



# Skywriter

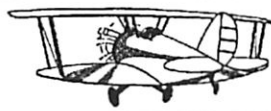


Monthly Newsletter of the Calgary Ultralight Flying Club

October 1994

♪ Off We Go ... ♪

by Wayne Winters



It is 0630 hrs September 22, 1994 and my alarm has just gone. It is dark out and I am thinking, "What is an old fat boy like me doing getting up at this hour?". I push myself out of bed and my aching feet hit the floor. I think how the old bod ain't what it used to be with all these early morning aches and pains. By the time I get out to the hanger it is 0645 and I fumble in the dark for the key. I crank up the door and stumble around the airplane looking for the gas can. I think how I hate these dark early mornings and hope I don't find the rake I left laying by the gas barrels. It is now 0655 and it is a little lighter, but not light enough to do a walk around without a flashlight. The outside temperature is cool (38x F.) and I know that if I push the airplane out the windshield will fog up. With the walk around successfully completed it is now 0703 and my new student arrives for his first lesson. We push the airplane out of the hanger and begin the pre-flight briefing. As we start the engine it protests that it is a tad on the chilly side, but nevertheless lights up and begins to purr. The landing light shines on the windshield and on the instruments, as now we are able to see quite well as the sun will be up in a few minutes. I am thinking how chilly it is and beginning to wonder if we should have donned the snow suits. We taxi to our runway and do our pre-take off checks, then open the tap and we're off! The trusty old bird leaps into the cool dense air and we begin our climb. About 100 feet above the runway we start to feel the chilly biting air on our faces begin to warm up. This isn't unusual, and maybe it won't be so bad after all, I thought. The higher we climbed the warmer the air

became. By the time we reached 4000 feet (about 700 ft AGL) the outside air temperature was all the way up to 71x F. What a feeling - to go from the cold and chilly to the delightfully warm. We were literally basking in the warm stable air. From our perch in the sky we watched the sun poke its head up to and above the horizon. What a flight - warm air, breath-taking sunrise, and smooth as glass. I sat there and soaked it all in, realizing once again, why I get up so early in the morning. To catch days like this once in a while makes the less than perfect ones acceptable too. I assured my new student that every morning, all Winter long, would be just like this one!

### The September Meeting

After a two month stint without any meeting it was great to see so many enthusiasts turn out for our September meeting. Once again we had a full house and we do appreciate your attendance and support. The 783 Wing facility is looking very good and things are operational and functioning, ie. the bar! We are very fortunate to have such comfortable surroundings for our meetings. Some more aviation related clubs are starting to use the facility now and hopefully there will be enough of us to keep the facility going forever.

The format of the meeting was basically a catch up of all the events of summer. We were going to have a video on the Titan Tornado, but due to some minor difficulties with the video machine we elected to have a catch up session on the projects going on around the club and a summer confession session. It turned out to be

very informative and interesting.

Andy Gustaffson has test flown his Challenger 11 and Ted Orlick has bought a Pelican Club. He is also a dealer for them.

Larry Everett has taken ill, and the doctors are not sure what it is. The club is going to send him a get well bouquet.

Our thanks to Doug Ward for all of his effort and time in putting together our thoughts for another formal proposal regarding the new regulations for Ultralights. It is now in the hands of the powers that be.

### Springbank Air Show

The Springbank 25th Anniversary Air show was held on September 10, 1994. It was a reasonably good show of War Planes and Antiques with one major acrobatic event. The highlight of the show had to be Bob Kirkby and his Renegade, Kelly Kuzik and his Challenger, Marvin Ruggles and his Beaver, and myself in the E-Z Flyer. The weather the day before the show had marble sized hail at the airport, but it cleared and held until near the end of the Show. The exposure that the Club gets from these events is excellent and helps dispel the myth that many people have about ultralights. I am always surprised when people ask about the high accident rate. That was over 12 years ago when all the would be inventors were building and crashing their own designs.

### Pen In Hand

Be sure and keep your pen in hand, writing to your Member of Parliament and the folks at Transport Canada. We are seeing that it is by being vocal that we are making progress on the new regulations. It is interesting how the  
*(continued on page 2)*

# Classified

Justice Minister of Canada, who admits to never owning a gun, is trying to make regulations for the gun owners. To his credit, he has tried to get an education about them, but is at a disadvantage. It is like a man telling a woman about child birth. We have had the same problem, until lately, with Transport trying to regulate Ultralights. The folks who did not like, nor fly, them were trying to draw up fair and unbiased proposals to regulate them. I am glad to say that Transport has seen the light and is listening to input from people who are directly involved. It is through your effort and communication that progress is being made. Thank-you and keep up the good work.

