



Skywriter



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

May 2004

From The Cockpit

by Dave Procyshen

"NASA Control." "Dragonfly 1 ready for sub-orbital blast off to win the \$10 million X-prize". Just imagine how many new members we would have if we had a "homebuilt" sub orbital aircraft to talk about at our meetings.

Well that is what Burt Rutan has been working on since 1996 at Scaled Composites in Mojave, Ca. Now to accomplish this feat it actually takes 2 separate vehicles but they are joined together on take off. Space Ship One (SS1) is the actual space going vehicle and White Knight is the mother ship that is used to launch SS1 with its cargo and passengers.

Now Burt is no stranger to the world of experimental aircraft. He has headed up a minimum of 34 manned flight research projects. The most famous would be the Voyager, which flew around the world non-stop on one tank(s) of gas. Talk about a leader in the world of experimental aircraft. Burt is not a Boeing or a Bombardier but he is a person that loves to fly a little beyond "The patch". Now I know there are many other pilots/designers that have added a lot to the world we fly in but he is one person that has taken his ideas to a new height of completion.

The White Knight and SS1 have an unusual set up for launch. The White Knight carries SS1 tucked up under its wing to 50,000 feet asl. A single rocket

then fires and this carries SS1 to a height of 62.5 miles (100km). At this point the rocket ends and you have a full 3-minute free fall (zero gravity) and then its back to the real world. Now this is not truly a space flight but I'm sure you could touch it from there. As Burt said "I want to go high because that is where the view is."

I have had the pleasure of seeing in person the Boomerang at Oshkosh '96. I was standing on the flight line as Burt did a low pass over us and then landed. Burt had just finished the plane and after flying off his 25 hours he headed straight to Oshkosh. I believe it was a 5-hour non-stop flight from Mojave, Ca. I got as close to the plane as I could and just marveled at the design and how different it was. I know now that this was one on the starting points for the White Knight and SS1. Oh, to have a flight in one of his designs would be amazing. I need to put Mojave on my list of places to visit. Better yet! Hey Stu how about an Air Adventure to the Mojave Desert in 2005? Anyone up for ground crew? Fly Safe.

Thank You

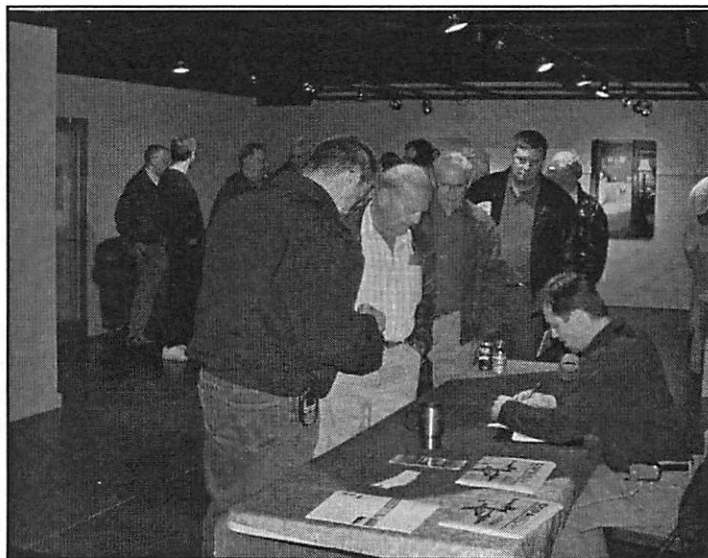
I would like to

thank Liz Tebbutt for the thoughtful donation of Gord's flying books and magazines. We will make them available to everyone.

We Need Some Help

Our club needs 2 people to help organize the monthly raffle that we have enjoyed for many years now. This little raffle helps us raise funds to pay for all the wonderful BBQ's we have during the year. Please let me know if you would like to volunteer.

Thanks Dave



Pilots register for the 2003 CUFC/COPA Flight 114 Rust Remover on April 24. Speakers: Paul Allore from Transport Canada, Calgary, gave an excellent Safety Awareness presentation; Bill Aleekuk from TC System Safety, Edmonton, spoke on spring maintenance items; Bob Kirkby spoke on getting the most of your radio installation; and Stu Simpson spoke on group flying. The event was attended by 35 pilots.

