



# Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

## October 1999

### Across the Wing

by Wilf Stark

The last 2 club-sponsored flying events have been well attended, which is very gratifying. With colder weather and snow looming, we might as well get as much flying done as we can, as winter will soon separate the hardy from the comfort-seeking. There will be two groups: the all-year UL flyer (an intrepid soul), and most of the rest of us who would rather fly under favourable weather conditions. You will be able to identify the latter by the many incredibly important winter projects we have suddenly acquired that just don't leave enough time for flying 'just now'. The intrepid ones can be identified by the grins frozen on their faces either from the cold, or the happiness of the last great flight they had. The comfort-seekers call this grin 'the smug look'.

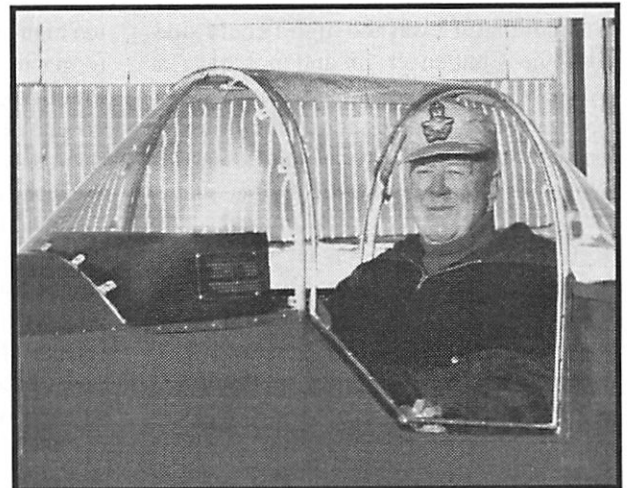
Please bring update info on your projects or planned projects to our next meeting. We have not had project-visits for over a year, and the season for these visits is coming up fast. Let's share the knowledge and spread the inspiration.

See you on the 14<sup>th</sup>. →

### Jack Barlass dies

Jack Barlass succumbed to cancer on September 14<sup>th</sup>. Jack's funeral took place on Saturday, the 18<sup>th</sup> of September at McInnis and Holloway's on Elbow Drive. Following the service all attendees were invited to a reception at the Indus hangar line. Attendance at both locations was well complimented by members of the flying club and friends of the family. Jack will be dearly missed by all those he had touched in his few years of flying ultralights and hangar flying at Indus. As most of you are aware, we spent many hours together while flying and building the hangars, also socially. After you were acquainted with Jack, you would find he had a great sense of humor, leaning slightly towards the English side. Jack was obsessed with flying and could tell you instantly what type of planes were around during his training years with the RAF. In the future, as I look towards the skies my memories of Jack will surface. Keep flying Jack.

- Winston Brown



Jack in his custom-designed King Cobra

Photo by Graham Millington

### Upcoming Speakers

**October Meeting** - Rick Pollock, a former military policeman now working for Transport Canada's Enforcement Branch. He'll be speaking on how Transport enforces the air regs, including the process and penalties if pilots are found guilty of violations.

**December Meeting** - Moe Baille, Regional Aviation System Safety Officer, Prairie & Northern Region, Transport Canada Edmonton. He'll present portions of his regular aviation safety seminars pertinent to Ultralight flying.

## Engine out!

by Andy Gustafsson

I was on final for runway 16 at Kirkby's newly groomed airstrip and I was going to do a few dead stick landings. Practising emergency procedures will hopefully prepare me for the inevitable. As we all should know, there are two kinds of pilots, the ones who have had an emergency landing, and those who will. I stayed at circuit altitude until I estimated that I could reach the runway. I started to talk to myself. -Do I have enough altitude to reach the button? This looks about right.- I thought that if I was too high I could side slip the Challenger in and not have a problem. -Fifty miles / hour.- But if I was too low? After checking for traffic I turned one of my ignition keys off and then the other. The engine went silent. My plane was now a glider. I was committed. -400 feet.- All I could hear was the wind noise around the wind shield and in the struts. -This looks good. 300 feet.- The runway was not coming at me as fast as I had hoped for. -This is going to be close. Better keep the speed up. 45 mph.- Good thing that Bob buried those power lines. -200 feet.- The runway was still far away. I kept that piece of yarn on my wind shield as straight as an arrow. No side slipping. -100 feet. Keep that speed.- The low fence disappeared under my landing gear with 30 feet to spare. -Wow, that was close.- I was cutting it a little to close. That head wind was stronger than I had anticipated. The flair was a mush and the wheels touched the grass with a slight bounce. I had made it to the runway and learned a very good lesson in the process.

If you have an engine-out, first get that nose down to make sure you have your approach speed. Then pick a landing spot that is close. The one that you can reach.

And FLY THE PLANE no matter what happens, FLY THE PLANE. This means keep the speed up all the way down, don't turn anymore than you have to. When you practice, make sure that you are a little too high rather than a little too low. It is tempting to pull the stick back just to think that you are going to reach the intended landing spot. If you try to flatten out the glide slope, what happens is that you loose your airspeed. When you loose your airspeed you stall the airplane and down you go. This is OK if you are very near the ground, but if you are up higher it could have dire consequences. Stall-spin.

On the second try I let the engine idle all the way down, just in case. I was a little too high and ended up doing a forward slip to get in to the first quarter of the field. Practicing these emergency procedures is good. In a real life scenario we sometimes don't have too much altitude and a quick decision is in order. We don't have time to think too long. Just pick a spot and don't change your mind, unless there is an obstacle of massive proportions. Roads are good if there are no power lines and or vehicles. Power lines are very hard to see, however on the prairies we are spoiled with lots of emergency landing spots. Later



Andy taxi's his Challenger at Kirkby Field

in the summer season, when the seeded fields are getting greener and the crops taller, we have to be more selective. The number one objective is, to save yourself first and your airplane second. Airplanes can be rebuilt or replaced.