## Coming Events

**October 14** - CFB Moose Jaw Military Display, Snowbirds "Homecoming" show. Military and civilian acts, ground displays, balloons, refreshments and more. Call CFB Moose Jaw Base Operations (306) 694-2278.

**October 15-16** - 3rd Annual Post-Harvest farm fly-in, Mildred, SK. 8 miles north of Mildred. Use 123.2 MHz. Glider rides, modellers and hang gliding demos. Food all day. For info call Tim Heywood (306) 935-4612.

**November 5** - Western Recreational Aircraft Committee meeting, 10:00 - 16:00 at the Air Force Association, 5430 - 11 Street N.E., Calgary, AB. Hosted by Ken Farrar. Everyone is invited for further discussion of recreational aircraft regulation changes.

**November 5-6** - Canadian Aviation Town Hall Meeting, Chateau Airport Hotel, Calgary, AB. Co-sponsored by Transport Canada and COPA. Beginning Saturday evening with a reception from 19:00 to 22:00. Come meet with fellow pilots and COPA directors. On Sunday, the meeting begins at 09:00 with a panel discussion with Transport Canada representatives, after which participants will form small groups to further discuss pilots' concerns on Canadian Aviation. After lunch, the larger group will reconvene to address concerns and issues raised during the morning sessions. A registration fee of \$20.00 includes the reception, all sessions, lunch and coffee. All pilots are welcome to participate. Contact Gord Oswald (403) 224-3193.

**Chinook** - 2-place, Rotax 503, electric start, ASI, ALT, EGT, Tach, Hobbs, cabin heat, VHF antenna, always hangared, ground adjustable GCS prop, good condition, \$7900. Don Rogers 242-6549.

**Wanted** - New, used and alive Beaver U/L parts and owners, for recycling. Establishing a Beaver RX owners association. Re-manufacturing BRX & RX550 aircraft. Stits-covered exchange wings & tails. Brad Allore (604) 465-0982.

**Crusader** - 2-place, enclosed, one-of-a-kind ultralight. Rotax 447, cabin heat, VHF radio, 4-years old. \$6000. OBO. Arlene Sondergaard 289-9662.

**Airlight Model "A" Parasol** - Steel tube & rag, Rotax 503, Warp Drive, lots of instruments, 800 x 6 tires, strobe, CB & VHF hookups, folding Kolb wings, \$8,500. (Reduced). Jim Creasser 226-0180.

**Beaver RX550** - 1986, Rotax 503, dual carbs, engine and gearbox just overhauled, ballistic chute, ASI, ALT, CHT, full enclosure, Blue & White, new tires, ground adjustable 2-blade GCS prop, 2 extra props, full set of engine tools, \$8100.00 OBO. Damien Belanger 1-823-3027.

**Hiperlite 2-place** - excellent condition, Rotax 503, full instruments, 2-blade wood and 3-blade Ivo props included, wheels and skis. One of the best ultralights flying - a real little airplane. Price reduced to \$18,000 (less than kit price) - offers. Paul Hemingson 931-2363.

**1977 Honda 750 FourK** - Excellent condition, 4700 Mls, \$1200.00 firm. Doug Ward 282-0806.

**Lazair** - wind damaged, repairable, pioneer engines, \$500.00. Jim Creasser 226-0180.



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Bob Kirkby 569-9541

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: Bob Kirkby, RR 7, Calgary, AB T2P 2G7 or Fax to 403-291-1112.

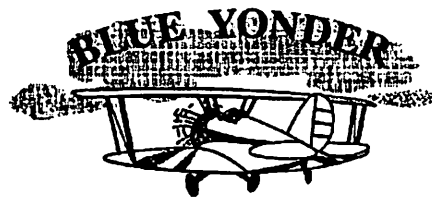
Meetings of the Calgary Ultralight Flying Club are held the first Wednesday of every month at 7:30pm at

R.C.A.F. Association  
5430 - 11 Street N.E.  
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**Hiperlite SNS-8** - 200 Hrs. TT, hydraulic brakes, ground adjustable prop, STOL, fun aircraft to fly, good condition, \$6500.00. Bob Campbell 934-3657.

**Gauges** - Dual CHT and Dual EGT gauges - \$125.00 for both, 3 1/8" Tachometer with hour meter - for CDI ignition. Ken Johnson 546-2586.

Classified ads are free to CUFC members. Call Bob Kirkby, 569-9541 to place your ad.



