



Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

March 1997

President's Message

by Ed D'Antoni

Our annual winter bash was held on February 15 this year. It was held at Heritage Park and, as usual, was a great success with attendance of over 50 members and guests. Thanks to Bernie and Ida Kespe, and Wilf Stark for organizing and successfully carrying out this event.

The GREAT ULTRALIGHT ADVENTURE is planned for Indus to Coutts Alberta/Sweetgrass Montana this year. The route is not as adventurous as originally planned. The destination is listed as Coutts/Ross International on Aeronautical charts and flight supplements. This is one of the few, if not the only international airport you can fly into without a transponder, never mind an ultralight. The strip is East/West (07/25), 2900 ft. long, and is on the US/Canada border. Turning right off of runway 25 will get you to Canada Customs; left, US customs. The tentative dates are Aug 16 to Sept 1. I would appreciate names and phone numbers of ultralighters that could spread the word in Southern Alberta and Northern Montana.

I've been flying radio control models for over 30 years. Due to the noise factor it has become more and more difficult to find flying sights. Considerate R/C flyers will not even think about getting airborne before 9:00 AM weekdays, or 10 AM on Sundays. In fact, some nearby counties have banned the flying of powered R/C models. What does this have to do with Ultralights?-- AIRMANSHIP! Because of noise some JS counties have banned ultralights from specific areas. Good airmanship can ensure this doesn't happen to us.



We regularly drop into numerous small strips throughout the countryside. Before starting out on a day of Sunday Flying make an effort to determine procedures for landing strips along the way, and whether or not visitors are welcome. Generally, prior approval is required before landing at any private strip. Olds/Didsbury is an example of a municipal airport where prior approval is mandatory prior to landing.

When landing at a private strip we should be cognizant of the surroundings. Every first approach
(continued on page 2)

HAWC1 Wins Prestigious Award

The Helicopter Association International has awarded the Calgary Police Air Services Unit the prestigious Airborne Law Enforcement Award for the unit's work with HAWC1, Calgary's police helicopter. The Air Services Unit is the first non-American unit to win the honor since the award's inception more than 20 years ago. It's also the most junior unit, having been in service less than two years. ASU's Chief Pilot, Jeff Calvert, says the unit won the honor for its excellent arrest, safety, and public relations record.

Message - continued from page 1

should be done as a precautionary landing. The first pass should be made well above 500 ft. looking out for houses, out-buildings, and animal paddocks. Don't forget about other obstructions such as powerlines. Plan your approach to avoid, if possible, all of the above.

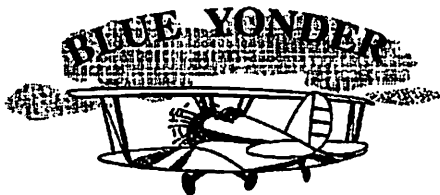
After landing make sure your aircraft is off the runway. If there is a tie down area, taxi there, no matter how far away it may seem. Make sure you announce your arrival to the strip owner. When landing at quiet airports such as Beiseker, Drumheller and Rocky Mountain House don't park your aircraft in a semicircle in front of the terminal building. I once saw a provincial government King Air drop off a local politician on the runway instead of the terminal building because of inconsiderate parking of aircraft.

I'll have more on airmanship next month. Happy flying!

The CUFC Annual Dinner

by Wilf Stark

Our dinner, held at Heritage Park's Millarville Hall was a resounding success. 52 people attended. Everyone enjoyed the buffet, both quality and quantity. The staff was thorough, the hall comfortable, and I sure enjoyed Frank Lynch's pre-dinner piano-playing.



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Calling All Airheads

This month's quiz was provided by Jim Creasser.

