




Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

June 2001

From The Cockpit

by Brian Vasseur

Our May meeting had an excellent guest speaker. One of our members, Jim Thompson, gave a long presentation on his experiences as a pilot and instructor during WWII. All the stories and movies I've ever seen only dealt with bomber and fighter pilots.

Jim started flight training right out of

school and was selected to be a pilot. During his pilot training he was then selected to be an instructor rather than being trained further for overseas duty. His description of the different flying schools, the aircraft he flew and a few of his escapades captivated the audience. I'm looking forward to spending more time with Jim to hear more about his flying experiences.

The first weekend in June is Aviation Days at the Calgary airport. This year's theme is historical aircraft. Last year there were more than 15,000 people who attended and this year promises to be as good. For the

first time this year we will have a booth and CUFC aircraft in attendance. With the crowds expected to show up I'm hoping to really stimulate interest in our club and better inform the public of what ultralights are really about.

I'm glad the air museum puts on this annual event to give the public an opportunity to see what really goes on in aviation. I drove around the airport last night to look at planes and just generally see what was up. I have to say it's somewhat depressing. The Calgary Airport Authority has done a really good job setting up parking areas for people to watch the jets land, with picnic

tables and descriptive signs explaining what to look for. What I found though is that's as much public exposure as someone can get. There's only a handful of visible small aircraft anywhere at the airport and not really any way to find out what's going on. It's understandable why the airport needs to be locked up the way it is with the way lawyers act nowadays, but I wonder how many people have given up on aviation just because they didn't feel welcome.

June is our last meeting before the summer break so I hope to see you all there. →



Brad Lawrence and his new Fisher Avenger. Brad is just about finished his training at Blue Yonder and is excited about flying the Avenger.

For Sale

Rans S-12 - 350 hrs TT, 150 on Rotax 582 full enclosure. E-mail edantoni@hotmail.com for photos. Ed D'Antoni 403 247-6621(5/01)

Avid STOL - 250 hrs as US Experimental N17AF. 5 hrs since total rebuild and new 582 E-Box. \$18,000 or \$11,000 without engine. A 503 would be more than adequate for this aircraft. Will take new or late model Rotax 912 in trade. Ed D'Antoni 403 247-6621(5/01)

Zodiac CH601 for rent - \$65.00 per hour with instructor, or \$50.00 per hour wet. Aircraft can be kept at Indus or Springbank. Please call 40-617-1831 for more details.(5/01)

1994 Tundra - ser. #26, 503 electric start, long range tanks, trim control, new paint/fabric.(Nov./2000) TT 90hr. engine 70hr. Flies hands off. Very gentle roll rate. \$14,500 Call Garrett at 874-6447 or e-mail kommair@telusplanet.net. (5/01)

KR2 Kit - 60% complete, all parts to finish including retracts, except cowling. Will include 1600 VW engine, \$5000. Call Brian 403-512-9045. (05/01)

1999 Chinook Plus 2 - Advanced Ultralight, always hangered, 34 hrs TTSN, Rotax 503, DCDI, electric start, oil injection, 3 blade prop, extended cabin, hydraulic brakes, tundra tires, new skis, excellent condition, \$23,000 OBO. Jim (403) 547-6714 or venturae@home.com. (4/01)

Rotax 503 - new, 0TT, single carb, new muffler, \$3500 OBO. Chuck Duff 938-6157 (4/01)

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 819-228-3159

(4/01)

Super Koala - Rotax 503, DCDI, Culver wood prop. Airspeed, Altimeter, Tach, CHT, EGT, Hour meter, Fuel gauge. Heated cockpit. Less than 200 TT on new engine and airframe. This is an attractive, predictable and easy to fly taildragger. Open to any serious offers. Dale (403)293-3826. (4/01)

Renegade Spirit - TT 260, 65hp Rotax 532 70 hrs since rebuild, excellent condition, always hangered, see pictures and details at www.skywalker.ca, REDUCED, \$23,500 OBO. Bob Kirkby 403-569-9541 (2/01)

1984 Chinook WT-2 - 6 hrs on Rotax 377, 10 gal tank, ICOM A4 radio, wheels, skis, floats, & more, \$5000. Don Leonzio 250-427-2046. (2/01)

Rotax 503 - DCSI, "A" box, 228 TTSN by Reg's Engine. 30 STOHR. Currently on a Beaver RX 550. Well maintained, strong engine. \$2500. Call Ron at (403) 345-3013 (2/01)

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

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 hangered, \$8500.00. Call Wayne Winters 403-936-5767. (10/00)

Forward ads to Bob Kirkby 569-9541.

