



Skywriter



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

June 2003

From The Cockpit

by Captain Bob Kooyman

It looks as if summer has finally joined us after winter usurped spring. Warm days and mild winds herald the start of another fine flying season. The Club has a bumper crop of flying events planned for the upcoming season.

The season kicks off with Bob Kirkby's Chestermere-Kirkby Field annual fly-in breakfast at Chestermere-Kirkby Field 12 July, 2003 from 8:30 - 12:00.

Brian Vasser is organizing the First Annual CUFC Poker Run and BBQ at Indus Winters Aire-Park 19 July, 2003 CUFC. Look for details in the July Skywriter.

The Dragonflies are warming up their engines for some assorted sorties prior to the Air Adventure 2003 to take place on August 18 to 23. Aably lead by Stu Simpson, plans this year call for us to make a tour of Northern Saskatchewan with overnight stops in Kindersley, Saskatoon, Cold Lake, and Wetaskiwan. We are arranging for tours of the RAF gyro factory, the ATEF at CFB Cold Lake, and the Reynolds Museum. A number of wives are planning to accompany us this year so lock up your credit cards! An unprecedented number of aircraft have committed to the tour. At this time we are looking at ~25 aircraft, mostly ultralights! The theme of this year's tour is a salute to powered flight. Mac Harrison is planning a media campaign to help us display our

aircraft at the various stops along the way. If you have some time available, I know Mac could use some help with telephone calls. Please volunteer to assist us to make this the most successful trip ever!

The final event of the year will be the Annual CUFC Fly-in Breakfast at Chestermere-Kirkby Field on 13 September 2003.

With so much flying planned, safety will need to be a big part of our plans so we can all get together again in September. The recent deaths of two pilots in an ultralight crash near Grande Prairie is a stark reminder of the risks we face when we fly. I've contacted Transport Canada and they are conducting an investigation into the accident. I hope to have some more information prior to the 12 June 2003 meeting. In the meanwhile, conduct a THOROUGH inspection of your aircraft prior to each flight and ensure that any deficiencies identified are documented and rectified.

Have a safe and fun filled summer and I look forward to seeing you all back for our meeting in September. →

A Young Eagles Day

by Bob Kirkby

For some time now I have been thinking of organizing a Young Eagles day at the Chestermere Aerodrome. Since I didn't get it done last summer, and the EAA deadline for flying 1,000,000 Young Eagles is

December 17, 2003, I thought I had better get it in gear. At the May meeting it was agreed that since the CUFC is now a COPA Flight it made sense for the club to get involved and I agreed to organize it as a club function. I was very please to see so much support for this idea.

A Young Eagles day can be very good for our segment of aviation. It will give the club good publicity, help to build support for recreational aviation in the local community and best of all give some kids the opportunity to take their first ride in a small aircraft, and learn what real flying is like.

I would like to target flying 30 kids. In order to accomplish this we will need 4 or 5 Young Eagle Pilots and their passenger-ready aircraft, plus some volunteers to handle the organization and ground work. I estimate 4 people plus the pilots. Please email or telephone me if you are willing to volunteer - kirkby@cablesbvacc.com, 569-9541(E), 291-5560 (D). I would like to call an organizing meeting during the last half of June.

This past Saturday I helped Larry Seiford do a small Young Eagles day at Indus and flew two loads of Young Eagles. I had some fun and learned a lot about the timing and process. It's amazing what the kids knew about airplanes already. All they needed to fire the enthusiasm was the opportunity for a ride.

So if you're interested in having some fun and thrilling some kids, give me a call. →

For Sale

Free - I'm moving and I've got 3 Subaru EA81's (for rebuilding) to give away (80 HP nominal, 1800cc pushrod, 114 lbs dry (no access, no carb)) to bona fide airplane builders. No strings attached. Doug Fortune 219-7217 (work) or 284-3945 (home) (06/03)

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 (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 (05/03)

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

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

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)

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, \$11000 firm. Dave Dedul 403-823-2214 (11/02)

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 will be dropped after 6 months unless renewed.

