



# Skywriter

Monthly Newsletter of the Calgary Ultralight Flying Club

## October 2001

### From The Cockpit

by Brian Vasseur

It's been turmoil in the aviation industry since the September 11th bombing. While I expected total stupidity from the legislative bodies it appears in Canada that common sense has prevailed. In the US a lot of aircraft which happened to be in the wrong place at the wrong time are now parked indefinitely. From the latest NOTAM's it appears there's no indication this will change anytime soon.

In Canada we were grounded for only a few days before the restrictions were lifted and life returned to normal. While it may be a lot more difficult for us to fly into an international airport without a transponder I doubt that's going to have too much impact on the ultralight and homebuilt groups.

I am quite surprised by the new security processes being put in place for airline travel. I've checked locally in Calgary and so far Blue Yonder, Kirkby Field and Bishell International aren't checking

#### Correction

The September issue accidentally had January in the banner on page 1. This was an error, not slow delivery by Canada Post.

ultralight pilots with metal detectors. As far as the airlines go, I don't know what you could possibly accomplish with a nail file or tweezers that you couldn't accomplish with a Bic pen, which up until today is still being allowed on planes. Apparently common sense is not so common.

Initially I was worried that ultralight and any non-transponder operations would be grounded, possibly permanently. A few years back I read a Tom Clancy novel where three terrorists used float equipped ultralights and RPG's to hide in the Florida everglades and destroy a Shuttle on the launch pad at Canaveral. I'm guessing that someone in law enforcement has also read this and is worried about it. I'd be cautious about doing slow passes over fertilizer plants, gas plants, power substations or anything else where your sightseeing intentions could make you a target of an overzealous security guard.

In the long term I see two possibilities coming out of this. One is that the US government could continue to clamp down on General Aviation making this just an unattractive hobby or sport. The other is that the cost and hassle of flying at regular airports will push more pilots to ultralights and the new Sport Pilot aircraft. Coupled with increased interest in aviation overall motivated by CNN news coverage this could turn out positive for our sector of aviation.

In the meantime lets continue to keep flying and take advantage of the

### CUFC End-of-Season Fly-in Breakfast

- ▶ Saturday, October 13<sup>th</sup>
- ▶ Chestermere-Kirkby Field
- ▶ Starts at 0830 hrs

A great way to wrap up a great flying season. Don't miss it!

opportunity we have to enjoy it. For the next while it would be a good idea not to do anything that would attract media attention. Positive publicity is always good, negative publicity when we're surrounded by an unnecessarily paranoid general public isn't helpful to us. Stay out of controlled airspace, don't buzz the Calgary Tower, and we should be able to enjoy the status quo for a long time to come. ➔

*"If the pilot survives the accident, you'll never find out what really happened."*

Dave English  
*Slipping the Surly Bonds*

# For Sale

**Renegade Spirit** - TT 270, excellent condition, always hangared, see pictures and details at [www.skywalker.ca](http://www.skywalker.ca), \$27,000 with new Rotax 582, or \$22,000 with Rotax 532 70SMOH, or \$20,000 w/o engine, Bob Kirkby 403-569-9541 (10/01)

**Plywood** - 4 sheets, 1/8" x 4' x 8', 3 ply, Okoume Mahogany Plywood. Made in Israel this plywood is certified "void free". \$52.50 per sheet, free delivery. Guy Christie 253-6498 (10/01)

**Accessories** - New GSC 60" 3-blade prop \$500. Used GSC 64" 2-blade prop \$200. Rotax 503 DCSI, 15TTE, A-box cagless bearings, exhaust, fresh tuneup, \$2600. Russ White 250-353-2492 (09/01)

**Skyseeker 2** - 1983, less than 20 hours on Rotax 503 and airframe. Very good shape, stored since new but needs new skins. Skis and long range tanks included. Engine can be sold separately. Asking \$3200, Darren Reeve 239-5334 or e-mail: [reeve\\_darren@hotmail.com](mailto:reeve_darren@hotmail.com) (9/01)

