



# Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

July 1997

## President's Msg

by Ed D'Antoni

### Travels

While visiting Toronto the week of June 15, I had a chance to rent a Katana D-20. It was equipped with the turbo-charged Rotax 914. It was nice to fly an aircraft that had a modern panel and control system. Controls were well located and the aircraft was easy to fly. I flew the Katana from Toronto Island Airport, just a few hundred feet from the CN Tower. My plan was to fly to Niagara Falls, but weather conditions wouldn't allow it.

Flying the Toronto area is interesting in that you are continually flying into different control zones. Island airport elevation is 251 ft ASL. Looking to the right while on downwind for runway 26 puts you about 1000 feet from the CN Tower, and only at half of its height. The Katana's climb rate was only 500 ft/min., stall is 41 knots and cruise is 90 knots.

Having had my fill of the centre of the universe, according to Toronto's media (I get tired of hearing about Toronto's world's largest tower, world's longest street, world's shortest ferry, world's best of everything, blah, blah, blah), I moved on to Montreal to try for a flight in a

Pelican. I really believe that if Alberta was as close to Toronto as Quebec is we'd not only WANT to separate, we WOULD separate. Enough politics, the Pelican awaits.

### The Pelican

I visited the Pelican factory at Mascouche, was given a tour of the plant and learned their history. Then I took a long test flight. The demonstrator aircraft was equipped with the first production Rotax 914, which reportedly has run flawlessly for over 500 hours.

After a short roll down runway 07 the aircraft jumped into the air at 40 knots. Putting the nose down to reach an airspeed of 85 knots we climbed to 3500 feet at a rate of 2000 ft/min. That's four times the climb rate of the

Katana! Stalls at this altitude were well below 40 knots, the lowest number on the airspeed indicator. At 3500 feet a temperature of 27 degrees and 70% humidity, the aircraft could still climb at just under 2000 ft/min.

After some other manoeuvres we dropped into a 1600-foot long forestry strip with 60-foot tall trees at either end. We were able to stop in 800 feet.

With a stall of well below 40 knots and a cruise speed of 120 knots, I'd love to own one of these machines.

### New Digs

We have reached an agreement with the Calgary Aerospace Museum Association and will now be meeting at the Museum the second Thursday of every month. The first meeting will be September at 7:00 p.m. See you there.



Andy Gustafsson's Challenger II gets some attention while on the Poffenroth strip.  
Photo by Stu Simpson

## Letters

From readers



Editor:

I just received Transport Canada's latest proposal for the Class 4 medical. In essence, they are recommending that all pilots, including ultralight pilots, get an initial Class 4 medical examination from a Civil Aviation Medical Examiner (CAME), the same doctor that does the Class 3 medical.

After the initial examination, as long as no passengers are carried, there is no requirement for any more medicals. Ever. No more 5 year renewals.

For the guys under 40 years old who want to carry a passenger, a medical exam would be required every 5 years until age 40. Then the period of renewal is 2 years, and after 50 the medical is required every year. This applies to the Recreational Pilot Permit and will apply to the passenger carrying endorsement for the UL pilot when that issue gets clarified. The medicals are to be performed by a CAME.

The rationale for this is two-fold.

First, it eliminates the 3 ways of qualifying for the Class 4 medical now (self-declared for the UL pilot, self-declared signed by an MD for the RPP, and the Class 4 exam by the CAME for those that cannot sign the declaration). This causes confusion for

Transport and the industry. The new proposal also satisfies the Doctors who say that this initial medical will catch some conditions that the pilot may not be aware of.

The second rationale has to do with the administration of issuing the medical document. There is a proposal initiated by TC to have the medicals endorsed by the CAME and eliminate Transport issuing a medical document. This eliminates the fee for the medical. If the medicals are not done by a CAME, the medical cannot be endorsed by him.

