



# Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

October 2000

## From The Cockpit

by Brian Vasseur

I realized this month that my medical had expired so it was time to stop in at TC in their now airport offices to get another form. Their new building is very nice and parking is still free. I was in and out in 5 minutes and I really appreciate that we can get good service even though we're not the big guys.

The medical form comes as two parts. The first page is the same as before, just the questionnaire that needs to be filled out, signed and mailed in with sufficient money to keep the aeromedical division in business. Thinking about my cost vs their effort to process the form makes me think that maybe their coffee room isn't stocked with the discount columbian coffee.

The second (blue) form has two sides, one side to indicate your payment and the other side to explain the regulations behind the form and a reminder about medications that can cause impairment. The statement is pretty broad based, if you take an over the counter medication, or prescription medication then you probably need to check with a doctor in aviation medicine to ensure it's safe.

A lot of us just have self declared medicals so we don't get a chance to discuss this with an aviation examiner. I sent an email

to Transport asking if they have any lists of medications that would invalidate a medical. They responded quickly but replied that no such list exists. So we're left with going to an aviation medical examiner to get the details for our individual circumstances.

At first glance this may not seem to be an issue, but when I thought about it for awhile I realized that we all may run into this more often than we think. This means that we may not only be taking these but even if we're aware of it are we leaving enough time for it to be metabolized out of our systems. Here's some of what I came across walking thru a drugstore this week.

1. Cold Remedies, cough medicine, decongestants, inhalers. It's pretty safe to say that all of these should be consider unacceptable.

2. Pain relievers such as Aspirin, Tylenol and Advil I'm not sure about. In the past I wouldn't have thought about these but they may not be allowed. Prescription pain relievers are out but how long do you wait after you stop taking them?

3. Anti Nausea medicines. These are definitely out of the question. The pressure point wrist bands should be acceptable. Aeromedix makes an electronic version of this that is claimed to be extremely successful.

4. Stop smoking remedies such as the patch or nicotine gum. I can't even guess about these. Personally I'd rather have a pilot use

a patch than suffer nicotine withdrawal when I fly commercial, but I don't know what the doctors say.

5. Skin creams, particularly prescription creams containing steroids. At first glance these seem pretty harmless. I'm sure this would prevent you from Olympic competition but are they safe to fly with.

6. Herbal medicines / remedies. Many are definitely unacceptable and I would be extremely wary of these. Products like St. Johns Wort work much like Prozac by altering the serotonin levels in the brain. Others alter blood pressure. Some have effects not related to what they're intended to treat. Products that don't have a Health Canada DIN number may contain items not listed on the label and may not meet any manufacturing standards.

A warning about many medications is that unlike alcohol the effects don't go away after a day. Some continue to have effects up to a month after you stop taking them. Don't assume because you took the last pill yesterday that you're safe to fly today.

As you can see my list of only 6 items doesn't do much except add a lot of confusion. In real life the only time we seem to hear about these are after fatal accidents when it's written into the accident investigation. What we should be thinking about is what happens to our liability insurance if you're involved in an accident. With an unapproved medication in your system you and/or your family faces the  
*(continued on page 2)*

*Cockpit - continued from page 1*

possibility that lawsuits filed against you (or your estate) won't be covered by your insurance.

When you consider the risks of covering your eyes while you sign your medical form vs paying for a real aviation medical you may realize the medical cost is a good investment. For most of us we get a 5 year validity period, and the cost factored into that many hours of flying isn't very high. We owe it to ourselves to maintain a safe environment and it's my opinion that this is one area where cutting corners just doesn't seem like the right thing to do. →

### 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:

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**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.

