



Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

May 1997

President's Message

by Ed D'Antoni

Stu Simpson called a few days ago to remind me he needed a President's message by 7:00 PM Saturday, May 3. It is now 6:30 PM, May 3 so I don't have much time.

I tried the excuse of, "I just got back from Kansas City and I don't have the time or a topic" to get Stu to write this for me. But as much as Stu loves writing, he declined. He thought I might write about my trip, but I can't think of anything that would tie ultralights to a Snow Conference in the middle of the Excited States.

I guess I could have rented a car and driven the hundred miles west to Hays, Kansas to visit the Rans factory. But as much as I liked the idea of meeting the friendly people I dealt with at Rans when we were building the S-12, I also remember having the misfortune of having to deal with Rans' top dawg, Randy Schlitter, on the phone. The worst incident with Randy happened when following up on the delivery of a bracket that would allow us to raise the rear of the horizontal stab, thus reducing the amount of trim required for level flight. Unfortunately, I got Randy on the phone. He informed me they made a perfect airplane and such a bracket was unnecessary and they no longer made such an item. A year later one of their parts people called, apologised for Randy, and sent me the part. Maybe Schlitter's ego has shrunk since then, but after a hectic week of Snow Conferencing I really didn't want to take my chances on who I might meet at the Rans factory. And that's why I couldn't use Rans as a topic in my President's message.

Another topic could have been the

hotel where the conference was held, the Kansas City Hyatt Regency. I mentioned to a bar tender that the lobby looked very familiar and asked if it had been used in a movie. His answer was no, but informed me they had a lot of TV coverage after the catastrophic failure of an overhead walkway in 1981.

I can't use that as a topic so I considered mentioning the flights in and out of Dallas-Fort Worth Airport. Trouble is, I'm not sure which one of the six north/south, or two east west runways they'd direct an ultralight to, especially when seven of the runways are always active. It's a little unnerving looking out the window to see five aircraft flying parallel to your plane and all heading for the same airport. The first trip into Dallas was not as exciting since visibility was only about

400 feet and I couldn't see aircraft headed for the parallel runways.

We opened our April meeting with a business session, the first such activity in a long time, I'm told. I received a few comments and calls about that part of the meeting, all of them positive, so maybe a brief business session is an appropriate way to start our gatherings. Most of the people I spoke to felt the "any new business?" statement made them feel part of the club and that they had the opportunity for some input. Thanks for letting me know.

Don't forget the R.A.A's Alberta Chapter is holding its annual convention in Okotoks, June 6,7 and 8. The CUFC will have a Saturday morning fly-in to Okotoks that weekend.



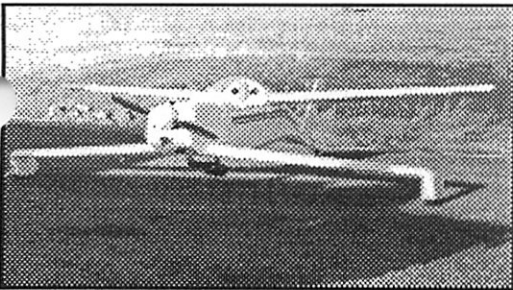
Bernie Kespe stands proudly beside his beautiful Renegade Spirit after his first flight. Grinning like a Cheshire cat Bernie admits, "It feels sooooo good."

Destinations

by Andy Gustafsson

This month we visit David Boulton's airstrip, in the heart of the Alberta foothills. Fellow CUFC member, Stu Simpson, and I left Kirkby Field (which will be featured in an upcoming column), just east of Chestermere Lake, at around 5:30 pm for an evening flight to the hill country. We estimated our time of arrival at 6:05.

As Stu had flown over Dave's place before, he took the lead and off we went. Staying clear of Indus' airspace, we crossed highway 2 on a southwesterly heading to a point just northwest of Okotoks. Here we picked up highway 549, which starts at a "T" intersection. From there, it was a simple matter to follow the highway 8 miles west until the Boulton strip, located on the south side of the road, came into view. To be exact, Boulton's strip can be found one mile east and 1 mile north of the Thompson's Ranch glider strip. See the Calgary VNC or VTA for the glider strip's exact location.



