



Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

June 1997

President's Msg

by Ed D'Antoni

Airspace Restructuring

During the business part of the May meeting, Brian Vasseur mentioned the new Calgary Terminal Control Area. To recap Brian's update, controlled airspace around major airports is in the shape of inverted wedding cakes. The original Calgary positive control one was from ground elevation to 12,500 feet over a 7-mile radius from the center of the airport. Beyond seven miles, the controlled air space then began at a floor of 4,800 feet on up to 12,500 feet. This extended to a radius of 17 miles and was known as Class C airspace.

Here's where things change. The new radius for the Class C airspace now extends a whopping sixty miles from 5,400 to 12,500 feet. This extension is massive in that it reaches all the way to places like Drumheller, Black Diamond, and High River. Since we all abided well by the limits of the previous zone, we ultralighters should have no trouble keeping out of trouble.

It is important that everyone familiarize themselves with the new Terminal Control Chart. The new limits are published in the AIP.

A New Home?

Discussion of an alternate meeting site suggested we had better attendance when meetings were held in the north end of the city, preferably near the airport. We would like to make our meeting place the Air Museum, however they cannot yet accommodate us. A new possible location is the NE Armory, 1227 - 38 Ave. NE. This

location is 10 blocks south of the airport, and is the headquarters for all of Calgary's militia and cadet units. It has rooms similar to that of the old RCAFA wing including a bar, and meeting and banquet facilities.

Here are the conditions: The only night available is Thursday, the CUFC President or Treasurer must become a member of the mess, and the cost per use is \$50.00. The CUFC executive will meet over the summer to review possible meeting locations. Meeting location, date and time is available through our web site and will be published in the August newsletter.

New Web Page

Brian Vasseur did an excellent job on the Calgary Ultralight Flying Club's Web Page (see Vasseur's article elsewhere in this issue). There is no cost to the club for this web page, which saves us the typical going rate of \$1000 per year. We are using my 3 Megs of free space Logical solutions provides to each subscriber. This is plenty of space. It would be appreciated if any member considering Internet access give Logical Solutions a call. You can try them out for free at 247- 7700. Again, many thanks to Brian for his hard work at getting the page up and running.

CUFC Member Passes Away

Long-time club member Howard Bowie died on May 10. Howard was well known to most club members as the outspoken fellow who oversaw the monthly door prize draws. He also worked the phones each month to remind members of upcoming meetings and events.

Howard led an exceptional life full of challenge and adventure. He was born April 29, 1930 in Thunder Bay, Ontario, where he helped his parents ferry freight in a canoe until his late teens. He held more jobs in one lifetime than most people could in five. The jobs he had include, truck driver, Olympic skier, fire fighter, sailor, carpenter, steel worker, and rancher, to name just a few. Howard also had innumerable hobbies and interests. He loved archery and kite-making. He was one of the city's early experts on the

Commodore home computer, and had a deep interest in ultralight airplanes. At the time of his passing he was enrolled in a machinists course to give himself one more skill.

CUFC members will miss Howard's gruff, tell-it-like-it-is individualism, and we'll remember him fondly. Rest in peace, Howard.



Destinations

by Andy Gustafsson

This month we fly to Dennis Poffenroth's airstrip. Dennis is farming just one mile north of the community of Delacour, where he also harbors his pride and joy, a Piper Tri-pacer. I am working on him to join us happy U-L fliers.

Finding Poffenroth's strip will take a bit of navigation. First, make your way to Delacour. Check the Calgary VNC and you'll see Delacour listed at the intersection of highway 564 and the CNR tracks that run northeast from Calgary. The trouble is that when you actually arrive you won't find Delacour. The town has long since disappeared. But, if you find a fairly new-looking community hall northeast of the road/rail intersection, you're in the right place. Now just follow the gravel road north about a mile and you'll see your destination on the west side of the road.

Dennis' 1700 foot strip runs north-south, skirting the west side of his very tidy farmyard. It's a very comfortable place to land; the surface is grass and is always well maintained. You won't find any gopher holes or ruts here. There are a few very shallow hills running through the runway that are hardly worth mentioning. They won't be a problem for ultralight pilots. Poffenroth's home and out buildings are surrounded by tall trees. Therefore, if there's a crosswind from the east you'll need to take the necessary precautions.

Dennis welcomes visiting pilots and is always eager to chat about the wonderful world of flying. I think that we might even be able to convince him to take up the best kept secret in aviation - ultra-light flying.