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.

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

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:

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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
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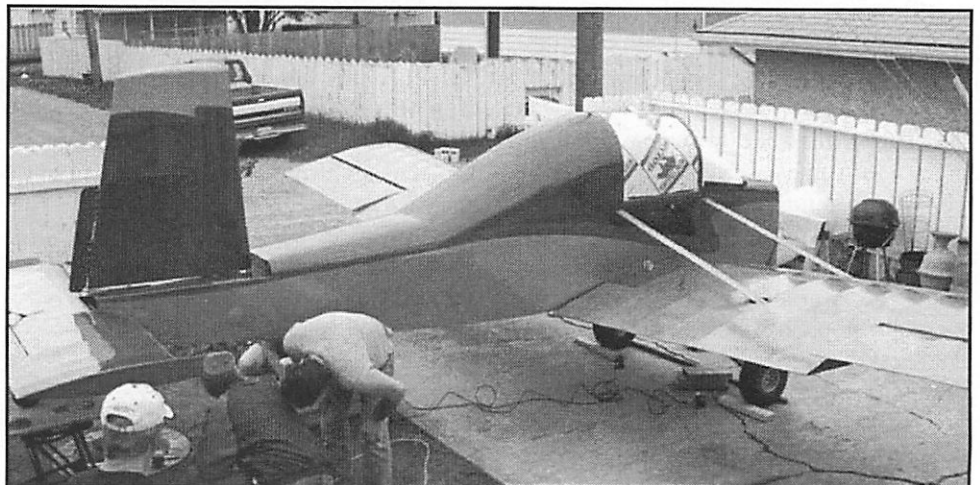
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Visit the CUFC web site: www.cufc.ca



Bernie Kespe's and Guy Christie's VP2 gets it's paint job. Now all it needs is an engine!

Re-fuel the easy way

by Andy Gustafsson

Ever since I started flying my new high wing taildragger the re-fueling has been quite cumbersome. I have been carrying 5-gallon plastic gas cans up a wobbly ladder and trying to pour the gas into the wingtanks with the help of a funnel. If it's windy the gas splatters over the wing and we all know what happens to Lexan windows if the gas happens to spill on them. Not good. So when a 12-volt transfer pump was retired at my place of employment I saved this old and worn relick from the scrap bin. I replaced a few worn parts and I now have a pump that will serve my purpose.

The pump is mounted on top of a homemade 30" high tri-stand. A 15-ft gasoline hose (comes with a static wire embedded in the hose) and a nozzle were installed, including an inline fuel filter and a 4-ft suction hose with a 2 ft aluminum tubing at the end. The power comes from the truck battery where I connect the powercord with clamps. The suction tube is inserted into a 5-gallon gas can and with a flick of a button I can

fuel up the wing tanks without spilling a drop. All the heavy gas cans stays on the ground. No more lugging of heavy gas cans.

I also connect the aircraft and the pump to a ground cable to eliminate any static electricity when re-fueling. This is very important. We don't want any sparks. If you have any questions don't hesitate to give me a call. Happy landings. →



New Maps Ready

Bernie Kepse has produced an updated CUFC map. They will be available at the June meeting and cost \$10.00, or less.

The first edition of the map proved very popular. A big thank you to Bernie for putting these maps together for us.

Pilotage by GPS??

Who do you know who insists on navigating by good old fashioned pilotage alone? Who do you know who scoffs at the use of GPS (except when he wants to know the ground speed)?

Well, guess who just received a GPS as a gift? You guessed it. Our good friend and flight leader extra ordinaire, Stu Simpson, is now the proud(?) owner of a GPS gifted to him by Andy Gustafsson.

What are the chances of getting lost on our 2003 Air Adventure Tour? Stay tuned.

Articles Wanted

Our regular contributors to the Skywriter are getting writer's cramp. They need a little break. I know there are lots of interesting things going on in our flying community, so lets hear about them.

