



Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

January 2002

From The Cockpit

by Bob Kooyman

As we come out of the Holiday Season, it is appropriate to pause, to give Thanks for the Blessings received, and to reflect on the year past and the New Year. For me personally, 2001 has been a year marked by growth and new challenges. I have seen my engineering consulting business grow steadily taking on new employees and larger projects. My wife has started a part-time (is there such a thing?) job teaching as well as continuing to study at university. My children have grown another year older with increasing demands on time and resources, offset by success in their endeavors at school, in sports, and (painful) growth in their personal life. I've heard that there is a concept called spare time, but from personal observation, I feel this to be another urban legend.

In the aviation field, I started and made some progress working on my Aeroplane. Time demands (and my decision to make several "modifications") have slowed progress on construction, but the support and enthusiasm of the members of the CUFC refresh and invigorate me following each meeting. Guidance and technical support have helped me over several bumps in construction and remain one of the major benefits of club membership.

I was surprised and pleased to be elected as

the Vice-President for 2001. I wish to thank each of you for your confidence. I hope I returned it with active participation in the many club activities that were conducted. Standouts in my memory were the fly-in at Bishell's, participation at Aviation Days, the fly out to Vulcan, and the club BBQ at Dave Boulton's. I want to thank Bob Kirkby for his support hosting two events at Kirkby field and the fine job he does editing and producing our outstanding monthly newsletter. I also want to commend the members and Dan Mitchell for maintaining an excellent website of which we all can be proud!

I was surprised to be asked to stand and was elected as President for 2002. I wish to thank all for your support. We have an enthusiastic executive and the makings for an active year in the club.

For 2002, I have plans, hopes and dreams. I will get my Pilot Permit-Ultra-light Aeroplane. Wayne, book me in come spring.

I am excited by my new role as President of the CUFC. I see the role of President as representing the membership and moderating and implementing their wishes. For 2002, I want to improve the program portion of our monthly meetings. Please bring any ideas you may have on guest speakers, tours and visits, etc. to our January meeting. There will be a test!

We have a large number of projects on the go (12?) and I would like to expand the

project update section of the meeting and to encourage individual members to bring portions of their projects to the monthly meetings to display. Individual members will be invited to discuss progress, challenges, and rewards of their construction efforts.

One of the highlights of the Club has been the gatherings and fly outs to various destinations; Vulcan, Wetaskawin, and the Air Adventure tours. We will conduct several of these activities this year. Please bring us ideas and destinations that the executive can promote and facilitate. Our spouses and significant others are an important part of our lives and I wish to include them in as many activities as possible.

Brenda and I wish to extend our Best Wishes and Season's Greetings to all club members for 2002 and hope that it will be happy and prosperous. We look forward to kicking off the Club's social season at the Annual Dinner to be held in mid February. See you there! →



Glen Bishell's Bushmaster on Skis.
Photo courtesy Adrian Anderson.

For Sale

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. (1/02)

Lycoming O320 - Model 'A', 600 SMOH. Comes with a metal propeller off a Jodel, size and pitch to be determined. Propeller only has 200 hours. All paper work provided. Both engine and prop - \$9500.00. OBO Guy Christie 253-6498(12/01)

Renegade Spirit - TT 270, excellent condition, always hangared, Rotax 532 70SMOH, see pictures and details at www.skywalker.ca, \$22,000, Bob Kirkby 403-569-9541 (10/01)

Accessories -Tennessee tractor prop 60 x 28 Rotax pattern \$100., GSC pusher prop 64" \$200. Rotax 503 SCSI. 15TTE, A-box cageless 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 (9/01)

Accessories - Pair of aircraft skis, high quality, axle-mount type, great condition \$500. Call Stu Simpson at (403) 255-6998 or e-mail at simpsont@cadvision.com (9/01)

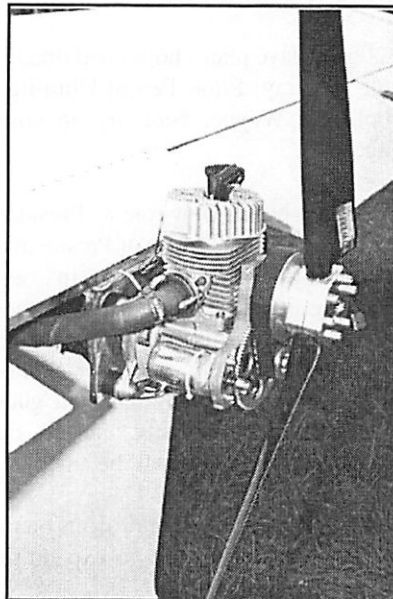
Trailer - Custom 24 ft aluminum trailer ready to enclose. Buy for cost \$2500. And get the airplane inside for free. Russ White 250-353-2492. (8/01)