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# Around The Patch

by Stu Simpson



## Movin' On Out

My goal at the end of last month was to finish the fuselage structure to the point where I could move it out to the garage. Aren't you just dying to find out what happened?

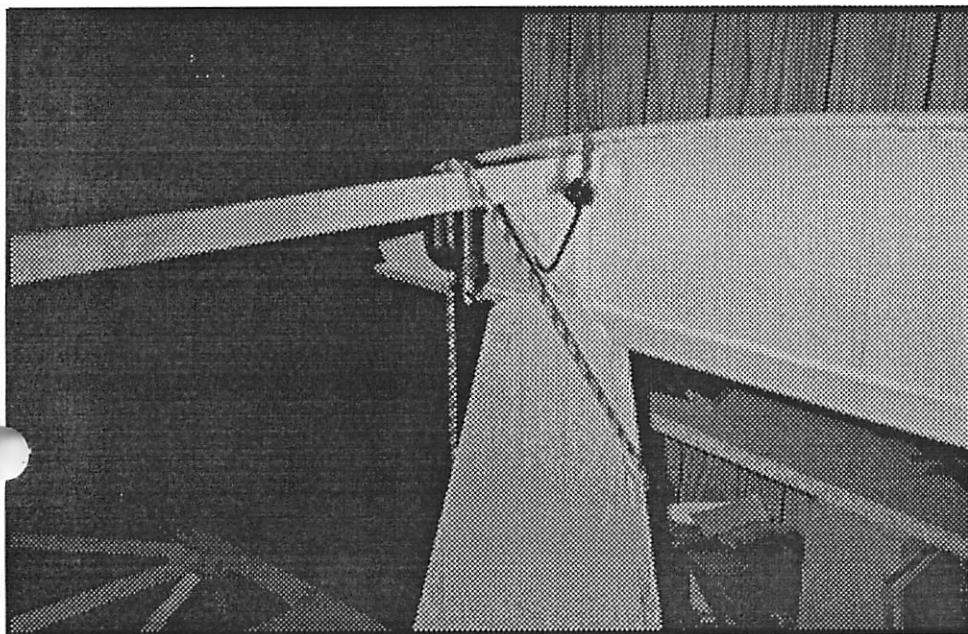
Well, when we last chatted I was working on the cabin posts and upper "ribs". All the required stiffeners were attached and it was time to add the

wing spar carry throughs. These are made of 1/8" walled aluminum channel - very beefy pieces. They are glued over the ends of the vertical members which were attached earlier to the "ribs". Adding further stiffness are 3/4" thick triangular blocks, which slide up into the channel and then glue to the verticals.

I've found that whenever I glue things that have angles (especially weird

ones), it's very difficult to attach clamps because everything slips out of place. So when gluing up the carry-throughs and gusset blocks, I used bungee cords to provide the gluing pressure I needed. The bungees were stretched over the necessary pieces and then hooked onto the previous structure, or else to clamps at points where the clamps will stay put. It really worked well.

When all of that was dry I removed the excess glue and finished off adding the remaining detailing pieces. There is a strip of wood that glues onto the top of the carry-throughs to meet the top of the cabin. It has to be bevelled to conform with the shape of the wing. This was done using the planer and finished off with sanding and scraping.



Using bungees to hold things in place.

Next came the addition of internal bracing struts, called "cabanes". The cabanes are 3/4" O.D. x .058 walled aluminum tubes. They attach, via brackets, in a triangular truss fashion to the carry-throughs and the fuselage walls. Drilling the holes in the carry-throughs was done after the channels had been glued to the cabin posts. If I were to do it again, I'd drill the holes before mounting the carry-throughs.