Andy's article on this page is a good example of passing on some valuable know-how acquired through experimentation and the need to solve a problem. It goes on all the time so why not pass it on to our members. If you've "invented" a solution lately write a short description of the problem and your solution and send it to me along with a couple of photos.

Skywriter is only as good as the contributions from members. Email me at: kirkby@cablesbyacc.com or call 291-5560 / 569-9541.

- Editor



Andy's invention.

Shared Ownership

by Wayne Winters

Most aircraft do not get enough use from one user to make good economic sense. Items such as insurance and hanger storage are much better shared with other pilots, than handled individually. Ownership in a group makes it more affordable and easier to own and fly a better quality and maintained airplane. When considering an airplane it is important to keep in mind simplicity and safety as well as performance of the airplane. More forgiveness built into the flight characteristics is better than having one that could pose a handful to fly in some circumstances. Affordability, ease of maintaining, simplicity to repair are essential so that the craft does not have long periods of down time while maintenance is being carried out.

With the above in mind your friends at Blue Yonder Aviation, Inc. have come up with a terrific idea. Send us gobs of cash and we'll see if we can wire and duct tape something together.

Here is the scoop. The above idea is not new and we have previously considered creating a group with the Merlin or EZ Flyer. The problem in our own mind is that the Merlin (tail dragger) is not as multiple user friendly as the EZ Flyer, while the EZ Flyer is not all weather friendly because it is just too cold for many of the early mornings and 10 months of Winter. The alternative would be an enclosed EZ Flyer or a tricycle gear Merlin. We have avoided enclosing the EZ Flyer because it's uniqueness is in fresh air openness and besides it is so much fun to fly in the complete unobstructed cockpit.

A few days ago while doing circuits, with a student, the thought occurred to me that the perfect airplane for the above application would be the new Merlin tricycle gear a/c that we are currently working on. We know it is going to be a winner, and be as easy to fly as the EZ Flyer (if not easier) because of our experience with the tricycle King Cobra.

There also is a Merlin three wheeler flying in Ontario that has been doing so for 7 or 8 years.

The engine would be the Rotax 912 80 HP version and all the goodies like streamlined struts, six hour range wing tanks, shoulder harnesses, three blade propeller, loads of instruments, upgraded brakes, fancy upholstery, etc. would be part of the package. If you would like to check out our web site www.ezflyer.com you can see the option list and we would give it the works. (Remember prices there are in US dollars).

The Canadian price built including the Gouge and Screw Tax would be \$62,000. For any one interested we will give a break down of the price, showing the options included and the building times, etc.

Sticker shock is something that happens every time we consider purchasing any big ticket item. Some will say "we can buy a real aircraft for less than that" and they can. But, what do they have? It will not be new and will require modifications and annual inspections that get very expensive, not to mention the problems of multiple ownership and the difficulty many craft have in keeping flight simple, fun and safe for a varied group of pilots.

The aircraft can be maintained by the group or anyone of their choosing. It can be hangered anywhere there is a "safe for all flyers" runway. We would be willing to put up a new single airplane hanger and charge \$85 per month for storage.

The break down of ownership costs are outlined as follows:

No. of partners	Cost each
2	\$31,000
3	20,666
4	15,500
5	12,400
6	10,333
10	6,200
15	4,133
20	3,100
50	1,240
100	620
1000	62

Knowing most of the CUFC members, my guess is that everyone is thinking of looking at the 1000 partner club!

Consider this: Most general aviation privately owned certified, homebuilt, and ultralight airplanes get less than 20 hours per year put on them. Out of 1000 pilots only 50 or less would be active flyers!

The costs of maintaining the airplane would be accessed on an hourly basis. The fixed costs of insurance and hanger would be split among the group. For example insuring the a/c for all risks not in motion would cost \$775 per year or \$129 per person in a group of 6. The hanger of \$85 per month would cost each person (six pack) \$14.16 per month.