When we fly with another pilot, any Ultralight airplane will change its handling

### Skywriter

Skywriter is the official newsletter of the Calgary Ultralight Flying Club and is published 12 times per year. Forward your articles and letters to:

**Editor:** Bob Kirkby 569-9541  
e-mail: kirkby@telusplanet.net

**Assistant-editor:** Bernie Kespe (see below)

### 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.

**President:** Wilf Stark 935-4248  
e-mail: wstark@compuserve.com

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**Secretary:** Bernie Kespe 255-7419  
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**Treasurer:** Carl Forman 283-3855  
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**Director:** Jim Creaser 226-0180  
e-mail: creasser@cybersurf.net

**Past President:** Ed D'Antoni 247-6621  
e-mail: ed.dantoni@logicnet.com

characteristics. You need a lot more runway to get off the ground and the same goes for the landing. The approach speed is higher and the roll-out is longer. On the other hand the airplane is more stable with the extra weight and the landings seems to be easier. It is good practice to carry a little extra speed on final. Summer flying with its higher density altitude can make even the longer runways look short. Winter flying in cold weather is not as bad. The performance can be breathtaking, but that is another story.

I operate out of a cow pasture and the available runway is short and narrow. I have had a lot of practice, landing short and maneuvering in strong cross wind situations. I have worked out my procedures, should I have an engine-out on take-off and I will stick to my plans. The main problems are those fences and cross fences. They stop you very abruptly and here is where we need to discuss the restraint system. A lot of aircraft are equipped with a simple lap belt. They keep  
*(continued on page 3)*

*Engine out - continued from page 2*

you from falling out of the aircraft but if you run into something on an emergency landing that stops you very suddenly, it will whiplash you forward and make you break your face on the panel or windshield. As airbags in Ultra-light aircraft are not too readily available, (some car drivers use small dogs on their laps instead of airbags) it is wise to have the best restraint system you can get. And keep it snug. On a lot of kit aircraft the shoulder belts are optional. If they are, get them and use them. So drill those emergency procedures into your head and make it instinct when the music stops.

Finally a few words on airport procedures. When flying into any airport, our home strip or somebody else's place, whether it is for practice purpose or visiting, we must follow proper airport procedures. Not most of the time, but ALL of the time. Some of us use radios and some of us don't and that's fine. Either way we must follow proper procedures. If we are unfamiliar with how to go about this we should talk to somebody that knows. If we fail to enter an airport the right way, we jeopardize the safety of others. So it is the responsibility of every pilot, to learn and follow the proper traffic procedures when coming in to land at an aerodrome.

Let's be safe up there. →

## Classified

**MiniMax** - Rotax 377, \$6000 or with skis, floats and ballistic chute, \$9000. Don Leonzio 250-427-2046 (10/99)

**CH701 STOL** - Rotax 912, 90hrs TTSN, always hangared kit cost \$36,000, labour to build 815 hrs, offers. Bob Campbell 403-934-3657 (10/99)

**Murphy Renegade Spirit** - 250 TTSN, Rotax 532, 50 SMOH, always hangared, ASI, VSI, Tach, T/C, ALT, CHT, Water Temp, Volts, Icom A20 Nav/Com, intercom, two helmets, 3-blade Ivoprop, Red & White Endura, hole covers, \$26,000. Call Bob Kirkby 569-9541 (8/99)

**Oil Injection Pump** - for Rotax 582. Call Dave Dedul, 403-823-2214 (8/99)

**Murphy Renegade** - Damaged four wings, forward of passenger seat and landing gear. All control surfaces good. Includes most new parts to complete reconstruction. A fine 92 MPH cruise Bi-Plane. 532 rotax engine electric start, no propeller blades, \$12,000 as is. Use of facility and assistance available. Call Ray (403)787-2427 (8/99)

**Head Set** - Aviation Communications Inc. head set \$100, 3 yrs old, hardly used. Call Bob Kirkby 569-9541 (7/99)

**Fuel Gauges** - Sky Sports' capacitive fuel gauge for dual tanks. 2 probes and one gauge with switch, \$35. Call Bob Kirkby 569-9541 (7/99)

**Chinook WT II** - single place, 1983, warp wing, "0" time 277 Rotax, can be seen at Indus Airfield, \$3,500 OBO. Dan 403-243-7934 H or 403-230-6415 W (6/99)

**Wanted** - Low-time 2-stroke engine between 40 and 65 hp for newly built trike. Call Ron Linkes 250-389-0800. (4/99)

**Lazair A-87** - has 3<sup>rd</sup> engine, 3/4 enclosure pod, wider landing gear, always hangared, includes enclosed trailer, \$5500. Betty Whitney 403-684-3459. (4/99)

**KR-2 Sport Plane** - 35 hr TT, 1834cc HAPI VW conversion with dual ignition, carb heat, oil cooler, cruises at 125mph, full power 155mph, registered as homebuilt. 1/2 share \$7000 including flight training and ultralight pilot permit. J.T. Hibberd 617-1831. (3/99)

**Suzuki engine** - 3 cylinder, 65 HP @ 5500, with belt reduction drive 2.21:1, can be seen running, \$3000. Ken Johnson 546-2586. (3/99)

**Challenger** - Single place, 288 hr TTSN, Rotax 447 CDI, Instruments: Tack, compass, altimeter, air speed, CHT, Gas gauge, Hr meter, 12-volt power outlet, radio antenna, (GPS & mount optional), fully enclosed with cabin heat, ski package, tundra tires & reg. wheels with pants included, always hangared, at Indus, \$9,800.00. Ray at 403-274-4388, office 275-6540, cell 540-2492. (3/99)

**Rotax 447** - with carb and muffler, low time, \$2700. Chuck duff 938-6157 (3/99)

**Mini-Max** - Rotax 447, GSC Ground adjustable prop, full panel, always hangared, only 114 hours since new. This great flying, well known little airplane can be seen at Transport Canada's photo album at: [www.tc.gc.ca/aviation/GENERAL/RECAVI/Pictures.htm](http://www.tc.gc.ca/aviation/GENERAL/RECAVI/Pictures.htm) Dale 293-3826, e-mail: [dacl@cybersurf.net](mailto:dacl@cybersurf.net) (10/98)



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## Cold Lake and Back A Ground Crew Perspective

by Guy Christie

I don't know about you but whenever I get the opportunity to take a trip I always feel like a little kid inside. Well, it was no different than when we were about to start the adventure to Cold Lake in ultralight airplanes. I know that I would have preferred to be flying an ultralight instead of hauling my trailer, a bunch of belongings and fuel for everyone else's airplane. I also know that this is a very important part of the trip because without that you really don't have a trip, well you could do it but it would be very time consuming and difficult and not half the fun with all the guys around.

