



Skywriter



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

July 2003

From the Cockpit

by Bob Kooyman

The rainy windy season of June is behind us and (hopefully) the warm dry days of summer have come. Hopefully everyone is able to get out and enjoy flying and using those new radio licenses. The Club's meeting in June was well attended with over 20 people writing the exam to receive their license. Your certificates should have arrived in the mail by the time you received the July Skywriter.

Safety and operating proficiency have been themes for the club this year. Stories of flying across the Atlantic and waterskiing in airplanes increased my enthusiasm for flying but reality was a cold dash of water when two hours of flying had me less than 60 miles closer to home and low on fuel during my attempt to bring my new airplane home. Please see "Bringing Blue Lightning Home" inside.

Navigation experience and skill is something we will need to practice regularly. I was forcefully reminded that these are skills we need to pass on to our families this week. I turned my 14 year old son loose with a map to explore a wooded area on his bicycle. Three hours later, I received a rescue call from a mile away and across the river. He had spent two hours lost

and turned 180 degrees around!

Navigation and flying skills are something we will give a workout to during the upcoming "Air Adventure 2003". The Club plans a five day 900+ mile journey through Northern Saskatchewan as discussed in this issue. Look for more stories and a video in the fall editions of the newsletter.

One of the biggest draws for the CUFC is the companionship and camaraderie. Groups of two or three aircraft are flying most weekends to explore southern Alberta. Hanger flying discussions transfer great amounts of information on flying, destinations, aircraft maintenance, and where to source the various bits and pieces to keep your bird flying safely. Need help to undertake a maintenance task? There are usually three opinions and at least one set of hands to help. Prior discussions with several members were a big help in planning to bring my plane home.

Being the President of such a talented Club is both fun and a challenge. In the past year we have had an interesting technical program with presentations from pilots on flying over the Atlantic, flying supersonic test aircraft, and running a flight school. Many of these speakers were suggested by the members. Please keep your eyes open and I invite more recommendations. The annual Spring Safety Seminar was a success despite the weather that prevented many members from attending. Planning will start in the fall for our next seminar and I hope to upgrade it to COPA Rust Remover status.

Discussions and reading suggest that the Ultralight world will change this year. Look for the Sports Pilot / Sports Plane regulations to (finally) be released in the US. Look for this to have a significant impact on Canadian Ultralight flying with more planes and new designs (with higher performance) becoming available. The rules on Passenger Carrying in Ultralight Aircraft will also likely come out in the fall. I have been following this and through the CUFC's affiliation with COPA, we should have a good overview of the changes as they occur.

In the next month, look for Blue Lightning in the skies above you. Have a safe and fun filled summer. I hope to see you at some of the various Club functions. ➔



*Peter Wegerich wings his way toward Vulcan in his Cubby II.
Photo by Dan Mitchell.*

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.

Flying Events

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 - 10:00, 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 10 - Pincher Creek COPA Flight 77 fly-in breakfast. Contact Al or Debbie Cornyn: acornyn@telusplanet.net (Note: this was previously listed for August 9 in error.)

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.

September 21 - CUFC Young Eagles Day

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.

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Visit the CUFC web site: www.cufc.ca

A Ticket to Adventure

by Stu Simpson

No doubt about it, an airplane is a ticket to adventure, and an ultralight airplane is the 'E' ticket. Ultralights are airplanes that you fly, not just drive around the sky like two-winged family sedans on automatic pilot. If you're interested in growing some honest-to-God stick & rudder skill, step right up.

Ultralights have evolved into proper airplanes every bit as tough and reliable as a Chief or a Cub. Fact is, most of them are built identically to those types, matching and often exceeding their performance. Best part is, they can be had and operated for a fraction of a conventional plane's cost.

There's no question ultralights have their limits, just like any aircraft. Most cruise between 60 and 90 miles an hour, so a weekend trip to the coast and back isn't very likely. But a smooth evening flight to your buddy's strip certainly is. Or maybe it'll be an airborne exploration flight with other planes on a Saturday morning. No, they're not the fastest machines in the sky, just the most fun.

I'm on my fourth airplane, and all of them have been ultralights. There's no way I'd miss this.

My first plane, bought in 1991, was a Spectrum Beaver, the single-seat model with 40 horsepower. It was a true stick & rudder plane with an open cockpit and only a tach and airspeed indicator for instruments. It maneuvered beautifully and quickly, responding to my every



Simpson's first airplane - a Spectrum Beaver. Photo by Stu Simpson.

command. I had more fun and adventure in the 130 hours that I flew that plane than I'd had in my whole life.

