




Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

December 1997

President's Msg

by Ed D'Antoni

The November meeting was a great success with 63 members showing up to hear and see Barry Halliwell and the Clerget Engine. I found Barry's knowledge of the history of engines most interesting. His presentation was excellent in that his explanation of how the engine operated was understandable to everyone, even me. Some of the technical questions from the floor bewildered me, but Barry always understood the question and was able to answer in words that everyone understood. All of the members I spoke to thought this was one of the best guest speakers we have ever had. Thanks Barry!

I attempted to put together some ultralight photos for our joint CUFC/RAA meeting. I had great difficulty coming up with a reasonable selection of photos. Most of the photos are copies from Stu Simpson's or my own collection. My requests for photos for a club album has so far only netted me one photograph. So if you were disappointed because your picture was not on the wall, it was only because I didn't have a photograph. To ensure you are in the rogues' gallery next year, send me a picture now.

Kathy Lubitz is now president of the Ultralight Pilots Association of Canada. I am sure that under her direction it will take

a turn for the better. Kathy is trying to determine the current usage and reliability of ultralights now flown in Canada. Since ultralight hours are not required to be logged, and annual reporting is not required, the number of ultralights now flying and annual hours logged is not known. She has asked the following questions; it would be appreciated if all members would phone, or FAX me any answers they can supply. I will forward them on to Kathy: Name of owner, location or letters of any ultralight you know of. If not flying, how long has it been out of service. If flying, roughly how many hours per year. License type of all pilots you know of that are flying ultralights. Accidents involving structural damage.

Technical Beat

by Wilf Stark

(Thanks again to Bob Robertsen of L.E.S. for this contribution)

ERRATIC READINGS ON ENGINE INSTRUMENTS:

Every now and then we get calls from customers concerned about erratic and erroneous readings on their engine monitoring instruments. Tachometers that work well at low engine speeds but become erratic as the engine speed

increases- EGT and CHT readings that jump around or spike as the engine rpm's change. EGT's that go wild when the radio mike is keyed. Yet when we check these instruments out on our test equipment they work just fine. What the heck is going on here?

RFI or Radio Frequency Interference has been with us since aircraft were invented. It's the static you hear on your radio, and the culprit that can cause havoc with your engine instruments. RFI is generated by anything producing electricity. The alternator and ignition generator coils in our engines are great producers of RFI. The shorting, or ignition wires are hooked directly to the ignition coil in your engine. These shorting cables are super antennas for RFI. The tachometer is hooked directly to the generator coil or alternator so the tachometer wires are also a good source of RFI. These can easily leak RFI into our wiring system.

The EGT and CHT and some Water Temp Gauges are powered by extremely low voltages generated by heat in the instrument's senders. Any interference with these low powered instruments can cause erratic or erroneous readings of the gauge. The tachometer, which uses a signal from the generator or alternator not only generates RFI, but itself is susceptible to outside RFI interference.

A simple cure is to use shielded wire on both the ignition and tachometer wires. (Continued on page 2)

Beat - continued from page 1

Shielded wire can be purchased through most stereo stores under the name of Belden Wire. These are available in single, two, and four conductor wires. The shielding should be grounded at one end only.

No matter how well these wires are shielded, they will still leak small amounts of RFI. Therefore, it is a good idea to separate these RF producing wires from other wires in the aircraft. The tachometer and ignition wires should be separated from each other by at least 2 inches. These two instrument lead wires should never be placed in the proximity of any other instrument wires. On my own plane, the water temperature gauge will read 20 degrees high if the leads are placed close to the tachometer lead.

If you have erratic instrument readings every time you key the radio, the culprit is most likely the antenna co-ax wire. Again, it's a good idea to keep co-ax as far away from instrument leads as possible.

It's impossible to eliminate all RFI from our wiring system, but we can minimize it to the level that it does not interfere with our engine instruments. Some tachometer manufacturers are now including shielded leads with their tachometers. Shielding the RFI-producing wires and keeping them separate from other wires in the aircraft should all but eliminate any problems you will encounter.