1. Can you name the original production engine(s) used on the following ultralights?

- a) Weedhopper
- b) Kolb Flyer
- c) Lazair

2. What does the abbreviation VNE mean?

3. The stall speed increases by _____% in a 60 degree bank?

4. At least _____ threads should show on an AN bolt using a Nylock or Fibre lock nut.

Over \$375 was raised at silent auction, thanks to everyone who brought donations, and to those who bought them. We'd especially like to thank Marv and Annye Burke of the Heritage Galleries, whose generous donation of 2 aviation prints contributed a full third of the money raised. Thank you Bernie Kespe for talking to the Burkes.

Hopefully we'll repeat this event next year, maybe at the same place. The only thing we'll do differently is to make the arrangements earlier, to allow people to let us know they'll attend without the time-consuming telephoning that was necessary.

Please give us your feedback on how we can improve our annual dinners.

5. Not more than _____ threads should show in the above.

(Look for the answers elsewhere in this issue)

Classified

Chinook II - 1987, Rotax 503, 160 hours since rebuild, skis, tarps, excellent condition. \$7500. Don Leonzio 250-427-2046. (2/97)

Wanted - Rotax 277 free air, gear up, good condition, reasonable price. Paul Pontois 819-226-3159. (2/97)

Flight Jacket - MA1 USAF, navy blue, orange reverse, never used, size M, \$120 or trade for flight computer or headset. Ed Wowzonek 286-2664. (2/97)

Wanted - Any information and/or parts for doors on a single-seat Chinook. Ron Garnett 202-0638. (1/97)

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, fully enclosed, accommodates 30-ft 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)

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



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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 on the second Thursday of every month at 7:30pm at:

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Member Profile

by Wilf Stark

Our featured member this month is Jim Creasser.

You'd think that a 30-year veteran Calgary Fire Fighter would slow down now that he has retired. Instead, Jim Creasser is building a major addition to his home and is close to finishing his 2-seat Easy Flyer with a 3-cylinder 4-stroke Suzuki engine. He's also growing his retirement business, which supplies electronic dog fences and bark-control collars to all who care to buy. Some retirement!

Jim seems to be happiest when involved in many projects. He enjoys the challenge of trying new things; his Easy Flyer's innovations attest to that. I can hardly wait to see it fly, which will hopefully occur before summer.

Jim carries a commercial ultralight licence. He got started in ultralights back in 1979. Up to that point, he'd spent many right-seat hours in conventional small aircraft with his friend, Ken Whittington (an RAA member who is currently building a Europa homebuilt).

In the spring of '79, Jim learned about Oshkosh, went there with Ken, saw a Lazair, got the bug, ordered a kit, and arranged to become Lazair dealers for Alberta and Saskatchewan. How's that for decisiveness? His kit, serial number 75 arrived in January '80. Now Jim had to learn to fly it, from a book and trial and error. He had an upside-down landing experience in the first few hours, which is possibly why Don Rogers (see Dec. '96 Profile) felt obliged to follow suit when he first flew his

Creasser-supplied Lazair in 1981.

Jim and Ken sold over 100 Lazair kits while they were dealers. They also became dealers for Fisher's 101 wood/fabric high wing, which was a pre-cursor to the FP-202 Koala and Super Koala which are still available today. They also became dealers for the Sorrell Brothers' Hiperlight, ordering Kits # 1, 2, and 4 which seemed to help finance that fledgling company (the kits did not arrive until 1 year later). Wayne and Ralph Winters were also Jim's customers for 1 each of these 3 ultralight models. Wayne is another prolific ultralighter who will be featured in an upcoming profile.

Jim also took on the Kolb dealership, and built an Ultrastar (yup, he sold one of those to Wayne as well), which he flew for 4 1/2 years. Jim speaks very highly of that plane to this day. Judging by the hundreds still flying today, I can see why.

In the late '80s he got the famous ultralighters' bug to design his own plane. He built the Model A parasol-type ultralight (High wing/Tube/Fabric), which he flew for a few years. It now has a new owner who lives near Okotoks.

Then the gyroplane bug hit him. In '92 he ordered a 2-seat VanCraft, built it, went to California and Oregon for some flight training, and flew it for over 20 hours before selling it to a fellow in Cranbrook, B.C.

