



# Skywriter



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

## May 2003

### From the Cockpit

by Bob Kooyman

I've been reading some of Garth Wallace's books and howling with laughter. My wife is reading them with me and has a keen appreciation of his humor. She took some of Garth's comments to heart regarding the things we call airplanes. She also thinks flaps should flap and can't understand why a plane that can't fly needs landing gear. He has taken to calling my project the "errorplane".

It must be spring. I found myself thinking of the project airplane I really haven't had time to even look at all winter. One area where I haven't invested yet is the cockpit instrumentation.

In the past, I've commented about how the traditional certified aircraft industry is very resistant to change. One area where this is not true is in the cockpits of new aircraft. We all have memories of visiting the cockpits of older jetliners and being overwhelmed by the rows and banks of round gauges. Round gauges are an endangered species in the cockpits of new aircraft, however. Gone are the gauges in favour of flat pane multifunction displays. Digital technology abounds. And this technology is creeping downwards. It is now found not only in the Boeings, Airbuses, and military but most modern business aircraft now are

being equipped with glass cockpits. Even some of the newer certified aircraft are showing up with fancy engine monitoring systems. I always thought that this technology would be too expensive for ultralight aircraft however.

I spent some time on the web looking into instrumentation for my project airplane and got a surprise. I won't be putting a flat pane display into the "Aplane" but I am looking into some neat digital instruments that could save me significant dollars.

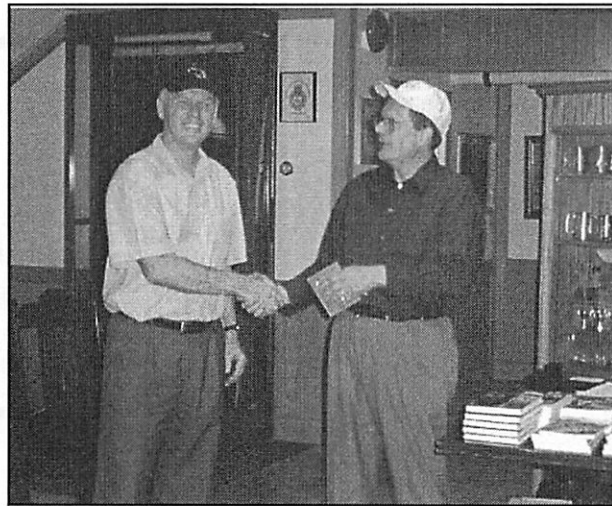
The Aplane is a basic ultralight with a two cylinder air cooled engine. I'll need an airspeed indicator, altimeter, and compass for flight instruments, and a tach, Hobbs meter, two EGTs, and two CHT's for engine monitoring. A voltmeter to check the battery/regulator would also be nice to have. I went onto UMA's website to price

out traditional round gauges. The total came to US\$1135 or Cdn\$1700. Ouch! If I shopped around I'm sure I could cut this down 20% or so, but instrumentation is going to be a big part of my plane.

I kept poking around and found some neat alternatives. Several companies make an alpha numeric display units that can monitor my engine. These varied in price and capability but looked to be a good alternative.

Then I found a line of gauges called the Stratomaster Smart Single. They are distributed in Canada at [www.para-aviation.ca](http://www.para-aviation.ca). Three gauges replaced all my engine monitoring and flight instrumentation for a cost of Cdn\$1017. One digital gauge combines the Altimeter and Air Speed Indicator for the same price as one round gauge. A second gauge contains a complete engine monitoring package (includes hobbs and flight timer functions). The sensors were included in the price! The only round gauge I'd need is a compass and digital versions of this are in the works. I looked online at the Adobe .pdf manuals. Even Stu could install and run these units. Standby ultralights, our world is about to change.

One thing that won't change is a need for knowledge and safety. I hope everyone attended and enjoyed the Spring safety seminar on Saturday 26 April 2003. I welcome your feedback on making this an annual club function. →



Carl Forman thanks Garth Wallace (right) for speaking to the club at the April meeting.