Classified Ads

Beaver RX550 - 1986 two place, Rotax 532, 275 hrs TTSN, always hangared, complete panel, upgraded wings, brakes, priced to sell at \$11,900. Tony 403-860-6695 (12/97)

Warpdrive - 70" 3-blade right hand, SAE1, with spinner, ground adjustable, \$800. Ken Johnson 403-546-2586 (11/97)

Norseman - 1987, 2-place AULA, Rotax 503, Dual carb, electric start, heater, mechanical brakes, 250 hrs TT, 20 hrs new engine, full instruments, 3-blade Ivo Prop, \$13,000. Don Rogers 403-242-6549 (11/97)

Bushmaster - new Rotax 582, C-drive, electric start, new 77 x 53 Culver Prop w/urethane leading edge, complete restoration and modification in 1996, round cowling, extended landing gear, tundra tires, Azusa brakes, new style pneumatic tail wheel, new fabric and instruments, professionally upholstered seat, split doors, 15 gal fuel, electric boost pump, Endura paint, great performer. Bob or Dan 403-452-4664 (11/97)

Beaver RX550 - 2-place, Rotax 503, 30 hrs, upgraded wings, steerable nose wheel, Mono 2000 Amphib floats, will consider trade on an AULA, \$12,000. Don Leonzio 250-427-2046 (10/97)



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: Wilf Stark 935-4248

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, Box 16, Site 20, Calgary, AB T2P 2G7 or Fax: 403-291-1112 or e-mail: kirkby@accinc.ab.ca.

Meetings of the Calgary Ultralight Flying Club are held the first Wednesday of every month at 7:30pm at

Calgary Aerospace Museum
4629 McCall Way N.E.
Calgary, Alberta

Destinations

by Andy Gustafsson

Indus. This is the airpark that probably has seen more solo-flights, including mine, than any Ultralight airfield in the country. Everybody has heard about it, probably because of the Ultralight activities. Here, every conceivable Ultralight aircraft design can be found, not to mention a wide variety of conventional aircraft. Anytime you fly in here, there are things happening as aircraft are being prepared for their maiden flight, eager students being briefed before their lessons, new hangars erected. It's nice to see that the Ultralight and Kitplane world is alive and well. As winter is upon us with colder weather, flight operations slow down and only those with closed-in cockpits dare to ignore the cold, and enjoy the easily accessible open vistas of Indus.

Indus-Winters Aire Park is located 12 km
(continued on page 3)



ALBERTA AIRCRAFT OVERHAUL



KEEPING YOUR ULTRALIGHT FLYING

- **Parts Sales & Sourcing**
-aircraft hardware and raw materials
- **Custom Machining**
- **Aircraft Structural Repairs & Modifications**

"No Order too Small!"

Customer Service & Inquiries

Phone: (403) 250-1177
Fax: (403) 250-9245

Hangar 24, 990 McTavish Road NE
Calgary, AB T2E 7G6
E-Mail: altaair@telusplanet.net

Destinations - continued from page 2)

east of Deerfoot Tr. on Hwy. 22x southeast of Calgary. Security is top-notch with two long-nosed 'guards' on duty around the clock. Flying in to the airport calls for alertness. Brush up on your NORDO airport procedures as Conventional, Ultralight and lately, powered parachutes are sharing the airspace. I have found that the 'chutes with their slower airspeed tend to hang over the airport and runway area and sometimes do unexpected turns. So be very cautious.

The main windsock is temporarily out of commission, but there are smaller socks and flags to indicate the wind direction. If you are radio equipped, announce your intentions on 123.2 at 5 miles out. The circuits are all standard left hand at 500' agl. Runway 16-34 measures 2450' and 09-27 measures 1930', both turf. Elevation is 3370'. There is also an R-C model airfield on the N-E side of the airport so widen out your circuits to avoid any interference with the pilotless aircraft.

Visiting Indus-Winters is a treat to anyone wanting to get smitten by the best kept secret in aviation.

Happy landings.

On The Lighter Side

by Bernie Kespe

During a recent office move I came across some old employee review comments that I would like to share:

Quotes taken from actual performance evaluations:

"Since my last report, this employee has reached rock bottom and has started to dig."

"His men would follow him anywhere, but only out of morbid curiosity."

"I would not allow this employee to breed."



**Dealers for
Easy Flyer
T.E.A.M. mini-MAX**
Build and fly this popular kit for only \$6500.00

Merlin

- Flight Training
- Ground School
- Intro Flights \$25.00
- Gift Certificates
- Rentals (Block time)

*Located at
Indus-Winter
Aire-Park*

"This associate is really not so much of a has-been, but more of a definitely won't be."