Around this same time Jim got a little side-tracked. He decided to turn a perfectly good runway in his backyard into a bunch of developed lots, all of which have houses on them today. I'm sure that all these new home owners enjoy their lots and good view. I also

suspect Jim misses his runway especially since most of the supposed profits were eaten up by the costs of satisfying all the environmental and municipal by-laws. Jim is quite content with a one-time-only land developer's experience.

It is quite obvious to me that as much as Jim is enjoying building his Easy Flyer, he'll fly it for only a brief time. I suspect there's a helicopter in his future, and who knows what else.

One thing I've learned after interviewing prolific fellows like Creasser, Wright and Rogers, is that retiring after many years from honorable careers is a sure-fire formula to stay and feel young provided one jumps right into activities that can be pursued with a passion. I no longer have a fear of the aging process after seeing how these gentlemen spend their time.

Next month I'll be interviewing a member in his thirties who is absolutely enjoying building his project, and is proof that younger people also can have fun.

Airheads Answers

1. The original production engines were:

a) Weedhopper: Designer John Chotia built his own engine called the Chotia 430 which used a VW piston.

b) Kolb Flyer: Designer Holmer Kolb chose the English Lloyd engines (a pair were used).

c) Lazair: Designer Dale Kramer tried many engines before settling on the 100cc Pioneer chain saw engine which he modified slightly. He vacuum moulded a carbon fibre prop to suit the 5.5 horses (a pair were used).

2. VNE stands for Velocity Never Exceed. This is a speed expressed in Knots or mph which you must NEVER EXCEED.

3. The stall speed in a 60 degree bank increases by 50%, so if your stall speed is 35 mph, in a 60 degree bank it is 45 mph. If you must do steep banks keep a close eye on your airspeed.

4. At least one and one-half threads should show to ensure the nut is in safety.

5. No more than three threads should show as more would mean the nut is at the end of the threads and twisting the bolt.

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One Pilot's Opinion

by Bob Kirkby

Speaking Out

I have two thoughts to share with you this month. The first one concerns the "national" debate underway amongst the various flying organizations (more to the point - a few of their officers) and Transport Canada regarding amendments to the regulations covering passenger carrying in Ultralight aircraft.

A few weeks ago I had the opportunity to read four open letters in the COPA paper on the subject. I believe these were the same letters sent to our club executive in December, but this was the first time I had seen them. The letters were written by Chuck Kiernan, President of UPAC; Dave Loveman, President of ULTRA (Ultralight Training Representatives Association); Kathy Lubitz, credentials unknown; and Lindsay Cadenhead, jack-of-all-trades for recreational aviation at Transport Canada.

I will not go over what was contained in the letters since Ed D'Antoni reviewed them at length at two club meetings and commented on them in previous issues. I simply thought you might like to read the e-mail I sent to Lindsay with my comments for the pot. By the way, if any of you renounce UPAC as your official representative, as I do, I would strongly urge you to put your own comments on paper and send them to Lindsay. If you don't you have no justification for complaining about "those easterners" running our lives.

Here it is:

To: Lindsay Cadenhead,
cadenhl@tc.gc.ca

Re: Ultralights and Passengers

Dear Lindsay:

Hopefully you will take the time to read this in spite of the title. I have just finished reading the four open letters on this subject in the February COPA rag and would like to pass on a few comments of my own.

Firstly, let me state for the record that I am not a member of UPAC and I do not consider myself to be represented by UPAC. I hold an Ultralight Permit - Commercial and a PPL, and have been



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I DO NOT agree with the so-called UPAC proposal described by Chuck Kiernan and Dave Loveman in their letters. I DO agree, in principle, with the "Draft Concept" proposal currently before the CARAC. I recognize that there are many details of this proposal yet to be clarified and I may comment on this further under separate cover.

