



Skywriter



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

From The Cockpit

by Bob Kooyman

I want to begin this month's newsletter by congratulating everyone associated with COPA Flight 114 - the Calgary Ultralight Flying Club - for their enthusiasm and eagerness to participate in what has become one of the busiest and best flying clubs in the country. It is your support that makes it such a pleasure to be on the executive.

That enthusiasm was much in evidence at the Annual Winter Social held at the McKenzie Lake Golf Club. 51 people attended and were treated to an excellent four course roast beef dinner with all the trimmings! The silent auction was a hoot with a number of excellent items on offer. At the end of the auction, Barb Foreman conducted a Chinese auction for a Makita drill/flashlight combination. Great fun was had and the bidding was fast and furious. On behalf of the membership, I'd like to extend hearty congratulations for a job VERY WELL DONE to Dave Procyschen. This was one of the best socials held recently and I am already looking forward to next year.

During the Social, Barb F., Brenda K., and several other ladies got together and decided to begin planning the Ladies Auxiliary Tour to accompany Air Adventure 2003. High on the list are tours of quilting shops, antique shops, and any spas which may be along our flight path. If your wife was thinking of coming along,

have her contact Barb. I can see that it may be tough to get into town if there is a sale at the quilting shop, however.

I'd like to continue the discussion I've carried on for the past few months regarding the lack of progress and development in the field of General Aviation. As an engineer and fan of technology and development, I've seen how regulation and economic pressure have acted to freeze light aircraft development in the mid-1960s. Piper and Cessna are still pumping out the same aircraft powered by the same Lycoming & Continental engines they were when I graduated from engineering (years ago). These aircraft are only now beginning to acquire digital electronic engine controls and good fuel injection through the efforts of third party firms.

Alternatives are coming from the ultralight and experimental aviation fields and not from traditional aviation channels. For example, I was struck by Butch Foster's description of his flights in the Long EZ at our last club meeting. Here was a very nontraditional aircraft platform with superior speed, range, and fuel economy. An aircraft that I feel would be an excellent ultralight is Barnaby Wainfan's Facetmobile MX-4 and MX-5. The latter is an aircraft I'd love to build and fly. Check out their website at <http://members.aol.com/slicklynne/facet.htm>. The story about Barnaby's flight to Oshkosh in 1994 is a great read.

Another example is the Cirrus fiberglass aircraft coming onto the commercial market. This is an example of new

technology finally beginning to appear. It features fuel injection and digital engine controls. It has just received certification for two different cockpit instrumentation systems. The first is a traditional dial layout but all the instruments are electrical. Gone are the headaches related to vacuum systems. The second is an ultramodern "glass" cockpit featuring multifunction LCD screens. Look it up on the Web at www.cirrusdesign.com

Ultralight aviation is leading the way into an exciting future for flight. Your club is part of that future. We will be holding our second annual Spring Safety Seminar on Saturday April 26, 2003 from 9:00 AM until ~3:00 PM. The venue is TBA. We've tried to address the needs of the membership as discussed at our last meeting. Bob Kirkby will be talking about radio use and circuit procedures. Transport Canada will be discussing changes in the regulatory environment and flight planning. Lastly, Light Engine Services will be coming down from Edmonton to discuss the care and feeding of Rotax two cycle engines. We will be looking for you to sign up at the next two meetings so we can plan for the numbers.



The opposite of an Ultralight - Beluga.

For Sale

Rotax Starter - Recently rebuilt. \$375. Peter Wegerich 403-861-7148 or wegericp@telusplanet.net (03/03)

Matco 5" tail wheel - Brand new, solid tire. \$250.00 Peter Wegerich 403 862-7148 or wegericp@telusplanet.net

Aircraft circuit breakers - 14 in total, and would like to sell as a set. Can be viewed at <http://www3.telus.net/public/marlvsp/>. Contact Gerry MacDonald 275-6880. (02/03)

Challenger II - 1998 Quad City Challenger for sale, AULA, professionally built, excellent condition, 503 DCDI, electric start, always hangered, 140 hrs TTAF, Stits-Superthane urethane paint, large wheels, heater, all upgrades, logs and records \$27,000 OBO. Allan Botting 403-241-9166 or bottinga@shaw.ca (02/03)

Ragwing Special - plans, fin, stab & rudder built, ribs for top wing built, sitka spruce for longerons and spars, glue and metal parts. \$500. 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, \$12000 OBO. Dave Dedul 403-823-2214 (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)

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.

