



Skywriter



Monthly Newsletter of the Calgary Ultralight Flying Club

September 2002

From The Cockpit

by Bob Kooyman

I hope one and all have had a wonderful summer. The weather has been generally good for flying and a lot of hours have been racked up. A number of the Club members made several trips down to Vulcan and enjoyed the hospitality and excellent food at the Golf Course.

The Club hosted its annual fly in breakfast at Bob Kirkby's field on August 10. Guy and Bernie did a great job with the food as always. The menu featured scrambled eggs, sausage chubbies, and pancakes. Our attendance was down a bit from expectations with about 15 aircraft and 40 people attending. Those arriving later on were forced to either tie down or leave quickly due to a thundershower that developed over Calgary and Carstairs.

There are three important dates to put on the Family Calendar for September.

1) The CUFC Annual Barbecue will be held on Sunday, 8 Sept. at Dave Boulton's acreage. We are hoping for a really good turnout this year. The location is about 5 minutes south of Hwy 22X.

2) Our first fall meeting will be held on Thursday 12 Sept. at 7:00 PM. Our Venue for the meetings has changed. The meetings will be held at the Calgary Aerospace Museum, 64 McTavish Place NE. Come early and enjoy touring the Museum.

3) Glen Bishell's annual fly-in and all-day BBQ at Carstairs-Bishell airfield. From 8:00 am on Saturday 14 September.

The Alberta Air Adventure 2002 was by reports an exceptional trip with 15 aircraft taking part. Look for several articles in the Skywriter. Stu will, no doubt, have some preliminary pictures for the September meeting and hopefully a more complete report and some video footage for our October meeting.

A number of projects took to the sky this summer. Dan Mitchell's EZ Harvard is finally flying. It is housed in one of the new hangers out at Indus. Drop by and have a look. Congratulations Dan and Wayne! You have done a wonderful job of creating the look of Harvard in an ultralight

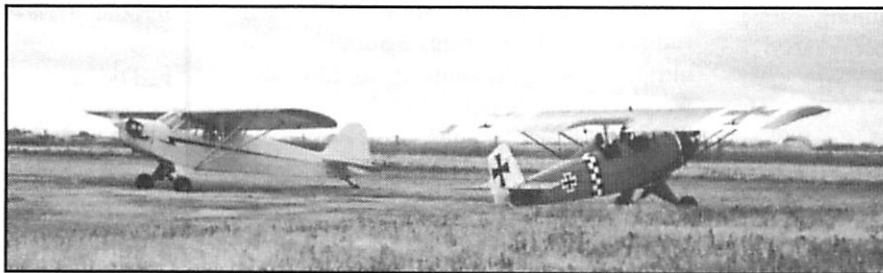
scale. This plane is going to be a real attraction wherever it goes. It has been test flown several times and is reported to be an excellent performer.

Andy Gustafsson's Merlin is finished and flying. The wings were put on and initial test flights were conducted out at Indus. Congratulations Andy! You have done an excellent job of building inside and out. The plane is painted white with blue stripes and proudly bears the registration C-IKEA.

In closing, look for the club website on Cadvision to disappear shortly when Telus pulls the plug on the Cadvision servers. The club has arranged to have our site redeveloped and it will shortly re-appear on its own domain at www.cufc.ca.

I've got two sites I'll recommend for web browsing this month. The first is www.aerofiles.com. This is the most comprehensive database of aircraft data I've ever seen. Mention an aircraft and this database has a history and description. The second is www.airplanezone.com/Oshkosh/Scrapbook2002/. For those who couldn't make it to Oshkosh this year, this is a great collection of photos and information on the many planes that were there.

I hope to see you all at the CUFC BBQ and meeting. →



Coming and going at the CUFC Fly-in Breakfast, August 10.

