



# Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

July 1998

## Across the Wing

by Wilf Stark

The door-prize raffle at the June meeting was a resounding success. The Magellan GPS tickets went like hotcakes. Several members had pre-paid at the May meeting; one had even sent \$20 for tickets from the B.C. interior after reading about the draw in the June newsletter. Thank you all ! The prize went to Ken Vancise, one of our members who in fact has to travel quite a distance from out-of-town, to attend our meetings. Congratulations, Ken ! The club re-couped the cost of the GPS and made an additional \$86. It seems that higher-value door-prizes are appreciated, so we will try for another sometime in the Fall-Winter.

Kathy Lubitz, the current president of UPAC, e-mailed an answer to some of the questions that were raised when she visited us in May. I found her answers to be on-the-money. They are re-printed verbatim, in this issue. Let's discuss, when we return in the Fall, the merits of CULC representation at UPAC. I now think that it would be highly worthwhile.

Webster defines 'apathy' as 'lack of interest, indifference, lack of emotion'. I don't think we've sunk quite that low when it comes to club activities vs. individual or small group activities, but I certainly got a whiff of it at the last few meetings. If this

club is going to continue to grow, and be an influential and fun source of flying activities and education, we need input from more than the small handful that seem to do the monthly work. It must get tiring for you to keep hearing this from me, but I consider it part of my mandate. Every time I have an opportunity to talk one-on-one with members at the meetings it strikes me what an interesting and varied bunch we all are. But if all you interesting ones (and I have not yet found a boring CULC member) don't share, challenge, ask, inform, offer, advise, we will slowly but surely become another aviation social club. We are probably the largest organized ultralight club in Canada. It would be a shame if the word 'flying' in our name ever had to be modified. There-in concludes my sermon-of-the-month.

I'm looking forward to our Indus fly-in. The last one we had two years ago, was quite fun. Many of the members brought their families, to cheer them on, I suppose, when their flour sacks landed only 100 feet wide, or their short take-offs were accomplished in as little as 600 feet. Give Brian Vasseur a call to offer help, so we can finally fix a firm date, and get the logistics completed.

I'm off to the Arlington and Oshkosh EAA shows in July, and will report on them in the September issue.

Hope you all get lots of flying time this summer.  
See you in September !

## UPAC Responds

by Kathy Lubitz

While visiting the CUFC for the May '96 meeting, some members asked about UPAC, about the current status of ultralight operations and regulations, and about the proposed changes for the passenger carrying. There was some discussion about how the ultralight aeroplane was going to be approved to carry a passenger.

A couple of questions stick in my mind. One gentleman rather pointedly asked why UPAC was pushing for passenger carrying when most of the ultralight pilots do not want it. I had to stop and think about that. The gentleman was right; the majority of ultralight pilots have stated they do not want passenger carrying, especially if it will cost them the relative freedom from regulation and red tape that they now enjoy. The answer is that Transport Canada, in responding to a vocal minority of ultralight pilots, was using the passenger carrying issue as a way to increase safety by increasing the requirements for all ultralight pilots and particularly for the instructors. Passenger carrying was going to happen, with or without UPAC's involvement. The directors felt that we owed it to our members to get involved to safeguard the current requirements and privileges, to ensure that the passenger carrying  
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## UPCA - from page 1

requirements were an 'add on' to the existing regulations rather than a replacement for them.

Another question asked was "What does UPAC do for me?" Again this made me stop and think. We represent the interests of the ultralight pilot in Ottawa, but the time and effort that goes into defending our interests doesn't make headlines. We have a hard time reporting on things that didn't happen. We didn't lose the privilege of flying amateur-built aircraft that meet the ultralight definition; we didn't lose the privilege of two pilots flying together in basic ultralight aeroplanes; we didn't lose the advanced ultralight aeroplane (they were going to have to be re-registered either as amateur-built or basic ultralights). None of the above makes news, because nothing changed. Can you see the headlines if we had lost those privileges? Remember when all two place ultralights were going to have to be advanced ultralights and the two place C-I was going to disappear? That made headlines, because it was something that we were going to lose. Transport Canada delayed implementation of this part of the 1991 Ultralight Aeroplane Policy, but it remained 'on the books' until the CARs replaced the Air Regulations. We find ourselves on guard against other suggestions that would curtail our flying or increase the regulations. (One example is the suggestion that ultralight pilots should have a float endorsement, especially now that we are going to be allowed to carry a passenger.) So the most important thing that UPAC does for you is remain up to date and involved in the CARAC process in order to keep the flying environment we now enjoy. We also are your pipeline into the government. If you have a problem, want an issue raised, or want to suggest a regulation change let us know. We are here to represent you.

