



Skywriter



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

April 2004

From the Cockpit

by Dave Procyshen

Safety, Safety, Safety

With March just a memory and April fools day come and gone, it must mean spring is here and its time for more of us to fly. We have our 2004 Rust Remover planned for the last Sat of April. We already have many members signed up and still one more meeting to go, so if you're planning to attend please let us know. With the weather cooperating it should be another great event for us to show why we belong to one of the best ultralight groups in Canada. We have built a reputation for putting on some great functions in the "lighter" side of aviation so lets start the season off right.

I would like to relate one of the TV commercials to what we all enjoy.

Spark Plugs: \$ 2.00

Fuel Filters: \$ 6.00

Safety Wire: \$20.00

The ability to fly safely: Priceless!

The cost of all the above is very small in relation to what we spend on fuel, insurance and even the vehicle we drive to get to the hanger. But one failed plug or a fuel filter that plugs up from the water that you forgot to drain from a wing tank, will ruin your day, having to trailer back your pride and joy. We have all done the same thing, get flying as quickly as you can. I find that the more you fly the more you look at things differently. When you own a plane you check some things more and other things less, right or wrong it is done. So with our safety seminar it is time to dust off the cobwebs and review all aspects of flying. I have attended many clinics in the past 6 years (about 6) and I have found

them to be very useful. I'm sure everyone that has attended one will agree, and we will even learn something new at the next one.

We have enjoyed a renewed interest in the ultralight and homebuilt sector. The club membership has reached a new level for paid memberships this year. I think the 100th anniversary of powered flight has helped give us more of a profile but it is the way we promote what we do as a club every weekend that helps give everyone a better image of our sport. The new sport plane class in the USA will also have a big impact on our perception of what flying an ultralight is going to be. We have set the standard in Canada with the weight class and now the USA model is very similar to our regulations. The EAA Experimenter magazine this month is now Sport Pilot & *(continued on page 2)*



Fond farewell - Stan Sheriff passed away on March 11th from lung cancer. We extend our sympathy to Stan's wife and family.



Fond farewell - Gord Tebbutt passed away on March 25th from a brain hemorrhage. Gord was one of our original members. We extend our sympathy to Gord's wife and family.

For Sale

Gentex Flight Helmet- HGU - 26. Metallic Blue, Visor cover with tinted visor. Comes with extension cord and general aviation electrics \$300.00. Tony Stehr 403-808-5826 (04/04)

DELCOM radio - with standard headset adapter cord and PTT, wall charger and cigarette lighter plug-in cord. Reliable, simple operation, \$125.00. Andy 403-247-3245 (04/04)

Cavalier - 2 place side by side, zero time O-290-D2, low wing, tip tanks, 80% complete, selling due to health, \$18,000. John Ehrmantraut 256-7530 (04/04)

Block time - Plane sitting? I want to buy block time in your certified or homebuilt plane to build hours towards my commercial rating. Brian Vasseur 512-9045 (03/04)

Engine - Arrow 500 GT, 65hp, 2 cylinder, horizontally opposed, 93 hrs, \$1200. Peter Wegerich, 403-862-7148, email 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 (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 Innisfail. langeb@rvvs.com (01/04)

Phantom One - 1982, 135TT airframe and engine, flies weekly, \$4,200 OBO. Dick Rankin 403-286-5735 (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@tseesteel.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

Modified Himax partially complete - fuselage 65% complete, empennage complete ready to cover, spars/ribs built, sufficient material to complete wings. Volkswagen engine with Colin Walker prop. Complete set of instruments. Excellent bargain for knowledgeable builder, \$3000. Viv Branson 780-460-8753 or email vbranson@interbaun.com.

1998 Folgore ST - highwing taildragger, side-by-side 2 place, Rotax 912, 200TT, flaps, stalls at 38 mph, cruises 85 - 90, 1200 lb gross. Amateur built category but can be flown with U/L permit. Heated, full instrumentation, ELT, radio, nav lights, skis, 17 gal tank, 4.5 hr range, 25 lb baggage compartment, Red and yellow, in excellent condition, \$28,000 OBO. Rob 780-720-5597 or 780-476-9312.

