



Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

January 2000

Live to Fly Another Day

by Brian Vasseur

This is my first article as president of the Calgary Ultralight Flying Club. I'm looking forward to the next two years and I hope my contribution really makes a difference.

In December our guest speaker was an accident specialist who gave us a good introduction to crash statistics and the behaviors that factor into crashes. The statistics he provided indicated that ultralights contribute more than their fair share of the accidents recorded each year. One important activity was the chance to break into groups to try and come up with solutions to cut back the fatality rate of ultralights, especially this year which has been unusually high. A lot of good ideas came about including more effective pilot training and not flying with passengers to name a few. Of particular concern was that the number of fatalities in ultralights is much higher than the number of fatal crashes meaning that a lot of those crashes had passengers.

Passenger carrying in ultralights is of particular concern to me. So often when I talk to people

about ultralights, even other pilots, their impression is that we as a group aren't well trained and we're flying flimsy rigged up contraptions that wouldn't be safe as kites. Certainly a good way to show them what ultralights are really about is to get them up flying so they can see for themselves. A better way is to ensure that the general public doesn't become part of an accident statistic, or worse a fatality.

As a builder I feel very fortunate to have the very reasonable regulations that apply to building and flying an ultralight. We're exempt from mandatory CofA's and builder inspections and we don't have a lot of restrictions on what and where we're able to fly. One of the big conditions of this is that only pilots are allowed in ultralights. Yes you can have a pilot as a passenger but that's the exception, and Transport figures that a pilot should be knowledgeable enough to determine whether the aircraft they're about to enter is safe to fly in.

As a builder I can also build an aircraft that can legally take passengers if I choose to build it as an amateur built. The process is still very easy with only three inspections and the cost is only slightly higher than for an ultralight. It's another level of quality control that helps to ensure that the aircraft that may carry a passenger has met at least a minimum level of safety.

As a pilot I wouldn't even consider taking a passenger without an RPP or a Private license, and not without being sure I was really comfortable with the airplane I was flying in. It would be hard for me to come home to my wife and explain that I killed our daughter in a crash. It would be worse to see it on the news and then have to explain it again in court because I violated some regs in the process.

So before you take your grandson up, or your brother or your wife think about whether what you're doing is in everyone's best interest including yours. Maybe an intro flight from Blue Yonder or High River Flight Centre is a better way to introduce someone to flying, and a better way to ensure that we continue to enjoy the relative freedom we're allowed with ultralight aircraft. →



Name this plane - answer on page 5

Upcoming Speakers

January - Ed D'Antoni will conduct a training session on Circuit Procedures.

February - Don Ward, an Aerodynamics Instructor at SAIT will present a discussion on aerodynamics

New Meeting Time!

Beginning in January the monthly CUFC meeting will start at **1900 hours**. Don't be late - the doors may be locked once the meeting starts.

Mailbag

Editor:

The local RAA is organizing, through SAIT, a series of courses for aircraft builders. The first course will be on metal working. All of the details have not been worked out yet.

Classes will be at SAIT in the aircraft maintenance shop. The course will be essentially the same as the apprentice aircraft mechanics metal course with more emphasis on hands on work and a little less on the theory. Subjects to be covered will include metal types and some hardware descriptions, layout, bending, cutting, rivet layout, different hand tools, drilling, riveting, etc. Time for the course will be in the 64 hour range with a price around the \$400 range. We are planning to schedule the class to start in February with the option to have evening classes twice a week or have classes on Saturdays all day, whatever works best for the participants.

SAIT would like to have 18 - 24 people to make the class worthwhile. So far, I have about 8 - 9 people interested from the RAA Calgary Club. I believe that this course would be invaluable for anyone planning to build a metal aircraft or even for someone looking to expand their knowledge of aircraft construction.