**Accessories** - 1999 Rotax 503DCDI, dual carbs, "B" box, 95 hrs. total time, runs beautifully, \$3800 Firm. Ivoprop, 2-blade LH, 95 hrs. excellent condition, \$350. Tennessee Propellers brand wooden 2-blade prop, leading edge protection, 60 hours, excellent condition, \$300. Pair of aircraft skis, high quality, axle-mount type, great condition \$500. Magellan 300 GPS and panel mount, full manual \$100. Call Stu Simpson at (403) 255-6998 or e-mail at [simpsont@cadvision.com](mailto:simpsont@cadvision.com) (9/01)

**Trailer** - Custom 24 ft aluminum trailer ready to enclose. Buy for cost \$2500. And get the airplane inside for free. Russ White 250-353-2492. (8/01)

**1995 TEAM Himax**- 314TT, 60hrs SMOH on Rotax 503DC, 2-blade ground adjustable prop, good panel, spinner, speed fairings, VHF antenna, large cockpit, always hangared. Great performance and handling. Only \$9500. Call Stu at (403) 255-6998 or e-mail [simpsont@cadvision.com](mailto:simpsont@cadvision.com) for pics and info. (6/01)

**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)

**1999 Chinook Plus 2** - Advanced Ultralight, always hangared, 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](mailto:venturae@home.com). (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)

Forward ads to Bob Kirkby 569-9541.

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

**Antique Skis** - these are sure to be a collector's item. They have a lot of character (in fact they have been flown by a lot of characters). Suitable for single place ultralight. Approx. 8" wide x 48" long. Includes fittings, cables and bungies. \$76.23. Marty Slater 780-481-3866 or email [m Slater@interbaun.com](mailto:m Slater@interbaun.com).

**ICOM A21 Transceiver** - comes with car cigarette lighter adaptor, ptt, protective cover, \$425. Chris Barre 780-963-1598.

**1984 Gentex heli flight helmet** - has clear ratcheted visor, Sigtronics electrical with standard 2-pin connections and mike muff. In great shape. Perfect for open cockpit aircraft. \$400 OBO. Chris Barre 780-963-1598.

**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:

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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:  
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## Move Over Mr. Spock

by Bob Kirkby

The air was crisp and the sky was clear as I started rolling on runway 16. The roll was short and the Starduster levitated quickly in the cool air. I was heading for Vulcan to meet up with a myriad of flyers for breakfast.

Dave Procyshen had organized the event. Interested CUFC members and Lethbridge Chapter EAA members were to meet in Vulcan (approximately equidistant between the two) at about 9am and do some good old hangar flying over breakfast at the Vulcan golf course.

Four Dragonflies had left Chestermere-Kirkby Field 20 minutes ahead of me. Andy in his Challenger, Carl in his MiniMax, Dale in his Koala, and Wilf in his Rans. If my timing was right I would overtake them before Vulcan and land first. South of the Bow River I climbed to 5000ft and gave them a call on the air to air frequency. Andy answered and advised the dragonfly flight was just passing Blackie at 4200ft. My plan worked out and about 10 miles out of Vulcan I passed the flight and began my approach. All was quiet on the Vulcan frequency but about 3 miles back I came upon Dave Procyshen in his distinctive black and white Beaver. I gave him a call but got no response. Since I was moving at twice his speed I decided it was safer to overtake him than to circle waiting for him to land and possibly get in the way of the dragonfly flight. I passed by a half mile to his left and 200 feet higher, keeping a close watch until I was well

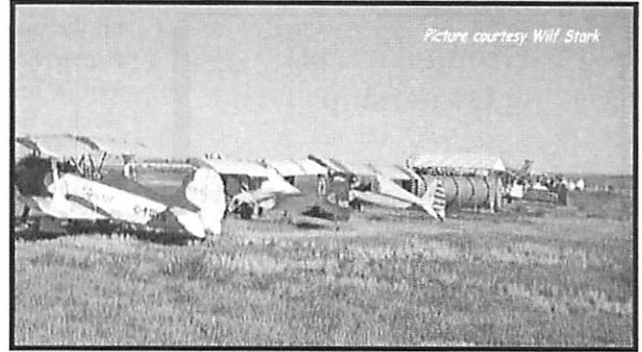
past. As I crossed overhead the airport I spotted Buzz's Rallye on the ramp with Buzz and Brad standing alongside. My plan to get there first was foiled.

