




Skywriter



— Monthly Newsletter of the Calgary Ultralight Flying Club

December 1990

View From Above

by Paul Hemingson



The November meeting was supposed to feature a presentation by the "STARS" Air Ambulance group. Unfortunately the "stars" didn't show. No stars, no show,....No way! Instead we ad-libbed, filling the agenda with an extended confession session, and first-call for nominations for VP and Secretary. We will try to get the STARS group on the December Agenda. The confession session was a hoot. We can all inwardly relate to the mistakes that others make, because we probably made them ourselves at one time, but got away with it.

Like every year, its tough to get folks to run for a club position. The mystery of the unknown might prevent some from committing. And, I suppose some are intimidated or don't feel comfortable yet with the membership. But think about the benefits for you.

If you're young and ambitious, think for a moment about your future resume. A prospective employer will note your interests and that you served in an executive position. To him, this indicates that you have worked with a team, that you can take responsibility and that you are disciplined.

For more senior members in the club, the comraderie and fun of organizing and taking part in flying events will raise your self-esteem. You will become more exposed to the flying scene and personal growth and awareness is your reward for mentoring others.

Last month I made a similar pitch. Sometimes we are reluctant to nominate someone else, so if you think you can help please volunteer to let your name stand. Then we can vote.

Well, another year is about to end. Another year about to begin. Looking back at the last year I recollect the following milestones:

1. Mandatory Insurance was introduced.
2. Our participation in the Red Deer Airshow.
3. Group Flights to various airports in Alberta.
4. New Ultralight Aeroplane Policy was introduced.
5. Club representation at various public events.
6. Timely presentations and articles.
7. Individual member highs....and lows.
8. Publication of member articles in CULN.

Tra, la-la, la-la....its been quite a year Maggie Muggins. None of this would have been possible without the dedication of some of our members. I must single out one member. Jim Creasser has never been able to say NO....Jim has put a lot of time and energy in and voluntarily taken on, single-handedly, a lot of organization and helping others along the way.

The new Regs' continue to create discussion. The draft proposal was included in the August Newsletter, and I asked for your involvement in flagging any issues. To make Bacon and Eggs the chicken is involved,...but the pig is committed. To make the new

rules there are a number of involved players, but the government is committed. Like it or not we will be facing new regs' to go with new found freedoms. The way I see it we have two choices.

We can go reluctantly into 1991-92, kicking and screaming; or embrace the changes individually and with unity. Amongst pilots there is a wide range of opinion and no apparent lack of identifying potential problems associated with changes. In my mind its more productive to offer well grounded constructive criticism than to "flag" a host of "what ifs" that are likely to affect only a minority of pilots. There are lots of players.... the manufacturers, the government, and the pilots for whom UPAC is the official voice.

All in all, I have faith that the key players are an intelligent lot that will come to grips with a final piece of legislation that is best for all involved. As I see it, the role of the CUFC is to monitor the new rule changes, and prepare our membership for the implications.

For example, forums on maintenance and airworthiness, awareness of new licencing/documentation requirements, and continued education on pilot technique and safety related issues. New standards for air worthiness and pilot training are in order with the higher performance machines of today and tomorrow. Compliance and self-policing, is the best course for us to follow in order to retain the maximum degree of self regulation.

It is Insurance renewal time. Most Underwriters have sent out renewals for coverage to begin January 1, 1991. There are various packages. Ensure you're insured to void embarrassment/fines.

How I Rebuilt a Pelican

by Renè Mercier

For many years, I have been interested by Aviation, especially when new machines came on the market, lighter and more economical, the Ultralights. I wanted a classical model, nice looking, fun to fly, and safe. That's why I rebuilt a Pelican. Here is my story.

Beginning of 1989, through a friend I heard of a person who owned a damaged Pelican and wanted to sell it. After a few visits and discussions, I became the owner and stored the plane in my garage.

I found out, after a few phone calls, that the company which manufactured the Pelican was located in Berthierville, just 30 miles from my place. So I knew I would have no problems getting parts.

The structure was made of 6016 F6 aluminum tubing, of 2024 T3 sheets, and was covered with Dacron fabric. I could not start rebuilding before the winter of 89/90, so I had all my time to study the assembly booklet.

When January 1990 arrived, I gave a priority to the project. The fuselage and the wings were still covered with fabric, which I had to scratch to clean the structure. I had to check each inch for possible damages and to make the inventory and identification of the parts to be replaced.