In the summer of 1991 several CUFC members flew to Red Deer for their annual airshow. We got to mix with all the airshow performers, look at their planes up close and show off ours. Best of all, we got to perform each morning in the show, giving a formation display the crowd really enjoyed. Major fun.

The next summer three of us flew our ultralights through the Rockies from Calgary to Radium, B.C. and back. Along the way we chatted by radio with each other and an airline crew, and nearly got run over by a C-130 Hercules on a mountain flying exercise. And the beauty we saw! If you think looking out from a mountain is spectacular, you're going to love what you see from an airplane.



The Himax resembles a Cessna Bird Dog that shrunk in the wash. Photo by Stu.

For a while, I thought I couldn't have more fun in an airplane than I did in that one. But its open cockpit was starting to be a bother in winter, even on warmer winter days. I eventually sold the Beeve to a farmer near Trochu. To tell you the truth, sometimes I still miss it.

My next aviation adventure came in building an airplane. I built it in my basement, one component at a time, from a pile of lumber, some metal parts, and a good set of plans. I'd never built anything before, so this was really a challenge. But the job was much easier than I expected. It only cost me about 9 grand and 16 months to get it into the air. Building and flying the Himax ranks as one of the most rewarding things I've ever done, or ever will do. The feeling of building and actually flying your own airplane is indescribable.

My Himax was a magnificent creature, having all the Beaver's fine virtues with a closed cockpit. It was my first tail-dragger, resembling a Cessna Bird Dog that shrunk in the wash. The Himax cruised a little faster than the Beeve, at about 70 mph. Not as fast as a Cessna 172, but quicker than Grandpa Pokey-Pants in a beat up Buick. And loads more fun than the Buick, too.

The Himax and I really got around. I flew it all over southern Alberta to farm strips and controlled airports, alike. In 1999, me and several other CUFC members flew around north central Alberta on a trip that lasted 4 days and included a stop at a CF-18 fighter squadron in Cold Lake. The next summer a group of four of us went back to the Rockies, this time to Castlegar in south central B.C. That was an absolutely unforgettable adventure.

For a while, I thought I couldn't have more fun in an airplane than I did in that one. But after about 7 years and 300 hours I started to get a bit bored with the Himax and began looking for something a bit different. I latched onto a sweet looking little plane out of Edmonton called the Avenger, another wooden tail-dragger, but with a low wing.

The Avenger didn't really work for me. As you know, there are some people we just don't get along with. There's not necessarily anything wrong with them, but they somehow irritate us and just don't quite click. That's how the



The author once owed this pretty little Fisher Avenger. Photo by Bob Kirkby.

Avenger was for me. I'm a fairly big guy, and the Avenger just didn't fit me well. I thought I'd enjoy the low wing, (continued on page 4)

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but it turns out I didn't. The plane flew well, but just never felt quite right for me.

I eventually sold it to another club member who fell in love with it. I was pleased that he did.

Now, I've got the Giant. The Green Giant, that is. It's a big old Sylvaire Bushmaster painted camo green. I love it!

It's got two seats so I can take another pilot along, a tail-wheel, and a 65 hp liquid-cooled Rotax engine with dual electronic ignition. Very cool. It's also



A beautiful air-to-air shot of Simpson's Bushmaster en route to Sundre. Photo by Andy Gustafsson.

got a big wing that gets me in and out of just about any place I want to go. The Giant actually started out as the factory demonstrator built in 1985. So, since ultralights have only been around since the early 80's, the Giant might just qualify as an antique.

I've been flying the Giant for nearly two years now and the adventure with it started on the first flight home from Edmonton. I dodged thunderstorms, battled unexpected 25 knot winds, and fought with abnormal fuel consumption and faulty carburetors. But the Giant got me home.

I remember the time in February '02 when a group of us landed to see another guy's ultralight at an 800' long strip high in the Porcupine Hills

south of Calgary. It took two tries to takeoff again in the snow there, which was as deep as my wheel axles. But the Giant got us out with just enough room to spare.

The Giant has proven to be a great cross-country airplane, too. In the spring of last year Glen Bishell and I escorted Bob Kirkby and his Renegade biplane to its new owner in Cold Lake. Due to weather considerations we had to stay low the whole way, which made map reading and navigating really tough. Flying up and back, we covered more than 700 miles at about 700 feet. Major adventure, there.