Ads reprinted from the St. Albert Flying Club Newsletter

Magal Cuby I - 1984, 300TTSN, 3TTSNE, Rotax 503 SCDI, NDH, wings recovered Oct. 2000, heel brakes, ASI, ALT, compass, tach, CHT, dual EGT, \$14,000 OBO. 780-459-0813.

Bushmaster II - Rotax 503 dual carb, 80 hrs on engine after complete rebuild, tundra tires, skis, bench seat, radio, dual headsets, hangered, \$15,000. Dan Pandur 780-452-2491.

Penetration skis - suitable for ultralight or home built, \$500 OBO. Reg Lukasik 780-459-0813.

Floats - with lockers, spray rails, water rudders and rigging. Suitable for ultralight or home built, weight 130lbs, \$3000 OBO. Reg Lukasik 780-459-0813.

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

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
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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/

Briefing for P51 Pilot Instructors

The first objectionable feature of the fuselage tank was that the weight of the airplane without external tanks was increased to about 10,000 pounds, which decreased the ultimate pullout factor from an original 12 G down to 9.5 G. and decreased the pilot's allowable factor from 8G to 6.3 G. This decrease alone, although reaching a near limit, was not as serious as the fact that when the additional fuel was added, the airplane's center of gravity was placed so far aft that the airplane became longitudinally unstable. This instability was particularly dangerous in that a pullout at high speed was always accompanied by a stick force reversal which, unless opposed by the pilot would quickly carry the airplane into an accelerated condition where the wings would fail

Consequently, it was always necessary that on a combat mission most of the fuel is consumed from the fuselage tank first, even before the fuel from the external wing tanks. At this point, the incidence of wing failures sharply rose, because it was very difficult for a pilot who had always flown a stable airplane to revise his flying technique to properly handle a dangerously unstable airplane. To meet this condition, a 20-pound bob weight was added to the elevator control system of all airplanes. Increasing the stability to a point where the airplane was marginally stable with approximately 35 gallons of fuel remaining in the fuselage tank. Although the bob weight helped, it was by no means a cure all, and it was still necessary to consume a large portion of the fuselage fuel before combat maneuvers could be executed. Since the additional weight and consequent reduction in ultimate load factor was not considered extremely detrimental, the continued high incidence of structural wing failures was and still is, believed due to the pilot's inability to adjust his flying technique to an unstable airplane.

Since the fuselage fuel tank was added to the airplane, wing failures have been occurring. Several proposals have been made that the airplanes be reworked to increase the structural strength of the



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wings. But this procedure is quite futile because of the following reasons.

An efficient airplane such as the P51 is always designed to withstand certain pullout loads at a given weight (in this case 12 G at 8,000 pounds). Not only the wing, but each portion of the airplane, fuselage, engine mount, tail, etc., is designed to fail at exactly 100% of this design condition.

If some portion of the airplane fails at a higher load, it simply indicates that the material used in manufacturing that part of the airplane is excess weight to the airplane. If this occurs at too many points, the airplane will simply be overweight with no value being obtained from such excess. As an example, repeated static tests of the P-51 wing have demonstrated that the wing always fails between 99 and 101% of its design load. Were the wing strengthened to take an excess load the next point of failure would probably occur in the fuselage at approximately 103%, and if this were strengthened, the engine mount would probably fail at not more than 104%. In other words, only two things can be done to an airplane once its design has been completed. First, if full factors are required, the airplane must not be flown over its design weight; second, if flight is necessary at a weight greater than its design weight, a lower ultimate pullout factor must be accepted.

Since on the P-51 airplane most wing failures occurred at the inboard end of

the gun bay, it was suggested that an increase in strength at this point would be helpful, and the wing was actually strengthened at this particular location. As a result, the wing failure point was changed to another location, but only a 1% increase in strength. If in turn this location should be strengthened, either the wing would fail at another point, or, as previously mentioned, the fuselage or engine mount would fail

From this it is obvious that the only way to obtain an airplane good for higher ultimate pull out factor at hi gross weights is to start from scratch and design a completely new airplane.