After a few weeks, I was done with the front part of the fuselage and the cockpit. The model I bought had no instrument panel and after a few sketches, I made one from a sheet of aluminum (.050) covered with a piece of simulated-leather, just glued. To protect the instruments from the engine vibrations, I fixed it in two cushions of foam and held it with two springs. I can tell you that the system works perfectly.

I built the seat from a sheet of .100 aluminum, curved and bent as required, then covered with foam and simulated-leather. A glove box was made behind the pilot and is extremely
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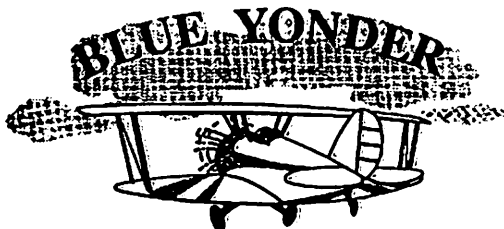
Columnists

Paul Hemingson
Gord Keegan
Jim Creasser

Skywriter is the official publication of the Calgary Ultralight Flying Club and is published 12 times per year. Opinions expressed by our writers are not necessarily those of the club. Articles and letters to the editor are very welcome from any readers. Address correspondence to:

Skywriter
c/o Bob Kirkby
Box 4, Site 9, RR 6
Calgary, Alberta
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Meetings of the Calgary Ultralight Flying Club are held the first Wednesday of every month at the R.C.A.F. Association, 110 - 7220 Fisher Street S.E., Calgary at 7:30 PM.



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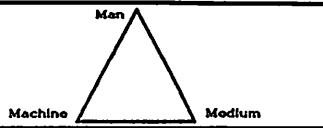
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Safety Corner

by Paul Hemingson



Why I hate flying

Recently, I had another of my frequent business trips to Houston, Texas. Enroute at 37,000 feet, I closed my eyes and tried to think about why it is that I was feeling frustrated. Its hard to explain, but I will try to set the stage, so to speak, and you can draw your own conclusions.

I think it is because one loses almost all independence and freedom, and I think most pilots of small aircraft are pretty much a freedom loving and independant lot. The commercial airline flight is about as close to flying as Bingo is to excitement. Riding the subway, bus or, commercial flight today are all just basic transportation. The only persons flying are the captain and the first officer; the rest of us are just being transported inside an oval shaped livingroom full of strangers. And the strangers in economy are a study in human nature.

Lets pretend for a moment that you are seated in 23 D. Here is a rundown of what you can expect. On boarding you re welcomed by a smiling nostess....how she can be so cheerful knowing whats in store for the next 4-5 hours is likely a survival attitude. You try to make your way to your seat, but it takes time as people ahead of you try to store/ram their obviously too many carry-on articles into the overhead storage bins. You see everything being carried on these days....don't people use baggage anymore? And if your stuff is already stored don't expect to get it back in good condition. I've seen people absolutely destroy whatever already is stowed by shoehorning an unbelievable amount of stuff into the overhead cabinets, filling one after the other. Finally, you get to your seat only to find it occupied by someone who mistakenly thinks it belongs to them....you point out the overhead numbering system and explain that 23D is the aisle seat and it belongs to you....23F is the window seat you explain to the person. You always try to get an aisle seat so that you can get up and stretch or whatever, with minimum disruption to those around you. You also commonly ask for alle seat in the overwing exit, knowing that these seats are set further apart giving you more legroom. They only assign these seats to adults who might be capable of operating the door in the

case of an emergency.

Once seated, you fasten your seatbelt and pull out a favorite book to read (escape from current reality), while waiting for the crew to prepare the cabin for taxiing. Enroute to the hold-line, the stewardesses position themselves throughout the cabin to go thru their little safety routine. You note the position of the various exits and wonder why it is that so few seem to pay attention....in a real emergency, there would be mass confusion. You're glad your seat is adjacent to the exit. By now, the aircraft has been pushed back from the terminal and the taxiing begins. You might imagine the chatter on the radio as your crew is told to use taxiway Charlie to the holdline, and that they are number three. If your like me, you always like to stay oriented, so you watch the various signs along the way until you determine that you are using Runway 34R. You already know its the active from watching other aircraft land/take-off while looking out the window from the gate area, but somehow it seems to give you some comfort knowing your position all the time and confirming the runway of choice. You like to stay oriented and now you expect a 180 degree righthand turn soon after takeoff to get onto that southerly heading. Your aircraft leaves the holding position, and without hesitation swings onto the active and commences the takeoff run. In a few seconds the rapid acceleration pushes you back into your seat and you marvel at the power of the jet engines. In a short time you're airborne and as soon as the aircraft leaves the ground you feel the thump as the gear is retracted. The aircraft is climbing steeply and as you gain altitude, you notice the flaps being milked back. You anticipate what you might see out of the window on the inside of the righthand climbing turn, and inwardly take stock as familiar landmarks go by. Within minutes you're at 12,000 feet, still climbing and starting to get above the cloud layer. The terrain below disappears about the same time that it becomes less familiar to you.