Classified

Helmets/IC - Ultra-Pro helmets from Comtronics Engineering Ltd. complete with mics, headsets and 2-place intercom. \$699 for system or \$250 for single unit. Alexander Bahlsen 652-3444 or hrfe@aviationab.com. (6/97)

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. (5/97)

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)

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)

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



Executive

President: Ed D'Antoni 247-8621
Vice-President: Wilf Stark 935-4248
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Meetings of the Calgary Ultralight Flying Club are held on the second Thursday of every month at 7:30pm at:

Museum of the Regiments
4520 Crowchild Trail SW
Calgary

Summer Flying Events

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 9 - Glenn Bichell's fly-in, Smoky Roast & Beans, 0700-1900, horeshoes and golf, at Glenn's airstrip 1 mile NE of Carstairs. Info: Glenn Bichell 403-337-2564.

August 16-17 - Lethbridge Airshow.



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Member Profile

by Wilf Stark

Our profiled member this month has probably flown more ultralights, and for a longer period, than anyone else I've met in the UL community.

Wayne Winters first became interested in ULs back around 1976 or '77 when he saw first-generation Lazairs being foot-launched to get airborne. As a private pilot with close to 1000 hours in his Comanche and other GA types, he realized that those Lazair pilots must be having a lot of fun.

Ironically, it was his father, Ralph Winters, who was the catalyst that started Wayne on his ultralight journey. Ralph ordered a Lazair Kit from Jim Creasser and asked Wayne to build and test-fly it. Wayne claims he built it several times, as Ralph insisted on coming down for occasional hard landings (we don't crash ultralights, we just come down harder on occasion).

The seed was planted and firmly took root. Wayne's next project was to build a Kolb Ultrastar. A Sorrell Hyperlight came later, followed by a Fisher FP-101 high-wing. You may recall in a recent Profile of member Jim Creasser that the first 3 Hyperlights sold went to Calgary to help launch/finance that product.

Along the way, Wayne and his family moved to Saskatoon for a while in the mid-'80s, where he built a 2-place Kolb. You can still see Ralph and Wayne flying it once in a while, as it remains at Indus. When Wayne returned to Calgary several years later, he flew the Kolb back. I'm sure it has seen quite a few air-miles since.

By 1989 Wayne realized that he could eke out a living in the ultralight industry, so he went to Oshkosh to find some solid products for which he could become a dealer. At the same time, he decided that an ultralight flight school at Indus-Winters Air-Park would be a great way to help others learn how to fly. And he thought it would be an enjoyable kind of job.

At Oshkosh '89, Wayne secured dealerships for the Merlin line as well as TEAM's popular Mini-Max. His next step was to build a couple of Merlins. He started with the famous blue C-ICIW that so many of us first learned to fly on. I remember old 'IW had over



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1000 hours on it when I took lessons in March '92.

Wayne has graduated more than 20 students a year in the years that he's operated Blue Yonder Aviation. I know of no other Canadian UL Instructor who is as prolific. Yet, having said that, even Wayne realized by '91 that he'd never met anyone who actually gained wealth or even a measly RRSP out of the UL business. So, off he went to try some non-aviation endeavors in the lovely Arizona sun in 1991. But he soon realized that not only is the grass not greener, it's actually sagebrush with a permanent sandy colour.

By the fall of 1992 Wayne was back at Indus. He re-purchased Blue Yonder and was hard at work teaching students. He also got busy building his prototype EZ-flyer that we've heard so much about in recent years. Wayne has built a total of three EZs so far and is currently developing a single-place version. He has also sold some kits to others, of which Jim Creasser's is closest to completion.

Over the years, Wayne has also test flown other ULs such as a Quicksilver-MX, Mini-Maxes, Phantoms, Mirages, Bushmasters, Chinooks, the ever-present Beavers, Challengers, and recently, a Kitfox and an Avid Flyer. There are probably others as well, in the one-off category.

I asked Wayne for a quotable quote for this article. He provided two. "When you see houses get bigger," he quips, "pull up!" I've seen Wayne fly and I have no doubt that he seems to like flying low not for pleasure, but strictly for professional reasons. He has to stay practiced with forced approaches and emergency landings. Ya, that's it.

His second quote is just as memorable. "Since North Americans gain an average of 2 pounds a year as they get older, you can expect to see future ultralights that are heavier, wider, and with more powerful engines". How true!

Wayne has made, and continues to make, a real contribution to the growth of our sport and I'm happy that he chooses to continue in this industry. I wish him well in the Merlin and EZ-flyer manufacturing business.

