



# Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

December 1996

## President's Message

by Ed D'Antoni

The December and January meetings of CUFC are being held on the second Thursday of the month at the Museum of the Regiments. It is with regret that our November meeting ended a long association with the RCAF Association wing. Thank you Helen and Art Hill for "being there" for so many years. Your presence will be missed by all. You'll always be welcome to visit us at any meeting or function.

I'd also like to thank Lenore Crane, Civil Aviation Inspector Aviation Licensing, for her November presentation on CARS. Lenore provided us with some interesting and very informative data on the new rules of Canadian flying

(see related story in News From The Blue).

Bushmaster designer, Dr. Dave Marsden has a new all-metal aircraft called the ARV Griffin. The Griffin has a gross weight of 1500 lbs and can carry a payload of up to 800 lbs. With care it can be built and registered as an ultralight. At least three Griffins are now flying. Dr. Marsden received basic flight training with the RCAF in Harvard's and was flying T-33's in 1955. He then received an Athone Fellowship which allowed him to earn a Masters Degree in Aeronautical Engineering from Cranfield College in England. He returned to Canada where he worked for NRC in aeronautical research. He received his doctorate in aerospace engineering in 1964. Dr. Marsden will be our January guest speaker.

The past November has to one of the coldest and snowiest on record. It

certainly curtailed many a pilot's efforts to get some air time. Weather like that makes one look hard at full enclosures, cabin heat, and skis. Hopefully December, and the rest of the winter, will be more suited to aerial pursuits. Until next month, keep the tips up.

## Ultralight Pilots Wanted

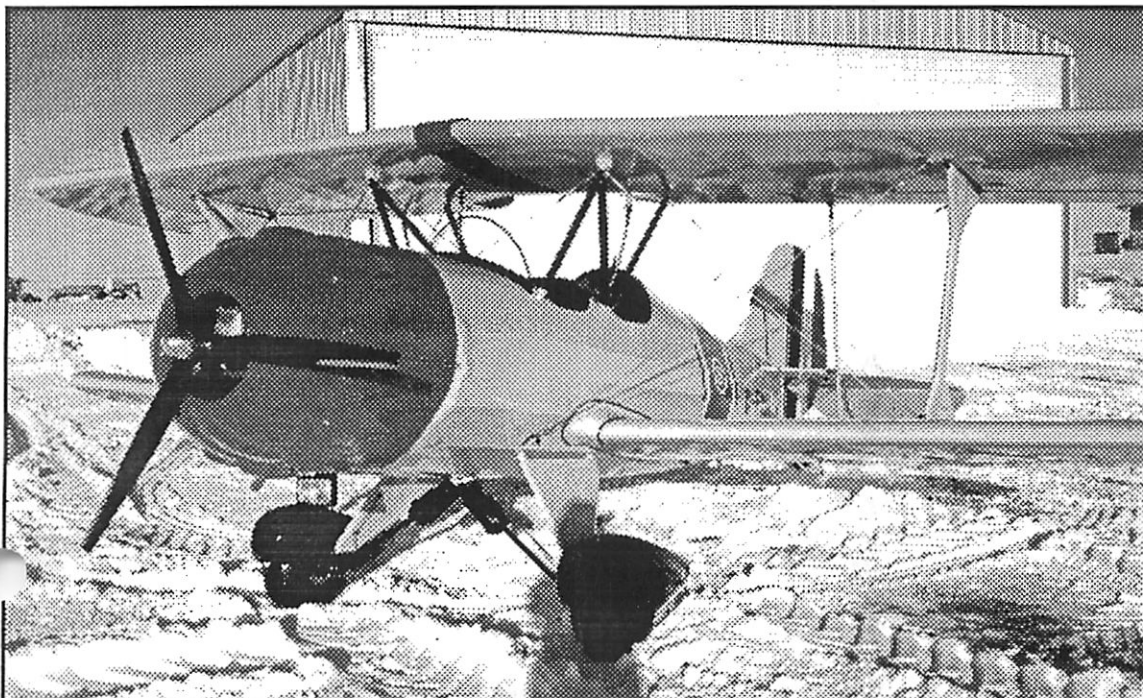
CUFC President Ed D'Antoni has been corresponding with an American student who is studying whooping crane habitats. She tells D'Antoni she's looking for ultralight pilots to help spot nesting sites from the air. The following is the letter she sent to Ed outlining the project.