For Sale

Murphy Renegade Spirit - S/N50, less than 100 hours on airframe, built under amateur built category and later changed to basic ultralight and modified to single seat. 18 imp gals fuel, full instruments, ELT, Icom A5. New Rotax 582 DCDI MOD 99, less than 10 hours, electric start, 2.58:1 "B" gearbox, 2-blade 74-34 Tennessee prop, \$26,500. Bernie Kespe 403-255-7419, office 403-259-5498 Ext 233, email bernie.raymac@shaw.ca (0504)

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)

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)

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@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

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.

Puddle jumper 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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Editor: Bob Kirkby 569-9541
e-mail: 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.

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Director: Robin Orsulak 333-3833
e-mail: vquest1@yahoo.com

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

Visit the CUFC web site: www.cufc.ca

Can anyone help this gentleman?

George Minshaw (Edmonton) is equipping his Subaru EJ22 engine with a Bosch fuel injection system (originally on a Porsche), and once had a visitor from Calgary (he's forgotten the name) who had also used the Bosch fuel injector. He'd like to contact that gentleman again to compare notes, call 780-462-7276 before 9pm.



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Stardust Remover

by Bob Kirkby

Pilots need to stay current, both on the aircraft we fly and the ways in which we fly them. I've discovered if I don't fly a given aircraft type for 2 months or more I need to do what I call a "Dust Remover". After not flying it for awhile I find the familiar is not so familiar anymore and a little practice is required to re-automate some of my techniques. Similarly, for VFR pilots holding a Night Endorsement there are some very unique techniques that tend to vaporize if left unused too long. So, a hiatus from night flying is reason to do what I like to call a "Stardust Remover".

Transport Canada specifies that you must do a minimum of 5 take-offs and landings at night within the previous 6 months to be considered current and to permit passenger carrying. I think it takes a little more than that to keep the stardust off and keep one's night flying skills fresh.

Night flying presents some different challenges that are foreign to daylight flying. Five landings will dust off your landing skills and help prevent you from slamming into the runway at night but it won't do anything for your navigational skills permitting you to find your destination in the pitch black.

And so it was that I planned to do some night flying one morning in January. The winter temperatures had let up a bit and it was warmer than minus 10 at night (my

limit for comfortable flying in my Cherokee) and we were experiencing some pretty good weather.

Because I don't have lights or reflectors on my airstrip I can take off with the aircraft's light, but I can't land back at home in the dark. So to do a Stardust Remover I get up early in the morning and plan a take-off in the dark at about 6:00 am, fly for a couple of hours, and return home about 8:00 am just after the sun comes up. I include a couple of lighted airports in my trip where I pause and do a few circuits. This time I planned a triangular course from Chestermere-Kirkby Field to High River, Vulcan and home. It would consist of 45 minutes en route and one hour doing circuits. I filed a 2-hour flight plan to depart at 6:15 am.

The weather was good and forecast to get even better as the day developed. The ceiling was 8500 feet in broken cloud. There was no moon, so this would be a black flight. With a full moon you can see lots of details on the ground, especially in winter, but without it the only details to be seen are lights.

I took off at 6:15 heading south to High River at 5000 ft. As expected, no surface details were visible except lights and vehicle headlights. Stars were visible in between the clouds high above. I didn't have much time for sightseeing anyway. I was very busy removing the stardust from my brain.

During day VFR cross countries I always make map reading (pilotage) my primary means of navigation supplemented by navigational aids, such as GPS, VOR or ADF. Usually I only have the GPS turned on. At night, however, it's the reverse. I rely primarily on nav aids and pilotage b e c o m e s secondary. This was especially true on such a black night.

This night I had the GPS on and programmed with my course, the VOR tuned into Calgary and the ADF tuned into Vulcan (High River doesn't have an NDB). Every now and then I would look at the ground to see if I could identify any lighted features. South of the Bow River I concentrated on my instrument scan, trying to clear away the stardust; artificial horizon, altimeter, airspeed, heading indicator, GPS, CDI; all the while doing mental math on the numbers. Occasionally, I'd look outside to see if I could identify the town of High River.