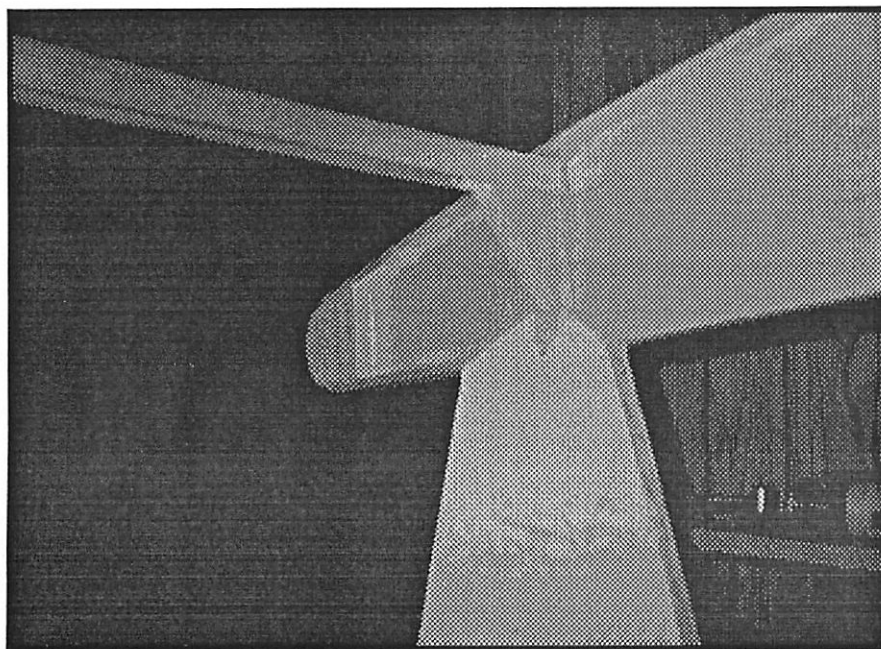
The holes in the fuse' must be located very carefully to achieve maximum strength, and fortunately, the plans leave nothing to the imagination in this particular area. Then all the brackets are attached with AN hardware.

The cabane tubes must now be carefully trimmed and fitted to the brackets. A very handy tool here is an adjustable mitre box with a metal blade. It'll cut the exact angles required, or just trim a little where you need it, even at odd angles.

Once the tubes are fitted so the bracket holes are centered on the tubes, it's time to drill holes in the tubes. I screwed up on my first try at this by thinking I could align the tube, mark the hole with a pencil, and then drill it out on a drill press.

I had to buy a new piece of tubing. However, when I drilled right through the bracket hole and into the tubing, all the holes aligned. When all this was done and the structure assembled, I drilled holes in the rear carry-through for the seat-belt attach points. Again, I should have drilled these before installing the channel.

Once the over-head structure was more-or-less completed, I installed the  
*(continued on page 4)*



Aluminum channel is wing spar carry-through. Note gusset block in corner.



*(Around - continued from page 3)*

fore and aft turtle-decks. I decided to do the rear one first.

he plans include drawings of half-size templates for the shaped turtle-deck formers. I photo-copied these, traced them onto the necessary plywood, and used my jig-saw to cut them out and notch them for stringers. Then they were glued in place and stringers fitted into the notches. Once the stringers were glued, it was time to fit the 1.5mm ply skin.

I cut the skin after measuring the required length and the width at each end (the turtle-deck tapers toward the tail). I cut about 1/8 of an inch over size, just for a safety margin. Then I dry-fitted the skin and clamped and stapled it in place. Using my planer and a sanding block I trimmed the skin to exact fit and traced the outline of the stringers and formers so I'd know where to apply the glue.

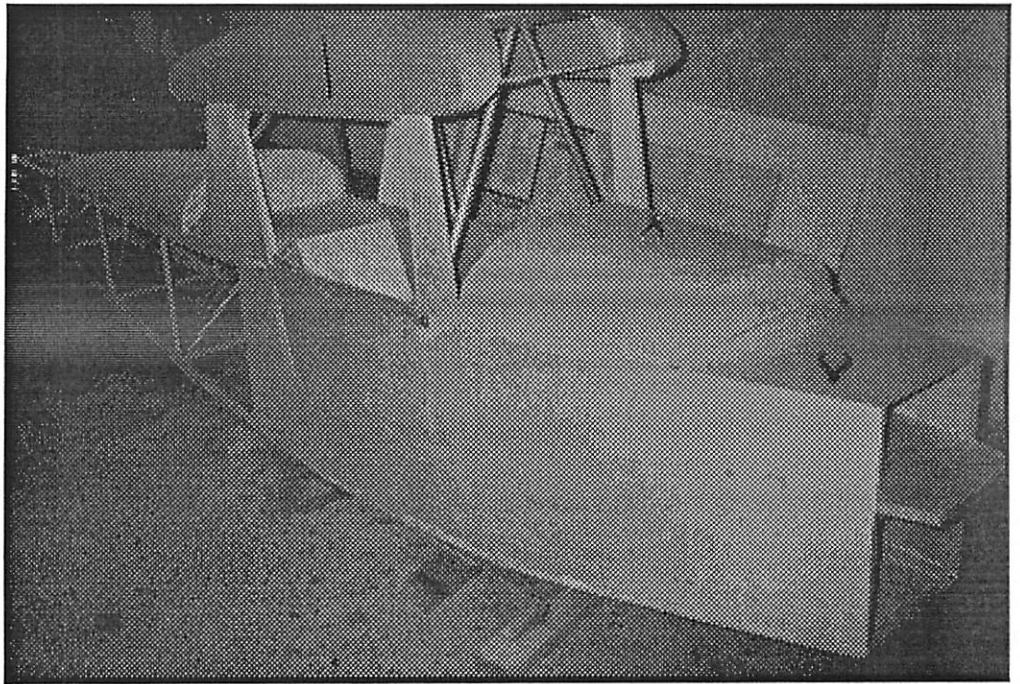
Then it was just a matter of gluing, clamping and stapling the entire mess together. It sounds easy, but I found it quite awkward to work with the 1.5mm plywood simply because it can be so springy. An extra pair of hands would have greatly smoothed the process. I eventually had to call on my wife to assist when gluing the plywood.