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 for pics and info. (8/01)

Notice: All ads older than 6 months will be deleted. If you wish to keep an ad running longer please call Bob Kirkby to renew 569-9541 or email at kirkby@skywalker.ca

Ads reprinted from the St. Albert Flying Club Newsletter

Floats - with lockers, spray rails, water rudders and rigging. Suitable for ultralight or home built up to 1500 lbs, weight 130lbs, \$3000 OBO. Reg Lukasik 780-459-0813.



Skywriter

Skywriter is the official newsletter of the Calgary Ultralight Flying Club and is published 12 times per year. Forward your articles and letters to:

Editor: Bob Kirkby 569-9541
e-mail: kirkby@skywalker.ca

Assistant-editor: Bernie Kespe (see below)

Calgary Ultralight Flying Club

Meetings of the Calgary Ultralight Flying Club are held on the second Thursday of every month, except July and August, at 7:00 pm, at the Northeast Armoury, 1227 - 38 Avenue NE.

President: Bob Kooyman 281-2621
e-mail: kooyman-eng@home.com

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

Secretary: Bernie Kespe 255-7419
e-mail: bernie.raymac@home.com

Treasurer: Carl Forman 283-3855
e-mail: forman.c@shaw.ca

Director: Dave Procysheh 257-8064
e-mail: dprocysheh@shaw.ca

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

Visit the CUFC web site:
www.cadvision.com/cufc/



Thundergull 2000 from Earthstar

Earthstar Aircraft has a new engine/propeller combination to offer buyers of their latest Thunder Gull ultralight, the Gull 2000. The 25-hp single-cylinder Hirth F-33 2-cycle engine and Powerfin E Model 3-blade composite prop produces a smoothness "uncharacteristic of a single-cylinder engine," Earthstar claims.

A Green Giant - Part 2

by Stu Simpson

Taming The Giant

I'd had enough for one day so I picked the next morning for the Giant's test flight. I did a very extensive pre-flight check, fuelled up and hopped in. The electric start was a wonderful treat as the 582 clamored to life in the early morning chill.

I kept a close eye on the water temperature as I taxied out to the button of Kirkby Field's runway 16. When I was satisfied everything was good to go, we went.

I pushed the throttle to the stop, and the Giant practically jumped ahead. True, I expected better performance with the 582, but this was so much more than I hoped for. The tail was up even quicker than happens with my Himax! Before I could say "Little Green Sprout", we were airborne.

"This thing's a rocket!," I said aloud. We were climbing nearly 800 feet per minute and we weren't even trying hard. The water temperature was right where it was supposed to be, too. You couldn't have slapped the grin off my face right then.

The handling was as sweet as I'd remembered on the flight home from Edmonton. I even managed a good landing. I only did one circuit, though, just to be safe. And when I checked

under the hood there were no leaks or other problems.

The rest of the day was spent admiring and flying the Giant. I took Carl Forman up and he was suitably impressed, too. He agrees the Giant is a great plane for me.

Carl brought his video camera along on one hop and then we did some speed calibration runs using his GPS (okay, GPS does have a FEW useful purposes). We determined the Giant cruises at roughly 70 mph with 5200 rpm, and climbs about 500 fpm near gross weight.

Let's Go Somewhere

Being so excited with my new plane, I organized a cross-country flight for the next weekend. I wanted to fly to Glen Bishell's place, since he's the only other CUFC member with a Bushmaster. I wanted to show off and compare notes. After all, Glen and his Bushmaster were the inspiration for me to get one.

I invited Gerry MacDonald to fly in the Giant with me. Peter Wegerich came along in his Cubby, as did Reid Huzzey and Andy Gustafson in their respective Challengers, and Carl Forman in his superlative miniMAX. Bishell and his Bushmaster joined us in the air east of Airdrie.