In a few more minutes, the overhead light comes on signifying that seatbelts can be removed. At the same time, the captains' voice comes on, "Good afternoon, Ladies and Gentlemen, this is Captain Rocksolid....welcome aboard, and thanks for choosing

Pterrordactyl Air....we will be cruising at 37,000 feet today, and expect a smooth flight....we should be arriving at Houston Intercontinental in 4 hours and 45 minutes, weather is currently sunny and 89 degrees....our ETA is 8:50 pm", etc, etc. In a few more moments you feel the airplane level off and the action begins.

People begin to move about the cabin,....to the washroom, to the whatever. The crew begin to take drink orders and dish out some finger food to keep you occupied. You ask for an orange juice or coffee and try to concentrate on your book, but there is too much distraction. It might begin with the guy sitting directly in front of you in 22D, he just returns from wherever he was. He doesn't so much sit down....as kind of fall down....one of the many people who don't seem to realize the concept that your tray is attached to their backrest and further, that their traytable is attached to the seat in front of them....its a simple theme....propagated throughout the airplane but the concept seems to be elusive. On a good day you can still read through the orange juice stained pages.... still you wonder about the injustice of it all. You might be wondering about this in a kind of revery when you're rudely awoken by the occupant in 24D who just used your backrest as a lever to get up out of their seat. On releasing it, you are almost catapulted into First Class....you wish. Your thinking about upgrading to First Class on the next flight you make, when you notice that a loud talker a few rows ahead is trying to get the attention of someone. You recognize the type immediately. Its Mr. Macho! He is screaming for another double whiskey, and the steward has not even made it two rows past him....but is obligated to return to fill the order....anything to keep the passengers happy. She still has her smile, but you know what she is thinking...."Oh, God....another passenger from Hell." There is one on every flight, because there is not room for two. Another half hour goes by and you reflect on the differnce between flying and transportation....a distinction which every private pilot can make, but is helpless to change. Face it, you have lost your freedom and independance for the 4 hours. About this time Mr. Jock in the seat ahead of you decides to recline his seat to the max, ensuring you will need orthoscopic knee surgery. The concept that a reclining seat back gives the passenger behind you little room is another new one for folks. Thankfully he returns it to the upright position in less than half an hour to prepare for the main course.

(continued on page 4)

Safety (continued from page 3)

The crew begins the tortuous process of THE MEAL. Pushing and pulling their trolleys down the aisle, at about the same time that a lot of passengers yearn to visit the facilities. Talk about a study in patience for the flightcrew, and bladder/bowel control for the passengers. Then the Games Begin.

Mr. Macho in his loud shirt and new cowboy boots is trying his best to engage the stewardesses in conversation every time she passes by. His boots are new....you can see the white stitching on the sole of his two-toned ostrich boots with the silver toecaps, because his leg is always in the aisleway, hoping that the stewardess will brush against him....give me a break. You notice the discomfort of a fellow passenger who is half in his seat, halfway into the aisle. He is seated beside Mr. Leviathan, who has the middle seat....well, sort of the middle seat. You think to yourself, Mr. Leviathan should pay double fare for taking up almost two seats, as his largeness sort of spills over both armrests. It will be even a longer flight for the folks beside him....must be your lucky day. But wait, whats this...? Mr. Suspenders, Mr. Red Suspenders beside you reaches for his briefcase and pulls an amazing amount of official looking paperwork out of it....and is trying to impress anyone/everyone in particular. He has a digital calculator, he has a laptop computer, he has snap in his suspenders, and he has also taken over your tray table with his papers. You think....if he was important he wouldn't be here in Economy, so it must be a show....for in observing him you realize he isn't doing anything particularly profound....just crunching numbers and making a list of things to do. Probably just trying to balance his expense account to justify a bunch of nonessential expenditures. Take heart, there is only another 3 hours of this stuff to endure.