And we need you to help us. What you can do for UPAC and for the ultralight community is keep us informed of local activity and events. It's hard for government officials in Ottawa to anticipate how some of the regulatory and

administrative suggestions will impact individuals at the local level. I can appreciate how they affect me in Southern Ontario, but I need your input to see how some of these changes might affect you in your area.

Ultralight aeroplanes and pilots are under more scrutiny from Transport Canada. We are the largest identifiable group that is purely recreational aviation. As comparisons are made between ultralight activity and other segments of aviation, questions are asked about our relative lack of regulation, why ultralight pilots, instructors and schools don't have the same requirements as other pilots, instructors and schools like operating certificates (OCs), airworthiness maintenance organization (AMO)s, Transport Canada audits? Ultralights are being looked at by conventional pilots as a real alternative to the high cost and regulation of conventional general aviation.

## Classified

**Rotax 503** - Dual Carbs, points, 50 hours since complete rebuild, no starter, \$2600. Don Rogers 242-6549. (6/98)

**Kitplanes Magazines** - last 3-4 years - free for the asking. Gerry MacDonald 275-6880 (6/98)

**Chinook 2-place** - Rotax 503, dual carbs, B-box, 127 hrs., 2 props, Yamaha golf cart hubs, 8.50x8 tires, pneumatic tail wheel, alt, tach, dual EGT, VSI, new sails on elevator and rudder, large wing tanks, always hangared, \$7500. Dave Dedul 403-823-6054. (6/98)

**Super Koala** - C-IEIB (a 7/8 scale Taylorcraft look-alike). Only 26 months in use, with 503 DCI engine and 66-34 Culver Prop. Lovely, docile, predictable. 60 mph. at 4600 rpm and 11 litres/hr. consumption. 45 liter tank. 75 mph top speed. 51 hours total on engine/airframe. Will consider any serious offer and/or interesting barter proposal. Hangarage at Wild Rose negotiable. Wilf 935-4248

**Props** - 3-blade GSC fixed pitch for 277 pusher (R.H.) New 4-blade GSC Fixed pitch for 447 pusher (R.H.) Used. 10 Warp blades (R.H.) to make 72' Prop (you supply hub) new with nickle leading edge. Jim Creasser 226-0180. (4/98)

**Beaver 2 pl** - 1986 RX550, 275 hrs TTSN, Rotax 532, always hangared, no training history, complete panel, upgraded wing, brakes, \$11,500. Tony 217-5549 or Phil 246-2615. (4/98)

**Chinook 2 pl** - 1988, 186 hrs TT, Rotax 503, hangared, \$7990. Adrian Winship 640-7429 or 280-3631. (3/98)

**Wanted** - Ultralight aircraft, complete or requiring work. Allen 546-2588. (2/98)

Classified ads are free to CUFC members. Forward ads to Bob Kirkby.

### Skywriter

Skywriter is the official newsletter of the Calgary Ultralight Flying Club and is published 12 times per year. Articles and letters are very welcome and should be addressed to Bob Kirkby, Bernie Kespe or Wilf Stark.

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**Calgary Ultralight Flying Club**  
Meetings of the Calgary Ultralight Flying Club are held on the second Thursday of every month, except July and August, at 7:30 pm, at the Northeast Armoury, 1227 - 38 Avenue NE.

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## Move Over Starfleet

By Dan Mitchell

"Starfleet Command" has nothing on us. "The invasion of Vulcan by the Calgary Ultralight Flying Club." That was our plan.

It was 6:30 Saturday morning when we all lined up along Runway 28 at the Indus-Winter Air-Park. Five very enthusiastic pilots in our little flying machines. Mark Ballard, Jack Barlass, Winston Brown, Bob Cameron and yours truly.

We were heading for Vulcan, Alberta, 42 miles south-south east of Indus. The trip had been planned the week before and we were as excited as kids on Christmas morning. The weather had been spectacular all week, sunny, calm and in the mid 20's. It was better than usual for spring in Calgary, and I was sure it wouldn't hold through to the weekend. Still luck was with us when the big day arrived and the weather couldn't have been better.

Winston and Jack were set with their own planes. Mark must have won the coin toss

because he flew the Beaver that he and Bob had recently bought. Bob and I flew Wayne Winters' E-Z Flyers. Wayne had done a thorough workup on the planes for this trip and they were already for us when we arrived.

The five of us taxied to the east end of



CUFC invades Vulcan. From left to right, Bob Cameron, Mark Ballard, Winston Brown, Jack Barlass and Dan Mitchell

Runway 28 and took off one after the other with me in the lead. At that early hour of the morning there was no one else at the air field or in the circuit. In fact, I don't recall seeing any air traffic other than our own small group, during the entire round trip.