Stu and Gerry in the Green Giant - photo courtesy Andy Gustafson

The air was silky smooth as our six planes raced through the morning to Carstairs. Gerry and I got some decent pictures of other members' airplanes, and Andy Gustafson got the first air-to-air snaps of the Giant. Andy had to leave early,

but was replaced by Bob Kirkby in his Starduster.

After Glen's place, we decided to head to Linden for lunch. The air got a bit bumpier and the south wind pushed us a mile or so north of our intended track, but we managed to find the field easily enough and even dodged the few gopher craters dotting the runway.

The wind punched us on the nose at 22 mph for the trip home. That was okay with me, meant we got to fly a little longer. The ride was pretty smooth and the company sure was great. Reid's red Challenger contrasted beautifully with


the blue Alberta sky and Peter's Cubby actually glowed as he perched for some photos off the Giant's right wing. I wish I could have seen more of Carl's plane.

I blew the landing back at Kirkby's, inadvertently bouncing a couple of times. Gerry just laughed. He knows I'll get them figured out soon enough.

All I'd Hoped For

I'm especially enjoying the fact that I can now take another pilot along for the ride. Being able to share flights like the one to Bishell's and Linden, and other places in the future, is something I'll never tire of. It's exciting to see such flights through another's eyes.

I love my Bushmaster. It's very roomy, even with someone else aboard. It now has the power to carry a large load (continued on page 4)



Light Engine Service Ltd.

For Rotech Research Canada Ltd.

AUTHORIZED ROTAX REPAIR CENTRE	DEALERS FOR Titan Tornado Challenger
---	--

- Aircraft Sales - Service
- Rotax Engine Sales - Service - Parts
- Engine Test Stand Service
- Engine/Flight Instruments - Radios
- Propellers - Spinners - Accessories

Call: 780-418-4164
or 1-866-418-4164
e-mail:
lighteng@telusplanet.net

RR1, Site 6, Box 11, St. Albert, AB T8N 1M8

Giant - continued from page 3

comfortably and still have good short field performance - exceptional short field performance when solo. The handling is a wonderful mix of stability and responsiveness. It has fantastic visibility to the front and sides and has good range with the extra gas tank. And it has electric start, which I enjoy more everytime I turn the key. In short, my Green Giant is everything I'd hoped for.

Dr. Dave Marsden certainly designed a great airplane back in the 80's. I'm looking forward to flying it for at least another ten years in THIS century. →



Bushmaster C-IEM with its proud new owner, Stu Simpson

Photo courtesy Adrian Anderson

Election Results

The annual election of club directors was held at the December meeting. Bob Kooyman was nominated for President and Carl Forman for Treasurer. Both were unopposed and were therefore acclaimed. Dave Procyshen and Adrian Anderson were nominated for the Director at Large position. Dave Procyshen was elected to this position

By moving to the position of President Bob vacated the Vice-President position for which Stu Simpson was nominated to fulfill the remainder of Bob's 2-year term. Stu was unopposed and therefore acclaimed. The positions of Vice-President and Secretary will be up for election next December.

On behalf of all the members I would like to thank Bob, Carl, Stu, Dave and Adrian for putting their names forward to help run our organization. Without these dedicated volunteers we would not have the best Ultralight flying club in Canada.

Brian Vasseur now moves into retirement as the Past-President. We would like to thank Brian very much for the excellent job he has done of running the affairs of the club for the past two years and keeping us entertained at meetings. Hopefully Brian will continue to contribute his safety conscious and witty articles to the Skywriter.

2002 Members' Raffle

Once again we are holding a raffle in conjunction with our 2002 membership renewal. Enter the draw when you renew your membership!

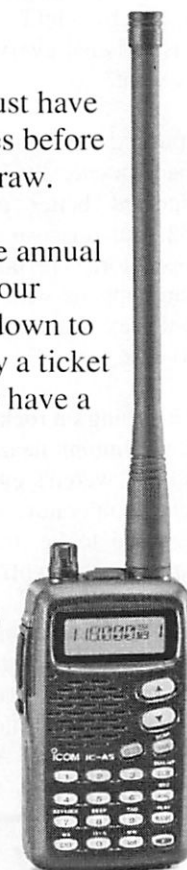
Raffle tickets are \$5.00 each or 3 for \$10.00.