For Sale

Propeller - 3 blade ground adjustable IVOPROP for tractor configuration, 72" dia, 30" to 70" pitch range, weighs 8 lbs., 5 hours TT. Not recommended for use on Rotax 'B' gear box. \$725.00 CDN OBO. Bernie Kespe 403-255-7419 or bernie.raymac@shaw.ca (07/02)

Fisher 404 - bi-plane, 65hp Rotax 532, VHF radio, excellent condition, easy to fly, \$13,500 OBO, Ron (403) 207-1147 (07/02)

Piper Vagabond PA17 - 10hr since total rebuilt, Continental A65 10 hrs STOH, \$25,000 OBO, Glen Clark, (403) 279-1036 (07/02)

COSMOS Phase II Trike - 1997, loaded with extras, 582 Rotax, 6-blade prop, 14.9 wing, electric start, trailer, high-speed/two-step floats (new), BRS900. Hangared, immaculately cared for and maintained only 200 hours. \$25,000 OBO. Call Ted (403) 722-3810 or tmatt@telusplanet.net (07/02)

Garmin GPSmap 295 - colour, best available. Sells for about \$2,500.00, yours for \$2,000.00. New, still in Box. Buzz Mawdsley 403-974-1205W 403-271-7931H (05/02)

Kolb Firestar - Single seat ultralight, excellent condition, good panel, Rotax 447, 160 hrs TTAE. 10 minute wing fold for easy storage. Complete with enclosed trailer which can be used as a hangar. Asking \$15,000.00 For details and pictures contact Andy Cumming (403) 380-6291 or flyingac@hotmail.com (05/02)

Continental 65 - with prop, 300hrs, high compression pistons make it an 80hp, \$5500. Call Don (250) 427-2046. (05/02)

Loran-C - Apollo 604 with antenna, works great, \$150. Bob Kirkby (403) 569-9541. (04/02)

Propeller For Sale: 2-Blade wood, 68x32 tractor for Rotax 503DC. Leading edge protection, 60 hours TT, great condition. \$350 CDN, obo. Includes bolts and mounting plate. Call Stu at (403) 255-6998 or e-mail ssimpson@telus.net for pictures. (02/02)

Tundra - two for sale, both with Rotax 503 and 100 hrs, one enclosed - \$15,000 and one open - \$14,000. Garrett Komm 257-3127 or 874-6447. (02/02)

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. (01/02)

Notice: Classified ad are free to CUFC members. Call Bob Kirkby to place or renew your ad 569-9541 or email to kirkby@skywalker.ca

Ads reprinted from the St. Albert Flying Club Newsletter

Zenair 601 UL - Jabiru engine, 100hrs, 500 TTAF, good radio & intercom, fresh annual, 100mph on 3gph, 5hr range, Dave 780-459-8535 or 458-8324.

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.

Flying Events

September 8 - St. Albert Flying Club annual Fred Herzog memorial fly-in breakfast, 7:30am to 10:30am, info call Ben 780-458-1606.

September 8 - Calgary Ultralight Flying Club BBQ at Dave Boulton's airstrip. Contact Bernie Kespe 255-7419.

September 14 - Glen Bishell's annual fly-in and all-day BBQ at Carstairs-Bishell airfield. From 8:00 am on.

September 15 - Rocky Mountain House Air Show and Fly-in Breakfast. Info 403-845-4742.

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/

Dragonfly Chronicles

by Stu Simpson

A Wild Ride On The Wind

It wasn't my fault. Really, it wasn't. As flight lead I did all the checking and prepping I was supposed to do before we took off. But we still wound up in this mess. Now I had to get us out of it. But really, it wasn't my fault.

We were on the ground at Bishell's strip near Carstairs. All our planes were lined up nose to tail facing north on the side of Bish's expansive runway. There was Pete Wegerich's Cubby II, my Green Giant, followed by Al Botting's Challenger, Bishell's Bushmaster, and finally Glen Clarke's J-3 Cub. A rather nice looking line of aircraft if I dare say.

We wanted to go north to the Olds-Didsbury airport tonight but the weather just wasn't going to permit it. A large thunderstorm was tracking straight for O-D and that's why we all landed at Bishell's.