"Works well under constant supervision as well as when cornered like a rat in a trap."

"Whenever she opens her mouth, it is only to change whichever foot was previously in there."

"He would be out of his depth in a parking lot puddle."

"This young lady has delusions of adequacy."

"He sets low personal standards and then consistently fails to achieve them."

"This employee should go far - the sooner he starts the better."

"This individual is a waste of skin."

"This employee is depriving a village somewhere of an idiot."



Become a Licensed Pilot



Using:
✈ Zenair ✈ Avid ✈ SNS-9 Bi-Plane ✈ Chinook

- Mountain Flying Course
- Block Time Available
- Aircraft Rentals
- Cross Country Course
- Introductory Flights \$19.95
- Control Zone Course

Calgary Recreational Flight Center 

Now two locations to serve you.

Springbank Airport
Tel. (403) 288-7700

Beiseker Airport
Tel. (403) 947-2888

Foothills Flights

by Stu Simpson

Sometimes it's fun to be wrong. For example, I thought Paul Hemmingson had shut down the airstrip he had on his acreage southwest of Calgary. But Bernie Kespe told me I was wrong; it was still there and still useable, he said. He'd even landed on it a few days previously.

"Well then let's go there together," I said. Kespe doesn't have to be asked twice, not if the question involves adventure and a flight in his Renegade.

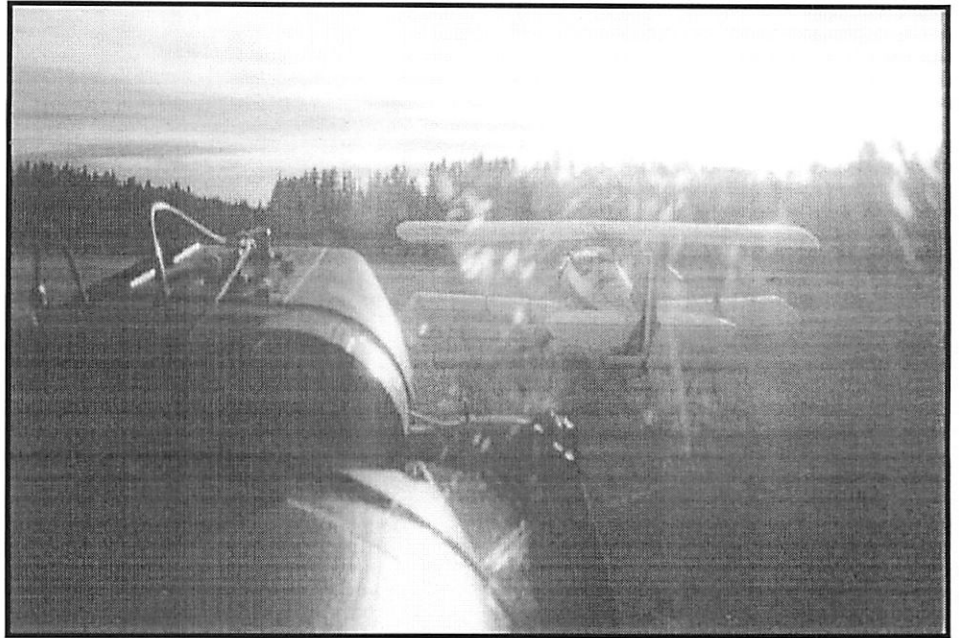
So that's how we found ourselves on a perfect autumn evening southwest-bound from Kirkby Field. The landscape beneath us had given up the fight against time and was now slowly succumbing to the will of the season. Surprisingly, the wind had called in sick that day, and the sky was the bluest I'd seen since.... well, since the last time I flew.

As the city drifted by off our right wings I pondered the thousands who were down there racing each other home through the gnarled maze of civilization. I wondered why more of them hadn't discovered the secrets Bernie and I knew, why more of them didn't fly. Could there really be people down there who didn't want to do this? Oh well, it sucks to be them.

Calgary slowly disappeared from our view, and our thoughts, as we ambled along above highway 22X. The foothills, growing nearer with each turn of the prop, beckoned us onward. The Rockies stood guard on the horizon, jagged and majestic, silhouettes of strength and mystery.

