



# Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

September 1996

## CUFC Member Dies Following Crash

CUFC member Zoltan Rudolf died August 29th from injuries sustained when his TEAM miniMAX crashed near Kirkby Field. The crash occurred at about 8:30 a.m. while Zoltan was on the left-hand downwind leg for Kirkby's runway 16. A witness reported seeing the plane flying straight and level, then nosing over and diving into the ground. Zoltan was extracted from the wreckage by emergency crews and



Zoltan Rudolf

transported to Calgary via ambulance. He died enroute to hospital.

Weather conditions at the time of the accident were ideal with clear skies and light winds. Aviation Safety Board officials are investigating the crash, but so far have not speculated on a cause.

Our deepest sympathies go out to Zoltan's wife Clara, and their family members. Zoltan was a kind and generous man whose charming warmth and friendliness will be deeply missed by all who were fortunate enough to know him.

## President's Message

by Ed D'Antoni

By the time you read this we will have held the first meeting of the fall/winter season. Transport Canada has issued publication TP 12781, "A NEW RECREATIONAL AVIATION POLICY", in which Recreational Aviation is defined as "any aeronautical activity carried out primarily for enjoyment, on a 'not for reward' basis."

The publication reiterates what Lindsay Cadenhead presented at our last meeting. The Review Project Team recommends the establishment of a technical committee, proposed to be called the "Canadian Sport Aviation Council". This group is to ensure delivery of recreational services and to encourage ongoing dialogue between government and recreational groups. It is a good idea and in line with the public's demand to make government agencies self supporting, and to minimize bureaucracy by privatizing services.

This means we must now be responsible for controlling and financing our flying activities. I always appreciated the FREE license renewals, flight planning help, weather briefings and weather reports etc. The free ride is now over. There is a price for the freedom of controlling our own destiny. It is not going to be easy for a measly 7,004 recreational

flyers spread across the largest country in the world to provide the coordination and financing required to promote our interests and goals (I'm not counting on any help from the owners of certified aircraft).

It's interesting to note that Canada's entire fleet of recreational aircraft is composed of 14,209 certified airplanes, 4001 ultralights, 1,887 amateur builds, and nearly 1,200 balloons, gliders, and gyroplanes.

The first 6 months of my term as club president have been challenging for me. As long as I can recall the meetings have followed the same format. Introduction of new members and guests, confessions, new projects, a guest speaker, followed by a video or two. I think it would be nice to have a small committee gather information on a given topic and then do a five or ten minute presentation. The safety committee has already agreed to this. All we need now is a few volunteers to track building projects, new legislation, technical advances, and arrange for the monthly guest speaker. More individual input will make the membership feel more a part of the club than spectators. This should also make it easier to recruit members to executive positions.

The Great Ultralight Adventure turned out to be quite an adventure for a lot of us. Several of the participants have not yet sent in their results so awards will have to be delayed until the October Meeting.

Finally, one last safety reminder: if it's a question of weather or not, always choose NOT.

## Letters



From readers

Editor:

In the August 1996 issue of Skywriter, in Mr. Ed D'Antoni's article on handheld GPS units he stated, "Garmin GPS 38, 89, 90 and 95 are all available from Western Avionics, 275 Palmer Rd. N.E."

This is misleading. Western Avionics does not just carry these models but the complete line of GPS units and accessories offered by Garmin. This includes handheld sport models, marine series, or aviation handhelds and panel mounts.

Best regards,  
Apoorv Dwivedi  
Marketing Coordinator

## Coming Events

**Sep 2** - Stettler Flying Club's Annual Fly-in Breakfast, 07:00 to 11:30. Contact Don Moxham 403-876-2770.

**Sep 8** - Okotoks Flight Centre Fly-in Breakfast, 09:00-13:00 at the Okotoks Airport. Contact Al Craig 938-5252.

**Sep 15** - Medicine Hat Airport Day, Fly-in breakfast 08:00 to 11:00. Contact 403-527-9094.

## Wings Over Calgary

by Gord Tebbutt

With Red Deer taking a year off from its traditional Air Show, I was pleased to hear that Springbank was planning a full-fledged show for July 13 & 14, the end of Stampede week. Kelly Kuzyk, who had been regularly flying in for breakfast in his Challenger, had been communicating with Gail Malden, air traffic controller and Director of Ground Operations for the

show, who arranged for CUFC to be invited to place several ultralights on static display. Subsequent follow up sanctioned our flying a 10 minute performance in the show as well, and several of us keenly began to polish our routines for a first ultralight flying demonstration at Springbank.

