



# Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

## From The Cockpit

by Bob Kooyman

I have a potpourri of topics for discussion in this month's article. To begin with, I hope you will all be able to attend the annual dinner to be held on Saturday, 16 February 2002 at the Inglewood Golf Club (see page 3 for details). Please remember to bring a couple of articles to contribute to the silent auction. The auction adds a lot of entertainment to the evening as we cheer on the winning bidders.

Flying is the main purpose of the club. Flight safety is a primary objective. Club members have had a number of incidents over the years when the "Rotax music" stops. In a recent article, AvWeb published the following excerpt from the Rotax operator's manual "Danger! This engine, by its design, is subject to sudden stoppage! Engine stoppage can result in crash landings. Such crash landings can lead to serious bodily injury or death. Never fly the aircraft equipped with this engine at locations, airspeeds, altitudes, or other circumstances from which a successful no-power landing cannot be made, after sudden engine stoppage." Now, how do we do this?

This obtuse language leads me into the final topic for this month's article. The FAA elephant has finally rolled over and released the Notice of Proposed

Rulemaking for light sport aircraft and light sports pilots. I've skimmed through the document (~110 pages). It is on the web at:

[www.faa.gov/avr/arm/sports013001.htm](http://www.faa.gov/avr/arm/sports013001.htm).

It is exciting because I believe it will lead to increased production of kitplanes, engines, and ready to fly aircraft at affordable prices.

There are many similarities to our current Canadian regulations. The typical light sports aircraft is very close to an AULA. Key specifications are:

Maximum takeoff weight  
1232 lbs 560 kg.  
Clean stall speed  
Vs1 44 knots  
Landing configuration Stall Speed Vs0  
39 knots  
Maximum level flight speed  
VH 115 knots  
Two seats - Non pressurized  
Single, non-turbine engine  
Fixed or ground adjustable propeller  
Fixed landing gear or simple retractable for amphibians

The only specification that is causing some waves is the maximum horizontal speed. It seems that the Sonex and Vans Lite proposals are too fast. The Murphy Maverick is ideally positioned.

There are a number of other specifications related to aircraft operations, maintenance, pilot licensing, training and proficiency. A clause in the proposal required a pilot to

have a valid driver's license. If your license is suspended (excess points or drinking, etc.), you will temporarily lose your pilots license.

The NPRM is now opened for 90 days of public discussion. Expect a lively debate on this issue! →

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## February Meeting

### Speaker

John Uptigrove, designer of the Mosquito Helicopter, will speak at our February meeting. John has a 15 minute video and then will talk on the helicopter's development and the state of the company formed to develop and market the kit.

### Raffle

Our 2002 Member's raffle for the ICOM A5 Radio will take place at the February meeting. If you don't have your tickets yet be sure to buy them at the meeting.

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## Renew Your Membership

If you don't renew your membership for 2002 soon this will be your last Skywriter.

Send your \$20.00 dues to:  
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*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](mailto: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.

## **Stumpy & Martha**

*Submitted by Elmer Dick*

Stumpy and his wife Martha went to the State Fair every year. Every year Stumpy would say, "Martha, I'd like to ride in that airplane," and every year Martha would say, "I know, Stumpy, but that airplane ride costs ten dollars, and ten dollars is ten dollars."

This one year Stumpy and Martha went to the fair and Stumpy said, "Martha I'm 71 years old. If I don't ride that airplane this year I may never get another chance." Martha replied, "Stumpy, that airplane ride costs ten dollars, and ten dollars is ten dollars." The pilot overheard them and said, "Folks, I'll make you a deal. I'll take you both up for a ride. If you stay quiet for the entire ride and not say one word, I won't charge you, but if you say one word it's ten dollars." Stumpy and Martha agreed and up they go. The pilot does all kinds of twists and turns, rolls and dives, but not a word is heard. He does all his tricks over again, but still not a word. They land and the pilot turns to Stumpy, "By golly, I did everything I could think of to get you to yell out, but you didn't."