Bob Kooyman, Bernie Kespe and Guy Christie were on the ramp as well. Lacking a set of serviceable wings they had driven in to join the activities. A few minutes later Dave and the Dragonflies landed and the ramp was buzzing with activity as we waited for the Lethbridge contingent. No more than 15 minutes later the Vulcan skies parted and revealed four aircraft approaching from the south. Arriving from Lethbridge were Joe Harrington in his fully enclosed Beaver RX550, Brian Wilson in his Zenoh powered Sky Raider, Larry Oddan in his yellow and blue Cuby II, and Jim Gunnlaugson in his gorgeous Renegade.

No sooner had their props stopped then they were out tying down their airplanes against the 2 knot breeze. This would appear to be an instinctive behavior developed by Lethbridge pilots. We, on the other hand, left our untethered airplanes to fend for themselves. Moments later Jim's and Joe's wives drove up with their ground support equipment. What teamwork!

Greetings and introductions were exchanged and we headed over to the golf course grill for breakfast. Just as we were ordering stragglers arrived. Ted Beck flew in with Wayne's Merlin and Glenn Clark arrived in his Piper Cub.

What a great time we had swapping stories and getting to know each other over bacon, eggs and gallons of



*Jim's Renegade, Brian's SkyRaider and Larry's Cuby II*



*L-R, Wilf's Rans, Carl's MiniMax, Andy's Challenger, Dave's Beaver, Buzz's Rallye*

coffee for only \$3.95 apiece. It turns out the Lethbridge group does this quite often and I can understand why. Vulcan makes a great fly-out destination. (If you



*Joe's enclosed Beaver.*

have time there's even a StarTrek centre for the visiting.)

After an hour and a half we made our way back to the airport and started preparing to depart. We all agreed we must do it again and the Lethbridge crew promised to try and make it to the club's fly-in breakfast on October 13<sup>th</sup>.

This was an absolutely fantastic flying event. We must do more of it. Many thanks to Dave Procyshen for organizing the day. →



*Milling around waiting for the Lethbridge boys.*

## Group Aircraft Ownership

by Ed D'Antoni

Wayne Winter has promoted the great idea of group ownership of aircraft for years, yet not much of that is happening. There are a few partner aircraft now flying or being built but that is a far cry from group ownership. Perhaps the story of the success of our group of four will inspire others to get involved in group ownership or construction. It is difficult to rationalize spending 25 to 40 thousand dollars for an ultralight kit and engine then spending hundreds or thousands of hours constructing the aircraft. Reducing that amount to \$5,000 or less by sharing in the ownership becomes more plausible.

Eight years ago Wilf Stark, Barry Halliwell, Don Ward and I constructed a Rans S-12. At that time the four of us were pretty well strangers. I met Wilf while taking flying lessons at Blue Yonder. Don and Barry were instructors at the Southern Alberta Institute of Technology (SAIT). The original partners were Wilf, Barry and I. After receiving the kit we rented heated warehouse space in South East Calgary, laid out the parts and got to work. Each of us brought our own set of tools. Barry, an aeronautical engineering instructor proudly hung a large poster of a completed S-12 in his office at SAIT. Another instructor and air transport pilot Don Ward looked at the picture then Barry with disdain every time he passed Barry's office. Don later visited our assembly site and was surprised to find the components to be aircraft quality with all certified aircraft hardware. After further research Don became one of our partners in the S-12.