At about that time, Kelly sold his Challenger and no longer planned to attend, but Stu Simpson (Hi-Max), Andy Gustaffson (Challenger II), Wayne Winters (EZ Flyer), Don Rogers (Norseman) and I (Beaver RX550) began to make serious plans. Stu, Andy and I started some formation flying practice but later Stu and Andy withdrew, leaving a formation of 1. Wayne was too busy preparing for Oshkosh to take a day off, but Don thought he'd be able to join me. So by the evening before the show it looked like our small but enthusiastic airshow duo would be representing the club this year. Don and I flew to (and in) the Peace River airshow three years ago, and we've both flown in Red Deer's show several times.

A 5 o'clock pre-dawn wakeup had me out to Indus by 6:15 and Don arrived soon after (he'd worked the night shift and came directly from the fire hall). Careful pre-flight led us quickly to takeoff westward into the cool morning air at 7:05, with me in the lead (I finally have a radio after 10 years without) and Don following NORDO, and a little apprehensive after having had some recent engine problems.

Half way to Springbank, shortly before time to check with the tower, I looked around - and around - and around again - Don was nowhere to be seen! If I lost any time at all, and missed the 8:30 pilots' briefing, I'd be forbidden to fly in the show, so with some soul searching and misgivings I trusted that Don was OK and carried on, calling in our (my) position to the tower as "ultralight C-IDRS plus one NORDO", was acknowledged and beckoned onward. An uneventful (but lonely) flight took me to Sprinkbank at 8:05, interspersed with other traffic and preparing to explain that I actually was only one aircraft; however, as I taxied past the tower and fumbled to switch to ground frequency, a twist of the neck showed Don coasting in behind me. He'd had a forced landing into a hay field near Spruce Meadows, quickly removed his air filter, and was airborne in time to catch up in his faster machine.

Once guided in and secured in our tie-down area, with our faithful  
(continued on page 3)



### Executive

**President:** Ed D'Antoni 247-6621  
**Vice-President:** Doug Ward 282-0806  
**Treasurer:** Brian Vasseur 948-0688  
**Secretary:** Bernie Kespe 255-7419  
**Director:** Wilf Stark 271-4435

### Skywriter Staff

**Editor:** Bob Kirkby 589-9541  
**Assistant Editor:** Stu Simpson 255-6998

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.  
Calgary, Alberta

## Dealers for

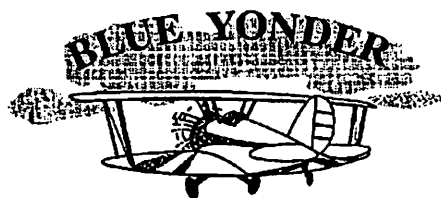
### Easy Flyer

### T.E.A.M. mini-MAX

Build and fly this popular kit for only \$6500.00

### Merlin

- Flight Training
- Ground School
- Intro Flights \$25.00
- Gift Certificates
- Rentals (Block time)



## AVIATION

936-5767

Located at  
Indus-Winter  
Aire-Park

(Wings - continued from page 3)

wives/ground crew now on duty, Don and I dashed over to attend the mandatory pilots' briefing at 8:30, handled very capably by Air Boss Carson Cassidy.

The beautiful, clear morning continued with a north cross-wind of 10-15 knots picking up across Runway 25 in front of the crowd line as we did our preflights and prepared for action. Finally it was time and Don and I passed through the airshow boundary on taxiway Charlie, started up and ambled down to near the east end of the show runway, beside the fire trucks and beyond STARS and HAWCS helicopters.

Responding to radioed instructions, at 11:17 we began our takeoff roll and rotated at crowd centre, climbing quickly to the west, then a tight right hand circuit brought us back on the 500 foot line, followed by a tear-drop turn and back for a high-speed dive. From there, Don executed another narrow circuit and landed on 25 while I climbed to 1000 ft, accompanied now by my musical backdrop (Jonathan Livingston Seagull), pulled up into a near-stall (stalls not permitted - too aerobatic) at show centre, recovered and rolled into a tight power-on 360 away from the crowd, then cut the engine, another tight 360, then spiraled down, side-slipping left and right, to a deadstick landing - what a thrill for me, what a ball! A substantial flock of our friends had come out to see me fly on Saturday and celebrate Liz's and my 30th wedding anniversary at the show, and they all made it our best ever. Also, I'd like to thank Gail for providing excellent security, free lunches, cold drinks, hangar space overnight and a few free passes.