Anyone interested can call me at 226-3231 in Calgary

Sincerely,
Harold Line

Editor:

The Idaho Ultralight Club has a great site, their on-line newsletter has several great Ultralight adventures. This is the club that takes the two week tour every year that is written up in Ultralight news.

The URL is:
<http://boisenet.com/r/tff/>

Ed D'Antoni

Speaking of great sites, don't forget to visit our own CUFC site. Dan Mitchell is doing a wonderful job of keeping it current. Our URL is:

www.cadvision.com/cufc/ - Editor

The "Cess-per"

submitted by Brian Vasseur

After doing some intense research on the web on the development of ultralights I've



found this previously unreleased photo leaked from a secret skunkworks south of the border. Apparently Piper and Cessna are the key parties involved.

Actually this is a real incident from early in December. The Piper descended onto the Cessna while landing at about 200 feet altitude. The Cessna pilot was able to make a safe landing to the grass just off the runway. All three occupants exited the aircraft uninjured.

The 152 pilot must have had a banger of a headache after that one - Editor

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 7:00 pm, at the Northeast Armoury, 1227 - 38 Avenue NE.

President: Brian Vasseur 226-5281
e-mail: vasseurb@cadvision.com

Vice-President: Stu Simpson 255-6998
e-mail: simpsonst@cadvision.com

Secretary: Bernie Kespe 255-7419
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Feature Kit

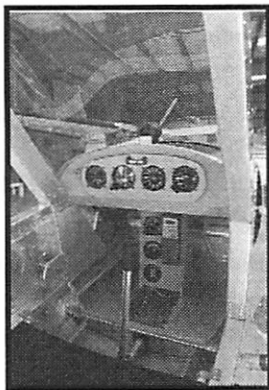
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MiniMax - Rotax 447, GSC Ground adjustable prop, full panel, always hangared, only 115 hours since new. \$9,500. OBO. Dale 293-3826. (12/99)

MiniMax - Rotax 377, \$5000 with ballistic chute. \$7500 including skis and floats. Don Leonzio 250-427-2046 (10/99)

CH701 STOL - Rotax 912, 190hrs TTSN, always hangared kit cost \$36,000, labour to build 815 hrs. offers. Bob Campbell 403-934-3657 (10/99)

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

Head Set - Aviation Communications Inc. head set \$100, 3 yrs old, hardly used. 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 3rd engine, 3/4 enclosure pod, wider landing gear, always hangared, includes enclosed trailer, \$5500. Betty Whitney 403-684-3459. (4/99)

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)

Forward ads to Bob Kirkby 569-9541.

A Flying students' diary..

Week 1

Monday: Rain

Tuesday: Rain

Wednesday: No rain; no visibility either

Thursday: Take instructor to lunch. Discover I don't know enough to take instructor to lunch.

Friday: Fly! Do first stall and second stall during same manoeuvre. Cover instructor with lunch.

Week 2

Monday: Learned not to scrape frost off Plexiglas with ice-scraper. Used big scratch as marker to set pitch.

Tuesday: Instructor wants me to stop calling throttle "THAT BIG KNOB THING." Also hates when I call instruments "GADGETS"

Wednesday: Radios won't pick up radio stations, so I turned them off. Instructor seems to think I missed something.

Thursday: Learned 10 degree bank is not a steep turn. Did stall again today. Lost 2000 feet. Instructor said that was some kind of record -- my first compliment.

Friday: Did steep turn. Instructor said I

was not ready for inverted flight yet.

Week 3

Monday: Instructor called in sick. New instructor told me to stop calling her "BABE". Did steep turns. She said I had to have permission for inverted flight.

Tuesday: Instructor back. He told me to stop calling him "BABE", too. He got mad when I pulled power back on takeoff because the engine was too loud.

Wednesday: Instructor said after the first 20 hours, most students have established a learning curve. He said there is a slight bend in mine. Aha--progress!

Thursday: Did stalls. Clean recovery. Instructor said I did good job. Also did turns around a point. Instructor warned me never to pick ex-fiancee's house as point again.