Hangered, immaculately cared for and maintained only 200 hours. \$20,000 OBO. Call Ted Matthews (403) 722-3810 or trmatt@telusplanet.net (07/02)

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 ads are free to CUFC members. Call Bob Kirkby to place or renew your ad 569-9541 or email to bob@skywalker.ca

Ads reprinted from the St. Albert Flying Club Newsletter

Snowbird I - AULA, single seat, Rotax 503, SCDI, 270 TTAF, 70 TTE, cruise 70, 12 gals fuel, useful load 286lbs, skis, tennessee prop, electric start, stobes, Icom A22 radio, Magellan 2000 GPS, always hangered, \$16,900. Marty Slater 780-481-3866 or m Slater@interbaun.com

Jodel D11 - C85, 55hrs on refurbished engine, 460 TTAF, completely refurbished, skis, \$18,500 OBO, Rob Kellar 780-476-9312.

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.

Continental O-200 - Key start with logs. Certified. 800SMOH. Dan Pandur 780-418-4159.

Rotax 503 - DCSI, rebuilt, A-drive, offers. Dan Pandur 780-418-4159.

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: bob@skywalker.ca

Assistant-editor: Bernie Kespe
bernie.raymac@shaw.ca

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
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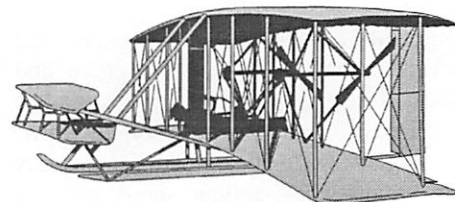
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Director: Dave Procyshen 257-8064
e-mail: dprocyshen@shaw.ca

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

Visit the CUFC web site: www.cufc.ca



The original Ultralight.

Builder's Corner

by Carl Forman

In 1969, before anyone heard of the word "ultralight", Evens Aircraft designed an airplane which he named the "Volksplane". His design philosophy was to make the simplest possible basic aircraft for the novice homebuilder with easy handling flight safety characteristics. The design proved pretty popular and there has been more than 1000 built. It was a single seat, open cockpit, low wing tail dragger typically powered by 50 to 65 horsepower Volkswagen engine. The most unusual part of its design is the fact that the struts run from the top of the fuselage down to the wing. They are in compression in flight and in tension on the ground. The airplane has been modified quite a lot by various builders. The original design was very spartan. Nowadays the cockpit is often enclosed and a turtle deck is added. A two seat version known as the VP-2 exists and, if you are looking for a P51 or Spitfire look-alike, they exist as well.

Club members Bernie Kespe and Guy Christie began building a VP-2 in April 2001. They started with the plans for a VP-2, narrowed the fuselage from 36 inches to 29 inches and redesigned the airplane back into a VP-1. It is now a very roomy single seater.

The redesign didn't stop there.

- The solid wood spar was replaced with a box construction spar. It was calculated to be stronger and lighter than the original.
- The fuselage mounted fuel tank was replaced with two metal wing tanks.
- The fixed landing gear had a reputation for folding during crosswind landings. Bernie and Guy decided to replace it with a more robust Cuby style landing gear.
- They preferred a pushrod and bell crank mechanism to operate the ailerons so the cable system was out.
- The squared off wing tip was rounded.
- They came up with a unique antenna for their radio. It is copper tape attached vertically to a bulkhead with

four horizontal pieces of the tape acting as a ground plate.

- The rear turtle deck was fiber-glassed for esthetic purposes.

Throughout the building process many of the changes were designed using a computer aided design program. Bernie and Guy figured that they saved time by using the computer.

It will be powered by a 1.8 liter Volkswagen engine. Dale Sevik, who was a guest speaker at one of our meetings, custom built it for them. Since it is custom built and not dyno tested, the horsepower can only be estimated to be between 70 and 85. The engine is designed to have a red line of 4200 RPM and, with a 1.6 to 1 reduction gearbox, the propeller will turn 2625 RPM at full throttle. Reducing the propeller speed will allow for a larger diameter more efficient propeller.