Dear Ed,

I sincerely appreciate your response to my e-mail. The following is a description of my graduate research in Saskatchewan, Canada and proposal to use ultra-light aircraft to conduct sandhill crane nest surveys.

I am enrolled at the University of Wisconsin - Stevens Point. I am pursuing a Master of Science degree in Natural Resources, with an emphasis in Wildlife.

Project Background: In the 1980's, U.S. and Canadian officials developed a Whooping Crane Recovery Plan. In an attempt to stabilize the existence of the species in the wild, the Plan calls for  
(continued on page 2)



Bernie Kespe's magnificent Murphy Renegade is completed and passed its amateur-built inspection with flying colours in early December. Bernie chose an early US Navy trainer colour scheme - grey, yellow, red and black.

**(Wanted -  
continued from page 1)**

Establishing two additional wild populations. In 1992, an experimental reintroduction of whooping cranes was initiated in central Florida. The Plan also calls for a second population in Canada, with its wintering grounds located in the southern U.S. Scientists hope to establish this flock by using ultra-light aircraft to guide young birds along a new migratory pathway.

My study area, located in southeastern Saskatchewan, is within the historical breeding range of the whooping crane. 1922 was the last year whooping cranes nested on the prairies. Before this, both sandhill and whooping cranes nested in the same wetland complexes. The two species share similar biology.

Around 3-4 years of age, birds form pair bonds and mutually defend the same territory year after year. Both adults share in nest building, incubation, and chick rearing. Since the two species are similar, a study of sandhill cranes provides information on the suitability of the study site to support a reintroduced population of whooping cranes. My thesis involves developing a predictive model of crane habitat in the region known as the Aspen Parkland.

To my knowledge, no one has used an ultra-light aircraft to search for crane nests. If the technique is successful, the pilot(s) and myself could co-author and publish a technical paper. Also, assessment of the site (from a pilot's perspective), would be printed in a report to the Whooping Crane Recovery Team.

**Study Area:** The main study area is located just south of the city of Yorkton, Saskatchewan, and west of the town of Saltcoats. In 1996, I found 4 sandhill crane nests by foot. Given this small sample size, it is imperative I find additional nests in 1997, the last year of my research.

There are numerous wetlands located south of Yorkton that may support nesting cranes. (I am mailing study site maps and a map of known sandhill crane presence in Saskatchewan to you.) I am also interested in locating nests anywhere within the Aspen Parkland, so I am trying to find more information about their nesting locations. These locations may include wetlands located near the cities of Carlyle, Wakaw, Humboldt

**Survey flights:** Flights will have to coincide with the initiation of nesting. In 1996, cranes began nesting in the study area in early April and eggs were hatched by early to mid-May. Nests were located in shallow water along the perimeter of wetland basins, so searches would be concentrated in this type of habitat. Pilots would fly predetermined transects over wetland basins and try and spot nests or crane pairs. Myself and a field assistant would spot from the ground. Cranes are most active in the morning, and are always on the alert for aerial predators. I believe they will vocalize in response to a low flying aircraft.

I am unsure how to estimate flying time. Transects would be flown at an optimal (most likely low) speed and length of flight time would depend on the size of the wetland basin plus travel time between marshes. I estimate it would take at least 3-4 days of flying around the Yorkton area in addition to time in other areas.

**Lodging:** I am renting a farm house just outside the town of Saltcoats. There is plenty of room for a pilot and his or her family to stay. If this is not acceptable, there is alternative housing available in Saltcoats.

**Pilot fees/Flight costs:** Interested pilots should submit cost estimates.

This is the project in a nutshell. If anyone is interested, or has more questions, please contact me. My full address is: Ann Burke, Graduate Student, c/o College of Natural Resources, University of Wisconsin-Stevens Point, Stevens Point, Wisconsin 54481-3987. Phone: 715-

346-2025, Fax: 715- 346-3624. E-mail: aburk774@uwsp.edu. Looking forward to hearing from you.