A few other features included in the two-hour morning program were the Alberta Aerobatic Club and Calgary Flying Club fly-bys. The main show began at 12:30 with the dramatic Skyhawk paradrop followed by excellent performances by a barnstorming Stearman/helicopter combination (with mid-air transfer), T-33 and CF-18 demos, the breathtaking routine of glider pilot Manfred Radius and outstanding aerobatics by Bill Clark (Pitts Special) and Julie Clark (T-34), leading up to the grande finale with the Snowbirds and their unforgettable 35 minute aerial ballet.

By 4:15 the show was over, 15,000

## Become a Licensed Pilot



Using:

➔ Zenair ➔ Avid ➔ SNS-9 Bi-Plane ➔ Chinook

- Mountain Flying Course
- Block Time Available
- Aircraft Rentals
- Cross Country Course
- Introductory Flights \$19.95
- Control Zone Course

Calgary Recreational  
Flight Center



Now two locations to serve you.

Springbank Airport  
Tel. (403) 288-7700

Besseker Airport  
Tel. (403) 947-2888

people were all trying to leave at once, and Don and I were leisurely putting our planes to bed in a nearby hangar. Dave Forster (Kolb Firestar) and Bob Kirkby (Renegade) had been on static display with us for the day but left for home Saturday evening.

Next day was a repeat performance, with all going smoothly again. Our Air Show announcer, John Breen, who MC'd in Peace River when we performed there, did a very good job on Saturday, but was a little less complimentary to us on Sunday (he later apologized).

Anyway, the two day air show and all that went with it was a real joy for me and I hope to repeat it again - and often. Some shortage of advertising and meager media coverage as well as the high admission cost (\$10 each

plus \$2 parking plus \$5 programs) probably contributed to low attendance on an otherwise perfect air show weekend.

I do regret that more of our members weren't there to see, enjoy and support our local show, which from my perspective was a fun and very gratifying endeavour on which hopefully we can build, to display our novel type of flying - its pleasure, safety and accessibility - true "back to basics" freedom of flight.



HIGH RIVER FLIGHT CENTRE LTD.

(403) 652-3444  
(phone/fax)

- Year-round Flight Training - Transport Canada Approved
  - Ultralight (RX-550 Beaver)
  - Recreational Pilot Permit
  - Conventional
- Complete Ultralight License \$990.00
  - Ground School and max 12 hours flying)
- Ultralight rental to Students \$65/hour, wet

Located at the High River Municipal Airport - 2 paved runways

# Report Card

## Quad City Challenger II

*Edited By Stu Simpson*

Andy Gustafsson's Challenger II is the subject this month. Andy's had the plane flying for exactly two years now and agreed to help us out with an evaluation.

The pilot sits way out front and the engine is placed at the rear of the wing in a high-mounted pusher configuration. The wings are composed of tubular spars with tubular strut bracing. The tricycle landing gear is cable-braced chromoly steel tubing. The entire assembly is covered with Stits fabric.

Pre-flight on the Challenger is dirt simple. Everything is easily accessed and clearly viewed, but fueling the plane is a bit tricky because the tank is installed behind the rear seat. An external refueling point would be a welcome addition.

Entry into the plane is easy, but like most of this breed, requires the proper technique. Andy once said about ultralights; "Some people expect them to be as easy as cars to get in and out of. Well, they're not cars. They're airplanes, with special requirements."

The Challenger's cockpit is roomy and has plenty of leg and elbow room, even with the Lexan doors on. The controls are standard with the center stick and the left-hand throttle. The rudder pedals have small cups at the bottom in which to place your heels. Nice touch, that. Visibility, as with most pusher designs, is fabulous in all directions, and in all phases of operation. Andy reports the factory seat to be rather uncomfortable, especially on longer flights, so he added a cushion. The restraint system is a standard 4-point harness. The panel is a little on the small side, but has room for the basics. With a bit of work one could add some more dials on top of the glare

## Ultralight Pilots Upgrade with our CONTROL ZONE COURSE

Training conducted at Springbank Airport in class "C" airspace.  
Learn general aviation techniques for flying in and out of controlled airports.