Operation costs projected as follows:

912 fuel consumption at full cruise power of 5500 rpm is. 2.8 gph or \$9.40 per hour using premium fuel at \$.74/liter.

The 912 overhaul of \$5000 after 1200 hours would run 4.16 per hour.

The oil change, filter and spark plugs would cost 1.22 per hour

General mtnce. tires, glass, cleaners, cables, etc. 1.00 per hour

Re-cover and Re-paint after 10,000 hours, .80 per hour

TOTAL COST OF OPERATION.....\$15.78 PER HOUR

Just to crystallize everyone's thinking the expenditure of \$10,333 is about what most people will put into a good used Beaver RX 550 or its equivalent. When the engine blows, add in another \$2500. The advantage is that a one owner airplane is at the disposal of it's owner at any time. A good question to ask ourselves is would we rather own a seasonal airplane outright or be part owner of what many say is one of the best flying and looking airplanes in the marketplace and be able to fly in style and comfort and safety year round. A shared airplane is one that a pilot may have to hang with the group at the airport and hanger fly for an hour or so sometimes, which is something most people really enjoy anyway. On shared
(continued on page 5)

Ownership - continued from page 4

ownership airplanes it is seldom that all the owners want to fly at the same time. The big advantage though, is that one can have an airplane with an engine (Rotax 912) that has proven its reliability enough that the "loss of engine" fear of flying over to the mountains or going on a cross country is minimized. The airplane would be built as an Advanced Ultralight so that when passenger carrying is allowed the aircraft will be ready.

This type of aircraft, with all weather capabilities including cabin heat, opens up many possibilities for every member of the group. Decisions can be made as to times that the a/c would have be around and available to everyone on a 2 or 3 hour basis as well as times it could be booked for short cross countries. Many times 2 of the owners would probably go together to fly ins, etc.

To get the ball rolling we will start letting people buy in right away. The airplane will be completed by late summer and group members can start flying for the above hourly rate. All group members will have to be thoroughly checked out by an instructor, and agreed as safe to fly by the rest of the owners. If one of the members wants to sell their share it will be the rest of the group's option to buy it back or allow another member in. In the event that after 12 months there is not enough members to complete the group the members will have the option to buy the remaining shares or receive 100% of their investment back, while still having flown for \$15.78 per hour!

The above group number of 6 is a suggestion only and if more people want to share an airplane the fixed costs go even lower.

For the future a thought is that if another group of 6 buys another same airplane, that group "a" could contract with group "b" to use each others aircraft in the event one or the other is on a flight. With 12 people sharing 2 airplanes the chances of



The Merlin

overlap flights becomes less. This is due to the human phenomena that many members of any group will have enough other conflicts in their life times that in actual fact it is rare that 2 would show up at the exact same time.

The line forms at center: check book in left hand, pen in right: no pushing please.➔

Bombardier Expands Engine Line

Reprinted from AvWeb

Look out Lycoming and get ready Continental, Bombardier is apparently pushing its way into your sandbox. Bombardier, which makes Rotax engines for light and ultralight aircraft, has developed a line of engines aimed squarely at the mainstream GA market. A very cryptic statement from the company

says the "engines will deliver what pilots and aircraft manufacturers have been demanding for over 30 years." Which, of course, depending on who you ask, could be anything, but might imply a line of mid-horsepower, certificated engines with advanced electronic controls that run on unleaded fuels, weigh less, last long and require little maintenance ... then again, maybe not. Bombardier plans to offer its definition at a formal unveiling July 29 at EAA AirVenture 2003 ... but you may find out sooner. According to AVweb's sources, technical details of the engines are a closely guarded secret, but Bombardier will lift the lid a little during a media-only briefing May 16 in Orlando. Word is, however, that while media outlets will be let in on some of the details of the new engines at the Orlando meeting, they may be asked not to publicize them until the public debut at Oshkosh, or just before. While Bombardier has managed to keep this apparently ambitious development project under wraps for years, it remains to be seen whether the aviation press can be equally disciplined.