When I checked with Flight Service before leaving Kirkby's the briefer told me there were some thunderstorms associated with a cold front near Red Deer. I remembered the front from the weather maps I checked earlier. She said the front would be moving southward much later in the evening. Perhaps I should have been more suspicious of her information when I learned she didn't even know where Airdrie was, let alone Carstairs.

Anyway, our flight to Carstairs was pleasant as we ambled along with a warm 10 - 15 mph. tail wind. We spied a fairly significant thunder cell off to the west of Carstairs (the one that had a bead on O-D) and I wondered why the briefer hadn't mentioned it. After all, she'd noted the ones near Red Deer.

After our diversion to Bishell's, the five of us were talking airplanes in the lounge above his hangar when we heard a hell of a roaring from outside. Al and I poked our noses out the door and saw the wind

had indeed come up quite a bit. In fact it was blowing better than 25 knots, and gusting quite a bit higher. It had also changed direction by 180 degrees. What was going on?

We decided it might be a good idea to check on our planes since they weren't tied down. We hustled down the stairs into the now chilly evening outside.

"My airplane's rolling backward!" Al exclaimed as we looked toward the flight line. We both started running for the planes.

Al's Challenger has a large wing and the plane sits nose-high when it's empty on the ground. So, if a headwind catches it it'll roll quite easily backward, as it was doing now toward Bishell's Bushmaster.

"Don't worry!", I yelled back over my shoulder (I run faster than Al). "At least it'll stop when it hits Glen's plane." Botting chuckled behind me.

I reached the Challenger first and grabbed a wing strut. There was only a few feet between the Challenger and the Bushmaster. Al arrived a few seconds later and we spun the Challenger's tail into the wind. Then I noticed the Giant also rolling slowly back as it rocked heavily in the wind.

Wegerich, Bishell and Clarke each have parking brakes, so they enjoyed the luxury of simply walking quickly, rather than running for their planes.

But, where did this wind come from?

Peter and I calculated the wind was likely a by-product of the thunderstorm now northwest of the strip. Kind of strange, I thought, since it was quite a distance away. Still, I've seen thunderstorms do some pretty amazing things. We all figured the wind would subside as the storm wandered off. We were also glad



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we wouldn't have to taxi in this wind. When it came time, we could just launch from our current positions.

We waited and watched for 20 minutes as the storm did what we predicted and trundled north-eastward. But instead of dropping off the wind was actually getting worse. Other things had changed, too; the air was very hazy with moisture and dust, and there was a remarkable drop in the temperature. There were no clouds associated with these changes, though. Just a bright summer evening and a cruel tempest trying to rip the wings off some Dragonflies.

We decided this was something much more sinister than the meteorological effluent of a thunderstorm. It was a rogue cold front.

See? I told you it wasn't my fault.

It was time to get the hell out of Dodge before the wind got any worse. And as bad as it was on the ground, each of us knew instinctively it was going to be a lot stronger aloft. Good thing it was going our way.

But what about when we got home? If we had this wind on the ground at Kirkby's we'd be in big trouble just trying to clear the active, let alone taxiing to our hangars. This wind would easily flip our planes over if it hit us from the side.

Naturally, being flight leader it fell to me to take off first. I thought for a moment about offering to share the glory of
(continued on page 4)

(Chronicles - continued from page 3)

leadership and let someone else go first, but my pride wouldn't let me. Besides, I doubt I'd get away with it.

My takeoff roll was incredibly short, maybe 50 feet. The air was surprisingly smooth as I worked the Giant up and into the wind. Naturally, climbing out was virtually effortless, though forward progress truly sucked.

"It's an elevator ride, boys," I radioed, "but it's a smooth one."

"Roger that. Dragonfly 2 is rolling," Peter called.

As my wingmen were getting airborne I angled northeast, not wanting to get away on them before we had a chance to form up. When we were all in good position to join, I banked the Giant to catch the wind.

It was like hitchhiking on a hurricane! I could actually feel the G-forces in the seat of my pants as the wind catapulted us southward.

