



# Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

## Destinations

by Andy Gustafsson

Most of us ultralight aviators like the comfort of flying around the familiar surroundings of our home airports. Occasionally we venture out a little further and, like the adventurers that we are, we would like to find a destination that's within easy reach and is easy to find. Well, I am no different. I've flown to several friendly places and came back with richer for the many experiences.

Several fellow club members have asked me to honor them with a fly-in visit. I've been to a few of their strips and will try to visit as many more as I can.

Among my first flights to a "new-to-me" air-strip, was the trip I made to Ivan Myslawchuk's place. Ivan lives at what used to be a little town, named Tudor. It's on an abandoned railroad line, 4 miles south of Rockyford and 4 miles east of highway 21. Getting there is easy by following highway 564 eastward past Delacour. You simply pick up the track-less railroad bed at highway 21 and follow that until it turns south. Then, you've reached your destination.

Look for a white house and a grey hangar with a lime-green windsock on the west side. Ivan's buildings are the only remaining buildings in town.

His runway runs northwest to southeast and says the strip measures out at 1400ft in length. Ivan keeps the field mowed and it is both level and open. The strip is a little bumpy, but is easily manageable for the airplanes our club members fly.

If you're lucky, Ivan might be home.

Maybe he'll give you a tour of his many hobbies and, of course his Kolb Ultrastar.

The distance from Indus, for example, is 31 miles and is a good start for your winged excursions. If, by chance, you get lost, just look to the west and find Calgary.

If you have any questions of Ivan, his home number is 533-3972. Tudor can be found on some charts, but remember to follow the old railroad bed. Happy landings!

*Destinations is a new column by Andy Gustafsson which will appear on a regular basis - Ed.*

## Summer Flying Events

**April 27** - Red Deer Flying Club's annual fly-in pancake breakfast, 8:00 am to 12 noon. Info: Ron Schmidt 403-342-6707.

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

**May 11** - Sundre Airport annual fly-in breakfast, 7:00 am to 11:00 am. Info: 403-638-4079.

**May 25** - Camrose Flying Club's annual fly-in breakfast, 7:00 am to 12 noon, Camrose Airport. Info: Glenn Lyseng 403-672-5547.

**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.

**June 14** - Rocky Mountain House Fly-in Breakfast, 7:00 am to 6:00 pm, antique car show, arts & craft sale, demos, entertainment. Info: Fred Nash 403-845-6247.

**June 15** - High River Airport Fly-in Family Fun Day. Burger lunch 11:00 to 13:00. Ultralights invited to fly-in for static display or just to visit. Fuel available. Contact Kevin Varui 652-3444.

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

**July 19** - Kirkby's Annual Fly-in/drive-in Stampede Breakfast, Kirkby Field, 8:30 am to 1:00 pm, everyone welcome. Info: Bob Kirkby 569-9541.

**July 20** - Cooking Lake Flying Club's Fly-in Breakfast, Cooking Lake, 8:00 am to 12 noon.

*If you know of any summer events that would be of interest to Alberta aviation enthusiasts please call Bob Kirkby at 569-9541 or 291-5560 or fax to 291-1112.*

# Letters

From readers



Editor:

In your March issue of Skywriter Ed D'Antoni talked about "The Great Ultralight Adventure to Coumts Alberta/Sweetgrass Montana". This brought back memories of my stint in the Air Force during World War II.

Before the Americans entered the war Canada bought a number of B14 bombers which were "unofficially" delivered to Sweetgrass, Montana. They were then towed across the border to Coumts by a local farmer and his team of horses. From there Canadian aircrews would fly them northbound to various ferry locations. A total of 20 aircraft of this type were "imported" in this manner at Coumts. Another port of entry was Emerson, Manitoba.

Thanks for the memories.

Bob Kirkby Sr.

hour flying with his father.

The 15 years after leaving home were spent in the more mundane pursuits of education, marriage, mortgage and career. It wasn't until about 2 years ago that his developing interest in ultralight aircraft caused him to inquire at Transport Canada as to where to 'get himself some'. Brian reports that he felt TC was trying to discourage him from pursuing this aspect of aviation, so he continued to ask around until someone finally steered him to Indus and our friend, Wayne.

