



Skywriter



Monthly newsletter of the Calgary Ultralight Flying Club - COPA Flight 114

From the Cockpit

by Bob Kooyman

It has been an interesting month for the CUFC. Congratulations to the Club for becoming Flight 114 of the Canadian Owners and Pilots Association. Club/Flight members can look forward to receiving an increased flow of information regarding flying in Canada and an opportunity for us to inform other COPA flights of some of the unique and interesting flying our group undertakes.

I am going to be looking for assistance in writing articles on a regular basis describing our Club's activities for submission to COPA for inclusion in the monthly newspaper and also in the COPA Flights electronic bulletin. If you are interested, please talk to me at the next meeting. I sent out the first copy of the COPA Flights electronic newsletter to 63 of the Club's 146 members. If you didn't receive it, please see me at the next meeting. Also, please mark your e-mail address onto your membership renewal.

Election Notice

December is election month and the positions of Vice-President and Secretary are up for election at the December meeting.

One comment by our guest speaker at the last meeting, Kevin Psutka, got me to thinking. Kevin commented on how he wasn't peppered with questions and comments regarding Transport Canada and regulation. I discussed the matter with Bob Kirkby. The Calgary Ultralight Flying Club, because of its high proportion of ultralights, is a unique organization both within COPA and aviation in general. In many ways our flying harkens back to the days when the skies were blue and intrepid aviators (like Stu Simpson) explored the vast wilderness navigating with compass, sextant, and limited maps. (Real men don't need GPS!)

For most of our members, interaction with Transport Canada is extremely limited. The local weather forecast is best determined by looking out the window and listening to the radio. Navigation consists of trying to stay out of controlled airspace. Radios are, for the most part, used for air to air communication between aircraft and for announcing arrivals at small uncontrolled airstrips. Many (most?) of the aircraft flown by club members are owner maintained and individual club members have developed expertise in the many facets of maintenance including electrical, engines, fuel systems, and airframes.

Our interaction with the Government and Transport Canada is

small, yet the ultralight community represents a significant and growing population of the aircraft fleet. Capabilities of this fleet are growing. Where club members once flew small, low powered, single seat Beavers and Hi-Max / Minimax aircraft, we now see a growing number of Bushmaster / Merlin aircraft with larger motors, higher payloads, and higher speeds. The capabilities of these aircraft rival many certified aircraft (e.g. C-152).

Transport Canada's relation with our segment of aviation and aviation in general is a matter of concern for all our members. Firstly, it is becoming apparent that Transport is underfunded and stretched to do its job. For example, because of a ban on overtime, our designated TC representative, Renee Sward, has been unable to attend any of our meetings. Underfunding is beginning to affect aviation in another way. We have begun to *(continued on page 3)*



The Sadler Vampire

For Sale

Rotax 503 - Dual carbs, single ignition, 60 hrs since overhaul, electric start, \$2500. Peter Wegerich 403-861-7148 or wegericp@telusplanet.net (12/02)

Air wolf ultralight helmet and Icom A2 radio - wall charger and lighter adapter, \$500. Peter Wegerich 403-861-7148 or wegericp@telusplanet.net (12/02)

Ragwing Special - plans, fin, stab & rudder built, ribs for top wing built, sitka spruce for longerons and spars, glue and metal parts. \$580. Dave Dedul 403-823-2214 (11/02)

VP2 - C65, 200 TTEA, homebuilt, 1982, new paint & graphics, new crank seal and engine gaskets, brakes, compass, slip indicator, VSI, Tach, ASI, Alt, Oil press/temp, CHT, antenna, \$13500. Dave Dedul 403-823-2214 (11/02)

MiniMax 1600R - 85 TTSN, Rotax 503DC, dual CHT/EGT, wing tanks, strobes, cabin heat/air, all speed fairings, steel Eros landing gear, always hangared, beautiful plane, \$15,000. Guy Bishoff 4 0 3 - 3 2 0 - 1 7 6 8 o r gtbishof@telusplanet.net. (11/02)

Parts - Lyc. and Cont. alternators, starters, generators, regulators. All new or overhauled, some certified, 85-100HP, 115-150HP. Cessna tail dragger skis, Fluidyne A2000A with rigging for Cessna 150. RV6 tail feathers, completed. Larry Motyer 273-7023. (09/02)

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 STO, \$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 Matthews (403) 722-3810 or trmatt@telusplanet.net (07/02)

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 LeOnzio (250) 427-2046. (05/02)

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)

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

Team HiMax - licensed as a homebuilt, 40hp Zenoah twin 2 stroke, full electrics, brakes, radio, skis, 70mph cruise, 11 gals, ELT, \$11,500. Dan Pandur 780-418-

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@shaw.ca

Vice-President: Stu Simpson 255-6998
e-mail: bushmstr@telus.net

Secretary: Bernie Kespe 255-7419
e-mail: bernie.raymac@shaw.ca

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

Director: Dave Procyschen 257-8064
e-mail: dprocyschen@shaw.ca

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

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

4159.