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Visit the CUFC web site:  
[www.cadvision.com/cufc/](http://www.cadvision.com/cufc/)

# For Sale

**TEAM Himax** - 1995, single-seat, high-wing tail-dragger (looks like a Cessna Bird Dog). 260 TTAF, 200 TTE, 52 HP Rotax 503DC, 2-blade GSC prop. Original builder/owner, always hangared, flown regularly. ASI, Alt., digital Tach, CHT, EGT, large cockpit, full skylight, 16" wheels, Murphy tail-wheel, wheel pants. Inspected and built to Amateur Built standards. Can be seen at the Calgary Ultralight Flying Club's website. \$11,000 OBO. Call Stu at 255-6998, or e-mail for pictures at [simpsont@cadvision.com](mailto:simpsont@cadvision.com) (10/00)

**Rotax 503** - single carb, new single ignition, requires A drive, \$2750.00. Call Glen Munro 403-335-3764 or Paddy Munro 403-638-5067. (10/00)

**Beaver RX550** - excellent condition, 400 hrs on air frame, 7 hrs on new Rotax 503, dual carb, single ignition, A drive, always hangared, \$8500.00. Call Wayne Winters 403-936-5767. (10/00)

**Hirth 2706 engine** - 65HP, dual Bing 54 carbs, dual ignition, electric starter, 3.66 gearbox, 2 complete exhaust systems (1 side mount, 1 straight mount). Freshly broken in (6 hours) and ready to go! Very strong engine. Must sell, have purchased a new engine. Asking \$4000 obo. Pictures available. Call 519-448-4816 or email at: [tpage@sentex.ca](mailto:tpage@sentex.ca) (9/00)

**Challenger II** - 1989, Rotax 503 DCDI, DFP, Bat, ASI, VSI, ALT, CHT, Tach, radio, intercom, doors, cabin heat, brakes, skis, dust covers, always hangared, air frame painted and recovered (Stits) 1996, \$19,000 Cdn. Fly away, phone 403-783-5153 Ponoka AB. E-mail: [hammondv@home.com](mailto:hammondv@home.com) (9/00)

**Murphy Renegade Spirit** - 260 TTSN, Rotax 532, 60 SMOH, always hangared, ASI, VSI, Tach, T/C, ALT, CHT, water temp, intercom, two helmets, 3-blade Ivoprop, 80mph cruise, Red & White Endura, hole covers, see pictures at [www.telusplanet.net/public/kirkby](http://www.telusplanet.net/public/kirkby), REDUCED to \$22,500 for pre-winter sale. Bob Kirkby 569-9541 (7/00)

**Three Point Restraints** - A local supplier has a surplus of new heavy-duty three point harnesses. They are available in any color as long as it's YELLOW. Cost of the harness is \$50 + GST. Belts feature a military style release. Interested parties should contact Kim Skulsky, 208-2813 [skuller57@home.com](mailto:skuller57@home.com) (5/00)

**Wanted** - An ultralight for \$5000 or less in good flying order, strut braced, and registered to the person selling the plane. Rex McCarthy 403-504-1962 (5/00)

**Beaver RX-550** - Rotax 503 dual carb, Warp Drive prop, electric start, enclosure kit, TTAF 625, TTE 105, \$9900. Victor Thiessen 403-546-4449 (4/00)

**Skis & floats** - Powder coated skis for tri-gear or tail-dragger \$850, floats \$1500. Don Leonzio 250-427-2046 (3/00)

**Flying-Flea HM-293** - Famous MIGNET Aircraft redesigned by GRUNBERG as an Ultralight. More than 100 flying. French plans and brochure with English translation, \$110.00, mailing included. Paul PONTOIS, 1890 Rang des Chutes, STE-URSULE (Quebec) J0K 3M0 (3/00)

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

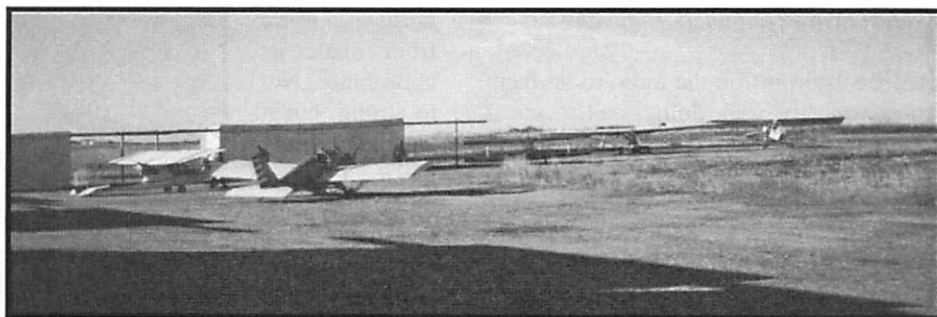
Forward ads to Bob Kirkby 569-9541.

