanes. One of the first ones I remember was that of a DC3. We lived right under an airway and I can always remember the sight and sound of the silver-winged DC3's as they flew back and forth between Calgary and Edmonton. Airplanes were exciting. By the time I was about nine years old and the war ended, I was building rubber-band powered models. Building and flying model airplanes teaches a boy skills and patience. Crashing them teaches him not to cry.

About the time I was in grade six, I spent my allowance on a Cox .049 gasoline engine. I credit that little engine for teaching me a great deal. I learned about flooded engines, how to clear a flooded engine, the importance of balancing propellers, how to fix bent connecting rods, the value of hotter fuel mixes, etc. If the plane crashed, I would put the engine on a boat or a race car until I had another plane ready. Those were the days!

In High School I met two other fellows who were as enthusiastic about airplanes as

I was. The projects just got more and more complicated. We were soon into competitive free flight models, aerobatic control liners, and speed racers. One of our favorite teachers was right in there with us. We went to competitions in Calgary and Edmonton with him and had a great time. We were so focused on airplanes that we spent no money on cigarettes and beer and very little on girls! At one stage we were even into radio-controlled models. In those days the radio control units had tubes and required an interesting payload of batteries.

After High School came the world of work. My 37-year career in teaching began, I was married and had three daughters, and money was scarce. However, I usually always had a model plane of some type under construction. Life was really busy for quite a few years. I wanted to take my pilot's licence but the time never seemed right. Then one day when I was about forty, my teacher/mentor who had his pilot's licence, said to me, "You better get at it. Look at all the wonderful years of flying that you are missing." My wife agreed and I was soon in the training program.



Bert in his SeaRey. Photo by Adrian Anderson

I was thrilled when I got my licence and soon went on to get a twin-engine endorsement, a night endorsement, and a glider pilot's licence. When I bought a share in my first plane (a Beechcraft Sport) I was intrigued with the idea of an amphibian but it was out of the question because of cost. My second plane was a Grumman Tiger, undoubtedly the finest airplane for the money of anything in it's class. It is a wonderful aircraft and we have enjoyed it for more than fifteen years.

During this time I watched my teacher-friend build a Pazmany PL4. The idea of building an airplane became more and more enticing. But which plane? There

was such a variety from which to choose. I had toyed with the idea of an Osprey 11 or a Thurston Teal. Then in June of 1996 I picked up a copy of Kit Planes magazine and saw, on the cover, a SeaRey. Now that looked like my kind of airplane! I had always wanted an amphibian, for years I had admired the WWII Canso, and here was a little amphibian that you could build. A few months later, when we were in Vancouver, I arranged to fly a SeaRey that belonged to the dealer. Within a few weeks my order was in and the kit was soon on its way from Orlando, Florida.

The building process was fascinating. It was a wonderful kit. Everything was of high quality and fit well. Whenever something didn't fit the problem was usually mine. You develop a lot of patience and when something doesn't seem right you learn to stop and analyze the situation from every direction. This wasn't my strongest suit. Fortunately for me, my friend who was building a Lancair 4P, in the same building, was a real professional in helping me work out problems (which he called challenges). After working for four months during each of three winters the SeaRey was finished. The factory said it could take about 400 hours. We spent a little more than double that but it all depends on how you count the hours. We had a lot of visitors and a lot of coffee breaks.

The most stressful time for me, was when the test pilot advanced the throttle and the "moment of truth" was at hand. You build a plane as carefully as possible and you have the project inspected by professionals but you still have a strange feeling in your stomach until you see your project fly and arrive safely back on the ground. Then a few hours later, or the next day, when you are pilot in command the true thrill really hits you as you advance the throttle and she has "the wind beneath her wings".