GSC 3-blade prop - for 912 hub, tractor, 66" with tapered tips, leading edge protection, 30hrs, cost \$650 new, \$450. Dan Pandur 780-418-4159.

Rotax 503 - mag ignition, single carb, electric starter, 60hrs SOH, \$3,000. Dan Pandur 780-418-4159.

Biplane - wings and fuse, no undercarriage, Continental A65 not mounted, no prop, needs paint, located Cooking Lake, \$6650. Tom Schroeder 780-922-1212.

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.

Ground Pounders

by Mac Harrison

I was surfing the net one evening last spring and I clicked into the CUFC site to see what was going on. The headline DAWSON CREEK TRIP 2002 caught my attention. I followed the link and after reading the overview I saw "Anyone who is interested in participating as either aircrew or ground crew, please get in touch with Stu Simpson" along with the contact information for Stu.

The dates were interesting, August 26 - 30. Since our 37th wedding anniversary fell within those dates I called out to my wife and asked "how would you like to go to Slave Lake for our anniversary?" She replied in the affirmative so I added, "how about with a bunch of flyboys in a Flying Circus?" Once again an affirmative reply so I fired off an e-mail to Stu indicating my interest in participating as ground crew. Within a day or two Stu telephoned to invite me to an organizing meeting and the rest, as they say, is history.

Between that first meeting and L-Day my wife and I went to Toronto for some family weddings. After describing to some of our children the extreme thoughtfulness of their father in taking their mother to Slave Lake for our anniversary - and their mother's fuller explanation of the details and circumstances surrounding this marvellous gesture, I was advised by two of our daughters that they were coming as well! And so, the Harrison Ground Crew was established, having no idea what the duties of a 'ground crew' were. As we were to learn, this was a fairly common situation and the ground crew role sort of developed on an ad hoc and ad lib basis. Doris and Maria arrived late in the evening of August 23 and on the morning of August 26 we were all on the ground at Kirkby International for the soon to be familiar 'morning shuffle' and the pre-flight briefing. The ground crew was assembled, FRS radios were distributed for effective vehicle-to-vehicle communications and vehicles were assigned convoy positions and numbers.

Bruce was delegated to lead with his pickup ("Actually a teal blue Ford Ranger circa 1990 ~ I found one for sale on CanadaTrader.com ~ also needing transmission work, for \$950 obo" [Doris]) fitted out as the refuelling vehicle and was designated Ground 1.

Heather was Ground 2 in her PT Cruiser following him. ("Maroon colour, tinted windows... also included a fairly well-behaved dog and her collection of easy-listening CD's." [Doris]) She was supporting her husband and the Lethbridge boys.

We were Ground 3 in my Honda Odyssey.

Ken was Ground 4 in a Chevy Blazer. ("Packed to the gills with camping gear and gadgety air nav stuff... no room to shuttle pilots in that thing!!" [Doris])

Robin made up Ground 5 with his pickup truck ("A light blue Ford F150 quad-cab... could eat 4 of Bruce's trucks for lunch [Doris]) and house trailer in tow. ("Not to mention three boys... while we offered the kids food at the lunch stops... "peanut butter" would have been more to their liking... I saw Robin making them "sandwiches" at one stop which consisted of two pieces of white wonder bread, a slice of processed cheese and a slice of bologna... no butter, no lettuce, no mayo, no fuss... just slapped together, literally, with the admonishment "Here! Eat that!" [Doris])

Once all aircraft had launched safely this motley collection of vehicles set out for the 'shakedown' leg to Carstairs Bishell. We diverted from the convoy at a Safeway to execute the first request from one of the pilots. Bob had asked if we could pick up some granola bars for him as food tended to be rather scarce at the various airfields along the way. ("We opted for the jumbo 48 pack with a variety of flavours cuz we didn't know what he liked." [Doris]) The chatter on the FRS as we looked for a supermarket suggested an interesting trip lay ahead!