This year the prize is an ICOM A5 radio. The draw will take place at the February meeting (February 14th). If you can't make it to a meeting contact Bernie Kespe to enter: 403-255-7419 or email to bernie.raymac@home.com.

Remember, you must have paid your 2002 dues before you can enter the draw.

The proceeds of the annual raffle help to keep our membership dues down to only \$20.00, so buy a ticket even if you already have a radio.

ICOM A5



Calgary Plasta - Blast

Plastic Media Blasting

The Gentle Paint & Debris Remover

(403) 287-1525

#6, 1115 - 48 Avenue S.E., Calgary, AB

15% discount for all CUFC members

Clarifying the "Owner" in Owner Maintenance

Club member Buzz Mawdsley recently queried Transport Canada about the roll of "owner" versus "pilot" under the new Owner Maintenance Category. Here is Buzz's query and the response from Maurice Simoneau of Transport Canada.

Questions raised by Buzz

The application form, Attachment "A", asks for pilot name and license number when applying for the Owner Maintenance exemption. There are lots of owners of aircraft in Canada that for varied reasons do not fly the aircraft. Friends, relatives, etc. usually take the owner flying.

In an instance like this how does one apply for such exemption when the owner of the aircraft and pilot are different people?

This then opens up another question. Once the aircraft has gone on owner maintenance (note all your correspondence and forms say owner, not pilot maintenance) and is offered for sale, who can buy it? A collector, owner, parts person or just a licensed pilot. I see nothing in the material that addresses either of these questions.

Response from Maurice Simoneau

Owner maintenance is based on the premise that the owner is knowledgeable about the aircraft because he/she flies the aircraft, and has, in many cases, flown the aircraft for very many years. I like to

think of a "love affair" between the owner and the aircraft. Not to mention the "Saturday morning mechanics" all over the country, maintaining their aircraft, with no maintenance certification privileges. Hence, the requirement for the owner to be the holder of a personal license or permit.

If the owner of an aircraft is not the holder of a pilot license or permit, this owner cannot apply for owner maintenance.

"Owner Maintenance" should perhaps have been called "owner maintenance certification" or "maintenance certification by the owner". In any case, it was desired that owner maintenance was to follow along the same lines as the amateur-built aircraft program, where the owner (builder) gets the maintenance certification privileges. This is based on the fact that the builder, by constructing the aircraft, knows more about the aircraft than anyone else. Please note that the privileges go to the owner, not the pilot of the aircraft.

Under the exemption now in place only a person with a pilot license or permit can buy an "owner maintained" aircraft and exercise the maintenance certification privileges. By virtue of the exemption an AME can not certify the maintenance, e.g. annual inspection, unless he/she happens to be the owner of the aircraft and the holder of a pilot license or permit.

Owner maintenance, under the present exemption, is very much a one-way street. The regulations that will officially implement owner maintenance will provide for the return of the aircraft to the type certification status following an extensive (and for sure expensive)

overhaul of everything about the aircraft.

Please remember that no one is forced into owner maintenance. It is the free choice of the owner. →

Bing carb safety tip

Here's a tip for preventing the positioning clip on the Bing carb needle from wearing through the needle and causing an engine failure.

Place a small dab of RTV around the underside of the junction of the clip and the needle.

Push this down into the slide prior to installing the throttle cable.

Allow it to cure for an hour or so.

This protects the needle from spinning, wearing on the clip, and even keeps the slide to needle juncture tight and the numbers can be read on the needle for ever.

Even the rubber O-ring fix from Rotax doesn't do this.

Submitted by Bob Kooyman

Thank you

Many thanks to CUFC for the kind and generous gift of flowers following my recent hospitalization. It was very gratifying and a much needed boost for Liz and me to be in your thoughts at this time. See you soon, back in the air and at Indus.