Ironically, Brian was more interested in building than flying at that time. He decided on and ordered a TEAM Mini-max. He started taking 'Easy Flyer' lessons from Wayne a little more than a year into his project, when the learn-to-fly bug finally hit him. Brian soloed at 5 hours, which happens to be 12 less than it took me (must be because I'm 12 years older than him!?!?).

Those of you that read our newsletters faithfully may recall an article he wrote in an autumn '95 newsletter on a trip that 6 of us took to the late George LeMay's strip near Acme. Brian had rented the Easy Flyer that day. It was only 1 or 2 hours after he soloed, yet Brian had enough cool already to flood the engine at Kirkby's (took only 278 hand-pulls to start again), lose a gas-tank cap at LeMay's, and still have enough presence to munch on a sandwich on our return flight home (the rest of us didn't get to eat until we'd put our airplanes away). Brian is obviously destined to a pedestal in the UL-flyers' hall of fame!

His miniMax project is nearing completion in the basement of his Airdrie home. Brian's wife may yet get another room developed, just as soon

as he shifts building headquarters to the garage, where he will be painting.

Currently, Vasseur is getting ready to cover (ceconite system). I have visited the project twice. He's doing a great job, following the plans carefully, as well as managing to come up with some interesting innovations, like a smoke system (in case he ever does stunts for a living), a heater with a slick on-off gate, a helmet compartment in the turtledeck, and a beefier motor-mount that also allows for more room in the engine compartment.

Brian has enjoyed building tremendously, and is now anxious to finish and fly. When I asked him to share a thought about his building process, he replied "There is no cheap way to build an airplane". How true.

Brian hopes that the 'max will be completed this year, provided his employer, TransAlta Utilities gives him a bit of relief from being one of their favorite byteheads (to the uninitiated that means a computer systems engineer).

Brian can be reached at 948-0688 if you would like to chat with him further.

Next month we'll feature someone who sees life's journey as one of "so many airplanes, so little time!" Stay tuned.

## Member Profile

by Wilf Stark

This month, we're featuring a more recent member, who also happens to be the CUFC's Treasurer; Brian Vasseur.

Brian cut his teeth on a Cessna 170B while growing up at home, near Trochu (his father was a flying farmer at the time). Although he didn't take any formal flight training while living at home, he spent many a right-seat



### Executive

- President: Ed D'Antoni 247-6621
- Vice-President: Wilf Stark 935-4248
- Treasurer: Brian Vasseur 948-0688
- Secretary: Bernie Kespe 255-7419
- Director: Jim Creasser 226-0180

### Skywriter Staff

- Editor: Bob Kirkby 569-9541
- Assistant Editor: Stu Simpson 255-6998

Skywriter is the official publication of the Calgary Ultralight Flying Club and is published 12 times per year. Opinions expressed by our writers are not necessarily those of the club. Articles and letters to the editor are very welcome from any readers. Address correspondence to: Bob Kirkby, RR 7, Calgary, AB T2P 2G7 or Fax to 403-291-1112.

Meetings of the Calgary Ultralight Flying Club are held on the second Thursday of every month at 7:30pm at:

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## One Pilot's Opinion

by Bob Kirkby

### Gone Forever

I received a reply from the Honourable Sheila Copps in response to my letter concerning the closure of the Banff Airport (published in the March Skywriter). The letter is reproduced here for your entertainment.

Dear Mr. Kirkby:

Thank you for your correspondence regarding the closure of the airstrip in Banff National Park.

On October 7, 1996, I set a new direction for Banff National Park, which is essential in ensuring a sustainable future for this jewel in Canada's system of national parks. The enclosed document clearly and strongly expresses my commitment to the direction needed to preserve and protect this natural legacy forever.

The decision to close the airstrip is taken with confidence that this determination best serves the long-term interests of the Park, and on March 19, 1997, the Government of Canada ratified the regulatory amendments to finalize its closure. Please find enclosed a chronology on the closure of the Banff and Jasper airstrips.

I am dedicated to this course of action and proud that my decision will play a vital role in the protection of our national treasures.

Yours sincerely,  
Sheila Copps

The following notice was posted at the Harry Hays Building on March 24, 1997.

### Public Notice Airstrip Closure In Banff National Park

Effective March 19, 1997, regulatory changes to the National Parks Act were made allowing the Banff airstrip to be closed. This closure is consistent with Parks Canada policy concerning the presence of airstrips in national parks, and will contribute significantly to the long-term ecological health of the park.