## The Wetaskiwin Mission

by Andy Gustafsson.

A longer flight, like the one the members of the CUFC were about to embark on, was to be the longest and the best so far for me. I had flown 180 miles return from Calgary to Stettler Alberta, where they were surprised at my long flight, but 280 miles was a little more of a challenge to me. Stu Simpson, our Vice- President, had been organizing this trip but had to bow out at the last moment. (He was working on his new airplane.) So when I was asked to lead the squadron of 5 Ultralight aircraft northbound I jumped at the chance. Studying charts and programming waypoints on my GPS, had me into the swing of things and got my mind tuned in to the task at hand. The 140-mile distance to Wetaskiwin does not sound that far, and how could anyone get lost? It's easier than you think, my fellow flyers. Carl Forman was flying at the rear of the group and with his experience from the Castlegar trip under his belt, he was sure an invaluable part of our team. Elmer Dyck, Ivan Myslawchuck, Chuck Duff, Carl and myself was eager to get going on that morning of our flight. Two more of our club members were also taking part in our trip. Buzz Mawdsley and his wife Arlene were to fly the "bird dog" position, and go ahead to our pre-determined stops along the way. Bob Kirkby was flying up in his Cherokee later in the day. One of the most important member of our group was Bernie Kespe, driving our ground support vehicle with the slip tank of gas for our engines. Bob Kooyman and his son Jeremy were in our second support vehicle helping us with overnight bags and picking us up at our destinations. Wives and sweethearts were all ready and waiting for the green flare.

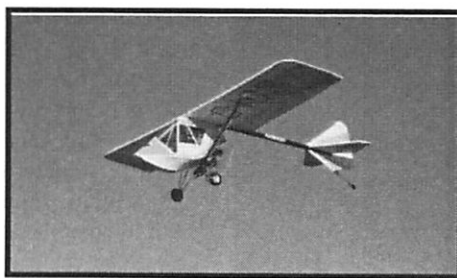
The weather report did not sound too promising at Edmonton on the 23<sup>rd</sup> of September. Winds 15kts, gusting to 25 at noon. The weak warm front was heading for our destination, Wetaskiwin, Alberta.



*Dragonflies prepare for departure, L-R: Andy's Challenger, Carl's MiniMax, Chuck's Hiperlite, Elmer's Chinook, Ivan's Firestar.*  
Photo by Bob Kirkby

We had a decision to make at our departure point of Chestermere-Kirkby field. Should we chose another destination and forget about Wetaskiwin? Bob fired up his laptop computer and we all poured over the information regarding weather and winds. We agreed on going to Bishells in Carstairs and decide from there. The latest weather report made Chuck uneasy and as a wise pilot he decided to cancel the trip. As all pilots make their decisions as to what they are comfortable with, we reluctantly saw him off for his return trip to the south.

"Chestermere-Kirkby- traffic" – "Dragonflies 1-2-3 and 4 – rolling on runway 1-6, turning left for a northbound departure" – "Chestermere-Kirkby Traffic". "Those magnificent men in their flying machines" were off and forming up in an orderly but loose formation. The air was smooth as glass and we had a few mph tail wind. What a lovely day to go flying!



*Ivan Myslawchuk in his Kolb firestar.*

The 39.5 mile first leg to Carstairs went as planned and we landed on runway 1-6 without any problems. The ground crew arrived a little later. It's nice to get to your destination ahead of the ground crew. At Carstairs, Glenn Bishell was waiting, and his Bushmaster was ready to

go. His wife Alice drove their motor home for their accommodation. We had a large contingent of ground crew. All our aircraft were working just great, the weather was co-operating and we took off for our next stop. Innisfail was next, 34 miles away and easy to find as I spotted the big triangle shaped runway system from miles away. We avoided the Bowden jail and as I looked down on the orderly barbed-wire fences, I could not help but think of those guys down there who had chosen their way of life, limiting them to their confined spaces. Here we were, a bunch of jolly flyers, totally free to fly to wherever we wanted. Freedom sure has it's advantages.