The sky was clear and bright but a ground haze, possibly smoke from the forest fires and grass fires to the north, obscured the view along the horizon. This was the first flight to Vulcan for all of us. Winston had flown there once as a passenger. He told us you could see the grain elevators at Vulcan from a long way out. In contrast that must have been on a much clearer day than this.

There wasn't much wind at ground level when we took off from Indus. As we swung south east and crossed the Bow River we encountered a fairly good head wind. It was slowing me down quite a bit. Fuel wasn't a problem, just the fact that I was renting the plane by the hour.

At 4200' my ground speed was 33 mph. "Low and slow" is great but let's not push a good thing too far. By watching my GPS as I changed altitude it was obvious I could make better time at 200' AGL than at high altitudes. At 200' I could maintain a ground speed of 50 mph with an airspeed of about 53 mph. This was my first opportunity to really USE the GPS while flying. Up till now I have only played with it as a high tech toy. At 200', flying an irregular course to avoid farms, cattle and other activity on the ground, the GPS was a great help in keeping me on track.

As my course took me south east, I watched the four other planes I was supposed to be with disappear into the distance off my right. Within 20 minutes of leaving Indus I was all alone. Was it something I said? Were the coordinates in my GPS wrong? Was this all a great joke? "Let's tell Mitchell we're going to Vulcan and let him lead. Then we'll all go to High River." The map I had with me confirmed that I was on course so I followed Frank Sinatra's advise and "did it my way."

(continued on page 4)



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It was a wonderful flight, smooth and sunny. I was feeling as high as a kite, literally. The day was beautiful. My plane was purring like a kitten. I was out doing something I love to do, and I had a bunch of friends to share the experience with. OK, they had deserted me, but a guy can't expect everything to go his way. I was having a great time anyway.

As I approached Vulcan I climbed to 3900' for a circuit height of 500' AGL. Following the course on my GPS brought me in to Vulcan directly over the runway. It was a very satisfying feeling to be right on the money like that after a little more than an hour's flight. I came in from the west side and crossed the middle of the north-south runway to check the wind sock. I was not surprised to see it indicating a south wind. There were no other planes in the circuit. I had the airspace over Vulcan all to myself. Making a quick 180 degree turn to avoid flying over the town, I headed west back over runway 16 to join the downwind leg for a right hand circuit.

It was after turning onto base that Winston's plane first came into view off to the north. He was lining up to make a straight in approach when I saw him. It looked like he was just south of Arrowood and beginning his descent. The famous long, low, "Brown landing" at its best.

Runway 16 at Vulcan is long, paved and in great shape. With the taxiway at the far south end of the runway I rolled out over the numbers and held the plane just above the ground for a ways to shorten my taxi time. Knowing the plane was going to roll much further on the smooth surface than it would normally on a grass strip, I set the wheels down in plenty of time to slow down and make a safe left turn onto the taxiway.

By the time I had pulled onto the grass, swung the plane around and shut down the engine, Winston was touching down. Jack, Bob and Mark followed him in and we all lined up in a north-south row facing west. It was a beautiful sight, those five planes



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lined up with the early morning sun shining on them.

The terminal building and grounds at the Vulcan airfield are terrific. Everything is in excellent condition and well maintained. Although no one was there during our short visit, the building was open and we felt very welcome. We made ourselves at home, signed in and relaxed on the patio. Some of the guys had brought thermos's of coffee and I had brought a drink and a small bag of cookies.

We shared the coffee and cookies and talked about how great the flight was. As it turned out, the other guys had left Indus heading south and then turned toward Vulcan somewhere west of Blackie. Not only had they taken a more indirect route, but they were at about 4500', with a much stronger head wind to deal with than I had. That explained why I was alone for most of the flight, and arrived first. They had also lost site of me as I flew close to the ground where I was harder to see.

A couple of us had our cameras along. We took lots of pictures of the gang standing behind the Vulcan Terminal sign, acting like a mature bunch of 12 year old kids. And of course we took pictures of our airplanes, and then more pictures of our airplanes.

After topping up our fuel tanks from spare tanks we had strapped in the back seats, we headed back to Indus. We planned to join

up over the abandoned runways at South Calgary and fly in formation back to Indus.

The return flight was smooth as glass, uneventful and wonderful. The GPS wasn't needed to find my way home but I did use it to check my ground speed. With the wind now at my back, my ground speed was 73 mph with an indicated air speed of 53 mph. Obviously the trip north didn't take nearly as much time as the outbound flight.

I wasn't first to take off from Vulcan and although I stayed high to take advantage of the tail wind, I lost ground on the others and was last to arrive at South Calgary.

Mark went past South Calgary and made a wide left turn. Winston and Jack each made a tight left circle over the runways. I caught up and turned to the right to join up with them as they began heading north, and Bob came in on my right wing. With the four of us in close formation and Mark bringing up the rear we circled Indus, crossed the intersection and broke off to land, one after another.