We formed up into an echelon with Wegerich off my right wing and Botting and Clarke off the left. As we rocketed south Peter reported periodically on our tailwind, which varied between 40 and 50 miles per hour.

"We're going to have a lot of trouble landing and taxiing in this wind," Pete said.

"I think we're going to catch up to this thing in about 15 miles and probably beat it home," I replied. I've run races like this before and always won. I did the math in my head and figured we'd do the same this time, but I could tell my wingmen weren't so sure. Looking at our ground speed, I could hardly blame them.

While we ripped along, at times with nearly 120 mph of ground speed, a large cloud of dust and haze stretched ahead from northeast to southwest ahead. It made sense that this was likely the actual cold front. When we drew east of Airdrie I flipped over to Calgary tower's frequency. YYC was still landing planes

on runway 16 with 8 to 10 knots from the south. This confirmed my suspicions about the cold front's actual position and that we were quickly sneaking up the monster's back side.

Now I started to worry about the turbulence we'd encounter punching through it. I warned the guys to expect significant bumps, though the ride had been remarkably smooth to now. Nevertheless, I pulled my straps tighter.

We hit the back of the front (I love how that sounds) just north of the Balzac Road. The turbulence lasted only a minute or two and wasn't anywhere near as rough as I figured it would be. Still, there were some hum-dingers that gave us a ride somewhat more thrilling than a cheap carnival.

As we squirted out in front of the front (pun very much intended) the air temperature rose significantly. And I was quite alarmed to note that the Giant was doing likewise. I suddenly realized what was happening. The cold front, being cold and all, was wedging itself beneath the warmer air we were now in. The warm air was shooting upward to get out of the way and it was dragging us along for the ride.

I eased the throttle back and shoved the Giant's nose down to arrest the ascent, but the altimeter continued swinging up toward 4800 feet, the floor of Calgary's controlled airspace. We were most definitely not welcome there and could face a mid-air collision being so close to the airport.

I keyed the radio mic.

"Remember guys, we have to stay below 4800." I throttled back more and pushed the nose even further down, but it wasn't working. I was pointed nose-down, had better than 80 mph indicated

and was still climbing at nearly 600 feet per minute! I have to admit, I was impressed.

Peter, Al and Glen were right with me. It was quite a kick looking out and seeing the rest of the flight still welded in formation and all pointed in the same nose down attitude. We'd stuck together punching through the cold front, and we were sticking together through this mess. Those guys are quality flyers!

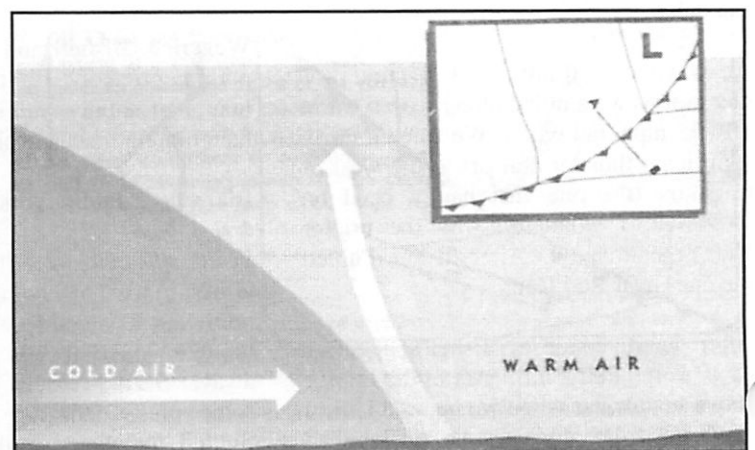
Our altitude finally stabilized at about 4750 feet, though it still took a bit of forward stick to stay there. A few minutes later we were able to drop back down to a height where ultralight jocks are much happier.

"Our ground speed has reduced to about 60 miles an hour," Pete reported.

Hmm, 60, eh? Well, the headwind is a little stronger than I'd have liked, but we seemed to be winning the race. Then I looked to the west.