We came upon the site of the old Priddis-Kencor airstrip and lamented the fact it had been closed down. It was always a fun destination that harboured several interesting airplanes for us to examine. But the good thing about being over that spot was it meant Hemmingson's strip was only about 4 more miles to the west.

For those who don't know, Paul Hemmingson served as CUFC President for a number of years and used to fly a



Bernie's Renegade through the author's wind screen bathed in sunlight.

two-place Hyperlight (which he eventually sold) from the pasture out his back door. His strip is located in a small valley and is one of the more challenging ones in the neighborhood, being only about 900 feet long, fairly rough and having a low slung power line about 100 feet from the west end.

Bernie and I were confident we and our planes could handle Hemmingson's strip, but now we had another problem; the alignment of the runway. See, we'd have to land heading west-southwest, which was straight into the low evening sun. Just as we arrived overhead Hemmingson's the sun slid behind a thick cloud, negating the nearly blinding scatter effect it had on our wind-screens.

Bernie, being flight lead that day, dropped into the slot on his final approach while I was still on a right-hand downwind. I kept looking over my shoulder trying to gauge when the sun would re-appear. I turned final 1/3 of a mile back hoping like hell I'd beat the sun back to the ground. But 500 feet from the fence, a big chunk of the world suddenly disappeared behind a kaleidoscope of blazing, glaring sunlight. With my mind on the power-line should I have to go around, I somehow managed to slide in over the button and see just enough to touch down safely.

Hemmingson was his usual jovial self and Bernie and I passed a pleasant 20 minutes catching up with him. But daylight was *(continued on page 5)*



HIGH RIVER FLIGHT CENTRE LTD.



(403) 652-3444
(phone/fax)

- Authorized dealer for Beaver and Chinook .
- Year-round Flight Training - Transport Canada Approved
- Enquire for float rate and passenger carrying privileges
- Complete Ultralight License \$1,295.00
 - Ground School and max 12 hours flying)

*Located at the High River Municipal Airport - 2nd paved runways
e-mail: hrfc@aviationab.com*

Foothills - continued from page 4

running out on us and we had to be getting along. Paul perched himself high atop his pick-up and grabbed a few photos of us and our planes before we saddled up again. Then he beetled down to the end of the runway to get some more snaps as we lifted off.

I took off first, my Himax climbing strongly in the evening air. I angled off to the north for a 1/2 mile or so to stay over more hospitable terrain should the unspeakable happen. Then Bernie and I joined up for a nice tight formation flight back to Kirkby's.

I glued my 'Max into echelon position off the Renegade's left wing for the trip home. Bernie turned us onto final about 2 miles back from Kirkby's runway 34, then we nosed over together into a shallow descent. By mutual agreement we decided a low pass down the centre-line would be the most appropriate gesture of the moment. I moved in a little tighter and we sped up to about 80 mph. As one, our planes leveled out about 20 feet above the deck and streaked the length of the strip just out of ground effect.

Then Bernie pulled off, going high and right to join the downwind. I followed a few seconds later, climbing gracefully, emulating the Renegade's performance. But I wasn't finished with the night.

I flew off to the northeast for a half a mile or so to an open stretch of field. Then I dropped down to just a few feet above the earth and me and my shadow chased each other around for a while. The setting sun forced me to head back to Kirkby's where I shot four circuits before finally giving in to the fading light.

The next flight Bernie and I made to the foothills was about two weeks later, and this time we were on a quest. Years ago, each of us had hangared Spectrum Beavers near the town of Black Diamond. During our respective explorations of the surrounding area, we'd come across an airstrip on a ranch southwest of Priddis Corner. Bernie had a vague recollection of having landed there during that period, but wasn't quite sure. I, on the other hand, was certain I never had.

Over the last few years we talked about flying there on several occasions, but never got around to actually doing it. Until this day, that is. But to be truthful, neither of us was even sure the place would still be there. Farm strips seem to have a frequent habit of getting plowed under when pilots aren't looking. We'd just had to wait and see when we got there.

Things hadn't changed much since our last jaunt - except the world looked quite a bit browner than before. And why not? It was practically November, after all.

Once we reached Priddis Corner we turned southwest and started scanning the ground for tell-tale signs of aviation activity. Soon, Bernie called a tally-ho; the strip was right where we'd left it all those years ago.