Friday: Did pattern work. Instructor said that if downwind, base and final formed a triangle, I would be perfect. More praise!

Week 4

Monday: First landing at a controlled field. Did fine until I told the captain in the 747 ahead of us on the taxiway to move his bird. Instructor says we'll have ground school all this week on radio procedures.

Tuesday: Asked instructor if everyone in his family had turned grey at such an early age. He smiled. We did takeoff stalls. He

says I did just fine but to wait until we reached altitude next time. Three Niner Juliet will be out of the shop in three days when the new strut and tire arrive. Instructor says his back bothers him only a little.

Wednesday: Flew through clouds. I thought those radio towers were a lot lower. I'm sure my instructor is going grey.

Thursday: Left flaps down for entire flight. Instructor asked way. I told him I wanted the extra lift as a safety margin. More ground school.

Friday: Asked instructor when I could solo. I have never seen anyone actually laugh until they cried before.

Radio Protocol!

Supposedly Heard On The Air (said with a slow, Eton accent)...

BOAC: Heathrow Centre, British Airways Speedbird Flight 723

HC: British Airways Speedbird Flight 723, Heathrow Centre, go ahead

BOAC: Heathrow Centre, British Airways Speedbird Flight 723 has a message for you

HC: British Airways Speedbird Flight 723, Heathrow Centre is ready to copy message

BOAC: Heathrow Centre, British Airways Speedbird Flight 723, message is as follows: Mayday, Mayday, Mayday

GPS 315 Draw

Last chance to buy a ticket for the Magellan 315 GPS draw to be held at the January 13 meeting.

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Calgary Ultralight Flying Club
Statement of Cash Receipts and Disbursements
December 31, 1999

Receipts

Members dues	\$2,280.00	
Annual party	45.64	
Raffles	722.16	
Skywriter advertising	300.00	
Caps and Crests	35.00	
Map – net	<u>109.05</u>	<u>\$3,541.85</u>

Disbursements

Postage	644.84	
Printing	1,226.53	
Fly ins	285.10	
Meeting hall rent	950.00	
Cadvision	212.93	
Flowers	149.22	
Other	<u>\$ 51.66</u>	<u>(3,520.28)</u>

Excess of receipts over disbursements 21.57

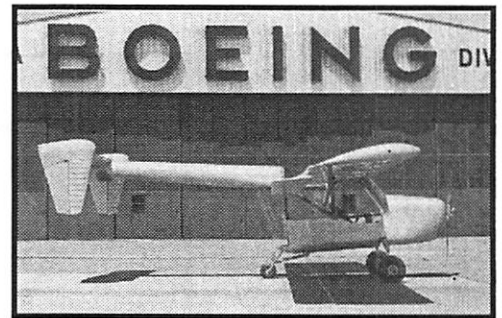
Cash, beginning of period 4,276.63

Cash, end of period \$4,298.14

Boeing's Brave Effort

compiled by Bernie Kespe

Like many aircraft manufacturers after the Second World War, Boeing tried to anticipate future requirements by diversifying into areas other than its own specialization. Gone were the days of huge orders for bombers and transports. Indeed, many of these contracts had been canceled with the ending of the war. In this atmosphere Boeing approached the USAAF with a proposal for a light aircraft, weighing a little over 2,000lb. Known as the Model 451 Scout, it would become an aerodynamic success if not a commercial one, and it was also destined to be the last Boeing aircraft aimed at the single engine market.



Designated XL-15 by the US Army, the new aircraft was designed to succeed the commercial types previously adapted to perform liaison duties. Manufactured at Boeing's Wichita Division, its primary mission was that of an aerial observation *(continued on page 6)*



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Titan Tornado

*- photo courtesy
Bernie Kespe*

Boeing - continued from page 5

post, particularly for spotting and directing artillery fire. Other uses included communications, photographic work, courier services, supply drops, wire-laying and aerial pickups.

