



# Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

October 1996

## President's Message

by Ed D'Antoni

I have received some feedback about my September meeting request that we not discuss the two local accidents that occurred in August. I should have, but did not state the reasons for my request. The accidents are being investigated by Transport Canada and in due time they will issue reports.

Accident and near miss reports are published so that everyone in aviation can learn from them, thus preventing similar accidents. I've been at too many meetings where shortly after an accident we all hypothesized on what went wrong. My dictionary defines hypothesis as "a best guess using available facts". Unfortunately, we tend to start discussing these accidents without many facts. Without these facts, "facts" can be conjured up that may degrade the discussion into gossip. For example, the St. Albert Cuby II accident report is now out and the facts as I read them are nothing like what we hypothesized shortly after the accident.

A trip to the Alberta Reynolds Museum in Wetaskiwin, Saturday October 26, 8:00 AM, from the Deerfoot Mall has been arranged by Mike Stavely of the Stampede City Radio Controlled Model Club, phone (403)289-

3316. Transportation cost by Fagnan Luxury Coach is \$20.00 per person, spouses and friends are welcome. There is no maximum number as Fagnan will supply busses as necessary. The Museum fee is \$6.50 not including a group discount of from 30 to 35% depending on the number attending. Weather permitting, rides in the Museum Waco will be available for \$40.00. Anyone interested in attending can pay the \$20.00 at the October meeting, or contact Mike directly. If you plan to attend, Bus reservations and payment must be made by Tuesday, October 22.

The SCRCMC has a number of members who were pilots and ground crew for both the British and German forces during WWII. This is a good chance for the Ultralight Community to trade tales with these gentlemen.

I learned something about flying, again, on the September long weekend. At 8:00 AM I landed at Beiseker and picked up Wilf Stark for a short trip to Olds-Didsbury. We planned on using the trip to produce a slide presentation on using GPS as a navigation aid. The trip started with

about 20 miles visibility through very thin smoke and haze. As we proceeded west visibility slowly deteriorated to less than 5 miles. Rather than continue into the thickening smoke and haze we did a 180 degree turn into the rising sun for our return to Beiseker. Although we had 20 miles visibility north or south, the sunshine through the haze reduced visibility to only a few miles in an easterly direction.

We immediately did a GPS search of nearest airports and found Beiseker the nearest at 15 miles. I was concerned that I wouldn't be able to visually locate Beiseker so I decided to use the GPS to lead us there. I also made the decision that if I couldn't see the airport when the GPS reported I was within 3 miles I would head for the clear blue skies near Calgary. This would have poor Wilf walking back to Beiseker. Our destination did become visible. We landed, had breakfast, and made the trip a few hours later.

This adventure demonstrated to me the difficulty of flying in conditions of haze and sunlight at the same time. The next time I encounter this

situation I'll do a 360 to determine the visibility in ALL directions. (Author's Note: The carrying of passengers in an ultralight is illegal. However, as in the above instance, the holder of a private pilot license may carry a passenger in an advanced ultralight.)



Jim Corner's beautiful Kitfox. Note the tundra tires and 3-blade prop. (Story on page 3)

# News... ...from the Blue

## 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.

## Project Updates

Congratulations go out to Ted Orlick whose Pelican is now up and flying. Ted's plane is powered by a Subaru motor. Bernie Kespe's Renegade is in the final stages of completion. He and Bob Kirkby put the wings on and rigged them at Kirkby Field recently. The airplane is painted and is awaiting cockpit upholstery.

Don Usher's miniMAX is moving right along. Usher is now assembling the wings. The fuse' and tail-feathers are already built. Fred Wright is also making steady progress on his Himax. The fuselage is built and partially covered, so is the tail. The wings are next on Wright's agenda. Brian Vasseur is very close to covering his miniMAX. He's just finishing off the innards before taking the next step. Carl Forman took a summer holiday from building his miniMAX, but he's back at it and working away on the fuselage.

Anyone else out there with a project on the go? Drop us a line and let us know!

## New Canadian Kit Plane

A Montreal company called Partenair has developed a new kitplane that it claims will cruise at 140 mph. The *Mystere*, looking somewhat like a bullet with wings and tail, is powered by a Rotax 912 and is expected to climb at 1000 fpm.

## W.A.R. Back In Business

Warbird Aircraft Replicas has risen from the ashes of the original company that went under in the late 80's. A retired USAF man has re-started the company which sells plans and some parts for scale warbird replicas, including the P-51, FW-190, P-47, F4U Corsair, and Hawker Sea Fury. The company is based out of Tampa, Florida.