What a morning it had been. The round trip had taken 2.2 hours and that was 2.2 hours I will always remember. The Indus grin was displayed proudly by five very happy pilots that day. And I still smile as I think about the good time we had that beautiful Saturday morning.

## ASAP Chinook Plus 2

*compiled by Bernie Kespe*

In the following pages, I will endeavor to tell you as much as possible about the Chinook "Ultra" light plane, which I think may well change any opinions you may hold about a light plane of this class. Whether you are an experienced pilot or a first time airman, I believe the Chinook Plus 2 would be an excellent choice for your next or first light plane.

Many pilots who already fly conventional light planes are aware of the protection and performance advantage that a properly designed fuselage can bring. In our (ASAP) view, the Chinook Plus 2 is the most elegant and well-balanced design in it's class.

The Chinook Plus 2 is a real little airplane, one with such pleasant flying characteristics that it's even more fun to fly than a conventional light plane. The Chinook Plus 2 is suitable for both the experienced pilot and the novice. With the Chinook Plus 2, a novice can be trained by a qualified instructor right through to solo and then solo in the same aircraft.

We've made a lot of claims in just a short time, so now it's up to us to prove them to you. In the following pages, you'll find as

complete a rundown of the Chinook Plus 2 as we can detail. If you have any other questions, please never hesitate to contact us personally. We would be delighted to hear from you.

The Chinook was manufactured by one of Canada's oldest and longest established manufacturers of ultralight's, Birdman Enterprises. The original founder of the company passed away suddenly and around 1988, we at Aircraft Sales and Parts Ltd. purchased the design rights and tooling for all models of the Chinook.

In our first year of business, we supplied the already 700 Chinook owners with parts and retrofit kits. During that first year, with the help of engineers, we redesigned and upgraded the Chinook to what is now know as the Chinook Plus 2.

We are a family owned business operating out of two locations. Our original location is in St-Paul, Alberta where we manufacture all the parts and components for our kits for our Chinook Plus 2 and also parts for the pre-existing Chinooks. Our Vernon, BC location is our centre of information where we handle all the part orders, brochure information, technical advise and keep our Chinook Plus 2 in house for testing and demo purposes. We cannot stress enough to you, the prospective buyer, the importance of a financially sound company. We are still servicing Chinooks that were manufactured in 1982 and we will continue

to do so for a long time.

We do all our own in house manufacturing including machining on our own computer controlled machining center. In this manner, inventory levels and quality control can be closely monitored. At all times, we keep a huge supply of parts and inventory, so there is seldom a time we have to back order or ship kits that are incomplete. If by chance that would ever happen, we would ship your back ordered pieces freight prepaid to your door.

We hope that by going over some of the above details this will give you an idea of our integrity and honesty. We hope that you will be confident in knowing that any services you would be in need of, would also be taken care of.

The apparent simplicity of the all-new Chinook Plus 2 conceals a subtle and sophisticated design philosophy based on the integration of three major themes:

- 1) good flying characteristics
- 2) simplicity of construction
- 3) maximization of aesthetics

Then there is another consideration "an ultralight does not have to be only a fun machine" It can be used for training, fishing trips, surveillance, cross country trips, aerial camera shots and the list goes on. An ultralight should also be affordable and easy to build.

To judge the final product, we believe the Chinook Plus 2 achieves all of the above and more. It is an aesthetically pleasing compact machine that exhibits gentle but crisp flying characteristics. It is strong yet simple in construction and offers a variety of applications from weekend flying to bush plane practicality. With a low initial purchase price and excellent fuel economy the Chinook Plus 2 is also inexpensive to own and operate.

What sets the Chinook Plus 2 apart from others, is the total integration of its design from the point of view of structure and aerodynamics. The Chinook Plus 2 fuselage wraps smoothly around, keeping the pilot warm in adverse weather and greatly reduces parasitic drag. The airfoil section used, designated UA80/1 (modified), is Chinook's own design. It  
*(continued on page 6)*



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## Chinook - from page 5)

was designed and tested at the University of Alberta in Edmonton, Canada. It is especially suited for our design, producing high lift and gentle breakaway at the stall and yet has low drag at the upper end of the speed range.

Because of its greater aerodynamic efficiency, the Chinook Plus 2 can perform better than many of its competitors on far less power. The Chinook Plus 2 performs well on just 45-50 HP, giving a healthy rate of climb, good top-end speed and a miserly fuel economy.

>From the very beginning, the Chinook Plus 2 has been designed as a practical machine. We believe that Ultralights are not just for weekend flying but should offer the most serious pilot an aerial transportation system that can approach the utility of small conventional light planes.