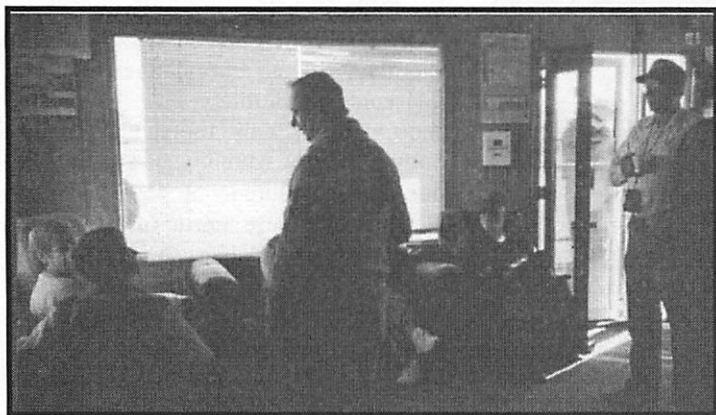
Buzz called us up on the radio and gave us wind and preferred runway. The bumps were building when we turned final for 2-8. Innisfail's runways are starting to show their age. 16 – 34 are maintained but all others are home to pretty tall weeds. Bernie showed up and we refueled for the next leg to Wetaskiwin. 66.4 miles away, according to my GPS. Carl's wife Barb, was shooting videos and pictures with the assistance of Bernie's wife, Ida. I just can't wait to see the footage. We taxied out to 2-8, took off and again we reached our cruising altitude of 4500'. As the elevation at these northern latitudes is lower than the Calgary area, 4500' asl seems to give the landscape a wider and broader impression. The landscape is also flatter and you can begin to realize the vastness of our country. The horizon was obscured in a haze but the bigger lakes started to come into view. Sylvan Lake and Gull Lake were shimmering in the sunshine and look much bigger than the charts indicate. I asked Carl to get  
*(continued on page 4)*



*Wetaskiwin - continued from page 3*

Red Deer airport on the radio to let them know what we were doing, and to see if they had any advise. Carl reported back that Red Deer wanted us to stay well to the west of the city and cleared us to the north-east, when we got to Sylvan Lake. We kept the speed down to accommodate Ivan. His Kolb Firestar is a little slower and we did not want to loose him. This did not work too well for Elmer. Elmer with his wing warp Chinook had problems slowing down and this resulted in him losing us. His radio quit working and we could not get in contact with him. I saw him wander further and further away to the west. I asked Carl if he could go and get him and Carl's bright green and yellow Mini-Max sped away. At this point Elmer was totally swallowed up by the great distance between us. Carl also lost sight of him. We knew that Elmer had his GPS programmed for Wetaskiwin, so Carl returned to the formation. We kept a sharp lookout for Elmer and it was not long before I spotted him drawing nearer as the miles ticked away. What a relief! My radio now started to loose its power and the transmit light did not come on anymore. Carl took over the lead before we reached Wetaskiwin, just in case my radio would die. Carl led us in to Wetaskiwin and we increased the number of aircraft at the airport by 100%.

We had time to taxi over to the visitor parking area and tie down before the



*The crews relax in the Lacombe pilot's lounge.*

ground crew showed up. Just as we had tied down our aircraft, the promised

northwest warm front made its appearance. Not to strong, but it was definitely noticeable. We had made it to our far-away destination and we felt like "on top of the world." Part of the reason for our trip was to visit the Reynolds Museum. We were royally received at the museum and were chauffeured around the area in restored vintage automobiles and of course, dropped off at the aviation building. We spent several hours going back in history to a time where technology was at its infancy. The people of the past sure had great challenges to overcome, and I sure marvel at their ingenuity.

Bob Kirkby in his Cherokee was the last member of our group to land at Wetaskiwin. He was planning on doing a series of touch and go's after dark, for his night endorsement.