Stumpy replied, "Well, I was gonna say something when Martha fell out, but ten dollars is ten dollars. →"

## **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](mailto: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](mailto:kooyman-eng@home.com)

**Vice-President:** Stu Simpson 255-6998  
e-mail: [simpsonst@cadvision.com](mailto:simpsonst@cadvision.com)

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**Past President:** Brian Vasseur 226-5281  
e-mail: [vasseurb@cadvision.com](mailto:vasseurb@cadvision.com)

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

*A pilot took his grandson to the airport to watch airplanes, which always enthralled the boy. He watched, fascinated, as several airplanes took off and flew up, up and away, into the sky. Then they spotted a plane on final, and the boy asked what the plane was doing. The grandfather explained that the pilot was done flying and coming in to land now. And the boy looked up with angelic eyes and said, "But if you take off, why would you ever want to land?"*

## Down But Not Out

by Carl Forman

Saturday January 19 was going to be a good day. I was going flying.

The weather forecast was a high of minus 10 degrees centigrade with little winds. There was a low overcast and the weather would deteriorate into snow flurries later on in the day. The actual conditions at Kirkby field were pretty good. The ceiling was about 1500 feet with a thick cloud overcast. I really enjoy flying in these conditions with stable air and loads of performance due to density altitude.

I arrived at the field at 10:00 AM. My pre flight was quite meticulous. I took particular care to note that my fuel tanks were about 85% full and that the fuel selector was on "both". I started my engine and was letting it warm up when Bob Kirkby showed up. He said was going to shoot a few circuits with his Starduster II. It didn't take me long to talk him into lunch at Linden. Since Bob was still half an hour away from takeoff, I decided to fly a few circuits until he was ready. Pretty soon he called me on the radio to say that he was about to do an engine run up and that I should head out to Linden and he would catch up.

I was about ten miles north of Kirkby field, on course, comfortable and warm in my cozy little airplane. The engine was purring with CHT and EGT in the green. Despite the low clouds the visibility was great and the winter scenery below me was splendid. Bob called me on the radio and it wasn't long before he had me in sight and I saw his neat looking biplane gliding by on my right. Today's flying was about as good as it gets.

When we got about ten miles South of Linden I suggested that Bob go ahead and land. The weather was deteriorating to the north and I was beginning to have my doubts that we would be able to land at Linden. Sure enough, about 3 miles from Linden, Bob radioed that the visibility was deteriorating and that a 180 degree turn and return to Kirkby field was advisable. I had already come to the

same conclusion so I quickly agreed. Two years ago I wasn't so wise and ended up with a precautionary landing at Biesecker. I didn't want to do that again.

I noticed that my miniMAX was drawing more fuel from the right tank than from the left. I decided to shut off the right tank and fly on the left tank for a while to balance things off. I turned the right fuel selector off and held my hands on it for about a minute. The Rotax continued to purr and I soon relaxed. After about ten minutes, I selected both tanks again. This has been a fairly common procedure for me as the miniMAX always has initially drawn fuel from the right tank but eventually balances fuel consumption between the tanks.

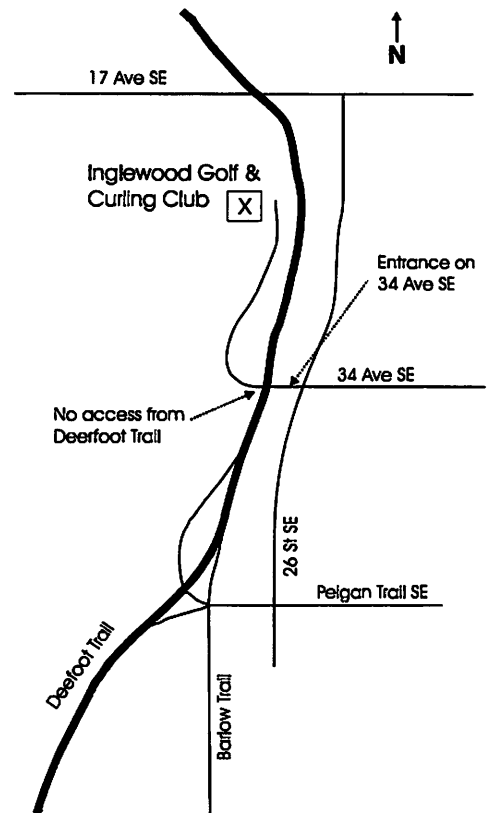
I was about two miles from Kirkby field and was getting ready to do a pre landing check and call my position on the radio when my engine stopped. After a few seconds it started for 5 or 6 seconds and stopped again for a slightly longer period of time when it started for a 2 or 3 second burst before going silent for good.