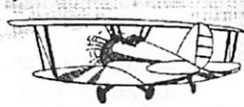
And last summer the CUFC and a few other ultralight guys traveled to Dawson Creek, Slave Lake and back just for the hell of it. We had 15 planes along, and the Giant performed wonderfully. Sometimes, I think I could never have more fun in an airplane than I'm having in this one. But we know where that can lead.

I like to look back through my log books every now and again just to remind myself of all the pure stick & rudder joy I've discovered in these airplanes. I



A Bushmaster and a Merlin. There seems to be little difference between these ultralights and yesterday's classics like the Aeronca Chief or Piper Cub. Photo by Peter Wegerich.

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remember the gentle evenings drinking in the smell of a wheat field from 10 feet up, or the satisfying kiss of a perfect 3-point landing. I'll recall the lost memory of a short field approach into an uphill strip only a few hundred feet long, and perfect formation maneuvers with my wingmen.

Then I'll stare longingly at the Giant, wondering when we can fly again, wondering when I can next use my ticket to adventure. ➔

First Annual Poker Run

by Briqn Vasseur

The CUFC First Annual Poker Run will be held on Saturday July 19th starting at 9:00 AM. In addition to the poker run we'll be having a bomb drop and spot landing competition. After this there will be a brunch. This event is open to everyone who wants to attend.

The rules are as follows. Pilots will be assigned a number when they show up at Indus Winters Air Park to start. They will also pick their first of 5 cards prior to take off. From there they will fly to Chestemere Kirkby and pick up a card in the envelope with their number on it. Next is Vulcan where they will pick up an envelope with a card and then back to Indus. On the first pass over the runway there will be a target. Pilots will
(continued on page 5)

have two flour bombs that they can use to try and score a hit. On the active runway there will be a line marked across the runway. The idea is to land before the line (not after, and no bounces).

After landing the pilots then pick up the envelope with their last two cards. Pilots that hit the target with their flour bombs will have the opportunity to trade in a card for another out of the deck. Pilots that landed within three feet of the landing line will also get a chance to trade in a card. The winner is whoever has the best poker hand.

We will probably have airplanes in groups of two or three so we're not getting bunched up when we return to Indus. We'll have the grill fired up and breakfast ready to go when the pilots start getting back.

We are still working on making arrangements to get to more airports and the updated plan will be provided prior to take off Saturday morning. This should be a lot of fun and we're looking forward to having lots of people out. →

Young Eagles Day Taking Off

Planning for the club's first Young Eagles day is underway. A group of organizers met in June to discuss plans and set a date. The date is Saturday, September 21st. Our target is to fly 30 Young Eagles in half a day.

While we seem to have enough ground support for registration, ground school, airport tours, and marshaling, we are short of pilots. If you have a passenger capable and legal aircraft, and would like to play a big part in introducing youngsters to aviation, please give Bob Kirkby a call to volunteer. So far we have 2 aircraft lined up and we need 2 or 3 more.

This will be our small, but important, contribution to the EAA's target of 1,000,000 Young Eagles flown by December 17, this year. →

Our Club in Perspective

by Bob Kooyman

I had the occasion recently to reflect upon the role the COPA Flight 114, the Calgary Ultralight Flying Club plays in aviation. The Club exists to serve the needs of its members and in the last 18 months I've had the opportunity to see how wide that role is. One role we fulfill is to promote safe and lawful flight. A second closely aligned role is to enhance our members' skills. A third role is to actively promote flying within the Club and outside in the greater community. Finally, we want to enjoy our friendships through promotion of social activities.

The CUFC is one of the larger recreational flying organizations in Alberta. We have over 120 paid members from diverse backgrounds and settings. About 20% live well outside Calgary from BC to Ontario to the Territories. Our excellent newsletter (with a bow to our editor, Bob Kirkby) is filled with articles written by the members talking about flying, flights taken, aircraft built, and club social activities. The newsletter is our link to these individuals. At only \$20/yr, it is a bargain subsidized by membership fees and club fund raising raffles.

About 40% of our members own and fly an astonishing variety of aircraft. A visit to the Winters Indus Aire Park, where a number of members fly out of, on a Saturday or Sunday morning, would allow you to see some of the Beaver and Chinook Ultralights, the Blue Yonder EZ Flyers and Merlins, Dan Michell's unique EZ Harvard, on up through home-builts like the Pietenpol, Miranda, P-51 and SE-5 replicas to certificated aircraft like Cessena 150s and Piper J-3s. Other members at other fields fly an equally diverse group of planes such as Himax and Minimax, Cubby II and Bushmasters, Challengers, Hyperlights, and a fiberglass Quicky.