All of the originating aircraft arrived at Bish's farm strip without incident, Bish and Gerry joined the air armada at this point while Bish's wife Alice along with their daughter and granddaughter joined

Cockpit - continued from page 1

hear and see proposals for landing fees at various strips, mostly down East but coming into Alberta. There was a proposal a couple of year's back to close the High River airport, which failed to gain momentum. Kevin highlighted the potential for airfield closures as small town fields, funded by Government transition money now fail to make local funding priorities and are shut down. Using the example of Banff and Jasper airstrips, for aviation to continue to operate in the current manner, we will need to become more politically aware and active in the coming years.

Currently, Transport's voice is largely directed only through the established aviation groups like commercial transport. Our voice will get lost unless we make special efforts to determine issues affecting U/L aviation and to make our views known. Hopefully, we can avoid excessive regulation that might well push costs beyond the affordable. The Club's move to align itself with COPA, hopefully, will serve to amplify our voice in these matters and retain the freedom our members now enjoy.

For virtual flyers, interesting websites you might want to visit this month include the Alberta Aviation Council's site at www.aviationcouncil.ab.ca/. Links off the site have extensive information on the new Edmonton Flight Information Center well worth reading. Another neat site has collected information on the Sadler Vampire, at www.sadlervampire.4all.cc/. The Vampire was the first all metal 254 lb. Ultralight and a unique aircraft in many respects. →

the convoy in their motor home as Ground 6. The girls delivered the granola assortment to Bob, much to his surprise, as he only wanted one or two bars. Oh well, he now had more than enough for the duration. After refuelling, pre-flight briefing and successful launch, the completed convoy of ground support vehicles departed for an uneventful drive to Rocky Mountain House. It became *(continued on page 4)*

Pounders - continued from page 3

obvious that the ground crew convoy would not be able to keep pace with the aircraft nor would they be able to remain in constant radio contact with them. This reality would prevail for the duration of the journey - but was never an impediment.


At Rocky the duties of a ground crew began to unfold. Al asked if we could pick up some water and Stu asked if we could pick up a veggie sub for the next stop. Aircraft were serviced and launched, drivers were reshuffled so Robin could fly the next leg and the convoy was assembled and departed for Drayton Valley. Here the first hiccup. Our peerless leader got it half right, he roared out of the Rocky airport and turned hard right onto Number 11 - heading for Saskatchewan River Crossing and Jasper - not Number 22 heading for Drayton Valley. After some animated debate over the FRS we managed to get the convoy halted and we executed a 180 degree turn, no small feat with the truck/trailer rig and the motor home, and soon we were settled in on 22 heading for the next stop.

In Drayton Valley we left the convoy to collect the requested food and water and Bruce went in search of fuel to top up the slip tank. We then made our way to the airfield and the process of re-supply was repeated. Again drivers were shuffled so Ken could fly the next leg and Adrian took the wheel of Ken's Blazer. Heather

was exhausted from 'driving all night' so Doris took the wheel of the PT Cruiser and Heather sacked out in the back of the van. The aircraft had almost all departed when we heard "I have a flat tire" from Hans's Challenger. As described in Stu's previous article, the

team sprang into action. Led by 'tool man Adrian' a lever was improvised, the aircraft was blocked up, the wheel was dismounted, the tube was patched the whole unit reassembled, inflated and reinstalled, the other tire checked for pressure and leaks and Hans was on his way before the dust had settled. I was very impressed with this display of skill and teamwork and quite confident that there was no incident that this mob could not handle.

Without further ado we got on the road for Whitecourt. Our next amusement occurred at the intersection of 22 and 16, the four lane Trans Canada running west. Bruce was a little unclear as to the routing at this point so we started over the highway but then it was decided that we should be on 16 so Bruce made a hard right and we all 'followed the leader' onto the off ramp of 16! This little error was caught quite quickly and some rather heated exchanges took place over the

