



# Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

## November 2000

### From The Cockpit

by Brian Vasseur

It feels like summer is finally over. Some of us will give up flying for the year, others will just throw a winter coat on and head back out.

I spent last Saturday with Stu Simpson going over his new Avenger. He had just completed his new enclosed canopy and put the finishing touches on his new acquisition. It looks fairly sharp (except for the lime green spinner) and I think he'll really enjoy it.

I also spent time with Bernie Kespe when he was Dyno testing his new engine. It's tuned right up now and it performed really well on the bench so I'm really interested in hearing how it turns out in the air. I was also really impressed with the Dyno facilities at Guyon Racing and I think I'll bring my next engine in for testing before I install it.

I also had a good conversation with Lenora Crane at Transport. She's offered to do a few presentations this year and I'm quite happy to have her back. She also discussed different programs for ultralight safety reporting. She really feels that our confession session is a significant learning tool. If we could expand this into a Canada wide anonymous reporting system that all

ultralight pilots could access we could have an impact on the current accident rate, particularly fatalities. I also agree with her that we need some kind of "AD" reporting system for ultralights where we may not have the benefit of learning of mechanical problems found in other similar ultralights.

It's clear now that ultralight flying is established in Canada, and we've got people listening in Transport Canada. The US is now bringing in the sportplane category to match our ultralight category. Ultralights are becoming mainstream, and I glad to be part of something that I think is going to be a major part of general aviation in the future. →

### Radio Raffle

This year's grand raffle is for an

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Elmer Dyck lands his Chinook at Glen Bishell's place. Photo courtesy Barb Forman

# For Sale

**MiniMax** - Rotax 447, GSC Ground adjustable prop, full panel, always hanged, only 115 hours since new. \$8,500. OBO. Dale 293-3826. (11/00)

**Trade** - Western Star Dump Truck for single or 2-place ultralight. Will consider trades up or down from \$14K. Call Russ at 250-353-2495 or leave msg at 2492. (11/00)

**Parting out** - Rans S12 Airaile parts and pieces with AULA registration. Call Russ at 250-353-2495 or leave msg at 2492. (11/00)

**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 hanged, 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 [simpson@cadvision.com](mailto:simpson@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 hanged, \$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 hanged, 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 hanged, 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)

**Bushmaster** - 1986, 2-seat, dual-control, fully enclosed cabin, 503 Rotax, ground adj prop, 510hrs, complete with crop spraying equipment, always hanged, \$12000. Ken Giesbrecht 403-572-3294 (3/00)

**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)

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

**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.

### 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/)

# CUFC Flight 2001

by Ed D'Antoni

Stu Simpson and I are looking at a 440-mile flight from Calgary to Ennis, Montana sometime in June, July or August, 2001. Ennis is located about 180 miles south of Helena, MT and is the new home of Avid Aircraft.

The trip pretty well follows US Interstate 15 from the Canada/US border to Helena. Then follows either I 15 and I 90 or Montana State Highway 287 to Three Forks. The I 15 route is much higher in elevation and requires a climb to almost 7000 ft. Route 287 stays on the plains east of the mountains. Ennis is 50 miles south of Three Forks. Most of the Route follows the spectacular high Montana Plains. There are mountains to the west or on both sides of these plains, however, the mountains are far enough away that our flying will not be mountain flying per se.

We have contacted the Boise Ultralight Flyers about them meet us at Ennis. For those that have a lot of time, they could make the 250 mile trip with the Idaho

Flyers back to Boise. The itinerary, route and final destination are not cast in stone so prospective flyers' ideas are welcome.

Distance to the Coutts/Sweetgrass border crossing varies from 135 to 160 miles depending on the route. Options are along Highway 2 through Ft. McLeod, or a more easterly route through Vulcan.