Supper for the whole group of air and ground crew was taken in at the Huckleberry restaurant just behind the Super 8 motel. What a great restaurant! The cuisine was one of the best in a long time and I sure will return.

After a good night sleep and an early breakfast it was time to sign out and get airborne again. Buzz and his wife departed first again and would meet us at Lacombe, our next stop on the route back home. 10 o'clock sharp was our departure time and we did not waist any time. Again we climbed to 4500'

ASL and settled in for a 35-mile flight, according to the GPS, and in totally



*Three members of the St. Albert Flying Club join us in Lacombe.*

smooth air. Our path took us over the reserve at Hobbema and at this point Bob and Jeremy in the Cherokee flew past us high above our little formation.

Lacombe is a busy airport on Sunday mornings. We had been told that all pilots flying in, would be greeted with fresh coffee and pastries. Well, the rumor was true. Seven members and aircraft of the CUFC plus ground support were now on the ground at Lacombe. Three members of the St. Albert Flying Club had also flown in to meet us. It was great to see them.

It was also here that I got to meet and chat with a fellow pilot that had started flying long before any of us were born. I cannot recall his name, but he was right at home at the airport and being surrounded by pilots and aircraft. He told me how he had flown during the war and of his experiences with different types of aircraft. He was saddened by the loss of his license, maybe because of his fading eye sight. I wish that he could have come with me for a flight. He said that he was walking over to see the Ultralights that had landed a while ago. I found him admiring our small planes when I got back out there. We talked for awhile and with a firm handshake I said goodbye to him. I saw him wave to me on my take-off run and I dipped my wings to this fine gentleman.

Bishell's strip at Carstairs was the last stop before our home leg. 64 miles and at the "Ivan-friendly" speed it would take 1hr and 3 min. to be exact. (What would we do without the GPS.?) I had been following our progress on my charts and

*(continued on page 5)*

## Wetaskiwin - continued from page 4

it is vital that pilots know where they are at all times. It is easy to just follow the leader when flying in formation to some destination. If one of the flyers, has an engine out or for whatever reason, know where you are at all times. Again Carl

flights. Weekend trips like these are great for our club members. It builds confidence in your airplane and your abilities as a pilot. I had a fabulous time among people with the same interests. Thanks to all who came along. And thanks to the old pilot who had to fold his wings. →



Buzz and Adele in their Ralley as the Dragonflies prepare to depart Lacombe.

got into contact with Red Deer and they advised us to stay east of #2 highway until we had past Innisfail. We passed high over the Red Deer River and we got a fantastic view of the river gorge that starts just east of Red Deer. Again, Bob in his Cherokee flew past us high above on his way home. Then we lost Elmer again. Carl did a few 360° turns but some force of nature once again swallowed up Elmer. Once again the "force" was with him, or was it his GPS? For as fast as he had disappeared, he popped up again. The air was starting to come alive as the afternoon wore on. The visibility was grand and I started to feel important, leading this bunch of barnstormers homeward bound. The radio chatter was going great and we made one mile/minute. I had been calling up Bernie throughout the trip for position reports and he followed our progress with envy.

We said goodbye to Glenn and Alice at their home place and started our last leg of our journey. The daytime heating was giving us free altitude gain and it was a short 30-mile hop to my home place. I peeled off and said so long to Carl as he led his rag-tag band home to roost. I have gotten the taste for these longer

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### Ads reprinted from the St. Albert Flying Club Newsletter

1998 Fisher Avenger - Rotax 503, dual carb. Open/closed cockpit options. Wheels/skis. Always hangared. Asking \$9,000. Damien Belanger 939-6321.

1986 Bushmaster II - ultralight, high cabin, side by side seating, dual controls, heater. 130 TTSN. Rotax 503, SCSI, 120 TTE. Complete manuals, drawings, & logs. Never a trainer, only 2 pilots. Very good condition, \$16,500 OBO 780-459-0813 or e-mail [tva@compusmart.ab.ca](mailto:tva@compusmart.ab.ca)

Maule tailwheel - 6" pneumatic, \$100 firm. Simon 963-0737

Hirth F-23 - used 6 hrs, 40 Hp, \$2,800.00 Dan (780) 452-2491

Three bladed GSC prop - 64", almost new, \$500. Contact Viv 460- 8753.