## Airale Gets New Nose

The RANS Company has announced a new pod for its S-12 Airale. The new enclosure reduces drag and adds as much as 15 mph to the cruise speed. The nose job sells for \$1500 US as an after-market add-on, and \$1400 US as an option with the kit.

## British Microlight Web Page

Did you know the British Microlight Aircraft Association has a web page?.. They do, and it's found at <http://www.avnet.co.uk/bmaa/bmaa.htm>. Try saying that five times with a mouthful of crackers.

## Unwanted Gift

What do you get the man who has everything? Obviously not a military surplus Jet Provost. A British aviation magazine had one advertised for sale because it was an unwanted gift!

# Classified

**Jodel** - Single-seat, open-cockpit, VW 1600cc 40hp, 700 Lbs. gross, \$7000. Butch Foster 248-6533. (10/96)

**Rotax 592** - Rebuilt by Light Engine Service, 0 time, \$2600. Jim Creasser 226-0180. (9/96)

**Parasol** - Steel tube and fabric, Kolb wings, instruments, strobe, etc., all offers considered. Jim Creasser 226-0180. (9/96)

**Hyperlite 6N-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, TOH OEO. (6/96)

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



## Executive

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## Skywriter Staff

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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

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# Report Card

## Skystar Kitfox II

*Edited By Stu Simpson*

We feature Jim Corner's pristine Kitfox II in this month's Report Card. The entire Kitfox line is one of the most popular in the industry, and while the 'Foxes may not seem like typical ultralights, they will easily qualify under new Canadian regs.

Jim first flew his Kitfox in September 1991 following 1000 hours of construction. It's interesting to note that most builders of the Kitfoxes that appear in Kitplanes' Completions section quote their build times in the same neighborhood as Corner's, while the factory claims 500.

The Kitfox is a two-seat (side by side), high-wing, tail-dragger. The plane is made out of steel tubing, which is fabric covered. The wings are strut-braced and have Junkers style ailerons. Corner's plane sports a Rotax 532 with electric start, a 3:1 "C"-model reduction drive, and an inflight adjustable 3-blade Ivoprop. Jim's favourite 'Fox feature is the ability to go from trailer to runway - or the other way around - in five minutes, courtesy of the ingenious folding wing.

The kit was very complete, says Corner, and he refers to Skystar as a true "one source supplier". The quality of the plans and instructions was top notch - Jim didn't have to phone the factory once. He paid twenty grand for the kit, and it cost another five thousand to be up and flying.

Hmmm, speaking of flying...

The walk-around is straight forward with everything in easy view. Entry is also fairly easy "for those not too big around the middle", says Corner. The cockpit is wider than a Cessna 150, but is still a bit cozy with two-up. Seat belts are the four-point type. The dual controls fit comfortably, but brakes are only on the left side.

Ground visibility is good except over the nose, so Jim uses what he calls the "fighter weave" when taxiing. Ground handling is great, especially with differential braking.

Take-off is accomplished in about 200 feet. It's a matter of adding power, easing the tail up to a level flight



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position, then easing off the ground at 40 mph. Climb rate is tremendous at 1200 to 1400 fpm solo, and 800 to 1000 fpm dual. Of course, over-the-nose visibility suffers at such steep angles.

The controls are light and give the pilot instant response, but Kitfox jocks have to use the rudder to keep things coordinated in the turns. Cruise speed is 85 mph at a miserly 5200 rpm, so there's something to be said for adjustable fans. Jim could easily add another 10 mph to his cruise if it weren't for the tundra tires he uses.

The stall comes at about 35 mph; the 'Fox shudders a bit, then mashes downward at 500 fpm. All controls remain effective and responsive. The Kitfox has 132 square feet of wing, which gives what Corner calls "reasonably good stability in turbulence". He adds that the aircraft

won't fly hands-off for more than a few seconds in rougher air.

On landing, Jim likes to be at 55 mph on final, slowing to 50 over the fence, and coming over the threshold between 40 and 45. He prefers wheel landings because the 'Fox tends to float a bit in the three point attitude. Visibility is better, too. Jim's crosswind technique is to dip a wing into the wind and set down first on that wheel. Direct crosswinds of up to 15 kts are manageable. Required landing distance is in the area of 300 feet.

Corner has flown the plane to P.E.I. and back, and all over this province, too. He describes the airplane as "great fun". But if you really want to know what Jim thinks of his Kitfox, just watch his face light up when you ask him about it.



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## Bishell's Ultralight Adventure

by Glen Bishell

Back in August Ed D'Antoni organized an air race, of sorts, between Beiseker and Rocky Mountain House. He called it the Prelude To The Great Ultralight Adventure. Well, my own part of that race/adventure began August 16 when the number of participants seemed to be narrowed down to me and the club president himself.