When the glue was dry, I sanded the excess glue and wood to conform with the side of the fuselage and repeated the whole process for the front deck. The rear former for the front turtle-deck is actually the instrument panel. I'm pleased that it's wood because it will help a lot in dampening vibration.

Now it was time to cut the door from the side of the fuselage. You may recall from last month's article how the door frame was glued inside the fuselage much earlier. The object here is to cut out the door within this frame. Here's how I did it.

From the inside of the fuselage, I drilled 1/16" holes at all corners of the door frame. At the curve in the lower front of the door, I drilled a series of holes outlining the shape of the radius. Then on the outside of the fuse, I drew straight lines between the holes. I flipped the plane on it's side and essentially played connect-the-dots with my jig-saw.

cut the remaining door frame members and gusset blocks and glued the whole thing together. Again because of the angles involved, glueing was extremely awkward. When the



*Mostly completed fuselage assembly ready for varnishing and landing gear attachment. Note cabane struts, spar carry-throughs and windscreen fillers.*

glue was dry, I sanded everything down to a close fit. I won't attach the door and hinge until the fuselage is varnished.

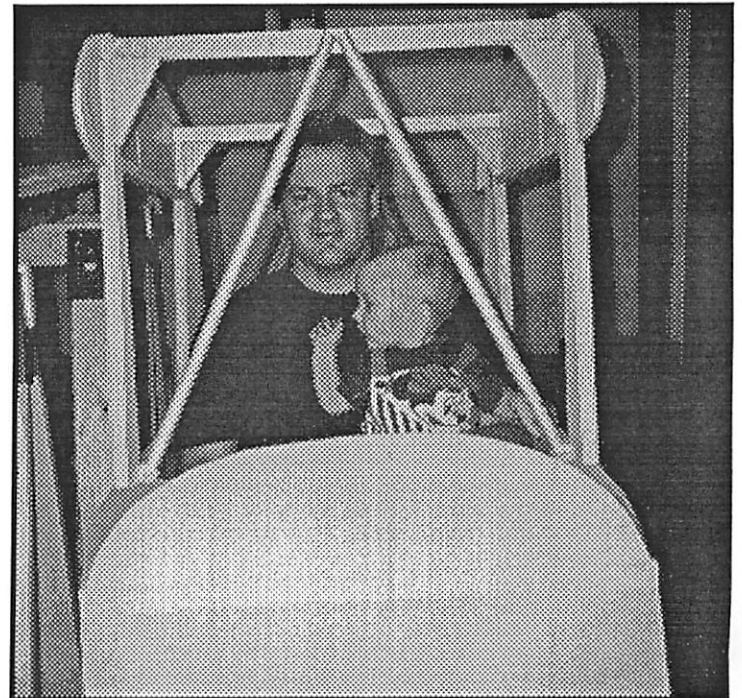
Finally it was the moment I'd been waiting on for months. With help from my wife, the fuselage was finally moved out to the garage. The way my basement is designed, the plane went right up the stairs and out the back door. No sweat.

I also acquired the remaining pieces for my landing gear this month. After much thought and consultation with TEAM, I decided I'd put my wheels on 5/8" diameter axles. The axles are slid into a 3/4" O.D. tube of 4130 steel. Of course all this is braced by the wooden gear legs and aluminum tubing.

I've built the gear legs themselves. Next step is to cover them on both sides with 1.5mm plywood. Then it's a matter of drilling all the holes and attaching it to the fuse and wheels.

It's been a very busy month and I feel like I've accomplished a lot on the airplane. Looking at the plans, I think I'm past the toughest part of construction. Maybe that's just a fool's optimism talking, but I really think the rest of the project will go much more smoothly. One thing's for sure, I'll let you know how it goes.