Within 10 miles it should have been easy to pick out streetlights twinkling between the trees. Instead I saw only a white mushroom glow coming from that general direction. I looked around and saw nothing but black everywhere else except in the direction of Okotoks, which also radiated a white glow. Was it stardust fogging my brain or, was there something else going on here? Was I on the bridge of the Enterprise looking out at a distant nebula in the Romulan star system?

I went back to my scan and electronically confirmed I was on course. I took another look around and it dawned on me - there was a solid blanket of fog between me and the ground. Everything was black above and below for several miles around except for the white glow directly ahead. Ground lights twinkled clearly a couple of miles to the east indicating the extent of the fog.

This called for corrective action so I decided High River wasn't an option and started a left turn east toward Vulcan. I could see a distant group of lights where Vulcan should be so I felt comfortable that I wasn't flying into more of the same.

In the turn I did exactly what I shouldn't do. I looked outside and marveled at the black hole below. I soon detected an acceleration in the seat of my pants that should not be there (no jokes please). Quickly, I turned my attention back to the panel and discovered I was entering a spiral dive. In the few seconds I was sightseeing I had lost 200 feet, the nose was pointing down and I had over-steered my new heading.

(Continued on Page 4)



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Stardust - continued from page 3

Wow! For years I have been doing spiral dives intentionally but this was the first accidental one, or at least the start of one. It's unbelievable how easy it is to slip into one accidentally. No wonder spiral dive and spin accidents are so prevalent in marginal weather.

Fortunately the seat of my pants is very sensitive to accelerations in any direction and in this case gave me a warning quickly. I leveled the wings and just let the airplane do the rest. The increased speed caused the nose to pitch up. The extra kinetic energy was quickly converted back into altitude, and voila, I was back to 5000 ft. I still had to adjust my heading, which I now did with full attention to my instrument scan.

Well, *that* certainly cleared away a lot of stardust. For the rest of the way to Vulcan I concentrated on the panel and ignored the pretty sights. I was still under radar coverage from Calgary Terminal so I left much of the collision avoidance to the controller.

It wasn't long before Vulcan appeared under the nose and the ARCAL dutifully lit the lights when commanded. The sock indicated a slight cross wind favouring runway 16 so I joined a left downwind and got into landing mode.

This too requires greater attention to the panel than in daylight so I kept busy running the techniques through my head as I turned base and final. On final I reviewed landing technique, though perhaps not quite thoroughly enough. The first one was heavy with the nosewheel arriving first.

More Stardust shook off. I've never figured out why the landing light on the Cherokee is pointed down at such a steep angle. One has to correct for this by looking down the runway and using the runway lights as a height guide. It seems to me landing would be a lot easier if the light shone straight out.

I continued doing stop-and-go circuits and could just feel the stardust evaporating as the techniques smoothed out and I started getting back in the groove. At the end of an

hour I was feeling quite happy with my performance so I headed home as the sun began to peek over the horizon. The adventure wasn't over yet though.

By the time I was north of the Bow River it was bright enough for day VFR and I could see what I didn't want to see - more fog. In the daylight it was pure white and impossible to mistake. There was a neat band of it running southwest to northeast right through Chestermere, and beyond. While I was in Vulcan the fog had been busy spreading out from High River and it looked like it went all the way to Beiseker. At Chestermere it was only a couple of miles wide but Kirkby Field was right in the middle under a solid, opaque blanket.

Time to exercise more options. With two hours of fuel left there were lots of options. I looked over toward Indus and it was under the same band. The next two that came to mind were return to Vulcan or go into Calgary International to wait it out. I chose Calgary since I could at least take a cab to work from there if the fog lasted a long time. However, the high broken cloud was very thin so I expected the sun would have no difficulty burning off the fog in an hour or two.

I advised the terminal controller I wouldn't be able to land at Chestermere-Kirkby and requested a landing at YYC. It was now 8:00 am, in the middle of ATC's rush hour, but the controller fit me in with apparent ease.

"X-ray Yankee Bravo, turn left for a right base for runway 34. You're number 2 behind a 767 on final," he intoned without missing a beat.