Next month we'll feature a member who is nearing completion of his first UL and has thoroughly enjoyed the journey so far. Stay tuned.



Wayne prepares to demonstrate the E-Z Flyer at Oshkosh

We're On The Web!

by Brian Vasseur

The Calgary Ultralight Flying Club is now on the internet. We've taken newsletter articles, builder profiles and much more, and assembled it all into a web page that tells everyone who we are and what we're about. We plan to add new articles each month and keep it up to date so it should become very popular. We'll have three months worth of material posted at any given time. Each month we'll remove the oldest stuff, replacing it with the most recent. We've submitted the address to a number of search engines and are beginning to get our address included on other aviation web pages.

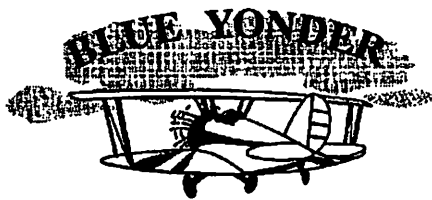
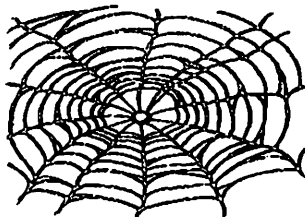
For those of you on the internet the address is as follows:

<http://www.logicnet.com/ed.dantoni/>

There's a few special features on our site you should check out. First, we've included lots of thumbnail pictures throughout our articles. Click on them to see a full size (640 x 480) image. Second, as you scroll through the articles you can click on the "back to top" link to jump back to the table of contents. Finally, we have a growing list of links to other aviation web sites that you may be interested in.

We'd like your comments on what you think of the site, and particularly what improvements you could suggest. We'll continue to evolve this site to suit our members and to promote our club. Please use the "Feedback" buttons anywhere throughout the site. We check feedback frequently and will respond to questions if you post them.

We'd especially like to build our list of member aircraft and projects. Please submit 1 or 2 pictures and a short description of your aircraft, ala Kitplanes' Completions. We'll scan the pictures and return them to you. Please drop them in the mail (see the mailing address on page 2 of the web site) or get them to Stu Simpson.



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News... ...from the Blue

Crash Undetected At Airport For 4 Hours

A light plane crashed recently at Van Nuys airport in Los Angeles. Investigators figure the pilot lost control on approach because of very heavy fog and crashed into a parked plane on the ground, killing the pilot. The tower was not operating at the time of the crash, so it went undetected until four hours later. The ELTs in both the planes involved were not activated by the impact.

Golfers Ground Airliners

A Swedish airline official offered an original excuse, recently, to explain why the company's planes were grounded by parts shortages. He stated that the spares supplier couldn't meet the demand because of a lack of titanium. The supplier claims the titanium shortage is the result of an extreme demand for the metal in the manufacture of golf clubs.

BA B747 Hits 100K

A British Airways Boeing 747 has hit the 100,000 hour mark. The plane is a 747-136 'Classic', delivered to the airline in 1971. BA hit the milestone on the night of January 8/9 enroute from Seattle to London.

Calling All Air-Heads

We continue our never-ending quest to find out who among us might know the answers to such trivial questions. The answers, for those who aren't true Air-Heads, can be found elsewhere in this issue.

- 1) What was the code name of the ultra-secret USAF project that developed the F-117 stealth fighter?
- 2) In a similar vein, what is the nickname that the USAF hung on the F-117 (i.e. Eagle, Hornet, etc.)? In which conflict did it first see action?
- 3) What do the terms loose deuce, split-S, scissors, high yo-yo, and lag pusuit, all have in common?
- 4) When operating in uncontrolled airspace, what frequency should pilots continuously monitor?
- 5) What is the maximum allowable empty weight allowed under FAR Part 103. What registration characters do American ultralights start with? (e.g. Canadian ULs all start with C-lxxx)

Safer Landings With Flaperons

by Andy Gustafsson.

Aviators, both ultralight and conventional, often strive for the lowest approach speed possible. Whether the plane has tires, skis or floats, a slower final approach speed simply gives the pilot more time to set up the landing. A slower approach also means a shorter landing run (often a point of pride among the UL crowd) because there's less tendency to float along above the runway in ground effect. Finally, a slower approach, and subsequent touchdown, will make the landing much easier and will be much gentler on the gear itself.