With best wishes,  
Ann Burke, Graduate Student



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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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# Winter Flying

By Andy Gustafsson.

unday morning, ten o'clock, -25 C. The sun is shining from a blue sky. There's one foot of powder snow and not a breath of wind. It's a perfect day to go skiing. In this case the skis are attached to my Challenger II ultralight.

After a thorough walk-around and refueling, I make sure the engine is warm before I throttle up to full power. The cold air has my airplane off the ground in less than 100 feet; the performance is simply breathtaking. There's not a ripple in the airmass.

Leveling out at 4000', I'm surprised to see the air-speed indicator showing 80 mph at 5800 rpm. The small carburetor adjustment I made earlier has the 503 singing like a fine tenor. My cabin-heat system doesn't deliver as much heat as I would like, even when the CHT shows 310 degrees. I guess the cold air just goes through the engine too fast to be heated efficiently. But the sun helps to warm up the cabin and my inside thermometer points at a toasty seven degrees.

Well away from all houses and farm yards, I find a field that must be at least 2 miles long. I can't resist the temptation of doing a low pass over the perfectly smooth snow cover. At 5000 rpm, I'm flying at 65 mph right on the deck. That's a real rush. I find myself following some tracks in the snow when I suddenly come upon a lone coyote hunting for mice in the straw beneath the white blanket. He's too

busy to pay any attention to me. I see four or five more coyotes further ahead. One of them disappears in to a culvert, only to come out the other side.

Rounding a stand of trees, I climb back up to 500' agl and announce my intentions to the Kirkby traffic. But the only reply is silence. Kirkby Field comes in to view, but there's still no life-signs. My touchdown is almost unnoticeable in the soft powder. The whole place seems deserted and the snowdrifts are 4 feet deep in front of the hangar doors. I'm ready to leave when Bob hollers for me to come in for coffee. We chat for a while and then I'm off again, headed for Indus-Winters.

A bank of ice fog sits off to the south, right over the Bow river. It seems the whole landscape shivers in the crisp cold. I advise Indus traffic of my plans, but again, nobody is there to hear me. I'm ready to turn back north when I see three figures on the ground waving. After landing on runway 27, I find out that these guys have taken their flight training at blue Yonder and have driven in from Cranbrook to take their written test.

The sun starts to hide behind the fog bank. It is getting colder. My engine, shut down for the last 20 minutes, needs some choke to get started. The pull-start works easily, thanks to the cog-belt reduction drive, and the engine fires on the second pull.

The climb out is very steep and I have to keep telling myself to lower the nose; 500' is accomplished in a surprisingly short time. Turning north gives me a 4 mph tailwind, according

to Calgary's ATIS.

I decide to check out the conditions at Chestermere and so descend to dip my skis in the frozen powder. As there are no snowmobile tracks on the lake, I decide not to land. The deep snow could have insulated the ice, keeping it thinner in places. The Chestermere Inn beckons warmly, but I press on home to be on time for supper. I check the temperature after landing and find it's -27 C. I'm sure glad that I have a good enclosure. Without it, this wouldn't have been possible for anyone but the hardest (and I am just not that hardy anymore).

It has been a truly solo flight and I can't help wondering where everyone is. Cold weather flying can be the very best of the year. In fact, it's more like floating or soaring due to the thick and stable air. And with skis at the end of your landing gear, anything white is a runway. This is ultralight flying at its finest.

So get your airplane ready for winter and discover a new dimension in the world of flight. As much as I dislike winter and cold, if you can't beat it, make the best of it.