# For Sale

**Super Koala** - Rotax 503, DCDI, Culver wood prop. Airspeed, Altimeter, Tach, CHT, EGT, Hour meter, Fuel gauge, cabin heat. 200 TT on new engine and airframe. \$14,000 OBO. Dale (403)293-3826 or [rhi@telusplanet.net](mailto:rhi@telusplanet.net) (05/03)

**New Zanzottera Engines** - 45, 65 and 90 hp. For details and pricing call Peter Wegerich, 403-862-7148 or email: [wegericp@telusplanet.net](mailto:wegericp@telusplanet.net) (05/03)

**Trade** - One year old Full Lotus 1260 floats, as new, for Mono 2000 Full Lotus. Russ White 250-353-2492 (04/03)

**Paramotor and Wing** - WalkerJet Super Hawk, year 2000 model Solo 210 motor w/ Electric Start 25 hrs of total flight time Medium FreeX Pure Wing (2001) \$5800.00 complete. Troy Branch at wk 279-6060, hm 936-8424, or [troy.branch@tsesteel.com](mailto:troy.branch@tsesteel.com) (04/03)

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

**Matco 5" tail wheel** - Brand new, solid tire. \$250.00 Peter Wegerich 403 862-7148 or [wegericp@telusplanet.net](mailto: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/marlysp/>. 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](mailto: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](mailto: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](mailto:ssimpson@telus.net) for pictures. (02/02)

*Notice: Classified ad are free to CUFC members. Call Bob Kirkby to place or renew your ad 569-9541 or email to [bob@skywalker.ca](mailto:bob@skywalker.ca)*

**Ads reprinted from the St. Albert Flying Club Newsletter**

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

**Team Airbike plans** - complete set, manuals, excellent condition, \$200 including shipping, OBO. Reg Lukasik 780-459-0813.

**Rotax 447** - CDI, B-drive, overhauled. Dan Pandur 780-418-4159.

**Puddlejumper amphibious floats** - used, \$2500. 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](mailto:bob@skywalker.ca)

Assistant-editor: Bernie Kespe  
[bernie.raymac@shaw.ca](mailto: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](mailto:kooyman-eng@shaw.ca)

Vice-President: Stu Simpson 255-6998  
e-mail: [bushmstr@telus.net](mailto:bushmstr@telus.net)

Secretary: Mac Harrison 208-0446  
e-mail: [cimac@telusplanet.net](mailto:cimac@telusplanet.net)

Treasurer: Carl Forman 283-3855  
e-mail: [forman.c@shaw.ca](mailto:forman.c@shaw.ca)

Director: Dave Procyshen 257-8064  
e-mail: [dprocyshen@shaw.ca](mailto:dprocyshen@shaw.ca)

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

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

**Gas tank** - plastic, US Coast Guard approved, 11.5 US gals., new in box, \$75. Ron Swan 780-477-6112.

## Door Prize

The door prize at the June meeting will be a combination Makita cordless drill & flashlight. Value \$99.

Don't miss this meeting.

## Builders' Corner

by Carl Forman

The introduction of the ultralight category of aircraft in the early 80's resulted in lots of new basic aircraft designs. Simpler, lighter and more affordable aircraft came on the scene. Some of these aircraft now challenge certified aircraft for performance and sophistication. The Bush Caddy is an example of such an airplane. I visited Glen Bishell at his hangar/shop recently. Glen is busy finishing a Bush Caddy which he recently purchased in nearly complete condition. For the record, it



*The Bush Caddy*

isn't really an ultralight airplane at all. With a gross weight of 1500 pounds, it and will be registered in the homebuilt category. However, the Bush Caddy can be purchased as an ultralight as well.

It is sold in kit form by Canadian Light Aircraft Sales and Service out of Quebec. The ultralight version can be purchased as a completely assembled aircraft. As the name implies, the airplane is designed to be a bush plane in the Canadian tradition. It is a rugged all metal two seat tail dragger which can be converted to floats or skis.