Accordingly, the structure of the Chinook Plus 2 is elegantly simple and correspondingly easy to repair. There are no fragile wood or foam wing ribs, nor expensive D-section main spars to fix. The covering is 1.8 of Ceconite, so rips and tears can easily be repaired.

Aside from being easy to construct and repair, the structure of the Chinook Plus 2 is also immensely strong. Static load testing has shown the Chinook Plus 2 is capable of absorbing flying loads of more than (plus) +5.9 g and (minus) -3.0 G. The individual parts are designed to take punishment. The chrome moly undercarriage, for example is a classic "taildragger" with bungee suspension for rough-field operation. The Chinook Plus 2 is designed to be used.

The Chinook Plus 2 has a gross weight of 900 lbs but has been test flown at well over 1000 lbs. This means the addition of floats make the Chinook Plus 2 a real "go somewhere" aircraft.

The layout of the Chinook Plus 2 also means that a professional instructor can use the Chinook for training. The advantages of tandem seating for instruction purposes have long been

recognized. The student gets use to the view from the front seat and does not notice the absence of the instructor on solo. Because the instructor is located on the center of gravity of the machine, no trim changes occur for those crucial "first flights"

If all this sounds very straight forward, that's because it is. we challenge you to look around at other Ultralight models and compare this degree of design integration. That's why we like to call the Chinook Plus 2 the "Ultra" light plane.

The wing of the Chinook Plus 2 is a

elevator and stabs which are pre-jigged at our factory so it's just a matter of assembling and covering to complete. All components are easily removable making for ease of repair.

The fuselage, undercarriage, tail and cabin assembly of the Chinook Plus 2 are built as a unit around a double sleeved 4 inch diameter 6061T6 aluminum tube. This tube acts as a lower "spine" The body of the aircraft is an elongated pentagonal cross-section which achieves a good compromise between triangularized strength and the rounded "streamline" shape. All major load-bearing members



strong, two-spar unit with cross-strut bracing, which is produced in a jig at our factory. It is supported by streamlined lift and jury struts to keep overall height and weight to a minimum. To retain construction simplicity we supply pre-formed ribs with our own designed rib ends that are simply secured to the main spars.

The aileron system is a full span aileron with a built in flaperon. Flaperons control the ailerons by raising or lowering simultaneously, thus allowing trim adjustment, lower stall speed for shorter landing rolls and for better take off float performance.

In the tail section we supply ready-made

terminate in a strong cluster joint to transfer undercarriage, seat, wing and fuselage loads throughout the structure.

The curved members of the forward fuselage form a semi teardrop shape with a fineness ratio of 3:1 for effective drag reduction at high and cruising speeds. The junction between wing and body is a near perfect 90 degree intersection with a sealing strip for improved airflow. The cabin area is spacious and comfortable with an upholstered seat, centre-mounted control stick and adjustable rudder pedals. A gently curving windshield reduces the chance of flat plate glare and side panels from shoulder to toe provide near open cockpit visibility. The rear cabin area  
*(continued on page 7)*

## Chinook - from page 6

behind has large windows for rearward vision.

A portion of the cabin floor is covered to allow easier entry and exit. The control cables are routed close to the floor along the centerline where they are out of the way but readily visible for inspection. A centre mounted binnacle enables the provision of full instrumentation as desired without obstructing visibility or hampering movement.

Elevator cables are routed through the reinforced fuselage "spine" tube which extends from the seat to the tail wheel. Rudder cables run along the outside of the spine to the tailpost and also move the steerable, beefy rail wheel. The main wheels of the Chinook Plus 2 incorporate a caged axle and bungee suspension to safely absorb rough-field shock loads.

The wing and parallel dual struts are attached to the fuselage with eight AN type aircraft bolts. This enables simple removal of the wings for transport.

6061-T6 tubing, AN standard hardware and stainless steel fittings and cables are used throughout. The Chinook Plus 2 was designed with the builder in mind so almost every component is pre-drilled and cut. With this in mind, common garage tools are all that is needed to assemble the

Chinook Plus 2 kit. We include a full and complete manual newly revised construction manual with precise cad drawing illustrations to help you along every step of the way. To assist you with the covering of the Chinook Plus 2, we also include our own VHS (produced by ourselves) which demonstrates us actually covering a Chinook Plus 2 from start to finish. Whether you are a first time builder or an experienced kit builder, the Chinook Plus 2 is very simple to assemble.

Chinook Plus 2 is a design with great originality and elegance. It is not just another ultralight but rather a cabin class "Ultra" light plane in a class of its own. With its integrated design the Chinook Plus 2 outperforms other ultralights on less power, using less fuel and with better flying characteristics.

Because we deal with customers all over the world, including Australia, Greece, Japan, Poland, Norway, the United States and Canada, we know how important it is for you the customer to feel absolutely comfortable and confident with the company you deal with. Good customer service, good communications and a fine product make up our success.