Since the warehouse was about as far as possible from where we lived, yet still in the same city, our plan was to work all day Sunday's and on Wednesday evenings. Things started out with Wilf and I working on the fuselage and Barry and Don the wings. We soon realized that finding small parts consumed more time than building the airplane so we placed

all the parts, in order of part numbers, on a peg board. This helped immensely. Wilf's routine changed after the first few weeks. Being in software sales he ended up being out of town most days we worked. Barry had MG car club things most Wednesdays so Don and I spent a lot of time working together. Don and I were a good team, I was always in a hurry and Don wanted to check everything three times before we drilled a hole or installed a rivet. For the first while we did a lot of things twice. I eventually learned to slow down and we ended up doing most things right the first time. Barry was the classic professor. He explained every bolt and nut length and purpose; strengths of steel and aluminum; the accuracy or should I say inaccuracy of torque wrenches and thermodynamics of internal combustion engines. Wilf was mister neatness. At our work space we had access to a well appointed lunchroom and office space with copy machines, fax etc. At the end of each work session we would discuss what we would do next, make copies from the instruction manual and take them home to familiarize ourselves with the next task.

Neither Don or I were very good about putting parts or tools in their proper place as we worked. A typical work day would consist of the two of us picking needed bags of parts from the peg board, taking out what we required then placing the bag on the floor. We did the same thing with our tools. After 8 or 10 hours we would go home because the mess on the floor no longer allowed us to find the tools or parts needed to continue. Sometime between then and the next work session an elf would come in and put all the tools and parts back in their proper locations, sweep the floor and disappear. I think the elf was Wilf Stark, well trained by his Swiss Machinist father. I've never heard Wilf swear but I am sure he was at least muttering as he cleaned up. It always amazed me that Wilf got the tools into the right person's tool box.

The few Sundays the four of us showed up were great. We

usually started with coffee and Tim Horton's donuts, had a hot lunch at noon and left about 4 PM. Occasionally our wives even showed up for lunch and to check out our progress. Construction of the Rans started in late February 1993 and the first flight took place August 15 that same year. The project resulted in friendships that will last a lifetime. We usually had an annual vacation/cross country where we would alternate between two of us flying and the others providing ground support. In the 8 years we owned the aircraft we only once had a person show up to find the aircraft in use. During the time we owned the aircraft, none of us ever had a disagreement or conflict regarding the airplane. Pretty good for four people that never really had any social interaction with each other prior to assembling the Rans. My share of the beloved Rans disappeared when Wilf bought out all of the shares last month.

One great Rans recollection is a calm evening flight over the barren countryside between Empress and Hanna Alberta. In the ever present look out for emergency landing spots I asked Don what we would do after an emergency landing in this area. Don suggested we would have to walk 10 miles due north to Number 9 Highway and start hitchhiking as there wasn't anywhere else to go. Then after a long pause, Don, an ex military and Air Transport Pilot with thousands of hours in numerous aircraft said, "you know, of all the flying I've done the best has been in this airplane." If all goes well we'll have a Rans S-12XL flying next summer. ✈



Wilf taking off with the Rans S12.

## Is Bad Gas Really That Bad?

Reprinted from the *EAA Experimenter*, August 2001

### Question

I have read in several issues of the *Experimenter* that two-cycle mix goes bad. In 20 years of running two-stroke engines, I have never heard of or had trouble with a gas-oil mix. I have asked members of my ultralight club about this, and all have said they never heard of this problem. I realize that car gas is junk and made to be used in 30 to 60 days of manufacture, but what about 100LL?

That said, can you give an in-depth explanation of how/why this happens? Does this happen with both car gas and 100LL? How about mineral oil versus synthetic oil, in both types of gas?

### Answer.

I'm certain that in your 20 years of running two-strokes, you and your club must have experienced some sort of engine problem. The engines we use in aviation applications are high-performance ones. For the sake of discussion, we'll use the 503 Rotax as an example.

This little engine is 503 cubic centimeters in size and develops 50 hp. An O-300 Continental delivers 150 hp. It's 10 times larger than the 503. If it delivered equivalent power for size, it would have to deliver 480 hp. So what?

The Rotax is delivering a lot of power for its size, which puts it in the high-performance club. If the 503 made Continental power, it would deliver about 15 hp. It wouldn't be worth considering for turning a prop.