Glen's airplane is equipped with a 100 horsepower Continental 0-200 engine. With a fuel capacity of 34 imperial gallons and a burn rate of 4.5 gallons per hour, it will fly from here to eternity and still have a 45 minute reserve. With flaps

extended to 40 degrees it has a stall speed of only 32 miles per hour and it will get in and out of almost any strip or field. Cruise speed will be a very respectable 110 miles per hour at 75 percent power or 90 miles per hour at 60 percent power. Cabin width is a generous 44 inches which makes it quite roomy inside. It can carry 432 pounds of passenger and baggage in addition to full fuel. There is generous storage room behind the seats.

The original builder put 3000 hours into the project. Glen figures that it will take about 200 more man hours to get it flying. Homebuilt aircraft must be inspected during various stages of construction. The inspection slips go out of their way to praise the quality of workmanship. Glen was pretty lucky to be able to buy such a well built, almost completed Bush Caddy. Apparently the original builder prefers building more than flying. A new project caught his fancy so he sold the Bush Caddy.

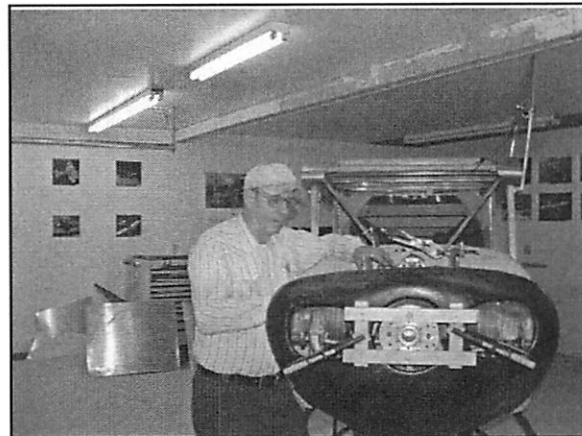
In no particular order, here are some of the Bush Caddy's features that caught my attention:

- \* The elevator trim mechanism is not the traditional trim tab. It is a spring which can be adjusted to alter tension on the elevator push/pull rod.

- \* Glen has upgraded the tail wheel to a steerable Scott 3400 free casting design.

- \* Cleveland brakes are installed. Each wheel can be independently braked. With the free casting tail wheel and the independent brakes, Glen figures that it will turn on a dime and give a nickel change.

- \* The main landing gear shock absorption is provided by bungee cords. This system is not exactly modern. It probably predates the First World War. However,



*Glen fits the nose bowl to his Bush Caddy.*

it is effective, low maintenance, cheap and reliable.

- \* Fairings will be put on the wing struts in order to reduce drag.

Glen figures that the Bush Caddy is perfect for his flying needs. His wife, Alice, is looking forward to being able to fly with him too.

If you're interested, Bush Caddy have a great website. Just type in "Bush Caddy" on you search engine and you will find it.

### Glen Bishell

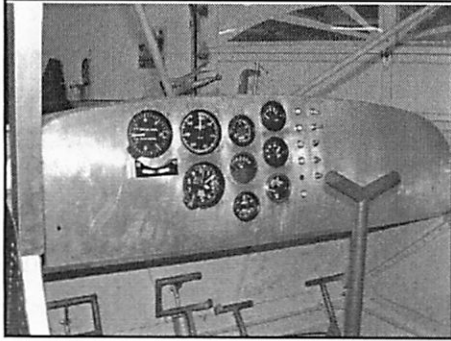
Glen was born in Consort Alberta. Like most guys in the CUFC he was fascinated with airplanes since youth. As a member of the air cadets he received familiarization rides in the Beech Expeditors and C119 Flying Boxcars.



Glen started flying lessons in 1992, took a three year break and obtained his Ultralight pilots permit in 1995. Last fall  
*(Continued on page 4)*

*Builders' - continued from page 3*

he took more flying lessons and received his Recreational Pilot Permit. He learned about the Calgary Ultralight Flying Club while attending the 1995 Red Deer air show and joined the club the same year.