The balance of our members are currently not flying their own aircraft and building

or renting. The Club does not own nor operate any aircraft. At this time the Club does not want to get into business.

The Club actively promotes safe and legal flying and enhancing the knowledge of its members. We have run two well attended Transport Canada certified Spring safety seminars and plan to continue this program next year. Members knowledge of flying is enhanced and the Seminars fulfill Transport Canada's requirements for recurrent training. Since we have begun this training, overall flight safety has significantly improved at the various aerodromes in use.

At the 2003 Spring Safety Seminar, Club members began a discussion of radio use. The Club members noted that a number of pilots had and were using radios without the required licence from Industry Canada. At the June meeting, we ran a radio school at which approximately 20 members wrote and passed the exam.

The CUFC chose to affiliate itself with the Canadian Owners and Pilots association

Club members enjoy flying. Every weekend sees groups of two or three aircraft heading off to explore Southern Alberta. Members support each other with help on flight planning, discussions of destinations and aircraft maintenance.

In August, the Club will be undertaking Air Adventure 2003. Over twenty aircraft will be flying from Calgary up to Northern Saskatchewan with overnight stops in Kindersley, Saskatoon, Cold Lake, and Wetaskawin. A number of our wives are coming along to support the trip with stops planned at spas, tea houses, and antique shops.

Additional social activities include a summer barbeque, a fly-in breakfast, and a Winter Dinner and Social. →

Bringing Blue Lightning Home - Part 1

by Bob Kooyman

Over the past winter I came to the realization that the half-built airplane in my garage was not going to be finished due to family time commitments and that if I wanted to fly, I'd need to buy a flying airplane. Further, my desires had changed from an open cockpit to something more substantial. I looked around within the CUFC and the newspapers to see what I could purchase and looked into the bank book to see what I could afford.

One plane that kept coming into view was the Bushmaster. Flying lessons with Wayne Winters in the Merlin had made me proficient with a tail wheel but a new Merlin was well over my budget. Stu Simpson was kind enough to take me out one day with him in the Green Giant and I was impressed with its handling and roomy cockpit.

I spent several months looking through web sites and newspapers like the Western Producer and Bargain Finder. I found two Bushmasters, but on each occasion they were scooped away before I could make a deal. Finally, I put a "Plane Wanted" ad in the Western Producer to see if someone had a Bushmaster that he was looking to sell. I received a call from Bob Bryson in Prince Albert, Saskatchewan. Bob had a Bushmaster he didn't really want to sell, but acquisition of an Aeronca Champ required the sale. Bryson wanted the Champ so he could fit it for floats.

Bryson sent me a couple of pictures over the internet that showed a lovely airplane; white with blue wing tips and a blue lightning bolt down the side. The plane was equipped with a Rotax 503 and was just what I needed as a low time pilot with an Ultralight Permit. After agreeing upon the conditions of sale, I committed to drive up to Prince Albert on 13 June to inspect the plane and finish the deal.

The next three weeks reminded me again and again of a baby book my wife and I

had purchased, "Feed Me, I'm Yours". Okay, now I have a plane. What do I DO with it?

Firstly, feeding. I consulted Bryson who told me what brand of oil he used. With Stu's help, I sourced it at a local auto parts dealer. Then I had to complete the paperwork for my license. Next, where the heck is Prince Albert and how do I get there and back again? I'm going to have this plane, now how do I get it home? And what do I do with it when I get it here? Anyone got a spare hangar? Oh yeah, I need a radio, and a headset, and charts, and a Canada Flight Supplement, and ... road maps!

Some research showed that it was about 800 road kilometers from Calgary to Prince Albert and 350 air miles back. Studying the possibility of flying the



Blue Lightning. Photo by Bob Kooyman.

plane home, I came up with 5 legs of 85 miles or less that I thought would be within range of the main fuel tank on the Bushmaster. Stops were planned at North Battleford, Provost, Hanna, Drumheller, and somewhere near Calgary. If the winds were calm, it looked like 6 to 7 hours of flying and 8 or 9 hours of driving. The worst leg was Provost to Hanna. About 75 air miles but 250 road kilometers; the roads just don't go that way!

I methodically pursued all avenues of getting my new plane home. If I was going to drive, I needed a traveling



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companion. If I was going to fly, I needed a ground crew. I approached a friend, Rod Caddick, who agreed to come as an adventurer into new parts of the country. I recognized that any attempt to fly the plane home was going to be a major challenge for a low time pilot, but I really didn't want to pull the wings off and trailer the plane home because I feared damage. I thought something would rub or something would get dented.