Finally, the Captain comes on the intercom announcing "we will soon be landing in Houston, where the weather is...." Now the fun begins anew. The crew tries to make a final pass thru the cabin, gathering miscellaneous garbage, reminding passengers to return their seat backs to the upright position, and put their traytables....some folks need numerous reminders. On the base leg of the approach you notice a lot of airplanes stacked up waiting for clearance, and wonder about the beginning of the journey for the folks on those planes. Maybe some of them are bound for Australia, or points far abroad....how do they make it thru

those 18 hour flights? If you ever confronted with the proposition you resolve to go First Class.

Attention now, you're on final approach. A smooth touchdown and rollout and the long taxi to the terminal. The blue taxi lights are a welcome sight....you will soon be able to get off. Passengers are already restless and undoing their seatbelts. Before the plane is docked they are up and doing their best to behead/brain with you with all the overhead carry-on baggage. Then they are forced to stand and wait,....half in and half out of their seats, in awkward positions while those ahead go thru the same scenario. You just sit there and wait patiently for the line to move, and the folks beside you wish you would get up and move over so that they can get their stuff....not realizing that this is no time to rush....you will have plenty of time waiting for your baggage to arrive....When the plane clears out you get up and quietly walk out....going past the stewardess you note she has a pleasant smile, and you realize she too is happy that the flight is over. Still, you think to yourself, there has to be a better way to more efficiently board and deboard passengers.

It feels good to make the long walk to the baggage claim and stretch your legs and muscles. Along the way, you realize that this isn't flying at all. It is just transportation. The reason you hate it is because for the last 5 hours you lost your freedom and independence. You are absolutely and completely stifled in this controlled environment where there is no escape. When you fly your own airplane you are used to controlling yourself in three dimensions as well as a fourth dimension....time and this sense of mastery of control over your destiny gives a great deal of satisfaction.

It may give you some comfort to know that a lot of other passengers feel the same way you do about a commercial flight. Its' not something we necessarily look forward to. Still, occasionally you meet a like minded soul, and find yourself engaged in an interesting conversation that makes the trip pleasant and seemingly shorter.

"You are better off not knowing how sausages and laws are made"

- The Editor

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ABC Ballistic Chute - never used, hermetically sealed, excellent; Ivo Prop - updated 3-blade, ground adjustable, 60", composite blades, L.H. tractor or R.H. pusher, new. Offers. Paul Hemingson 931-2363.

Beaver RX-550 - 2 place, Rotax 503, pitot airspeed, ALT, TACH, EGT, CHT, Hobbs, brakes, wheel pants, custom paint, ballistic chute, wing covers, less than 200 hrs., always hangared, never damaged. First \$10,000. offer flies it away. Call Gord Keegan, 238-0177.

Chinook 2-place - 1987, 503 single carb, Elec. start, dual inst., new (2 hrs TT), sacrifice - offers. Wayne Winters 936-5767.

Braid for shielding spark plug leads and ignition wires, \$2. per foot. Bob Kirkby 226-0720.

Goldwing 1986 - 60 hrs TT, instruments, brakes, BRS chute, flies great, Cuyunna 430. Romeo 204-878-2744.

Hiperlight SNS-8 - single place, S/N 1, factory built, TTAf 45 hrs, new Rotax 377, new R.P.M. adjustable prop with spinner, new candy apple paint, instruments, brakes. Jim Creasser 226-0180.

Quicksilver - 1984, single-place, 440 Cyuna engine, inst., long range seat tank, never flown, \$8500 invested, sell for \$4000. Wayne Winters 936-5767.

Quicksilvers - MX-II, Rotax 503, 100 hrs, inst. pod, parachute, needs fabric, \$4000.; also MX, Rotax 377, 75 hrs, needs fabric, \$2500. Garry Miller 343-7082, Red Deer.

Rotax 277 - rebuilt in Vernon, belt drives, 2 sets of pulleys, complete exhaust. Offers. Russ Sirucek 274-8526.

72" Prop - maple with right-hand 40 pitch. Never used and undrilled. \$150. Bill Clark 931-3143.

Rotax 503 - Dual carbs, electric starter, TT 130, excellent condition. \$1650. 1 pair Armstrong 800 x 6 new tires and tubes, \$125. Hush-A-Com intercom and headsets, \$250. Airpath panel mount compass, \$35. Gary Knier 281-3577.