Ed arrived at my Carstairs strip at the predetermined time while I was still drying out my Beaver from the overnight rain. After we replaced the wet seat padding and warmed up the engine, I noted the Rotax seemed to be flooding. This was due to a wet air cleaner. When we attempted to depart, the Beaver just wouldn't develop enough power. So it was back to base where we dried out the air cleaner with a hair dryer. With full power once again, we were off.

Ed, equipped with his trusty GPS, was to take the lead. The air seemed a bit rough for my mere 15 hours flight experience (with less than two hours in my Beaver). My feeling was that had I been alone, I would have returned home. But Ed was boring his way through, so I continued on also, trying hard to keep him in sight.

After about 20 minutes, Ed had a considerable lead on me. So when he made a 180 and came back past me, I thought he would pull in behind to waste some time. I watched for his shadow, but it never appeared, nor did he. After 1/2 an hour I quit looking and decided that he must have found difficulty flying at 58 mph and had simply gone on ahead.

I had noted my compass heading while following the Ed's Rans, so I maintained the same heading, winding up at the west end of the Dickson reservoir, right on course. I kept close watch on the time and was prepared to land and refuel at two hours if the Rocky Mountain House airport wasn't under me then. My altitude stayed between 600 and 800 feet AGL.

At one hour and fifty minutes Rocky was in sight and right where it was supposed to be. But while I was looking for the airport, I was also looking for a good clearing in the trees, just in case.

Then, without warning and only 600



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feet above ground, the Rotax died. There is no louder sound. Certainly, the silence is peaceful, but there's no time to enjoy it while you're making split-second decisions.

I located what seemed to be my best glide speed at 50 mph. I realized that this would likely put me in the trees, so I picked the spruce tops that were going to best slow my descent. About 200 feet above the trees the headwind dropped off. My glide path extended enough that I managed to lift my right wing over the last tree top and set down for a perfectly smooth, albeit quiet, landing amidst a field of large round hay bales.

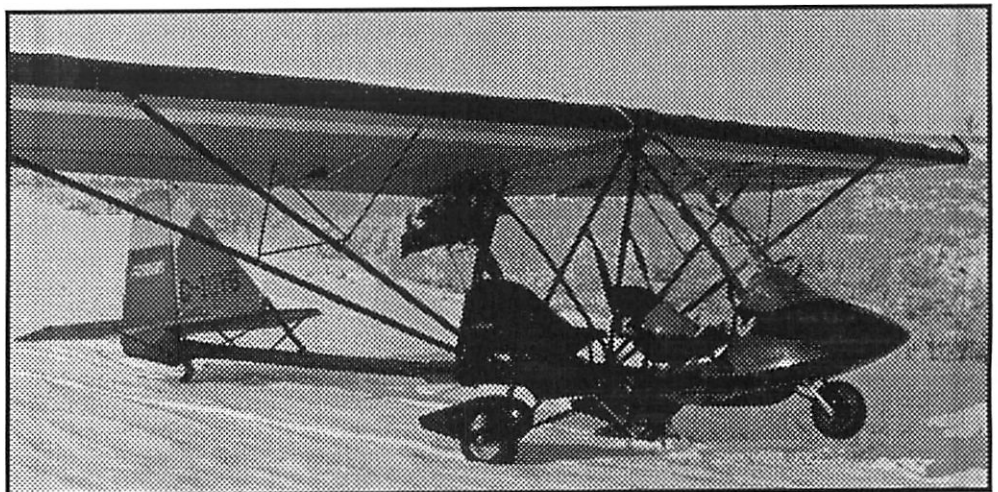
With no damage done to either bales, Beaver, or Bishell, I commenced refueling from the spare tank I carried in the rear seat. I found a clear run between the bales, rotated the Beaver right in front of the farmer's house, and was off to Rocky.

When I got to altitude and began searching for the airport, I discovered that I was looking right down the center line of a mile of paved runway.

After landing and taxiing for 1/2 a mile to clear the active, I parked in front of the terminal but couldn't spot Ed's plane. It was an uneasy feeling thinking that I'd lost him somewhere behind me. But a quick phone call revealed that I really was alone and that my leader had gone home. Since there was no rush now, I called a nephew who took me downtown for dinner and gas.

At about 2:00 p.m. I figured I still had enough adrenaline to get home again with a tail-wind. The flight back was somewhat rough and challenging, but uneventful. Again, my trusty compass kept me right on course. I discovered a thermal at the west end of Dickson Reservoir which lifted me several hundred feet in the air, despite me feeding in lots of forward stick. And it was a turbulent ride crossing the valley southeast of Didsbury.