Blue Skies,

Gord and Liz Tebbutt

BLUE YONDER



AVIATION

936-5767

Located at
Indus-Winter
Aire-Park

Dealers for

Easy Flyer

T.E.A.M. mini-MAX

Build and fly this
popular kit for only
\$6500.00

Merlin

- Flight Training
- Ground School
- Intro Flights \$25.00
- Gift Certificates
- Rentals (Block time)

Annual CUFC Dinner

When: Saturday, February 16th, 2002

Time: Cocktails at 6:00pm (cash bar)

Dinner at 7:00pm

Where: Inglewood Golf & Curling Club

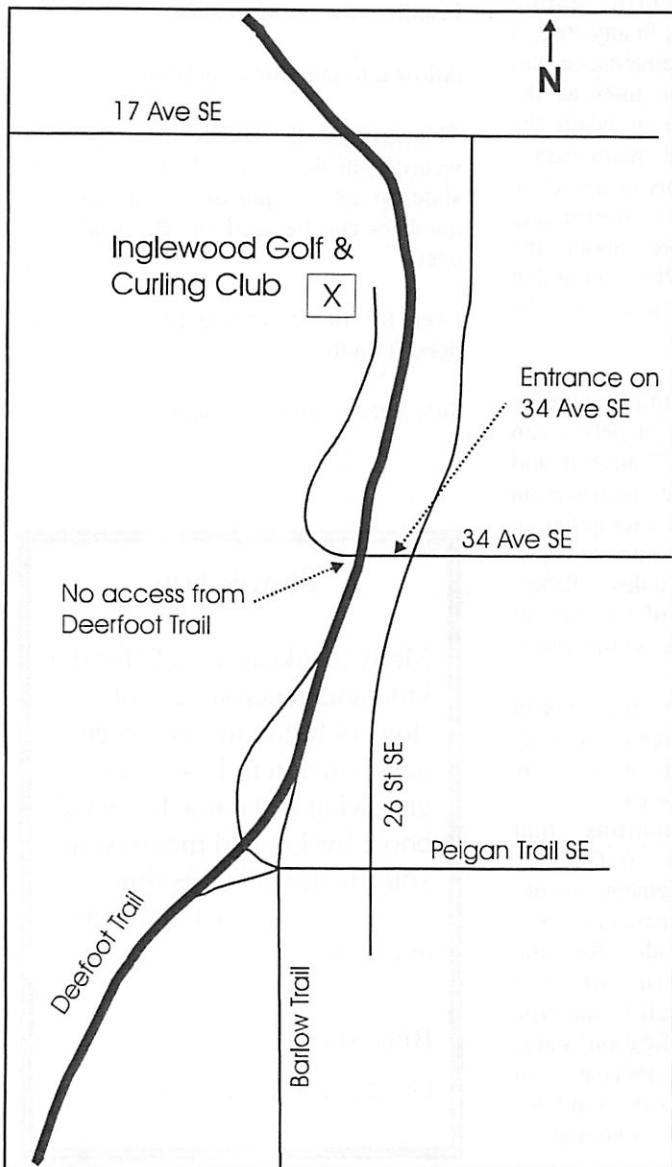
Cost: \$20.00 per person

Reservations: Guy Christie at 253-6498

or email at christig@telusplanet.net

(Deadline for reservations is Feb 10th)

See map below:



CURRENCY
ULTRALIGHT
FLIGHT SAFETY
COURSES

AVG Aviation Services can keep you current and safe. Don't let your pilot skills get rusty. Our three hour refresher course covers pre-flight, en route and emergency procedures in a relaxed professional atmosphere. Our rates start at just \$25.00 per hour for instructor pilot. AVG will supply aircraft or you can use your own. Flight operations conducted at your home field or at Calgary International or Springbank. For more information and bookings please call 403-617-1831 or visit us on the web at:

www.hotplane@hotplane.ca

Edmonton FIC Operational

On December 4th the Edmonton Flight Information Centre was turned up and simultaneously replaced the Edmonton Flight Service Station. In January Nav Canada will begin implementing the new toll free numbers and transferring existing toll free numbers to Edmonton for Alberta and Saskatchewan. Total transition is expected to take many months. The Springbank Flight Service Station is scheduled to be closed in June 2002. Sometime prior to this the Springbank telephone numbers will be rerouted to Edmonton.

Other than no more face-to-face weather briefings at Springbank users should see little difference. The METAR and TAF forecasts for Springbank will still be produced by a private contractor at Springbank. There is one definite advantage in that the Edmonton FIC has weather radar which Springbank FSS does not have, thus providing additional briefing resources. →

Bernie, Guy and their VP2

Bernie Kespe and Guy Christie would like to invite all members to view their VP2 project now that most of the basic construction is complete. Project visit day is set for Saturday, January 12th from 10am on. Coffee and donuts will be served.

Location: 6 Spokane Street SW (drive around to the back alley for access to the shop). For information call Bernie at 255-7419.