Course includes:

- ✈ Books
- ✈ 4 hours of ground school
- ✈ Radio license test
- ✈ Flight time in a Zenair ch 601

Cost  
**\$165**

### Calgary Recreational Flight Center



Springbank Airport  
Tel. (403) 288-7700

Beiseker Airport  
Tel. (403) 947-2888

shield and still leave visibility completely unaffected.

Andy's plane starts via the Armstrong method (pull-start). The Challenger's prop is a bit smaller than average, being only 54 inches in diameter, but with a very coarse 42 inch pitch. The Challenger has a steerable nose-wheel and thus, ground handling is excellent. Once you've steered a Challenger on the ground, planes like the Beaver seem to have come from the dark ages.

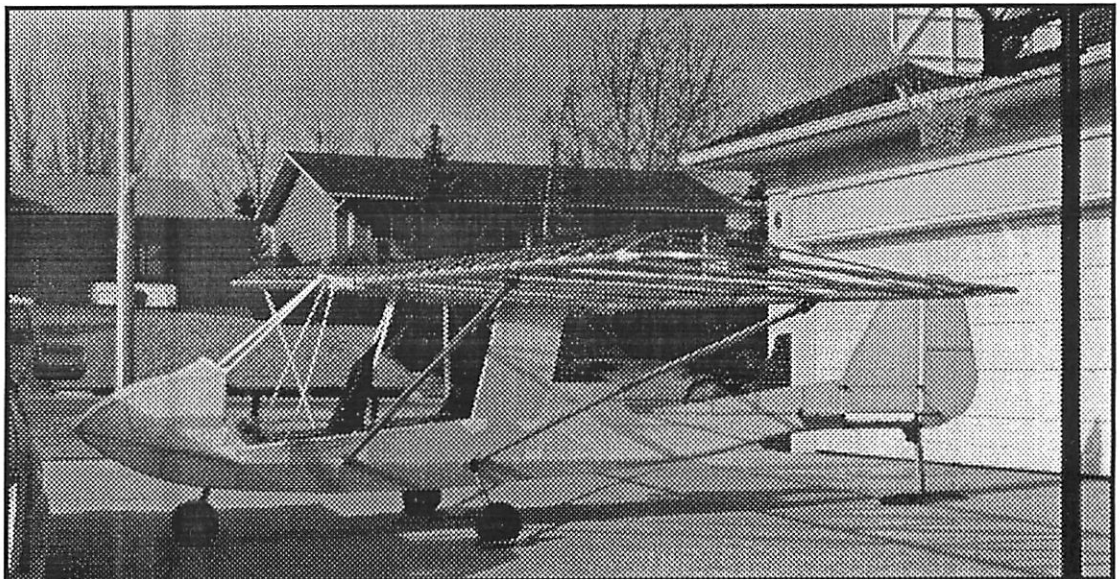
Take-off is very simple, and certainly doesn't last long; 200 feet at most. With 175 square feet of wing area, the Challenger is in the air quicker than some helicopters. Naturally, with that huge wing, climb is also impressive, in the region of an honest 1000 fpm.

As in all aspects of aviation, the word compromise rears its ugly head. The

large wing that gives such good take-off and climb also decreases the plane's roll rate. Andy describes the rate as slow, and one wonders if larger chord ailerons would help. Andy recommends leading the turns with plenty of rudder, which is typical for most ultralights. Rudder response is excellent throughout the speed range, as is pitch. No doubt the tail feathers' response is well augmented by the fan being so nearby.

The Challenger's controls stiffen at higher speeds and their response becomes predictably quicker. At the bottom end of the ASI, though, the controls still remain very effective. The Challenger can handle a 20 kt cross-wind and I can attest to watching Andy handle winds close to that.

Cruise speed sits nicely at 65 mph at 5500 RPM, but Andy's discovered that  
*(continued on page 5)*



*Gustafsson's half-naked Challenger II sits in the driveway. A great conversation piece.*

(Report Card - continued from page 4)

when he replaces his big 15 x 6.00 x 6 tires with snow skis, he picks up an additional 10 mph. Slow flight is a breeze and the stall is predictably docile - just a mush into a gentle nose-over and then you're flying again.