## Classified

**Beaver RX550** - 70 hrs on new 503 Dual CDI, brakes, wheel pants, intercom with 2 headsets, ballistic chute, spare prop, wing covers, beautiful shape, full instruments, at Invermere BC. \$8500. Jim Miller 250-342-9006. (11/96)

**Trade** - for 2-place enclosed U/L or AULA - custom built Western Star 1-ton, Dual Wheels, good 5th wheel hauler, trophy winner, show condition, too much to list, appraised value \$38900. Jim Miller 250-342-9006. (11/96)

**T-Hangar** - for rental at Kirkby Field, 30ft wingspan, \$60/month. Bob Kirkby 569-9541. (11/96)

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

**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)

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## Member Profile

by Wilf Stark

Our Ultralight Enthusiast of the Month is a captain in the Calgary Fire Department who has flown ultralights since 1981. Don Rogers has owned and flown 2 Lazairs, a Chinook-2, and currently flies a rugged Husky Norseman 2-seater (tube and fabric, 503-powered) tail-dragger.

Back in 1981, after years of dreaming about flying, Don decided to act and inquire about ultralights. The EAA steered him to the local Calgary chapter who suggested that he should attend their next meeting. They would be featuring a guest speaker, who would enlighten folks about ULs, and who was also a dealer for UL products. This guest was Jim Creasser, another long-time member who will be featured in a future profile.

Don caught the bug and ordered a Lazair kit, which he built over the following few months. He also had to learn to fly. In those days, one learned by reading and doing LOTS AND LOTS of taxiing, as per the Lazair manual. There was no such thing as a 2-place UL so learning to fly a UL could be a daunting task. Don did take some Cessna 150 time, to help him 'get the feel'.

After graduating from Lazair ground-time, he committed to air and proceeded to climb. Sadly, one of the two Rotax 9 hp engines quit on climb-out. Don's pre-occupation with staring at a silent engine left him too



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busy to notice that he had stalled, nosed over, and headed straight for the ground. Only after the nose was firmly buried, and tail straight up, did it become apparent to him that things can happen fast, even in a slow UL. Don walked away without a scratch which clearly shows that all that dreaming caught the attention of the resident ultralight guardian angel who must have decided to stick close to this novice.

Don bought another previously-flown Lazair right away, so he could continue to learn to fly while rebuilding his first. He finally mastered these beautiful flying machines, and then put about 100 hours on his second and 200 hours on his first Lazair. He even managed to put a third

engine on his first machine, in pusher configuration, for extra help during Calgary climb-outs. Don has to be one of the very few ultralight pilots anywhere with multi-engine time.

The desire for a two-place aircraft led Don to buy a Chinook II next. More than 150 hours were put on this machine before he decided it was time to graduate from a tandem to a side-by-side machine. He eventually sold his Chinook and bought the Norseman.

Even prior to the Norseman, Don has spent many delightful hours flying to far away places. He's been to Medicine Hat, Drumheller, Peace River, Red Deer and many other places in-between.



Don Rogers' Husky Norseman during a summer adventure.

Photo by Jim Corner

Along with his joy of flying, Don states that he's also been enriched by the many fine people in the UL community. This sentiment seems to surface again and again by all those I've talked to about their passion for flying.

Don can be reached at 242-6549, if you would like to speak with him further.

Next month, we'll feature a more recent member who has come up with a novel way of building his airplane. Stay tuned.

\*\*\*\*\*

# News... ...from the Blue

## Corner's Kitfox Crashes

CUFC member Jim Corner was uninjured when his float-equipped Skystar Kitfox crashed on November 7th. Corner was approaching for landing on the Ghost Reservoir, west of Cochrane, when the Kitfox's engine suddenly dropped to about twenty percent power. Corner managed to dodge a series of power-lines as he aimed for a pond about fifty yards long. He set down and the plane ran up on the rocks at the edge of the pond, eventually nosing over upside down. Corner says the floats took most of the impact, but there is also damage to the prop, wings and tail. He suspects a blocked fuel line as the cause of the engine trouble. He'll offer a more complete report when his final analysis of the accident is finished.

## Kespe's Renegade Gets Thumbs-Up

Club member Bernie Kespe had the final inspection on his Murphy Renegade December 3rd. Transport's Amateur-Built Inspector, Hal Schwarz, gave the plane thumbs up for flight and noted only six minor deficiencies. Our congratulations to Bernie for his accomplishment and his outstanding workmanship.