The XL-15 was an all-metal, high-wing monoplane powered by a 125 h.p. Lycoming 0-290-7 engine giving a maximum speed of 112 m.p.h. and a cruising speed of 101 m.p.h., but it could perform observation tasks at speeds as low as 50 m.p.h. It could climb at 628 ft/min., and had a ceiling of 16,400 ft. Its maximum range on a standard 21 US gal fuel load was 350 miles, but this could be increased to 700 miles with an auxiliary 24 US gal fuel tank attached beneath the fuselage. The two XL-15 prototypes were fitted with Sensenich Brothers two-position controllable-pitch propellers, but production models were to have a fixed-pitch McCauley propeller.



The XL-15 was innovative in many ways, none more so than the use of flaperons, which acted both as flaps and ailerons. They could be adjusted from the normal zero setting to 10° up and 40° down, and were designed to act differentially in conjunction with the operation of spoiler-type ailerons. Another interesting feature was the use of "upside-down" tail surfaces, which gave the aircraft a distinctly un-1940's appearance. The XL-15's twin-fin tail arrangement was supported on a tapering tubular boom extending from the "gondola" in which the crew were housed. A conventional, short-coupled three wheel landing gear with large-diameter tires permitted operations from muddy and unimproved fields, field performance being enhanced by the rear wheel being controllable.

The pod-and-boom configuration provided exceptionally good all-round vision for the two-man crew. Large

windows raked inwards at the bottom permitted the crew to observe directly downward, while a transparent section in the roof of the pod offered a clear view upwards. Concern was raised about the protection of the crew, and accordingly provision was made for armour plate. The observer, who sat behind the pilot, had a fully-swiveling seat and basic flight controls in case of an emergency.

It was his task to open the rear doors at the back of the crew compartment when supplies or communication equipment were to be dropped. Alternatively, the observer's seat could be removed completely and the space used for cargo. The pilot had a full complement of flight instruments, including gyro indicators, a radio compass, a dual-cable control system and a two-way radio unit. Self sealing fuel tanks were fitted.

The tasks to be performed by the XL-15 demanded that the aircraft be extremely rugged and reliable. Boeing engineers designed the aircraft so that it could be dismantled and transported from place to place. With this in mind, the prototype XL-15 could be quickly broken down and loaded on a 2.5 ton truck. Each fully cantilevered wing panel was attached to the integral centre section by means of four bolts. All of the tail surfaces, as well as the single tail boom which supported them, were also readily removable. The fully cantilevered undercarriage was attached to the fuselage by means of two bolts and weighed only 47 lbs, and was designed so that the wheels could be rotated inward to decrease width for loading. Another innovation was that, without having to remove its propeller, the aircraft could be towed as a glider up to 165 m.p.h.

The XL-15 was versatile, and could be fitted with skis or floats in place of the wheeled landing gear. The fitting of Brodie launching gear also enabled the aircraft to be launched from an overhead

cable, permitting operations from otherwise inaccessible areas.

The first of the two prototypes, 46-526 made its first flight on July 13, 1947, just over a year after the Army had asked Boeing to proceed with the project. Early flights demonstrated exceptional lateral controllability made possible by the use of the flaperons. In July 1947 Elton H. Rowley, chief of the flight test department at Boeing Wichita, announced that he found the XL-15 "remarkably easy to handle both in the air and on the ground. The aircraft becomes airborne very quickly and has excellent stability characteristics in flight."



General Dwight D. Eisenhower visited the Wichita plant in mid 1948, on the same day that Boeing's latest aircraft made its first public appearance as the Boeing Scout. In a brief ceremony, Eisenhower offered his congratulations to "Two real American scouts who helped build it . . .", referring to two Indian employees of Boeing Wichita who appeared for the occasion in full tribal dress .

On May 7, 1948, Boeing announced that the construction of ten pre-production YL-15 Scouts was proceeding, following production authorization from the commanding general of Air Materiel Command.