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

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.

Skywriter

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Calgary Ultralight Flying Club COPA Flight 114

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Visit the CUFC web site: www.cufc.ca

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Light-Sport Aircraft. I'm sure there will be many new "sport" models at Oshkosh this year.

The CUFC/COPA Flight 114 Ultralight/Homebuilders Rust Remover 2004 is set for April 24th at Cardel Homes in the lower theatre 9-4 pm cost \$ 5.00 See you there.

Our speaker for April will be Joe Harrington. Joe flew from Lethbridge to Oshkosh 2003 and back in a Beaver RX550. He will share this amazing trip with us.

Thank you to Clark Seaborn for his presentation in March of the National Air Tour 2003 and congratulations on his award from COPA. Clark is a great example of what flying use to be: Low, Slow and Fun...I think we are still doing that!

Be Safe. ➔

**Little Known
Plans-Built Designs:
Cygnet SF-2A**
by Ken Beanlands



Cygnet SF-2A

This is the third 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 Bert Sisler's Cygnet SF-2A.

Bert Sisler, a 747 airline captain, designed several aircraft in the 60's and 70's. In 1977 his last design, the SF-2A Cygnet showed up at Oshkosh powered by a VW 1834 engine. The side-by-side taildragger featured a swept forward, shoulder mounted wing. This put the pilot and passenger ahead of the wing giving them an excellent field of view through the overhead canopy. Another unusual feature is the fabric-covered, wooden geodetic wing and tail structure design.

The fuselage, tail and landing gear are built from welded 4130 steel tube, primarily 1/2" and 5/8" diameters. The single 4130 streamlined main strut is supported by a small jury strut about halfway out. An aluminum strut can be substituted and the drawings include plans for the strut ends.

The Cygnet employs an interesting entry and exit through the Plexiglas "clam-shell" doors that hinged at the center-line of the canopy aided by steps on either side. The cockpit is 39" wide and has a generous amount of space on the low profile panel

for a good VFR cross-country instrumentation and even space for a glove box. About 9 cubic feet of cargo space is provided behind the 2 front seats. A standard dual stick and rudder pedals control system with manual elevator trim is provided and all controls are cable actuated.

The one complaint that has been made about the cockpit comfort is that the panel can interfere with the knees of those with long legs. After Rex Taylor (of HAPI Engines fame) acquired the design in the early '80's, he designed a fix to provide 1.5" more clearance in this area.

The landing gear forms a tripod assembly with the bungee cord shocks tucked up inside the fuselage between the floor and boot cowl. Tires on the prototype are 5.00x5 although 6.000x6 tires were later added to help with off field ability. Wheel pants have also been added, however, without the tire available as a step, entry into the plane is a bit more awkward and may require a small step be carried. There is no nosewheel option, but there are

drawings to incorporate floats.

Each wing in has a solid 3/4" front wing spar, built up rear and leading edge spar, several stringers, 7 widely spaced main ribs and 11 nose ribs topped with a lattice of 5/32" x 3/4" spruce strips that runs 45 degrees to

the spars. Although it's not the lightest design, it does provide the same torsional stiffness as an aluminum wing and eliminates the need for the rear strut. However, there are a LOT of small pieces to be glued into the wing to form this lattice which is quite labor intensive. Granted, the use of plywood ribs rather than built up truss ribs does help to make the wing a little less complicated. In the end, it's probably no more complicated than any other wooden wing design.

The aluminum fuel tank is located behind the cabin above the cargo area (between the two wing roots) and provides 15 gallons. Although the plans call for welded aluminum, a riveted aluminum or molded composite tank would also work. The tank size can also be increased quite easily without hampering the CG too badly although I wouldn't go above 20 gallons. With a small 4-stroke, that would still leave 4 hours cruising!