These regulatory changes will be published in the Canada Gazette on April 2, 1997. All aircraft, equipment, structures and/or other material stationed at the Banff airstrip must be



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removed within 45 days of this date (by May 17, 1997), after which the airstrip will be decommissioned. This will involve the removal of all infrastructure that identifies the area as an operational airstrip and, pursuant to Transport Canada Guidelines, placement of markings to indicate that the airstrip is closed.

Your cooperation in implementing this change is appreciated.

C. Zinkan  
Superintendent, Banff National Park

As you can see they certainly didn't waste any time executing this legislation. What bothers me most about the arrogant reply I received from Ms. Copps, is the "Chronology" which was enclosed with the letter. It listed 11 events from 1988 to 1997, several of which involved Transport Canada. The most disturbing was the last entry, which reads as follows:

"On February 24, 1997, the Minister of Transport indicated in a letter to the Aircraft Owners and Pilots Association of Canada, a copy of which was sent to Minister Copps, that studies carried out by Transport Canada included full public consultation and that Transport Canada was unable to identify any significant safety issues with respect to in-flight emergency or diversionary purposes related to these two airstrips."

The two airstrips in question are Banff and Jasper. So it would appear that Transport Canada was unable to come up with a good enough reason to even go to bat for Canadian pilots on this issue. I suspect I might have a few pointed questions for Moe Bail (TC Western Regional Safety Officer) the

next time I have an opportunity to listen to one of his Safety lectures.

As promised in my last article, I will never again vote Liberal. And I urge all pilots to at least express their dissatisfaction with this fumbling Liberal government by vote anything but Liberal in the upcoming election.

The next time you run into bad weather or unexpected violent winds over Banff or Canmore, feel free to land on the highway. Tell the Park Ranger Sheila sent you!

## Calling All Air Heads

Man your planes, men. Air Heads strike at dawn! If you're in a fog and can't find the target, search elsewhere in this issue.

1. Which classic airplane does the Aviat Husky most closely resemble? Which U.S. state is the Husky built in?

2. Where was the radome located on the night fighter version of the Grumman Hellcat? What's the plane's model designation?

3. What distinguished the F-86D Sabre from earlier models? Which country's licence-built Sabres were acknowledged to be the fastest.

4. An AME steps up to the parts counter and asks for an AN824. Can you describe the part he's asking for?

5. The USAF flies the F-4G. What name is this airplane known by? Also, what is the airplane's job and primary weapon.

# Report Card

Edited by Stu Simpson

## The Zenair CH-701

Bob Campbell is the owner of this month's Report Card subject. Campbell first flew his 701 in 1994 and he's been happily putting the hours on it ever since.

The Zenair CH-701 STOL is an all-metal, high-wing airplane that seats two people side-by-side. The plane is held together with rivets and other conventional fasteners, all of aircraft quality.

Campbell purchased the 49% kit which, as the factory advertises, goes together in 350 hours. Bob's kit took a little over 650 hours before the first flight and required an additional 150 hours to be finished to his high standard.

The kit cost \$26,700 before taxes and freight, the final tally was \$36,000. Bob describes the kit quality as good, with only a few problems. If Zenair missed anything in the kit, they subsequently shipped it quickly and with no fuss. In fact, it was factory personnel who discovered before Campbell did that the wrong fuselage skins had been shipped. They called HIM about it, then sent out the right ones.

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Bob only purchased a few options such as cabin heat, brakes, and sliding windows.

Outwardly, the 701 is distinguished by a number of unusual, but very effective features. The first thing that's apparent is the wing. It's thick and has Junkers-style ailerons and huge slotted leading edges. One look at this wing and you know immediately that it'll get off the ground in a hurry, and with a big load, too.

The tail's a bit odd. The rudder is all-flying, which means there's no vertical stab, per se; the whole thing is simply one large control surface. The horizontal stabilizers look like they're mounted upside down because they're cambered on the bottom, not the top. You see, the wing gives so much lift that it tends to pitch the nose down.

The inverted airfoil at the back of the plane, in the form of the stabilizers, goes a long way to countering that forward pitching moment.

The plane has great ground clearance with its spring aluminum main gear. The nose gear is best described as a telescoping bungee arrangement. The front gear leg is a tube that slides up and down inside a pair of teflon-surfaced aluminum brackets mounted on the firewall. That vertical motion is controlled by bungee cords. It's really quite an ingenious system.