I have to say the entire flight was good experience for me. I learned plenty and I now have a great story to tell. In addition, the last half of the flight gave me some good basic training for bull riding.



*A Spectrum Beaver similar to Bishell's.*

# The Flight Of The IAQE

by Don Leonzio

For many years I spent every holiday and any spare time on horse pack trips. I went up and over mountains and down through valleys, sometimes on game trails, but most times on no trails. It was exciting and challenging, riding wherever the wind would blow me. But there came a time when there was just no where else to go.

I wanted to search for new areas for horse pack trips, so I chartered a sight seeing flight to look in the distant mountains. It seemed flying was an excellent and speedy method of observing accessibility to a particular area.

What eventually happened is not too surprising. I was completely taken with the God's eye view of the land and the thrill of flight. So I went from horsing around to flying around. And I can tell you it's a lot easier on the butt!

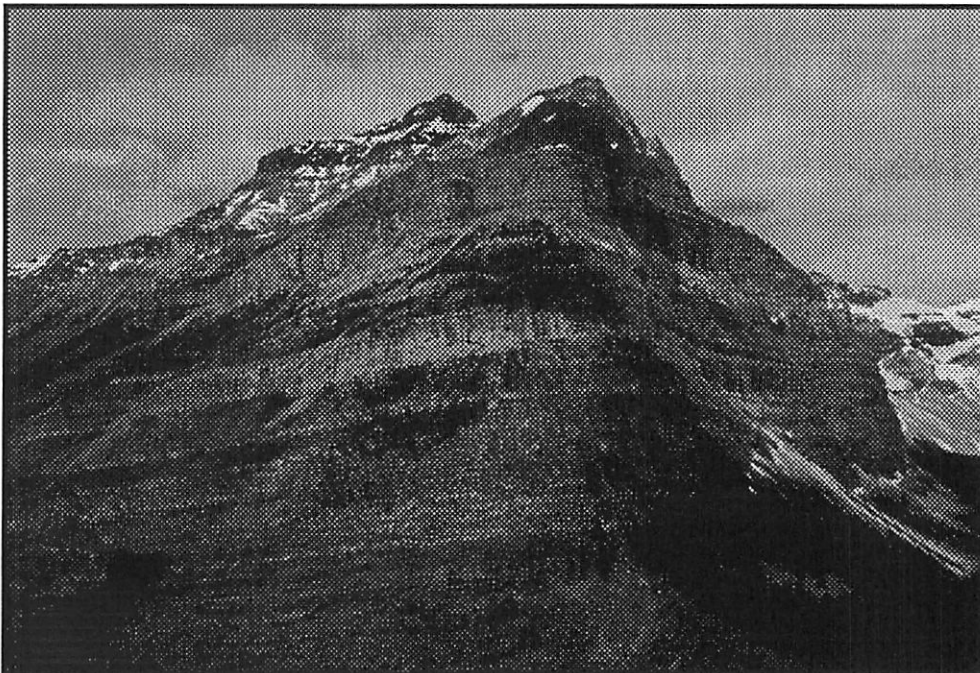
Acquiring a PPL and renting an airplane was clearly too expensive. So two weeks after my sight seeing charter I enrolled at Blue Yonder Aviation, at Indus. I travelled there every weekend for a month from my home in Wycliffe, B.C. After I got my ultralight Pilot's Licence, I bought a two-place Chinook with a Rotax 503 SC. The registration is C-IAQE.

I brought my Chinook home to the East Kootenay's on a trailer. When the plane was assembled and ready to fly, I shoved the throttle forward. I zoomed off the runway and up and over the corral and the trees. Since then, I've been flying every chance I get.

I soon started exploring the country around me in a completely different way. I landed at places like Cranbrook and the Old Kimberly strip. Then I went further afield to places like Elko, Invermere, and Golden. I logged 50 hours between November and July.

Then I started thinking seriously about flying from Cranbrook to my home town of Dryden, Ontario. It was a dream I'd been toying with for a while. I decided to do it.

I began preparations. I yanked out the Chinook's back seat and stowed 10 gallons of fuel there. I also packed a cool box and a sleeping bag. I bought all the maps I'd need, and gathered other items for the trip. When my



*Daunting Storm Mountain, near Castle Junction.*

summer holidays rolled around, I was ready.

I departed Cranbrook on July 29th, under a cloudy but calm sky. I stopped first at Invermere, then climbed up to 6000 feet on the way to Radium. I zig-zagged through the passes and valleys to Kootenay Crossing and then went on to Castle Junction. I went past there at 7500 feet.

My day ended at Banff where I spent the night. Only one day into my trip and I found out just how helpful and kind strangers can be. I encountered many along the way. At Banff, I met a German tourist who was also a pilot. He drove me into town for gas, then back to the field.