But Challenger owners don't get all those gentle handling qualities for free. That large wonderful wing translates into more difficulty in turbulence. Andy says he feels the bumps more so in his plane than he has in airplanes with smaller wings. In the warmer months that can be a bit trying, especially since airspace restrictions near Calgary prevent ULs from climbing away from thermals and mechanical turbulence.

Landings are a snap, says Andy. Approach at 55 mph, come over the fence at about 40, and settle in at 35. Look to be slowed down or stopped in about 200 feet. If you're dealing with a cross-wind, merely side-slip your way in with a bit of extra speed, and straighten out over the button. Nothing to it. He describes the gear as 'acceptable', but if you're flying from rougher fields, Andy highly recommends the larger tires.

Gustafsson shelled out a little over \$17,000 CDN to get his plane in the air, which seems to be about average for a new two-seat ultralight these days. There are some options available such as a smaller, faster wing, a bevy of instruments and some cosmetic accessories, too.

To say Andy's in love with his Challenger would be a bit of an understatement. He finds it easy and predictable to fly, yet it still remains responsive enough to be fun and satisfying. He's looking forward to many more years of flying it.



# Light Engine Service

AUTHORIZED

**Rotax**

REPAIR STATION

For Kodiak Research Canada Ltd.

- Rotax Engine Sales - Service - Parts
- Engine Test Stand Service
- Engine/Flight Instruments - Radios
- Propellers - Spinners - Accessories

For All Your U/L, Light Plane Needs CALL:

**403-452-4664**

12624 - 124 Street, Edmonton, AB. T5L 0N7

## Calling All Air-Heads

Where we call you an Air-Head if you know the answers to questions like these (answers on page 6):

1. We all know that Chuck Yeager was the first man to exceed Mach 1, but who made the X-1, and on what date did Yeager go supersonic?
2. What does the acronym HOTAS stand for, as used in modern fighter plane design?
3. What two exterior features do Canadian versions of the F/A-18 Hornet have that others don't?
4. What is the official name of the Fairchild A-10 attack aircraft of the USAF? (eg. Hornet, Falcon, etc.)
5. What does the term 'Vne' mean to an aviator?

## Classified

**Rotax 532** - Rebuilt by Light Engine Service, 0 time, \$2600. Jim Creasser 226-0180.

**Parasol** - Steel tube and fabric, Kolb wings, instruments, strobe, etc., all offers considered. Jim Creasser 226-0180.

**Hyperlite SN-8** - Single-place, Rotax 447, Recovered, Repainted, <50hrs, 3-blade Warp Drive prop, wired for ICOM A20 (available as an extra), \$12,000. Larry Everett 286-2089(D), 288-1120(N). (7/96)

**Chinook WT-11** - 68 hrs SMOH on Rotax 447, tundra tires, wing tanks + main = 14 gals, wing/tail/cabin covers included, located at Indus. Ron Garnett 256-7838. (7/96)

**IVO Prop** - Hub style, 3-blade tractor, 56", \$100. Arlene Sondergaard 289-9662. (7/96)

**Lazair** - 1986, no motors, no mylar covering, ALT, ASI, CB radio & antenna, \$1000 OBO. Wade Cook 287-3145. (7/96)

**Avid Flyer** - 1992, Arcobatic Speed Wing, Rotax 582, centrifugal clutch, cabin heat, 2 seat, GPS, hangared, very good mech. cond., \$19,000 OBO or enclosed trailer and airplane \$28,000 firm. Roger Reilly 938-2797. (7/96)

**Wanted** - New or used 3 1/8" altimeter. Gerry 270-0877. (6/96)

**Chinook WT2** - new Rotax 503 Dual CDI, many extras, poor health forces sale. Mel Haakenson Box 66, Berwyn, AB, T0H 0E0. (6/96)

**Chinook** - 2 place, 1985, 2 hrs on rebuilt Rotax 447, cabin heat, battery, headlight, strobe, good instrumentation, complete manuals, \$6200.00, trades welcome. Ray Waller 274-4388. (5/96)

**Rotax 447** - with gear box, wood prop, exhaust, carb, 40 hrs, \$600.00. Dave Dedul 403-823-6054. (3/96)

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



When completed the Challenger displays gorgeous lines and great performance.