I've spent more than 40 years in the engine world, on the consumer, commercial, and competition levels, working with both two and four strokes. With the help of an engineer friend, we designed and built a chassis dynamometer for our race bikes. I was a professional road racer. Testing was impossible unless you lived in the Nevada desert; we lived in Chicago.



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I've experienced every sort of two-cycle failure imaginable, primarily because I got involved at a time when even the best factory racers were experiencing similar problems. They had the time and money; I just had my good looks.

We would take notes at every event. One major observation was that they mixed their fuel just before they were ready to use it. We mixed ours at home, sometimes two days before using it. We all had similar problems; they just had fewer of them. So we practiced the same method. After some research, we found out that they were warned about using mix that was over 12 hours old. It worked. At least now we were closer to achieving reliability.

We still didn't have a concrete answer until the dynamometer came along. There were many other factors that were involved; mix age was only a part of the problems. In the end, the only problem we had to deal with was wear, i.e., making sure that every component was up to standard to achieve maximum performance, not to mention reliability, at all times.

An old fuel-oil mix has the ability to induce detonation, but like everyone else, we attributed piston seizures, broken rings, crank failures, and holed pistons to everything except detonation induced from bad mix. We had many experts miffed, and in some cases even the factories. The results of bad mix can be

attributed, and logically I might add, to everything but that. Two strokes are as mysterious as they are simple. The broken ring problem was always linked to bad rings, worn rings, and seizure, but rarely was it linked to detonation from old mix.

The fact that we mix oil, of any kind, into our fuel drastically alters the fuel's chemical makeup. Worst of all it shortens its shelf life. Gasoline deteriorates the minute it is loaded onto a tanker. Air alone will begin the process. As the tune of the engine reaches a higher level, so must its fuel. Four-cycle engines are not as prone to those problems as high-performance two-strokes are, but they too will experience some performance deterioration. Only a dynamometer can tell you this accurately; old wives' tales cannot. Four-strokes lose power, and two strokes lose it more often, but we blame it on something else.

A friend had a McCulloch-powered gyro seize up. He attributed this to broken rings. I said it was detonation, but he said no way. I even explained how; still no go. He rebuilt it, used the remainder of the now two-month old fuel, and broke the rings again. He installed an O-200 Continental with more weight and less power. I wish I had been around to buy the remainder of the McCulloch.

Auto gas is better than avgas for one  
*(continued on page 6)*

reason only, it doesn't stay in the dealers' tanks long enough to make it totally stale. Aviation fuel lingers in the tanks quite a bit longer. The 503 recommends 87 octane leaded or unleaded, not 100 LL. You may be surprised to find that the owner's manual for the Rotax four-stroke 912 recommends changing oil more often if avgas is used. Any idea why?

As for oils, most on the market are good; however, I have to question companies that claim their oil can be mixed at 100-to-1. They didn't build the 503; Rotax did. It doesn't take a rocket scientist to discover that if you limit the quantity of lubrication, you will wear out parts. We made more money repairing engines run on 100-to-1 oil than any other problem. Use the same oil at Rotax's recommended portion, and it is just as good. Would you rather spend money on oil or TBOs? There was no appreciable difference between lubricants. The castor oil-based ones were always a tad better, but expensive, very messy, and inconvenient to use, and they deteriorated much faster. But, in racing, the edge was worth it.

I will add that oil-injected engines are not as prone to detonate as mixes simply because the fuel is held separate from the oil. Age will have an effect as well, but it's not as catastrophic. By the way, mixes make more power. We were amazed at this phenomenon on the dynamometer.

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My intention is only to make everyone aware that old mix is a factor with two-stroke engines. The fact that its results are misinterpreted is the bigger problem. Assuming that the engine is operated within the manufacturer's tolerances, the two-stroke is as reliable as any four-stroke, but in the state of tune that they live in, care is paramount. Even if you spend a little more money on gas, it's cheap insurance. If the 503 developed Continental power, I believe it could live on fuel oil.