To make it easier to go slow on final, and to give pilots more options when it comes to landings, someone invented wing flaps. I recently discovered just what they can do for my airplane, a Challenger II.

Actually, the correct term for the Challenger's flaps is "flaperons". This is because the simple mechanical actuator lowers both ailerons into the airflow simultaneously. The pilot still has full aileron control, but he also has the advantages that flaps give him.

I always thought that the landing speed and the excellent flight characteristics of my Challenger II were more than I could desire. I believed that flaperons were a luxury that I simply didn't need. But as my short airfield isn't prepared, I thought it wise to try them. After all, anything I can do to ease the stress on my plane will help make it last longer.

Installing the flaperons took four hours. The wings had to come off and the slide mechanism was installed. Then the moment of truth arrived.

The evening was warm and the thermals active. I wandered up to 600' agl and lowered the flaperons by working a crank on the cabin roof. The nose lowered more with the more flaperon I introduced. By changing them to a slightly reflexed position (where the flaperons are raised into the top-side airflow) the nose came up slightly. I've found that in level flight

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the flaperons work as elevator trim.

I made my way over to the Poffenroth strip (see "Destinations", elsewhere in this issue) for a landing. Setting up an approach at 50 mph, I dropped the flaperons and noticed I was coming down quite steeply - more so than usual. The flare slowed me down to under 35 mph and the touchdown happened around 27 mph.

On my plane I can lower the flaperons to 20 degrees and still have full movement of the ailerons. The Challenger factory recommends no more than 20 degrees. When the flaps are lowered to close to 40 or more they work as airbrakes. In my case, they work really well.

I'm extremely happy with having installed flaperons on my plane. I get the lower landing speed that I was

looking for, as well as elevator trim and air brakes. The aircraft also picks up a few mph in cruise speed because of the reflex mode. What more can I ask for?

If the airplane you're flying has the option, flaperons are a good investment. They give the pilot a means of adjusting the descent and they make the landing more controlled at a lower speed. Flap deflection at take-off can also come in handy if you have enough horsepower, and if the airplane is designed to use them on takeoff. They take a little practice to get used to and I'm still learning, but the benefits are definitely worth the effort.

As the saying goes: "When you say that you know everything there is to know about flying, then you should never fly again."



Andy Gustafsson's Challenger II.

News... ...from the Blue

British UL Instructor Jailed

A British judge sent a UK microlight flight instructor to the bucket for six months because he falsified logbook entries for one of his students. The instructor credited the student, who subsequently died in a UL plane crash, with more than nine hours of solo time that he hadn't completed. The instructor claimed he made the entries because he was trying to help the student save money. The instructor had previous convictions for unlicensed flying and improper aircraft registration.

Airbus Crash Captain Jailed, Too

You may remember seeing the TV news footage of an Airbus A320 in June 1988. The aircraft, which was carrying 137 passengers at the time, made a low pass at an airshow but didn't pull up in time and crashed into the trees at the end of the runway. Despite the tremendous explosion visible in the video, only three passengers died in the crash. Recently, a French court sentenced the captain of the flight to six months in jail for the crash. The captain is appealing the conviction, saying Aerospatiale is to blame because of design weaknesses. He also accuses the French government of making him the scapegoat for the crash to protect Airbus sales.

The Ultimate Video Game

World renowned watch-makers Breitling are sponsoring what is likely the ultimate video game at this summer's Royal International Air Tattoo (a gathering of military aircraft and crews in London, England). Fighter pilots from around the globe will compete one on one in head-to-head simulators to see who is the world's 'Top Gun'. The pilots will fly the same fictional hybrid jet to keep things even. Spectators can view the competitions on a giant video screen. Winners receive a trophy and a very expensive Breitling watch.

Rent-A-Cars, Star Wars Style

The Avis car rental company is now offering customers rental vehicles quipped with GPS and full Heads-Up-Displays. Additional features include moving map displays, synthesized voice prompts (an electronic back-seat



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driver, I guess). The HUDs offer speed readouts, steering bugs, and low fuel warnings.

Former Canadian Air Base Now On Civvie Street

The former CFB Lahr West Germany, once a NATO fighter base, is now open to civilian air traffic. The airport features a 10,000 foot runway. Officials at Lahr expect approximately 20,000 aircraft movements annually, including scheduled and charter services.

Mega MiG Troubles

A man named Larry Ellison, who happens to be the CEO of the Oracle computer company, is upset that U.S. Customs won't allow him to import and fly his very own MiG-29 Fulcrum. Ellison already owns an older Russian fighter. He figures the U.S. government doesn't want the MiG in the country because it'll out perform anything in the American inventory.