Kathy Lubitz concludes her letter with a statement I can agree with, although, I am sure, not from the same viewpoint as Kathy meant it. She says, "If you care about our sport and enjoy the relatively uncomplicated, unregulated flying you do now, don't trade it away for the privilege of carrying a passenger." Bravo Kathy! Let's leave the ultralight sport as it is. If you want to carry passengers get a Recreational Pilot Permit and buy an aeroplane authorized for passenger carrying. Stop trying to ruin things for the rest of us!

Although not necessarily intended to, the RPP provides a perfect alternative for those UL pilots wanting to carry passengers. And I do not believe that it is a difficult task to accomplish. I have known and flown with many ultralight pilots and I firmly believe that most of them should have additional training before unsuspecting passengers are entrusted to their care. The question is not about teaching someone "how to carry a passenger", it is about simply learning more about flying, finding and approaching unfamiliar airports, mixing with other traffic, using the radio, etc.

I also fully agree with a system of monitoring ultralight instructors. I have known many very good and current instructors, but I have also known some very bad and irresponsible instructors. Currently there is no

system in place to separate them. It is Transport Canada's responsibility to put in place a system that will insure a minimum standard of excellence for instructors and maintenance of currency. I, for example, have held a UL-Commercial permit for 10 years, but do not instruct. I consider myself to be a good pilot but I do not feel qualified to instruct and would not do so without a considerable amount of recurrency training. Why then does Transport Canada leave this decision entirely up to me? Should it not be concerned with what I might do to an unsuspecting student?

For what it's worth, consider this to be one pilot's support for the proposal you "facilitated".

Thanks for listening. I look forward to your next visit to Calgary.

*Yours truly,
Bob Kirkby
P&U308294
e-mail: 104416.767@compuserve.com*

My second soapbox senario is the closure of the Banff airstrip. Although there was a huge outcry a few years ago when the parks people announce they were going to close the Banff and Jasper airports, this time there does not seem to be as much press coverage of the NO side. Being pilots in the vicinity of the Banff airport I believe we should be making a lot of noise in support of keeping these airports open.

It shouldn't be necessary to remind pilots how important it is to have as many safe landing places in the mountains as possible. Although as ultralight pilots we may not fly the
(continued on page 5)

mountain routes often, it is incumbent upon us to support our more conventional brethren and raise our voices to the Minister of Heritage and Parks in a thundering wakeup call. Below is the fax (I didn't trust e-mail for this one) I sent to Sheila Copps. I strongly encourage you to do the same.

I'm afraid I must also say that I am very dissapointed that our club has not taken a position on this matter and made a statement on behalf of the members. With almost 100 members we might just make a difference.

Just the Fax ma'm:

Fax To: Honourable Sheila Copps, Heritage Minister, Department Of Canadian Heritage

*Fax: 613-992-2727
Date: February 9, 1997*

Hon. Sheila Copps:

RE: Banff Airport

I am a private pilot in Calgary who often flies along the Bow Valley VFR route to the interior of BC. The Banff Airport is one of several that are very important to have as an emergency landing place in the event of a sudden deterioration in weather, which often happens in the Rockies. I implore you to keep this very important, if little used, grass airstrip open.

I categorically reject the argument that this airstrip is harmful to wildlife. Such a notion is absolutely ridiculous considering there is a four-lane highway only 100 feet from, and running parallel to the Banff runway. Hundreds of 16-wheel semi's and thousands of cars pass by the spot every day, yet there are only 1 or 2 landings at the airport per week. How can anyone in their right mind think that the airport is more harmful than this highway?

For 35 years I have supported the Liberal party. If, however, you succumb to the lobby groups trying to close this airport, I will never vote Liberal again. I will also do everything I can to persuade the more than 35,000 private pilots in Canada to follow suit. I hope your good sense prevails on this matter.

*Yours truly,
ob Kirkby*

Get your keyboards out and start writing guys! Until next time; may you stay airborne 'til you find an airport.