After extensive testing, mostly at Wright-Patterson Air Force Base, Ohio, the US Army decided not to purchase the type, and in late 1949 it canceled existing orders for 47 production L-15s. All of the remaining XL- and YL-15 aircraft were subsequently turned over to the US Department of the Interior for use in Alaska. ➔

BC's Best Kept Secret

by Bob Kirkby

On my return trip from Arlington early last July I stopped at Cranbrook, BC to clear customs and re-fuel. While pumping fuel the line-man asked if I would be coming back to see the Cranbrook Airshow in August. "Well, no, I hadn't really planned on it," was my reply. I had seen it listed in the calendar of events columns of various publications, but since it was scheduled for a weekday I didn't pay too much attention. However, by the time the Cherokee was topped off I had learned enough about the bi-annual Cranbrook Airshow to wet my appetite. I decided if I could get away from work I would fly back for the August 4th show.

I had intended to go to Red Deer for their airshow on the August long-weekend, but family plans got in the way. This made the Cranbrook airshow even more appealing, so I made immediate plans to skip work and head for the hills. Nick Nesterenko, who was spending the summer with Louise and I, decided to come along as official cameraman and navigator. There was one minor problem, the airshow was scheduled to run from 6:00pm to 9:00pm, which would make it impossible to fly back VFR the same day. It wasn't too difficult to convince myself, with Nick's help, to overnight there and be late for work the next day. If the weather cooperated I would be back and into work by 11:00am.

So mid-morning on August 4th we took off from Chestermere-Kirkby Field on the 1 hour and 40 minute flight to Cranbrook in my Cherokee 235. Our route through the Crows Nest pass was very pleasant with only light winds and a high overcast. We expected to arrive about noon, have a leisurely lunch, then take in the sights and sounds of a busy airport preparing for an airshow. We actually arrived at 11:00 since I forgot about the time change. The afternoon was spent getting up close and personal with the many airplanes on static display as well as

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the show planes. The line-up for the evening show was impressive and towards the end of the afternoon we were both getting anxious for it to start. Before we get to that, though, let me give you a little history.

Although it is billed as the Cranbrook International Airshow, this is definitely a local event. No more than a dozen itinerant

timing is planned so that performers on their way to the Abbotsford airshow the following weekend, would find it very convenient to stop over in Cranbrook and do a few aerobatic routines. I don't know if it has always maintained a bi-annual schedule but in recent years it has.

The evening show kicked off with a performance by the multi-talented Bud Granley in his T-6 Texan. This was a very powerful performance with snappy low-level rolls and hammerheads performed to the beat of a thundering radial engine. What a sight to see, the T-6 hanging on its prop with the roar of that big radial shattering the mountain serenity. Bud was followed by a BC pilot, Bill Phipps, demonstrating some competition aerobatic maneuvers in his Steen Skybolt. According to the announcer Bill is new to the airshow circuit and had to remain 1000 AGL, but this didn't stop him from putting on a great performance.



75th anniversary CF18 in Cranbrook - photo by Al Botting

aircraft arrived for the show and total attendance was only expected to be about 6000. This show is intended for the residents of Cranbrook and if outsiders can't tear themselves away from their busy schedules to fly-in, that's their loss. Holding it on a week day is precisely the reason such a small show can afford to bring in some high profile performers. The

Bud Granley returned flying a beautiful, recently restored, Chipmunk. In it Bud put on my favourite kind of aerobatic demonstration - slow and easy. The Chipmunk certainly isn't quick, but in the expert hands of a pilot like Granley it exhibits a grace and elegance matched (continued on page 8)

only by the big biplanes of the golden era of aviation. For me this was the best 15 minutes of the day.

The next act mixed the grace and style of the Chipmunk with the speed and precision of the worlds best formation flying team - the Snowbirds. As usual they performed an absolutely amazing routine. It had been two years since I last saw them and I was able to pick out several new maneuvers in their action packed 20 minutes. It was particularly neat to watch them against a mountain backdrop.