Campbell chose a Rotax 912 mill with a three blade wooden GSC prop. He had some trouble with heating and cooling hoses but soon got the problems solved. Bob had to purchase nearly \$200.00 worth of extra reinforcement for the fuselage because of the higher weight and power of the 912. The Rotax 582 and 618 engines are also options, as well as some other four-strokes.

Walk-around on the STOL is easy and straight forward. "Anything important is easy to see," says Bob. With such a simple airframe there's not a heck of a lot to look at.

You'll certainly notice the cockpit arrangement. Instead of having two sticks and one throttle, Zenair has reversed things, giving 701 flyers two throttles and only one centre-mounted, Y-shaped stick. It's a little unusual, but Campbell reports it to be quite simple to adapt to. One difficulty lies in the throttle lever assembly. Bob reports that the throttle friction is inconsistent and hard to get right. Sometimes the throttle binds, other times it's a  
*(continued on page 5)*



Bob Campbell's CH701 at his strip near Strathmore.

**Report Card - continued from page 4**

bit loose. He still hasn't found a cure for the problem.

The interior of Campbell's bright yellow bird is quite nicely appointed. The panel features standard gauges and a GPS, which Bob finds very handy. The cockpit is quite wide, at 42 inches. "Two fair-sized guys are comfortable", he says.

Ground handling is good, as would be expected. Zenair advises customers that the tricycle gear model handles much better than the tail-wheeler. Ground visibility is also great.

In takeoff mode, things happen fairly quickly. While the factory quotes a 65' takeoff run on pavement at sea level, Bob uses about 200' on grass from his Strathmore strip situated 3200' higher. Both the climb rate and the climb angle are spectacular; Campbell chases the angels home at 1350' fpm.

Control response is good in all axes with plenty of response from each control surface. This feature stays constant throughout the speed regime. Stability in turbulence is very good. The stall is a minor porpoising event which occurs at about 28 mph. At the other end of the clock, Campbell sees no more than 85 mph in level flight, while cruise speed is 75 mph. Unfortunately, that high-lift, steeply-

climbing wing doesn't offer much in the way of high-speed.

Returning to the patch is a pretty standard, albeit somewhat decelerated, affair. The 701 comes down the chute at only 40 mph, which is held until the numbers, then bleed-off until touchdown. All this time, the nose stays a bit high and the visibility remains fair. It's only 200' until Campbell has the plane stopped, which is pretty impressive in any book.

Campbell's flown a bucket full of conventional and ultralight airplanes, so he has plenty of experience on which to base his evaluation of the CH-701. He sums his airplane up as being simply "very good".

The 701 is quite an airplane. It was designed to lift a lot of stuff out of a small strip, and take it safely to another one. Chris Heintz can be proud that his design does just that. But it doesn't come cheap. At over thirty-five grand to be up and aviating with a 912-powered 701, this plane is certainly upper class. For Bob Campbell, though, it's definitely worth it.



# Classified

**For Sale** - Rotax 447 with B-drive & new muffler, 0 hrs since total rebuild by Reg's Air-cooled, \$1600 complete. Also: 60" GSC prop with LE protection, \$300. Instrument panel with airspeed, tach, cht/egt & probes, \$300. A finished U/L: Fisher FP303 airframe, complete, painted, registered, quick-fold wings, \$3200. Wilf Stark 935-4248. (4/97)