What's RAVAD?

RAVAD is an acronym for Racial Automatic Voice Alerting Device. It's an aural warning system used by British Royal Navy helicopter pilots. The system provides pilots with a computer synthesized voice in their headsets warning of dangers such as low altitude, low rotor speeds, and other mechanical troubles. The synthesized voice even changes its tone as the level of danger increases. UK authorities have mandated that the system be mandatory for all offshore helicopter operations, both civil and military.

Did You Get The Licence Number?

A Seventy-year old man in London filed

a law suit to get reimbursed for damages done to his house. The culprit was an unknown aircraft that shed ice before landing at Heathrow Airport. The man was initially denied compensation for his claim because he didn't get the registration number of the offending airplane. However, his MP has now taken up the fight.

Stuck In The Mud

A Cessna 172 pilot recently spent a chilly night with his airplane on the mud flats of San Francisco Bay. The pilot made an emergency landing into the mud after an engine failure. Coast Guard cutters and a helicopter were unable to locate him after the crash. The man spent the night atop the 172 and was rescued the next morning. He suffered hypothermia and a dislocated toe.

Airheads Answers

- 1) The project name was 'Have Blue'. The title was allegedly picked at random by a computer.
- 2) The F-117 is known as the Nighthawk. It was first used in the American invasion of Panama.
- 3) All those terms are dog fighting tactics used by fighter pilots.
- 4) In uncontrolled airspace the channel to surf to is 126.7 MHz.
- 5) The US requires its ultralights to be 254 pounds or less, empty. The second part of the question is a trick. The US doesn't require registration of an ultralight.

One Pilot's Opinion

by Bob Kirkby

Banff/Jasper Reprise

According to the June edition of the COPA Canadian Flight newspaper, an Alberta federal judge has ordered a postponement of the closure of the Banff and Jasper airports. The Banff Flying Club, with assistance from the COPA Special Action Fund, has taken legal action against the federal government to stop the closures, as ordered by the Heritage Minister, Shiela Copps in March. The airports were due to be closed on May 19.

"The federal judge ordered a review of the decision to close the airports after hearing arguments from Alastair Lucas, an Alberta lawyer hired by interested pilots in the Banff area", reported Canadian Flight. This is good news in that now an independent review will be held without, hopefully, political influence. We have one more opportunity to raise a voice against this ridiculous, arrogant behaviour by Shiela Copps.

What can we do to help salvage the Banff Airport? Well, for starters let's use it while we can. I intend to organize a flight of ultralights to Banff in the next month. Who wants to help the cause and perhaps play a part in history? Well, maybe that's a bit dramatic, but who knows, maybe we'll get arrested by some zealous park rangers. Anyone interested in trying to save aviation in Western Canada, and having an adventure, give me a call (569-9541).

RAA Western Convention

On Saturday, June 7, five members of the CUFC flew into the RAA Western Convention at Okotoks. At 0830 on the dot Stu Simpson, Wilf Stark, Bernie Kespe and myself took off from my place bound for Indus to meet up with Peter Wegerich. From there we were to fly to