...Rotax Business Remains The Same
The new engines will be built in Austria and distributed through a newly formed company called Bombardier Aircraft Engine Corporation. It will operate independently of the existing engine business, which will keep right on making its popular line of small engines for ultralights and light aircraft. The company has reassured manufacturers, service outlets and end users that it's business as usual for supply, service and support and that the new engine company will not overlap the Rotax market. This announcement comes a month after Bombardier reshuffled its corporate deck and decided to sell off its Recreation Products division, under which the aircraft engine operations fall. The sale of the snowmobile, boat and ATV subsidiary will help shore up finances at the aerospace and railway products arms. The company's Web site says preparations for that sale are progressing. The Bombardier family, which founded the company to build snowmobiles, is said to be interested in buying back a chunk of the old family business. ➔

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Gasoline

The internal combustion engine, as we know it, was introduced in 1884. One of the major obstacles in the operation of the Otto cycle engine, was development of the "right" fuel to make it run. By the turn of the century, and shortly thereafter, the First World War, it was already established what fuel was to power Nicholas Otto's creation for years to come.

From WW I forward, the quest for more power and performance was paramount. Engine developments flourished in leaps and bounds and so the quest for better fuels was necessary. From the early days of the hot rods, aviators, and the like, the key to power was to increase compression ratios. The higher compression made power, but not without a few mishaps. The increase in compression was definitely a power producer, but it was also an engine destroyer.

As the compression increased, fuels began to "do funny things", not the least of which was to ignite when it wasn't supposed to. This process referred to as pre-ignition also induced another phenomena, referred to as detonation. Detonation occurs when the fuel mixture explodes uncontrollably and at the wrong time. It does so, at times, with devastating results.

So now, engineers had to find a way to control this detonation. One of the methods was to introduce the correct amount of octane into the fuel. This allowed the fuel to expand inside the combustion chamber and detonate only when it was ignited and not when it decided to.

What is octane? Octane, simply put is an additive, which gives the fuel the ability to resist combustion while under extreme pressure and heat. It burns only when a timed spark ignites the mixture. An octane number is assigned to a given gasoline to designate its resistance to anti knock. Engine knocking due to fuel condition is the audible presence of pre-ignition. Given the right combination of conditions it can actually destroy any

engine. The higher the number the greater the resistance to knocking and eventually detonation

The anti knock number or AKI, is derived from an average of the motor octane number MON and research octane number RON, $(MON+RON)/2=AKI$. MON and RON numbers are achieved by the use of a specially designed variable compression ratio engine. This engine is run at 600 and 900 rpm respectively. The intake temperature is taken from 125 degrees to 300 degrees at barometric pressures. This represents fuel before and after vaporization. A 3 float chambered carburetor feeds fuel into the engine at various mixtures causing the engine to knock. The knock is then measured and recorded at the various levels. RON represents the low end of the scale and MON the upper end, the average of this being the AKI or the octane rating we read on the pump.

Is high octane more powerful than regular? The answer is no. Gasoline itself regardless of regular or high test is equal in producing power. The octane number simply indicates the fuels resistance to combustion but is often mistaken as a power producer.

In the old days when leaded fuel was the norm, at least everyone reading this, will recall "cleaning the carbon out, by running high-octane fuel at high speeds". Nothing could have been further from the truth. The high speed run would have been more effective if the proper octane fuel was used rather than higher octane. More than likely, it did more damage than good. Recall that higher octane resists burning. This will mean cooler combustion chamber temperatures and more than likely the engine will have a greater accumulation of carbon.

In today's computer controlled autos, using higher than required octane will usually result in less performance with higher consumption.

As was just mentioned, leaded fuel was the answer to resisting pre combustion. As compression ratios increased, so did the addition of tetraethyl lead. The introduction of which appeared just before WWII, yet another unfortunate

event, but one that spurred more technology. Requiring more speed and power for battle line equipment, rising compression ratios and supercharging required that an economic and suitable additive had to be established, TEL was the answer. Lead was the primary additive used for many years to control detonation.