It rained all that night and the entire area was soaked in the next morning. I took flight but had to return to Banff until the clouds lifted. Finally I was off to Springbank, just west of Calgary. When I did my radio check I found I had a problem and the radio didn't work. I diverted to Winters' strip at Indus where I'd earned my licence.

I phoned Fred Wright for help with my radio, I needed it fixed. Fred took me to supper at his home, helped me refuel, and then took me to my motel at Chestermere Lake, where I spent the night.

The next morning was cloudy with some wind, but I decided to press on to Medicine Hat. I wanted to stop at a farm strip outside of Brooks, but the cross-wind was just too strong. I broke off my approach, powered up, and continued on.

While approaching the 'Hat I tried the radio again and surprise, surprise - it's dead. I had to bypass Medicine Hat, but I was getting low on gas. I eventually landed at a gravel pit and fueled up with my spares. At this point I was very glad to have them along. I was also glad to be flying over the prairies. I was breathing a lot easier because there are so many places where one can land in the event of an engine failure or other unplanned occurrence.

I took to the air again for another 40 miles in really severe headwinds. Then I saw a town below with a grain elevator and a clear road. I landed and taxied off on a side road. I tied the plane down and hiked a short distance to a building that was combination bar/hotel/general store. The sign told me I'd landed in good old Piapot, Saskatchewan.

I felt pretty proud of myself. I'd travelled quite a distance in one day, and both plane and pilot were still in good shape. Not bad for a beginner.

The owner of the bar, another good samaritan, loaned me his truck to take all my gear to my room. The bar had every kind of service except gas, so the owner let me have 25 litres he had stored in his garage. The room price was the lowest I've ever had.

I put my radio battery back on a charger overnight and the next morning it seemed to be working. It was a lovely calm day and I headed for Swift Current to land and refuel. Once  
*(continued on page 6)*

(PAGE - continued from page 5)

there, I couldn't use my bank card, so I had to take a taxi into town.

A word of advice. Pilots should carry a credit card and lots of money to save themselves costly trouble. Most airports are miles out of town and taxis cost a bundle. In this case, the trip to town and back cost more than the bloomin' gas!

I winged my way out of Swift Current enroute for Moose Jaw. Now, I know this is getting repetitive, but my radio was dead again. I landed at Moose Jaw and of course, there was no one there to fix the cursed thing. So just to add a bit more spice to my life, I had to go on NORDO. I wondered if someone was trying to tell me something.

I hitched a ride into Moose Jaw and phoned Regina Flight Service asking for permission to cruise over top of the city. I was flatly denied so I had to reroute and go around Regina. I was trying to read my map and use it as a sun shade at the same time. So it's no surprise that I inadvertently wound up flying over the forbidden city. I made a turn and scooted right out of there.

I flew on to Moosomin, where I refuelled. I was advised to go on to Souris Manitoba, an old military air base, because it's uncontrolled. I flew the leg and stayed the night there.

The winds were picking up the next morning as I arrived at Portage La Prairie, a community with two airfields, one right in the center of town. I tied down for the night and caught a ride to a bed and breakfast. There was even a pool and a lake out back. Best of all, there was a fellow six doors away who fixed the hexed radio. I thought it'd be nice to use it once before I get home.

The owner of the B&B kindly drove me to a gas station and back. With that chore done, I forced myself to laze about in the pool. I had supper with the owner and his family and found them all to be wonderful people running a very nice place.

A thunder storm that night led a bunch of cloud and rain into the region the next day. I headed out for Steinback anyway, but conditions were poor VFR all day. I had to lay over at Steinback, but I wanted to go much further.

The next morning was still foggy, grounding me until 10:00 a.m. I took



Don Leonzio (2nd from left) with family and friends at Dryden, ON

off and caught up to the weather at Falon Lake. I had to land, so I tried to make it down on the Trans Canada Pipe Line. I hit hard, and the terrain was very rough, so I powered up again just in time to clear the trees.

I went on to Kenora, Ontario where I discovered I had a bent axle. The wheel was still usable, though, barring any more mishaps. I stayed the night there.

The next day I found myself getting excited. My destination, Dryden, was a mere 75 miles away. The winds were strong that day from the southeast so I had to crab for mile after mile. It was a

fight all the way. Finally, Dryden lay dead ahead.

What a feeling! I was really there, alive and in good shape!

It was a marvellous journey. My airplane performed superbly, cruising 55 - 60 mph (I had a new axle in two days), and the scenery was diverse and awesome. I had a good visit with my very surprised family and then lit out for home.

The trip home was just as good, and I can tell you this - if I had more time, I would still be going.