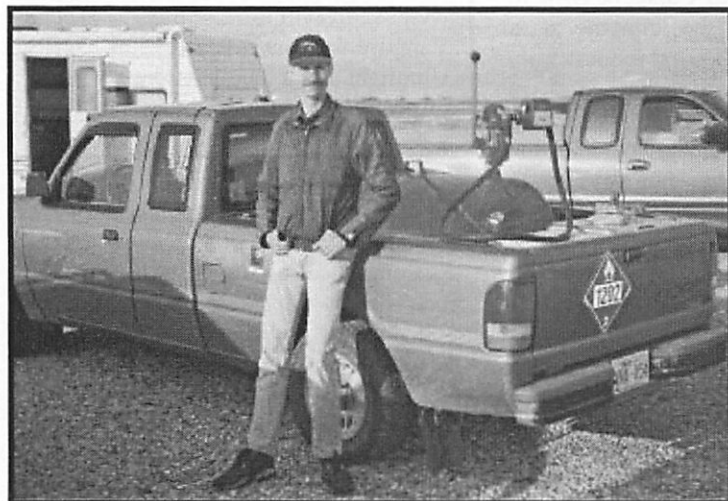


BLUE YONDER
AVIATION
936-5767

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)

*Located at
Indus-Winter
Aire-Park*



Bruce Piegrass with his tanker truck. Photo by Adrian Anderson.

FRS. The pickup/trailer rig and the motor home did not make the turn, the rest of us executed another 180, rather swiftly I might add, leaving Adrian to "face down a % \$ * # ! & ! Freightliner coming up the off ramp". We quickly recovered from this attention

getter and then had a pleasant drive through the twisty roads of Pembina River Prov. Park. The drive on into Whitecourt was without further incident.

Whitecourt marked the end of a very long Day 1 and it was here that the role of the ground crew was further revealed. I checked the girls into the motel and made my way out to the airfield. My van holds seven, six plus the driver, and after ensuring that everyone was set for the overnight I made two shuttle runs into the town, getting all of the pilots to the motel and bringing in the campers who wanted to eat at a restaurant. After a fun filled evening at the restaurant I shuttled the campers back to their tents at the airfield while the others "turned in with satisfied grins". I then turned in myself, equally satisfied.

The morning began with another soon to be familiar routine, a complimentary breakfast at the motel followed by a series of shuttle runs to the airport getting the pilots back to the flight line and bringing Tim Horton coffee to straighten out the dispositions of some of the campers. After checking out and collecting the family we returned to the airport to attend the departure of the aircraft. The launch was flawless and Bruce was an eager passenger on this leg to Fox Creek. Then occurred one of the most amusing events of the trip. Adrian was furiously searching the truck and going through his pockets like something was on fire. When asked what the problem was he had the most forlorn look on his face when he announced that Bruce had launched with the %\$*#!&! keys to the truck in his pocket!
(continued on page 5)

Pounders - continued from page 4

Then followed the exchange over the ether as described by Stu in his article.

Fox Creek was a pleasant stopover due in large part to the friendly people who turned out and the welcome juice and donuts they had laid on for us. Drivers were again shuffled with Doris taking the van, I took the fuel truck and Adrian assumed control of the pickup/trailer rig and the three boys! Again, the trip to Valleyview was without incident, primarily due to the fact that there were no other roads to confuse anyone and we just had to motor.

At Valleyview another facet of ground crew roles and responsibilities emerged quite spontaneously. My wife is Canadian born and raised but she has inherited many of the values that so endeared her Sicilian mother to me. Chief amongst them is that a man should eat, "an empty bag can't stand up", and, "a man must eat, he needs his strength". Doris and Maria have also inherited these qualities. For these reasons, our van was well stocked with victuals to ensure my continued strength and ability to stand up. Sheila noted, however, that "the guys aren't eating, this isn't good for them" and a new role was born. In the girl's words, "The first day that we made sammies for people was when we were at Valleyview. We'd gotten out the toaster and stuff for ourselves, but by that point had begun to realise that the guys got pretty peckish, so we shared half sandwiches and leftover pizza with them. By the next day we understood that a light meal and lots of water was appreciated immensely and thus began the mobile tuck shop." Maria "We hit Valleyview on Day 2 and that is the day we brought out our own stash of food... bagels with tomatoes, pickles and cream cheese. They had that really ugly orange chaise lounge type of thing, circa 1972, in the "office". They also had a desk, which we took over for use as the serving area,

bringing our own toaster in. That was the loaves and fishes lunch, since we were giving away half bagels to make them go further. We divied up the cinnamon buns we had as well and opted not to make coffee as it would have taken too long.