## UL Permit Replaces UL Licence

Transport Canada has renamed the ultralight pilot's licence as a permit. TC invoked the new certificate, called the

Pilot Permit - Ultra-light Aeroplane (PP-UL), to conform to ICAO standards. Under the ICAO agreement, a licence grants privileges outside the issuing nation, whereas a permit does not. In addition, Transport eliminated the commercial UL licence entirely and replaced it with an instructor's rating added to the PP-UL. Transport is mailing the new permits to all UL licence holders.

## Frank Whittle Dies

Sir Frank Whittle, "the father of the jet age", died at his Maryland home in August of lung cancer. He was 89. Whittle's pioneering work in the RAF on the first jet engine in the 1920's and 30's raced against that of German designers. But Whittle constantly ran into political road-blocks. Thus, Britian fell behind Germany in jet development. Whittle's jet engine patent was eventually sold by Britian to the US, and several copies of the engines given away to the Soviets in the late 1940's. Whittle left the RAF after WWII and became a consultant. He moved to the U.S in 1976 with his second wife.

## Farmer Fuming Over Frequent Fast Flyers

An English farmer, miffed by the constant noise of RAF training jets flying over his house, made his feelings quite well known recently. He painted 'Piss Off Biggles' in large letters on his barn roof. Seems he only made things worse, though. He now gets more traffic than ever from jet pilots wanting to get a look at the unique landmark.

## Another Kit Maker Makes Good

Cirrus Design Corporation has received 125 firm orders for its composite four-seater the SR-20, and FAA certification is expected in the summer of 1997. The design originally hit the market in the 1980's as a kit-built composite plane. The SR20, which looks similar to a fixed-gear Lancair, will be built in North Dakota and will feature a parachute recovery system.

## Got Their Mords Wixed

Someone pulled a boner at the Farnborough Airshow last summer when they posted a sign near an example of FLS Aerospace's Optica observation aircraft. The sign read, in part, "Four Opticians have been successfully deployed to Spain on firefighting duties." Maybe the sign writer had smoke in his eyes.

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

...You do a negative-G maneuver in your aerobatic plane and get tossed out through the canopy. That's what happened to Phil Knight of the U.S. Aerobatic Team. Knight's harness failed during a -6g outside snap-roll and he was thrown part way through the canopy of his Extra 300S, jamming his head and shoulders. He was unable to reach the control stick, but could reach the throttle, which helped him gain enough control to get back inside and land safely.

## Calling All Air-Heads

You might be an Air-Head if you know the answers to these questions. If you don't, they can be found elsewhere in this issue.

1. Who was Lockheed's famous Skunk Works aircraft designer, and what was the fastest plane he designed?
2. In American military aircraft nomenclature the letter "F" means fighter, "C" means cargo, etc. But what does the letter "Y" signify in an aircraft's designation? (eg.YF-12A)
3. In simple terms, what is Bernoulli's Principle as it relates to aerodynamics?
4. What are the most visble differences between the Boeing 737-200 and the 737-300?
5. What is the cruising speed of the Zenair CH-701 when powered by a Rotax 912? Who designed the airplane, and what was the fastest airplane he ever worked on?