REDUCED! 60" x 38 Culver wood prop (left hand) drilled for Rotax. \$250.00 Contact Viv Branson 460-8753.

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## Custom Wooden Props

If you're looking for the perfect wooden propeller I may have a lead for you. I recently spoke with Nelson Coleman who is the proprietor of Coleman Propellers, here in Calgary. Nelson has been building fixed pitch wooden props for years and specializes in custom built 2, 3 and 4-blade prop. He also does minor repairs and re-balancing. You can contact Nelson at 276-7558 or 217-5161. He is located at 308 - 13 Avenue NE, Calgary, T2E 1B9.

Editor

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## Tech Tip

When drilling holes in situations where it would be a problem if the drill bit continued on through the material, a suitable drill stop can easily be fabricated from a short piece of wooden dowel. Cut the dowel to the length the drill extends from the chuck when the drill bit is fully seated in the chuck. Mark the center of the diameter of one end of the dowel. Drill the length of the dowel as closely on the centerline as possible. Remove the dowel from the drill and reverse it on the drill bit.

Move the drill out of the chuck as much as necessary to expose the cutting edge of the drill bit so that it is slightly more than the combined thickness to be drilled and tighten the drill chuck firmly. Now when the drill bit finishes its hole, there won't be that lunge that normally occurs when using a drill motor freehand.

This technique can also be used to drill blind holes where a depth stop on a drill press is not available.

## My KR-1

by Winston Brown

Yesterday I had the thrill of a lifetime. Oops, there I go again getting ahead of myself. It all started back in May of this year when I was looking for parts for my Hummel Bird. I happened to stumble across a KR1 for sale. So into the internet to find some info on this plane. Low and behold this little bird would make the weight and stall category for the ultralight specifications. Upon striking a deal with the owner who lived in Texas, I was on my way to the big "T" country, picked up my new toy and headed home.

After returning, the process to obtain insurance and registration began. This took approximately three weeks, problem being communication between insurance and myself. Once this was all in place, I now had to obtain some training in a taildragger, and also some stall-spin.

The taildragger training came courtesy of Wayne Winters at Blue Yonder Aviation. This was a new concept for me as I had never flown a taildragger before, and Wayne made it very simple.

The next step was to make arrangements with Okotoks Flying School for the spin stall training. I would highly recommend this kind of training for all ultralight pilots, as it will give you self-confidence in your handling capabilities of an aircraft. Only check your stomach at the airport prior to this training.

In between training, I was doing a fair amount of high speed taxiing, trying to get a good feel of the KR-1, before the inaugural flight.

The thrill of a lifetime occurred yesterday, September 25th, 2000, as I lifted the little KR-1 off the runway at approximately 0900 hrs. This is a very fast and stable aircraft, the only surprise was the pitch sensitivity.

I cannot express enough, the fact that training!, training!, training!, is required before flying an aircraft you are unfamiliar with. →



Winston Brown's new KR-1



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### From the "Are we having a good day?" file

It was a foggy, busy "rush-hour" morning at LaGuardia. A US Air flight was taxiing to the active when they made a wrong turn and came nose-to-nose with a United 727.

The irate ground controller (a woman) lashed out at the US Air crew, screaming and shouting on the ground control frequency. She ended her tirade with,

"You can expect progressive taxi instructions in about a half hour, and I want you to go exactly where I tell you, when I tell you, and how I tell you. You got that, US Air?"

The humbled crew responded: "Yes Ma'am."

The frequency went terribly silent, and no one wanted to engage the irate ground controller in her current state. Finally, after what appeared to be an eternity, an unknown captain from another airline, came up on the frequency. "Wasn't I married to you, once?" he asked.