Day 3 was the first "planned lunch" based on numerous enquiries as to whether there would be a repeat after Valleyview. I specifically recall Dad telling me that Glen Clarke had asked if "the girls were putting on that lunch tomorrow and can we get in on it" We had purchased more snack stuff as well... not just sandwiches, and this was when we realized that having to toast every bagel in a two slice toaster was going to take too much time. We also went through way more water than we had planned for. By the 4th day we had it down to a fine science and had learned a lot: only half the bagels got toasted due to time; we bought lots of water and it all got used; everyone loves those little mini donuts covered with white icing sugar; oatmeal chocolate chip cookies disappear instantly; fruit and granola bars are not as popular as one would hope (Bob being the exception); the snack size bags of chips were gladly

Light Engine Service Ltd.



AUTHORIZED
ROTAX
REPAIR CENTRE

DEALERS FOR
Titan Tornado
Challenger

For Rotech Research Canada Ltd.

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

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

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

taken "to tide me over to the next stop"; and if there is ever "anything left?" there is always a taker for it." Doris

Out of Valleyview and onward to Bacon Strip without incident. The only directions that proved helpful was that there was a farm plough up on a plinth and if we saw that we had overshot the turnoff. We did and we had. Another 180 turn, motor home and all to get us down to the strip and the biggest crowd yet. The regular refuelling was completed and another facet of ground crew life emerged. Get on your cell phone and confirm and reconfirm and find the guys they want to talk with to have them confirm, and most importantly, make sure that Fred had a soft bed and a shower in Dawson Creek. Fortunately, Robin knew his way through Grande Prairie and in Ground 3 we were quite excited to hear him say "take the turn 'To

Alaska". This was a very exciting part of the trip for us because Rocky was as far as we'd been in Alberta and we were looking forward to the adventure. The arrival at Dawson Creek was uneventful and the usual two shuttle runs in and one back with the campers followed an easy routine.

The next morning we had the complimentary breakfast and I made the shuttle run to the airport to get the captains back to their ships. I returned to town, collected the girls (continued on page 6)



Alice Bishell's motorhome is pulled from the mud by a snowblower at Slave Lake. Photo by Adrian Anderson.

Pounders - continued from page 5

and we made a critical stop to get pictures of Mile 0 on the Alaska Highway and an equally critical stop to purchase groceries. We then made our own way to Spirit River en route to Slave Lake. It was in Spirit River that the only other incident of the adventure occurred. A crowded ramp and a frustrating delay resulted in a prop strike on a wing. There was no structural damage and the dynamic ground crew sprang into action like a well-oiled machine. Damage was assessed, 100 mph tape appeared and the aircraft was ready to fly within 10 minutes. While this was happening a file appeared and the prop was dressed like new. Again I was impressed with the proficiency and expertise of the ground crew.

The convoy formed up after all the aircraft had departed and set out for Donnelly, a fairly straightforward run with a little chatter on the FRS to keep everyone awake. Donnelly was a small strip off the main road and was the designated lunch break. Food and fuel were executed rather smartly as everyone was anxious to get to Slave Lake. The run into Slave Lake was equally uneventful and I dropped the girls off at the motel and then made my way to the airport to again shuttle the pilots in for the night. I returned with the first load to see Maria waving to us from the pool area "we stayed at the really cool Super 8 with pool and crazy circular tube slide".

After all were looked after I showered and Gerry joined the family for a drink to celebrate our wedding anniversary. We made our way to the designated restaurant and Dave, Gerry, Fred, who was Doris's 'date', and several other people joined us for an impromptu celebration. To quote Fred, "it was a blast" and we will remember always a really grand evening in Slave Lake.

Morning dawned and the routine

was repeated without incident, all pilots accounted for and in their cockpits. I flew this leg to Westlock with Gerry while Doris drove the van. I missed the excitement of the morning when Alice bogged the motor home in the wet ground as they were trying to line the vehicles up for a group shot. The airport people kindly brought the snow blower out, the only unit strong enough for the job, hooked on and hauled the motor home out of the bog. Westlock was a leisurely stop for food and fuel before setting off for St. Albert.

The long distance between the airport and the motel posed some challenges and we decided that the distance was too great for two runs as we had to be back for the BBQ that the St. Albert Flying Club was laying on. So, we loaded nine into my van and set out with the machine definitely having a custom lowered look. As you would expect, a long freight train crossing the highway caused us to stop for a long time, much to the discomfort of the guys in the back. Bob and I, comfortably seated in the front seats were o.k. and a lady waiting in her car beside us motioned to Bob to roll down his window. She enquired as to how we had managed to get those seats and were the guys in back as comfortable. Much to the chagrin of her husband or boyfriend, Bob struck up a conversation with her and asked her if she wanted to get in and try out the seating. All the while her companion was motioning her to wind up her window. At least we had some comic relief while we waited for the train to pass.