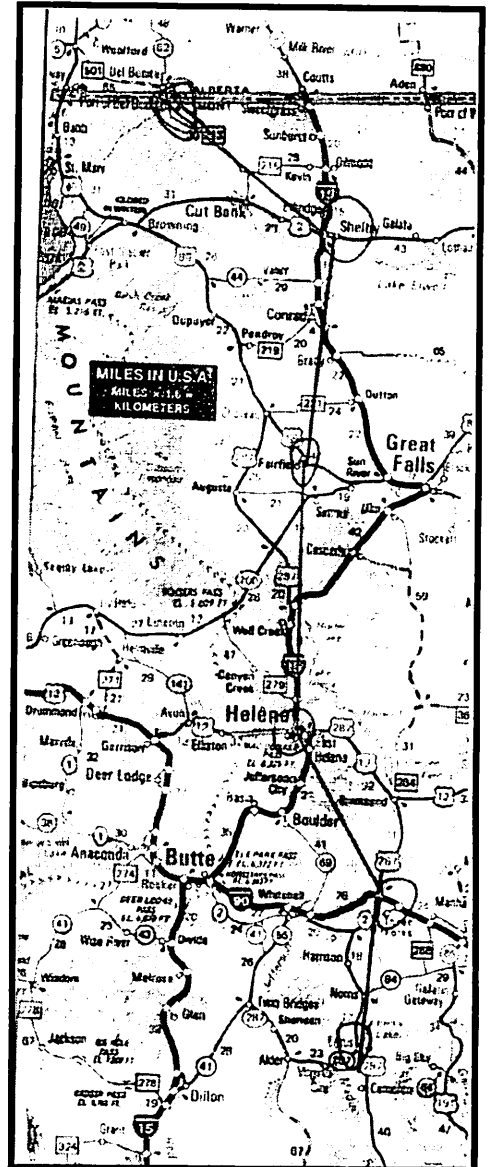
The best route through the US includes landing at the busy Great Falls International. This airport handles smaller commercial traffic; and a lot of flight training, agricultural spray activity, radio control models and ultralight traffic.

The first attempt at a route is via Claresholm, Ft. McLeod and Del Bonita bypassing Great Falls. The first draft of a route is as follows:

Indus - Del Bonita	142 mis
Del Bonita - Shelby	53
Shelby - Fairfield	63
Fairfield - Helena	72
Helena - Three Forks	58
Three Forks - Ennis	50
Total	438 mis

Legs can be longer or shorter as there are a number of small strips along the route.

In order to help with this trip, Lenora



Craine of Transport Canada has volunteered to speak at one of our meetings on flying in the USA. Anyone interested in joining this trip, please contact Stu Simpson or Ed D'Antoni. Unless one is flying a US legal ultralight, all Canadian pilots flying ultralights in the US must have a PPL, Recreational Pilot Permit, or a special Ultralight Instructor Rating. →

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# Winter Tips

*Reprinted from the Transport Canada Web Site*

Winter brings changeable weather with fast-moving fronts, strong and gusty winds, blowing and drifting snow, and icing.

This calls for good judgment, caution, changing some habits, and caring for your aircraft.

So much for the generalities; let's get down to specifics.

## **WINTER CARE**

- Follow the manufacturer's recommendations for winterizing.
- Use recommended baffling and covers.
- Check all hoses, flexible tubing, and seals for the signs of deterioration: cracks, hardening and lumps. Tighten loose clamps and fittings.
- Adjust control cables to compensate for cold contraction.
- Remove wheel covers to reduce the chance of frozen slush locking the wheels and brakes.
- Inspect the heater system for leaks (carbon monoxide).
- Use covers for at least the pitot, engine and wings if your aircraft is parked outdoors.
- Top up the fuel after landing—this will reduce condensation icing in the fuel system.
- Keep the battery charged, or remove it if your aircraft is parked outside. (Take the same care of the emergency locator transmitter (ELT) battery. If you need it, you'll want it to perform properly.)

## **BE WEATHER WISE**

- Winter weather is not more hazardous; it's just different—and a trifle unforgiving.
- Plan carefully. (Do you really understand that forecast? Have you prepared alternate ways out in case you run into a problem or unexpected weather? Have you allowed for the shorter day?)
- Carry a safe margin of fuel for any change in plans.
- File a flight plan or itinerary, and forward any amendments to air traffic control.
- Dress for the weather outside the cockpit. (You could have heater failure, or even an emergency landing).
- Monitor weather broadcasts, request PIREPS (and give them), and get forecast updates en route.
- Watch for the warning signs of weather ahead: clouds, indefinite horizon, wind and temperature

changes, and cars using headlights during the day (blowing surface snow).