**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 819-228-3159. (2/97)

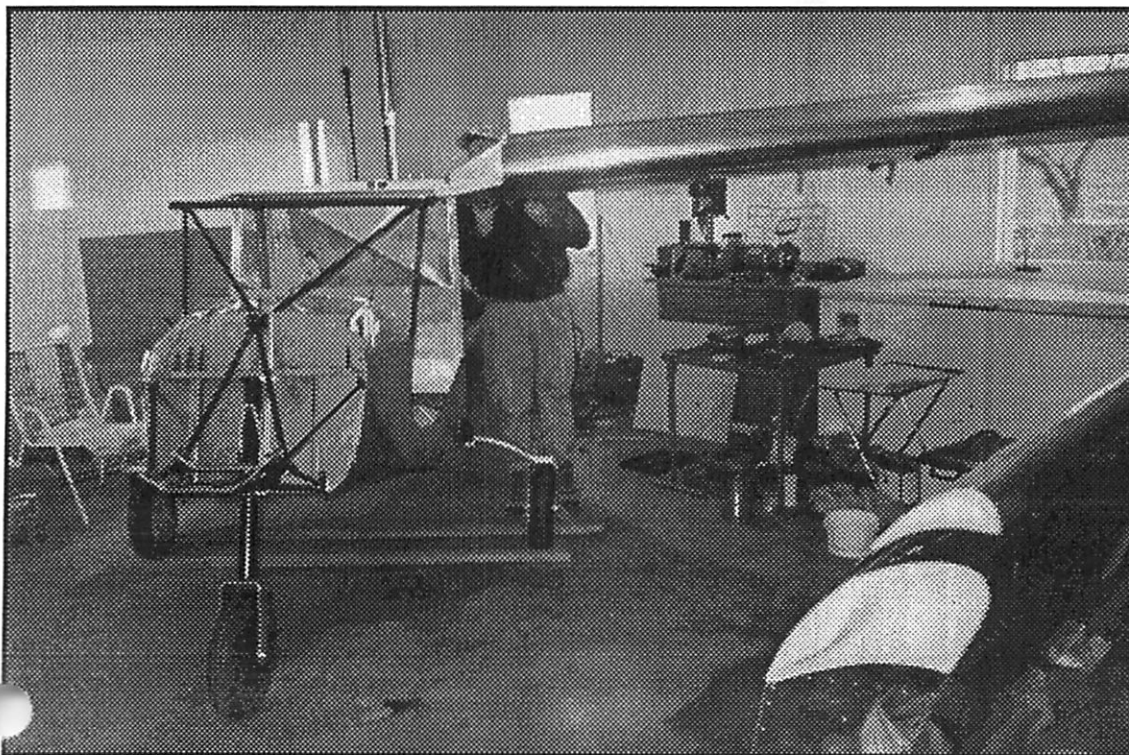
**Flight Jacket** - MA1 USAF, navy blue, orange reverse, never used, size M, \$120 or trade for flight computer or headset. Ed Wowzonek 286-2664. (2/97)

**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)

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



Bob's CH701 under construction being inspected by Stu Simpson.

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

### Airplanes That Learn To FLY Themselves?

A joint USAF/NASA research project is working on a computerised control system that they hope will actually learn to fly. Scientists have developed a computer chip that thinks similarly to the human brain. They hope the chip will gradually learn which control inputs result in the optimum performance of an airplane. The test crew is using an eight-foot RC model to prove the theory at Edwards AFB in California.

### What A Turkey

An American regional airline ran a Thanksgiving Day promotion last November where they offered free rides to anyone who could legally prove their last name was Turkey, Pilgrim, Stuffing, or Holiday. The offer was good for a year, but it's unknown how many people actually put in for a ticket.

### Free Refreshment

A Netherlands flying club has come up with a novel idea to help its members stay on top of things. The club is allowing members to sit in and monitor student pilot pre-flight briefings, provided they keep quiet. In this way, the experienced pilot can benefit from useful remarks and hints that may have been forgotten.

### You Know You've Been Flying Too Much When...

- You roll down the window and shout "Clear!" before you start the car.
- You start logging the odometer readings in your car.
- You pull your car's steering wheel back when you reach your airplane's rotation speed.
- You get out of the car and start looking for the tie-down ropes.

### Special Cargo Goes Ape

A Delta Airlines 767 had to return to the gate at Salt Lake City recently when one of its passengers went ape - literally. The plane was transporting Vip, a 17 year-old gorilla, to Seattle when the rambunctious primate started having a fit in his cage. The gorilla, stowed in the cargo hold, rattled his cage so hard the cockpit crew felt and heard the noise and vibration. The crew

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returned to the gate and off-loaded the ape, who continued his journey by truck.

### BA Passenger Given The Squeeze

A woman flying on a British Airways 747 from Seattle to London recently had the fright of her life when she discovered a python wrapping itself around her ankle. A BA spokesman later said, "Considerable alarm ensued and the python was captured." The snake's owner has yet to be found.

### I Want My Dough!

The Russian pilot who shot down Korean Airlines flight 007 says the Soviet Air Force still owes him money. Lt. Col. Gennadi Osipovitch claims the Air Force promised to pay him a bonus of 400 rubles for the shoot-down, but so far has only coughed-up 200. Osipovitch shot down the KAL 747 in September 1983, killing all 269 people on-board.