Dave Bolton's Quickie at his scenic airstrip.

The Boulton strip measures 1900 feet long and 60 feet wide, at an elevation of 3700 feet. It's oriented at 16/34 with a gentle slope to the south. Nestled in a narrow, shallow valley between two small hills, final approach to runway 16 is unusual and exhilarating, especially since the runway slopes to the south. The strip is a very well maintained grass surface and is very comfortable to land on.

It's a breathtaking place to visit. The mountains are near and spectacular, and there is a beautiful sandstone farmhouse on the property that was built at the turn of the century. The hangar on the west side houses David's airplane, a Quickie, designed by Burt Rutan. It's a real performer on only 28 Rotax ponies.

This airstrip is well worth visiting and David welcomes pilots at any time. If you are lucky, he might even have a batch of fresh, home made muffins to sample. Happy landings.

Summer Flying Events

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.

June 1 - Lacombe Flying Club Fly-in Breakfast, 07:00-13:00. Info: Larry Sauder 403-782-6899.

June 6,7,8 - RAA Western Convention, Okotoks Airport, breakfasts, workshops and seminars. Info: Ted Orlick 279-7623 or Jim Corner 288-8924.

June 7 - Linden ultralight fly-in breakfast, Linden airport, 07:00-09:45. Info: Dennis Wickersham 546-4306.

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

June 8 - Innisfail fly-in Breakfast, 08:00-11:00 am. Info: H. Nielson 403-728-3457.

June 14 - Strathcona Flying Club fly-in Breakfast, 07:00-11:30 am, Josephburg airport. Info: Don McIntosh 403-998-7428.

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/.

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.

August 2-3 - Red Deer Airshow.

August 16-17 - Lethbridge Airshow.



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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

This month we profile a long-time CUFC member whom we often hear FROM, but rarely hear ABOUT.

Stu Simpson has a day job with Calgary's finest as one of their Constables. Yet, as much as he loves that work, his passion is flying ultralights.

Back in 1984, Stu picked up a magazine that displayed a 2-seat Spectrum Beaver on the cover. He bought, he read, he was hooked! He still has that magazine.

He took lessons in 1986 from John Reed, who operated from Indus at that time. Stu enjoyed flying Beavers and was able to find an almost new RX-45 in 1991 which was well built and had only been flown 3 hours. This Rotax 447-equipped single-seater provided Stu with nearly 140 exciting flying hours over the next 3 years.

Initially, Stu kept his Beaver at a small private strip near Black Diamond, and it was definitely "The Strip for the Brave". It was a magnificent 800 feet long and surrounded by a nature lover's dream. There was a nearby cliff that paralleled the south side of the runway, and between the cliff and the runway were the Sheep River and a small forest. Since the prevailing winds in the area are from the south, this topography combined to give Stu landings that, as he once wrote, "beat the hell out of any carnival ride." Many a hairy landing there cost Stu a good portion of his lifetime adrenaline quota, so the poor sod will probably never see his 90th birthday. Stu eventually moved to Bob Kirkby's Wild Rose Aerodrome.

After a while, even the hardest soul tires of Alberta's cold air in the face, so Stu sold the Beaver in '94. This helped him finance the TEAM Hi-Max project that he'd decided to undertake. The Hi-Max met Stu's criteria for a stout, fun-to-fly machine that was enclosed and could be flown year-round.

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The next 16 months were hard for Stu for several reasons. Building an airplane is a complex project, and one rides a near-vertical learning curve. As well, if you're selling a fully operational plane in order to finance a project, you have the additional frustration of having nothing to fly in the meantime. And all the while, you're going on faith that what you're building will be worth the sacrifice of time and money. Lastly, the project takes its toll on your mate and home. Your wife has to share you with boxes full of parts, and the house and garage seem to lose a lot of usable living space to accommodate the growing monstrosity that sucks up so much of the spare time and money!