On final I advised the tower I would be heading for the southeast corner of the airport and was asked to take the first right turn if able. I could see why. There were three heavies holding short waiting for me. The first right was 2000 ft from the button so I

responded with an affirmative, touched down on the numbers and turned off as requested. (Touching down on the number of a 12,000 foot runway is a piece of cake.,

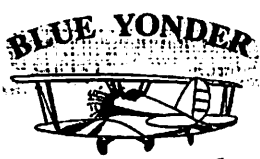
I taxied to the hangar where my AME operates. He wouldn't mind me parking there for a couple of hours. As soon as I shutdown I used my cell phone to close my flight plan and a computer told me I was number 3 in line for a Flight Service Specialist.

While on hold I sat in the cockpit reflecting on the morning's flight. The Stardust Remover had certainly been successful. I felt I was back in the groove and ready for more night flying. Only next time I would pay more attention to the temperature-dew point spread. My faithful Cherokee 235 had taken me through another flying adventure. I only wished the pilot had been as consistent as the airplane!

I spent two hours relaxing and visiting, then called home to learn that the fog had lifted. At 10:15 I headed out to the ramp to discover one more surprise. While sitting there the Cherokee had become covered with fresh frost. Twenty minutes of scrubbing and I was finally ready to go.

The morning rush had subsided so I was cleared out right away to an uneventful 5 minute flight home. It's always great to be back and tuck the airplane away in its hangar after an adventure full of surprises.

Now I feel the need for a long cross country flight coming on. I wonder what surprises *that* will hold. →



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RAA Welding Workshop

by Paul Swift

Just thought your membership might be interested in the following event slated for the last weekend in June. Not much happening that weekend in Alberta and it may be a good chance to acquire or renew some expertise in handling a gas welding torch or TIG torch.

The Recreational Aircraft Association of Calgary (RAA Calgary) is hosting on the weekend of June 26 and 27 (Saturday and Sunday) a Welding Workshop to be held at the farm/ranch of Don Mueller, situated about halfway between Three Hills and Drumheller. Don has a 3,000 foot strip and plenty of parking space. He is a welder by trade and we will be having two more welders assist Don in teaching this course. Cost is currently set at \$90.00 per person.

Camping is available and encouraged at no extra cost, with adequate facilities. Participants are urged to arrive in plenty of time for the 9:30 am Saturday start time, which for some will mean overnighing in either Three hills or Drumheller, or preferably camping Friday night at the farm. Fly in or drive in. Course will be held come bad weather or good.

A formal welding equipment presentation will also be given by a major distributor.

All meals will be casual bar-b-que style and are included in the cost. Same cost for everyone. For family members \$3.00 per meal each or a flat \$20.00 each will cover from Friday evening to Sunday lunch. No charge for munchies and cold drinks.

Actual workshop times are from 9:30 till noon on Saturday morning, 1:30 pm to about five in the afternoon, and 9:30 till noon on Sunday.

Families are welcome. Side trips to shop in Three Hills and Drumheller and the Tyrone Museum in Drumheller Saturday afternoon.

Location: GPS coordinates are 51d 37' 30" north by 112d 58' west Elevation 2700 - 2750' asl About 5 km west of the Red Deer River and 1 1/2 km south of road #27. Avoid Ostiche farm three miles west of farm.

Strip oriented about 340 / 160 true.

For those driving in from the South, come up road #21 from where it meets the Trans Canada about 6 km east of Strathmore for about 45 km, turn right on road #27 for about 19 km, and you are almost there. Drive a U shape going south 1 1/2 km, west across a creek valley (coolee), then north again 1 km. more directions will be posted on our website. Signs will be posted on the highway in several places. Don's number will be available.

First come first serve but no limit set yet. Contact Paul Swift at 403-686-7430 or email at pswift@shaw.ca

Flying Events

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

May 29 - Okotoks Flying Club fly-in breakfast at Dave Boulton's strip near Black Diamond. Contact Ken McIntosh 403-933-2934.

May 29-30 - Camrose fly-in weekend, with camping, displays and activities. Contact Camrose Flying Club 780-672-1810.