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# Stupid Camera Tricks

by Stu Simpson

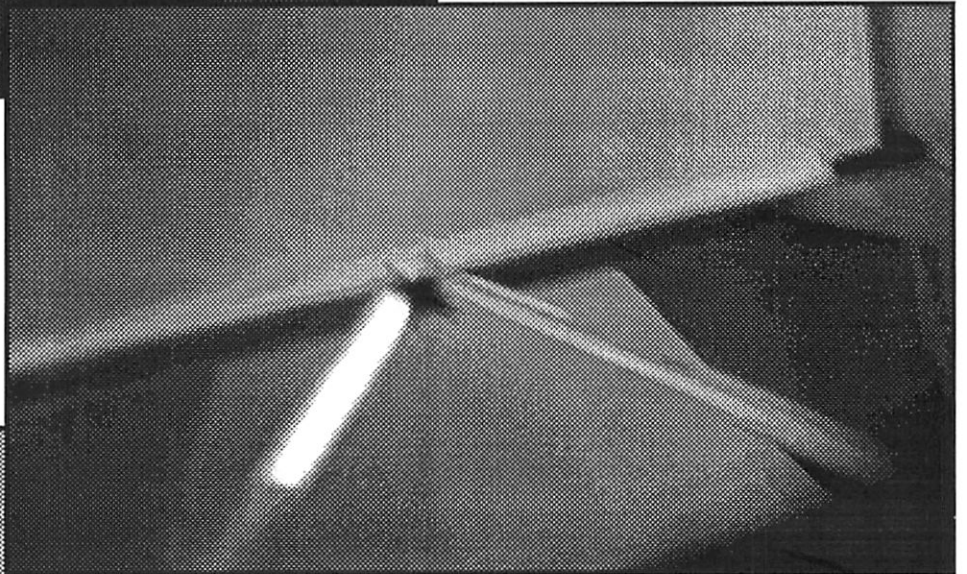
Here's a collection of pictures that never quite made it into the photo album and it's not too hard to see why. I hope you enjoy them.



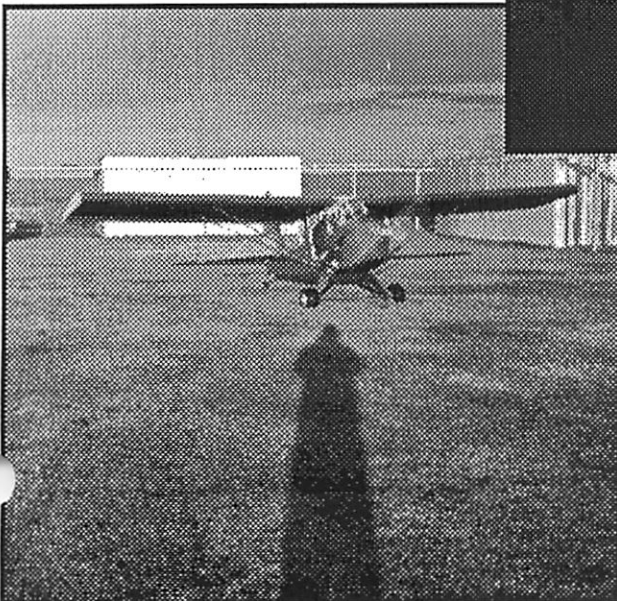
*"This is absolutely the LAST time I fly with a hangover."*



*"Here's a picture of my glove. And, hey look! There's an airport in the background."*



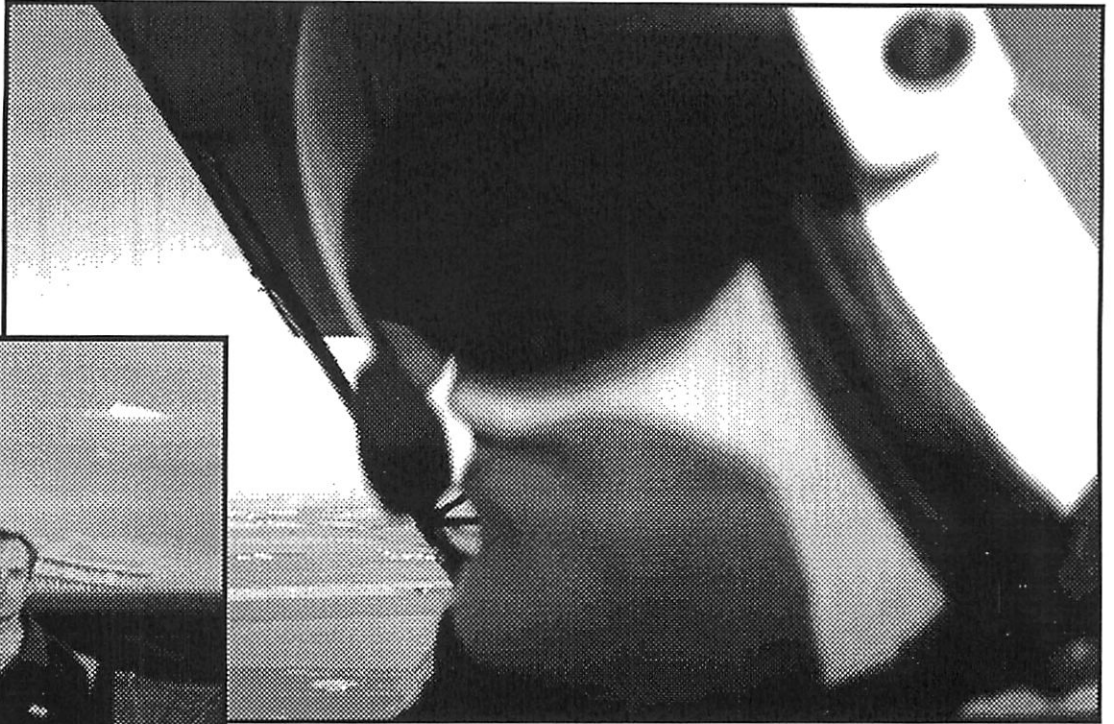
*"Is this what they mean when they talk about the airplane's ceiling? I don't get it."*