But I also recognized that I had a finite time window and if the weather gods weren't generous, flying home just wasn't going to happen. I approached another friend and pilot, who had a large trailer he offered along with numerous straps and ropes. I own a Suburban that makes a great tow vehicle.

As the appointed day approached, I began to fill the Suburban with blankets, straps, gas cans, and supplies. I picked up the trailer and brought it home. I looked ahead and loaded some 2 x 4's, saw, hammer and nails; just in case. I anxiously watched the weather forecast. The sunny weather forecast at the start of the week, began to deteriorate.

Rod and I left Calgary at 0600 on Friday, 13 June. We took turns driving and napping throughout the long day. As we passed through planned stopping points, I indicated the locations of the airports to Rod from the CFS and VNC sectionals.

The plane was actually hangered in Shellbrook, about 50 km west of Prince Albert. We pulled in there at 1430 hrs. Bob Bryson had the plane out and tied
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down in the sun. We got out of the truck, stretched sore legs and bums and looked about. I called Bob on my cell phone and he indicated he was nearby and would be at the airport presently.

I began an inspection of the plane. Bob had warned me that the plane had a few "owie" patches from being caught in hail a couple of years back. But the landing gear was good and straight and the ailerons were tight. The cockpit was very nicely done up, but I couldn't get in until Bob arrived with the key. After a thorough inspection, including a ground run of the engine, I decided to purchase the plane. We decided to leave test flying until the morning hoping that 20 mph winds would abate. At that time they were also perpendicular to the runway. A call to the nearest Flight Information Center suggested that a cold front with some thunderstorms would pass through the area overnight, but the morning should be good.

Rod and I drove into Prince Albert, had dinner, watched the NBA final on TV and went to bed early. We were up at 0500 to drive back to Shellbrook. The winds now were only 10 mph from the South. We opened the hanger, fueled C-ICBN, and I began some familiarization. After a couple of high-speed taxi runs, I took off and tried a couple of circuits. Stu is right; the Bushmaster is a sweet airplane that handles like a charm, even in strong cross winds.

My first landing, wasn't. I was too high, too fast, and I flew down the strip at 100 feet and rejoined the circuit. My second landing was a bit bumpy although I had to carry power all the way in. My third landing was in the groove. I got lined up, pulled the power off and glided down to a gentle touch as the speed bleed off. I applied full throttle to take off and nothing happened!!!

The motor began to sputter and cough and chug along at 1000 RPM. The plane stopped in the middle of the runway with motor sputtering along although it was at full power. Suspecting a fuel or ignition problem, I shut off the switches and climbed out. Rod came down the runway in the truck and we towed the plane back to the hanger I called Bryson and he agreed to come over in about an hour.

I opened the cowling and began to poke around. I burped a bubble out of the fuel filter and confirmed it was fine. The plane was almost full of gas. I tied the plane down, reset the throttle and switches, and pulled the rope. It started immediately! A run up showed 6200 RPM. I reinstalled the cowling and decided to try a couple of fast taxi runs down the strip to see if the problem would reoccur. On the third run down the taxiway, I pulled the power all the way off after taking off and landed immediately, then reapplied full power. Once again the engine began to sputter.

I sat in the plane and tried to sort out the



problem. I tried each mag. The motor would slow to about 700 rpm then briefly jump to 2000 as the switch was thrown. The choke had little effect. Finally, I gently began to pull back on the throttle. At about half throttle, the motor began to speed up and came up quickly to ground idle of 3200 rpm. I thought back to my youth spent snowmobiling and some of the Rotax engines that would bog down if you applied full throttle from a stop.

I made two more runs down the runway playing with the throttle. On the second run I again became airborne. Looking out the windshield, I could see that the increasing cross wind had me drifting sideways. Setting down would likely result in a ground loop. I applied full throttle and took off from runway 07. Since I was the only plane airborne I turned right into the south wind. I completed a 180 turn within the length of the airplane! I came straight in on runway 25 and landed. As I landed, I saw Bob Bryson arriving. We reviewed the problem I had and agreed it was a result of improper throttle manipulation. We refueled the plane and discussed flying to North Battleford.

To be continued.....

Next month we'll find out how Bob Blue Lightning home.



"Open the door so we can get going!"