The Net Minder

by Wilf Stark



Here's a quick update on how the Internet has evolved over the past few months, from an ultralight aviator's perspective:

For Windows-based computers Web Browser Software is easier to use and mostly free (but you do need a Windows-based machine with 8 meg. RAM, and at least a 14.4 Modem).

In my opinion, your best bet for a reliable ISP (Internet Service Provider) is still either Compuserve, or Calgary-based Logical Solutions. Compuserve has a tremendous range of downloadable software, easy-to-use and install, a good e-mail system, and great on-line tech support. Logical Solutions provides service as low as \$2 per hour (no minimum) for low-time browsers. In addition, both Compuserve and Logical Solutions offer DOS-based access to the Internet for those who don't have the latest and greatest computer gear. This means all you need is a computer (any computer) and a cheap modem, and you too can access the Net.

You might want to re-visit some of the sites mentioned in previous issues. Most have been improved or updated, with new links and services added. Traditional suppliers in our industry, such as Aircraft Spruce, have sites now, including catalog pricing sections. Many of the UL manufacturers have interesting sites that are updated frequently. Fisher Flying Products, for example, has their brochures on-line, and a monthly newsletter, all arranged for easy browsing.

Check out the Alta Vista search engine. It's fast, comprehensive, and will not tie you down with excessive on-line advertising that just costs precious download time. A query for "Ultralight Aviation" brings hundreds of matched responses, all with quick-links to the various sites.

Environment Canada has decent and fast on-line weather reporting now. They have worked diligently to improve their service.

Prognosis: It's now worthwhile to spend an hour a month on the Internet to browse aviation-related sites. I'll bring an update in a few more months and maybe things will be even better.

Useful Addresses :

- <http://ul-flyer.com> - The Ultralight Flyer Online
- www.cs.fredonia.edu/~stei0302/www/ULTRA/ultralight.html - Ultralight Page
- www.halcyon.com/nweaa/nwnews.htm - Arlington NW EAA News
- <http://macwww.db.erau.edu/www.virtual-lib/aviation.html> - Aviation Library
- www.altavista.com - AltaVista Technology Search Engine
- www.logicnet.com/logicnet/startpnt.htm - Logical Solutions Start Page
- www.cs.fredonia.edu/~stei0302/WWW/ULTRA/wwwsites.html - Other U/L sites
- www.tor.ec.gc.ca/forecasts/index.html - Environment Canada/Forecasts
- www.aircraft-spruce.com/main.html - Aircraft Spruce Main Menu
- www.glness.com/fisher/html/about.html - About Fisher Flying Products

News... ...from the Blue

Follow That Caravan

U.S. and Canadian authorities recently endured a 15-hour chase of a drug-smuggling Cessna Caravan. The Caravan was first spotted on radar leaving northern Colombia. A U.S. Customs P-3 intercepted the Cessna, which was flying without lights or transponder. Customs alerted RCMP and Canadian military units as they tracked the plane heading northward into Canada. Canadian interceptors tracked the plane to a small lake in Quebec where they watched it dump numerous bales near two boats in a lake. The Caravan then landed at a very short strip nearby, one that was too short for the tracking planes. The police set up road blocks in the area and five men were later arrested, two of them Colombians. Police recovered six bales of cocaine from the Caravan, and 20 more from the lake.

Skyrocket Reborn

AviaBellanca Aircraft Corp., of Virginia, has plans to revive the all-composite Bellanca Skyrocket, a plane originally developed in the '60s. The original Skyrocket had a 435hp Continental and held 5 FAI speed records. AviaBellanca plans to release the plane in kit form prior to selling certified models.

Snippets Of Wisdom

An Oklahoma aviation rag recently published a bunch of maxims to fly by. We've included some of them here. 1) Airspeed is life; altitude is life insurance. 2) No-one has ever collided with the sky. 3) Always fly the plane with your head, not your hands. 4) Airplanes fly on a principle discovered by Bernoulli, not Marconi. 5) The only time you have too much fuel is when you're on fire.