The article goes on, but the moral of the story is contained in this excerpt. Those builders that are modifying airframes without the approval and consent of the designer, Wayne Ison, are messing with a time bomb. Of special concern are the builders that are beefing up the engine mount to accept a ROTAX 503 in place of a 447, assuming that it is OK since the EROS uses the 503. Mr. Ison redesigned the entire airframe of the EROS to make this engine acceptable. The EROS is not a minimax 1100 with a stronger engine mount. The entire airframe has been redesigned to make this additional weight and HP acceptable.

It is simple to find out if you can modify your airframe safely. Simply call the designer, Wayne Ison and explain what you want to do. Wayne has always been (continued on page 4)

P51 - continued from page 3

very receptive to helping all of us make minor/major changes if it would not endanger us or the airframe. I hate to stand on my soapbox here, but Wayne, Harold and I have had many conversations over the years on this subject and I feel it is time to drive the point home. Every time I see a unique change to a minimax, I call Wayne and ask if it is acceptable to do. On many occasions he has told me that he knows about the modification, and that it is acceptable, however; on other occasions he has gasped in amazement at what someone has done only to say steer clear of this one. Putting a 503 in my 1100 is one such example. His exact words to me were, "If you want an EROS, buy a set of EROS plans, but do not put that engine in that airframe." Closely comparing the plans to my 1100 beside a set from the EROS, I realized that there were many changes where the EROS is much stronger and beefier. Far too many to convert my 1100.

In a conversation several years ago, I asked Wayne about spreading out the fuselage a little and making mine a 2 place version. I know many of us would like to have a 2 place MAX, and after all, the minimax is a very strong and safe airplane. WHY NOT? After some unrecognized grumbling under his breath,

he gave me a short course in aerodynamic design, which is similar to the above article on the P51.

Just because a part has structural integrity in one design, does not mean it will have the same integrity when altered by size, stress or weight. We have one of the most respected design engineers in the industry at our disposal-FREE OF CHARGE. I know of no other group of builders that have such easy access to the designer of their kits. In fact, I am still amazed at how easy it is to get a hold of Wayne and how receptive he is to discussing any part of my project. If you must modify your airplane, please, do it with the blessing of Wayne Ison and the talented folks at the factory in Bradyville. If you want one of the worlds finest single place sport airplanes build a minimax! or AIRBIKE. If you don't like what you see here build something entirely different. Maybe a Lancair is in the cards for you. As for me, I'm still excited and content about my minimax 1100 built to specs without any modifications what so ever.

Original article was by Louis S. Walt, Test Pilot - North American Aviation, Inc. August 8, 1945

Reprinted from "TO FLY", a publication of Sport Aviation Publication by MAX/News who added the comments regarding the MiniMax airplane.

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Flying Events

June 1-2 - Calgary International Airport Aviation days.

June 3 - Lacombe's 35th annual fly-in breakfast. For info call 403-782-3827.

June 3 - Hanna Fly-in Breakfast 7am to 11am. For info call 403-854-4522.

June 10 - Hinton annual fly-in and mini-air show at Hinton Entrance Airport, free camping. For info call 780-865-2159.

June 10 - Innisfail annual fly-in breakfast 7:30am to 11:00am. Use Rwy 16-34. For info call 403-728-3457.

June 16 - Bishell's annual fly-in, 7:00am on, smokies and beans, camping available, Carstairs-Bishell Field. Contact Glen Bishell 403-337-2564.

July 7-8 - Wetaskiwin salute to aviation at the Reynolds-Alberta Museum. For info call 1-800-661-4726.

July 14 - Annual Kirkby fly-in breakfast at Chestermere-Kirkby Field. 8:30am to 12:00noon. For info call 569-9541.

July 15 - Vulcan annual fly-in breakfast 8:00am to 11:30am. For info call 403-485-2633.

July 11-15 - Northwest EAA fly-in, Arlington, Wa. For info call 360-435-5857.

July 21 - Nanton Lancaster Air Museum 2nd annual invitational fly-in at AJ Ranch.