The flying part doesn't take up a lot of the day cause they're only up there for about an hour to an hour and a half so the rest of the time you're talking, joking around, tying planes down, refueling, eating, and just hanging out.

I found the trip a great way to learn about flying just from what the other guys



"The Ground Crew". Left to right, Irv, Elmer, Bruce and Guy

Photo by Adrian



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experienced and what I could get on the radio when I was in range. As a novice flyer you sometimes take for granted what would be involved in a cross country flight but you soon realize there's more to it, especially when there's this many planes involved.

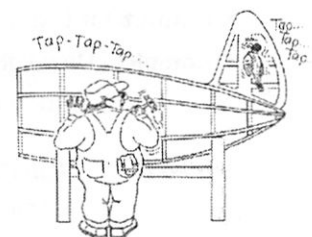
I don't want to bore you with a lot of details, sometimes I think one persons experience is someone else's dreaded ordeal of having to sit or read about it because we think others are interested. All I can really tell you is how important and

what an opportunity it is to be a part of something like this even if you are just there for support. The time I spent with Stu, Bruce, Dennis, Glenn, Bob, Carl, Elmer, Irv, Adrian and his brother Jim was so invaluable I cannot put it into words. I got to know each one of them on their level, no one was trying to out do the other and we discussed everything through so each person had an input to any decisions made about a flight or anything else, including where to have dinner that night.

I'm glad I took the opportunity to go, I wondered at first whether or not to take the time away from work because I wasn't able to fly. When the next trip comes my way and I have a plane to fly I'll be much more aware of what to expect and to make educated decisions about that particular trip.

I'm glad I went, you should try it yourself sometime. I know you wouldn't regret any of it, even if it's as ground crew, you'll get to know some very neat & fun people.

Safe and happy flying. →





## The Cold Lake Trip - an Experience

by Glenn Bishell

I would like to make a short story of a long trip. The comradeship began when we met up attempting to find a hole in the fog bank to let us into Linden. We had to divert to my strip and wait for clearing. The next stop was Three Hills, where Stu entertained us by demonstrating how to change a tube in his tire. Then on to Stettler where the ground crew met up and fed and fueled us before we departed for Camrose. A rather bumpy trip and we landed while a hail storm was pounding the fields just north of Camrose. On to St. Paul and a tour of A.S.A.P. The leg from St. Paul to Cold Lake took us around a very black thunder cloud. We landed at Cold Lake and got wet tying down. The Air Force vans were there to meet us and took us in for royal treatment with food, accommodation and tours.

The thermals were active on the route back to St. Paul. The two faster planes, Renegade and Aeronca, were in the lead with the other four following in formation at 62 mph IAS. I was number 3 off Stu's right wing. When we passed under a big cloud I caught some lift and even with the throttle back and the nose down I was climbing rapidly. The airspeed went up to 100 mph and when I lost sight of Stu I radioed him and said, "I'm leaving you".



Stu in his HiMax trying to keep up with Glenn in his Bushmaster

When I came back down I was centred between the two fast planes with the Aeronca on my left. I throttled up and they cut back a little to keep us together.

When we approached St. Paul Jim demonstrated a quick approach and landing with a failing engine. I following him in not knowing why. The word got out while we were barbequing lunch and a mechanic from Bonnyville arrived to help free a stuck valve to get Jim and Adrian back in the air. While this was happening our five ultralights carried on and when we invaded the village of Andrew it must have been the biggest event of the year, other than the mud races. Most of the towns people flocked out to see us. The town spokesman said he was pretty sure that one of those was an ultralight because he had heard one before.

We flew out of there toward St. Albert into a headwind. It was a scenic, slow flight into the sunset at barely 40 mph ground speed. The St. Albert Flying Club was out in good force to welcome us in. Carl took advantage of the location to show us how a fuel pump can fail when jammed with foreign material. Dan demonstrated how to clean it out. After a good rest at the St. Albert Inn we were off to a day at the Wetaskiwin museum. We were escorted out of Devon by two St. Albert ultralights.

After a night in Wetaskiwin Bob took his Renegade up for a test flight with new plugs to see if he had corrected the misfiring problem but had to set it down in a field across the road from the airport, where he tied it down and hitched a ride with the ground crew. The return flight was interesting. When we approached the Penhold airspace all ultralights, but not the Aeronca, were requested to divert around. Stu suggested that would not be convenient and we stayed on course. This appears

to be a bit of discrimination. As we passed Bowden I switched on my transfer pump to fill the front fuel tank so I would only have to fill one tank when I got home. I got busy watching a thunder cloud building ahead when I was rudely awakened by fuel overflowing the front tank and flowing out of my instrument panel. I thought, if I was in my car I would stop immediately and get out. The lightning was now striking at Carstairs. Any wayward spark would easily ignite this warm fuel and make a fireball in the sky. I had a few tense moments until I was safely on the ground and out in the fresh air. After refueling the three remaining planes and ground crew departed for Kirkby Field intent on beating the thunder storm.

Since I had only soloed once in the Bushmaster the day before departure, this was quite a learning experience for me. →

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## Snag Sheet

Here are some actual maintenance complaints submitted by US Air Force pilots and the replies from the maintenance crews.

Problem: "Test flight OK, except autoland very rough."

Solution: "Autoland not installed on this aircraft."

Problem: "Evidence of hydraulic leak on right main landing gear."