There are two things to consider. First, this is a change from the status quo for the UL medicals which TC has said they would leave alone. This proposal is not status quo. It requires an initial medical but then eliminates the need for the 5 year renewal for the solo UL permit.

Second, the fee for the medical also covers the costs of providing the AIP to pilots. And there will be some sort of fee introduced to cover that expense since it would no longer be covered by the medical renewal fee.

Thanks,  
Kathy Lubitz

*Editor's Note: Kathy is seeking feedback on Transport's proposed Medical certificate changes. You can e-mail her at [elubitz@online.net](mailto:elubitz@online.net)*

## 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 [hrcf@aviationab.com](mailto:hrcf@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, Allure 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.



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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:

Museum of the Regiments  
4520 Crowchild Trail SW  
Calgary

## Destinations

by Andy Gustafsson

The Calgary area has an abundance of airstrips for ultralight fliers. This month we feature a destination that can accommodate not only land-based aircraft, but float-equipped planes as well.

On the 17th of June, I had the pleasure of visiting Bob Campbell's picturesque airstrip and float-base with fellow U/L pilots Bernie Kespe and Stu Simpson. From the Wildrose aerodrome at Kirkby's, we laid a course for a point 1 mile south and 1 mile west of Strathmore. After 15 or 20 minutes we were in view of Campbell's.

This strip is a little different because it skirts 'Lake Campbell' and has a slight dogleg bend at the half-way point in the runway. The grass surface on the runway is very well groomed, measuring an estimated 2000' x 75'. The elevation is 3200' ASL and runs S.E - N.W. A copse of tall trees borders the north edge but there is a lot of room to

maneuver. Bob's hangar at the east end and north side, houses his bright yellow CH-701, a Chris Heinz design with impressive STOL capabilities. Campbell's 701 is a stunningly well-built aircraft and is worth the trip, just to see it. For the float-footed crowd in our club there is what I call 'Campbell Lake' to accommodate you. The lake is longer than the runway and should not be a problem to operate from.

A word of caution, there are 2 radio towers on the south-west side of the airfield and, don't fly over the feed lots on the east side. Other than that it is a very comfortable place to fly into. When we visited the field, Bob came down to see us off, but we were too late to abort our take-off for a chat. Happy landings.



Bernie Kespe taxis past "Lake Campbell" at Bob Campbell's airstrip.

Photo by Stu Simpson

## News...

...from the Blue

### New Home For The CUFC

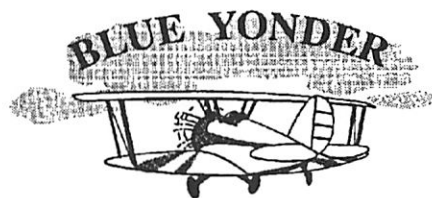
The Calgary Ultralight Flying Club has a new home for its monthly meetings. President Ed D'Antoni says the CUFC will now meet in the Calgary Aerospace Museum's hangar on the Calgary International Airport. The Museum is located at the very southeast corner of the airport and is easily visible from McKnight Blvd. and 19th St. N.E. It's clearly recognizable from the numerous old airplanes that are arranged outside the building. The first CUFC meeting at the Aerospace Museum is on September 12th, at 7:00 p.m.

### Flight To Banff Goes In August

CUFC member Bob Kirkby has set August 23rd as the tentative date for the Club's flight to the Banff Airport. You may have heard that an Alberta

judge ordered the strip to be left open and operational subject to a judicial review. Earlier this year Liberal cabinet minister Shiela Copps ordered the Banff airport closed, despite a chorus of protest from the Canadian aviation

community. The flight that Kirkby is organizing is to show the CUFC's support for the Banff airport. The more guys who make the flight, the more impact we'll have. Please do what you can to make the trip.



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

### WEB Site Attracts Member

Al German, Fire Chief of Inuvik, NWT, was browsing the WEB and discovered the Calgary Ultralight Flying Club WEB site. He immediately sent off a membership application. Al flies a Beaver RX550. (Al also wants to know if there is an Ultralight Instructor here abouts interested in spending a couple of months in Inuvik training some students. Al can be reached at 403-979-2607.)