Gross weight will be 1100 pounds. With an empty weight around 700 pounds and 18 imperial gallons of fuel on board there is enough capacity left over for one 220 pound pilot. Wingspan is a little over 28 feet and the airplane is about 21 feet long. Stall speed will be around 40 miles per hour with a cruise conservatively estimated to be in excess of 80 miles per hour.

So far they figure that they have spent over 2000 man hours on the project. When I asked them the date of the



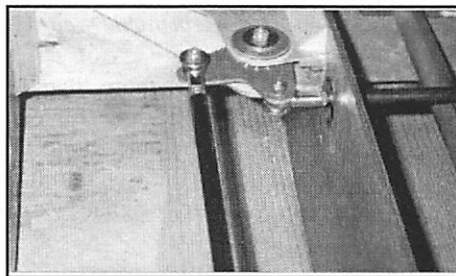
The original Volksplane 1. The guy on the left is Claude Ryan, designer of the Spirit of St. Louis.

first flight they just chuckled. I'll go out on the limb and predict September of this year. It will add to an ever increasing fleet of more modern looking ultralights.

Bernie Kespe

Bernie was born in Germany, moved to Toronto in 195, settling in Calgary in 1980. He took some glider training in 1980 but decided ultralight flying was more to his liking and obtained his ultralight permit in 1985. He is a

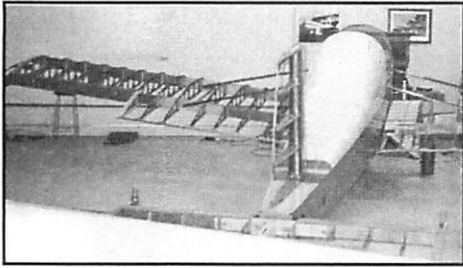
second generation pilot; his dad flew Messerschmitt 109's in the Second World War. The Volksplane is his third project. (Continued on page 4)



Aileron bell crank to replace wires.



Bernie and Guy in the VP shop (Bernie's garage).



The VP2 prior to covering.

Builder's - continued from page 3

He has already built a Chinook and a Murphy Renegade. He enjoys the occasional flight in the Renegade when time permits. Bernie joined the Calgary Ultralight Flying Club in the early 80's. He served as secretary for 12 years before passing the torch last year. He designed and maintains our map, designed the club crest, co-organized many fly-in breakfasts and continues as assistant editor to the Skywriter. He is a land surveyor for Raymac Surveys Ltd.

Guy Christie

Guy Christie was born in Calgary. He started flying Ultralight airplanes in 1997 taking his training with Blue Yonder Aviation at Indus on the EZ Flyer. More recently, he has flown the Merlin in order to get tail dragger experience. Guy joined the CUFC in 1997 and has co-organized fly-in breakfasts with Bernie. He is a sales manager with Burnbrae Farms Ltd. →

Book Review

by Guy Christie

I have just finished reading a book that some or most of you may have read. It is written by Wolfgang Langewiesche called "Stick and Rudder" It was written in 1944 but is still being published as it is so well received by pilots from all walks of life. I have read the book once but I will most definitely read it again. If you haven't read this book, I have been told that it is the bible of civil aviation. The information contained within, is to me, invaluable.

It seems that a lot of pilots who get into trouble sometime in their flying lives become somewhat complacent over time

and therefore dangerous to themselves and others. A book like this can be a good refresher for those of you who would like to take the time to do so.

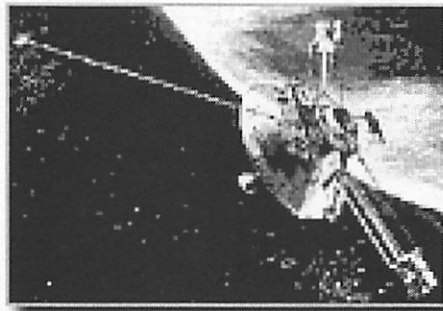
The book covers everything from "How a Wing is Flown" to "Getting Down" and "Dangers of the Air". It simplifies the many aspects of flying that we sometimes may take for granted.