## Around The Patch

by Stu Simpson

### A Mini Great Ultralight Adventure

Here's a brief summary of some CUFC members' experiences while participating in the air race that Ed D'Antoni organized in August.

Wilf Stark, Don Rogers and I left Kirkby Field at eight o'clock on Friday the 23rd. We headed for Beiseker, which is the official starting point of the race. We picked up Jim Corner south of Irricana, just as scheduled.

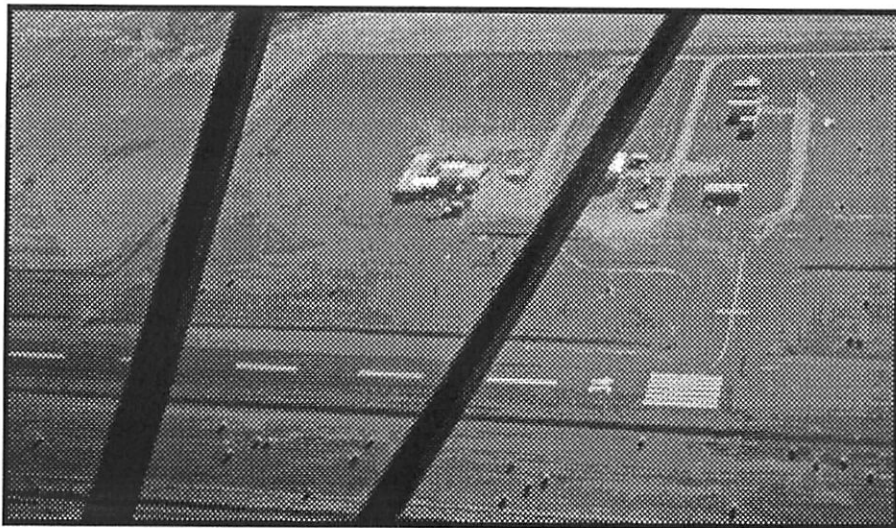
We passed over the Beiseker airport (Jim will argue that I hardly got close enough to see the place), and then turned west for our first stop at CUFC member Glen Bishell's airstrip north of Carstairs. We refuelled there, from the gas cans graciously carted there by Bishell, and then turned northwest for Rocky Mountain House.

Jim took the lead on this leg because he'd punched into his GPS the coordinates of three different farm strips that were well spaced along the route. They'd make convenient emergency strips in the event we needed them.

The four of us landed at Rocky a little after eleven. I took instant notice of two things; the first being the huge Douglas DC-6 fire bomber on the airport (which we subsequently examined up close), and the second being D'Antoni's fluorescent Rans S-12. He and the S-12's co-owner were there ahead of us because they'd already completed the portion of the race that required them to go to Beiseker.

We learned that Corner had brought some grub with him, and that D'Antoni and his partner had been to town to eat. Jim decided he'd scarf down his vittles and then head back on the Rans' wing. Stark, Rogers and I took the airport's courtesy car into town to fill our bellies and the jerry cans.

We left Rocky at two o'clock with Don in the lead. He was fighting a head cold and a sick



Let the games begin. Beiseker airport was the official start and end for race.

engine, and we were all fighting the oppressive thirty-two degree heat.

A few miles out of Olds-Didsbury, Don called traffic at our two o'clock. I looked but couldn't find it. So I switched over to the O-D frequency and broadcast our position and intentions. No reply. I tried again a few minutes later and got the same result. Then Don warned that the traffic was nearer now and very close to our altitude. I looked off to the southwest and got an eye full of a Cessna 310 heading straight for me. I nosed over hard and quickly watched the Cessna go by about 75 feet over-head. He was close enough that I could see clearly the parts of what appeared to be a cloud seeding rig attached to the plane. Naturally, the 310 driver hadn't budged from his course, nor did I hear him on the radio.

*(continued on page 7)*

### Air-Heads Answers

1. Yeager first went supersonic in the X-1, made by Bell Aircraft, on October 14, 1947.
2. HOTAS stands for Hands On Throttle And Stick, which means that all the major functions of the airplane can be controlled by the pilot from buttons on those controls.
3. CF-18 Hornets have a false canopy painted on the bottom of the nose to confuse an adversary, and it has a powerful searchlight on the left side of the nose for night intercepts and identifications.
4. The A-10 is officially called the Thunderbolt II, and unofficially, the Warthog.
5. 'Vne' stands for velocity to never exceed. It's the speed limit for the aircraft as set by the designer.