It's A Dog's Life

A baggage handler at New York's JFK was distressed to find a dead dog in a kennel he was unloading from a plane. He rushed to the pound, found a pooch that could have been a twin to the other one, and installed it in the kennel before it was presented to the owner. Imagine the owner's shock to find her



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dog alive. She had flown it home to bury it.

Lidar? What's That?

Lidar is a prospective replacement for radar, with many applications, including aviation ones. Just as radar uses radio waves that are sent and returned, Lidar uses light waves in a similar manner. The difference is that Lidar can detect much smaller objects than radar. Researchers say this can be especially useful in meteorological applications as well as in detecting wake turbulence at airports.

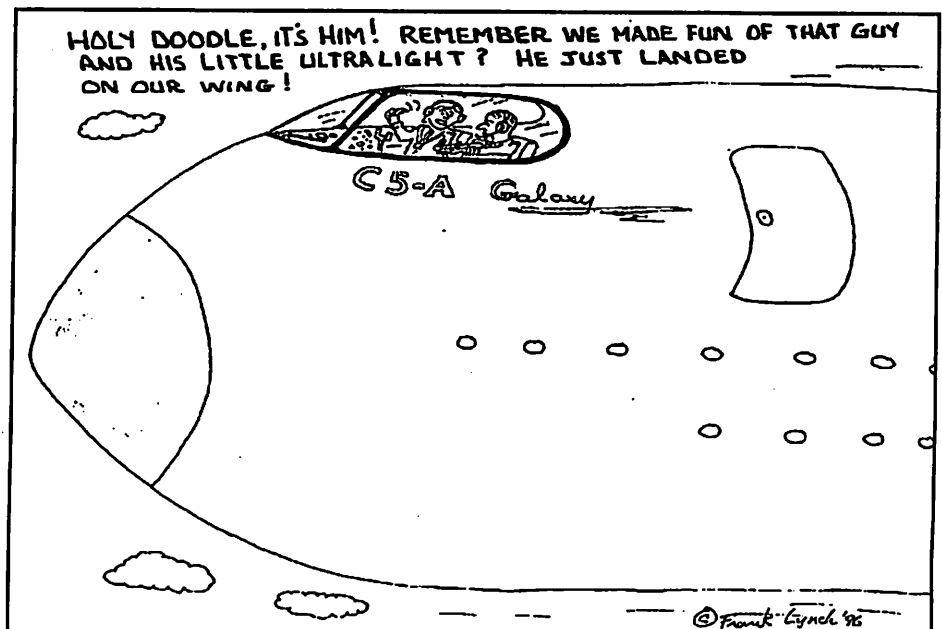
Limited Edition Pitts

Aviat Aircraft is producing a Limited Edition model of its famous S-2B

aerobatic mount. The LE is to commemorate the 50th anniversary of Pitts aerobatic planes. Aviat will only make seven LEs and each will be signed by original designer Curtis Pitts.

Drop In For A Bit Of Shopping

A Cessna pilot flying over Venice, Florida had a major emergency when his engine quit, so he landed the plane on a super-market roof. The plane bounced along the roof and came to rest against a parapet. The aircraft was heavily damaged, but the pilot walked away with a cut on his leg.



My Impressions of the Zenair Zodiac CH 601

Andy Gustafsson.

I have always liked low-wing aircraft. In fact, my first flying lesson was in a Piper Warrior at Springbank airport. Now, don't get me wrong; I'm really satisfied with the set of wings that I own now, and I truly enjoy flying my Challenger whenever I feel like it. But, like most pilots, I think it would be nice to try something else.

My search is on constantly, and recently my interest was drawn towards an aircraft that some people say is not very good looking - the Zodiac CH 601, by Zenair. To me, beauty is in the eye of the beholder and is also only skin-deep.

First some stats. The CH 601 is built of stressed-skin in a monocoque all-metal construction. It comes in 3 different models and can be fitted with a variety of engines. It is a low-wing aircraft with a 27' wingspan and 130 square feet of wing area. Landing gear can be either tricycle or tail-dragger. The gross weight is 1058 lbs, and the stall speed is 37 mph solo, and 44 mph dual. Design load factors are listed at +/- 6g.