I found the book at Calgary Pilots Supply at the airport and at first I wasn't going to buy it as I thought it too expensive (\$39.95). I was wrong, anything that can give me this kind of insight and understanding about a sport such as ours is well worth it. →

NASA "GHOST SHIP" SAILS TO THE STARS

Reprinted from AvFlash

After more than 30 years and 7.6 billion miles of traveling, it appears the venerable Pioneer 10 spacecraft has sent its last signal to Earth. Pioneer's last, very weak signal was received on Jan. 22,



NASA reported Tuesday. "Pioneer 10 was a pioneer in the true sense of the word," said Dr. Colleen Hartman, director of NASA's Solar System Exploration Division. "After it passed Mars on its long journey into deep space, it was venturing into places where nothing built by humanity had ever gone before. It ranks among the most historic as well as the most scientifically rich exploration missions ever undertaken." →

Flying Events

April 26 - Annual CUFC Safety Seminar. Location and agenda TBA.

May 11 - Sundre Flying club Annual Mothers' Day Fly-in Breakfast. 8:00 to noon. Contact Alf Bicknell 638-9001

May 23-25 - Wings 2003 at the Camrose airport. Geared towards homebuilt and ultralight enthusiasts, antique flyers and warbirds. This is not an airshow, it's a gathering. Contact Camrose Flight Centre 780-922-1212 or www.camroseflightcenter.com

June 13-15 - COPA Convention 2003 in conjunction with the Canadian Aviation Expo, Oshawa, Ontario. For info go to www.copanational.org

July 5 - Chestermere-Kirkby Field annual fly-in breakfast, 8:30 - 12:00. Contact Bob Kirkby 569-9541

July 9-13 - EAA Arlington Flying. See web site for details: www.nweaa.org

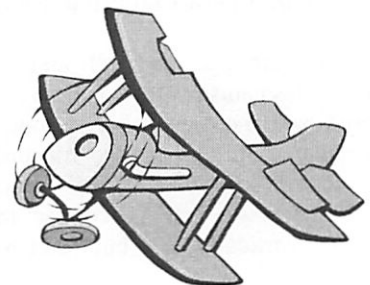
July 19 - CUFC first annual Poker Run and BBQ, Chestermere-Kirkby Field. Look for details in June and July Skywriters. Contact Brian Vasseur.

August 2-3 - Red Deer Air Show, a Snowbirds event.

August 16-17 - Lethbridge Air Show, a Snowbirds event.

September 13 - CUFC annual Fly-in Breakfast, at Indus, 08:30 to 12:00.

If you know of any summer flying events forward them to Bob Kirkby for listing.



Tail Dragger Time

by Andy Gustafsson

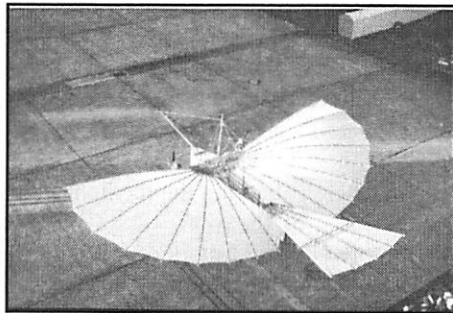
I took to the air last Monday after the snow had accumulated to at least 8 inches on my airfield. The temperature was -6C to -8C with a partly cloudy sky. There were a few snowdrifts as well that made the take-off run very interesting.

A thousand feet should be long enough, you'd think, but when you are going through the snow instead of on top of it, things change. The wind was not a factor so I opted for my 09 runway. It is a little uphill the first half and I thought that I'd get airborne on the hill. Well, it did not happen. I was still plowing through the snow. With the runway ahead of me rapidly getting shorter, I cut power and turned around for another try, now in the other direction. Deep snow makes the chances of a nose-over very real and keeping the tail wheel down low as long as possible is paramount to the success. The Merlin is quite tail heavy and that sure makes it a lot easier.

Again, I advanced the power and the Merlin launched forward. I really had to be on my toes as the snowdrifts really grabbed the main gear wheels. In a frosty cloud of snow the Merlin freed itself from the clasps of the snowdrifts and "free at last" was my thoughts as I stayed in the ground effect to gain speed for my climb out.