Jim's Place

by Jim Creasser



Season's Greetings

Here it is, less than three weeks to Christmas and I haven't compiled my want list. As I let my mind wander I think of many things that would make my building and flying hobby more interesting. A new kit to assemble, an altimeter watch, a newer radio, etc., etc., etc.

I'm sure you all have such a list whether written or tucked away in your head somewhere. All of these things to make flying easier, or do they? Remembering back to the beginning of my flying hobby, we had a very simple aircraft with only one instrument, a Halls Airspeed Indicator, no radios, brakes, or anything else for that matter. As we gained flying experience we always thought of one more accessory item we would like to have and added these items until we needed more horses which we also added. Now I look at my Model "A" and find the only things I don't have are Loran C and color radar and I must admit I will have a Loran C once the Mid Gap is filled. (May 91)

It seems one should have at least two aircraft, one bare bones to remember the basic flying around the patch and another to do cross country flights.

Changing the subject. Where are we headed with our Ultralight Flying? Dave Loveman in his latest article in the Canadian Ultralight News, states his concern that Transport Canada (TC) may listen to the manufacturers instead of UPAC regarding new regulations. We in Calgary opted out of UPAC because it's direction was taken by Dealers and Manufacturers instead of the Membership.

Our club, Calgary Ultralight Flying Club (CUFC), seems to have slowed down somewhat over the last three years. Although we have some fifty-five members, very few volunteers stand up to be counted ever. Is everyone too busy to volunteer a few hours a year?

I don't have an answer to these questions, we have always had a good group of builders and flyers in the Calgary area and this is great. Look at Edmonton, our ex-member, George Minchau, tells me he has flown all around Edmonton and can't find anybody to fly with him. At the RAAC Convention in Red Deer a couple of

years ago some of the Edmonton members were down on UL Flyers because of bad experiences in the Edmonton area with a couple of yahoos. In Calgary I think the whole aviation community respects UL Pilots and their craft because we, through our club, have policed our sport just as TC asked us to do.

I hope some of you newer pilots in the club will carry on from the groundwork some of the older members have laid and keep the aviation community respectful and knowledgeable of UL craft and pilots in the Calgary area.

This will mean volunteering a few hours a year, letting your name stand for Officer in the Club or when a project comes up that is worthwhile. Put your hand up and do your best to further our cause.

Because this has been done in the past, you as a UL pilot are welcome to land almost anywhere in the Calgary area and these airport owners will look

at you only as pilots not as a fringe group as has happened to the North.

I have been involved in the UL movement in this area since 1981 (the beginning) and have enjoyed meeting hundreds of prospective UL owners and pilots. I, along with my partner, Ken Whittington, started with a question in the Spring of 1980, "What is a UL Pilot?" We got involved, from flying our first UL, to eventually selling over 120 kits in this area. (Alberta, Saskatchewan, and British Columbia)

This made us very busy and after a few years we wound down this operation to the limited parts and service part-time business I have operated over the past 5 years.

Now because of my latest retirement plan, and the fact that Rotax won't sell to part-time businesses and also the Tax Department disallowing claiming R&D - specifically Prototype Aircraft Expenses, I am shutting down my company, Airlight Aviation. I have some stock of parts etc., and will make a list available as soon as possible.

Although I will remain a member of CUFC, because of other plans, I may
(continued on page 6)

Airlight Aviation

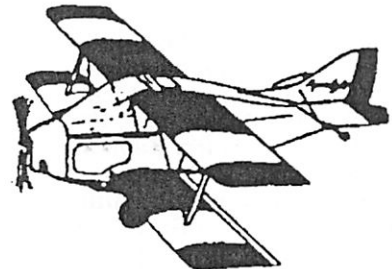
Canadian Distributor for the 1990 Sorrel Hiperlight

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Contact
Jim Creasser
226-0180



Jim's (continued from page 5)

not have the time to devote to club functions. Now you understand my commercial for you newer members to stand up and be counted.

As I stated many years ago at a club meeting in Ron Sondercaard's basement, to John Reed (one of the former Dealers in the Calgary area), "John when you are done with UL's and selling Hula Hoops I will still be involved in this sport because unlike you, I am here not because I am selling UL's but because I am interested in this sport." "Beware of dealers involved in our sport, as in most cases their real interest is Black ink." Another of my quotes.