July 24-31 - Airventure Oshkosh. For info call 920-426-4800, web site www.airventure.org.

July 29 - CUFC annual fly-in/drive-in BBQ. Starts at 1:00pm at Dave Boulton's strip. Call Bernie for info 255-7419.

August 4-5 - Red Deer Airshow with the Snowbirds.

August 8 - Cranbrook Airshow with the Snowbirds.

August 18-19 - Lethbridge Airshow with the Snowbirds.

September 9 - Fred Herzog Memorial fly-in breakfast, St. Albert, AB

Rabbit's First and Last Flight

by Bernie Kespe

We pilots see life differently from the way non-flying folks view it. Last weekend, while driving home from Banff, I saw a large hawk take off from the wide, grassy median of the No 1 highway near Morley and fly right in front of me to the right, headed for the trees. It flew so low across the road that a truck almost hit it. As I drove by, I saw that it had a big rabbit in its talons.

The other people who saw it probably thought, "WOW look at that hawk with the poor rabbit" or "There goes nature at work, the food chain in action." My first thought was: "I bet that rabbit didn't really want to go flying." My second thought was: "That hawk is overloaded, he had difficulty gaining altitude and that almost cost him his life. Had the temperature (density altitude) been higher, the truck would have hit it." My third thought was: "How is that thing going to land, with a big old rabbit stuck in his landing gear?" He couldn't land on a limb, so he must be headed for his private landing pad (i.e. nest) somewhere. Then, after a day of flying, he'd be home with his family and could invite his friends over for dinner. And so it goes.

Books

by Guy Christie

I got this book for my birthday called "Slipping The Surly Bonds". It's full of Great Quotations on Flight and written by Dave English. Listed below are some of these quotes, I submit some each month.

"Before take-off, a professional pilot is keen, anxious, but lest someone read his true feelings he is elaborately casual. The



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reason for this is he is about to enter a new though familiar world. The process of entrance begins a short time before he leaves the ground and is completed the instant he is in the air. From that moment on, not only his body but his spirit and personality exist in a separate world known only to himself and his comrades. As the years go by, he returns to this invisible world rather than to earth for peace and solace. There also he finds a profound enchantment, although he can seldom describe it. He can discuss it with others of his kind, and because they too know and feel its power they understand. But his attempts to communicate his feelings to his wife or other earthly confidants invariable end in failure. Flying is hypnotic and all pilots are willing victims to the spell. Their world is like a magic island in which the factors of life and death assume their proper values. Thinking becomes clear because there are no earthly foibles or embellishments to confuse it. Professional pilots are, of necessity, uncomplicated, simple men. Their thinking must remain straightforward, or they die - violently. The men in this book are fictitious characters but their counterparts can be found in cockpits all over the world. Now they are flying a war. Tomorrow they will be flying a peace, for, regardless of the world's condition, flying is their life."

Ernest K. Gann, Forward to Island in the Sky, 1944

I also received a book called 'Fly Yellow Side Up' written by Garth Wallace. I understand he has lots of books, or should I say stories about flying. These can be purchased through the local flying supply stores and make for fun reading. This particular book recalls stories from when he was a student pilot, teaching and then making the transition to flying float planes in Northern Ontario. The introduction goes like this:

"What was the son of a ladies' wear salesman doing in a battered old floatplane filled with dead fish and drunken passengers? I was discovering the ideal situation for a city-slicker pilot to make a fool of himself. Being a bush pilot had appealed to me as the ultimate expression of the freedom and glory that comes with flying an airplane. It was an expectation based on ignorance. I had never piloted a floatplane. A chance bush job soon taught me the northern translation for freedom and glory - long hours and hard work flying smelly airplanes. But I survived, and in the process had the time of my life. I wouldn't trade places with anyone."

Garth Wallace

Ferrying the New Ride Home

by Bob Kirkby

For about a year I've been seriously considering another aeroplane to replace my Renegade when it finally sells. I considered a lot of different options but my partiality to biplanes eventually brought me around to the Stolp Starduster II. I had looked closely at them on my last two trips to Arlington and was very impressed by their good looks, appropriate size, and flexibility in terms of engine options. Once decided the next question was how to get one. Although I enjoy building I really wasn't inclined to devote the time required to build one. That left two options, purchase a well advanced project to complete or find a flying model for sale. I spent several months exploring both options and came up with a project in the US that was well along but this might pose a problem convincing the MD-RA inspector that there was 51% remaining. I found no projects in Canada but I did find that two of the six Stardusters in Canada were for sale, one in Nova Scotia and one in BC.