Solution: "Evidence removed."

Problem: "Dead bugs on windshield."

Solution: "Live bugs on order."

Problem: "IFF inoperative in 'Official' mode."

Solution: "IFF is supposed to be inoperative in OFF mode."

Problem: "Friction locks cause throttle levers to stick."

Solution: "That's what they're there for."

Problem: "Number three engine missing."

Solution: "Engine found on right wing after brief search."

## CORBY STARLET CJ-1

The Starlet was designed in the late sixties by John Corby, an aeronautical engineer, with assistance from Barrie Bishton who handled the engine and propeller components. While John intended it to be his own, low cost homebuilt aircraft, he had always felt that Australia should have an aircraft designed by Australians for Australians. So, he was easily persuaded to provide plans for his aircraft to other builders. Some Starlets have flown over 1000 hours while others have performed aerobatics at air shows for more than 15 years. It is considered to be a true "pilot toy."

The Starlet's construction is simplicity in itself. The fuselage is a built up spruce frame with a plywood covering. The wing consists of a laminated spruce spar with a built in 6-degree dihedral; ribs are traditional girder assembly; and a plywood "D" nose leading edge completes the wing. The Starlet is then fabric covered and ready to paint.

Starlet Plans are 18 pages of well-drawn quality blueprints in book form with some



Corby Starlet CJ-1

46 pages of Builders Notes, Colored Picture; "Bare Bones" photo a must for builders, and lots of other information sheets.

The Corby Starlet Newsletter is a bi-monthly publication with step-by-step construction methods and detailed sketches offering explanations of builders

questions. Parts and suppliers; progress reports from builders of some 20 countries; valuable building tips and lots of other news items and photos. An excellent support system for the Starlet builder.

### Prefabricated Parts

Wing Spar assembled completely finished ready to use or laminated to glue runs stage for you to cut to size and finish.

Control hinges; Landing Gear Legs and Bearing Plates; "U" bolts; Aileron Control Pulleys and Mounting Brackets; Leading Edge fittings all custom-made using the finest materials and workmanship.

### Additional Drawings

New Engine Installation drawing to accommodate new installations. Wing Rib drawings full size ready to use; Easy Wing removable drawing allowing wing to be removed without dismantling any of the landing gear so the plane is left standing on its wheels; Plywood Scarfing Machine, simple and easy to construct using a sanding drum allowing you to make neat and efficient scarf joints.

Estimated price range to build is \$10,000 - \$13,000 (US)

Est. Bldg. Time: 1400 hrs.

### Model Specs & Performance

Model: Corby Starlet CJ-1

Landing Gear: FG (Tailwheel)

Seats: 1

Construction Material: Spruce & Plywood

Engine: VW or Jabiru

Horsepower: VW 45 - 75 hp Jabiru 80 hp

Propellor: Wood 54 inch

Maximum Speed: 139 kts @ sea level

Cruise Speed: 113 kts

Stall (or Min.) Speed: @ gross w/ full flaps 30 kts

Service Ceiling: 14,500 ft (4419 m)

Takeoff Distance: 350 ft (106 m)

Landing Distance: 450 ft (137 m)

Rate of Climb (gross): 1000 fpm

Maximum Range: 425 nm

Empty Weight: 450 lbs (203.6 kg) Gross

Weight: 750 lbs (339.4 kg)

Useful Load: 300 lbs (135.7 kg)

Fuel Capacity: 11.1 gal (42 l)

Cabin Width: 21.75 inch (.55 m)

Overall Length: 15.1 ft (4.6 m)

Height: 4.8 ft (1.46 m)

Wingspan: 18.5 ft (5.63 m)

Wing Area: 68.5 sq ft (6.36 sq m)

Wing Loading: 10.9 lbs/sq ft (4.9 kg/sq m)

"G" Loading: +4.5g (+6.75g ultimate), -4.5g

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## Fairings Anyone?

By Carl Forman

I was told that fairings on the struts of my Minimax would increase airspeed 4 to 8 miles an hour. This seemed too good to be true but they do look real sexy so I decided to build and install them. I flew the Minimax yesterday for the first time with the new fairings and my estimate is that my top speed increased by 5 miles per hour. Although I am physically back on the ground I am still flying from the successful conclusion of this project.

Total cost was under \$100.00 including Tremclad paint. Build time will vary between 4 and 20 hours. The reason for the large time variance is caused by several factors. Experienced builders will be quicker, installation techniques vary, and painting is a labour intensive optional extra.

When reading the rest of this article, keep in mind that I am not qualified to pass judgement on the structural soundness of these fairings. I advise that you consult with a qualified individual if you plan to build the fairings.

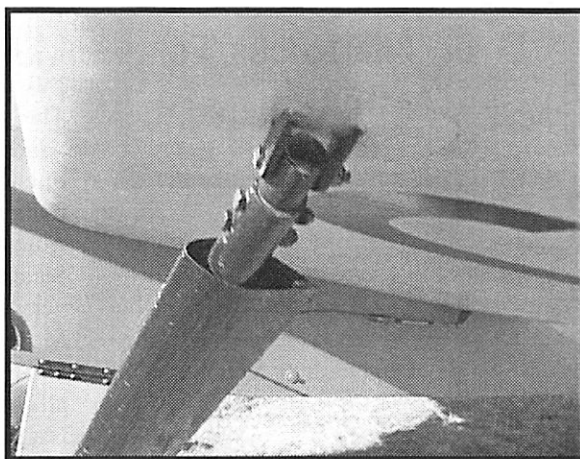
I've been told that the fairing width should be three times the strut diameter. I started with a 7.5 inch sheet to cover a 1.25 inch strut. I am pretty certain that this information is correct but I missed the aeronautical engineering part of my accounting course so I am not certain.