Stay tuned.



*"Too bad it ain't a two-seater, Dad!"*

# A Little Prop Wash

by Douglas J. Ward



We are now into the fall of this year and we have just held our September meeting. I wish that all members of the CUFC could have been in attendance. It would have been an impressive sight. There was, however, excellent attendance from our Calgary members and we also had a couple of new faces. It is great to see that there continues to be enthusiasm in the Ultralight field. Wayne, our President, through his flying school, "Blue Yonder Aviation", continues to get people properly trained and very interested in the wonderful world of Ultralight flying. Good work Wayne.

I have spent a great deal of time through the summer condensing any suggestions and input our Club has felt it should put into possible rule changes which Transport Canada may intend to do with the Recreational Airplane World. As soon as I get it completed I will send it to the people we feel can put it to good use. It seems to have become very obvious to TC that there is a need for some changes in various areas. Our Club, at its meetings, has discussed basically all the information which we were able to receive, mostly through the NRAC proposals which were sent to me.

In these TC sponsored meetings, involving airplane people from all over the province in various areas of Recreational Aviation (RA), many

points were brought up involving problems in RA. It was very obvious that in the beginning, there was a terrific problem with communication, from the top all the way to the bottom (which is us). Those problems now seem to be cleared up and we as Ultralighters seem to have a real good man (Ken Farrar from Transport Canada in Edmonton) pressing our points down East. The CUFC has had various members in attendance at all these meetings.

There were, at times, some pretty scary ideas which surfaced, but these were either explained away to that suggester's understanding or that person just left the meeting in what could be classed as a huff. It is now understood, by all people involved, that there must be good reasoning for any proposal or idea, not just that it seemed good at that moment. The Safety of all areas of RC is very important. Transport Canada knows this, and we, as Ultralight Pilots, must try and indicate through the short history of Ultralights, that our proposals deem consideration. Reasoning and discussion seems to be and is the best way to improve a situation which does need improving.

I would like to indicate to the Club, that we are not alone in this great task to improve the Rules. There are Ultralighters all across Canada who

realize, just like us, that there is a need for improvement. We are not in this challenge alone. I feel that most UL Pilots in Canada have many of the same thoughts that members of our Club do. However, the one thing which must be above all other things, is Safety. We must not in any way, try to bring something into effect which could bring bad attention towards Ultralights. We generally are a fairly unknown part of Canadian Aviation, except when an Ultralight has a fatal crash and it is spread across the front page of a local newspaper.

I would like to suggest that all members to re-read Paul Hemmingson's article in the September "Skywriter". It indicates a few of the important things which we should all do before we rotate into air. Please remember, Rotax states that their 2-Cycle engines are not recommended for aircraft. They generally operate properly, but there are those occasions. That is when your emergency landing training comes into effect. If you are not good at that, perhaps you should spend some of your flying time practising.

Safe Flying.

## Western Recreational Aircraft Committee

A meeting hosts by Ken Farrar will be held at the Air Force Association (same place as the CUFC meetings) on Saturday, November 5.

Time: 10:00 to 16:00.

We understand that Ken Farrar will be discussing some proposals prior to a meeting in Ottawa.

Anyone interested is welcome to attend. Contact Doug Ward if you have any questions regarding this meeting - 282-0806.

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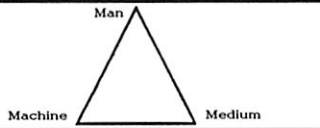
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# Safety Corner

by Paul Hemingson



## What's The Problem?

Many of us grow up in a business world where our daily activities commonly involve problem solving. Fighting office fires and reacting to the urgencies of many different situations is the common role and responsibility of today's executive and office worker.

Dealing with urgent items is what we all seem to do, and appear to be comfortable doing. Everything is urgent. We spend little time doing what is important, because everything is urgent. We begin to get into a rut that urgencies must be treated before they become emergencies. An intelligent man recognizes that urgencies come before doing what is important. Our problem solving ability is tested every work day. When we spend all day solving problems, this kind of behavior is reinforced and becomes our normal mode of operation.

Urgency and problem solving becomes priority one. And we carry that problem solving ability into our aviation avocation. All well and good. That is how things should be.

Nobody can deny that a part of piloting also involves problem solving. Whether its pre-flight or enroute, the safe pilot is a problem solver. For instance, consider the pilot who discovers

enroute that he is off course, a long way off course. He solves the problem by determining his position, and taking corrective action to alter direction.