I sincerely hope that you and your club never experience an engine-out. I assure you that it will be safer and more economical to fly with fresh mix. The dynamometer never lied, but it broke

quite a few engines in our quest for power and reliability.

Safe flying to you and your club.

Torello Tacchi  
EAA Experimenter



Dave Procyshen in his Beaver RX550 at Indus.

*In days gone by, I've proved my worth  
By zooming low across the earth.  
I've buzzed the valleys and the mountain ridges,  
I've dove my craft beneath the bridges.  
I've looped and spun and rolled my wings,  
I've sung the songs that pilots sing.  
I've tried most stunts, it must be said,  
Yet never learnt to use my head.  
So here's a toast - To you and me!  
But you drink both, I'm dead....you see.*

*- anonymous*

## Fit To Fly

by Ed D'Antoni

The first thing we all do prior to flying is a preflight inspection to ensure the aircraft we are about to fly is safe. Before leaving for the aerodrome we should check the weather and do our flight planning. Aviation Rules of the Air in Canada and the US start with "Prior to the commencement of any flight the Pilot in command shall familiarize themselves with all available information appropriate to the intended flight." "All available information" is a pretty formidable statement. Checking the weather, drawing your route on a current map and having it accessible, knowing alternate airports and filing a flight plan pretty well covers every eventuality. On flights of a significant distance I memorize a highway route home or to the destination airport. This is because of the possibility of reduced visibility along the route, or somehow losing access to my map.

After preparing the aircraft one early morning an attempt to file a flight plan to Drumheller revealed the airport was closed for maintenance. It would have been a disconcerting to arrive in Drumheller and then have to head back to Beiseker land and phone my wife so she could drive 100 km with enough fuel to get me home.

We've taken care of the aircraft and flight planning now what about the pilot. The Personal Licensing section of CAR's states "No person shall fly or attempt to fly if they are aware that they are under any physical disability that might render them unable to meet the requirements as to physical condition for the issue of a license or permit." Everyone knows one should not fly while under the influence of any drug or medication without being completely aware of all medical and legal (flying) implications, but what about personal health or fitness. Except for the last year I have enjoyed excellent health since I started flying. Flying was always invigorating, and I never had a problem being completely alert. I often flew early in the morning prior to work, then again in the late evening. Last year I often felt



Roland Blackburn (centre) of Morinville, AB, talks about his recently completed Meyers Li'l Toot with Wilf Stark and Carl Forman at the Sep. 15<sup>th</sup> Rocky Mountain House fly-in breakfast. Photo by Bob Kirkby.

tired on evening arrivals at the field and ended up tinkering on my Avid rather than flying. Over the winter I would not feel very astute even in the mornings which resulted in not flying even after my 40 km drive to the airport. My aviation medical expired in February and I mentioned the tiredness to the medical examiner but still passed the requirements for a PPL. Since then I have spent a lot of time with my physician, I have small problems that cause pain, pain is tiring, age probably has a lot to do with it as well. I now only fly in the mornings and only if I really feel astute. This year has been extremely frustrating for me, I have a new Avid Flyer that meets all of my expectations, but seldom get to fly. The temptation of taking my new aircraft to fly-ins, breakfasts and destinations I always wanted to fly to is overwhelming but I

have overcome them.

Why am I writing this? I hope my experience will help others to err on the side of caution when considering if they are fit to fly. Health and medications are not the only factors to consider when determining if you are fit to fly. Stress is a major item to consider before flying, stress affects decision making ability and sometimes invokes an escape mechanism that may cause us to ignore possible problems like deteriorating weather conditions or fuel supply. Peer pressure may result in one "going along" with a group of aircraft when flying conditions exceed the pilots or aircraft's capabilities. Machoism can result in a pilot taking risks such as not being totally prepared and flying cross country with a group of aircraft, pushing their ability concerning weather conditions or the aircraft they fly. Fly safe. →



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## Thank you COPA Members!

My bid for the COPA Board position for Alberta and NWT was successful on September 15<sup>th</sup>. I would like to thank all of you who supported me. I am looking forward to getting my feet wet at my first board meeting in November.