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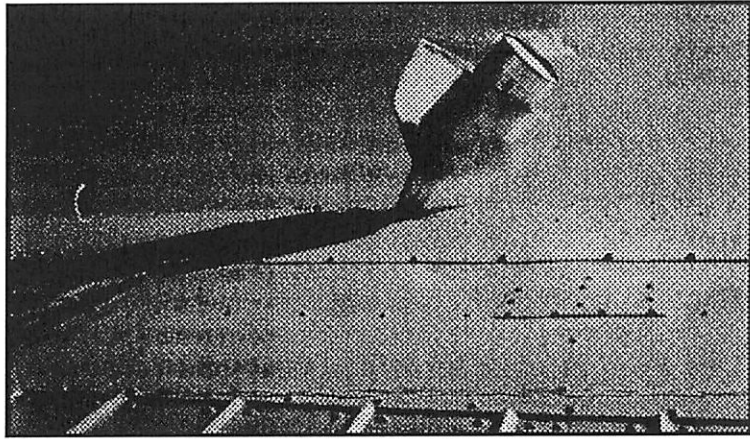
A recent story from our Western Region RASO, Inspector John Pearson, prompted a review of some refueling practices, a subject already covered quite thoroughly in this publication, particularly *Maintainer 2/87* which contains some important observations.

The latest horror story concerns the pilot of a Cessna 172 who performed an act of environmental friendliness during his pre-flight check by draining about a litre of fuel from each tank into a metal can. The fuel appeared clean and free from water so he decided to pour it back into the aircraft tank, using a plastic funnel with a chamois wired to the funnel in an attempt to dissipate static. While pouring the fuel he noticed flames around the filler neck. He managed to put them out using the entire contents of one fire extinguisher and most of a second, and suffered third degree burns to one hand.

Although the aircraft was inside a hangar with fans running overhead, the air was cold and dry, so probably the draining and general sloshing around of the fuel in the can caused a charge to build up in the fuel, the chamois, the plastic funnel and possibly on his person. These were ideal conditions to create a spark that set off the fuel vapor in the funnel and around the filler neck.

The Shell Oil company has stated that polyethylene plastic containers and funnels should not be used for refueling aircraft. Plastics have insulating properties which can accumulate static charges. High density polyethylene containers made from pure material are OK, but you must take extra precautions and there are certain standards to adhere to. If you aren't sure about the plastic refueling equipment you are using, then use metal cans and funnels. These are safer if used properly.

Here is a synopsis of another horror story published in *Heliprops*. The pilot/owner of a Luscombe was using a 16-gallon plastic polyethylene jug



Transferring fuel to an aircraft with a plastic container and funnel as demonstrated above can be dangerous.

rigged with a schrader valve to dispense gas by air pressure, having already transferred more than 400 gallons by this method without incident. On this fateful occasion he was using the local service station gas pump. The 16-gallon jug was behind the driver's seat of his car. He was using a plastic funnel with a metal screen. He lifted the funnel to check the contents, then added a bit more fuel. As the fuel stopped running, he lifted the gas nozzle to avoid spilling the last few drops. Suddenly the gas in the funnel burst into flames. The fire quickly spread out of control. Ignition was probably from static electricity in the swirling gasoline, and discharged through the funnel to the grounded hose. The pilot received extensive burns and took four months to recover.

Here I should mention ultralight refueling methods. Most ultralight refueling I have observed appears dangerous, particularly if we consider the hazard criteria described above. Ultralight publications never deal with this subject, nor have I ever heard of an ultralight refueling fire. If you know of a case, I would like to publish it. This begs the question, what are the ultralight pilots doing that is different? I see them using plastic funnels and cans. I see them

refueling without a ground wire. I see fuel spills around and over the aircraft. I can think of only two major differences: the addition of oil to the fuel and possibly smaller sized containers. Does this mean we may see ultralight refueling fires when more machines have oil injection or four stroke engines that require an oil free gasoline?

There seems to be an element of luck in transferring gasoline that breeds complacency. The long transfer of over 400 gallons without incident certainly trapped one unlucky pilot! I would hazard a guess there are many pilot-rigged fuel systems out there just waiting for the right conditions to go "Bang".

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## News... ...from the Blue

### Quiet Chopper For Canyon Tours

Vertical Aviation Technologies, manufacturer of the Hummingbird four-seat kit-built chopper, has developed a 10 passenger helicopter designed to fly quietly over noise sensitive areas like the Grand Canyon. The Whisper Jet, as it's called, is a highly modified Sikorsky S-55, and sells for one million dollars a copy.