### AIRCRAFT SPECIFICATIONS:

Wing Area: 154.50 sq. ft.  
Length: 17.70ft.  
Max Gross Wt: 900 lbs.

Empty Wt: 380 lbs.  
Fuel Capacity: 9.0 gal.  
Seats: 2  
Range: 350 sm  
Takeoff Dist: 250 ft.  
Vmax: 115 mph  
Vcr: 83 mph  
Vs1 (stall clean) 35 mph  
Climb Rate @msl: 1,200 fpm  
Serv. Ceiling: 15,000 ft.  
Plans: No  
Kit: \$7,200(US) to be confirmed with ASAP.  
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## SKYWRITER ARTICLES

I would like to thank contributors to this month's Skywriter: Andy Gustafsson, Dan Mitchell, Wilf Stark, and a special thanks to Bernie Kespe. Many of the articles you see have been pulled from the Internet and compiled by Bernie. Bernie has been putting in many hours each month on the newsletter and without his help I would probably have given up long ago.

Keep those articles coming folks. Send in a story, news item, coming event notice or just a picture of your airplane.

- Editor



# Light Engine Service

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## Destinations

by Andy Gustafsson

Out of all my contributions to "Destinations", the airport at the little hamlet of Linden has always eluded me. It may have looked too distant or maybe in the wrong direction to the more familiar airports to the south. Every time that I have set out for this perfect goal for us U/L pilots, something has come up to hold off my visit. This Sunday morning I had made up my mind that now or never, its turn had come.

Linden is one of the easier places to find if you start out at, let's say Chestermere Lake, just east of Calgary. Set a heading of 360 magnetic, and 40 miles later you are on top of the Linden airport, just a stones throw east of town. You can also follow #9 highway, past Beiseker and Acme, if you don't have any other means of navigation. I always keep a map handy. As this grass strip is not in the Canadian Flight Supplement, the length is approximately 2000' and the altitude 2900' ASL. It runs north-south. A big hazard that has to be mentioned is the powerline that is stretched out on the approach to runway 34. The powerline marker has somehow moved off to the east, which makes the lines very difficult to see. If you are aware of this hazard it should not be a problem. A lot of gophers have set up residency here, but I did not have too much trouble.

The morning of my visit the town was empty and my jaywalk to downtown went unnoticed. Rumors has it that a visit to the local bakery is a must. I have to come back when the stores are open. With an empty belly, I departed Linden and climbed out from rwy 34 and in a left turn I headed south.

Tuning in to 123.2, I could hear a lot of aircraft converging on Beiseker airport. Then it struck me. The Beiseker fly-in breakfast was today. I announced my intentions and joined the downwind for runway 34, and the grass strip that runs parallel to the paved runway. This was a busy place as we landed simultaneously on

two runways and a quartet of parachute jumpers touched down on the east part of the airport. The pancakes and sausages sure hit the spot. The airplanes kept arriving as I departed for home and the airwaves were filled with happy pilots talking about the good breakfast. Only in Canada. Happy landings.

## CALENDAR OF EVENTS

### July 11th, Kirkby Field

Annual fly-in pancake breakfast (free), 8:00am to 12:00 noon, for more information contact Bob Kirkby at 403-569-9541.

### July 18th, East of Carstairs, Alberta

2nd Annual Fly-in drive-in barbecue at club member Glenn Bishell's air strip. Tie downs and overnight camping available. Air strip 2700x100 ft. N-S. Flying events to be announced.

For further info call Glenn Bishell at 337-2564.

### July 29th to August 4th, Oshkosh, WI

Annual EAA convention. For information call 920-426-4800.

### August 3rd, Vulcan, Alberta

Vulcan Flying Club's annual fly-in breakfast. Vulcan Airport, 8:00 to 11:30 a.m.. Family (\$15), adults (\$5), children 6-12 (\$3) and under 6 (free). For more info contact Jack Deans at 403-485-6484.

If you have or know of an event that you would like to see published here please contact Bob Kirkby or Bernie Kespe.

**RAVEN 1000 ULX**  
Geo Metro®/ Auto Engine  
Conversions  
*compiled by Bernie Kespe*

Jeron Smith, CEO of RAVEN REDRIVES, has introduced his newest drive for the Geo three and four cylinder engine. This design is in response to requests of the ultralight community for a pusher type four cycle engine to replace existing two cycle engines.

The drive is to be used as shown in the photo for ultralights and incorporates a simple bed mount. Jeron explains that when used in the ultralight version an outer bearing support on the lower sprocket is not required. Additionally, the ultralight version uses a standard Bing carburetor. The sprockets are sized to provide 2.33: 1 reduction ratio. This will provide higher torque at the output shaft and allow props more to scale.