Judging by the 70 hours that Stu has put on his Hi-max over the last year-and-a-half, it was all worthwhile. He loves the plane and its performance. Having a fully enclosed cockpit also allows comfortable year-round flying.

As Stu has a real love for wooden airplanes, he's already set his sights

on a future project. He thinks (this week, anyway) he's narrowed it down to either Fisher Aero's Mariah, or Celebrity, or Gene Littner's Champion V. Then again, he says he'd also like to acquire a set of plans for the Vari-Viggen, Burt Rutan's all-wood, twin-tailed, canard. All he needs to do now is start the negotiation process with his wife, and figure out a way to finance it without selling the beloved Hi-max. And he still has to figure out how to spend enough time with his family, which is shortly going to gain a member!

Upon reflecting on these challenges, I think Stu should look forward, with great relish, to quite a lot of future Hi-max time.

Stu can be reached at 255-6998, if you would like to 'max-talk'.

Next month we'll feature a member who knows how to find inversion layers so that open cockpit flying becomes a year-round activity - or so he claims. Stay tuned.



Simpson's Beaver with Rotax 447, a very fun airplane.

One Pilot's Opinion

by Bob Kirkby

Web Wx

Finally its here - for two years Transport Canada and Environment Canada have been promising to provide Aviation Weather information via the Internet.

I was busy updating my AIP in mid-April, and reading the new material as I did so. When I came to the Aviation Notices I was surprised to find a very brief mention that NavCanada now had an aviation weather WEB site which is developed and maintained by Environment Canada. It is highly unusual to hear of something in the AIP first. Typically news of any developments is forthcoming via the aviation media and TC periodicals long before it appears in AIP.

I quickly finished my updating and rushed to my PC to try out the new site. The URL is: <http://canfltbrf.ec.gc.ca> - easy to remember, but if you can't go to <http://navcanada.ca>. This is their home page which has a link to their weather briefing page. The initial home page downloaded quickly and I was immediately impressed. The screen is divided into a main information section and a side panel on the left containing a few link buttons to other information and a scrollable tab selector which is used to jump to the information group you are interested in. It is this information group that I found impressive. Here is a brief overview of each of the information group tabs. (By clicking a button labeled "Description" this list is displayed on-line.)

RADAR - this group will display radar images for either eastern or western Canada. These aren't too exciting, but they will show you the location of significant precipitation and storm cells.

PIREPS - this displays a map on which you can point to a region of interest and it will then list current PIREPS for that region. These are written in some form of FSS code which I found almost impossible to decipher. If you are interested in doing so there is a complete manual of abbreviation available (see below).

METAR/TAF - simply choose the airport of interest and it will display

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the current METAR and TAF reports.

FA - A map is displayed again and you simply point and click to an area of interest. The computer then lists all TAF's and METAR's available in the area plus FD's (upper winds), SIGMET's and FA's (area forecast). This gives you a good picture of the Forecast Area that you will be flying in.

VFR LOCAL - This one is great for local ultralight flying. Again you choose an airport and it lists all the TAF, METAR, FD, SIGMET and FA reports available within a 100km radius of that airport.

ROUTE - This one is really neat for long distance flying. Choose your departure and destination airports and it lists all the TAF, METAR, FD, SIGMET and FA reports within a 100km corridor between the two airports. You can easily print this out and take it along on the trip.

SIG WX PROG - This displays the significant weather prognostic chart for Canada. Great if you know how to read a Prog chart - I don't.

FDs - This is great for doing a quick check on the upper winds. If you're just doing local flying it's a good indicator of turbulence upstairs.

ANALYSIS - Surface analysis - good for wannabe weathermen.