The Environmental movement has spurred many new and innovative methods of controlling detonation. Ignition and timing management systems have been developed to better cope with an engine's requirements under a myriad of power settings. Chemically, lead has been replaced with the use of ethanol, though not very desirable. Other additives include MTBE (methyl-tertiary-butyl-ether), ETBE (Ethel-tertiarybutyl-ether), and the Manganese based MMT. With the use of engine management electronics, engines today run cleaner, longer and economically with no loss of power over the troublesome leaded fuels.

Lead has been completely removed from general use with the exception of the aviation industry and some forms of motor racing. In the racing world, many now are required to use readily available unleaded fuels. Less than 1 million gallons per day represent aviation fuel while more than 350 million gallons per day account for automotive fuel.

Manufactures of the new breeds of aviation engines such as the 4 cycle Rotax engines recommend that unleaded fuel be used. Av fuel can be used, but with more frequent oil changes at a 3 to 1 factor versus auto gas. Why 3 to 1 you ask, lead was/is also responsible for valve and guide failures, rather than the much-fabled ability to lubricate. Altitude is of no consequence, debunking the myth of vapor lock for auto fuel at altitude.

Bottom line, if you are using one of the aviation engines and the manufacture recommends Av gas then use Av gas. If, however you are using an automotive engine, then you should use the recommend unleaded fuel. If this engine were in your car you certainly wouldn't use Av gas would you. →

Builders Corner

by Carl Forman

Junkyard Wars

During our club meetings we have all been entertained by the rivalry between Ken Taylor and Robin Orsulak. They both started building Challenger aircraft about the same time. They now describe their competition to build the best Challenger as "junkyard wars" "Competition" isn't exactly the right word. They exchange knowledge and time, each trying to help the other build the best Challenger possible. I haven't seen Robin's airplane yet but, if it is anything like Ken's we'll be seeing two exceptionally well built aircraft and the word "junkyard" will soon be forgotten.

The Challenger design first flew in 1983. Most ultralights of that era were odd looking contraptions. Many consisted of a metal frame with what looked like a lawn chair bolted on. The wing was up high and an exposed engine (perhaps borrowed from a chain saw) was pointed to the front or back. Performance was pitiful, drag was incredible. Most flying was done within a few miles of home base. Incidentally, this image of an ultralight still exists in many peoples mind.



A Challenger on floats.

The Challenger was not only one of the early practical ultralights but, as a result of continuous improvements, remains one of the more efficient and practical designs to this day. Challenger's website lists over 100 improvements since inception. Top speed has been increased over 30

miles per hour since they first came on the scene. Equipped with a 52 horsepower Rotax 503 engine the Challenger has a top speed of 95 MPH. They can be built as either single or two seaters with either standard or clipped wings and will accommodate floats and skis.

Challengers have a huge wing which allows them to stall as slow as 25 miles per hour. With this slow stall speed, they can get in and out of short runways without a problem. The huge wing allows them to fly with a passenger on board without much loss of performance. It is said, however, that the huge wing amplifies turbulence.

Here are some of the published numbers for a new two seat standard wing Challenger:

Top speed	96 mph
Cruise speed	35-85 mph
Stall speed	24-28 mph
Ceiling - solo	14,000 ft
Glide ratio	11 to 1
Sink rate	350-450 fpm
Wing span	31.5 ft
Wing area	177 sq. ft.
Length	20 ft.
MT weight	300 lbs.
Payload	500 lbs.
Load factor	+6g -3G
Fuel	5 to 15 gallons

The website (www.challenger.ca/airplane_overview.html) shows a price for materials including engine and all optional extra's of \$17,160 US dollars. Freight adds about \$750 Canadian plus \$80 for customs. In Canada, the option exists to have a Challenger professionally built.