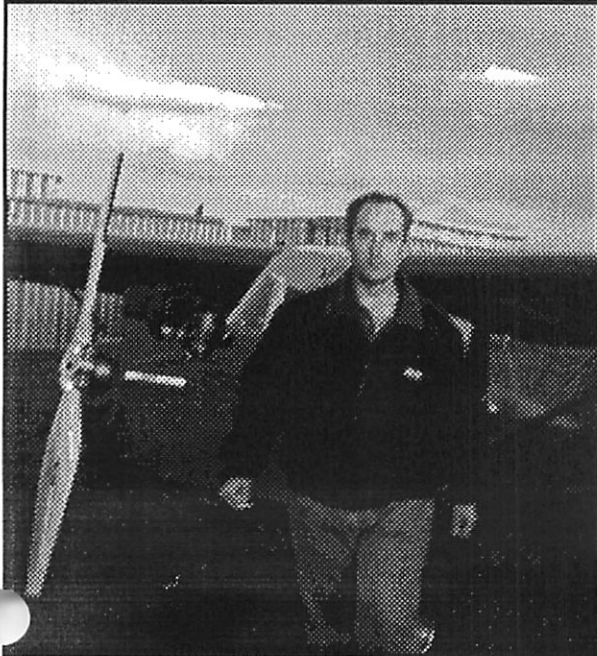
*The man taking this picture is very tall.*