During the 30 seconds of intermittent starting and stopping I called Bob on his radio and stated that I was in trouble, picked a field for a forced landing, and observed that my fuel line was showing huge volumes of air and the occasional slurp of fuel at the carburetor intake. I was about six hundred feet up and required a 150 degree turn to the right to line up into the wind. This required a steep turn with the risk of a stall if I didn't keep my speed up. I kept the nose pointed steeply down and turned hard right. I leveled off about 100 feet above the ground over the fence with the longest and widest runway in Alberta in front of me. It was a great field with the crop long since harvested and the ground frozen. A quick glance at the airspeed indicator showed that I was flying at 60 miles per hour and the GPS was showing a ground speed of 44 miles per hour. I was now so confident that I relaxed and landed the plane with no greater concern than as if it had been a regular landing. It quickly came to a stop. I've had many landings that were a lot worse.

I must admit that after 37 years of wondering if I could handle an engine

## Annual CUFC Dinner

When: Saturday, February 16<sup>th</sup>, 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](mailto:christig@telusplanet.net)  
(Deadline for reservations is Feb 10<sup>th</sup>)



failure without being scared out of my wits, I was amazed and pleased at how I pulled off a textbook forced landing. For a moment at least the self congratulations outweighed the self criticism for getting into this predicament in the first place.

It didn't take long to discover the problem. My right tank was bone dry. As I was discovering this I heard the sound of Bob's Lycoming and saw his Starduster overhead. I later discovered he had already landed and shut down by the time I made my emergency call but when I failed to arrive as expected he climbed back in his Starduster and came looking for me. I got on the radio to say that both plane and pilot were in good shape. It (continued on page 4)

Down - continued from page 3

sure felt good to have someone to communicate with in case my problem was serious.

I disconnected the "quick disconnect" on my left fuel tank and shoved it back together. For lack of a better idea, I tried to start the engine and it sprang to life instantly and the fuel line showed zero evidence of air infiltration. I radioed the good news to Bob and decided to taxi a couple of hundred yards back to the fence. Since all seemed to be in order I turned the nose into the wind, did a pre takeoff check and took off. I made a bee line for Kirkby field and was on the ground in a couple of minutes.

What are the lessons to be learned?

The first lesson is that I should have been investigating what caused the fuel to drain preferentially from one tank. I haven't had a chance to check my airplane since the incident. I will back flush the line up to the quick disconnect as a precautionary measure. Another possibility is that, when I last removed the wing about two years ago, I never snapped the quick disconnect together properly. Vibration over the last couple of years may have caused it to separate sufficiently to stop the flow of fuel.

Another lesson is the value of practising forced landings. Last summer, I reduced engine power to idle from various points in the circuit to see if I could glide to a landing on the first third of the runway. I was amazed at how much I improved after only a few tries. It is a lot tougher



The paint scheme on Andy's Merlin will be similar to this one.

to simulate a forced landing onto a narrow runway than to do an actual forced landing in a wide open field. Those simulated forced landings really increased my skill and confidence when I had to contend with the real thing.

A third lesson is the value of the GPS in a forced landing. With the GPS I am always monitoring ground speed versus indicated air speed. Consequently I always have a pretty good idea where the wind is coming from. When the fan up front decided to stop it was really nice not to have to think about where the wind was coming from. When I landed into the wind, I deducted 16 MPH off my landing speed. If I landed with the wind I would have added 16 MPH to my landing speed.

Other lessons include not flying over rough terrain if at all possible and maintaining enough altitude in order to glide to decent terrain for a forced landing.

If you decide to practice forced landings read up on appropriate forced landing procedures. Scan the airspeed a lot so that you don't stall the airplane. Stay ahead of the airplane. If you have to overshoot add power smoothly so that you don't stall the engine.

Happy Flying →


## My Merlin Project Part 4

by Andy Gustafsson.

My project is ready for the covering stage. I am starting with the fuselage because of my limited space in the garage and will let the wings hang in the ceiling above the cars in the left bay. The wings are ready for covering with fuel tanks all fitted. I am planning on installing halogen lights in the leading edge of the wings, but more on that later. The fuselage takes more work in terms of engine, cowling, panel and instrument installation.

The urge to cover is very tempting, but before starting the gluing process there are several things that have to be checked. After the fabric is on, you need to be a contortionist to get back into the rear of the fuselage to correct any mistake. For example, the control cables have to go through their proper fairleads without rubbing against anything. Electrical cables, trim cables and in the case of the Merlin, the fuel tank vent tubes are routed through the fuselage to the very back of the tail for proper venting.