Of course, as with any project, the build time will vary and I have heard of build times from the 1200 mark to 6000 hour level (OSH Lindy winner built by a Canadian). However, the overall structure is very simple and relatively easy to build. I suspect that an average first time builder, following the plans, will come in at around the 1700-2000 hour mark. The plans themselves are very well drawn and easy to follow. They are among the best I've seen and should pose no problems for a first time builder.

Although the VW in the prototype can make 58 hp and provides adequate standard day, seal level performance, it does so at nearly 3600 RPM dictating a short, inefficient 58" diameter prop. I believe that this is what really limits the take-off and climb speed of this aircraft given the Cygnet's weight and flight envelope. This plane would do a lot better with an engine that produces 60 + hp at 2700-2900 RPM at the propeller, allowing for a 64-68" 2 or 3 bladed propeller. Using
(continued on page 4)



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a longer prop than this might cause problems and even props of this length should be checked for ground clearance.

The forward fuselage design is basically limited to the weight of a VW engine, or about 150 lbs and the plans specifically warn against using the heavier Continental A-65 (190 lbs). However, the performance would be greatly enhanced with the efficient power to weight ration provided by a geared engine like the Rotax 582, 912 or 912S, Hexadyne and HKS 60 hp engines or even the 2180 cc VW (geared or direct drive). All of these engine choices will have a lighter installation than the prototype engine except the VW geared engine. Despite having a maximum power RPM of 3300 RPM, the Jabiru 2200 is my first choice as it is the lightest of the 80 hp 4-stroke engines (132 lbs for everything including exhaust). It is quite simple with its direct drive, air cooled design as it provides with the reliability of dual ignition all at a significantly lower price than the Rotax 912.

Care should be taken to avoid unnecessary empty weight growth. The prototype was built without electrics and came in at 585 lbs leaving a 515 lb useful to get to the 1100 lb gross. With a full tank, that still leaves 425 for people and baggage. A builder in New Brunswick, Bob Melville, built and flew a Cygnet with a HAPI 60-2DM 60 hp engine. With alternator, battery and starter, it tipped the scales at 666 lbs and had a listed gross weight of 1200.

With the empty CG set properly, it is nearly impossible to load this plane so that it is out of the CG limit. This is due to the close proximity of the passengers, fuel and baggage to the airplanes recommended CG range.

The Cygnet reportedly performs quite well and is listed as a semi-STOL aircraft. However, I suspect from the 48 mph stall, that it would fall a little behind the STOL performance of a Cubby or a Merlin. In talking with Bob Melville, he was generally happy with the Cygnet, but was a bit disappointed in the climb rate which is listed at 590 fpm at sea level on a standard day. On a hot, high take-off you might have some real problems.

It does make up for this in cruise with a 100 mph at 75% power listed and is described generally described (and confirmed by Melville) as a very comfortable cross country aircraft. An article in September '78 Sport Aviation describes a trip halfway across the US to Savannah, GA and back through the summer heat and higher elevations of the southern Appellations. The article is quite complimentary about the comfort and features of the 58 hp prototype.

The stall speed listed for the prototype seems a little on the high side for a plane with a wing loading of less than 10:1 and would disqualify it for BULA designation.

However, I believe that the listed stall speed may prove to be a little higher than actual given the articles and comments from other builders.

One way to ensure compatibility with the BULA regulations is to reduce the stall speed. The first and



Cygnet with clamshell canopy open.

easiest method would be to limit the gross weight to about 950 lbs. If built with a 2-stroke, it would still leave a marginal 2-place plane with a little over 400 lb useful. The second method would be to add vortex generators. These are usually good for about an 8% stall speed reduction, bringing it in at about 44 mph at 1100 lbs gross.