### Materials:

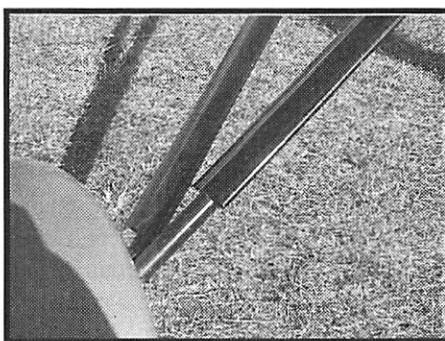
- ▶ .016 – 6061 aluminum sheeting (width 7.5 inches) bent at 90 degrees over a round mandrel lengthwise down the centre.
- ▶ PL400 industrial glue – Revy etc.
- ▶ Opaque hockey tape (Renfrew Tape Ltd.) – Canadian Tire Store
- ▶ Paint thinner

PL400 has a short "skin time" so you have to work quickly. It isn't a bad idea to get an extra piece of sheeting to practice on.

Start by placing a long piece of hockey tape roughly every 12 inches on the outside of the aluminum sheet. Curl back the ends of the tape as the tape will have to be lifted and reapplied several times. Keep the tape away from the surfaces to be glued. Put a bead of PL400 on each inside edge of the aluminum sheet. Partially fold the aluminum sheet together, securing it with the tape. Progressively pull the edges closer together about an inch at a time. After about three or four



*Fairing glued to strut*

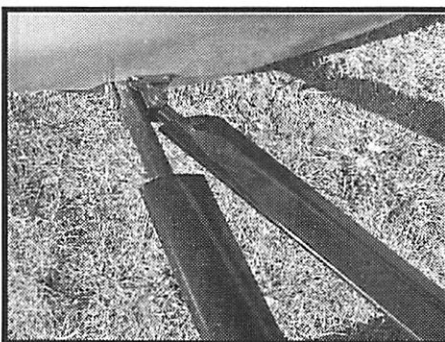


*Fairings in place and painted*

passes, the edges of the sheeting will be in contact.

Hockey tape can now be applied along the aluminum sheet to fill in the gaps. Don't try to run the tape lengthwise, it is impossible to get a good join on the edges of the aluminum sheets. I used about 60 individual pieces of tape along a 60 inch fairing.

Squeeze the edges of the sheeting together



*Viewed from above at axle attachment*

to ensure good adhesion of the glue. Paint thinner will clean up excess glue. The hockey tape can be removed after the 48 hours curing time. When all the hockey tape is removed, paint thinner cleans up the sticky residue from the tape.

Final length and trim can be accomplished through the use of standard aviation cutting tools. You'll now find that you have a nicely formed airfoil shape.

There are several ways to attach the fairing to the strut. The fairing can be built as described above and glued in place over the strut, all as one procedure, or built separately and attached to the strut later. Since the bolts on my Minimax rear struts pass vertically through the struts, I used the bolts to secure that fairing. I built and glued my front fairing to the strut at the same time. Several people have told me that fairings can be pop riveted to the strut. I don't like the idea of putting holes in my strut and avoided doing this.

Thanks to Viv Branson of the St. Albert Flying Club for passing along the technique to me.

Good luck →

## Late Classified Ad

**Culver Prop** - wood 2-blade tractor prop 60 x 38. Carl Forman 283-3855

## Over The Rocks To Arlington

by Bob Kirkby

After a long winter of feet firmly planted on the ground I was looking forward to several flying adventures during the summer of '99. I wasn't disappointed. This is a story about one of these adventures in my Cherokee 235.

My wife's son, Nick Nesterenko, who normally resides in the concrete jungle of Toronto, was spending the summer with us. Through his previous periodic visits he had developed an interest in flying - hard not to since we live on an airport. This summer I wanted to arrange at least one exciting cross country flight for Nick and myself, to keep his interest peaked (as good a reason as any to go flying). Although I have flown to Oshkosh twice I had never been to the closer EAA Northwest fly-in at Arlington, WA. This sounded like a perfect destination from Calgary so we circled the first week of July on the calendar and began making plans. The Arlington fly-in runs from the first Tuesday in July through to Sunday. Although I could easily spend six days looking at airplanes I thought it might be a bit too much to expect of a seventeen year old, so we settled on flying in on the Thursday and returning on Sunday.

When flying VFR through the mountains it's best to plan more than one route and leave the final decision to the last minute. The weather can change so rapidly the window of opportunity to clear a pass is often measured in minutes. My preferred route was to be the Bow Valley VFR route from Calgary to Golden, Revelstoke and Sicamous. This would take us though the very high Rocky, Selkirk and Monashee Mountain ranges via the Kicking Horse and Rogers passes, following the highway all the way. A cruising level of 8,500 feet is a good compromise since it would keep us at least 3000 feet above the valley floors, except for a short period in the Rogers pass, yet is low enough to keep us out of the cumulus clouds that tend to form around the peaks. At Sicamous, which is at the northern end of the Okanagan valley, we could fly directly over the lower mountains of the Okanagan range to the Princeton VOR and then directly over the Cascade Range to Hope, at the eastern end of the Fraser Valley. My second choice would be the southern VFR route through Cranbrook, Castelgar, and Princeton to Hope. Should these both be blocked a third route would be into Montana and across through Idaho and Washington.

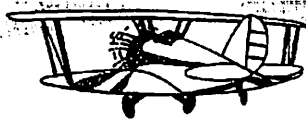
As it turned out my preferred choice was available on the Thursday we were to leave. The weather forecast promised clear skies all the way through to the coast except for some scattered at 6500 ft in the Rockies. There was one problem, however. Thursday morning the wind in Calgary was

blowing at 25 gusting 35 from the northwest. Although the winds were good in the mountains this would make for on hell of a ride through the foothills. The forecast called for gradual calming throughout the day with reasonable winds expected in the late afternoon. We decided to wait until they calmed down and leave around 5:00 pm. We would not be able to go all the way since the US customs office on the field at Arlington was only open from 0800 to 1500 daily. Instead we chose to fly to Chilliwack, BC, overnight there and do the 30 minute hop to Arlington Friday morning. We would have plenty of daylight since Chilliwack is only 3.5 hours from Calgary at our planned speed of 130 kts, plus we gain an hour.