### Give Me A Cigarette, Or Else...

Orient Aviation Magazine says non-smoking flights lead to increased violence and abusive behavior among passengers on airliners. Quantas, for instance, has recorded an incredible increase in passenger violence, and the airline figures it's because some passengers (78% of whom are afraid to fly) calm their nerves by smoking. One KLM passenger actually stabbed a cabin attendant when he was told to butt out.

### Manufacturer Failed To Warn ATR 72 Operators

The NTSB report into the 1994 fatal crash of an ATR 72 (similar to a Dash 8) says the plane's manufacturer failed to disclose to its customers that the airplane had serious deficiencies in icing conditions. The NTSB also criticised the FAA for relying so heavily on ATR's data when certifying the design.

### Flying Club President Fakes Own Death

The president of a Seattle-area flying

club has been charged with trying to fake his own death. David Novak was charged after he allegedly ditched his plane in the water near Seattle, then swam ashore. The incident triggered a massive search effort.

### Aerial Spraying, With A Twist

A five-year old boy on a flight from L.A. to Honolulu discharged a can of pepper spray in the airplane's cabin. The captain declared an emergency. Four passengers received medical treatment on landing, and another was taken to hospital. The boy's mother carried the spray for personal protection, but carrying the spray on an airliner is a federal offence.

### Understatement Of The Year

A Trans Air Boeing 727 recently experienced an in-flight emergency cabin decompression which caused the captain and one flight attendant to pass out. The co-pilot flew the airplane to a lower, safer altitude and the crew members recovered. A Florida newspaper quoted a company spokeswoman as saying, "Had both pilots lost consciousness at the same time, there would have been some delay in getting the plane down safely".

### Play That Funky Music

A pirate radio station recently took to the airwaves and obliterated the ATC frequencies at Israel's Ben Gurion Airport with Hebrew music, forcing the airport's closure for more than three hours. One landing aircraft used 121.5 to land, while others either diverted or were kept in a holding pattern.

### Aircraft Mechanic Dies Inside Wing

A United Airlines mechanic died in a

freak accident inside the wing of a Boeing 767 at Washington Dulles airport. He was working on one of the plane's fuel tanks when he was overcome by noxious fumes. He was lodged in a very confined space and it took rescuers over an hour to free him, by which time he had died.

### Crash Stats

The U.S. AOPA has released it's report on 1995 general aviation accidents and concludes that some pilots are still making the same old mistakes. 65% of accidents last year were pilot related. 19% of fatal crashes were weather related. For fixed-gear singles, 36% of fatal crashes occurred during "maneuvering flight", mostly during unauthorised low-level flying. 47% of all accidents occurred during take-off and landing though most of those were non-fatal.

## Calling All AirHeads

We try again to discover those among us who would know the answers to such questions as these. The answers are elsewhere in this issue.

1) In WWII which airplane was known as "Fork-tailed Devil, which was known as "Whistling Death"?

2) Which modern military jets are known by their crews by the following nicknames: the "Hog", the "Vark", the "Rhino", and the "Electric Jet"?

3) See if you can name the kitplane manufacturer that is based in each of the following locations: Kindersley, Sask.; Moline, Illinois; Hays, Kansas; and Mascouche, Que.

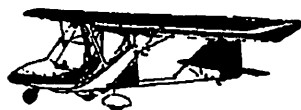
4) What does the term ARCAL mean, as used in the Canada Flight Supplement?

5) Which three countries formed the consortium to develop the Panavia Tornado?



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# One Pilot's Opinion

by Bob Kirkby

## Another Summer

As the leaves begin to fall I sit here reflecting on another summer about to bite the dust. I did very little flying this summer compared to most, managing to fly to only one fly-in breakfast. That was a treat though.

Early one Saturday in June, Wilf Stark and I took off from my place in my Cherokee. Twenty minutes later we touched down in Three Hills where we found Stu Simpson anxiously waiting for us on the ramp. We loaded Stu hot and immediately took off for Wetaskiwin to make a fuel stop. Wetaskiwin is the best place in Alberta to buy 100LL. They have a self-serve system set up and at that time the price was \$.73/litre compared to the \$.83 to \$.85 being charged by everyone else in the province. I don't mind pumping my own fuel for \$.10 a litre savings.

After refueling we climbed back into the Cherokee, but not before I checked everyone's shoes. The ramp had recently been coated with that black goopy stuff and I was fretting over the

new carpeting I had just installed. Back in the air, we headed for the grub at the Josephsberg Airport annual fly-in breakfast. Josephsberg is just outside the Edmonton terminal area on the east side. I discovered something better than GPS for navigating - Stu can smell pancakes 60 miles away!