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 12 - Lethbridge annual fly-in breakfast and Young Eagles event, 8:00am to noon. Contact Joe Harrington 403-381-0574.

June 12-13 - Hinton annual fly-in barbeque and camping Saturday and fly-in breakfast on Sunday. Contact Doug Liske 780-817-1450.

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

July 24 - Nanton Lancaster Air Museum annual fly-in breakfast and lunch at AJ Flying Ranch.

August 7-8 - Lethbridge air show, www.albertaairshow.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.

Western Snowbird Schedule

June

5-6 CFB Winnipeg, MB
9 Virden, MB
13 CFB Moose Jaw, SK

July

17-18 CFB Cold Lake, AB
21 Inuvik, NT
24 Yellowknife, NT
25 Peace River, AB
28 Watson Lake, YT
31 Williams Lake, BC

August

1 Kelowna, BC
4 Wetaskawin, AB
7-8 Lethbridge, AB
11 Vancouver, BC
13-15 Abbotsford, BC
21-22 Saskatoon, SK
25 Lynn Lake, MB

October

15 CFB Moose Jaw, SK

Joe Pilot

by Brian Vasseur

The final requirements for getting a pilots license is a flight test from an examiner. In order to take a flight test you need a letter from your instructor saying that you've met the training requirements to be able to do the test. For me that meant an entire simulated examination, both orals and flying, with my instructor to show him I knew what I was doing. This flight would also put me at the 35 hour mark which is the minimum required number of hours to get a referral letter.

1. The flight test requirements for a PPL aren't that difficult and only slightly more complicated than the Recreational permit. The key differences on the PPL test are that passenger briefings and a couple exercises like power on stalls are required. The flight training section on Transport Canada's webpage describes all the items that need to be covered on the test.

The oral portion of the test took about an hour and was generally a review of things covered in groundschool. There's a few items you have to do from memory like climb rates and stall speeds but power settings, maintenance items like tire pressure, and weight and balance allow the use of the POH. No problem here so it was on to the flight test.

The flight portion starts from the time you get in the plane until you're back and shutdown. I was evaluated on radio calls,

taxing with correct ailerons, checklists and passenger briefing before I even got to the runway. No problems so now that I've got my clearance it's on to the next phase of the test, Navigation. Prior to the exam I had to plan a round trip flight to 3 airports and I would fly the first leg to show that my planning was accurate and that I could calculate groundspeed and accurate en-route times. So far so good, but as we climbed up to our 7500 foot cruising altitude the wind got a bit rough and things seemed to get busier. I ended up exactly where I expected at my first waypoint and my compensation for crosswind was right on. I seemed to have a real hard time trying to hold the plane and work the calculator at the same time. I did eventually get the calculations done but it took me several minutes, so this wouldn't get me a top score.

After the first waypoint the navigation portion is done and it's on to stalls, steep turns, some hood time and emergency procedures. I hate being under the hood, my ears and eyes just don't agree, and it's a struggle to trust instruments when my mind is telling me something else. Next was stalls, then the 45 degree turns while holding altitude and airspeed. So far so good but all these turns and the turbulence are making me queasy and this airplane seems to be getting a lot harder to handle.

Next we're onto the precautionary, forced approach and emergency procedures. I've got the checklist in front of me for these but it sure is getting hard to fly, review the checklist, give the briefings and plan my next actions all at the same time. At this point I'm not doing great but I'm still coping so it's onto Beiseker to do the takeoff/landing portions of the test.

I've got a few minutes to relax now, all I have to do is hold the airplane within 200 feet and find Beiseker, while explaining exactly how I plan to get there from my unknown position. I open the air vents

wide open and check to make sure the lunch bag is close by while I convince my instructor that I know where I'm going. It must be working because the airport shows up 5 minutes later.

I crossover midfield and note that the windsock is showing a direct crosswind and there's a nagging voice telling me it's time to pack it in and go home before I redecorate the interior. I decided I only have to get two landings (short/soft) done to finish all the exercises so I can manage for an extra 10 minutes. As I'm on downwind I realize that I'm crabbed quite a bit to maintain my downwind track, and as I turn final I realize that I hardly have enough rudder to hold the airplane straight.