So the big question: What does it cost? Being scratch built, I have estimated the costs needed to build a Cygnet with some popular engine options as follows:

Wood	\$1,200
Steel tubing	\$1,400
Covering/paint	\$3,000
Instruments, handheld radio and GPS	\$3,000
Misc hardware	\$1,500
Wheels, brakes, fuel tank, struts, etc	\$3,000
Engine, Rotax 912 ULS (yee-haw!, 141 lbs, all accessories and exhaust)	\$19,500
Engine, Jabiru 2200 (132 lbs, all accessories and exhaust)	\$14,000
Engine, 80 hp VW 2180cc kit (165 lbs, all accessories and exhaust)	\$7,500
Prop	\$1,000
Total	\$21,600 - \$33,600 CAD

During the research for this article, I reacquainted myself with the Cygnet and the plans. This was the first set of plans I ever purchased and I did so while still in (continue on page 5)



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Specifications	Cygnets SF-2A	Modified Cygnets (estimated performance)
Span	30'	30'-3"
Length	19'	19'
Height	5'-10"	5'-10"
Engine	VW 1834 cc - 58 hp @ 3600	Jabiru 2200 - 80 hp @ 3300
Fuel capacity	15 US gal	20 US gal
Empty Weight	585 lbs	580-600 lbs
Useful load	515 lbs	600-620
Gross weight	1100 lbs	1200
Wing area	125 sq. ft.	125 sq. ft.
Chord	50"	50"
Forward Sweep	5.14 Degrees	5.14 Degrees
Airfoil	NACA 3413	NACA 3413
Cabin Width	39.25"	42.25"
Headroom	38"	41"
Seats	2	2
Propeller	58/33	66" Warp Drive
Performance		
Design limit load	+4/-2G	+3.7/-1.85G
Wing loading	8.8 lb/sq.ft	9.6 lb/sq.ft
Power Loading	19 lb/hp	15 lb/hp
Takeoff distance	700'	550'
Stall speed	48 mph	46 mph
Max speed	108 mph	115 mph
Cruise speed	100 mph	110 mph
Vne	135 mph	135 mph
Fuel Consumption	3.9 gph	4.6 gph
Range	300 sm	395 sm
Rate of Climb	590 fpm	750 fpm

Cygnets - continued from page 4

university. At the time, I had planned to build it with a Rotax 532 (it was a little while ago... '87). When I graduated and started talking to the locals pilots and owners in St. John's about 2-stroke and 4-stroke engines and the suitability of the Cygnets on floats, I decided I wanted a 4-stroke engine and went with the Christavia.

Looking back on my initial requirements, and scrutinizing the plans, I'm beginning to realize that this will provide a better choice than the Bearhawk especially considering the costs differences of \$28K vs. \$50K to build and \$13 per hour vs. \$37 for fuel. The Cygnets, with a few minor modifications, meets all of my initial criteria except float operations but adds the ability for my wife to earn her license with.

I do plan a few changes to the plane:

- * Install a Jabiru 2200 engine with an electrical system. The battery will live behind the baggage compartment and be access through a door in the side of the fuselage.
- * The fuel tank will be enlarged to provide 20 gallons.
- * Increase the fuselage width by 3" to 42.25".

* The height will be increased by 3" from the firewall to the seat back and taper normally. This will provide 3" additional knee room under the panel, 41" headroom, 3" of additional prop tip clearance (allow for a 64" - 66" prop) and increase the flare angle by 1 degree.

* Replace the aluminum canopy bow and middle canopy support with 5/8" x 0.049" 4130 tube that extends to the firewall. This will add needed roll-over protection.

* Build the ailerons from aluminum to reduce weight.

* Increase gross weight to 1200 lbs.