*The panel of Glen's Bush Caddy.*

He purchased a Beaver in 1995, upgrading to a Bushmaster in 1998. Both of these airplanes were sold this spring to make room for the Bush Caddy. He noted that demand was quite strong and he could have sold several more Beavers or Bushmasters if only he had them. He has his own airstrip and hangar/shop facility a mile and a half north of Carstairs. Each September he sponsors a fly in breakfast.

Glen worked for Alberta Government Telephones from 1958 to 1973 before starting his own landscaping and contracting business. He is now semi retired and does a little contracting work from time to time for some of his long standing customers. →

**Rotax Speed 60**  
Third Annual Timed Event  
Open to ALL Rotax Powered Aircraft

Sponsored and hosted by LIGHT ENGINE SERVICES LTD.  
and the ST. ALBERT FLYING CLUB.

Date: Sunday May 18th, 2003  
Place: St. Albert Airport  
Time: Pilots Registration @ 8:00 a.m./Event starts @ 9:00a.m.  
(Rain Date: Monday May 19th. 2003)

"Rotax Speed 60" is a timed event consisting of a 60 mile triangle course. Start and Finish lines are at the St. Albert Airport. Observers will be at each turn point to verify that participants make the turn point correctly ("no cutting the corners").

Participating Aircraft will depart the St. Albert Airport at two (2) minute intervals on a random basis. The course will be flown at no less than 500 ft AGL above the highest obstacle and all rules of airmanship will be observed.

The Finish Line will be overhead of taxiway ECHO at 500 ft. AGL followed by a circuit and landing. Surface winds will determine left or right and circuits. Finish Line personnel will advise active runway on 123.2

**PRIZES WILL BE AWARDED IN THREE CATEGORIES:**

- CLASS I All aircraft powered by ROTAX 277, 377 AND 447 engines.  
CLASS II All aircraft powered by ROTAX 503 SC and 503 DC engines  
CLASS III All aircraft powered by Rotax 532, 582,618 and 912 engines.

This year the Rotax Speed 60 will be followed by a BBQ in the afternoon @ Snowbird Aviation. We will be inviting the Calgary Ultralight Flying Club and other interested aviators to participate in this event.

Dan Pandur/Bob Robertson

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## Engine Choices

by Peter Wegerich

In this article I would like to talk about some available engine options. I will look at engines in the 65 HP range as this suits my needs. I'm replacing a Rotax 503.

The Rotax 582 is the first one that comes to mind. We are all familiar with this engine. It is rated at 65 HP with 55 ft/lbs of torque and is water-cooled. It has a basic warranty and a TBO of 300hrs. There are lots of Canadian dealers. But it needs a radiator and hoses to complete the installation. A little pricey, but lots of 582's flying in this club.

Hirth has a new model. A remake of the 2703 renamed 3203. It has smaller carbs and rubber inlet guides. It claims to run cooler with greater fuel efficiency. It has a 3-year crankshaft warranty and an advertised TBO of 1000 hrs. This would make you think that it would run forever between rebuilds as most of us will never see 1000 hrs. on our engines. I researched this on the net. It looks like nobody including Hirth has ever had an engine run this long! Hirth has No Canadian dealers. I had hoped to buy with loonies.

Compact Radial Engines has a MZ202. This was the Zanzottera engine from Italy. It is now being built in Surrey, BC. That's almost local! The MZ202 has the same HP as the 582 but is air-cooled and weighs less than the 503.

2-cylinder inline two-cycle engine.

Bore: 76 mm

Stroke: 69 mm

Displacement: 626 cc

Rotation: Anti-clockwise from PTO

Cooling: By propeller or fan system

Ignition: Double electronic

Fuel Metering: Dual carburetors

Starter: Electric

Generator: 180 Watt

Max brake output: 65 HP @ 6250 RPM

Max torque: 60 Ft/Lbs @ 5200 RPM

Max permissible RPM: 6250 RPM

Lubrication: Oil in unleaded gas 50:1

Reduction ratios available: 1:2.18, 1:2.55, 1:2.88, 1:3.11, 1:3.66

Complete engine weight: 37 kg (82 lbs) incl. reduction, electric starter, exhaust

Notice the lower max RPM and torque range. The 582 has 55 Ft/Lbs @ 6000 RPM

The MZ202 has reed valves on the intake for a flatter torque curve. This is important with the fixed pitch propellers that we use. The cooling fan is on the flywheel eliminating the fan belt and it's potential failure as in the 503. It comes complete with wiring harness, carbs, air filters, exhaust, starter and fuel pump to ease the installation. Warranty is the same as Rotax but the crankshaft has a lifetime warranty. TBO is 500Hrs. Pricing is a little less than a 582, but with no rad or coolant piping there is some extra saving and some of the money stays in the country!