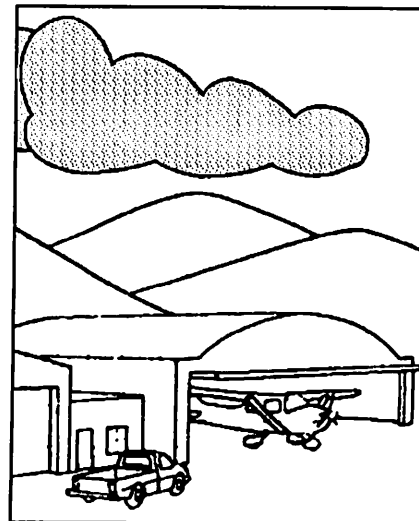
MANAB - This is a list of abbreviations used in the various weather reports. Print it out and keep it handy if you're going to use this service much.

There you have it. Everything the FSS guys can give you but without the decoding - so you have to do it yourself. It's really not that difficult. If

you need help with the METAR and TAF's you can print out a great little guide from another Environment Canada page - there's a hot link to it on the Navcan page.

If you want weather for multiple locations before you head out to the airport this is a great tool. You should still call FSS at the airport and get the latest updates before you leave though. The FSS guys (and gals) are experts and usually are happy to help you out with interpreting the reports.

What I like most about this service is the ability to print out route and destination weather reports and forecasts. They can then be carried on board for reference en route. Getting a weather briefing over the phone requires a lot of fast writing if you want to take it with you. But I consider it a supplemental service to an proper briefing from a FSS. The more weather info you have for the area you are flying, the safer your flight will be.



Okotoks '97 RAA Western Convention

June 6-8

Come Fly With Us

Join us for a group fly-in to the RAA Western Convention at Okotoks on Saturday, June 7. We would like to get as many CUFC members together for this event as possible, to both have a fun flying event and show our support for the RAA, of which the CUFC is an Associate Chapter.

We will have two assembly points. Those who are in the north and east of the city will meet at Kirkby Field for a planned departure time of **0830**. From there we will fly to Indus and join up with the rest, for a planned departure from Indus of **0915**. This will give us an arrival time at Okotoks of 0930-0940.

Everyone can then spend as much or as little time at the convention as they wish - see the activities list. We will depart Okotoks at a time we all agree on after we get there.

Anyone who wishes to take in the entire convention should make their own way to Okotoks.

Contact Bob Kirkby for information regarding the group fly-in (291-5560 or 569-9541).

Convention Activities

Since the agenda has not yet been finalized, following is an approximation.

Registration and socializing is Friday evening, June 6. The main events are on Saturday starting with breakfast from 0700 to 0900. After that there will be organized flying events until lunch time.

Commercial displays will be available all day and in the afternoon there will be a number of seminars and presentations. The day will be highlighted with a banquet in the evening with guest speakers Lenore Crane and Audy Barr of TC. They will talk about new Calgary airspace regulations.

Sunday there will be another breakfast and more morning social activities before departures commence.

There are three ways to pay. (1) Pre-register for everything at \$30. (2) Register for everything when you get there at \$40. (3) Pay \$5. per activity plus \$20. for the banquet. Breakfast and lunch are sold separately.

For more information contact Ted Orlick (279-7623) or Jim Corner (288-8924).

Calling All Air-Heads

Our never ending search for the Air-Heads among us leads us to pose these question to you. Answers can be found elsewhere in this issue.

- 1) Which airplane was the first one to have a completely computerized fly-by-wire control system? Which company builds the airplane?
- 2) Which well-known designer put pen to paper and came up with the BD-5?
- 3) How many horsepower did the original Piper J-3 Cub have?
- 4) Who is "Bitchin' Betty"? (Hint: Canadian military pilots know her well.)
- 5) When referring to the control system of the original Spectrum Beavers, what is the primary difference between the single-seat and two-seat models. What was each model's numerical designation.

Classified

Helmet - Ultra-com, like new, includes mic, headset, carrying bag and ICOM interface. Cost \$350 new, will sell for \$250. Gerry MacDonald 275-6880 or 235-7777.