- Know what a whiteout is, especially if you fly over large frozen lakes or snow-covered terrain with no contrasting features. It happens when snow-covered, featureless terrain blends into an overcast sky: the horizon disappears, disorientation sets in quickly and height perception is lost. Can you handle instrument flight?
- Be alert for carburetor icing around the freezing mark.
- Warm the engine periodically during low-power descents and approaches.
- Set reasonable limits and stick to them; otherwise you could be tempted into pressing on.

## **PRE-FLIGHT ADDITIONS**

- Make sure the oil breather tubes are ice-free.
- Drain enough fuel for a proper contamination check (if it doesn't drain freely, suspect ice in the line or sump).
- Clear the pitot tube, heater intake, fuel vents, and carburetor intake of snow or ice.
- Make sure the gear is ice-free.
- Clear ice, snow and frost from lift and control surfaces. (Even a little frost can destroy lift!)
- Bring adequate survival gear.
- Check the ELT transmission.
- Make sure the ski safety cables and shock cords are in place.
- Preheat the engine and cockpit, if possible.
- Follow oil dilute directions, if equipped.

## **CARBON MONOXIDE**

Don't count on fumes from a leaky heater to warn you of carbon monoxide. Here are some of the symptoms: sluggishness, warmth, tightness across the forehead and headaches, ringing in the ears, nausea, dizziness, and dimming of vision. If any of these occur, shut off the cabin heat, open a fresh air source, don't smoke (it will aggravate your condition), use 100 percent oxygen if available, and land as soon as possible.

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Scary Checklist, eh? Well, it's just a summary of what has happened to others. Keep this handy, and you'll go places—all the way!

# Rocky Air Show a Big Hit

by Bob Kirkby

With a population of 6500, Rocky Mountain House, Alberta is a picturesque, quiet, little town on the eastern slopes of the Rockies about 50 miles west of Red Deer. Each year, in September, the local flying club hosts a great fly-in breakfast which is not only well attended by pilots but also by the local residents. I flew there in 1997 and had a great time, so when I saw this year's announcement of a fly-in breakfast, lunch and air show I immediately made plans to attend.

On the appointed day, September 16, I loaded the Cherokee 235 up with 300 pounds of fuel, 600 pounds of flying buddies and headed northwest from Chestermere-Kirkby aerodrome in search of aviation adventure (Bernie, Carl and Andy agreed to accompany me on this adventure). 45 minutes later we were joining the circuit at Rocky. "Rocky Mountain House" is too much of a mouth full so everyone just uses "Rocky" for the traffic advisory calls. It was clear we were in for

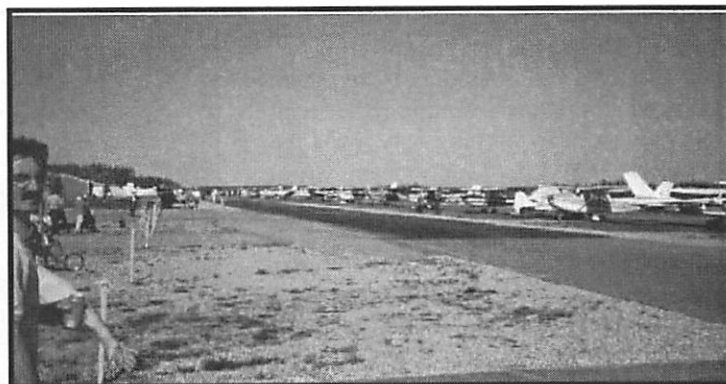
a great day as we taxied down the long rows of parked aircraft behind the follow-me truck. As we climbed out of the Cherokee we were greeted by a town representative and given some tourist literature and a maple leaf pin, which now adorns to my Tilley hat along with my aircraft pins.

Our first task was to meander back



Show planes flank Harvard giving rides.

through the rows of parked aircraft in search of the breakfast tent. The deal is the passengers buy the pilot breakfast and



Over 100 aircraft fly in for show.

lunch so I made sure we didn't miss the chow line. We gorged on pancakes, sausages and eggs then met up with a Glen Bishell and Ed D'Antoni who had flown in from Carstairs-Bishell in the Bushmaster. Together we spent the next three pre-show hours prowling the flight line and taking in all the wonderful sights and sounds of the more than 100 aircraft in attendance.