When I move to Montana in a couple of years I hope some of you will come to visit and bring your aircraft, as there is much to see and much exploring to do.

Season's Greetings to you and beware of the West wind.

Pelican (continued from page 5)

convenient.

The rear part of the fuselage, the elevator, rudder controls, and the tail wheel were intact and had not suffered any damage. The wings seemed to be correct and it is only after a very careful and thorough examination that I discovered a crack in the leading edge of one wing and that the spar of the other wing was slightly bent. Two important parts to replace and 140 hours of total work to rebuild the two wing structures.

The basement of my house was still my workshop at this stage but I had to find another place for the fabric covering and the finishing of the project. In a few hours, I built a temporary shelter near my house; a few boards covered with plastic sheets, a large door, some lights and plugs and... I am moving.

I used the Stits process for the covering, the glue was drying very fast and I was told to add more acetone to delay the drying. A few experiments before working on the plane. I carefully followed the instruction that I had read in the guide and there was no problem. I shrunk the fabric with an iron, it's nearly a child's game. A few days of vacation were sufficient to finalize the project. Five coats of paint including an aluminum base for the first coat were spread with an electric gun. I used a urethane paint (good selection of colors, nice finish and very affordable price).

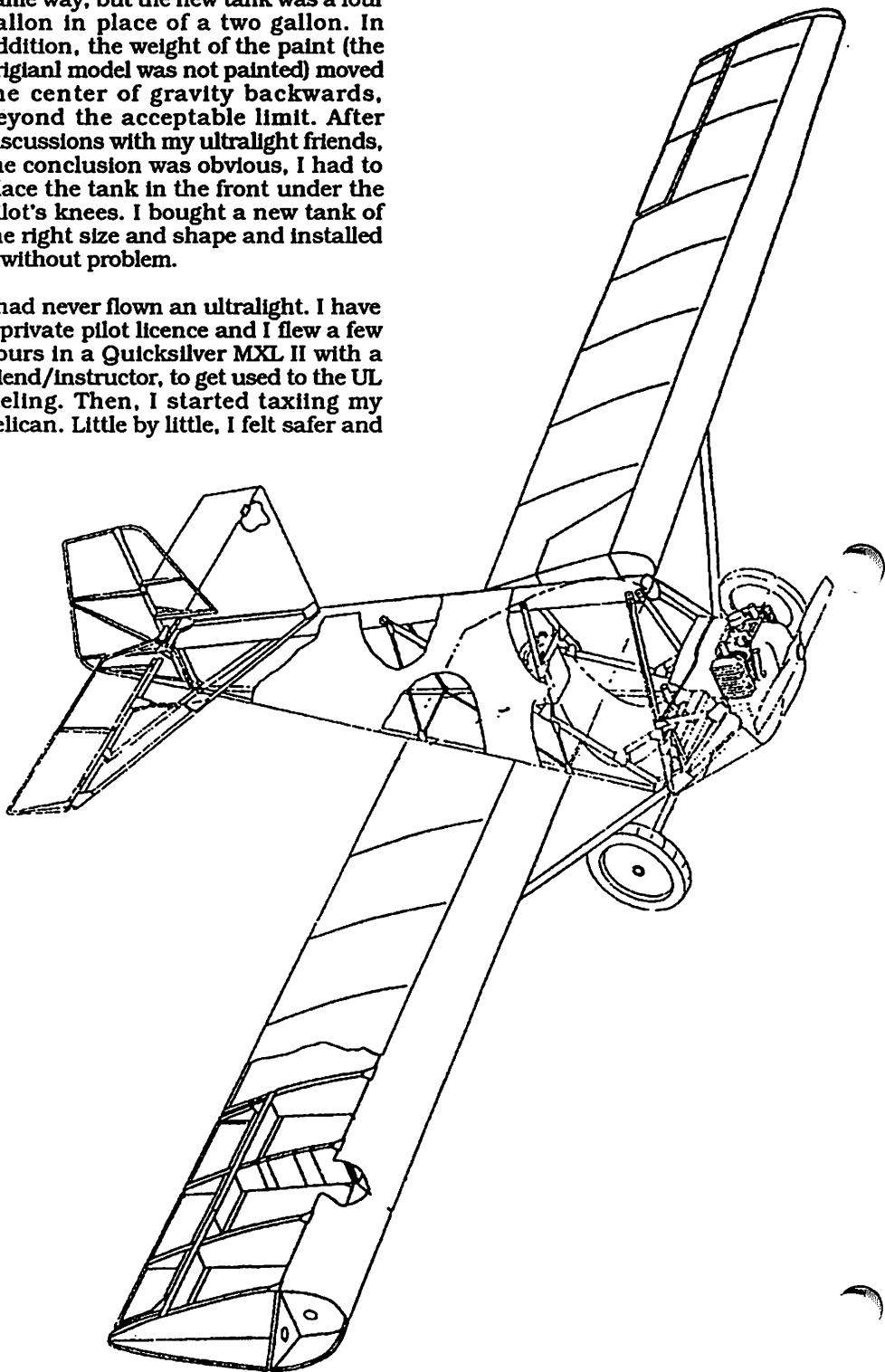
As summer was coming, I used all my free time, every evening, every week end. The final assembling, the numerous instruments, all these small jobs which seemed to be easy and consumed all your time - not to speak of the registration letters, the engine adjustments, the weighing, the balancing...