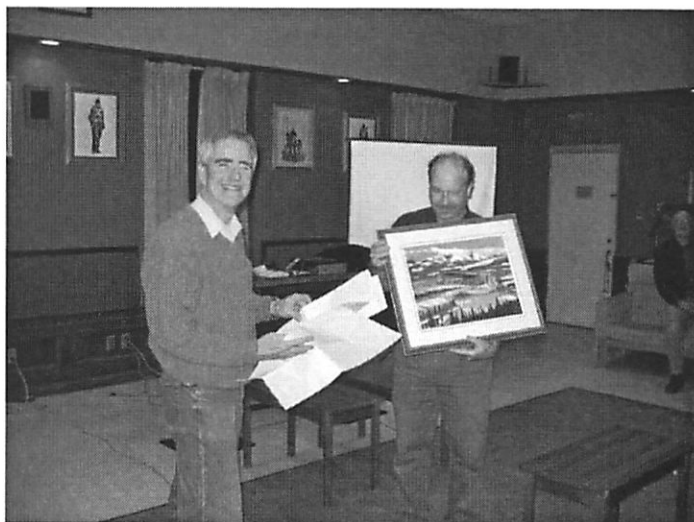
* Add vortex generators to LE of wing.

My hope is that the weight will be reduced enough to make up for the increased weight of the roll-over protection and battery. The end result should be a plane around 580-600 lbs with a 600+ lb useful.

Although I haven't ruled out the Bearhawk completely, the Cygnets will allow my wife and I with 3.5 hour with reserves in the tank and 80-100 lbs of gear to fly for about \$14 per hour at 110 mph and still be able to handle all the little grass strips along the way. It will also provide comfortable seating and great visibility that is only bettered by a pusher design all at an entrance fee of less than \$30K. What more can you ask for?

Plans are available from:

Viking Aircraft
P.O. Box 646
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Phone: 262/723-1048
Fax: 262/723-1049
e-mail: wiking@pensys.com



Dave Procyshen presents March's guest speaker Clark Seaborn with an oil painting of his Fokker Super Universal, painted by club member Allan Botting.

Stick & Rudder Turning?

by Allan Botting

Coordinated turn! Keep the ball centered!
What makes an airplane turn?

We all talk about correct turning in the air. It was only last year that I finally learned how to turn an airplane while flying! Prior to that, I could never figure out how you coordinated the stick and rudder to accomplish a proper turn. Most people that claim, when you ask them how they do coordinated turns, they cannot explain it, they just do it and/or they feel it in their butt. Some will instruct you to push the rudder pedal on the side of the offset of the ball thus centering the ball in the turn and bank indicator. Like kicking a soccer ball to center it! Well you cannot fly around looking at the turn and bank.

I will share my revelation later but first the following from 'Stick and Rudder'.

How do pilots and airplanes behave during a turn?

The record shows that they behave badly. A close analysis of accidents suggest that we pilots, as a group, simply don't know how to turn right or left. Almost all fatal flying accidents (at least 70 per cent of them) are caused by loss of control during a turn!

Most people when you ask how a turn is flown, they will invariably tell you: The control that turns the airplane is the rudder: that's what an airplane has a rudder for, stupid! WRONG! Most of the troubles, small, big or fatal, that pilots have with turns can be traced to this one idea, that the rudder is the airplane's turning control, that a turn in an airplane can be produced only by putting the rudder over.

The rudder can never produce a turn. It cannot "start" a turn or even "help the turn get started." The only effect the rudder can ever produce is yaw, and the only effect it

can ever stop is yaw. Yaw, in this sense, means practically the same as "skid" or "slip." The airplane's nose is swung to one side or another while the flight path continues substantially unchanged, so that the airplane slices through the air slightly sideways. Yaw is not turn. A turn, a nice clean curving of the flight path without skid or slip, cannot be produced by the rudder but is produced by entirely different means.

An airplane is turned by laying it over on its side and lifting it around through back pressure on the stick. An airplane turns because its wings shove it over sideways, and its tail makes it weathercock. An airplane turns because it is banked and for no other reason. It needs no rudder. A most important rule for pilots: If you want a sharper turn, there is only one way to get it - not rudder, "or more rudder," as so many student pilots believe, but bank: more bank.