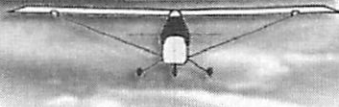
The Rocky Mountain House Flying Club did an excellent job of organizing activities both before and during the air show. A number of demonstrations filled the morning such as the local fire brigade with their "jaws of life" and a couple of Caterpillar powered semi's. Rides could be purchased in a Harvard and a helicopter. A large area was set aside for homebuilts and ultralights and the public was invited to vote for the "People's Choice" airplane. When the votes were counted just before show time the winner was a beautiful ARV Giffin from Edmonton. A Canadian Forces Aurora flew in later in the morning and parked on static display. We had a great time examining all the aircraft up close and talking with their owners.

As show time approached I dragged everyone over to the lunch tent to collect my free lunch. Then we headed for a lovely grassy spot beside some airplanes where we stretched out to watch the airshow. The afternoon activities started with a flyby of several homebuilt and ultralight aircraft led by Glen Bishell in  
*(continued on page 6)*

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the Bushmaster. It was nice to see them included in the airshow time rather than relegated to early morning only. Next the "Mixed Nuts" parachute team from Olds/Didsbury gave a little different performance by jumping from a helicopter provided by Northern Air Support. Another twist in normal airshow style saw the Rocky Mountain House Barnstormer Modellers given airshow time to demonstrate their RC models. They had been on display prior to the show for a closeup looksee, now during the show the public got to see them fly.

Following the RC display we were treated to some fine aerobatics by a coupler of local Alberta pilots. Kevin Hopkins in a Super Decathlon and Jim Reimac in a Pitts S1S impressed the pilots in the crowd with their precision manoeuvres. This was Jim's first airshow performance, with many more to come we hope. Early in the show a Canadian Force Buffalo which was on SAR duty in the area, did a flyby and landed to refuel and give the crew a break. Before the afternoon was over it took off and did another couple of flyby's.

Airspray from Red Deer had one of their many B26 water bombers on static along with a bird-dog 210. Part-way through the afternoon they both took off and performed some impressive simulated firefighting runs before heading home to Red Deer. A highlight for the crowd and myself was a car drop. An Alstrom Helicopters chopper picked up an already beat-up Neon and lifted it to 1000 feet above show centre then dropped it in an open area beyond the runway. A huge cloud of dust and auto parts mushroomed up from the drop site as the Neon thundered into the ground. Not to be outdone, a Northern Air Support chopper then used a grappling claw to pick up the batter car and move it to its final resting place. The afternoon was filled with a number of other flying demos, including an L29



Canadian Forces Aurora parks with the homebuilts.

Czechoslovakian jet, a gyrocopter, powered parachutes and the Canadian Forces Aurora.

The highlight of the day, however, was reserved for the end. A powerhouse aerobatic performance by Ken Fowler in his Harmon Rocket topped off the afternoon. Ken has been flying his highly modified RV-4 on the airshow circuit for the past three years. The Harmon Rocket has a 300hp IO540 spiced up by Progressive Air of Kamloops, BC. With a 200kt cruise Ken has no difficulty making it to airshows all over North America. He is even contemplating an airshow in South America during the winter.

So, how does a town of 6500 put on such an impressive airshow, attract over 3000

people through the gates and entice over 100 pilots to fly in? The answer lies with the town fathers. When the federal government started handing over airports to the local towns across the country in the 90's, few towns welcomed the increased financial responsibility that went along with it. A small handful, however, have taken a positive attitude and decided to support their airports, realising that there are benefits to the residents and local businesses. Such is the case in Rocky Mountain House, Alberta. Two years ago the town hired an airport manager to help develop airport opportunities and make it pay. That airport manager was Ken Fowler. With the full support of the town and the knowledge brought by Ken, the Rocky Mountain House flying Club was able to put on a professional and exciting airshow which no doubt has significantly raised the visibility Rocky's aviation businesses both within the town and across Alberta. They are to be applauded for their foresight. According to Ken they even made a profit on the show.