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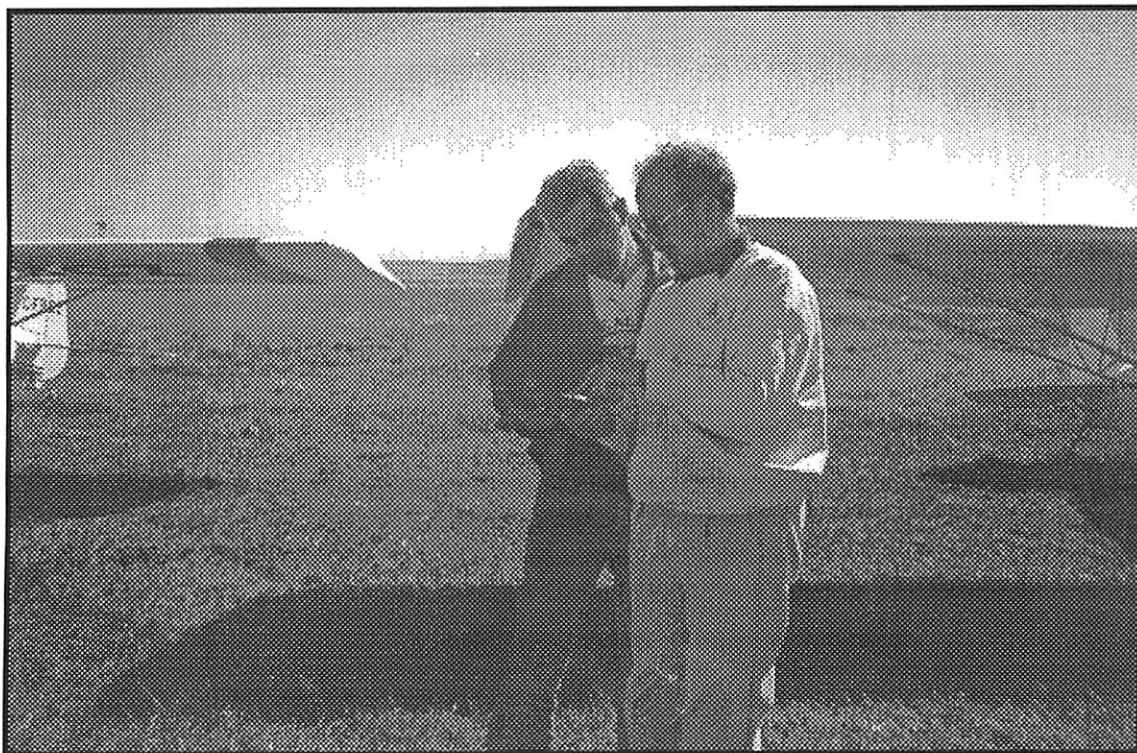
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Okotoks as a group. The flight went well for everyone except me. After take-off I had trouble maintaining RPM so I told the gaggle to proceed without me and returned to the field. A half-hour of fiddling turned up an uncooperative spark plug. A new set of plugs did the trick and I took off in hot pursuit.

I landed at Okotoks to find my compatriots busy chowing down on pancakes and eggs in the company of the local RAA crowd. We spent the next couple of hours enjoying the beautiful sunny day and wandering around the airport talking airplanes with anyone who would listen.

Although we had a good time I was surprised at the small turnout for the convention. There didn't seem to be any RAA members from outside of Calgary. I'm sure the organizers must be a little disappointed. Perhaps there was more activity later in the day.

The ultralight contingent departed about 1230. Peter left us at Indus and the rest of us flew on the my place. All things considered it was a great morning of aviating in perfect weather. We need a few more days like that this summer to make up for lost time last winter.



Ron Rogers and Wilf Stark study the GPS hoping to find the way home from a recent trip to High River.

News...

...from the Blue

Police Helo Helps In Forced Landing

A Cessna 172 pilot made an emergency radio call while doing some night flying over California's San Fernando Valley, recently. The plane had an engine failure and the pilot told ATC he was going to try and set down on a gravel track next to a reservoir. A nearby police helicopter crew overheard the distress call and went to the reservoir immediately. The crew used the helicopter's searchlight to light up the landing area. The Cessna pilot made a safe landing.

Robinson Now Offering Helicopter Mounted News Cams

Robinson Helicopters, makers of the

popular R-22 and R-44 piston powered helicopters, is now offering a gyro-stabilised TV camera system that mounts to their helicopters. The camera system weighs only 35 pounds and has an effective zoom range of 40:1.

Moose On The Loose

A pair of moose on the loose in Anchorage have some airplane owners browned off. It seems a couple of young males were trying to shed their antlers last fall and thought the aircraft at the Anchorage International would make excellent scratching posts. Total damage amounted to more than twenty grand.

Has Anyone Seen Our Bomb?

Police in Milwaukee recently lost five pounds of explosives during a police dog training exercise. The dog failed to find the bomb, and then the police couldn't find it either. Apparently, the bomb is in a Tupperware container about 8"x12" in dimension.

Bad Gas

Air traffic controllers and other staff at Washington's National Airport thought they detected a strong smell of gas in the terminal recently, so they shut the place down. Airport officials diverted or cancelled fifty flights until they tracked down the leak. The cause of the malicious odor was some rotting fruit in a trash can.

They Don't Make 'Em Like They Used To

Airshow organizers at a town in southern England were very excited last year as they expected an appearance by one of Singapore Airlines' Boeing 747s. The Jumbo never arrived at the airstrip, though it did treat the people of a town three miles away to a wonderful air display. Oddly enough, on the same day, a 1930s vintage de Havilland Dragon Rapide made its appointment at Heathrow spot on time and position.