We joined the circuit from right over top the strip after having a close look at it. Bernie was first in the chute again and took the lead for landing. From my left base I watched as he settled the Renegade easily onto its gear and rolled out long to give me some room for my landing.



The author's Hi-Max

"Dragonfly Two, this is One," Kespe radioed as I turned final, "watch out for the shallow ditches that run along each side of the runway."



Bernie Kespe about to take off from the Glasrud strip

I acknowledged his warning and concentrated on my approach. The Himax soon settled firmly onto the smooth grass strip and slowed to ground-maneuvering speed. The two of us back-tracked to the north end of the runway, taxied clear, and shut down.

A woman quickly emerged from the house and greeted us, introducing herself as Barb Glasrud. She and her husband, Ray, own the property and fly a Cessna 180 from the airstrip. During our conversation Barb told us the ranching business is a good one right now, but she and Ray are frustrated at being unable to expand their operation. It seems the Glasrud ranch is surrounded by acreages whose owners just aren't looking to sell.

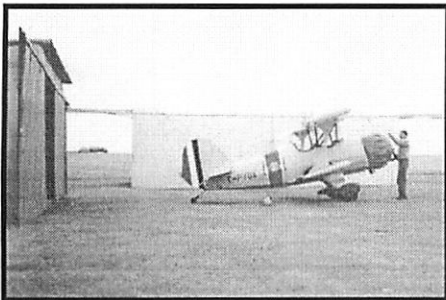
What a piece of heaven the Glasruds have. Firstly, their place is situated in the Alberta foothills, one of the most gorgeous spots anywhere. Secondly, there's a classic old tail-dragger and a nice little grass airstrip right out the front door. I have to admit, it's a scene I'm pretty envious of.

Bernie and I decided it was time to bug out. Barb agreed, since we'd caught her in the middle of making dinner. We bid her farewell and took off to the southeast. We thought we might make our way down to the Laboret place, the stomping grounds from our old Beaver days.

On the way, we dodged a Cessna 172 from the Okotoks Flight Centre who was headed the opposite direction we were. Luckily, we had about 400 feet vertical separation
(Continued on page 6)

and there was never any hazard.

Flying over Laboret's place a few minutes later brought back a flood of memories for me - mostly terrifying ones. Because of its surrounding topography it is, by far, one of the hairiest places in the world to land an



Bernie Kespe's Renegade

airplane. I'm REALLY glad I don't fly from there any more.

Our trip down memory lane complete, it was time to start thinking about heading for home. I closed tightly on the Renegade and grabbed a bunch of pictures as we cruised contentedly along above the rest of creation. We passed over Thompson's Ranch, Dave Bolton's strip, and eventually Indus, too. Then we angled reluctantly north on the last leg for Kirkby's, and home.

Bernie was feeling uncomfortable after having sat so long, so he headed straight for the downwind for runway 16. I followed and saw him turn off as I landed for my first touch-and-go. By the time I'd made the downwind again, though, Bernie was back-tracking to take off again.

I found out several circuits later, after I'd landed for good, that Kespe simply refused to let the best flying of the day pass him by. We followed each other around the airport a while longer, then we each landed, taxied in and shut down.

It did my soul good to fly the foothills those days. I'd forgotten about their beauty and their promise of things to come if one keeps flying west. I'd taken them for granted, I guess, and maybe that was wrong. But with our pair of foothills flights, maybe Bernie and I had again set things right - for a little while, anyway.

Internet Stuff

by Wilf Stark

Updates from Transport Canada

The following was yanked off the 'Net last week (www.tc.gc.ca), and is copied here for your information:

4.1 Pilot Permit-Ultra-light Aeroplane

Under the new CARs this document replaces the Private Pilot Licence-Ultra-light Aeroplane. The CARs have not changed the privileges of the Ultra-light pilot to incorporate the broader privileges allowed for by the Ultra-light Aeroplane Policy issued in 1991.

To address this, revised privileges for the ultra-light aeroplane pilot permit are set out in a General Aviation Policy Letter Number 576.

The Policy Letter allows for the operation of aeroplanes that are similar in design and performance to ultra-light aeroplanes and allows for the carriage of another person if that person holds a pilot document that affords them the privilege to fly an ultra-light aeroplane in Canada. i.e. an ultra-light pilot can carry another ultra-light pilot as a passenger.