After visiting both Kirkby Field and the enthusiastic flyers at Indus I headed back north. My next stop was Chestermere Lake and some hot coffee at the Inn on the north end of the lake. There was some snowmobile traffic on the lake but still plenty of room for me to land. The snow was packed down enough for an uneventful landing but there are many ridges made by the snowmobiles and quads, so be careful. I taxied up to the Inn, swung the tail around and shut down. A few snowmobilers and quad drivers surrounded my plane and I answered the many questions, and corrected many misconceptions about today's sport of Ultra light flying. A lot of people out there still think that Ultra light airplanes

are "flying lawn chairs." We have come a long way since the Wright brothers and the world's first ultra light airplane. The Wright-Flyer's empty weight was 605 lbs. (Or was that Gustav Weisskopf's first flight in 1901? See this web site: www.weisskopf.de/history.htm Very interesting story, judge for yourself. But that's another story.)



Gustav Weisskopf's first flight in 1901?

The landing at my home strip made for the shortest landing run of the year. With the tail very low the snow slowed me down very effectively, but I just had to firewall the throttle and do another go-around. It's good to practice those little more demanding maneuvers to hone one's skill.

I had one fabulous day of flying and it got me thinking of building a set of skis for my plane. Elmer Dyck has installed a pair of skis on his "Chinook" and is having a ball. We normally don't get too much snow around these parts of the country but when we do I want to be ready for the thrill of ski flying.

Happy landings. →

Senior Moments

Three old pilots are walking on the ramp.

First one says, "Windy, isn't it?"

Second one says, "No, its Thursday!"

Third one says, "So am I. Lets go get a beer."

Don't miss the April Meeting!

April 10th

Our guest speaker is Garth Wallace,
Aviator / Author / Publisher / Speaker

Garth Wallace is from St. Catharines, Ontario, (near Niagara Falls) where he learned to fly in a Fleet Canuck in 1964. Garth studied Aerospace Engineering at Ryerson in Toronto long enough to know he should never fly anything that he helped design or build.

In 1971, Garth started a career in general aviation as a flying instructor with the St. Catharines Flying Club. For the next 19 years and 12,000 flying hours Garth worked as an instructor, bush pilot, charter pilot, flying school owner and corporate pilot at various locations in Canada.

Garth's writing career began with flying school newsletters. In 1974, he started a long association with Canadian Aviation magazine as a contributing writer. In 1990, he switched to full-time journalism at MacLean-Hunter as assistant editor of Aviation & Aerospace magazine.

It was during his flying years that Garth met the fun characters and survived the experiences that are the basis for his seven books:

"Fly Yellow Side Up"
"Pie In The Sky"
"Derry Air"
"Blue Collar Pilots"
"Don't Call Me a Legend"
"The Flying Circus"
"Cockpit Follies"

From 1994 to 2002, Garth was publisher of Canadian Flight, the aviation newspaper produced for the Canadian Owners and Pilots Association.

Garth now lives in Merrickville, Ontario (near Kingston) with his wife, Liz. He writes and publishes aviation books full-time. →

The Snooze Button

by Mike Dupuis

My arm stretched out in a half-conscious attempt to slam the snooze button. The alarm clock had broken the morning silence with the six-thirty news. A few minutes later, I was in front of the computer monitor, one eye still closed against the whiteness of the screen. I waited for the aviation weather to download from the Internet and made a decision. It's a go! A brief telephone conversation with my prospective passenger gave me about twenty minutes to get ready and head out the door.

I hadn't really noticed, until I lowered myself into the driver's seat, how stiff and sore my muscles were. As I pushed in the clutch and cranked the little Hyundai to life, I could feel the deep, throbbing ache in my knees from kneeling on the concrete floor where eight hours earlier, I had been entertaining myself with a new hobby; building a sports car. It didn't matter, the pain would subside in time just like any workout at the gym and besides, I had slept well. The cat had avoided me the whole night rather than do his usual tap dance over my blankets at three o'clock in the morning. I guess the smell of the Tiger Balm ointment that I had rubbed on some sore spots before bed was offensive to his nose.

During the drive to the airport, I pondered a problem I had encountered the day before. I need to lift my project car at least two feet higher above the garage

floor if I was to remove the engine successfully. I didn't have much space to work or an abundance of tools. What I did have was a few ideas but they would have to wait.