The book values for a soft field approach are 60 knots with 30 degrees flaps but that's not even remotely possible with this much wind. I elect to do the approach at 70, no flaps and slowing to 65 prior to crossing the threshold. So far this is still not going well, everything is happening way too fast and I can't stay lined up with the runway. Finally at 200 feet it was evident that there was just too much of crosswind to do this safely so I added full power and decided to return home.

Even though Calgary is only a 15 minute flight from Beiseker it seemed like an hour. When I got back I was a complete writeoff, and I spent the rest of the day sleeping it off. The next day was a good flying day and I was able to finish the exercises with my instructor and get my recommendation.

The motion sickness has been a real problem for me during training but it took until the following day for me to really understand how I'm affected by it and how badly my skills deteriorate.

There's really 5 hazardous attitudes that each of us are affected by to some extent. These are Invulnerability, Anti-authority, Impulsiveness, Macho and Resignation. The three that really seem to come into play when I get sick are invulnerable, impulsive and resignation. When I look back at my flight I see the following:

(continued on page 7)



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Joe Pilot - continued from page 6

Resignation: even though I was getting sick early in my test I kept going anyway. What I was doing though was letting myself do a poor job of the exercises. I had it in my mind that I wasn't able to continue doing my best so any passable flying ability would have to do. It's obvious when I'm skipping checklist items and not actively flying the airplane that I'm not trying anymore. It bothers me that I didn't pick up on this during the flight.

Invulnerable: Had I been alone I would have gone back a lot sooner than I did, but since I had an instructor beside me I wasn't worried about pushing myself too far. My first objective was just to get through all the exercises and this just plain dumb. My objective should have been to consistently demonstrate good decision making skills. I did become aware of this during the flight and recognizing this influenced my decision not to land in Beiseker.

Impulsive: This one didn't show up as much as the previous two qualities but it was reflected in how I was planning my exercises. Normally when I need to make a decision I'll take the time to evaluate the situation before taking action. During my steep turns exercise I did my clearing turns and then immediately entered a 45 degree bank. If I had taken just a few seconds to prepare I would have remembered to mark the heading I was going to rollout on and to check my power settings. Instead I found myself halfway through the turn losing airspeed and trying to remember what heading I was on when I started.

When you're learning to fly it's easy to become focused on the technical skills but learning to make good decisions is what it takes to be a pilot. In my next article I do my flight test and find out just how good I am. →

DVDing the Air Adventure 03

by Allan Botting

I have to apologize for the inconvenience that some people had with the DVD copies

of our Air Adventure tour. It seemed like the best thing to do to provide DVD copies vs. VHS tapes. The recording time alone was a big saving. The VHS is real time (1hr.) and the DVD is 20 minutes each. We made 48 copies of the 02 journey and now we have made 74 copies of the 03.

What was the problem? I estimate we had over 10% 'rejections'. The following are some observations:

Some rejections would play on my Sony DVD player with no problem. That would indicate the 'other' player was not compatible with the recorded format. The DVD's were burned on DVD-R discs. There are other DVD formats. DVD-R, DVD+R & DVD-RW to name the three that are available for recording. Check what format is compatible with your player.

But a few of those discs played for a time then stalled! Perhaps this was the most common problem. This could be the quality of the disc, burner or burner program. The recording with the DVD-R discs is the best option, I am told. My burner is a new LG model and the discs have been brand name. The last set of 'burned' discs has been recorded with a new program. This is the most likely cause of our trouble, I hope, as the acceptance of this batch will be the proof. The new program is called TMPGEnc DVD Author and the noticeable difference is that it records the video and audio as separate files. Looks good so far.

For interest, compiling the video for 'publication' was an involved process. The video editing program is called Pinnacle Studio 8. First all the cameras had to be downloaded to a dedicated hard drive in the AVI format. This downloading took over 60 GB of the drive. The video was edited together in a STU format (that's short for Studio. It doesn't refer to Simpson) and when finished it had to be rendered to a MPEG format. Rendering (pulling in the AVI video files to the STU files) took all of 24 hrs on my computer. The computer has to have two large hard drives as the compiled video has to be on one and the other is used to edit. A very stable computer is required for that

rendering! Then the MPEG file had to be converted to another file for burning on a DVD disc. This last operation was made on a program (now not favored) called NERO.