On the original model, the gas tank was behind the pilot, so I rebuilt it the same way, but the new tank was a four gallon in place of a two gallon. In addition, the weight of the paint (the original model was not painted) moved the center of gravity backwards, beyond the acceptable limit. After discussions with my ultralight friends, the conclusion was obvious, I had to place the tank in the front under the pilot's knees. I bought a new tank of the right size and shape and installed it without problem.

I had never flown an ultralight. I have a private pilot licence and I flew a few hours in a Quicksilver MXL II with a friend/instructor, to get used to the UL feeling. Then, I started taxiing my Pelican. Little by little, I felt safer and

more relaxed, and then it was the first flight. I discovered the pride and satisfaction of flying a plane I had built. The most tense instant, loaded with stress and emotion, was when the wheels left the ground for the first time, and when I saw the shadow of the plane on the runway becoming smaller and smaller.

I have now logged 27 hours of flight (continued on page 7)



Pelican (continued from page 6)

and I'm very satisfied with my Pelican. I like to fly in close formation with two Sky-pups over our beautiful St. Lawrence Valley.

The rebuilding of this plane was difficult, very long, a lot of head-aches, but it was really a challenge and I believe I will do it again one day. The result is worth the pain. The pleasure of flying one's plane is the reward.

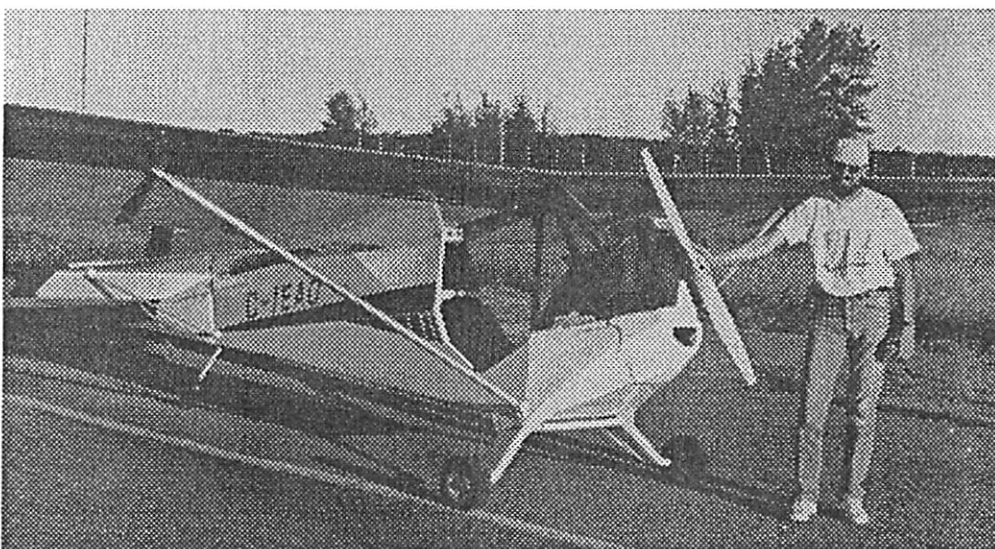
Pelican Specifications

Wing span	37ft
Length	14ft
Wing area	140 sq ft
Wing loading	2.87 lb/sq ft
Empty weight	210 lbs
Gross weight	450 lbs
Useful load	240 lbs
Cruise speed	50 mph
Maximum speed	65 mph
Stall speed	20 mph
Vne	85 mph
Glide ratio	13/1
Rate of climb	400-500 fpm
Safety loading	+4.4g -2.2g

Rene Mercier is an Ultralight enthusiast from Ste. Ursule, Quebec, and a friend of Paul Pontois. I would like to thank Rene for contributing this very interesting article and Paul for translating it.