*Bert Lougheed is a retired elementary school principal who now spends much of his time helping volunteer organizations. He is a member of the Red Deer Flying Club, a pilot with the Central Alberta unit of the Civil Air Rescue Emergency Services and a member of the CUFC.*

Calgary Ultralight Flying Club  
Cash Receipts and Disbursements  
Year Ended December 31,

|                                       | <u>2003</u>   |                        | <u>2002</u>   |                        |
|---------------------------------------|---------------|------------------------|---------------|------------------------|
| <b>Receipts</b>                       |               |                        |               |                        |
| Members dues                          | 1,680.00      |                        | 2,860.00      |                        |
| New Years party                       | 708.56        |                        | 573.73        |                        |
| Raffles                               | 638.63        |                        | 1,227.52      |                        |
| Skywriter advertising                 | 196.00        |                        | 100.00        |                        |
| Other including interest              | <u>127.69</u> | 3,350.88               | <u>149.35</u> | 4,910.60               |
| <b>Disbursements</b>                  |               |                        |               |                        |
| Postage                               | 1,014.97      |                        | 773.96        |                        |
| Printing                              | 1,408.03      |                        | 1,364.25      |                        |
| Meeting hall rent                     | 750.00        |                        | 575.00        |                        |
| Fly in breakfasts                     | 549.38        |                        | 802.54        |                        |
| Caps, crests, maps, dvd.s, net        | -153.54       |                        | 588.18        |                        |
| Website                               |               |                        | 212.93        |                        |
| Other                                 | <u>55.64</u>  | -3,624.48              | <u>25.00</u>  | -4,341.86              |
| Excess of receipts over disbursements |               | -273.60                |               | 568.74                 |
| Cash, beginning of period             |               | <u>5,211.73</u>        |               | <u>4,642.99</u>        |
| Cash, end of period                   |               | <u><u>4,938.13</u></u> |               | <u><u>5,211.73</u></u> |

Approved by the Board

## Joe Pilot

by Brian Vasseur

The Christmas holidays gave me an opportunity to get a lot of flying done, almost every day. I think it makes a big difference in your training to be able to fly often; it helps keep everything familiar.

In last month's article I had mentioned how I was beginning to realize it was going to be a lot of work to get all of this training done. Here's a brief discussion of everything that's happening.

Twice a week for three hours each night is ground school. Forty hours is required and classroom time gets about fifty so you can miss a few and still meet the requirements. In addition to this the study time at home will easily hit another fifty hours. There's a lot of material to cover and being in a classroom setting has really helped me.

Having the opportunity to discuss items you're unsure of, and picking up the extra bits of useful information from the instructors makes quite a difference. A fair amount of time is spent on aircraft performance and navigation, although as the instructor put it, nothing requires more than a grade 6 education to understand. Maybe my 11 year old daughter can explain some of this to me? Wilf bought me an ASA flight calculator for Christmas but I still find the rotary E6B computer to be really quick and what most everyone else uses. In some cases I find the E6B to be faster and except for density altitude reasonable accurate. Ground school goes quick since it's twice a week and I'm looking forward to getting this done.

There are a few

exams that need to be written along the way. The first was my radio license which was pretty much a no brainer. The second was the PSTAR, basically the pre-solo written. It focuses on memory items (airspace, regs, etc.) and requires 90% to pass. This does require study but I was able to get both exams done with only one wrong on each. The third written exam is the PPAER and covers Air Law, Meteorology, Navigation and General Knowledge. This requires a 60% pass in each of the 4 areas and requires a lot of knowledge. I'm going to leave this one until I'm done ground school so I'm prepared for everything I need to know. One thing that I've always wondered about is all those pilots out there that don't know 40% of the required material and still have a license!

In addition to this I'm still trying to learn to fly. The C172 has a lot more things to pay attention to and with so few hours in it I find it very easy to get behind very quickly. One flight really brought this home for me. I usually fly at 8:00 in the morning to take advantage of the good weather so I show up about 7:30 when it's dark to get all the paperwork done and get the preflight done. On this day the plane needed gas and this takes an extra fifteen minutes or so. I arrived a bit late, only 20 minutes early so I was a bit rushed getting everything done in time. I got the airplane ready and filed for a transponder code and by the time we got in the plane ready to startup it was about 8:15, maybe a bit later. I was clearly rushing things and as I went to taxi out I realized the wheels were still chocked. Shutdown, move the chocks, get back in  
(continued on page 8)

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and startup with my instructor laughing the whole time. I quickly checked the DG and Altimeter, turned on the lights and taxied out hoping the controller didn't get annoyed that I had taken so long to get moving since my clearance as the airport was obviously very busy today. After doing the runup I got a taxi clearance and a "keep my speed up", be ready for an immediate takeoff and follow the jetstream in front of me. I got everything done on the roll and made my immediate right turn after takeoff. Now I realized that things were coming apart quickly.