4.2 Passenger Carrying by Ultra-light Aeroplane Pilots

Passenger carrying in any aspect of aviation is a two-part equation. The first is that the aircraft must meet a recognized standard of design, construction and maintenance. The second is that the pilot must be appropriately trained and have the privilege to carry a passenger.

Therefore the minimum pilot qualification required to fly a passenger in any single engine aeroplane is a Pilot Permit-Recreational. The minimum aircraft category that may carry a passenger is an Advanced Ultra-light Aeroplane.

The Policy Letter appears to conflict with this philosophy by allowing two pilots to fly together in a basic or advanced ultra-light aeroplane. The risk in these two situations has been deemed to be acceptable and the rationale is explained in the following paragraphs:

Where the aircraft is an advanced ultra-light aeroplane, allowing two pilots to fly together is viewed as an acceptable risk given the aircraft is acceptable for passenger carriage and either individual is considered qualified to fly the aircraft. In the case of a basic ultra-light aeroplane, although the aircraft is not fully acceptable for passenger carriage, the second person, who is a pilot, is deemed to be aware of the risks associated with flying in this category of aircraft.

The Recreational Aviation Review Project has resulted in the agreement that ultra-light pilots may be able to carry a
(continued on page 7)



Light Engine Service

AUTHORIZED

Rotax

REPAIR STATION

For Kodiak Research Canada Ltd.

- Rotax Engine Sales - Service - Parts
- Engine Test Stand Service
- Engine/Flight Instruments - Radios
- Propellers - Spinners - Accessories

For All Your U/L, Light Plane Needs CALL:

403-452-4664

12624 - 124 Street, Edmonton, AB. T5L 0N7

Internet - continued from page 6

passenger by obtaining additional training equivalent to the Pilot Permit-Recreational. However, the requirements to obtain this privilege have yet to be determined.

4.3 Flight Instructor Rating - Ultra-light Aeroplane

The Commercial Pilot Licence-Ultra-light Aeroplane has been replaced by a Flight Instructor Rating endorsed on the Pilot Permit-Ultra-light Aeroplane. There is no change to the privileges. Ultra-light Instructors can provide flight training on ultra-light aeroplanes (basic and advanced) towards the Pilot Permit-Ultra-light Aeroplane.

Ultra-light Aeroplane Instructors are reminded that although the Pilot Permit-Ultra-light Aeroplane allows them to fly certain amateur built and certified aeroplanes the only aircraft they may give instruction on is an ultra-light aeroplane.

Grumman F3F-2 "Flying Barrel"

contributed by Bernie Kespe

The first fighter aircraft produced by Grumman Aircraft and Engineering



Corporation for the Navy, the FF-1 "Fifi", was followed in 1935 by the F2F. The last aircraft of the F2F contract was completed as the XF3F-1 prototype and ultimately delivered as the F3F-1 in 1936 and stayed in fleet service until 1940. The F3F-2 series were equipped with the 950 hp Wright R-182022 engine and a three blade propeller for improved performance. Eighty-one F3F-2s were ordered and used to equip VF-6 on the USS Enterprise and Marine Squadrons VMF-1 and VMF-2 in 1938.

Without making a major airframe redesign, the F3F-2 was modified with small flaps, a tighter cowling and revised leading edges, and redesignated as the F3F-3. The flaps enabled slower approach and landing speeds while the other modifications increased overall performance. Maneuverability was also improved by increasing the wing span. Twenty-seven F3F-3s were delivered between December 1938 and May 1939.

For a time Grumman F3F-2s and F3F-3s equipped all Navy fighter squadrons. By the end of 1941 none of the Grumman biplanes were in operational use but could

be found at many shore stations in various training roles.

The Museum's F3F-2 was found on the bottom of the Pacific Ocean in 1800 feet of water off the coast of San Diego and is the only one recovered intact and restored and would be flyable except for the engine. It



was being piloted by 1st Lt. Galer, USMC and, while making an approach for a landing on the USS Lexington, he experienced total engine failure and had to ditch in the water.

The plane was brought up to the surface in 1990 after resting on the bottom for 50 years. It was restored by the Aerospace Museum in San Diego and completed in October 1993. LT Galer saw service in the Battle of Guadalcanal, became a Triple Ace, was awarded the Medal of Honor, and retired as a Brigadier General.