The airplane I was flying had a 912 max. The Zodiac's wing is quite thick (11") and is so for a very good reason; it gives the aircraft very gentle stall characteristics and to me, surprisingly good cruise speed.

My test flight occurred last summer on a very smoky evening. It had been a very hot day and at the time of departure from Springbank it was still very muggy. The walkaround inspection on the 601 is

straight forward and quite simple. It's a little surprising to see the lack of aileron hinges. The Zodiac's ailerons are actuated when the upper wing skin being bent, acting as a hinge. But the design works well and has for years.

The 601 that I was about to fly belongs to the Calgary Recreational Flight Center and flying instructor Tony Stehr was in the right seat. The seats are quite deep and at first, looked to be uncomfortable, which proved not to be the case. The seating arrangement really makes the pilot feel like he is one with the airplane. The cockpit is very roomy (44" wide) and there is a lot of room on the panel for more instruments than you would want (or could probably afford). The 601 comes with a center mounted Y-shaped control stick, dual rudder pedals, and brakes for the left seat only.

After starting the 912 the first thing that struck me was the quietness of the engine; Tony and I could actually talk. With the engine warmed up, we got clearance from the tower and departed for the practice area north of Cochrane. The take-off and climbout were very quick and the 601 handled the afternoon turbulence with no problem. With the electric trim set the aircraft was climbing out hands off.

At altitude over the practice area I was handed the controls and took the plane through a variety of turns and stalls. The control pressures are very light and the 601 is very obedient to the slightest control input. The stalls

Coming Events

May 2-4 - Toronto Aviation & Aircraft Show, Toronto International Airport. Info: 519-651-2565.

May 24-25 - Winnipeg International Airshow, features Snowbird. Info: 204-257-8400.

June 8 - Brandon Flying Club Fly-in Breakfast, 08:00-11:00. Info: 204-728-7691.

June 8 - Beiseker Airport Fly-in Breakfast, 08:00-13:00. Contact Ray Courtman 403-947-3759.

July 9-13 - Arlington EAA Fly-in. Arlington, Washington. Contact Barbara Lawrence 360-435-5857 or Web site: www.nweaa.org/nweaa/.

were uneventful. With the airspeed totally gone, and engine at near idle, the nose was still pointing above the horizon, though mushing its way toward the earth. There was no tendency to drop a wing.

The smoke colored bubble canopy was too dark for my liking, but a clear bubble is available. The unrestricted view from the cockpit was something I'd never experienced before, and it was magnificent. It can be a greenhouse in the summer, though. On my flight, the side vents kept us cool and comfortable.

With daylight running out, we returned to Springbank. At busy airports I find it's nice to be guided in to the active runway and to be told where traffic can be expected, especially when the smoke from forest fires impairs your vision. The airport certainly looked impressive with all those landing lights. Tony took the controls on final and landed the 601 and my introductory flight ended all too early.

One cannot help but like this little two-place aircraft. It seems to me to be a tough machine; one that can handle rough fields, thanks to generous suspension on all three wheels, and is built to last. It is clearly a step up from regular ultralight flying and I'll definitely put the Zenair CH 601 in my folder of possible future projects.



Zenair Zodiac CH-601 at Springbank Airshow

News... ...from the Blue

Faulty Tower

Kissimmee Municipal airport, in Florida, has a brand new air traffic control tower that cost \$395,000 to build. The only trouble is there's no one working in it. The FAA - who contributed \$100,000 to build the tower - was expected to staff the tower, but traffic levels are only half of what was originally predicted.

CFM Retreats Into The Shadows

English light-homebuilt manufacturer CFM, makers of the Shadow and the Streak Shadow kitplanes, has gone into liquidation. CFM, headed by Shadow designer David Cook, produced nearly three hundred airplanes before closing down.