OK, everything is ready so on to the covering and the miles of fabric, but first a few words on fabric and fabric quality. If you plan to certify your aircraft, you have to use nothing but certified fabric. PERIOD. Those are the rules. On the (continued on page 5)

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Merlin - continued from page 4

other hand, I spoke to Aircraft Spruce and Specialty Co. and they have been selling a "Polyester-Dacron fabric for non-certified homebuilt aircraft" and have done so for years with no problems or complaint. I trust their judgement and as long as you do not plan to "certify" your home-built or ultra-light aircraft, this is the recommended material. Their 2.7-oz medium weight fabric has the same tensile strength as their higher priced certified fabric and in my view that is as good as it gets.

OK, lets get on with it. Fabric covering of an aircraft can be quite intimidating for the beginner. With an aircraft project already behind me I still felt a little apprehensive, but after I started measuring fabric and cleaning tubes, my confidence rose to new heights. To make things easy (or is that EZ), Blue Yonder supplies you with a covering manual from Poly-Fiber Co. It is written in a clear and easily understood way. Follow that manual and you should not have any problems getting a good result.

The first thing to remember is: DO NOT RUSH your project. Measure twice and cut once. Clean all surfaces before applying the Poly-Tak glue or else you will not get the strong bond that will hold the fabric to the tubes. Make sure the temperature is with-in the recommended range. Don't be skimpy with the glue. The glue has to penetrate the fabric and so on. Go back to the Manual gain and again to make sure that you get it right. Do not "cut corners" when it comes to the gluing process. Apply glue only to 12" - 18" at a time because the glue dries really fast. Make sure that you know the temperature of your iron before you start to un-wrinkle fabric cemented to tubes. Use a thermometer. I bought a candy thermometer that measures higher temps than your indoor wall thermometer. Too high temperature will ruin your project. One BIG no-no is, NEVER use a heat gun. You cannot control the temperature and if it gets too hot, and it will, the fabric will loosen instead of staying taut. Also if you shrink the fabric too much you may bend tubes and distort the airframe on some aircraft. That's how strong the fabric really is. Make sure that you follow the instructions. Once all the glue joints are finished and the wrinkles are ironed out of the glued tubes, the really rewarding phase arrives, the shrinking of the fabric. Again, make sure that you follow the instructions on how to calibrate your iron and what heat setting to use.

Ok, I have shrunk the fabric on the fuselage and applied one coat of Poly-Brush. The finishing tapes are going on next. I found that the inside curved tubes to be the toughest places to do. The narrower the strip of tape you use the easier it is the lay them down.

Well, that's all for now folks. The cold weather is hampering my process at the moment but the rising sun of the New Year will warm both our garages and hearts and together with electric heaters we can proceed with our project. Stay tuned. →



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**Calgary Ultralight Flying Club  
Cash Receipts and Disbursements  
Year Ended December 31,**

	2001	2000
<b>Receipts</b>		
Members dues	2110.00	1700.00
New Years party	596.70	-20.15
Raffles	771.18	638.10
Skywriter advertising	195.83	150.00
Caps, crests and map	-92.40	170.00
Other including interest	95.00	94.50
	<u>3676.31</u>	<u>2732.45</u>
<b>Disbursements</b>		
Postage	630.29	585.97
Printing	1246.23	1132.23
Club events (fly-ins)	523.56	237.95
Meeting hall rent	500.00	500.00
Cadvision	212.93	212.93
Flowers	0.00	40.61
Aviation days	200.00	0.00
Other	<u>28.48</u>	<u>12.79</u>
	<u>-3341.49</u>	<u>-2722.48</u>
<b>Excess of receipts over disbursements</b>	334.82	9.97
<b>Cash, beginning of period</b>	<u>4308.17</u>	<u>4298.20</u>
<b>Cash, end of period</b>	<u>4642.99</u>	<u>4308.17</u>

*Prepared by Carl Forman  
Treasurer*

# Alberta Air Adventure Tour 2002

## Destination: Dawson Creek

by Stu Simpson

The Calgary Ultralight Flying Club is launching its third Alberta Air Adventure Tour. This year's destination is Dawson Creek, the start of the Alaska Highway.

Some club members held a meeting in mid-January and hammered out several details, including the route of the trip, the timetable and a list of some of the participants. The following is a summary of what's happening so far. We'll try to provide regular updates to club members via Skywriter and the club's website as the dates draw nearer. There will also be future meetings for those wishing to go on the trip.