At 5:00pm I checked the weather again and the winds were down to 20 gusting 26 - tolerable. Off we went. By the time we got to Banff the winds had almost vanished and we were getting a good 130 kt ground speed and a smooth ride. There were a few puffy clouds around about 1500 ft above us but otherwise it was clear. Nick had the task of navigating which was relatively easy since we were following the highway. I made it more challenging by keeping the highway under the left wing, out of his view, and making him identify mountains and valleys along the way. He rose to the challenge and guided me though the mountain passes with ease.

At Golden I tried to activate the Dialup RCO to give Kamloops radio a position report, but failure to light the fire. I made a mental note to read up on DRCO's for future encounters. After Golden there are a number of long twisting valleys which gradually got narrower and higher as we approached the Rogers pass. At the same time the cumulus clouds around the mountains became more numerous and, worse, started to get lower. By the time we got to the Rogers Pass entrance they were at our altitude and very thick. The pass is narrow enough as it is without having clouds on either side making it even narrower. We dropped down 500 feet then pushed on into the pass with a good view on the granite. It wasn't long before we were out of the pass and over Revelstoke (continued on page 9)

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*Arlington - continued from page 8*

where there's a real RCO. This time I was able to contact Kamloops with a position report. After Revelstoke there is one more narrow valley to penetrate before we would be free of the ultra-high terrain. The clouds were just as menacing so we stayed low enough to maintain good vis but high enough to be able to turn around if necessary. Once we passed a valley junction called Three Valley Gap things started to open up and the clouds disappeared. We were now approaching the lower mountains of the Okanagan Range.

Rather than fly direct from Sicamous to Hope we flew south along the Okanagan valley for 5 minutes to the Enderby beacon, where we turned southeast toward Princeton. Going via Princeton instead of direct to Hope took us 15 minutes out of the way but it provides a friendly airport en route should difficulties develop over the mountains. Also, if my GPS decided to quit I could easily track the Princeton VOR until we were clear of the mountains at Hope. At Enderby I had no trouble contacting Kamloops Radio directly with a position report since we were now well above the peaks. So on we droned. This time I kept Nick busy identifying possible emergency landing sights on the valley floors. One thing there is no shortage of in BC is logging roads. They're not on the VNC but you'll find lots of them in every valley.

I am always in awe of the mountains, especially flying up close to them, but being Nick's first time he was spellbound. On this leg I had a moment like that as well. As we crossed the final mountain before Hope the ground instantly dropped away from 6000 feet to 100 feet ASL and the beautiful Fraser Valley suddenly opened up far below. On our right the narrow Fraser Canyon wound its way north and on our left we had a spectacular view of snow capped Mount Baker 30 miles south. No time for rubbernecking though, I could already see Chilliwack 25 miles ahead and we had 8400 feet to lose. I trimmed for a 500 FPM descent as we plunged into the emerald-green abyss. The descent and landing is always my favourite

part of a flight and this was one of the best. Gliding down between the mountains and over the Fraser river plus the challenge of managing the quick descent without shock-cooling the engine was exhilarating.



*The author - camp set up and ready to go at Arlington*

The Chilliwack airport is very pretty with its lush green grass surrounding newly coated pavement and a new-looking terminal building. We pulled up to a fuel kiosk on the ramp and found a self-serve, card-lock type fuel delivery system. After swiping my credit card I was able to fill 'er up while Nick went to check out the facilities. Obtaining fuel turned out to be easier than using the facilities. It was only 8:30 in the evening but the terminal was locked up tight, on both the ramp side and the public side. Luckily I had my cell phone with me or I wouldn't have been able to close my flight plan.

We moved the Cherokee to the tie-down area and secured her for the night. By the time we finished a gentleman had opened the terminal building from the front so we ran over and knocked on the door. He let us in and it turned out he ran the local flying school and had come into the office to ask the FSS to fax him information on flying into Arlington the next day. I, of course, had a copy of the multi-page Notam with me, so in exchange for copying it he offered to drive us to the nearest motel for the night.

The next morning we took off at 0800 for the hop into Arlington. The arrival procedure was a scaled down version of the Oshkosh arrival procedure. We were to head for a small grass strip 10 miles southeast of Arlington called Green Valley where we could join a single file route into Arlington. As in Oshkosh we were to stay off the radio and just listen to a controller at Green Valley give instructions to the pilots flying overhead, identifying each by

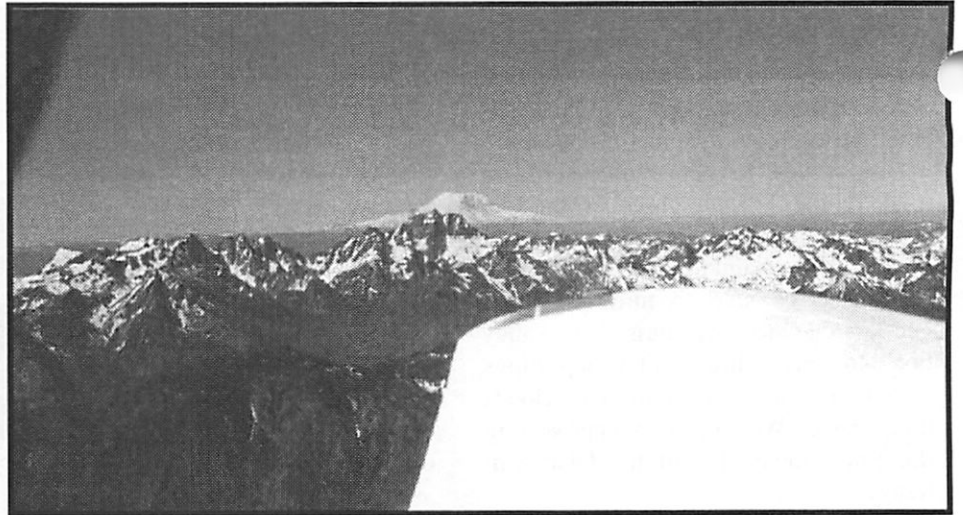
airplane type and colour. This sounded simple enough but as we approached Green Valley I detected some confusion on the radio, to put it mildly. Pilot after pilot called in to the approach controller saying that they couldn't find Green Valley. Instead of giving sequencing directions the controller spent all her time trying to explain where Green Valley was. She got so frustrated with one pilot she finally said, "Just pick any airplane going the right way and follow it!" The designated approach altitude was 1200 feet so I decided to stay at the 2500 feet I had been flying until I found Green Valley, then fly south a mile or so, descend and return to the entry point. I was able to find Green Valley, although it was difficult since the grass runway did not stand out at all, then the rest of my approach worked out.