The cold front was catching up to us! Or was it? The cloud of dust and haze that characterized it was now upon Calgary International, directly abeam our right wings. But a look out the left side revealed the east end of the front was still far enough behind. I had an image of a meteorological game of crack-the-whip with the west end of the front coming up from behind to smack us yet again.

"Dragonfly 1 to the flight," I called, "let's descend and maintain 4000 feet to *(continued on page 5)*"



A Cold Front pushes warm air up as it moves forward.

Chronicles - continued from page 4

minimize the headwind." We'd be only 100 feet AGL.

"Number 2 descending."

"3 descending to 4000."

"4 copies."

We nosed over again and gratefully gained a few more knots going across the ground.

"Dragonfly 4 to Dragonfly 1," called Glen. "I'm going to go on ahead to my strip to try and beat this thing home." Glen's strip is about 5 miles southwest of Kirkby Field, at the south end of Chestermere Lake.

"Roger that, Glen. I'm sure you'll have

no trouble. Thanks for coming along tonight." Al and Peter each bid Glen goodnight and we watched his pretty Cub motor out ahead in the evening sun.

I turned my attention back to the west end of the front, which was now further south than we were. This was going to be close.

Kirkby Field was in sight so we all switched to 123.4. I decided these were special circumstances so I radioed the Dragonflies' intentions to make a straight-in approach and landing on runway 16. I hope I don't catch hell for it.

I did my best to keep the speed up on final, landing long to clear the active as soon as possible for my wingmen right behind me. I shut down in front of my hangar and bolted out of the Giant to get

the big doors open. The front was clearly a r l y visible off to the north and bearing right down on us.

It was a great sense of relief to finally get the Giant tucked away safely inside the hangar with the doors closed and latched. Then I helped Al and Pete get theirs secured.

I timed it. Nine minutes after I shut down, the cold front hit Kirkby Field. I know things can get tighter than that, but not by much.

I have to admit, I really enjoyed our ride on the wind that night. Naturally, we try and avoid situations like that one, but there's a satisfying feeling of confidence from knowing that we Dragonflies can handle such an unexpected adventure. Even when it's not my fault. →

Some of the fly-ins at the CUFC fly-in Breakfast held August 10th at Chestermere-Kirkby Field.