The busiest man at the show was back again to entertain us. With the Snowbirds back on the ground Bud Granley took to the air in his Yak 55 Aeros. Of course this aerobatic routine was the antithesis of his Chipmunk routine, demonstrating the incredibly diverse piloting skills Granley possesses. Like watching a tornado after a light rain shower, the Yak snapped, tumbled and gyrated under Granley's command with the apparent ease of a spinning top. Granley was followed by a solo Tudor performance which clearly

demonstrated the agility of the old trainer.

Dog fight at an airshow? You bet. A pair of Marchetti's belonging to Air Combat Canada put on a great dog fight demonstration including lots of close encounters of the bad kind. But the skill and precision of these experienced pilots made it look easy. I understand if you visit them in Niagara-On-The-Lake you can fly with one of these ex-fighter jocks in an actual air combat demonstration, for a small fee (or was that small fortune).

The show organizers did an excellent job of spacing out the acts. Timing was right on and the acts alternated between fast and slow, jets and props. Next on the agenda was, guess who, Bud Granley in his Fouga Magister jet. The Fouga is to a CF18 as the Chipmunk is to the Yak 55. Smooth, quiet and graceful best describe this odd-looking V-tail jet. Granley once again cast a hush over the crowd as he chased rainbows in the sky. In contrast the next performer was Bill Carter in his Pitts Special. Bill, who is a heavy metal pilot for a living, put on a traditional precision Pitts aerobatic show, including an inverted ribbon cut. An airshow just isn't an airshow without a Pitts

to show us how it's done.

The finale was a thundering demonstration by a solo CF18 from Cold Lake. There had been one on static display all day, painted in the 75th Air Force Anniversary paint scheme. A second one arrived just before the show and was now doing the flying. This was their typical "stand it on end and rocket to 15,000 feet" power demonstration, but even for an old cynic like me, seeing the raw power of this mighty machine sends a chill up the backside.

Nick and I spent the night in Cranbrook and returned to the airport early the next day for a the return flight. We had a great flight home and I was back into the office before lunch. This was one of the most enjoyable airshows I've seen in a long time. The mountain setting certainly added to the enjoyment. I'll definitely be attending the next one and I highly recommend it to anyone in Alberta or BC. For more information visit the Cranbrook Airshow web site at: <http://airshow.cyberlink.bc.ca/> And plan to attend. ➔

CUFC Membership List December 31, 1999

Anderson, Adrian 403-936-5700
Antenucci, Andy 403-274-1385
Askew, Doug
Askew, Graham
Ballard, Mark 403-203-2443
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Beck, Ted 403-253-2220
Bergman, Dick
Bishell, Glen 403-337-2564
Boss-harry 403-257-1078
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Christie, Guy 403-253-6498
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Creasser, Jim 403-226-0180
D'antoni, Edward 403-247-6621
Dalager, Shane
Dave, Dedul 403-823-6054
Dick, Allen 403-546-2588
Dignem, Bruce 604-465-1761

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Dyck, Elmer 403-288-3737
Enmark, Terry 403-226-4022
Fedaj, Ted 403-897-2117
Forman, Carl 403-283-3855
Frew, James 403-547-6714
Goldsmith, David 403-289-9310
Gustafsson, Andy 403-247-3245
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Handy, Gerald 403-289-5220
Hickman, Tibor 403-242-0516
Homer, Stan 403-253-4808
Hovik, Jorn 403-337-2600
Jansen, Henry 403-285-4410
Janzen, Ron 403-345-3013
Johnson, Dan 403-243-7934
Johnson, Fred 403-730-8955
Johnson, Ken 403-546-2586
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Kirkman, Chris 403-280-1843
Kooyman, Bob 403-281-2621
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Mackell, Raymond 403-787-2427

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