We managed to get to the motel, get cleaned up, get back out for the BBQ, have a really good time and get everyone

back to the motel in time for a couple of beers and a laugh or two in the bar before turning in.

The next morning the weather was not looking too promising and there was a definite sense of urgency to get underway. Since the routes for both air and ground were almost identical we were able to see and hear the last flights to launch virtually all the way to Lacombe. Here we had a hurry up refuelling, snacks and water were distributed and with the last pre-flight briefing the decision was made to run right through. Bish would peel off and head for his strip along the way, Gerry would run for Springbank in the C182, Fred and Dave would press straight on to Indus Winters and the Clark's would head for their field. The balance of the squadron would make straight to Kirkby International. This was executed with precision and almost everyone appeared at the pilot's lounge at Kirkby International to recap and run a quick post mortem on the journey while it was fresh in everyone's mind. The Lethbridge boys got refuelled and launched for home ahead of the weather, bidding goodbye with a low and over on their way out.

I look back on this experience with fond memories. What a way to achieve one of our personal objectives, explore the West. Our girls loved every minute of their adventure. "Of course, every time I got to fly was an exciting experience so you could include my personal thanks to Bob and Gerry again in a sidebar." Maria The girls say they will be here next year. God willing, I will be here next year as ground crew, a role I personally enjoyed. Sheila will be here next year to see more of the West and to ensure that the men

keep their strength up - no empty bags. And I hope more of you can and will share in what is fast becoming the major event of the year for the CUFC and for fun aviation. →



The 2002 Alberta Airventure ground crew.

Kit of the Month

FULL SCALE Nieuport 24

By Airdrome Aeroplanes

Complete Airframe kit - \$9495 (US)

All aluminum tubing to complete fuselage, wings, landing gear, cabins, lift struts, and formers. All aluminum sheet metal to construct gussets, cowling, & seat. All machined parts for control systems, lift struts, axles, and wings. All AN hardware to build aircraft, eye bolts, locknuts, thimbles, nico press swedges , aircraft cable (rudder cables, drag/anti/drag braces). Ball bearing rod ends for control system. Stainless steel pop rivets. Main wheels, tail wheel, spun aluminum nose bowl, plans and builders video. All covering supplies through silver.

Deluxe Airframe Kit - \$9995.00

All welded components finished welded. Deluxe kit consists of basic airframe kit plus engine mount and 10 gallon tank. Also available are optional 14 gallon tank and spun aluminum wheel covers.

General Information

Weight - 483 lbs
Useful load - 300 lbs
Stall speed - 32 mph
Cruise speed - 85 mph
Top speed - 93 mph
Power plant required - 65 through 110 hp

Features

Aluminum tubing and rivet construction
CAD designed and detailed plans
One piece spun aluminum cowling
Quick build (400 hours)
HIRTH F30, 110 HP four cylinder two stroke

AIRDROME AEROPLANES also has 3/4 scale flying replica kits ranging from the most recognized aircraft to have ever flown in WW I. From the scarlet red FOKKER TRIPLANE flown by the Red Baron, Manfred Von Richthofen's most famous mount, to the most technologically advanced aircraft to come from the great war effort, the FOKKER D-VIII Parasol (AKA The Flying Razor). Also offered is the FOKKER D-VI, the precursor of the FOKKER D-VII and the first aircraft to ever mount a synchronized