Builders Corner

Junk Yard Wars Part 2

by Carl Forman

Last month I looked at the history and flying qualities of the Challenger and introduced club member Ken Taylor. Now it is time to see how the Challenger is built and to introduce his junk yard wars rival - Robin Orsulak.

The fun began for Robin with the arrival of sixteen boxes full of parts that, with the addition of lots of labor, and a very small number of additional pieces would become an advanced ultralight airplane.

Robin started by building the wings. The spars and compression struts come preassembled in two 14 by 5 1/2 foot boxes. The wing ribs are preformed although minor variations in the ribs must be addressed in the construction process. The ribs are attached to the front of the spar on 12 inch centers using gussets and stainless steel pop rivets. The back of the rib is then attached to the rear spar. The attach point of the rib to the rear spar must be carefully monitored so that the

to assemble the wing and attach it to the airframe.

The fuselage came next. It is practically pre-assembled using 6061 aircraft grade aluminum tubing. The control systems such as rudder pedals control stick and all related cables and rods are already in place. Robin had to build the wooden instrument panel and mount and wire up the instruments. Next he riveted the seat panel and the fuel tank pan in place. The fuel tank is held in place with bungee cords. Fiberglass nose piece and fairings and lexan doors and windows must be fitted on. The engine mount is prebuilt and it and the engine are bolted to the airframe using the predrilled holes. Robin added a fuel pump fuel gauge. The gauge came from Princess Auto and cost \$22.

All the tail feathers arrive completely formed. They only need to be covered and painted. Covering them is a three step process. 1. The rivets are covered with protective tape. 2. The dacron sock is pulled over them. 3. The sock is then carefully ironed to heat shrink it. The pieces are now ready for painting. Finally, the tail feathers and their struts are attached to factory premounted attach points on the fuselage.

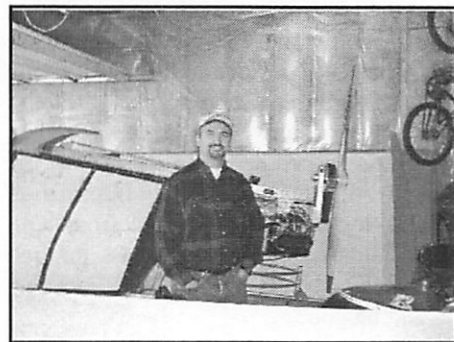
Challenger does not supply much of the wiring material. Robin purchased a nine pound sealed lead acid 12 amp hour battery from Interstate Battery. Due to its unique construction, it will not leak even if the case is ruptured. He purchased a panel of fused switches from Canadian tire for \$19. A voltmeter and a relay switch to isolate the battery in case of overcharge were installed.

Robin will be using the stits, system A.K.A. poly paint. He'll be applying it with a high velocity low pressure (HVLP) paint sprayer. The paint sprayer cuts down on overspray and saves literally hundreds of dollars in paint material.

Robin estimated that build time for the average first time builder would vary from 300-500 hours. He pointed out that no special tools beyond a hand drill dremel tool and clamps were required.

Robin Orsulak

Robin Orsulak started training for his private pilot's license at Springbank with the North American Air Training College in 1982. In 1989 he began training for his commercial pilot's license with Morgan Air at the Calgary International Airport. Flying was put on the back burner for a few years so that Robin



Robin in the "Challenger shop". Photo by Carl Forman.

could devote more time to raising his three sons although he'd still get a flight or two in over the years. Finding himself in a position to resume flying, Robin decided to look at ultralight aircraft. He joined the Calgary Ultralight Flying Club a little more than two years ago. In 2002 he and his three sons participated in our "Air Venture" trip to Dawson Creek as ground crew. "Being part of the Calgary Ultralight Flying Club has brought me tremendous reward personally" he says. "There is a great sense of fraternity and camaraderie at the club and they are a going concern in the Canadian aviation community promoting responsible, safe flying without sacrificing the fun, both in the air and on the ground". It won't be too much longer before he and his "Junk Yard Wars rival, "Ken Taylor" will be "going at it" in the air.

Robin has lived in Calgary all his life. He is currently starting his own business selling hydraulic pumps motors and other parts. It is aptly named "Challenger Hydraulics". →



A Challenger comes together. Photo by Carl Forman.

high points of all the ribs are equal and 10 5/8 inches back from the front spar. Robin elected to buy the optional fiberglass wing tips. Thus an aluminum strip had to be placed around the end of the wing to serve as attach points for the wing tip. Ailerons are prebuilt. The struts are also prebuilt and the attach holes are predrilled. It is a simple matter