## Upgrading a Chinook WT-I I

by Mike Sadowinski

After a couple of enjoyable years and just over 100 hr. on my Chinook I decided to upgrade it. Why spend this kind of time and money on old plane you ask? Well, I've always had a soft spot for Chinooks. Terry "Birdman" Jones of Birdman Enterprises [the original manufacturer] who taught me to hang glide in 1982, debuted the WT-II that year, and I was quite impressed.

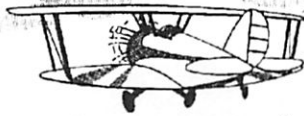
My Chinook was built in 1983 and I believe the WT-II won an award at Oshkosh around that time. Keep in mind that many ultralights of that period sported lots of external wire bracing and flew at only 30 to 40 mph. A strut braced, enclosed, 3 axis controlled aircraft that flew at 55 mph was state of the art!

A.S.A.P. offers a wing and tail conversion but the cabin you have to cover yourself. The parts were ready in about 6 weeks at which time I drove to St. Paul to retrieve them. Extra ceconite [you will need 6 yards] for the cabin, Endura paint and primer-sealer and new lexan were also on the shopping list. Overall impression of the product and customer service was very good.

The new wing is a reduced version of the Chinook Plus 2 and has the same flaperons. Spars come completely assembled with their cross bracing. Your first task is riveting the ribs [29 per side] to the spars and bracing them. Most holes are pre-drilled. The instruction manuals have detailed drawings and I never had any assembly problems.

For the tail conversion you use some of the old parts. If you do not have the new white nylon rudder and elevator bushings A.S.A.P. recommends installing them. New parts are internal bracing and trailing edges for the fin, stabs, rudder and elevator. The result is a more rigid and streamlined structure.

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Note: While working on the cabin I found a crack in the rear support tube. This is the 2 inch tube that stands in front of the engine and connects the root tube to the body tube. The crack was found half way down on the back at the point where the brackets are riveted that hold the one inch tube that runs down to the rear. It ran through the top rivet holes and was nearly half way around. It would have been easy to miss because this area is covered with the over lapping dacron. The replacement is completely sleeved.

Getting the cabin ready for covering will require the installation of bracing on

some of the long thin tubing to prevent it from bending when the ceconite is heat shrunk. You will have lots from the old wing ribs so all that you will need is more rivets. I made some comfort modifications, built a new instrument panel, installed a 10 gallon fuel tank and added vents in the lexan.

A covering video, which is included, details the ceconite covering process. The precut pieces went on without a hitch. The video shows a Plus 2 cabin being covered which gave me a good idea of how to do mine.

*(Continued on page 8)*



Mike's Chinook WT-II after upgrade

*Chinook - continued from page 7*

I used white Endura paint which is very durable and retains it's luster for a long time.

Weight and balance calculations showed the C of G well within the limits right after assembly.

The first crow hop and subsequent flights were pleasant and uneventful. A very slight left turn was corrected when I found a slight deviation in the washout and also reduced the rudder trim tab. It now flies hands off and I'm very pleased with the final results. A 10 mph increase in cruise has me 65 mph at 5700 rpm on an old 35hp 377 with a ground adjustable GSC prop. The aircraft feels more solid, is lighter on the controls and handles rough air a whole lot better. Stall speeds came out to be 39 mph clean to 35 mph with full flaperons . They can be applied in 5 degree increments to 20 degrees. I usually use 10 degrees to reduce roll out a little.

Here is a breakdown of most of the costs.  
wing conversion - \$3550  
tail conversion - \$660  
paint and primer - \$450  
extra ceconite - \$180  
lexan 2 4X8 sheets - \$250  
rear support tube - \$110  
motor mounts - \$250  
fuel tank - \$100

After about 6 hours on the new airplane a friend spotted a crack in one of the U brackets that is located at the left strut mount junction. It was the one that connects the engine support that runs up at a 45 degrees to the rear. you may want to change these out to stainless as well as ensuring that you have all other upgrades for safety's sake.