Four flyable F3F-2s were produced by the Texas Airplane Factory at Meacham Field in Fort Worth, Texas, but they were all more than 50 percent replicated. A gun camera is centered and mounted on the upper wing.

TECHNICAL DATA

Manufacturer: Grumman Aircraft Co.
Type: Carrier-based fighter
Crew: Pilot only
Powerplant: 850 hp Wright 1820-22
Dimensions: Span 32'; length 23'2"
Weight: 4,502 lbs gross
Speed: 276 mph maximum
Range: 412 miles tactical
Armament: 1-.30 and 1-.50 fixed guns 2100 lbs bombs

Editor's Desk

by Bob Kirkby

You no doubt have noticed the new look to the Skywriter. I have switched from my 10 year old ddesktop publishing system to using Word Perfect 7. Although I am following the same basic layout in this issue, I now have more flexibility and will try new styles in the future.

I now have compatibility with the rest of the Bill Gates world of GUI interfaces, which means easy handling of graphics files over the Internet. For those of you who were active computer users in the mid-80's, I was using a GEM-based package. Although it was light-years ahead of Windows at the time, we all know what has happened to non-windows compliant software.

I would like to thank Wilf and Bernie for pitching in and helping to put together the raw material for the newsletter. With their help and the continuing support of our contributors, I am quite content to continue on with the job of putting it all together into a final product. We do, however, need lots of material. So please do not hesitate to put your thoughts on paper, or on the screen, and forward to Wilf, Bernie or myself. As it is I rarely have any material in reserve for dry months.

Those of you who like to cruise the Internet, keep a lookout for interesting material. If you see something just capture it along with any pictures and e-mail it to me (kirkby@accinc.ab.ca). All it takes is a few mouse clicks.

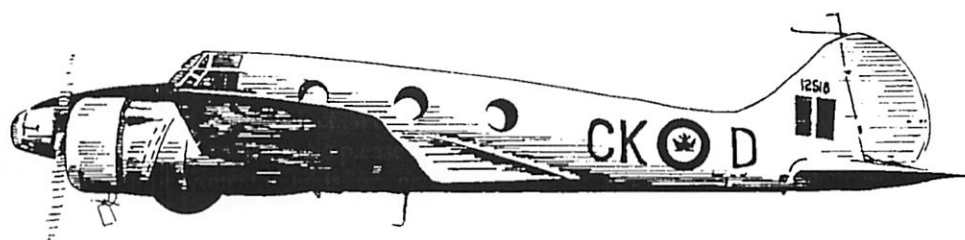
In November I finally found some time to start restoring my Renegade. The wings are stripped and the ribs straightened. Now I just have to reinforce a number of ribs and

install new leading edges, which I am getting made at Alberta Aircraft Overhaul. By the time Christmas is over I should be ready to re-cover and paint.

LES has also repaired my engine. They told me the failure had all the signs of a cold seizure. They replaced one piston and honed the cylinder. Everything else, apparently, is ok. I have a lot of trouble understanding how it could have been a cold seizure when I had been flying for an hour prior and was only stopped on the ground for about 20 minutes. I have always been very careful to let the engine warm up before taking off, but I'm sure this could be debated until the cows come home without a conclusion.

When I get it all back together again I'll see how she runs.

Merry Christmas everyone, and watch out for low-flying Raindeer!



Avro Anson V

With the world once again at war in 1939, dominance in the air means a clear strategic advantage. Effective pilot training is key, and the Anson is ready to fill that role.

The Anson V is a Canadian version of the Anson, built with a moulded plywood fuselage to meet Canadian conditions. It takes

pilots, navigators and bombardiers preparing for combat duty on training runs in the skies over the Canadian countryside. Following their time on the Ansons, the fliers help the Allies accomplish their historic task.

After the war, the Anson V's moulded plywood fuselage and

all-wood construction makes it ideal for magnetic surveying, a job it excels at while serving the Geological Survey of Canada.

A beautifully preserved Avro Anson V is an important part of the collection at the Museum.

*National Aviation Museum
Ottawa*



*From the staff of the Skywriter,
have a Merry Christmas and
a prosperous New Year*