### Route and Timetable

Departure date is Monday, August 26th from Kirkby Field, from which we'll travel the following route:

Day 1, August 26th

Kirkby Field to Carstairs Bishell: 37 miles. Pick up additional ground crew and vehicles.

Carstairs Bishell to Rocky Mountain House: 68 miles.

Rocky Mountain House to Drayton Valley: 58 miles.

Drayton Valley to Mayerthorpe: 55 miles.

Mayerthorpe to Whitecourt: 28 miles.

Day 2, August 27th

Whitecourt to Fox Creek: 45 miles.

Fox Creek to Valley View: 50 miles

Valleyview to Grande Prairie: 70 miles.

Grande Prairie to Dawson Creek: 65 miles.

Day 3, August 28th

Dawson Creek to Spirit River: 55 miles.

Spirit River to Donnelly: 65 miles.

Donnelly to Slave Lake: 105 miles.

Day 4, August 29th

Slave Lake to Westlock: 96 miles.

Westlock to St. Albert: 30 miles. Meet with members of the St. Albert Flying Club.

Day 5, August 30th

St. Albert to Lacombe: 80 miles.

Lacombe to Carstairs Bishell: 65 miles.

Carstairs Bishell to Kirkby Field: 37 miles.

There are some airports listed here that we may not be landing at. Conversely, there are some airports along the way that aren't listed here. The entire route is approximately 1000 miles.

There are several advantages to this route. There are numerous airfields at relatively short intervals, the longest leg with no alternates being the leg from Slave Lake to Westlock. A check of the Alberta Aviation Council's Air Facilities Map may reveal other strips we could use if required.

The trip happens during mid-week to avoid weekend

closures, and each of the overnight stops are at fairly major centres with better accommodations and other facilities. The route avoids mountainous terrain, but is still very scenic. It also follows major highways, which is essential to make things easier for the ground crew.

### Participants


The list of participants who've committed to the trip as of January, is as follows:

Groundcrew: Alice Bishell (motor home), Bruce Piepgrass (pick-up truck carrying slip tank), Adrian Anderson. Others who've expressed interest include, Robin Orsulak (pick-up truck), Doug Fortune (pick-up truck and flatbed trailer).

Aircrew: Andy Gustafson (Challenger II or Merlin), Stu Simpson and Dennis Rupert (Bushmaster), Carl Forman (miniMAX), Glen Bishell (Bushmaster), Gerry MacDonald (Cessna 182). Others who may be flying include, Bernie Kespe (Renegade), Alan Botting (Challenger II) Reid Huzzey (Challenger II), Dennis Wickersham (Beaver RX-550SP), and Bob Kirkby (Starduster II).

For safety purposes, any participating aircraft will be expected to depart with a fully functional 2-way VHF radio. Wherever possible, safe and legal, participating pilots will be providing flights to ground crew members during the trip.

We'll finalize flight procedures closer to the departure date. These will depend largely on the number of airplanes flying (continued on page 7)



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**Tour - continued from page 6**

the Tour, as well as their respective speed and range limitations. For safety purposes, if we have a large number of airplanes along we'll be grouping them in flights of 3 or 4 with a flight leader for each group.

**Equipment Notes**

Those who met in January compiled a list of equipment that we can pool to help make the flight safer and more enjoyable. The list includes items such as Bishell's auxiliary fuel tank that Piepgrass will carry in his pick-up (aircraft can refuel from this tank at each stop), radios and antennae for ground crew, CB radios and antennae, personal communication radios, and cell phones.

In addition, past experience with Air Adventure Tours indicates a number of other items for pilots to bring to make the trip safe and enjoyable. These items include:

Aircraft tie-downs (contact Bishell for some very light, strong ones)

Control Locks (contact Forman for info on building them very cheaply)

Fuel jugs and oil (pilots will be mixing their own)

Up-to-date maps (Calgary, Edmonton and Prince George sectionals)

Canada Flight Supplement

Up-to-date aircraft documents, eg. registration, insurance, licences

GPS and extra batteries

Tool kit with hose clamps, 100 mph tape, lock wire, cotter pins, etc.

Extra tires or tubes, tire pump, cooling fluid.