UL's at World Air Games

Ultralight aircraft will have a separate competition category at the first annual World Air Games, to be held this September in Ankara, Turkey. It's not known yet exactly what events will be held, though. The games will also include categories for helicopters, gliders, aerobatics, rally racing and a long-distance race.

Modified BD-10 For Canada

A Canadian company has announced it will be manufacturing a much modified version of the BD-10 homebuilt jet. The company plans to market the plane as a trainer and remotely piloted target drone. The Monitor Jet MJ-7, as it's called, will use a Pratt & Whitney JT15D engine. The prototype is expected to fly this summer.

Diamond Stepping Up Production

Diamond Aircraft, in London, Ontario has announced it is setting up a second production line to handle the demand for its DA20 Katana. Diamond says it has orders on the books for 270 Katanas and plans to fly a four-seat version before the turn of the century.

Caribou Goes Turbine

A New Jersey company, Pen Turbo, has developed a turboprop version of the de Havilland DHC-4 Caribou. The Caribou, forerunner of the venerable Buffalo STOL transport, was originally powered by a pair of 1450 hp radials. The new version has roughly the same



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horse-power, but a much lower empty-weight. Canadian certification is expected this fall and Pen Turbo expects to flog the planes to third-world countries and bush operators.

Bow-hunter Brings Down Bell

A pilot for an American lumber company was tooling along at low-level over Mt. St. Helens in a Bell Long Ranger helicopter in September 1995, letting company officials have a look at their trees. The Bell flew over a hunting camp when the pilot suddenly heard a loud bang. One of his passengers exclaimed, "God, he shot at us! We're hit!" The pilot left the scene in a hurry and landed two minutes later at a safe landing area. Turns out one of the bow hunters in the camp had fired an arrow at the chopper and the arrow lodged in one of the rotor blades. The blade bent, continued spinning, and the arrow-shaft then hit the tail boom. The wanna-be Robin Hood told sheriff's deputies "I'd like to shoot them all down." He spent ten days in jail, performed 100 hours of community service, and paid more than twenty-seven thousand dollars to repair the Long Ranger. Incidentally, he was an employee of a rival lumber company.

Jeppesen Dies

Captain Elroy Jeppesen, inventor of the widely used Jeppesen navigation charts, has died. He was 89. Jeppesen began flying at age sixteen and had the distinction of having a flying licence signed by Wilbur Wright. He started flying the mail with Boeing Air Transport in 1929, but was disturbed by the lack of navigation charts available to pilots. So he started making notes of his own, filling note books full of information on roads, railways, rivers and the like. Before

long, hand written copies of his notes were being distributed among his colleagues and Jepp managed to turn it all into a multi-million dollar business.

FAA May Allow Diabetics To Fly

The U.S. Federal Aviation Administration has agreed to consider letting insulin-dependent diabetics qualify for a pilot's medical certificate. The ruling, if passed, would apply to student, recreational, and private pilots only. Such pilots would be required to carry in flight a blood glucose monitoring device, snacks to maintain glucose levels, and would be required to undergo a medical exam every three months.

Civil Tilt-Rotor A 'Go'

Bell-Boeing has formally announced its plans to go ahead with a civilian version of the V-22 Osprey tilt-rotor aircraft. Known as the Model 609, the hybrid aircraft will be about half the size of the military version (and weigh 2/3 less), have a cruise speed of 275 kts, a range of 750 nm, and carry six to nine passengers. Bell-Boeing is pushing the craft as an executive transport, a SAR platform, and as a helicopter replacement for off-shore oil rigs.

New GPS/Glonass Receiver

A company called Universal Avionics has come up with a receiver that will receive both GPS and Glonass (Russian navsat system) signals. The new device will track 48 satellites, 24 American and 24 Russian, to give sixteen meter accuracy, instead of the normal hundred meter accuracy using regular receivers. But at what cost? The Universal GNSS-2400 system will set you back about twenty-five grand.

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