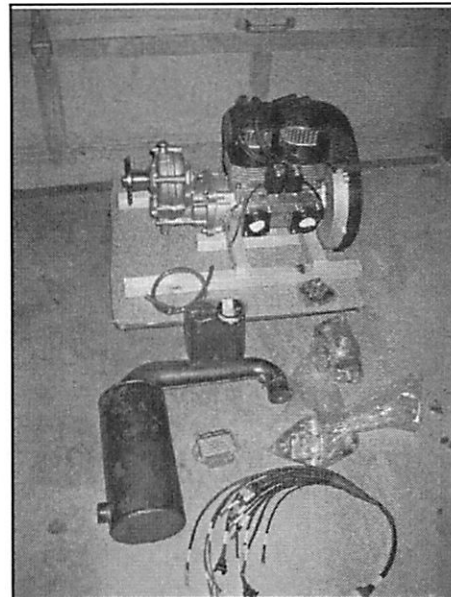
I have installed an MZ202 in my Cuby II. So far I only have a few hours on the installation. I am using a 2-blade 65" Powerfin propeller. This is not the best size for climb but it cruises quit nicely. I'm not sure what my climb rate is yet but it certainly has improved. I don't want to run at full power too long until I have a few more hours on the engine. Fuel consumption seems to be in line with the 582. If I fly at the same speed as I did with the 503 it burns slightly less than the 503 did. I need to do some 1 hr. flights at a steady speed to come up with a good fuel consumption curve.

I will write again about the installation and performance.

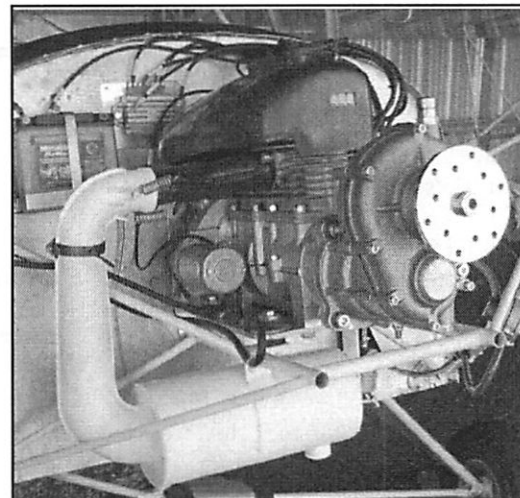
I think this could be a good alternative to the 582. The more I run the MZ202 the more I like it.

Engines of 45, 65, and 90 HP are also available.

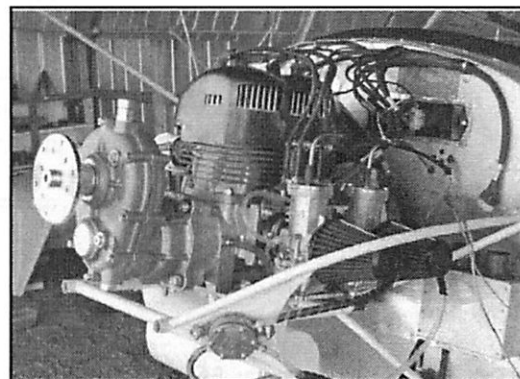
If you have any questions about this engine or would like some pricing please call me at: 403-862-7148 evenings and weekends or email me: [wegericp@telusplanet.net](mailto:wegericp@telusplanet.net) →