Bug repellent, windshield and prop cleaner, paper towel

Money and/or credit card

First aid kit  
and/or  
survival kit,  
water and  
food, survival  
blanket

Proper  
clothing,  
including  
adequate  
footwear,  
gloves

Knife and/or  
multi-tool,  
survival book,  
compass, pup  
tent

Matches (to be used with caution by pilots of wooden aircraft :))

Camera and film, notebook and pen

Radio and intercom batteries, flashlight and batteries.

Naturally, not all these items can be carried in the airplane. However, having easy access to them, even from the ground vehicles, will make it much easier to effect field repairs, deal with minor emergencies, and generally make the trip much more enjoyable.

**Things To Do Between Now and Departure**

There is plenty to do between now and August 26th.

We need to finalize the participants list and ensure all aircraft, ground vehicles and equipment are up to snuff.

For pilots planning to fly the Tour it might be a good time to start preparing your aircraft. Ensure the airframe and



*Peter Wegerich in his sparkling Cuby II. Photo courtesy Stu Simpson.*

engine will be in good shape for the trip. Equally important, make sure your radio and intercom gear is working properly. Club member Gerry MacDonald can provide a wealth of guidance with these items. As indicated, there will be a few more meetings to finalize details, but we'll provide plenty of notice for those.

Anyone who is interested in participating as either aircrew or ground crew, please get in touch with Stu Simpson at 255-6998, or at simpson@cadvision.com

I strongly encourage as many people as possible to get involved. The challenges, achievements and camaraderie of these trips make them absolutely unforgettable adventures and create memories that will last a lifetime! ➔



*Reid Huzzey in his Challenger II. Photo courtesy Stu Simpson.*

## Club Hats

A news supply of club hats has been received and will be available at the February meeting. We will have both the black and beige golf hats for \$12.00 each.

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### *On Wings and Dreams*

**A Global documentary examines history of Canada's aviation industry**

It was a battle of business skills, bluster, and bravado. The history of Canada's aviation industry is explored in the new one-hour documentary **On Wings and Dreams**, which will air Friday, February 15 in Alberta on Global Television.

For almost 20 years, Grant McConachie and Gordon McGregor - both skilled pilots - fought each other for control of the skies over Canada by building two separate air empires: Canadian Pacific Airlines and Trans Canada Air Lines, which became Air Canada.

In 1935, a 26-year-old McConachie convinced a millionaire gold prospector to sell him a \$55,000 Ford Trimotor airplane for \$2,500. It was the deal that would make his fledgling United Air Transport into a viable business and take him to the presidency of Canadian Pacific Airlines.

McGregor, who learned to fly as a hobby, destroyed 20 enemy aircraft in the Second World War and led the air invasion that followed D-Day. His flying and organizational skills would propel McGregor to the top job at Trans-Canada Airlines - and into battle with McConachie. It was a rivalry that would last until the end of the 20<sup>th</sup> century.

**On Wings and Dreams** will air on the Global Television Network at 10pm, Friday, February 15 in Alberta.

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## 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 14<sup>th</sup>). If you can't make it to the meeting contact Bernie Kespe to enter: 403-255-7419 or email to [bernie.raymac@home.com](mailto: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.

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## COPA 2002 Convention

Plans are in the works to organize a group flight to the COPA 2002 National Convention in Red Deer, on the weekend of June 22. The St. Alberta Flying Club has expressed interest in doing the same which

would present an ideal opportunity for both the CUFC and the SAFC to present a significant Ultralight and Homebuilt contingent at the convention.

Underwing camping will be available and side trips might be organized to Ram Falls or Wetaskiwin. Look for convention details in the COPA paper, *Canadian Flight*, over the next few months and watch for more information on the group flight here in the *Skywriter*.

Anyone interested in joining the group flight please contact Stu Simpson at 255-6998 or [simpsonst@cadvision.com](mailto:simpsonst@cadvision.com).



*Adrian Anderson and Glenn Bishell return from a flight in Glen's Bushmaster just before dark Photo courtesy Adrian..*

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## Skate-A-Kid-To-Camp

Once again Alberta Computer Cable is sponsoring this annual fund raiser for the Between Friends Club. The money raised goes to sending youths with disabilities to summer camp. Last year ACC raised over \$2,000 with 3 teams. This year we are putting together 4 teams of 8 skaters so if anyone would like to join a team let me know. We skate at the Olympic Oval on March 16<sup>th</sup> and we have a lot of fun for a good cause.

I'll be looking for sponsors myself at the February meeting - it's tax deductible. Thanks, Bob Kirkby