He has reacted to the problem from the information available. Still, one needs to ask the question "Why was the problem not discovered earlier?". There are many possibilities. Perhaps one explanation is that we are better problem solvers than problem finders.

This is the other side to safe piloting. It's not enough to simply be a good problem solver. We must also be good at problem finding. This is where some of us come up short. We are so accustomed to problem solving that we often tend not to be problem finders. Problem solving is easier and more satisfying and a pleasant activity because we have information to deal with, and results can be achieved in solving the problem.

With problem finding, we need to seek out the information, the right information, and then act upon it. This is a lot more hassle than being presented with a problem.

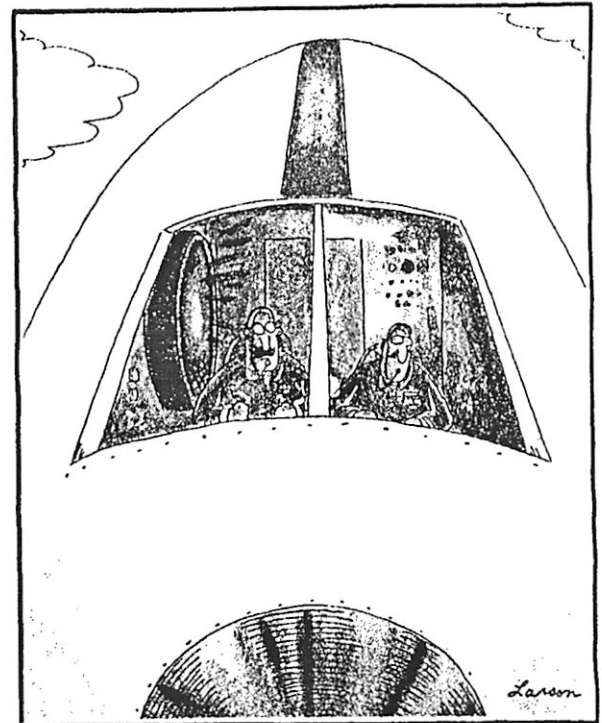
A large part of safe piloting

involves being good at both problem solving and problem finding. We cannot see problems if we are not looking for them, or not looking in the right places.

In my mind, part of the problem with the whole issue of safety is that it largely consists of problem finding, which few of us are as good at as problem solving. We all give good lip service to safety, but when it comes to delivering we fall short. Safety is dull and deadpan stuff. But harping about safety is better than listening to harps.

Problem solving is a kind of post-facto reaction to information and a critical part of flight safety. Problem finding is pre-facto and given lesser attention. While it is true that we cannot solve a problem until we find it, much of safe piloting comes from finding a problem before it finds us.

The most important thing about safety is the person who sets out to look for it.



"I'm afraid we're going to have to head back, folks. ... We've got a warning light on up here, and darn if it isn't the big one."



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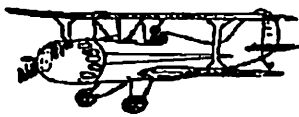
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# One Pilot's Opinion

by Bob Kirkby



The wind is gusting at 30 to 40 knots outside under heavily overcast, rainy skies. The occasional snow flake doing an aerial ballet past my window has convince me that today is a good day to pursue indoor activities, like reading flying magazine and books.

Speaking of aviation magazines and books, a couple of new publications came to my attention this past week which are well worth mentioning. While leafing through the latest issue of The Recreational Flyer, RAA's bi-monthly magazine, I discovered that the late Howard Bexon had completed a new book just before his unfortunate death earlier this year. (For those who don't know, Howard was the Director of Research and Engineering for the RAA and a very positive contributor to the state of recreational aviation in Canada).

The book is called a "Builder's Manual" and it "gives the builder or someone thinking of building, very meticulously detailed directions as to what has to be done to satisfy regulations". I would link that this manual is a must for anyone contemplating building an amateur-built aircraft for the first

time. Navigating the complexities of the regulatory process is an onerous task for the first-time builder, but it looks like Howard has left a valuable legacy for future builders.

The RAA is publishing the manual and making it available to their members for \$60.00 and to non-members for \$75.00, plus tax. A special bonus is being offered to non-RAA members. For \$100.00, including tax, they can obtain the manual plus a one-year membership in the RAA, and a one-year subscription to The Recreational Flyer.

Since we have quite a number of CUFC members currently building aircraft for the amateur-built category, it might be a good idea for the Calgary Ultralight Flying Club to purchase a copy of the Builder's Manual as a reference document. To order one for yourself, contact the RAA, 152 Harwood Avenue South, Ajax, ON, L1S 2H6 or call 1-800-387-1028.