In February I flew to Prince George, BC to see that one. I wasn't impressed. It had been through 5 owners in 25 years and was not in good enough condition for my liking. That left only one. In April I arranged a business trip to the maritimes and took a side trip to Kentville, NS to look at the other Starduster. Fortunately this turned out to be in good condition and best of all I liked it. It was twenty years old, had been flown by the builder for 10 years and the current owner for the remaining time. With a 160 hp O-320 engine and a Hartzell constant-speed prop it wasn't the most powerful Starduster around, but a familiarization flight convinced me it was plenty powerful enough for what I wanted. John Haayer and I struck a deal and I started making plans to pick it up on the May long weekend.

I spent Friday, May 18, winging my way east from Calgary to Halifax by

commercial airlines. John met me at the airport about 5:00 pm and we drove to Kentville where I checked into a quaint, family run for centuries, motel. The weather was great so John suggested we get right out to the airport for my check ride since showers were forecast for Saturday. I eagerly agreed.

A ten minute drive to the Waterville airport and there she was sitting on the ramp awaiting her new master. The sensuous curves of the elliptical wings and the soft tones of the beige and red/orange paint scheme, highlighted by the late evening sun, reminded me way I love aeroplanes so. This beautiful Starduster Too biplane was about to be mine.

John explained the walk-around and then we were on to flight controls and numbers. He put me in the front seat for the first few circuits (to see how I would do). I applied power slowly not wanting the tail to get away from me, but still did a waddle down the runway. As we climbed out John told me to be more aggressive on the power in order to get the tail up sooner and let the highly effective rudder do its job. The climb to circuit height was quick and smooth and

John suggested I switch to the rear seat for more challenge. And it was. The next couple of landings were too flat and I ended up hopping down the runway like Brear rabbit. After eight circuits, however, I was starting to get the hang of it. The sun was setting so we decided to quit while ahead and do the rest of the checkout the next day. We parked the Starduster and sat at a cluttered work bench in the corner of the hangar to do the transfer paperwork and exchange funds. I returned to the motel that night the proud owner of a new ride and with a good feeling of accomplishment.

Saturday brought drizzle and low ceilings. Flying was out of the question so I spent the afternoon puttering around the aeroplane and preparing for the long flight home (2100nm to be exact). I found a good place to mount my GPS antenna and places to tuck away maps, pencils, headset cables, etc. A lot of time was spent just sitting in the cockpit getting to know the layout and feel of everything. That evening, while dining at a local pub, I struck up a conversation with the man and woman at the next table. When he heard I was from Calgary he mentioned that he had spent a number of years instructing at Penhold while in



Bob does an engine runup on his new Starduster Too

the downwind was a slide. We did a fairly steep descent to maintain good runway visibility and my first landing turned out to be a great success. Aren't they all! From then on it was downhill.

The second one wasn't as good but obviously wasn't too bad either since

the Air Force. Well, once we discovered we were both aviators you can imagine where the conversation went. Over dinner and a few beers I learned he was retired after a long and very interesting career flying for the Air Force. I had a great time listening to his tales of CF100
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New Ride - continued from page 6

flying, his instructor stories, and finally his transition to helicopters.