Jim Corner makes an adjustment at Bishell's Carstairs strip.

(Around - continued from page 6)

We landed back at Bishell's where Glen's wife came out to greet us and offer us any help we might need. We refuelled again and Don and I took off. But Wilf radioed that he couldn't get full revs, or even half, for that matter. Rogers and I returned to the field and the three of us worked for the better part of an hour to repair Wilf's ailing 503.

Then we all took off again towards Beiseker. Rogers angled off south to Indus though, because neither he nor his plane were up to completing the journey. Wilf and I rode the thermals to Beiseker where he planned to meet his wife and leave his plane overnight. Due to a vicious cross-wind, he ground-looped the Koala, but only scraped a wingtip. The Jardine's were kind enough to offer lodgings for the Koala in their hangar.

Solo now, I continued on to Kirkby's, landing without incident. I found out later that Corner and D'Antoni each went back to their respective strips without returning to Beiseker that day. They each planned to complete the race later.

I covered a total distance of 240 miles and logged a bit under five hours in the air. The whole day was one of great adventure and I'm glad for the chance to have made the trip. Our many thanks go to D'Antoni for all the effort he put into organizing the race. If there's another one next year, you can bet I'll be there.

Z



Stark, Simpson and Rogers at Rocky Mountain House.

**OKOTOKS**  
FLIGHT CENTRE  
PO BOX 670, OKOTOKS, ALBERTA T0L 1T0

**FIXED WING  
&  
HELICOPTER  
FLIGHT TRAINING**

**COMPLETE AVIATION PROGRAMS**

(Registered Vocational School)

- Private • Commercial • Multi-Engine • Multi-IFR • Single-IFR • Night Rating
- RPP • Mountain Course • Renewal and Refresher Courses • All Ground Schools

**UNIQUE TRAINING FACILITIES**

- Private Airpark, Non-Directional Beacon
- Practice area close by, no large traffic to wait on
- Accommodations on site
- Operate various Cessna & Piper aircraft
- Highly qualified and experienced instructors
- 15 minutes south of Calgary

**Tel: (403) 938-5252**

**Fax: (403) 938-2940**

\* Maintenance & Fuel Sales \* Aircraft Sales & Charter

**News...  
...from the Blue**

**Zero-G For The Average Guy**

Ever wondered what it'd be like to float around like astronauts in zero-G conditions? Well, you need wonder no more. If you have the cash, that is. A company called Weaver Aerospace at the California's Mojave Airport will let you experience zero-G conditions similar to what astronauts-in-training experience. The price? A paltry \$5600 US. The company guarantees 15 - 25 seconds of zero-G in a converted Sabliner business jet. The price also includes a tour to the Grand Canyon and motorbike rides in the desert.

**'Rubber Bandit'**

That's the name of a rubber-band powered airplane based at Van Nuys airport near Los Angeles. It's big enough to carry a small man and is made largely of carbon fibre. It has a span of 68 feet and weighs only 170lbs. Designer George Heaven plans to fly the plane himself, which is certain to be a challenge because the plane has no pilot-operated flight controls (in the interest of saving weight, you see). The plane has rudder and elevators, but these are radio-controlled from the ground. It's 18-foot propeller is powered by 800 bands of model airplane rubber lubricated by castor oil, and stretched and twisted with a tractor winch. Heaven is hoping for a whopping 30 knot speed, a 100 foot altitude and a range of about half a mile.

**Another Fine Mess You've Gotten Us Into, Oliver**

A DC-6 cargo plane was manoeuvring on the ramp at an Alaskan airport when the left wingtip struck a fuel storage tank. The crew decided to extricate the plane by backing it up. As they reversed, they ran the plane's tail into another tank. Must have been a cross-wind.

**Computer Dating, Airline Style**

A German newspaper reported that Lufthansa passengers could soon be sitting next to the passenger of their choice, selected in a manner similar to computer dating. The plan is for passengers to enter the gender, age, hair color, and other features of their desired seat-mate and they'll be sent to the person who nearest fits their choice. The airline was immediately criticised and labelled LUSThansa. However, the story appeared in the newspaper's April 1st edition.