Should anyone want more information my number is 403-504-0123. →




*As part of the continued development of more advanced passenger transports NASA, in a joint project with a former Soviet republic, is developing a short takeoff aircraft capable of carrying large numbers of commercial passengers. Recent headlines about the overcapacity of major hubs in the United States and declarations that no additional flights may be added to JFK mean that commercial carriers will be forced to work from smaller airports.*

*This new transport is being developed around the Boeing 727. The original JT-8D engines have been replaced with a new hyperthrust design which includes a solid rocket insert to allow for takeoff from a ramp area. This new engine design is much more fuel efficient so its expected that passenger load will be increased from the existing 105 passengers to 185.*

*Tests are expected to run through 2001. Boeing has expressed serious interest in adopting this design and is preparing for production to start as soon as NASA testing is completed.*

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email: bruce@just-plane-fun.com



## CUFC Fly-in Breakfast a Big Success

The second annual CUFC fly-in breakfast held on September 9<sup>th</sup> at Dave Boulton's airstrip was a big success. A total of 13 airplanes flew in and 50+ people showed up in total. A great breakfast was prepared by Bernie Kespse and Guy Christie. Pictures below courtesy Dan Mitchell.



*Everyone chows down on Bernie and Guy's great food*



*The flight line at Boulton's*



*Chuck Duff's Hiperlite*

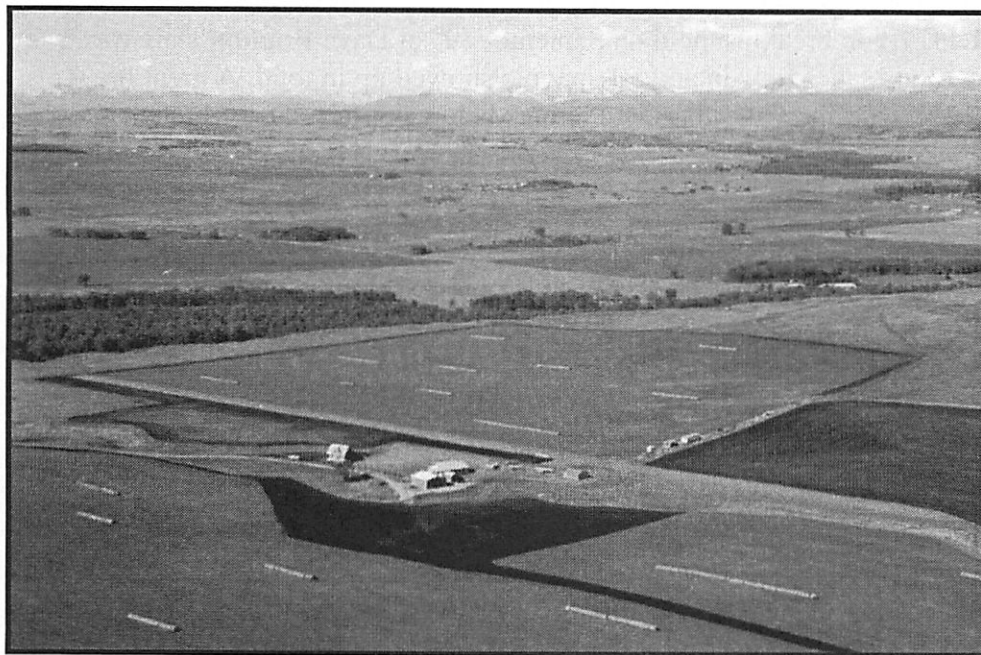


*Kirkby's Renegade starts its takeoff roll*



*Some came any way they could*

# Strip of the Month



Dave Boulton's strip  
(looking SW)  
5 nm NE Black Diamond  
Lat: N 50 44.0  
Long: W 114 08.9  
Elev: 3700 ft  
Rwy: 16/34 1800' x 60'  
ATF: 123.4  
Tel: 938-5202

Last minute pictures from the Wetaskiwin trip (see story page 3)



Elmer Dyck landing his Chinook at Bishell's



Jeremy Kooyman ready for a ride from Wetaskiwin to Lacombe in Bob Kirkby's Cherokee



Andy Gustafsson's Challenger taxiing out at Wetaskiwin while Bob Kirkby's Cherokee takes on fuel in the background.