The weather was beautiful. It was one of those crystal-clear days with a sky so blue that a person could almost reach up and touch the full moon that was braving the daylight hours at this time of the year. As I pumped about three hundred liters of fuel into the Cessna Skymaster, I noticed an absence of wind; rare for this part of the country and even rarer at this time of the year. "Maybe she be won't get sick today." I thought out loud. I laughed at myself for worrying as I filled out the requisite forms and filed my flight plan. I had endured many an uncomfortable flight over the years, some were just...well, downright disgusting.

Over the years, I have developed a dislike for the wind. My flying experience had taught me that wind in the mountains would inevitably produce turbulence. The heaving and pitching of the aircraft was enough to upset anyone not familiar with the sensations of flying. I have been flying long enough now that the only thing that would get me sick on a flight is the smell of someone puking up the contents of their stomach. The very sound of it can make me cringe.

The biologist who was scheduled to fly with me today would be experiencing only her third flight in a fixed-wing aircraft. She had been sick on both of the previous two flights and I was concerned that she was going to be one of those passengers that would never get used to working in an aeroplane. With

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- Gift Certificates
- Rentals (Block time)

the Skymaster fueled, pre-flight inspection complete and a few extra air-sickness bags strategically placed, I walked back in to the Flight Center. My passenger was waiting in the lobby looking as comfortable as a patient at a walk-in clinic. She was an enthusiastic and outgoing person with a pleasant smile but her facial expressions gave away her false bravado as I exclaimed that it was a perfect day for flying.

We were about forty-five minutes into the flight and it was progressing very well. We had located six Grizzly bear and had visually confirmed the locations of three of the six, a high percentage with a rookie observer. We had just started to track the seventh bear and were getting very unusual indications of its whereabouts. The bear, one of several, had been captured in the vicinity of the Kananaskis Lakes as part of the G-8 World Conference preparations. We were circling the southwest corner of the upper lake and had determined that the bear, along with its year-old cub, had swum out to a small island that was about 400 meters from the shoreline. I had never heard of a bear behaving in this manner and neither had the biologist. We circled the little island at least ten times and I flew the aircraft down as low as I safely could. We really wanted to see this bear and confirm its unusual behavior in addition to getting a good fix on its location. My eyes were trained carefully on the island. Without any wind, the water was like a mirror and it was difficult to estimate my height above the surface without seeing solid ground below me. I was looking along the shoreline and among the few trees that

(continued on page 7)

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DAN HAWKEN

7 **Snooze button** - continued from page 6 had managed to take hold between the rocks and sand of the little island. It couldn't have been more than 200 meters across at the widest point. It was clear from the bear's radio-collar signal that she was on this little clump of ground but we continued in circles without seeing it. It's amazing how such a large animal can hide in such sparse cover.

As I banked the aircraft over a little harder to adjust the circumference of the circle we were flying, I heard coughing and then gasping. I knew that sound all too well and began to level the wings to stabilize the aircraft as soon as I was able. I was too close to the terrain so I could not look away without risking a collision. As I pointed the aircraft away from the half-circle of mountains that formed the shoreline of the lake, I focused my attention inside just long enough to observe the total miss of a hurriedly opened airsickness bag. I knew immediately that I would have to abort the balance of the flight mission. Without hesitation, I cranked the aircraft into a hard turn and lined up the Skymaster like a bomber heading for its target and "acquired" the bear's coordinates on the GPS as we flew directly over the island hideout. It was pointless to concern myself about my passenger for the few extra seconds of hard maneuvering that it would take to complete the task. If she were to get sick again at that moment, it would hardly make any difference to the mess that was dripping down the instrument panel in front of us and I couldn't imagine how I could make her feel any more uncomfortable than she was at that moment.

She hadn't missed much except the inside of the sick bag! I could still see a few dry spots on her sweater where the projectile vomit had passed, arcing its way to a more distant target. Her pants, the sleeves of her sweater and the telemetry radio gear were covered with an indescribable fluid. I reached for my window latch. Unlike the stream of fresh air that blasts in through a car window, the little vent window sucked the cabin air right past my nose on its way out. I should have remembered that it would be

useless to open it; my reactions were instinctive.