### Tupolev Meets NASA

Russia's Tupolev Design Bureau is cooperating with the United States' NASA in a six month-long project. Researchers are conducting experiments aboard a Tupolev Tu-144, Russia's (now-retired) entry into the supersonic transport race of the 1960's. The experiments are aimed at helping U.S. industry develop high-speed civil transport.

### How Much More Stupid Can It Get?

A jury in Dallas, Texas recently awarded \$19.6 million in damages to two people who rear-ended a stationary vehicle at Dallas-Fort Worth International. The award is against American Airlines because the moron

driving the truncated car had stopped - in the middle of traffic - to read the airline's gate-information sign.

### We Don't Want Your Money

U.S. travel agents claim customers who want to pay cash at airports are being labelled as security risks. They quote examples of cash-customers' luggage being refused at check-ins, and airlines asking for additional identification. Oddly enough, the FAA refuses to comment on whether or not they've warned airlines about customers who don't use plastic.

## Air Head Answers

1. The Husky, built in Wyoming, very closely resembles the Piper Supercub.
2. The radome on the F6F-5N Hellcat was located on the right wing, near the tip.
3. The F-86D 'Dog Sabre' had a large radome on the nose. The fastest Sabres were built by Canadair and powered by an Orenda engine. The US even flew 60 Orenda-powered Sabres during the Korean War.
4. He's asking for a T-shaped fuel fitting for flared-end tubing.
5. The F-4G is known as the Wild Weasel. It's a SAM suppression aircraft and uses the Shrike anti-radar missile.

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

### Blue Yonder Ships First Locally Made Kit

Blue Yonder Aviation has shipped its first airplane since the company took over Merlin Aircraft's production line. Wayne Winters says an Easy Flyer kit is on the way to a builder in Florida and will be powered by a Rotax 912. Winters adds that no Easy Flyer has yet flown with a 912, but 5 such planes are under construction. He says one in Michigan is nearing completion and that he wants to be the first to fly it to ensure it's safe with the 80-horse mill.

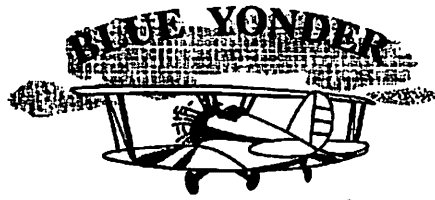
### Project Updates

Jim Corner hopes to have his Kitfox back in the air by the time you read this. You may recall Corner augered in near the Ghost Reservoir last fall after an O-ring blocked a fuel valve and caused an engine failure. Shortly before press time Corner reported that he was finishing up the required welding on the wing struts and their attach points. The damaged wing ribs have all been repaired, and covering on both wings was nearly done. Corner also had his rudder and vertical fin straightened and covering them was the next item on the agenda.

miniMax builder Don Usher is nearly finished building his airframe structure. Usher has his fuse', gear, and tail feathers built, as well as one wing. All the pieces of the second wing are also built, but Usher is waiting for warmer weather to assemble it in his unheated garage.

Carl Forman is proceeding nicely with his miniMAX. His fuselage is finished and the tail feathers are done, as is the canopy structure. The 'Max is resting comfortably on its landing gear while Forman begins assembly of the first wing. He says he was surprised at the number of small pieces that had to be added to the wing ribs before the wing assembly could begin.

Fred Wright is moving steadily with his Himax. He's nearly finished the wings and expects to have the ailerons cut away and hinged by the time we go to press. His tail and fuselage are covered (using Ceconite fabric) and he hopes to be up and flying by late June. If all goes well, Wright may fly his 'Max to the Yukon this summer.



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One last 'Max to tell you about. Brian Vasseur is almost ready to cover. He's currently applying finishing touches to all the parts that he won't be able to access once the fabric is on. He's painting the interior and has assembled the rudder and steering cables.

Jim Creasser's Easy Flyer is getting closer to completion. When Skywriter spoke with him, Creasser was in the process of calibrating his electronic fuel gauge. The rest of the airplane is built and mostly all painted. Creasser is now busy installing wiring and setting up for painting the engine and other accessories. He'll be running with a 65hp Suzuki car engine, but he's reluctant to speculate on a completion date.