For replicas the builder may use the bed mount (Model 1000ULX) or the standard three point lord mounts as used in the original drive or firewall shock mounts (Model 1000RS). An outboard bearing at the lower sprocket is incorporated to handle the higher load factors.

Jeron is also designing a turbo system for the three and four cylinder engines that will provide a solid 85 horsepower all the way up to altitude. Weight of this addition will add about 10 pounds to the total all up weight. Jeron is predicting that the combination of the additional horsepower and the new reduction ratio should allow "almost" scale propellers.

Designed with a lower propeller thrust line and optional dry sump oil system for bed mounting, this "pusher" style version of the popular redrive also incorporates the unique rubber-cushioned prop hub to dampen engine torsionals.

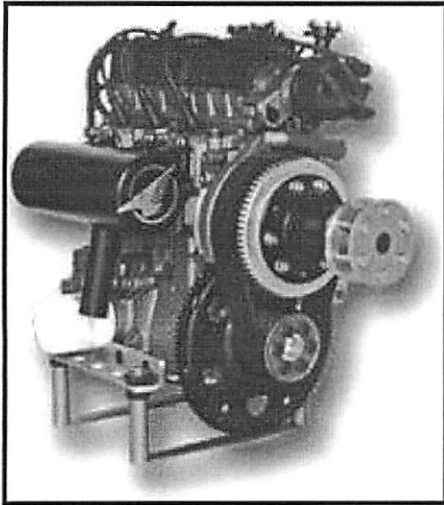
The new style drive now makes it possible to offer a package that will be optimal for  
*(continued on page 9)*



Raven - from page 8

many other craft such as the Rans® S-12, Kitfox®, Loehle's 5151 Mustang replicas, Kolb®, Titan®, all types of trikes, autogyros, and powered parachutes.

Fuel-injected (65 hp) and turbo-charged (85 hp) versions available Fall 1998.



RETAIL KIT PRICE: STARTING AT \$1995.00

RAVEN 1000 ULX, 1000cc, 60 HP, 118 lbs

Facts at a Glance...

Geo Metro/Suzuki Aircraft

Reduction Drive Kits

- 1.0 liter •60-85 HP
- Rubber Cushioned Propeller Hub
- Integral Alternator Electric Start
- Dry Sump Oil System
- Rotax Prop Bolt Pattern

Dimensions:

22"L x 16.5" W x 18" H

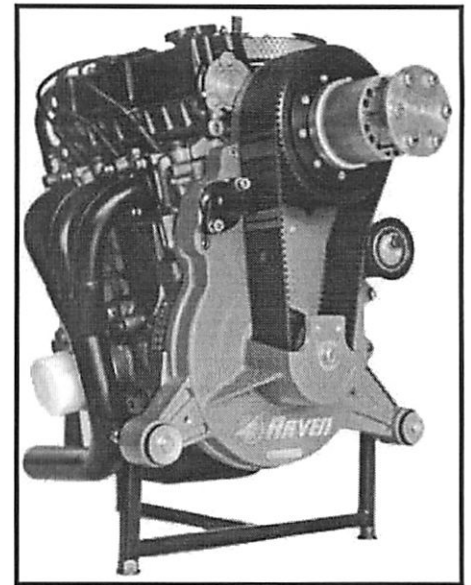
Options...

- Single Carb or Triple Carb
- TBI Fuel Injection
- Outboard Bearing Support
- Turbocharge Kit for 85+ HP avail Fall 1998

Want more information on any of Ravens products?

Internet site: [www.raven-rotor.com/homepage.html](http://www.raven-rotor.com/homepage.html)

Email Raven at [info@raven-rotor.com](mailto:info@raven-rotor.com)



RAVEN REDRIVES INC, 1025  
Rosewood Ave, Suite 100 Boulder  
Colorado 80304  
Phone: (303)440-6234

## Controllers' Day Off

Actual transmissions from O'Hare ATC taken from The NATCA Voice, the newsletter of the National Air Traffic Controllers Association.

- "Citation 123, if you quit calling me Center, I'll quit calling you twin Cessna."
- "About three miles ahead, you've got traffic 12 o'clock, five miles."
- "If you hear me, traffic no longer a factor."
- "I am way too busy for anybody to cancel on me."
- "You got any more smart remarks, we can be doing this over South Bend...go ahead."
- "You're gonna have to key the mic. I can't see you when you nod your head."

•"Put your compass on 'E' and get out of my airspace."

•"Don't anybody maintain anything."

•"Caution wake turbulence, you're following a heavy 12 o'clock, three...no, lets make it five miles."

•"Climb like your life depends on it...because it does."

•"If you want more room, captain, push your seat back."