Beaver - RX 550 AP, 1986, 275hrs TTSN, 0 time Rotax 532, always hangared, Allore wing upgrade installed, priced to sell, 1/2 share possible. Tony Stehr 686-2624 or 860-6695. (5/97)

Tie-downs - Unused aircraft tie-downs, \$40. Cliff Wingate 246-6154. (5/97)

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, \$75 or trade for flight computer or headset. Ed Wawzonek 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)

Call Bob Kirkby at 569-9541 or fax to 291-1112.

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 giving 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 Oshpovitch 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. Oshpovitch 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.

A Goulish Fascination

A Fort Lauderdale truck driver was sentenced to six months in jail for stealing parts from the ValuJet crash-site in the Florida Everglades. The man was an employee with a trucking firm contracted to transport the DC-9 wreckage from the swamp.

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.

Airheads Answers

- 1) The General Dynamics F-16 Fighting Falcon.
- 2) Jim Bede designed the BD-5
- 3) The original J-3 had a meager 35 hp and flew at 65 mph.
- 4) "Bitchin' Betty" is the computer generated voice that warns CF-18 pilots of impending problems such as low altitude, low fuel, etc.
- 5) The RX-28 Beaver had torque-tube actuated ailerons, while the two-seat RX-550 had cable activated ailerons.

News... ...from the Blue

The Company's Paying For It

Both the Boeing and Cessna aircraft companies are offering cash bonuses to their employees who learn to fly. The companies will pay \$500 to anyone who solos, and an even grand to those who earn their PPL. In addition, Cessna will pay it's present private pilots \$1000 to earn their instrument or commercial ratings.

No Thanks, I'll Drive

A British hospital dispatched a medevac helicopter to a nearby army base to transport a soldier whose leg had been torn up by a chainsaw. But when the chopper landed its rotor blades hit a sign post, thereby grounding the helo. The helicopter eventually had to be transported by road to be repaired, as did the wounded soldier, who wasn't as seriously injured as first thought.

A New Way To Eat Ribs

A Frenchman named Michel Lotito had a most unusual meal this past Christmas Day. Lotito finished off the remaining parts of a Cessna he's been eating over the course (pardon the pun) of the last several years. We have to wonder if he barbecued the ribs, though we certainly don't doubt he gets enough iron in his diet.

Aircraft Spruce Offers Breezy

Aircraft Spruce and Specialty, an American aircraft parts supply house, is offering materials kits for the original 1965-designed Breezy. Aircraft Spruce says they can supply replica J-3 wings, or the builder can use wings from any of a number of different Piper tube and rag designs.

Flatulent Flyers Fan Fire Fears

A European airline recently had trouble with the smoke detectors going off in the cargo hold of one of its brand new Boeing 777s. An investigation revealed the smoke detectors went off because the hold contained a cargo of flatulent, mating frogs. Boeing later modified the detectors to be more resilient to the fjects of the amourous amphibians.

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Airline cabin crews have come up with some rather witty remarks to explain the bad landings their aircrews sometimes perform. Here are a few: "As you've probably noticed, ladies and gentlemen, we've just landed in Vancouver (or wherever)." Or, "Sorry for that landing, folks. The Captain does take over from the auto-pilot occasionally, just to stay in practice. Now you all know why." And finally, "Now that the Captain has just carved his initials into the runway, we'd like to welcome you all to Calgary."

A Love Parlour In The Sky

A California entrepreneur has come up with one of the most unusual airplane charter operations ever. Pilot Nick Edgar flies a Rockwell Aero Commander with a private bedroom in the back, and he offers the bedroom at \$450 an hour to anyone who wants to join the Mile High Club. Edgar says the bedroom is FAA approved and he's not breaking any rules by offering a one hour fantasy aloft. He adds that 90% of the flights are booked by women, and he averages about fifteen flights a month. We bet no one would dare take the flight alone.