Eventually we found ourselves in the inbound lineup behind a very slow Luscombe. I had to put the 235 into slow flight in order not to overrun the Luscombe until we were on downwind for runway 34. At this point the very efficient tower controller noticed the holdup and instructed the Luscombe pilot to make a two tight turns and land on the grass. This worked and the rest of us were able to spread out and resume a normal approach. Once on the ground we were efficiently ushered to the customs tent and soon after were cleared to proceed to the aircraft camping area.

It wasn't long before we had setup camp beside the Cherokee and were ready to  
*(continued on page 10)*

start wandering around. Compared to Oshkosh this was much more a private pilot/home-builder's fly-in. The commercial displays were minimal and most related to home-building or at least recreational aviation. Nick, being an energetic teen, thought we should cover the whole place on the first day. I managed to slow him down a bit and we were able to stretch the tour over the two days. I really enjoyed the displays. There were lots of RV's, of course, lots of Glassairs, Stardusters, Pitts, not many warbirds, and a few interesting conventionals like Citabria. There was not much variety in the ultralight area which was dominated by the Titan Tornado. Pre-show fly-bys by RV's and Glassairs were impressive (lots of them).

The airshow on both days was excellent. It had none of the annoying public-attracting stuff like rocket-powered fire trucks, simulated bombing runs by military jets and F-18's screaming overhead. Instead all the acts demonstrated pure piloting skill. The headliners were Patty Wagstaff in her Extra 300S, Delmar Benjamin in the his GeeBee R-2 replica, Steve Wolf in the new Pitts Model 12 with its 360 hp 9 cylinder radial, and the venerable Bob Hoover doing his engine-out routines in the twin-engine Shrike Commander. If



*Mount Rainier in the distance as we fly over the Wenatchee range*

you've never seen Bob Hoover perform you must do so. His reputation as the "pilot's pilot" is clearly an understatement. This was the second time for me and I was still so impressed I ran directly to his tent later to buy his autobiography, autographed of course. Other performers included Dave Harris in his BD-5J Microjet, Tom Staggs doing an aerobic routine in a Long EZ, delightfully narrated by his wife, and Eric Beard doing aerobatics in a Yak 54. All-in-all a tremendous array of aerobatic talent was on display.

There was lots to do in the evening also. We watched a jazz concert by a local jazz

ensemble, took in a movie at the "Theatre in the Woods" and on Saturday night we were treated to a night airshow after dark. This was most impressive. "Captain Lazer" piloted a Hughes 269 helicopter well equipped with fireworks that shot out horizontally in the night sky, strongly resembling a Star Wars style dogfight. This was followed by a young paraplegic gentleman, whose name I can't remember, who was winched aloft in a hang glider adorned with dozens of flashing lights. As he soared at altitude in the dark, he resembled an alien spaceship searching for a place to land. When he began his descent the night sky suddenly lit up as fireworks began launching in every direction from his Regalo wing. The fireworks continued in a most impressive display until he landed softly on the taxiway.

All too soon Sunday morning came and it was time to head home. We broke camp at about 7:30 and while Nick searched for food I headed for the on-field FSS tent to check weather and file a flight plan. This time we had decided to fly across Washington and Idaho then north to Cranbrook where we would clear customs and re-fuel. Nick and I met back at the plane and I tried to call the Canpass number to advise Canada Customs of our intended arrival time and place on my cell phone. Unfortunately my cell wouldn't work with their 800 number and I didn't have a regular number for them so I had to walk a half mile back to the public area to  
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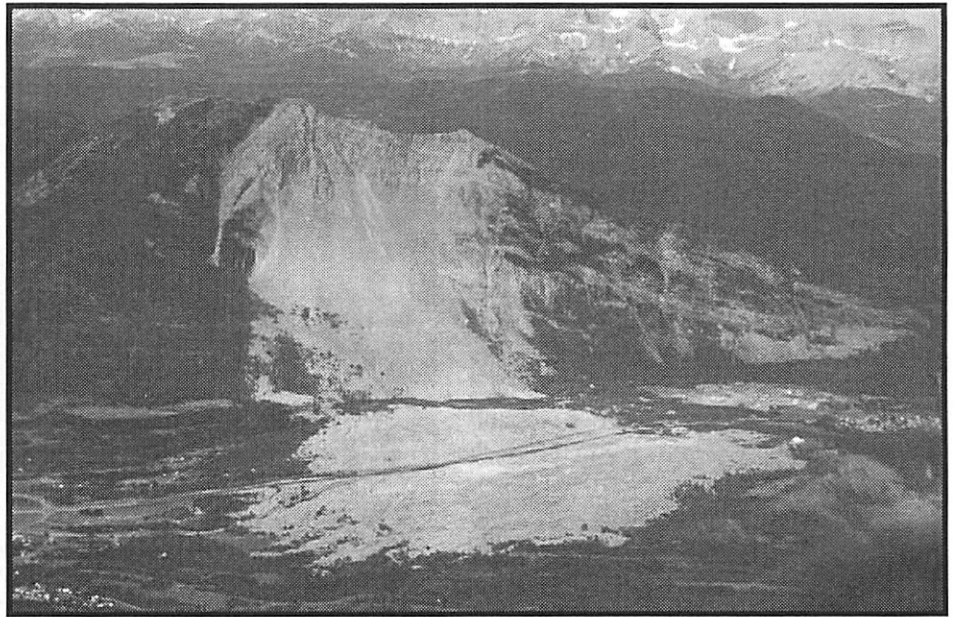
*Steve Wolf (centre) explains the Pitts Model 12 to Delmar Benjamin (in cockpit)*



*Arlington - continued from page 10*

use a pay phone. This delayed our departure by twenty minutes but soon we were climbing out from runway 34 into a beautifully clear morning sky.