Dave Conquergood in his freshly painted Pietenpol Air Camper

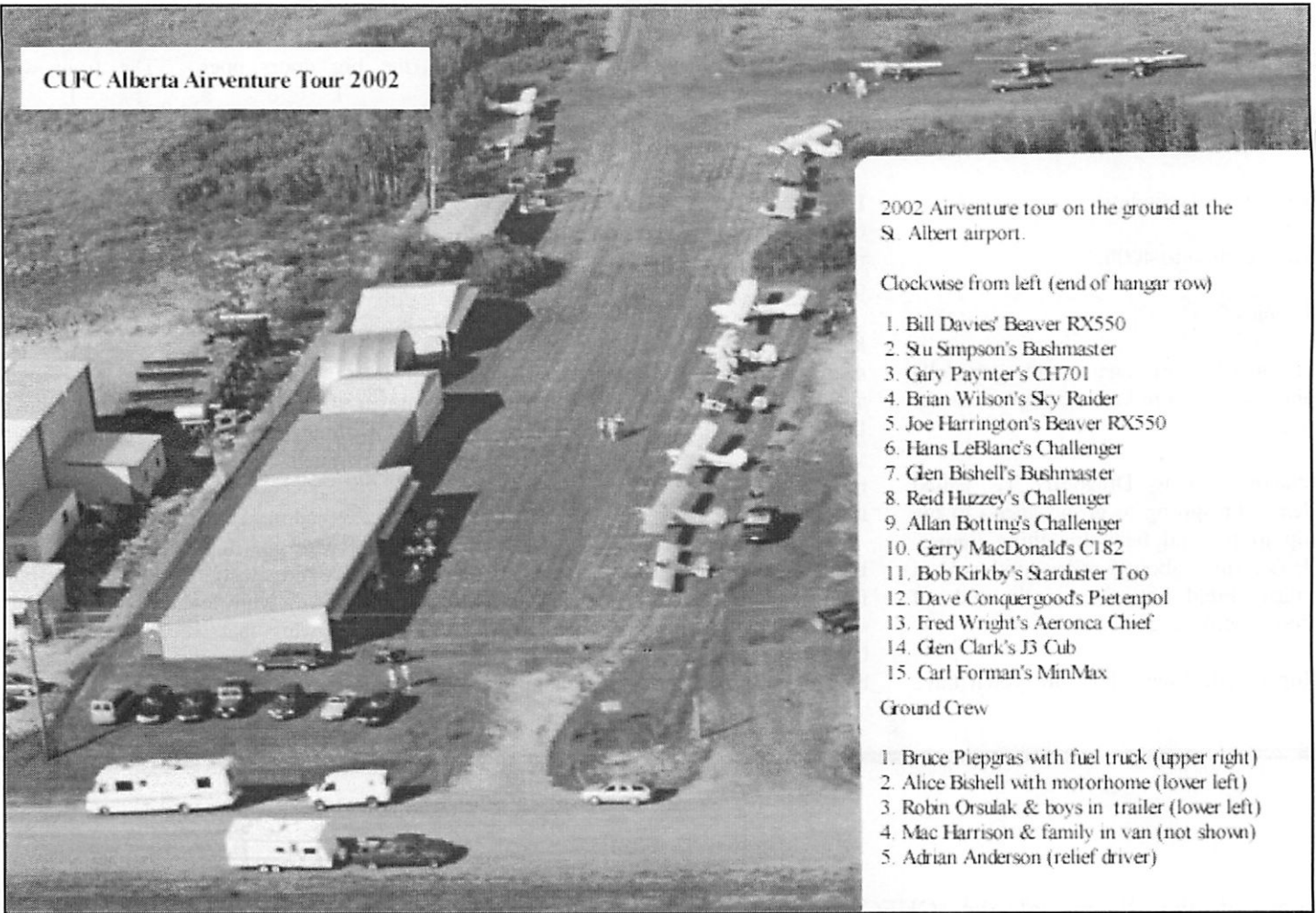


Fred Wright with his Aeronca Chief



Stan Sherriff in his MiniMax

CUFC Alberta Airventure Tour 2002



2002 Airventure tour on the ground at the St. Albert airport.

Clockwise from left (end of hangar row)

1. Bill Davies' Beaver RX550
2. Su Simpson's Bushmaster
3. Gary Paynter's CH701
4. Brian Wilson's Sky Raider
5. Joe Harrington's Beaver RX550
6. Hans LeBlanc's Challenger
7. Gen Bishell's Bushmaster
8. Reid Huzzey's Challenger
9. Allan Botting's Challenger
10. Gerry MacDonald's C182
11. Bob Kirkby's Starduster Too
12. Dave Conquergood's Pietenpol
13. Fred Wright's Aeronca Chief
14. Gen Clark's J3 Cub
15. Carl Forman's MinMax

Ground Crew

1. Bruce Piepgras with fuel truck (upper right)
2. Alice Bishell with motorhome (lower left)
3. Robin Orsulak & boys in trailer (lower left)
4. Mac Harrison & family in van (not shown)
5. Adrian Anderson (relief driver)

Photo courtesy Marty Slater taken from Bushmaster piloted by Dan Pandur

Watch for the full story in the October issue of Skywriter!

FINALLY!

After what seems like a lifetime the RANS is done. Completely done. Flying perfectly done. Just like brand new done.

OK, maybe that's not completely true. Wilf thinks that maybe the lexan should be replaced, and we need a better trim control than what we have. I also think we need to do something different with the compass.

All of that aside I've been flying every day since I got checked out. Wilf has had a horrible schedule so the airplane sat for too many days until we could get enough time together to get me comfortable in the airplane. Now that I'm on my own I'm taking advantage of every nice day to get some time in. I was disappointed I couldn't make the Dawson trip with the guys but it otherwise worked out and I'm

pretty happy that I was able to fly every day that they were gone.