### Project Updates

Fred Wright is very close to flying his TEAM Himax. The little yellow and red high-winger was seen recently at Indus with Fred applying the final touches. Brian Vasseur is also moving right along with his miniMAX. He's working on building his own fuel tanks from fiberglass. He reports that the persistent wet weather, with it's accompanying high humidity, makes fiberglass work frustrating. Carl Forman is absolutely flying (pun very much intended) along in the construction of his miniMAX. He's finished the majority of the structure and is now moving on to the hard parts.

Tony Stehr has finished rebuilding a Spectrum Beaver RX-550. The plane, registered C-IEAN, has a Rotax 532 pushing it along. It used to be mounted on floats when former CUFC member Todd McArthur owned it.

Jim Corner has rebuilt his Kitfox and now has it flying again. He plded it in last year when an o-ring blocked a fuel line and caused an engine failure. The 'Fox wound up on it's back with relatively minor damage, and Jim walked away. The floats that were on the plane (which used to be on C-IEAN) were destroyed. It's good to see Jim and the Kitfox back in the air.

Got a project on the go? Drop us a line and let us know!

### Flightstar Launches Cyclone

Flightstar Inc. used Sun & Fun '97 as an occasion to launch their new Cyclone C-42. The Cyclone is made in Germany and has a Rotax 912 turning the fan. Looking something like a RANS S-6 Coyote, the Cyclone has a gross of 922 lbs and a useful load of

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422 lbs. Flightstar officials say it takes off and lands in about 300 feet and cruises at 100 mph. The price for a kit is \$30,000 US, which includes engine, instruments, and ballistic chute.

### Europa Sets Sales Record

Europa Aviation reports that sales of its popular Europa kitplane have now exceeded 400 units. This makes Europa the fastest-selling civilian airplane in British history. More than forty Europas are now flying and kits have gone to a total of 40 different countries.

### Katana has 1/5 Of The Market

Ontario-based Diamond Aircraft had 21% of the single piston engined light aircraft market share last year. 142 Katanas were delivered in 1996, with most going to North American flight schools. Originally conceived and manufactured in Austria, all Katanas are now built in Canada.

In a related story, Diamond Aircraft has announced the development of a four-seat version of the Katana. It will feature various engine options from the Rotax 914 to the continental IO-360.

### Discovery Channel Gets Airborne

The Discovery Channel has launched a new aviation series called Flight Line. It runs every Thursday night at 9 p.m. EST. The show will feature various aviation topics and cover the gamut of flying machines, from powered parachutes to the largest and fastest jets.

### Leopard Personal Jet Flies

The British-made CMC Leopard, a personal jet plane about the size of a

Cessna 210, made it's maiden flight from Cranfield, England in April. The plane made two flights on its first day and got as high as ten thousand feet. The production model of the Leopard will feature four seats and will be powered by two 950-pound thrust Williams FJX-1 turbopfans.

## Calling All Air-Heads

Another installment in our endeavor to find the Air-Heads that are out there, somewhere. The answers are in this issue, somewhere.

1. During the Vietnam War the US Air Force operated a plane designated the U- 10. What was this plane better known as in the civilian market, and what was it's best-known ability?
2. Which American ultralight gyroplane manufacturer sold his company to produce kit-built helicopters?
3. Which CUFC members own the airplanes that go with the following registrations: C-IBVW, C-ICBM, C-IEJB, C-IEIB, C-IMEZ, and C-FBCZ?
4. How many airports in the Calgary area can you name that have runways oriented 16/34 AND 10/28?
5. Which World War II allied bomber was the only one capable of doing a barrel roll with a full bomb load? (Hint: There's one at the CUFC's new meeting spot)

## Paint Your House ...Paint Your Plane

*(Editor's note: CUFC member Andy Gustafsson pulled this article off the internet from one of the many Challenger Homepages out there. Unfortunately, the author is unknown. We'd welcome any comments on the article and any info on the author so he can be properly credited.)*

I was talking with Jim House of Southeastern Challenger last year when he mentioned that someone up in Guntersville, Alabama was painting their brand new Challenger II with HOUSE PAINT! I couldn't stop laughing! All I could think of was how bad my townhouse in Fredericksburg looked before I took a scraper to it!