I had planned for a cruising altitude of 9500 feet to give us lots of clearance through the Wenatchee Mountains east of Seattle. With peaks around 9000 feet we had a spectacular view of the mountains, including majestic Mount Rainier off to the south. It took quite awhile to reach our cruising altitude from sea level, but eventually we got there and I turned the controls over to Nick to fly us through the pass to Wenatchee, then northeastward across the plateau to Sandpoint, Idaho. Once again we experienced new and spectacular scenery. It was like flying over the prairies with mountains in all directions off in the distance. At Sandpoint we flew north along the Kootenay valley to Creston, then followed highway 3 through the Purcell Mountains to Cranbrook. While taxiing in I asked Cranbrook Radio for directions to the customs office and was directed to a pay phone in the lobby of the FSS building. Apparently they take Sunday off so I called the Canpass number again and was instantly cleared over the phone. This was my first experience using Canpass and it worked out very well (with the exception of not being able to call them on my cell from the US).



*The famous Frank Slide near the entrance to the Crows Nest pass*

After filling the Cherokee with 100LL and our bellies with lunch at the terminal cafeteria, we were off on our last leg to Calgary. We followed the highway through the Crowsnest pass and saw yet another variety of scenery. We saw lush green valleys at Fernie followed by ugly slag heaps and strip mining remnants at Sparwood. About 3 miles past Sparwood I spotted a paved runway below us, which surprised me since I hadn't seen it on the map along our route. I asked Nick to try to find it on the map for future reference. After much map shuffling and rubbernecking he found the airstrip all right, but

it wasn't along our route. We were enjoying the scenery so much we had missed our turn at Sparwood and were headed down the wrong valley. While I executed a 180, Nick and I had a little discussion about cockpit resource management.

Back on track we flew through the Crowsnest and just before exiting the mountains passed by the famous Frank slide site. I had seen it many times from the highway far below, but seeing the mountain that broke apart just off the wingtip was breathtaking. From our perch we could easily gauge the incredible size of the chunk that broke away from the mountain top during the night so many years ago and buried the town of Frank. The blanket of boulders spread clear across the valley floor.

We cleared the mountains over the glider strip at Cowley, then turned north and flew a straight line along the foothills for home. We passed Clareshome, Nanton and High River in short order then crossed the familiar Bow River and started our descent into Chestermere-Kirkby Field. Home again, we tucked the faithful Cherokee away in the hangar, heads spinning with the exhilaration of having completed another exciting flying adventure. One to remembered for years to come. →



*At Cranbrook the Cherokee needs fuel and Nick needs lunch*

# CUFC FLY-IN BREAKFAST

The CUFC annual fly-in breakfast on September 19 was a resounding success. At last count 15 planes - EZ Flyers, Mini Maxs, Challengers, a Rebel and a Beaver or two and a Chinook were lined up in Dave Boulton's yard. These daring pilots endured clear sunny skies and calm conditions to partake in this feast. Family members, club members and several other non members interested in flying also attended. In total thirty plus people feasted on pancakes and sausages supplied by Phils Pancakes, fresh muffins by Ida Kespe and Merrilee Larson, fresh bread (15 loaves) and jams from Heritage Park and fresh eggs by Dave Boulton. Coffee, tea, hot chocolate, apple and orange juice were the refreshments along with fresh fruit salad - no one went away hungry.

Special thanks go out to Guy Christie, without his contacts at Phils and Heritage Park the pancakes would have come out of a box and the bread and jam wouldn't have been there. To Ida and Merrilee for those great muffins, to Rose Dalager for fryin' up all those eggs and to Dave Boulton for allowing us to once again use his facility.



*The chow line at the fly-in breakfast - lots of smiles! Photo by Graham Millington*



*The flight line at Dave Bolton's.*

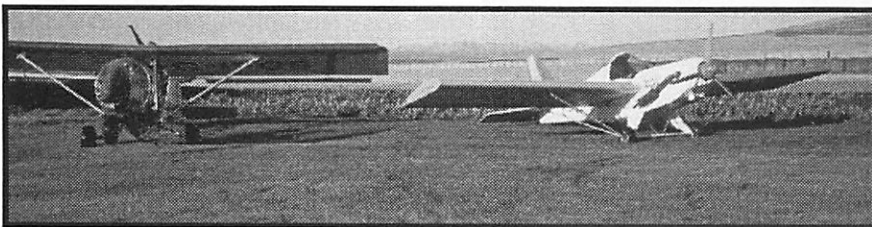
*Photo by Graham Millington*



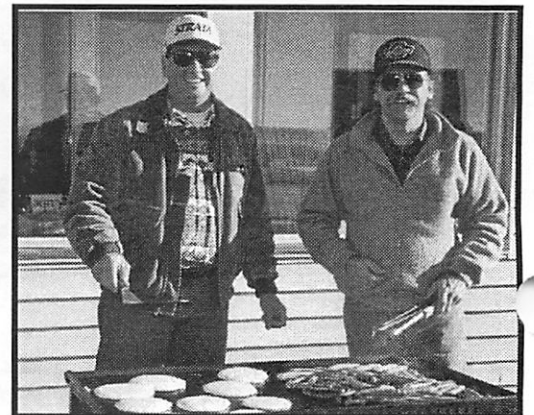
*Knud Rasmussen arrives in his MiniMax*



*Dale Robinson arrives in his MiniMax*



*More E-Z Flyers and MiniMaxs*



*The cooks - Guy Christie and Bernie Kespe*