Rotax-Powered Cessnas

A German report indicates that country's aviation authority is expected to certify a version of the Rotax 912 for use in the Cessna 150/152. The engine would spin a Hoffman constant speed prop and will give quieter, more fuel efficient performance. It will also run on less expensive regular car gasoline. A conversion in Germany takes forty man-hours and costs about \$38,000.

Costly Detours

The Brittish Armed Forces Mintster

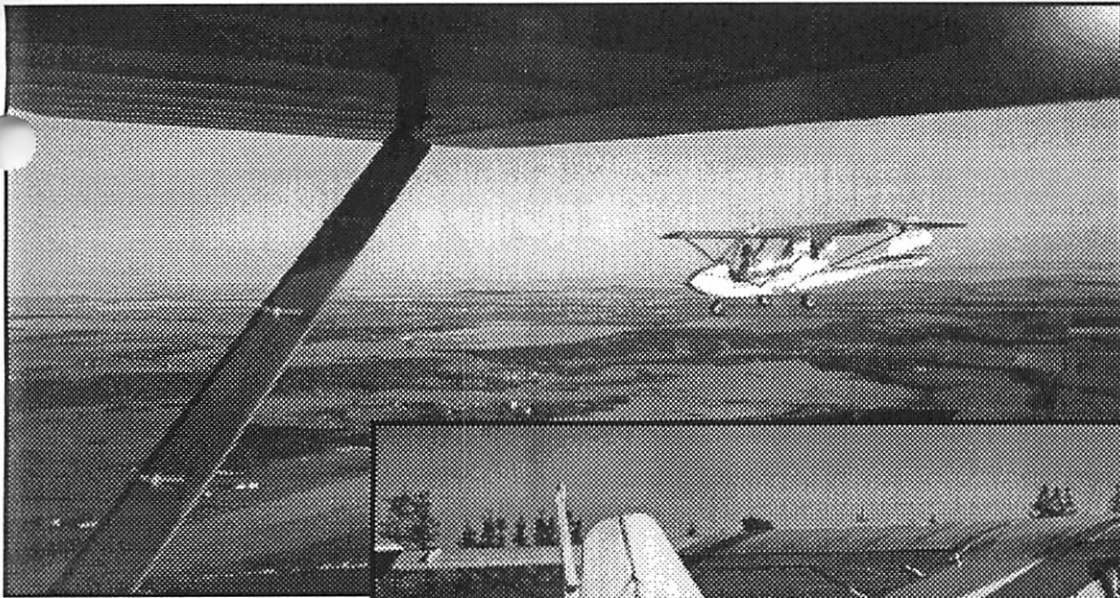
admitted earlier this year that his air force's C-130 Hercules transports may have wasted up to five million dollars worth of fuel while ferrying supplies to Bosnia. The fuel was burned unnecessarily because the RAF thought it had to detour around Swiss air space. Apparently, RAF planners didn't realise that Switzerland had lifted their neutrality ban on weapons-carrying aircraft over their soil.

Cockpit Snooze Alert

The U.S. Naval Warfare Center is currently testing a device that measures a pilot's level of alertness at the controls. The device measures numerous physiological signals to warn of impending fatigue. The system can be rigged to send the data to a base station via satellite. The Navy hopes the system could give warning of impending black-outs during high-G dogfights. Other transportation authorities, such as marine and rail officials, are looking at the device to monitor their respective crews, also.

Train On GPS, Or Else...

The U.S. National Air Transportation Association, which represents flight schools, is warning of a problem it foresees with students pilots who don't train with GPS equipped airplanes, or GPS-qualified instructors. NATA is encouraging student pilots to get instruction with schools that offer suitable GPS training. Apparently, FAA examiners are expecting students to show proficiency in GPS use if the airplane is so equipped. (NOTE: This item may be quoted in ANY arguement intended to convince your wife you really DO need a GPS for your ultralight.)



A view of Andy Gustafsson's Challenger II from Stu Simpson's Hi-Max on the way to Dave Bolton's airstrip. See story on page 2.



Don Roger's Husky Norseman during a summer adventure. Picture by Jim Corner.