Being buoyed by this year's success the plan is for a repeat performance in two years and hopefully bi-annually thereafter. Next year it will be back to the fly-in breakfast only, but what a great fly-in they put on! →



L29 Czech jet and Canadian Forces Buffalo.

## One Pilot's Opinion

by Bob Kirkby

I don't have much material for the Skywriter this month so it's a good time for me to spout off.

### Material Please

First, let me extend a plea for Skywriter material. Up until the summer I was receiving lots of good material from many members. Since the summer, however, the well has been pretty dry. Last month a couple of you came through with some articles at the last minute which was very much appreciated. I know there are many members who have some interesting stories to tell, if only you would put them down on paper. There are lots of projects underway and I know readers would be interested in reading about them and seeing some pictures. Even if you just send me some pictures that would be great. So, please dig into your imaginations and tell your fellow CUFC members a few things about your airplane, flights or plans - and send me pictures.

### Radio Control

I'm glad to see that the club is having another VHF radio raffle. More ultralight pilots should be using radios. There are certain club members that feel radios are unnecessary and I can understand their point of view. Most of them only fly from one airport and are use to the traffic there. However, when traveling to an unfamiliar airport, especially one with conventional traffic as well, a radio very definitely reduces risk of incidents and accidents. Provided it is turned on and used, of course. In the last few months I've seen a significant increase in traffic at my place on weekends and that's great. However, most of the "new" traffic is Nordo and I've also seen a couple of circuit conflicts as a result. When you are flying Nordo you have to be very vigilant and careful to follow proper procedures.



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### Flying Time

I've been flying the Cherokee a lot more than the Renegade this year. That's not because of engine troubles either, the Renegade is running just great now. It seems I've had a lot of good places that needed to be flown to, so rather than protest I went. I just got back from a trip to Colorado Springs two weeks ago - my third trip there this year. The plan was to fly to C/S and the next day my son and I would fly on to the Copperstate fly-in at Mesa, Arizona. Well the weather was great but my grandson came down with a stomach flu, then his mother got it, so we prudently decided not to continue on to Arizona. I still enjoyed a relaxing long weekend in Colorado and returned on Monday, October 16.

This trip is normally 6.5 hours flying time but when I was leaving the entire state on Montana was socked-in, so I flew to Williston, ND to clear customs then south from there. That added an hour to the trip, which was fine by me. Flying across South Dakota and the Black Hills was very interesting. Our badlands are nothing compared to theirs! The trip back was clear skies all the way. I took my usual route with a fuel stop in Sheridan, WY then to Lethbridge to clear customs, then home. Wyoming is one of the prettiest states from the air. It seems desolate, and I guess it is with the lowest population density of all the states, but there is plenty of interesting scenery with the plains on the east, mountains on the

west and lots of buttes and coolies scattered around. The funny thing is, now that I've flown over Wyoming several times I have this urge to drive it to see if it's as interesting from the ground.

I've also managed to fly to three airshows this summer, including Arlington. Three is a record for me, usually I'm lucky to make it to one. So I guess it has been a good summer for flying. Although I haven't done much cross-country work in the Renegade I've done lots in the Cherokee and I didn't even buy one \$100 hamburger.

### Cross-country Trips

This was a good summer for Ultralight cross-country adventures as well. A group flew to Castlegar and back in June then a larger group flew to Wetaskiwin for an overnight stay in September. These multi-day trips are great fun for both the pilots and the ground crew and I hope even more are organized for next year. (See Ed D'Antoni's article on page 3.)

On the Wetaskiwin trip three pilots from the St. Albert Flying Club met up with us in Lacombe. In their September newsletter Editor Marti Slater commented, "The Calgary bunch seemed to be really enjoying themselves. Judging by the fun the Calgary group appeared to be having I think we are missing out on a good thing." →



Several years ago the Russians built a heavy lifting ground effect aircraft with a gross weight of 1000 tons, more than double a 747. That amphibious vehicle unfortunately was shelved because of lack of funding.

As part of the continued Russian-American aircraft development program a revived version using a more conventional us aircraft as a design platform. The picture above is the current test aircraft docked off the florida keys nearby the NASA space centre.



*Stu Simpson pre-flights his newly acquired Fisher Avenger prior to the first flight.*

*Taxiing the Avanger for the first flight.*