*The Zanzottera MZ202 as it comes*



*Mounted in Peter's Cuby II*



*Note Dual CDI Ignition mounted on firewall*

# Flying Events

**May 4** - Red Deer COPA Flight 92 fly-in breakfast and Rust Remover seminar. Contact Dicky Mulder 403-343-6924

**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](http://www.camroseflightcenter.com)

**June 1** - Medicine Hat fly-in breakfast, 0900 to noon. Contact Heather Lewis at [hlewis@memlane.com](mailto:hlewis@memlane.com)

**June 8** - Innisfail annual fly-in breakfast, 0700 to 1100. Use Rwy 16-34. Contact Herluf Nielson 403-728-3457.

**June 13-15** - COPA Convention 2003 in conjunction with the Canadian Aviation Expo, Oshawa, Ontario. For info go to [www.copanational.org](http://www.copanational.org)

**June 14** - Lethbridge COPA Flight 24 fly-in breakfast, 0800 to 1100. Contact Guy Bishoff

**June 15** - Lloydminster annual Father's Day fly-in breakfast, 0800 to noon. Contact Martin Johnson 306-893-2776

**June 21** - Glen Bishell's annual fly-in brunch, 0800 to noon. Contact Glen at 337-2564

**July 12** - 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](http://www.nweaa.org)

**July 19** - CUFC first annual Poker Run and BBQ, at Indus. Look for details in June and July Skywriters. Contact Brian Vasseur.

**July 20** - Vulcan annual fly-in breakfast, 0800 to 1130. Contact Gary Gair 403-485-2530

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

**August 9** - Pincher Creek COPA Flight 77 fly-in breakfast. Contact Al or Debbie Cornyn: [acornyn@telusplanet.net](mailto:acornyn@telusplanet.net)

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

**August 24** - Hanna annual fly-in breakfast 0730 o 1100. Contact Mark Fredericks 403-854-4522

**September 13** - CUFC annual Fly-in Breakfast, at Chestermere-Kirkby Field, 08:30 to 12:00.

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## May Meeting

Our speaker for the May meeting will be Greg Ursel from CASARA. Greg is the CASARA Zone Commander for Calgary.

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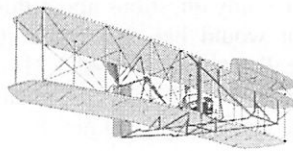
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## June Meeting

At the June meeting we will arrange to have an instructor attend to go through the requirements for the Radio Operators License and administer the test. All those who do not yet have this license will be able to obtain it then. Details to be announced at the May meeting.

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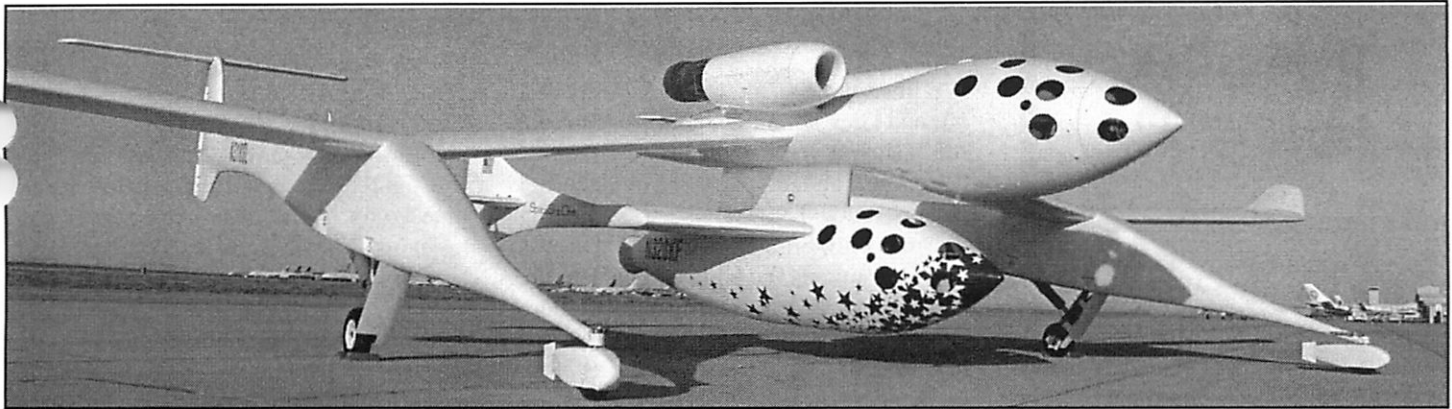
## AOPA Comes To The Aid Of Official Wright Flyer Replica