There's something to be said about having an airplane handy to fly whenever you need to. When I leave work I head straight out to the field, grab dinner from Subway at Chestermere and just go. No matter how much work got on my nerves, the minute the engine is running it's all forgotten. I don't know if it's just the throb of the Rotax engine, the view out the window or something else altogether that makes me feel like this is just the best place in the world to be.

This has however left me with another dilemma. If I keep this airplane with Wilf I can be assured of dealing with any stress in my life, except for what my next airplane might be. This leaves me with an empty workshop though, and there's at least 493 other airplanes I haven't built. Maybe I'll just go flying tonight and put it out of my mind for awhile longer.

Brian Vasseur →



Brian and the Rans are back in the air. Photo by Bob Kirkby.

High Density Altitude Suspect in Loss of Control

On July 1, 2000, the owner of an Aeronca 65-CA took off from his private aerodrome near Fort Steele, British Columbia, at about 20:00 MDT for a local flight. The pilot was accompanied by his teenage nephew. The aeroplane was observed to remain close to the ground after it lifted off from the grass strip. As it approached a stand of trees at the end of the strip, it turned, probably to avoid the trees. The bank angle appeared steep, and the aircraft pitched nose down, descended rapidly, and struck a house. The pilot and the passenger were seriously injured. The residents of the house were in the backyard and escaped injury. The aircraft was substantially damaged. This synopsis is based on Transportation Safety Board of Canada Final Report A00P0115.

Weather at the time of the accident was visual meteorological conditions. The temperature at the Cranbrook Airport, British Columbia, about 8 NM SW, was 24^o C. The wind at the accident site was reported to have been calm around the time of the accident; however, it had been blowing from the south earlier in the day.

The pilot operated his aircraft from a 1600-ft grass airstrip. The runway is oriented 14/32 and field elevation is 3100 ft above sea level (ASL). Based on the

temperature and the atmospheric pressure, the density altitude for the occurrence takeoff would have been about 5100 ft. Performance charts are not available for this aeroplane because there is no manual of operating instructions for aircraft of this type built before 1946; the occurrence aircraft was built in 1941.

Pilots who fly similar aeroplanes remarked that take-off and climb performance is limited. At gross take-off weight, with a density altitude similar to that during the accident flight, the Aeronca would require several thousand feet to clear a 50-ft obstacle during takeoff. The engine was rated at 65 horsepower (HP) at sea level, but at a density altitude of 5100 ft., the engine HP was calculated to decrease about 23 % to about 50 HP.

The occurrence takeoff was to the north. The aeroplane appeared not to be climbing very well. It reached about 50 ft, and as it approached a stand of trees at the north end of the field, it appeared as though the pilot was manoeuvring the aeroplane around the high trees. During the manoeuvre, the aeroplane's bank angle seemed to steepen, and the nose dropped. The aeroplane then descended steeply and struck the roof of a house. The nose, engine, and front cockpit of the aeroplane penetrated the house. The fuel tank ruptured, fuel spilled into the house, but did not ignite.

The gross take-off weight was calculated to be 1228 lb, which is 22 lb below the maximum gross take-off weight. The pilot was issued a recreational pilot permit in August 1997, and had received a checkout on the Aeronca. His flying experience totaled about 190 hr, most

of which were on the accident aircraft.

Analysis

The engine was likely operating normally; however, its HP would have decreased about 23 % in the conditions present during the accident flight. The negative effects of the relatively high density altitude would be felt in all facets of the aeroplane's performance. The aeroplane was not loaded as heavily during a flight earlier in the day, and the pilot may not have been aware of the extent to which the high density altitude and wind conditions affected the accident flight. Also, even the slightest tail wind from the south would considerably increase the distance required to clear the trees at the end of the field. Because of the extra weight on the accident flight, these conditions contributed to the aircraft not attaining an angle of climb sufficient to clear the trees to the north of the airstrip.