Please feel free to contact me with any issues or concerns you think I or COPA might be able to help with. My email is [kirkby@skywalker.ca](mailto:kirkby@skywalker.ca)

Bob Kirkby

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## CF-18 Hornet Pilot's Preflight Checklist (Proposed)

*Submitted by Bruce Piepgrass*

1. Approach aircraft with devil-may-care but confident attitude. NOTE: Try to make a favorable impression on the start crew. CAUTION: Do not trip over any chocks, AMSE, or Things Painted Yellow as this generally fails to impress the start crew.
2. Ask the start crew what day it is and mark it down in grease pencil on the side of the aircraft. CAUTION: Do not leave grease pencil in the engine intake.
3. Conduct your preflight inspection in a rapid but deliberate manner. Kick all tires vigorously. Peer intently into all intakes, exhaust nozzles, and wheel wells. NOTE: When you come to a complicated component (e.g. pitot tube) stare at it seriously for several minutes. This creates a favorable impression on the start crew, tending to make them believe you know what you are doing. Avoid shaking your head and muttering to yourself, as this worries the start crew-unnecessarily.
4. After completion of the external inspection, cross-reference aircraft tail number with that on your flight plan and proceed rapidly to your assigned aircraft and repeat steps 1 to 3.
5. Approach aircraft from the left side. Leap lightly onto the ladder without looking.
6. Pick yourself off the ground and carefully climb the steps of the access ladder. NOTE: This is the most difficult portion of the flight and requires precise execution. So don't look

down. Attempt to control symptoms of nausea or gastric discomfort. Entry technique into the A/C is discretionary, but the head first entry is to be avoided unless flight helmet has been donned.

7. Locate oxygen lines, radio leads, previous pilot's gloves, knee-pads, airsickness bags, canex road maps, back issues of Sentinel/Flight Comment/Hustler/etc., gum wrappers, cigarette butts, restraining harnesses and other miscellaneous articles.

8. Check the throttle and control column configuration. WARNING: If control column is in the left hand and the throttle is in the right hand under no circumstances attempt engine start. This situation indicates a 180 degree error in crew-cockpit orientation. TO CORRECT: Smile at the start crew and slowly rotate your body 180 degrees, ceasing rotation when the HUD appears at the 12 o'clock position. Then strap yourself in.

9. Commence engine start. Advance throttle to full military power and stand by for start crew signals. When the start crew waves, resist the temptation to wave back, regardless of how frantically the start crew's arms are oscillating. Rapidly rearrange position of the throttle, control column, rudders and flaps until the start crew ceases waving at you.

10. Contact ground frequency and call for taxi clearance. As clearance is received, advance throttles past the detent into afterburner, smoothly rolling over chocks. Retard throttle to Military Power and taxi as required. NOTE: Avoid further use of afterburners on the tarmac as this annoys the Aircraft

Servicing Officer.

11. During taxi, monitor instrumentation, keeping a watch for red lights, outside obstacles, other aircraft, ground crew and Things Painted Yellow. Proceed down taxiway to active runway. WARNING: If after taxiing from your parking spot, you see a large wall at 12 o'clock, STOP IMMEDIATELY! Turn around and taxi out of hangar. Proceed to runway. If at any time during your taxi you find yourself at the main gate of the base, stop. Return to nearest taxiway, paying due caution to vehicles (particularly armored fighting vehicles) and traffic signals. Ask directions as required.

12. At the end of the runway check the wing folding mechanism, moving the lever, to the fully extended position. WARNING: Check wing movement. If they fold upwards, reverse wing folding lever position. If during lever selection the wings fold down, abort the mission, shut down and discuss the problem with the maintenance personnel.

13. If all systems check OK, align aircraft along runway heading. If you see grass at your 12 o'clock position, move aircraft onto the runway and re-align a/c along runway heading.

14. When take-off clearance is received, release brakes) engage afterburners, close eyes and count to ten (by ones). If contact with the ground has not reoccurred by 10, continue mission as planned referring to Canex road map and terrain as required.

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