Next month I'll write about Ken and Robin's experience building their airplanes. I'll also have some pictures of Robin's project. - stay tuned



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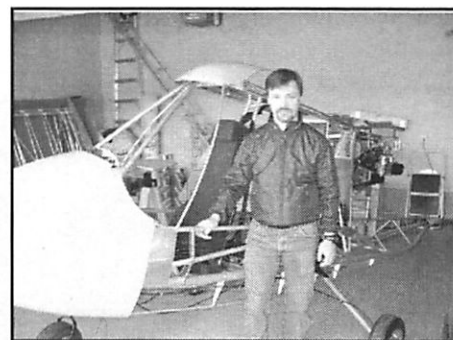
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Ken Taylor

Ken grew up in Goderich, Ontario, a small town located on the shore of Lake Huron. He attended the University of Waterloo and graduated in 1988 with a Bachelor's of Applied Science degree in Chemical Engineering. Ken began his work career with Fisher Controls developing industrial control systems. From 1993 to 2002, Ken worked at Honeywell developing operator training simulators (the process equivalent of flight simulators) and control systems for industrial plants. Ken currently works for Canadian Natural Resources as a lead process engineer designing a portion of the Horizon Oil Sands plant to build built near Fort McMurray.

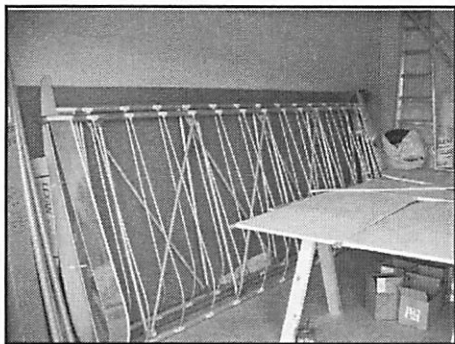


Ken Taylor with his Challenger project.

Like almost every member of the club, Ken has been fascinated with aircraft for as long as he can remember. He was a member of Air Cadets while in high school and considered a career in the Canadian Armed Forces as a pilot. (Continued on page 8)

Builders - continued from page 7

While studying to be a civil engineer he started dreaming of building and flying his own airplane. After graduating and paying off student loans, Ken finally had enough money to pursue his dreams. In 1993, he earned his Private Pilot license in a Cessna 152 with the Waterloo-Wellington Flight Centre in Kitchener, Ontario. Upon moving to London, Ontario, Ken began flying Katanas and got to visit the factory where they're made. In Fort McMurray, it was on to Cessna 172's. More recently, Ken has been logging time in Katanas.



Wings ready for covering.

Ken joined the Recreational Aircraft Association in 2000 and the Calgary Ultralight Flying Cub in 2001. He participated in the CUFC Air Venture 2002 as ground crew and occasionally as a co-pilot. He says that membership in these two clubs gave him the opportunity to meet builders and owners of a variety of different aircraft. This assisted him in his project selection and gave him access to experienced people to provide assistance and advice. Ken is looking to complete his plane this summer and fly along with others in the CUFC Air Adventure 2003. Sometime in the future, he'll start dreaming of the next plane to build. →



Fly-in Breakfast season is here and there are lots to choose from.

Flying Events

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

June 8 - Hinton annual fly-in breakfast and mini-airshow at the Hinton Entrance airport (EE4). BBQ and camp over Saturday night. Contact Tracy Wright 780-865-5009.

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

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

June 15 - Morinville fly-in breakfast at Mike's airstrip (3 mi east and 1 mi north of Morinville). Starts at 8:00am. Contact Mike Poworoznik 780-939-4299.

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 5 - Cold Lake Regional airport fly-

in breakfast, 8-12. Contact Vince Pinsky 780-639-3184.

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

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

July 19 - Nanton Lancaster Society annual fly-in at AJ Flying Ranch. Breakfast 8:00 - 10:0, Lunch 11:00 - 1:00. Museum tours and other activities. Contact Joe English 403-646-2834.

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

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

August 18 - The 2003 Alberta Air Adventure Tour departs Chestermere Kirkby Field bright and early.

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

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