Some months ago I received a solicitation to buy a subscription to a new magazine entitled "Aviation Quarterly". The impressive glossy

brochure suggested that I would be missing out on a very important link in Canadian aviation history if I did not immediately submit \$20.00 for the first year's subscription. Since I am in the habit of regularly devouring most of the many aviation periodicals currently available, and having been very impressed by the glossy brochure, I dutifully wrote out a cheque and sent it off to the publisher. Hell, it was worth it just to find out what this missing link was.

To my delight, last week I received the first issue of this new Canadian magazine. I quickly dug into it expecting to see page after page of full colour one-page ads interrupted by the occasional dry article on the current plight of the deer at Lester Pearson airport or complaints about the decommissioning of NDB's. Instead I discovered that all but 5 of the 50 pages contained very well researched and well written articles complete with some great colour pictures. The articles were of a documentary and historical nature covering subjects like Canadian Air Command's participation in RCMP drug control operations (including a recounting of the two largest drug-busts in Canada), a history of Canadian military test pilots (I didn't know we ever had test pilots in the Canadian Air Force), a profile of the Yukon's Buffalo Airways (operator of the world's largest fleet of DC3's!), an anecdotal biography of bush pilot Hartley E. Weston, plus several other articles about the current aviation scene in Canada.

The quality of this publication is equal to scientific magazines such as Equinox and Discovery. If future issues contain the same type of interesting articles, this will become a most-have for any self-respecting Canadian aviation enthusiast. If not, well, the first issue was worth the \$20.00 all by itself. The publication is available by subscription only for \$26.00 per year (the \$20 I paid was a one-time pre-publishing offer). To subscribe contact: Aviation Quarterly, 72 Sunnyside, Ottawa, ON, K1S 0R1 or telephone 613-730-9439.

Well, a quick glance outside tells me that the weather is getting worse, if anything. So I think a cup of hot chocolate and another trip to the bookshelf are in order.

Until next time, good reading!

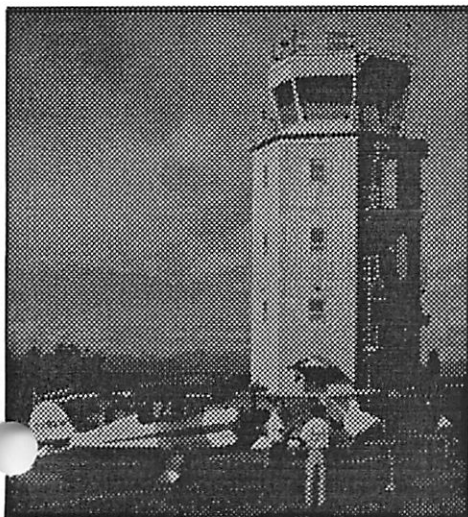
MISADVENTURES OF RIGGER MORTISE





# Scenes from the Springbank Airshow September 10

(Photos by Bob Kirkby)



The ultralight display area under the tower. Left to right: Bob's Renegade, Kelly's Challenger, Marvin Ruggles' Beaver.

Below right: a Stearman taxis out for a demo ride.

Below left: a Waco UPF-7 patiently awaits its turn to fly.



## First Solo Congratulations

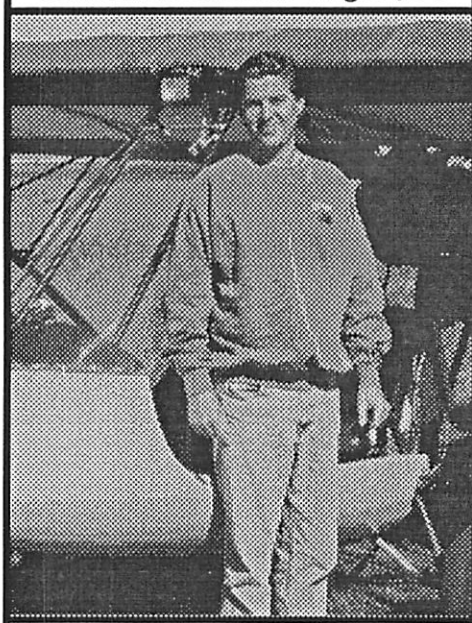
"BOINK" "BOINK" "BOINK"



Johnathan Pedersen - Aug 12/94



Vince Smith - July 28/94



Kerry Woodland - Sep 5/94



Faith Woodland - Sep 16/94