•"For radar identification, throw your jumpseat rider out the window."

•"Air Force One, I told you to expedite!"

•"Listen up, gentlemen, or something's gonna happen that none of us wants to see."

•"Leave five on the glide, have a nice ride, tower inside, twenty-six nine...see ya."

•"Approach, how far from the airport are we in minutes?"

"N923, the faster you go, the quicker you'll get here."

•"American Two-Twenty, Eenee, meeny, miney, moe, how do you hear my radio?"

•"Air Wisconsin Three-Thirty-Five, caution wake turbulence, there is an Air Wisconsin Three-Forty-Five on the frequency."

•"I don't mind altitude separation as long as they're not on top of each other."

•"We were told Rwy 9...we'll take out the 14R approach plate."

"Captain you got sixty miles to take it out...have a ball."

•"The traffic at nine o'clock's gonna do a little Linda Ronstadt on you."

"Linda Ronstadt? What's that?"

"Well, sir, they're gonna 'Blue Bayou'."

(Continued on page 10)

## Controllers - from page 9

•"AmTran 726, sorry about that, Center thought you were a Midway arrival. Just sit back, relax and pass out some more cookies...we'll get you to Milwaukee."

•"Approach, what's our sequence?"  
"Calling for the sequence I missed your callsign, but if I find out what it is, you're last."

•"Sure you can have eight miles behind the heavy...there'll be a United tri-jet between you and him."

•"Approach, SWA436, you want us to turn right to 090?"  
"No, I want your brother to turn. Just do it and don't argue."

•"Approach UAL525 what's this aircraft doing at my altitude?"

"UAL525, what makes you think it's YOUR altitude, Captain?"

•"DAL1176, say speed."  
"DAL1176, we slowed it down to two-twenty."  
"DAL1176 pick it back up to two-fifty...this ain't Atlanta, and them ain't grits on the ground."

•"Request Runway 27 Right."  
"Unable."  
"Approach, do you know the wind at six thousand is 270 at fifty?"  
"Yeah, I do, and if we could jack the airport up to fifty-five hundred you could have that runway. Expect 14 Right."

•"Air Force Four-Five, it appears your engine has...oh, disregard...I see you've already ejected."

•"The first officer says he's got you in

sight."  
"Roger, the first officer's cleared for a visual approach runway 27 Right...you continue on that 180 heading and descend to three thousand."

•"Hey, O'Hare, you see the 7600 code flashing five northwest of Gary?"  
"Yeah, I do...you guys talkin' to him?"

•"Approach, what's the tower?"  
"That's a big tall building with glass all around it, but that's not important right now."

•"How far behind traffic are we?"  
"Three miles."  
"That doesn't look like three miles to us!"  
"You're a mile and a half from him, he's a mile and a half from you...that's three miles."

## THUNDER MUSTANG PROTOTYPE: FATAL HIGH-SPEED CRASH UNDER INVESTIGATION

The Papa 51 Ltd. Thunder Mustang prototype crashed on May 30, killing both aboard the highly regarded experimental single when it impacted the ground at high speed near the company's headquarters in Nampa, Idaho.

Killed were company demo pilot Dale Clarke and John Whitney, a customer. The aircraft is a 75% scale version of the venerable North American P-51D Mustang, designed by Kitfox creator Dan Denny and powered by a 640 HP Falconer V-12.

## RV-8 PROTOTYPE CRASHES:

The prototype Vans RV-8 experimental reportedly crashed June 14 during a demonstration flight near Ripley, California. According to a preliminary

FAA report, an in-flight structural failure occurred, killing both aboard. Early information indicates a factory rep and a prospective purchaser were aboard for a demonstration flight. There are reports of approximately 1,000 RV-8 kits in various stages of construction.

## GENERAL NEWS

Stretching for the sky; bring the rubber band-aids Ever play with a rubber band-powered plane when you were a kid? Well, a man in Woodland Hills, California, has built a rubber band-powered plane of his own, one that's life-sized. George Heaven hopes to be stretching his way to the sky soon. The "Rubber Bandit," which has been three years in the making, could go up as early as the end of July. If Heaven's calculations are correct, the 90 pounds of oiled rubber should stretch 18 miles, sending him almost a mile. The 44-year-old aeronautical engineer will be sitting on a bicycle seat below the 71-foot wing and steering with a hand-held model airplane radio control. The

feat would earn Heaven and his volunteer crew a place in the record books and a spot for the plane in the National Air and Space Museum.

P.S.  
Good for him, I'd be too chicken to fly anything that didn't have an actual stick and rudder pedals connected by good, solid wire to the control surfaces. I guess engineers trust electronic devices more than this Neanderthal ever would. Besides, I suppose engineers never drop anything from airplanes. Think about that!

- Bernie.



Andy's Challenger