AOPA has filed a waiver petition on behalf of Ken Hyde to let him flight test two replicas of Wright Flyers, including the official replica of the 1903 Wright Flyer, which will take part in the Centennial of Flight commemoration in Kitty Hawk in December 2003.

Hyde contacted AOPA President Phil Boyer directly, after discovering that the small airstrip where he's attempting to duplicate the Wright brothers' accomplishment falls just within the Washington, D.C., air defense identification zone (ADIZ). (Aircraft without radios and transponders are prohibited from flying in the 25,000-square-mile security zone surrounding the Washington-Baltimore area.)

"We are very hopeful that the Transportation Security Administration (TSA) will recognize both the historical significance and lack of a threat these aircraft, like other small general aviation aircraft, represent and will quickly approve a waiver," said Boyer. Hyde is ready to flight test both the 1903 replica and a 1911 Wright Model "B" Flyer reproduction as part of a documentary on his remarkable job of reverse engineering. While the 1903 Flyer is the showcase, Hyde's project spans the evolution of the Wrights' aircraft, from their early gliders through the Model "B," which was their first production aircraft.

"In talking to the TSA, AOPA has stressed the extremely unusual nature of these aircraft and their inability to comply with the ADIZ regulations," said AOPA Vice President of Air Traffic Policy Melissa Bailey. "They have no electrical system to support a transponder. And they're so inherently unstable that it would be both unrealistic and unsafe for the pilot to let go of the controls and use a handheld radio to talk to air traffic control."



*Mojave, California, April 18, 2003*

Scaled Composites today unveiled the existence of a commercial manned space program. This previously hidden, active research program has been in the works at its facility for two years. This program includes an airborne launcher (the White Knight), a space ship (SpaceShipOne), rocket propulsion, avionics, simulator and ground support elements. SpaceShipOne is Scaled Composite's entry into the X PRIZE contest. The X PRIZE is a \$10,000,000 prize to jumpstart the space tourism industry through competition between the most talented entrepreneurs and rocket experts in the world. The \$10 Million cash prize will be awarded to the first team that: Privately finances, builds & launches a spaceship, able to carry three people to 100 kilometers (62.5 miles); Returns safely to Earth; Repeats the launch with the same ship within 2 weeks. Twenty teams from seven countries have entered the race. Further information about the space program is available at the Scaled Composites website: [www.scaled.com](http://www.scaled.com) and the XPRIZE web site: [www.xprize.org](http://www.xprize.org)

## Plastic Aeroplanes Part 2

by Ed D'Antoni

When Bob Kirkby's April issue desperation call for articles came out I quickly put together some information on European light aircraft. I failed to mention that all of the aircraft that meet European JAR specifications also meet the Canadian advanced ultralight standards and can be registered as Ultralights or Advanced Ultralights in

Canada. The holder of an Ultralight Pilot Permit can fly these aircraft legally. If one has a PPL or RPP they can also carry passengers.

I also erred when stating direct drive aircraft engines produce 2 HP per pound. What I meant to say was gear reduction drive engines typically weigh 1.3 pounds per HP produced while direct drive engines weigh 2.0 lbs per HP produced.

I picked up a copy of Aviation and Pilote in Montreal last week. A couple of aircraft that caught my eye were the 610 lb. Sting Carbon, a carbon fibre 912 powered aircraft with a stall speed of 34 mph, cruise and max speeds of 155 and 190 mph respectively. Another is the

912-powered A22Vision, which weighs 565 lbs and cruises at 120 mph. The photo easily explains the name Vision. The gross of both aircraft is 1240lbs. Both aircraft, including 912 sell for about \$35,000.