This should be so firmly etched in a pilot's mind that he will remember it in an emergency - especially when maneuvering for a forced landing after engine failure. In such an emergency there is always a tendency in the first place to hold the stick too far back, in a confused attempt to conserve altitude and "stretch" one's glide. This makes the airplane vulnerable to any further misuse of stick and rudder, If the pilot then tries to turn sharply, perhaps in order to make a certain field, there is always a tendency to try to hurry the nose around by rudder, especially because there is also a natural reluctance to bank steeply while near the ground. Such an attempt to keep the bank flat and hurry the turn by rudder is likely to be the last thing the pilot ever does. Actually then the real hazard following a motor failure is not the forced landing, but the spin. When there isn't any spin, airplanes are landed throughout the year in incredibly small places and are unbelievably damaged in nose-overs, ground loops, and collisions, without fatal injury to the occupants.

Hurrying the nose by rudder will get you into a cross-controlled, too tight, skidded turn, and if lateral instability develops and the low wing starts down, or if a gust effect tends to drop it, the most powerful impulse

in all flying is to jerk the stick to the opposite near corner in an attempt to lift the low wing and the nose at the same time. This is the time of all times and often the last chance to reduce Angle of Attack. The lower wing is stalling! Get the angle of attack reduced with the elevators! Push that stick forward slightly. Remember that the direct immediate cause of a stall is not "lack of speed" anyway, but simply excessive Angle of Attack. The moment you let the stick come forward, the ship's Angle of Attack reduces itself. For that's what the stick really is - an Angle of Attack control. Once your Angle of Attach is reduced, your stall disappears, control is again firm and safe, and your troubles are over.

OK, here's the most memorable point I was taught while taking refresher flying lessons from Gary Radjo. You enter a turn by banking and experience slight yaw, which you correct with rudder. When the bank is established you return the stick to neutralize the ailerons and the yaw is gone. Now the airplane is turning and you can maintain the coordinated turn utilizing three methods: Following the ball of the turn indicator, the seat of your pants, or **CONTROL THE ANGLE OF THE BANK** with small inputs of the rudder pedals. Watching your wing tips you will soon find that when you look over at the ball it is centered! And you can feel that the seat of your pants is not sliding! You will soon get used to the visual (those wing tips in relation to the horizon) and physical reference (your butt) and your turns will feel great. On rolling out of a turn, more rudder is needed than going in. Thus the rudder does go into action during the turn. But it does not cause the turn.

The above important extracts from 'Stick & Rudder' are brief. I urge you to read more on this important subject.

Most of the above is extracted from the excellent book "Stick & Rudder - An Explanation of the Art of Flying" by Wolfgang Langewiesche. →

Joe Pilot

by Brian Vasseur

In my last article I talked about the learning curve and how I seemed to get worse before I got better. I was starting to feel like I was comfortable in the airplane so I was taken by surprise to find that my flying got worse once I started to solo.

Normally most student pilots solo at about 10 hours once the instructor thinks they're ready. This usually consists of flying dual to an airport like Beiseker, doing a few circuits, the instructor gets out of the plane and watches you do a few circuits, then you fly dual back to Calgary. Gradually throughout the training the student does a mix of dual/solo until at some point they're cut loose to take the plane from startup to shutdown.

I did my training a bit different. I flew about 20 hours of dual but I had my instructors go through every component of the training with me including IFR, cross country, stalls, spirals, spin awareness, short and soft field landings and so on until they felt I had a handle on all the required areas of instruction. On the day of my first solo my two instructors were both at the dispatch desk and they said just take the plane, I wasn't getting any more benefit from them sitting with me anymore.

I had half expected my solo to be a really memorable experience, much like it was when I got my ultralight rating at Blue Yonder in the mid 90's. Everything went pretty well on the whole trip, my landings were pretty good, and I made it back to the parking spot with no problems. It was a Sunday morning so after I had the plane tied down and filled out the logbook there was nothing else to do, and that was it.

For my next flight I had planned a solo cross country, but with the recent snow and wind drifting into the runways all my desired locations were either drifted in or IFR. After waiting an hour and finding that nothing was improving I headed east to practice landings at Beiseker. On final approach it became apparent that the drifts

from the night before were several inches deep and this wasn't going to be a good day for landings. I spent some time doing stalls and then had to head back somewhat frustrated about the change in plans.