Got an airplane project on the go? Give Skywriter a call and let us know!

### The Shadow Is Back

Last month we told you that CFM, the company manufacturing the Streak Shadow ultralight, had gone under. We've since learned that a new company called CFM-Metal Fax has risen from the ashes to begin production of the Shadow series once again. The company plans to make some mods to the airplane and develop a side-by-side version.

### Thunder Mustang Flies

Dan Denney, of Kitox fame, has flown his latest project, the Thunder Mustang. Test pilot Dave Morss took the full scale composite replica up on Christmas Eve, and if all goes well it could be flying at the Reno Air Races this year. The Thunder Mustang weighs in at one ton and has a 640 hp Falconer V-12 engine

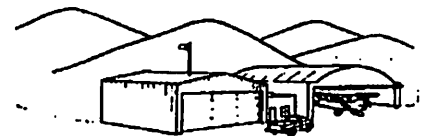
up front. Later models could have as much as 1,500 hp. Denney's design team expects a 360 mph cruise speed and a Vne of 505 mph. The airplane is almost identical in size and configuration to the original, except for some cockpit details and wing area. Kit costs start at \$175,000 US with engine included.

### Windecker Eagle To Be Re-made In Canada

Windeagle Aircraft Corporation has acquired the rights to begin manufacture of the defunct Windecker Eagle. In 1969 the Eagle became the first all-composite aircraft to be certified in the U.S. (The Eagle looks something like a slicked-up, retractable Beech Sierra). Windeagle plans to hawk their version of the Eagle for \$198,000 with a 285hp Continental. Future developments include a turbine version as well as one with a 600hp Orenda V-8.

### Aviat To Build Swifts

Aviat aircraft of Wyoming, manufacturers of the Pitts and Husky airplanes, says it will do a production run of Globe Swifts. The two-seat, retractable, tail-dragger was first produced in 1946 and has acquired somewhat of classic aircraft cult following.



"If the good Lord had meant us to stay on the ground, he would have given us roots."

— Anonymous

# News... ...from the Blue

## Pearl Harbor Aeronca Comes Home

The Pacific Aerospace Museum in Honolulu has finally obtained an Aeronca 65TC that was airborne on the morning of December 7, 1941. Instructor Margeurite Gambo had the plane up and was giving instruction to a student over Oahu when massed formations of fighters passed overhead. She originally thought it was all a U.S. military exercise. Ms. Gambo-Woods (she married during the war) returned to flight instruction once the war was over.

## Gann's Gear Goes To EAA Museum

Ernest K. Gann's widow, Dodie, has donated her late husband's aviation and writing memorabilia to the Experimental Aircraft Association Aviation Foundation. The EAA plans to create an exact replica of the famed

aviation author's Friday Harbour, Washington study in the Aviation Center at Oshkosh.

## Toyota Aircraft Engine Certified

Japanese auto maker Toyota has achieved FAA certification for its 360hp V-8 engine. The engine was developed in conjunction with prop-maker Hamilton Standard from the same engine found in the Lexus line of luxury cars.

## More Auto Influence In Aircraft Engines

French auto maker, Renault, and French aircraft maker, Aerospatiale, are teaming up to develop a series of aircraft engines. The first prototype will be mounted in a Trinidad light-single, and is expected to make an appearance at the Paris Airshow in June.

## Nice Work If You Can Get It

An English businessman is fed up with the two-hour commute between his home and office in his chauffeur-driven Rolls Royce limo. So Anthony Sullman

is paying for his butler/chauffer to learn to fly helicopters. The trip between home and office now takes about 13 minutes, Sullman claims, and the chopper is cheaper to run than the Rolls.

## More Runways For LAX?

The Los Angeles International Airport has unveiled what it calls a Master Plan for its future development. One of the plan's options calls for the addition of a fifth and sixth runway. Interestingly, LAX handles as many passengers as the world's busiest airport, Chicago O'Hare, on only half the real estate.

## Legal Daisy Chain

An Orlando, Florida helicopter charter operation sued the local airport authority and won an award of \$1.29 million. The operator claimed that construction work on the airport caused dust and debris to be ingested into helicopter engines which subsequently damaged them. The airport authority, in turn, sued a contractor and won \$2.9 million for faulty welds in the air conditioning system of the airport's Hyatt hotel.