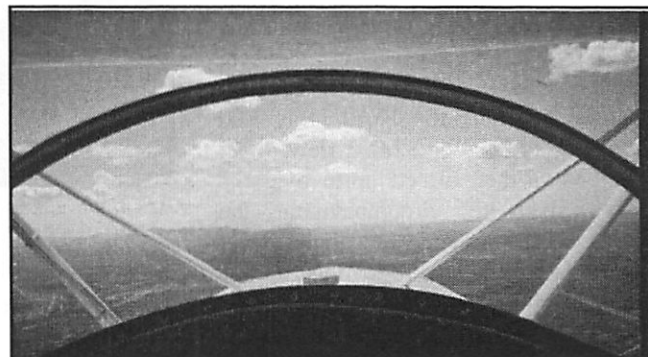
Sunday, my planned departure day, dawned bright and clear. John and I did a couple of circuits after which I was feeling pretty comfortable with the aeroplane. John took the controls for one last time and did a low and over so his friend Jerome could snap a few final pictures. Then I fueled up, filed a flight plan and departed on my first leg to Fredericton, NB. John had suggested I fly straight across the Bay of Fundy but I wasn't quite confident enough to risk a 6 mile stretch of water, so I flew around the east end where I only had a two-mile then a three-mile hop across the water. Even so, I climbed to 6500 feet to be sure of enough glide distance. This was a great flight. The air was crisp, visibility was great and I was getting comfortable in the new bird. I was anxious to determine fuel burn rates so I flew at John's suggested 25 squared, which the Lycoming book says is 75% power. An hour and 20 minutes later I fueled up in Fredericton and calculated a 9 US gallon per hour burn rate. On the ramp I ran into a fellow with an RV-4 who recognized the Starduster and knew the builder, also from Fredericton.

The next leg was to be a long one - 2.3 hours. I planned to fly direct to Sherbrooke, Quebec which would take me straight across Maine. I flew this leg at 4500 feet which kept me above the Appalachian hills that were on either side of my course (the locals call them mountains). The countryside was beautiful. I went to take some pictures but discovered I had left the camera in my bag which was strapped into the front seat. Trees, water and rolling hills best describes Maine. This time I flew at 24 squared to conserve fuel and again get a measurement of fuel burn at a different power setting. As I crossed the border back into Quebec I switched back to 126.7Mhz and wasn't surprised to hear French being spoken. What did surprise me was that I heard nothing but French until I was well into Ontario on the next leg.

Sherbrooke has a private MF facility, the first I've seen. The local FBO operates the radio cab, presumably under contract to Nav Canada, and luckily for me the fellow in attendance spoke English. If the traffic in the circuit had been relying only on advisory calls I would have had a problem since I neither speak nor understand French. It would have been a NORDO arrival.

I calculated the fuel burn on the second leg at 7.6 US gallons per hour at what I believe to be 65% power. After only a brief station stop I was off again on the third leg, this time headed for Carp, Ontario (on the west side of Ottawa). Before leaving I retrieved the camera and started recording the rest of the trip on film. I think I got some great shots as I flew across the eastern townships (where I spent some of my early youth), past Montreal, and along the St. Lawrence

Although I still had time for my fourth leg to North Bay, I decided the haze would make flying into the western sun a big headache, so I decided Carp would be my stop for the night.



View over the nose of Quebec's Eastern Townships.

As I fueled on the ramp at Carp a gentleman by the name of Jack Thorpe asked me if I recognized his aeroplane. I confessed I didn't. He proudly announce his beautifully restored bird is a 1946 Fleet Canuck. It turns out Jack is also a retired flying instructor from the Air



The St. Lawrence Seaway west of Cornwall, ON.

seaway to Cornwall. There I turned northwest to skirt the huge and low Ottawa TCA on the final hop into Carp. The further west I flew the more hazy it became and as I approached Carp visibility was down to under 15 miles.

Force and we had an enchanting conversation as he drove me to the nearest Holiday Inn. Jack is compiling data on the history of Fleet Canucks in the hopes of putting together a book in
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New Ride - continued from page 7

the near future. Anyone interested in Fleets would certainly enjoy talking with Jack - he lives somewhere in Kanata.

Monday morning I cab'd it back to the airport at 7:30 looking forward to a great day of flying. The sky was clear except for a heavy haze that limited visibility to 10 miles. I filed for North Bay and departed shortly after 8:00. I flew direct to Petawawa then turned north over the Ottawa river to circumnavigate the restricted area around the Chalk River nuclear facility. Once past this it was straight for North Bay. The scenery wasn't much to click about due to the heavy haze. Arriving at North Bay, however, was a treat since I had lived there on the Air Force base during my teenage years. Now the Air Force has moved out and the facility has become just the municipal airport. Still it was a thrill to fly over my old home on the downwind leg and land on the same 10,000 foot runway where I use to watch CF101 Voodoos blasting off in full afterburner.