The pilot, in attempting to climb over the trees, was likely operating the aeroplane at an angle of attack close to an aerodynamic stall. Because the aeroplane did not reach a height sufficient to fly over the trees, the pilot probably banked the aeroplane to avoid the trees. This manoeuvring would have affected the airflow over the wings, causing the aeroplane to stall at a height from which a recovery was not possible.

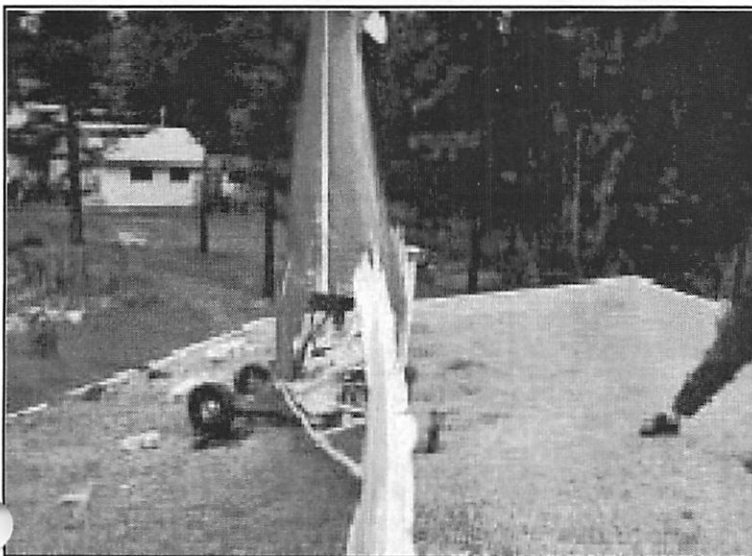
Findings

The aircraft was close to its maximum gross take-off weight and had degraded performance because of the relatively high density altitude. As a result, the angle of climb was too shallow to clear the trees at the end the airstrip.

The pilot's attempt to manoeuvre to avoid the trees resulted in a stall at an altitude that was too low for the pilot to recover.

Lesson Learned - Let's all pay more attention to the performance capabilities of our aircraft, and how factors such as take-off weight, temperature, winds and density altitude can affect them.

Reprinted from Transport Canada's Aviation Safety Letter - Issue 3/2002.



A direct hit on the roof likely saved both occupants, as it cushioned the impact.

Where to buy it???

Dave Procychen has suggested adding a column to the Skywriter specifically for members to let others know where they have found hard to get items. This is Dave's contribution and we encourage you to send in your locator tips for publication. - Editor

Like many other members I use auto gas for my airplane and so must use the good old 20 litre jerry can. I have seen many members with the WEDCO "Stop-Flo" spout added to their gas can. I have the same thing but as the gas can gets used more and more the little black rubber inside starts to wear out, causing the gas can to have a dribble spot on it. I do not like to have gas dripping down on anything, let alone my toys.

I did hunt high and low for a replacement rubber for this useful addition the gas cans, but I could not locate one at any store that sold the Wedco can. At one store the clerk said that I would just have to buy another one as if it were a disposable item. I did find a phone number on the back of the last one I bought and decided to see if I could purchase some extras for the next time the rubber tore and started to drip when I least needed it to. I called the 1-800 number on the back and talk to a very pleasant lady from Quebec. After explaining what I was looking for the lady asked me how many of the Stop-Flo spouts I had, I told her I had 4 of them and asked how much they would cost. Without saying another word she said she would send out 8 of them "no charge" so

I would have a few extra on hand to use at a later date. I gave her my name and address and she sent them out Canada Post asap.

I thought this would be useful to other club members as I have seen many other gas cans with the same spout on it. The phone number for Wedco in Boucherville Quebec is 1-800-361-8701. I hope this helps stop the dribbles for all who use them. →

September meeting program

Our guest speaker for the September meeting will be Maury Parsons, an ex-US Marine Corp fighter pilot, who has lots of exciting flying stories to relate.



The Chestermere-Kirkby Field fly-in breakfast was a huge success this year. Over 100 breakfasts were served and 20 aircraft flew in.



Barry Wood stands proudly beside his new HiMax.

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