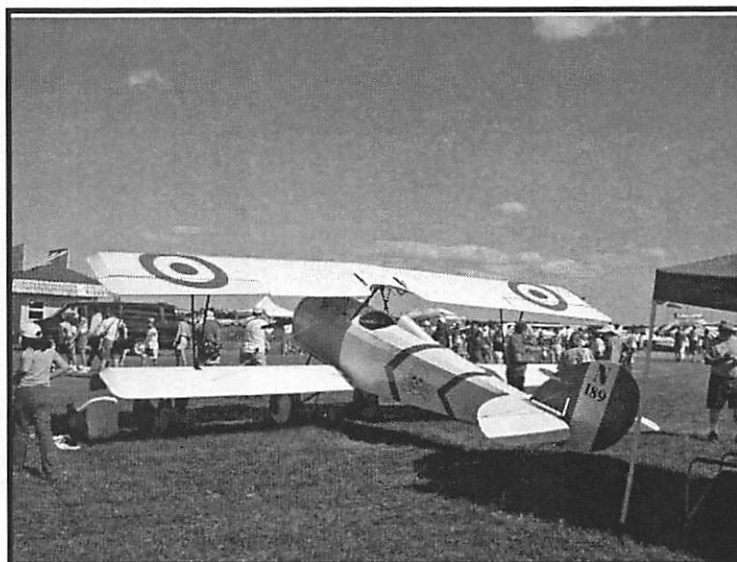
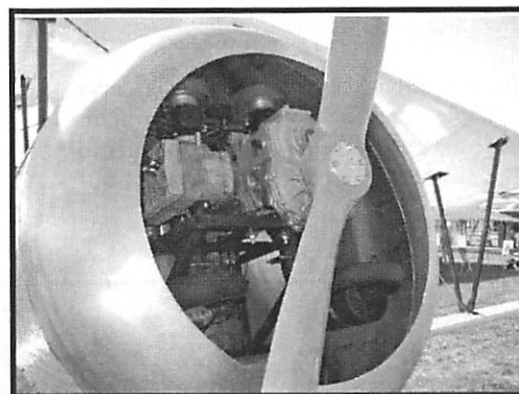
machine gun firing through the prop, the FOKKER E-III (Einedekker).

Construction can be accomplished in a space about the size of a one-car garage in about 300 to 400 hours. Each kit has been set up to allow easy construction using only basic hand tools. All machined and welded parts come pre-done! With the help of the construction video and unlimited builder support, even the first time builder should find construction quick, easy , and rewarding.

If you have any questions regarding any aircraft listed above please contact Robert Baslee (816) 230-8585 or drop me an email at the address below.

Robert Baslee
Airdrome Aeroplanes
929 NW Road 1571,
Holden, MO 64040
816-230-8585

<http://www.airdromeaeroplanes.com/homepage2.htm>



COPA Insurance Rates Holding Steady

With all the bad news around about insurance rates going through the roof since 9/11, there is some good news. COPA just announced the rates on it's very popular Silver Wings program will remain the same for 2003.

This is the program most ultralight pilots use as it provides extremely attractive liability rates. For example, the legal minimum liability coverage of \$100,000 costs only \$108 per year. For those who prefer more than the minimum protection \$1,000,000 costs only \$173 per year. One of the really nice features of the Silver Wings program is that it covers the pilot, not the aircraft. You are covered whether you're fly your own aircraft, a rental aircraft or a friend's aircraft.

Not-in-motion hull insurance is also available through Silver Wings. For more information contact the program administrator, March Insurance, at 1-800-361-1625.

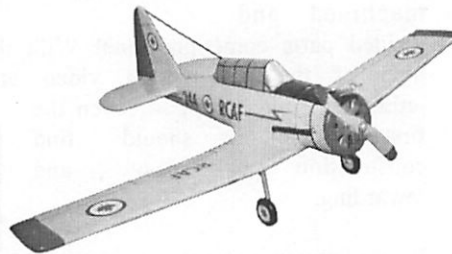
Annual Raffle

The annual CUFC membership raffle is on. This year we have two prizes:

1st prize is an Icom A5 radio

2nd prize is a model Harvard wind vane built and donated by Elmer Dyck

Tickets are \$10.00 each available at the club meetings or from Bernie Kespe.

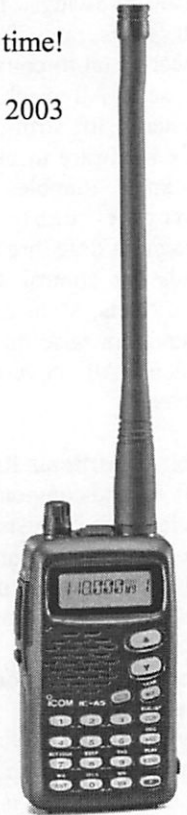


2nd prize: model Harvard wind vane

The draw takes place at the first meeting of 2003 on January 12th.

Remember, you must be a 2003 paid-up member to be eligible to win, so renew your membership and enter the draw at the same time!

Membership fees for 2003 are only \$20.00.



1st prize: Icom A5



Dan Mitchell's fabulous EZ Harvard looks great. Congratulations on a dream come true Dan.

I'll bet Dan would rather win the second prize in the annual draw than the first.