Then the September 1996 issue of "Experimenter" came out with an article about the "Fisher System." For those of you who don't know, Mike Fisher (of Fisher Aero Corporation) came up with a simple, inexpensive way to paint Ceconite- covered airplanes. If yours is covered in Dacron, Poly-Fiber, Stits, or SuperFlite, read on.

Chuck Shapler wrote in that article that he has used the Fisher method satisfactorily on two airplanes. He states that the finish isn't as good as the "wet look" SuperFlite gets, but the photos accompanying the article shows a shiny, clean-looking plane.



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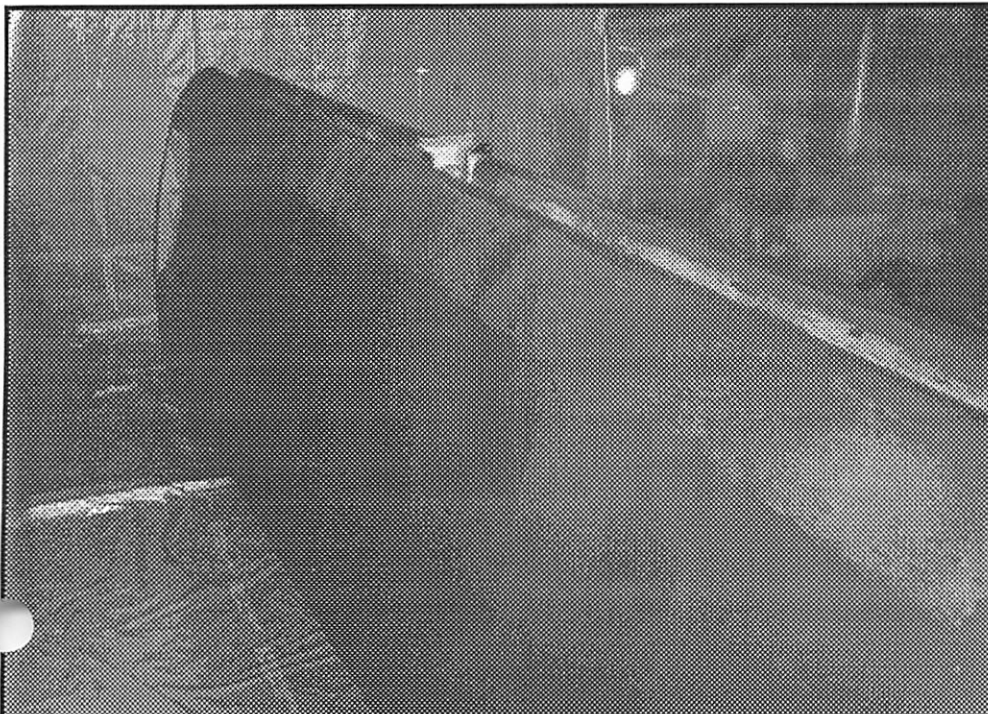
In a nutshell, this is the Fisher Method... Cover the airplane and shrink the fabric. Apply two coats of TRU-TEST WeatherAll black exterior acrylic latex flat house paint, thinned with Sherwin-Williams' FLOETROL. This mix is applied with a wide foam brush. The first coat is applied perpendicular to air flow, and the second coat parallel to air flow. LIGHTLY sand between coats with #600 WetOrDry, cleaning the surface thoroughly before applying the next coat.