*(Photo by Brian Vasseur)*

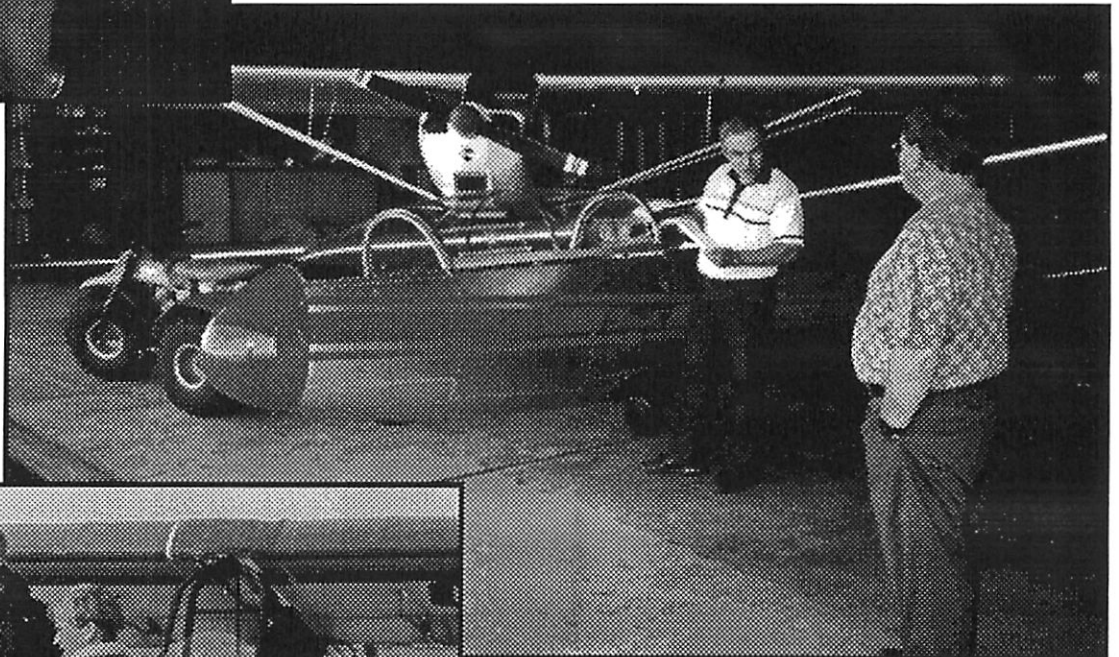




Said one june-bug to the other: "Didn't I tell ya, Morty? When ya see 'em up close, these humans look like us."



"What'd you just call my mamma!?"



"For the last time, Ron, this airplane doesn't HAVE an engine!"



"So, is this a stick-up, or are you just ugly?"



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

### Europa, Meet BMW

Europa Aviation is currently testing a BMW motorcycle engine in its one of its Europa kitplanes. The company is seeking an alternative to the very pricey Rotax 912 and 914 power plants. Europa recently finished evaluating a Wankel-type Mid-West GAE 100R rotary engine.

### Will GPS Be Ready For The Millennium?

The computer world is getting pretty jacked up about January 1st, 2000 when many computer clocks, and their respective systems, are expected to fail. But GPS receiver manufacturers say they are currently writing software to allow receivers to keep right on functioning thru the time change. In August or September 1999, older GPS units could be fooled into reverting to the start of the GPS time standard, which began in January 1980. If that happens, the receivers will be looking for their satellites in all the wrong places. Better check with your GPS manufacturer.

### It's Raining Airplanes

Three separate incidents of parts falling from airplanes have gained attention in the U.S. lately. In one case, a Boeing 727 out of New York La Guardia shed a 10" long guide vane which hit a car whose owner - an airline mechanic - was working on it. The next night



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another 727 lost a 40 lb section of leading edge slat which caused a 2" gash in a road. The plane landed safely. And finally, an F-16 dropped an external fuel tank while approaching for an emergency landing at a Texas air force base. The tank went through the roof of a house. There were no injuries.

### Oh, Those Russians

A Russian Il-76 transport plane was spotted recently in Cyprus in an odd state of disrepair. One of the tires on the left main gear had worn through to the canvas inner lining, and a skin rivet on the belly had been replaced with a screw and bottle cap. The windshield also sported a large crack that the flight engineer dismissed as trivial. The Ilushyn later took off on a mercy flight into Bosnia.

### Oh, Those Cubans

Three Cuban men recently hijacked a Wilga belonging to a Cuban charter company. They demanded the pilot take them to Florida. But on the way the hijackers wanted to fly over a beach and drop leaflets protesting the Cuban shoot-down of two American Cessnas trying to aid fleeing Cubans. The Wilga was intercepted by a U.S. Customs Citation and followed until it ditched in the ocean near a Russian freighter. The plane had run out of gas. The pilot asked to be returned to Cuba, and his hijackers demanded asylum in the U.S.

## Air-Heads Answers

1. Clarence "Kelly" Johnson designed many famous planes for Lockheed, but the fastest was the Mach 3+ SR-71 spy plane.
2. The "Y" indicates the plane is a prototype. Incidentally, the YF-12A was the proposed fighter version of the SR-71.
3. Bernoulli's principle, simply put, states that as the velocity of a given fluid (in this case, air) increases, its pressure decreases.
4. The most visible differences between the two are the stretched fuselage and much larger CFM-56 engines found on the 737-300.
5. The CH-701 cruises at 75 mph with a 912. It was designed by Chris Heintz who helped design the Concorde supersonic airliner.



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