Although we were the last to arrive at Josephsberg, there was still plenty of food left. We filled our bellies then spent an hour looking at airplanes and chatting with the locals. There were plenty of ultralights, homebuilt and conventionals from around the Edmonton area.

Just as we were about to start up for the trip home a gentleman came running across the ramp towards us waving a small object. I thought I must have left my wallet behind, but instead he presented us with a plaque for having flown the farthest distance to attend their breakfast. What a nice touch. I now have the plaque hanging in my hangar.

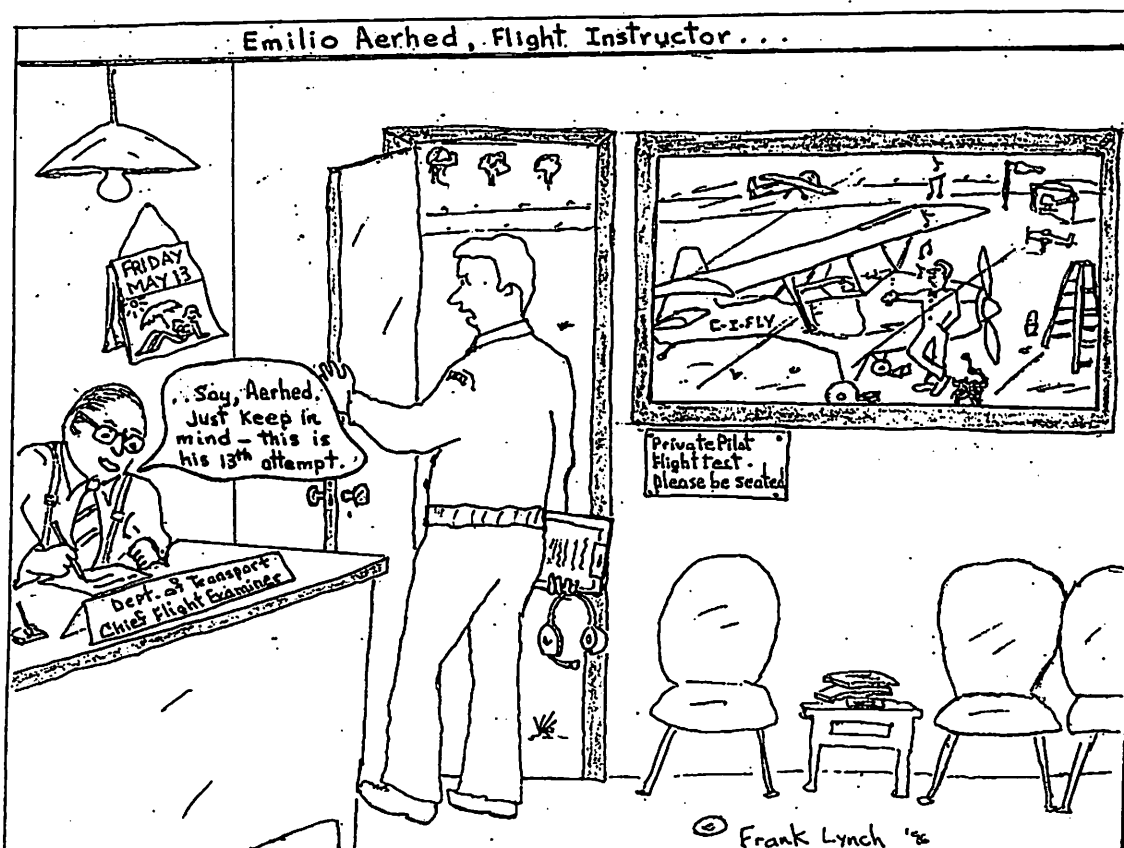
The trip back to Three Hills was very enjoyable, but longer than expected due to a 25 knot headwind. We dropped Stu off on the ramp half an hour late for a birthday party, but didn't hang around for the consequences.

A short hop back to Kirkby Field for Wilf and I completed a great morning of flying, eating and chumming around.

Thanks for the memories guys!

## AirHeads Answers

- 1) The Lockheed P-38 Lightning, and the Vought F4U Corsair, respectively.
- 2) The Fairchild A-10 Thunderbolt II, the General Dynamics F-111 Aardvark, the McDonnell Douglas F-4 Phantom II, and the General Dynamics F-16 Fighting Falcon.
- 3) Rotary Air Force (gyroplanes), Quad City Mfg. (Challengers), the RANS Co. (Airaile, etc.), and Ultravia Aero (Pelicans).
- 4) ARCAL means Aircraft Radio Control of Aerodrome Lighting. It's a system where pilots can activate airport lights by keying their radio mic in a set manner.
- 5) Great Britain, Germany, and Italy developed the Tornado.



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