Apply a thin coat of white latex if your final color is going to be very light. Apply the final finish with two thin coats of DuPont DULUX Automotive

Enamel.

Mike Fisher claims that this method provides a satisfactory, flexible coat which is good for years of service. Anyone who has donned the hood and mixed \$1000 worth of toxic spray would appreciate an alternative method, especially when Fisher's ingredients are so inexpensive.

Hmmm....sounds too good to be true. What do you think?



The author recommends the 1st coat of latex to be flat black exterior grade for UV block.

## Summer Flying Events

**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, horseshoes and golf, at Glenn's airstrip 1 mile NE of Carstairs. Info: Glenn Bishell 403-337-2564.

**August 16-17** - Lethbridge Airshow.

**August 23** - Flight to Banff. A group flight of ultralight to the Banff airstrip and back is being planned for this day. Contact Bob Kirkby 569-9541.

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

### All Alone On A Jumbo

An English businessman recently had the unique opportunity to be the only passenger on a Boeing 747. The man was in the airport at New York's JFK when the plane he and several hundred other passengers were scheduled to fly on developed an electrical fault. The man decided to wait for the fault to be fixed, instead of getting on an alternate flight. Consequently, he spent the trip back to London in the jump seat of the Jumbo, its only passenger.

### Hand-Held Transponder

A British company has begun flight trials with a hand-held transponder. Manufacturer Racal Wells says the transponder unit operates in Mode 3 and Mode C response fashions. Racal Wells developed the transponder for the sport aviation community including balloonists, ultralighters, and kitbuilders. The price is expected to be around \$1000.00 CDN.

### Ship Sinks After Being Hit By Cow

Even though this headline sounds like something you'd read in the Enquirer alongside stories of alien babies and three-headed parrots featuring apparitions of Jesus, it's true. A fishing trawler's crew was rescued in the Sea of Japan and told their rescuers that their ship had been hit by a falling cow and sunk. No one believed the



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fishermen and so they went to jail. After a few months the truth came to light when the crew of a Russian transport plane came clean. Seems the transport crew stole and smuggled aboard several cows they found wandering on Sakhalin Island. But cows don't take well to flying and they subsequently went berserk in flight. The cargo plane's crewmen decided to dump the cows off the back ramp of the plane. They pushed the bovines out at 30,000 feet and one hit the trawler. One has to wonder two things. First, what are the odds of this actually happening? And second, what is the terminal velocity of a cow, anyway?

### GUN!

Airport officials in San Jose, California recently evacuated more than a thousand people from that city's airport. Seems a security official spotted a gun while x-raying luggage. Aircraft

at the airport were delayed for more than an hour until security people figured out the gun was merely a child's toy.

### Martin Caidin Gets His Wings

Famed aviation author Martin Caidin has died. Caidin is probably best remembered as the author of the book "Cyborg", which went on to become a hit TV series called "The Six Million Dollar Man". Caidin was also an active movie stunt pilot and owned an extremely rare Me-108. Caidin wrote 200 books and 4000 magazine articles. He was 69 when he died of thyroid cancer.

## Air-Heads Answers

1. The U-10 was known as the Hello courier, a STOL utility airplane.
2. Dennis Fetters sold his gyro-making company called Air Command to build single-seat fling-wings with powered rotors under the name of Revolution Helicopter Corporation.
3. C-IBVW is on Bob Kirkby's Renegade, C-ICBM is on Pete Wegerich's Chinook WT-I, C-IEJB goes with Andy Gustafson's Challenger II, C-IEJB is on Wilf Stark's Super Koala, C-IMEZ adorns one of Wayne Winters' EZ-Flyer, and C-FBCZ identifies Don Rogers' troublesome Norseman.
4. Your faithful scribe could find only four; Calgary International, Airdrie, Dewinton/South Calgary, and Indus.
5. The Lancaster is the right answer. There's one on display outside the Calgary Aerospace Museum.



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