As I turned off the runway I asked North Bay radio to direct me to the FBO for fuel. The Flight Service Specialist pointed out the Shell truck and said, "Park and the fueller will drive over and fill you up." Apparently this was a coded message which I failed to decode properly. I pulled up in front of the Shell office and shut down but instead of a fuel attendant I was greeted rather sternly by a



At Carp before leaving on the second day.

security guard who told me I was in a no parking area and to move to the other side of the ramp where the little red flags were. The Shell man then appeared and began arguing that since I was already there and shut down he might as well fuel my aeroplane so I could be on my way. I found the exchange, which lasted several minutes, quite humorous, but in the end the security guard won and I had to start up and taxi to the other side, followed by the Shell man in his fuel truck. This is the only FBO I've seen with no parking in front of their business!

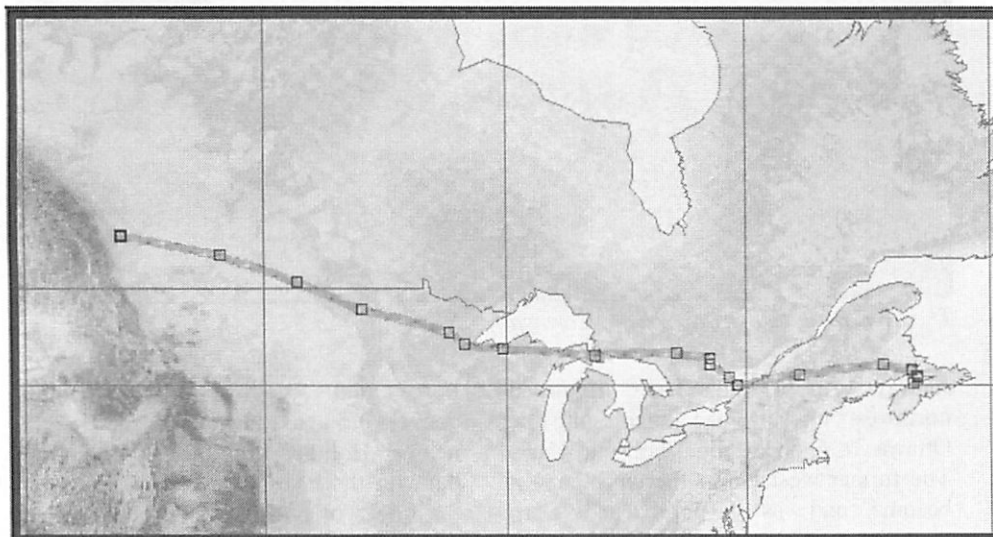
My fifth leg would take me to the US side of the Sault Ste. Marie twin cities. The weather briefing didn't sound too encouraging. Things would deteriorate around Elliot Lake with a 2000 foot ceiling developing and visibility would decrease to 8 miles. Also, I only had about 4 hours before rain moved up from Wisconsin into the Sault. I took off quickly and was able to maintain 4500

feet until just past Sudbury. There I had to duck under a broken layer that would gradually thicken up as I flew west. I was coming up to the north side of a low pressure system which meant I encounter 20-25 knot tailwinds. This was both a blessing and a curse as I got there faster but since I had to stay low the mechanical turbulence was moderate all the way. I'm glad I had the GPS because map reading and pilotage became a real chore with the turbulence and the reduced visibility. The terrain wasn't anything to feel good about either. Like Maine it was trees and water all the way. It was, however, interesting to see the old mining sights around Elliot Lake. Many of the roads once servicing the mines are now servicing what appear to be relatively new cottage developments on some of the lakes.

The good old GPS did its job and guided me straight across the Saint Maries river to Sanderson airport on the US side. By this time the surface winds were well above 20 knots and, although almost down the runway, created some serious mechanical turbulence on final. In spite of the fact that I was fighting it all the way down I was quite pleased with the wheel landing I made. It was only 1:00pm by the time I finished clearing customs and fueling but I was ready to tie her down for the night. Karl, a very friendly FBO operator, helped me tie the Starduster down and then drove me to a local motel. Two hours later it started raining, and it rained hard.

I was to be stranded in Sault Ste. Marie for the next two days.

To be continued in the July issue.



The 11 leg, 2100nm route home from Kentville, NS to Calgary