The name of the victim is not important to this story because it is a saga that has played time and time again. Whether it is barfing Biologists, vomiting Veterinarians, rasping Rangers or woozy Wardens, the outcome is about the same. Some situations are more colorful than others and this event happened to be in full Technicolor.

Twenty minutes later, I had cleared the mountains. By this time, a full roll of paper towel was used up in a heroic but unsuccessful attempt to clean up the mess. Another airsickness bag had been put to use and in both times that it was employed, it caught the entire outflow. I was beginning to feel the need to use a bag myself. The overhead air vents were open wide but I could still smell that horrid stench. There were thin greasy swirls still coating the gauges in front of my passenger. Any attempt to wipe the glass would only succeed in spreading the streaks and adding to the constant reminder every time I looked at the gauges. I had to get my mind off of the situation.

I tried to focus on flying but I still had ten minutes before I would be contacting the control tower and I had already gone through my preliminary checklists. I thought about the Porche 944, sleeping in my garage. I began devising a plan to elevate both ends of the car using the front wheels to support the rear of the car. I could imagine how the rear tires would nestle into the rim of the wheels as they lay on their side. The natural depression of the rims would prevent the car from rolling forward or back. With the car steadied by the rear wheels, I could put some wood blocking under the front jack-stands and lift the car at least another foot or so. It might provide enough room for me to remove the front suspension and drop the engine out the

bottom of the compartment.

The thought of dropping out the engine reminded me to slow down so I could lower my landing gear. Not wanting to spend any more time in the air than necessary, I had been making a high-speed approach to the runway. I had to concentrate because I wanted to clear the runway at the first exit nearest to the flight center and the extra speed would make it difficult. I had no desire to spend five extra minutes in that smelly aircraft if I missed my first exit from the runway. I touched down smoothly and cleared at the first turn. After a short run along the taxiway and onto my assigned parking area, I shut down the engines. As the front propeller stopped, the blast of fresh air through the open windows and vents was gone. It was all that I could do to remain patient as my passenger slowly gathered herself up and exited the aircraft. The only door, also covered with vomit, was on her side of the aircraft. I slid out of the aircraft without touching the seat or the door. I must have looked like a contortionist as I squirmed and wiggled past the soiled seat and out onto the ramp.

The flight had spoiled my desire to do any more flying that day. With the paperwork completed, I headed home to work on the Porche where I could get lost in the smell of oil and antifreeze. After today's experience, I was looking forward to more sore muscles and a good night's sleep. Maybe, if I was lucky, tomorrow would bring another windless day. →

Mike Dupuis operates Canadian Flight Training Centre at Springbank



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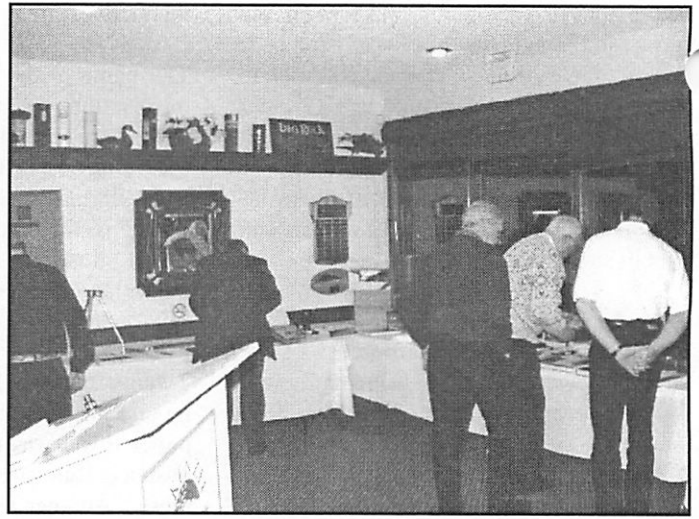
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Scenes from the 2003 Annual CUFC Dinner (photos by Carl Forman)



51 souls feasted on roast beast.



Silent auction bidders ponder their bids.



It's nice to see the spouses having fun too.



Auctioneer Barb got over \$100 for the Makita drill.



Treasurer Carl collects the money. Total receipts were \$708.



Collin, Ken and their wives seem to be having fun.