## One Pilot's Opinion

by Bob Kirkby

### The Aviator's Spirit

It is with great sadness that I sit down to write my column this month. Sad because of the loss of someone I have come to know well and admire over the last couple of years. Zoltan Rudolf died from injuries sustained when his MiniMax crashed on Thursday morning, August 29th.

Zoltan had kept his MiniMax at my field for the past year, after spending five years in a labour of love constructing it. He was a true craftsman and perfectionist. His aeroplane reflected his dedication to detail.

At the age of fourteen, Zoltan had drawn up plans for an aeroplane which he wanted to build someday. On his plans he had written, "not enough money now, will have to wait". And wait he did. Finally, after raising a family with his lovely wife Clara and retiring from a career as a geologist, at the age of sixty-nine, Zoltan began to fulfill his dream. He took flying lessons from Wayne Winters, received his Ultralight Pilot License and began construction on a Team MiniMax. Five years later it was complete and he moved it into a hangar at my aerodrome.

Zoltan loved to come to the field early in the morning and fly when the air was calm and clear. If the wind was a little too strong for his liking, he would open the hangar doors, pull the MiniMax half way out, unfold his reclining lawn chair in front of the wing and relax in the sun next to his pride and joy. He loved just being with his aeroplane.

Louise and I will miss seeing Zoltan doing circuits in the early morning sun. We will miss his whimsical sense of humour. His mischievous smile.

I feel privileged to have known Zoltan and am happy that I was able to play a small part in helping him realize his dream of flight. I am encouraged by his passion for flying. I will remember him always when I fly.

Zoltan Rudolf had the aviator's spirit. May it live forever in those that follow.

## News...

### ...from the Blue

#### Like, Let's Get Outa Here, Scoobi

The Wall Street Journal recently ran a story about accidental emergency egresses from airliners. Last December, a passenger on a 737 being pushed back from the gate saw a spurt of flame from the right engine. She immediately opened the emergency exit next to her and tried to vacate the airplane. This spawned an impromptu exodus of 16 more passengers before the flow was stemmed. Several passengers were injured slipping on the wing, and the woman who'd originally opened the door was pinned beneath it and trampled by the fleeing passengers. Records show that there have been at least 19 similar occurrences since the mid-80's. The engine flame was apparently the result of an engine hot-start and presented no danger at all.

#### Ghost Of Glasgow

A UK airline is trying to keep under wraps a ghost story that has surfaced at the Glasgow Airport. One of their captains was walking through the terminal when he bumped into an old friend named Macleod. The two, who'd known each other for nearly ten years, chatted amiably for several minutes before Mr. Macleod excused himself, saying, "Must go now." The next day, the captain read Macleod's obituary in the newspaper. Macleod had died five days earlier.

#### You Know You're Having A Bad Day When...

...you crash your Rockwell Commander just short of the runway because you ran out of gas. That's what happened to a pair of men in California. Things got even worse, though. When rescue crews cut the two men out of the wreckage, one fireman was heard to say, "They're just lucky there was no fuel on board."

#### It's Too Soon For A Fire

In California, Ventura County officials were red-faced earlier this year as brush fires ravaged over 9,000 acres of ranch lands and orchards. The county normally leases a gaggle of Canadian-based fire-bombers for work during their fire season. The trouble in this case was that the aircraft weren't in place when the fire started....because the county's official fire season hadn't started. Fire season, on paper anyway, normally begins June 1st.

#### Homebuilt Twin Coming From Zenair

Canadian homebuilt aircraft manufacturer Zenair has announced the development of a homebuilt twin. Christened the CH620 Gemini, the airplane will feature two 80hp Jabiru engines, all-metal construction, and retractable tail-dragger landing gear. Designer Chris Heintz predicts a 145 mph cruise and a 650 nm range.



## REG'S AIR COOLED ENGINES

9708 Princess Drive  
Surrey, BC V3V 2T4

Tel: (604) 581-7414 Fax: (604) 581-7418

- 24 HOUR ANSWERING AND FAX SERVICE -

**AUTHORIZED ROTAX SERVICE CENTER SINCE 1982**

ENGINE SALES - PARTS - SERVICE  
(INCLUDING 185CC LAZAIR ENGINES)

OVERHAULS • PISTON FITTING • CYLINDER EXCHANGE  
BING - TILLITSON CARBS