The next day, Saturday, I had another two hour solo booked. I showed up right when the office opened but the plane was inside, parked behind another one. It needed gas and it was already really biting cold windy. Adding to this, I hadn't had much sleep for the last two nights, I had skipped breakfast this morning and I ended up pushing two 2000 pound airplanes around to get to the fuel pumps. By the time I had the plane ready to go and had gone back inside to file for a transponder code I realized I was cold and feeling really worn out. My subsequent performance really reflected this.

Saturday morning turned out to be really busy, and there was a steady stream of big jets on the taxiways. I called for a code without the ATIS and was asked to get it first. I got that all straightened around and got my clearance to the runup area. The controllers really wanted me on a 34 takeoff but with the winds 250 at 16 that didn't sit well with me. I should point out that the ground controller was also working the clearance frequency and he was busy so he wasn't really helpful when I called him and said I wasn't comfortable with a 34 takeoff. He let me sit for awhile while he got some other planes straightened out and by this time another C172 was finished it's runup and ready to taxi. Their request was a clear "Request 25 or 28 for takeoff due to winds" and they were immediately given taxi clearance. I immediately requested taxi behind the other C172 and finally got to get moving again. Mental note - "be clear about what you want when you're requesting something". I know this, and I'm surprised I let this happen.

By the time I got in the air it was an hour after I started. It was windy, I was getting



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- Gift Certificates
- Rentals (Block time)

tossed around alot, and I was following the other C172 who had the nerve to be going the same place I wanted to. I got to Beiseker, found the runways still weren't plowed and after a few precautionary approaches turned back for Calgary. The whole time I'm getting tossed and I realized that the motion sickness I used to get as a kid was back. This completely ruined my concentration and was making everything just that much harder. When I was handed off to the Tower they wanted me to climb overtop of Wesjet on final for 28 so I could land on 25. All I wanted to do was get down but the controller wasn't making it easy for me. I finally got setup on a short final only to realize I was still at 100 knots with a hold short clearance. After wasting almost 2000 feet of runway I got the plane down and turned onto the taxiway. Once I get the airplane back I realized it would have to be pushed back to the parking spot. I tried to move it but between the cold and lingering airsickness I couldn't even budge it. I just gave up, pulled out my cellphone, and called the guys inside to help me push it back.

At this point I was ready to just quit altogether. I didn't enjoy flying that day at all, and wondered why I would even want to do this. I was completely beaten by the whole process and really ready to quit. I slept most of that afternoon and fell asleep again that night watching TV.

The next day Sunday morning I was up and at the office just when it opened up. The plane was already outside and it needed gas, but was conveniently parked right beside the pumps. I had everything completed and filed and had the airplane
(continued on page 8)

Joe Pilot - continued from page 7

running by 7:30. Everything went a lot smoother right from the start. The winds were much worse than the day before but I got everything I requested. The controller did what I was expecting him to and even though the airplane was doing a lot of steep rolls on departure I had no problem getting it where I wanted.

I had booked three hours this day and everything went almost flawlessly. I shot approaches at Beiseker with a 25 knot crosswind and a few times was able to do hold it straight right down to fifty feet. I did stalls at every flap setting, 45 degree turns each way, slow flight with steep turns and everything else I could think of and couldn't do anything wrong. I even remembered my checklists for every procedure which I occasionally forget.