As I had been taxiing to the hold short point for 34 the Jetstream in front had already done an immediate takeoff. With the Jetstream in front I had hoped to get a hold short, get setup, position, then takeoff when I got clearance. The minute I switched to the tower frequency on the taxiway I got a clearance "Foxtrot Tango Charlie Gulf, Tower, immediate takeoff three four immediate turn two five zero not above four five zero zero traffic heavy two miles on final wake turbulence from the Jetstream in front". I got lights, transponder and power all in one motion, read back the clearance on the roll, and did the immediate takeoff. At 200 feet I made my right turn and started post takeoff checks. Usually I get asked to switch to Terminal on 119.4 and my climb restriction is removed, but that didn't happen today. I remembered to check my altimeter and saw it rolling thru 5300 feet. Now things just stopped making sense and I'm expecting the tower to call me about my airspace violation any second.

There was no way that thirty seconds after takeoff I could have been that high and I knew I'd messed up the altimeter setting on the ground. I checked the pressure altitude readout on the transponder and it was indicating FL049. I'm asking the instructor what's going on and I'm about ready to call the tower and ask for my altitude when I realize what I did. In my rush to set the altimeter I set it with the big hand on 600 since it wasn't much of a change from the current setting. What I didn't notice was that it was set to 4600 feet (30.44) on the ground instead of 3600 (29.34 from ATIS) and it was indicating 1000 feet too high. I got it set correctly and continued on. My instructor noticed what I had done on the ground and I think just decided to see how long it would take me to figure it out. The airplane hadn't been flown for two days and there had been a big weather change so the altimeter had risen almost 1000 feet since the last time it had flown.

Circuits at Springbank are always a lot busier since there's other traffic, the controller seems to change traffic flows at least once an hour, and at this point I'm still new to how things work at this airport. I'm able to drive the airplane around the circuit OK but I'm missing checklist items, my circuits and high or low and inconsistent, and just not doing a good job all around. I got the airplane home, landed and parked but I sat in my car for quite awhile trying to unwind before I drove home. I decided against flying my own plane for awhile until I get a lot more comfortable with this airplane.

In next months article I see an interesting pattern in my learning curve, I get some instrument time under the hood, and I learn a whole lot about navigation I wish I'd learned years ago. →

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## Annual CUFC Banquet

Saturday, February 21  
McKenzie Meadows Golf Club  
Cash bar: 6:00pm  
Dinner: 7:00pm  
Silent Auction (bring stuff)  
Tickets: \$25.00 per person  
Contact Dave Procyshen  
257-8064

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## Annual CUFC Raffle

Draw will take place at the  
February meeting

1<sup>st</sup> prize: Makita 12v corless drill with  
keyless chuck

2<sup>nd</sup> prize: Makita 9.6v cordless drill with  
key chuck

3<sup>rd</sup> prize: Jet 45-piece socket set

Tickets: \$10.00 each

Buy tickets at meeting or call Bernie  
Kespe 403-255-7419

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## Update on the Ultralight Passenger Carrying Rating

By Arlo Speer, Chief, Transport Canada  
Recreational Aviation & Special Flight  
Operations

Passenger Carrying Rating - Changes to  
Ultralight Ground School - Modification of  
the Ultra Exam.

Delays in the regulatory process mean that  
(1) the long-awaited Passenger Carrying  
Rating for the Pilot Permit -- Ultralight  
Aeroplane, (2) changes to the ultralight  
ground school requirements and (3)  
modification of the Ultra exam will not be  
introduced this coming March. While I'm  
not about to suggest a firm date by which  
the new regulations will come into effect,  
I remain hopeful that significant progress  
will be seen during 2004.



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