I trust this last batch is trouble free. If anybody is still having trouble with their DVD please return it for a new one at the next meeting. →

New Weather Resource Available from Nav Canada

When the Centralization of flight information services was being developed, one of COPA's major concerns was the potential for loss of local area knowledge (LOK) as flight service personnel would be moved to central locations. One way to mitigate this is to record local knowledge, including weather phenomena, terrain issues, etc, so that Flight Information Centre personnel can familiarize themselves and pass this knowledge along to pilots. Recording of LOK has never been done before anywhere in the world, to our knowledge, so this exercise would provide a base of knowledge that could provide a unique resource for flight service specialists and pilots alike.

Over the past few years, LOK manuals have been developed for the various regions of Canada. When the first region was complete, COPA was given a copy for review and we found that the information contained in the manual is an excellent reference manual, not only for LOK but it is also a good review of weather issues. We recommended that the manuals be available online and we are pleased that NAV CANADA agreed. All of the manuals are now complete and online at www.navcanada.ca. Click on Flight Planning and then Local Area Knowledge Manuals.

We recommend them not only for general review but as a planning tool when you fly to a new area of the country. You can find out about seasonal and local effects, specific airport climatology and other information to prepare you for what you may encounter. →

Flightrex Software now for Ultralights

Thanks for your support at the Calgary Ultralight Flying Club meeting (*January*). We learned a lot about how Ultralight pilot's prepare for a flight. Out of that we have created a new product called "PreFlight - Ultralight Aircraft Edition". This edition allows the user to input average values for his/her recreational aircraft instead of drawing the information from a POH. This product can be purchased at www.flightrex.com. I was hoping you might pass this on to your club members.

Again, thanks.
Mike Neudoerffer
President and CEO, Flightrex Corporation

On the Lighter Side

You might work in aircraft maintenance
If...

1. You've ever slept on the concrete under a wing
2. You've ever said, "Oh yes sir, it's supposed to look like that."
3. You've ever sucked OXY to cure a hangover.
4. You know what JP4/JP8 tastes like.
5. You've ever used a grease pencil to fix an overworn tire.
6. You have a better benchstock in the pockets of your coveralls than the supply system.
7. You've ever used a piece of safety wire as a toothpick.
8. You've ever had to say, "My boots are still

black!" (or ever spray-painted them black)

9. You refer to a pilot as a "stick actuator."
10. You've ever been told to go get "some prop wash and a yard of flightline."
11. You've ever worked a 14 hour shift on a aircraft that isn't flying the next day.
12. You've ever said "as long as she starts every other try you'll be fine sir."
13. You believe the aircraft has a soul.
14. You talk to the aircraft.
15. You've ever said, "That nav light burned out after launch."
16. You've ever used a wheel chock as a hammer.
17. The only thing you know about any city is where the good bars are.
18. You know more about your co-workers than you do about your own family.

19. You've ever looked for pictures of "your" aircraft in aviation books.
20. You can't figure out why maintenance officers exist.
21. You ever wished the pilot would just say, "Great aircraft!"
22. You take it as a badge of honor to be just called "a Det Hound."
23. You relieve yourself more often outdoors than indoors.
24. You can't comprehend why everyone doesn't want to be a Maintainer.
25. You think everyone who isn't a Maintainer is a wimp....
26. You can sleep anywhere, anytime, but as soon as the engines shut down you are wide awake.
27. You've ever stood on wheel chocks to keep your feet dry.
28. Used dykes to trim a fingernail.
29. Wiped leaks immediately prior to crew show.
30. Worn someone else's hat to chow.



Oops. Well, it looked like a taxiway.

31. All you care about is the flying schedule and your days off.
32. Wondered where they keep finding the idiots that keep making up stupid rules.
33. You've ever had to defuel an aircraft an hour after refueling it.
34. You've ever wondered why it takes a college degree to break an airplane but only a high school diploma to fix one.