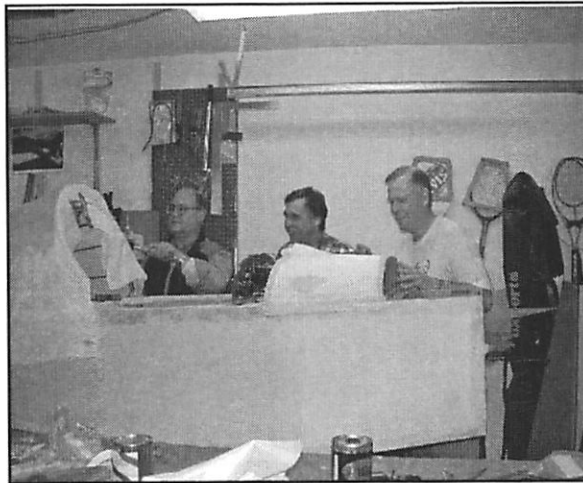
On the flight back the controllers had everyone on runway 28 due to the winds. I got handed off to the tower two miles out as usual but he immediately requested a climb to 5500 overtop of a 737 on final. As soon as I cleared runway 28 he cleared me or runway 25 (now less than a mile out) but said I needed to be down to clear the next 737 on final and to keep my speed way up. At this point all I could do was point the airplane at Barlow trail and increase to 130 knots. At 400 feet I turned to the runway, and even though I was at high speed and in gusty conditions, I got the plane down and slowed in under 1000 feet. The taxi back was a non event, and I was able to push the airplane back into the same parking spot as yesterday with almost no effort. As I was tying the plane down I realized that this was by far the most demanding landing conditions I had ever handled but it seemed almost uneventful. On the drive home I started to think that I still had potential after all.

After having some time to think about this it's become really obvious what was happening here. I was up late Thursday and Friday night and only managed to get about five hours sleep each night. Work had been extremely busy this week and my supper schedule had been off my normal schedule. When you add the physical exertion Saturday morning under these conditions and add some airsickness it was obvious

that I had just worn myself out. I knew Saturday that I wasn't feeling really great, but it wasn't obvious to me until Sunday morning just how much that had affected me. My new rule is that if I don't have time for breakfast or have trouble waking up to go flying then I'll be staying home.

The airsickness really concerns me because I'm someone who's likely to be affected by this. I thought I had possibly outgrown this, but after some reading I've come to the conclusion that I had just become accustomed to it and didn't feel it's effects any longer. Since it's been half a year or more since I've flown in rough weather, and the first time I've experienced rough weather in this airplane, I had the faint hope that I just needed some adjustment time. I've found out from some subsequent flights that it's not getting better so with summer thermals coming I'm a bit concerned about the warmer weather.

Next month is about prepping for a flight test, and how pressure and bad weather draw out your character flaws. →



Carl Forman covering his new MiniMax fuselage, assisted by Bernie Kespe and Bob Kooyman. Photo by Barb Roberts.

Flying Events

April 24 - CUFC/COPA Flight 114 Rust Remover , 0900-1600, Cardel Homes Theatre, 6010-12 St. SE. \$5.00, including lunch. Contact Dave Prosychnen.257-8064.

May 9 - Sundre fly-in breakfast, 0800 to noon. Contact Alf Bisknell 403-638-9001.

May 30 - Medicine Hat fly-in breakfast or lunch, 1000 to 1400hrs, RAAC hangar. Contact Bob Sturgess 403-526-5248.

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

June 6 - Lacombe annual fly-in breakfast, 0700 to 1300. Members of the CUFC have specifically been invited to attend. Contact Penny Nielsen 403-782-3320.

June 13 - Innisfail annual fly-in breakfast, 0700 to 1100. Contact Herluf Nielson 403-728-3457.

June 19 - Annual Bishell fly-in at Carstairs-Bishell, smokeys and beans, 8:00am to noon. Contact Glen Bishell 403-337-2564.

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

August 7-8 - Lethbridge air show, www.albertairshow.com

August 15 - Westlock air show and fly-in breakfast. Contact Fred Primrose 708-349-3533.

August 22 - Hanna fly-in breakfast, 0730 to 1100. Contact Mark Fredericks 403-854-4522.

August 23-27 - Annual CUFC Air Adventure Tour. Contact Stu Simpson 255-6998.

September 12 - Rocky Mountain House Air Show, 1300 to 1600. Fly-ins must arrive before 1200. Contact W.J. Horemans 403-845-7053.