It was interesting to see that the Kitfox IV is sold in Europe as the Eurofox. In the magazine I found the website [www.aerotrophy.com](http://www.aerotrophy.com) which carries extensive information on new light aircraft.. The website is not in English but is understandable. →



The A22 Vision



The Sting Carbon



The Sting Carbon panel

# Destination Claresholm

by Elmer Dyck

I finally found a day when I could bum a ride with Andy in his Merlin, as crew member. I had originally planned this day as a "wife" day, as it is important to keep my wife happy (if she ain't happy, ain't Nobody happy). However, with some meaningful groveling, as Stu put it, I was able to take Andy up on his invitation.

We set off from Andy's strip at Conrich, which is almost a story in itself, as dodging horse turds and a big hump in the middle of his runway are but two of the obstacles to overcome. Andy uses the hump to his advantage to launch the Merlin into the air. After becoming airborne it is an immediate gradual climbing turn to make sure to miss the buildings at the end of the runway (belonging to his boss).

Off to Kirkby's we went where the slowpokes were just getting their eyes open. Some people don't do mornings very well.

The troops on this day were to be Carl, Stu, Glen Clark, Andy and myself. Carl was finishing up some last minute repairs and I got to help him put his wing back on. Stu was just starting his green beast (hand propping) and Glen was just arriving. We all flooded Carl with expert advice until finally we were ready to go.

We thought!

We lined up, Stu #1, Carl #2, Andy & I #3, and Glen #4, all Dragonflies. Stu tool off & then it was Carl's turn. He radioed "airborne" and in the same breath said "engine out". The excitement was dying down as only Stu got to fly, and that was only one circuit. We all taxied back to the hangar area where we dispensed more expert advice. Finally Carl decided it was best to do his repairs and test flying close to home so he wouldn't have so far to walk if our expert advice wasn't as expert as we all thought.

So we lined up again, Stu #1, Andy #2 and Glen #3. This time I couldn't be left out so I arbitrarily decided to be #2 1/2. We headed south, destination Claresholm. We were pushing a southwest wind which hampered our ground speed somewhat (sometimes to around 40 mph). I monitored this fairly closely on my GPS and Andy flew almost a perfect course. We had to steer east slightly to go around Frank Lake as nobody wanted to take the chance of an impromptu swim. Around this area the winds and turbulence weren't letting us maintain a set altitude. At this time Stu was doing his impression of a yo-yo as he was first well below us and at other times well above us, and we were doing the same. At one point Andy thought he lost me as I came up against the seat belt rather abruptly. I couldn't see much of what Glen was doing because he stayed somewhat higher than us most of the time and was hidden from my view by the wing.

It was on this leg that I realized why Stu is so adamant about not buying a GPS...he just radio's over and asks his wingmen, who have GPS's, to relay the pertinent information to him. (Pretty sneaky Stu.) However, being the troopers we were we didn't leave him in the dark and passed on all the information.

Besides, how could he be number one if he didn't know anything?

The landing at Claresholm was uneventful but the wind was quite strong. We figured we would make much better time going home. Glen left us and went to Indus, Stu back to Kirkby's and we headed straight back to Andy's field.

Andy is such a multi-talented pilot because to land at his field he has to check wind, then becomes an airborne cowboy and herd the horses out of the way, and finally he has to land before the hump or it's downhill all the way. This is not really a strip for the novice pilot to practice at, but he seemed to have everything under control.

According to my GPS we made a round trip of 170 miles with an overall average speed of 52 mph.

I thank Andy for inviting me on this trip at a time when my Chinook was down for tender loving care, and Stu and Glen for putting up with me. I felt perfectly at ease in the Merlin, even with the instability of the air around us.

Andy, I hope you will keep me in mind again sometime as I thoroughly enjoyed the trip. ➔

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A 727 on a scheduled service run into Orlando descending below 15,000 feet ... During one three-minute span the aircraft received five "vector for traffic" calls from Approach Control. Upon receiving the sixth the Captain asked, "Are we the only ones up here with ailerons today?"

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