Even though Paul moved back to Quebec from Calgary over a year ago, he remains an active member of our club and maintains contact. This is very encouraging. I look forward to publishing more news from our eastern representative on the flying seen in Quebec. Keep those cards and letters coming Paul.

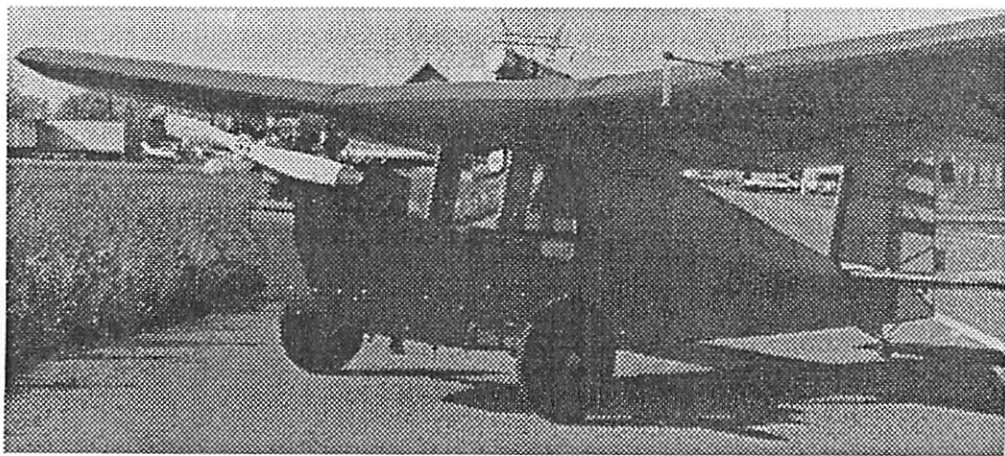
- Editor



Rene Mercier with his newly rebuilt Pelican.



Another view of Rene's Pelican.



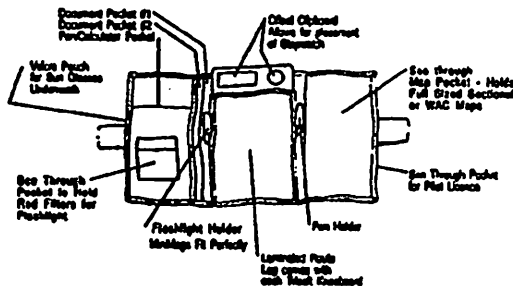
Paul Pontois' Sky-Pup. It looks like they fly from a conventional airport.

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Cat.#775 \$39.95

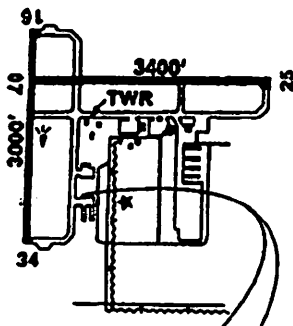


- Zulu Time by Timex
As advertised in "FLYING" magazine Zulu Time features two time zones, independent 60 minute chronograph, alarm and hourly chime. Smart black face and band it has rotatable compass ring and easy to use controls.
Cat.#774 \$89.95

- The Checklist Trisoft Kneecboard
Made especially for Checklist Pilot Supplies Ltd. this kneecboard features document pockets, sunglasses pouch, Mini-mag Flashlight holder, full sized VNC/WAC map pocket & much more.
Cat.# 156 \$44.95

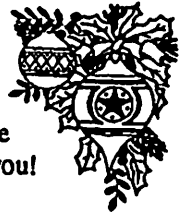


- Map Lamination
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Springbank Airport

- Canada Flight Supplement
Check out the low price at Checklist. We bought ours before the price went up and pass the savings on to you!
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Start the new year off with a beautiful aviation calendar:
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Stocking Stuffers

The perfect little extras for the pilot or copilot in your life:

- Coffee Mugs

#1 Pilot Cat.#714 \$8.95
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- Magic Mugs
These mugs are great fun, pour hot liquid in and watch the mug picture change. They get lots of comments!
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