



# Skywriter



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

## September 2003

### From the Newsroom

This month's Skywriter is full of flying adventure. We have Part 2 of Stu Simpson's story, *Morning of Promise*, continued from August, plus Part 1 of Stu's report on the 2003 Air Adventure tour, which was a big success.

Club President, Bob Kooyman, is still recovering in the Rockyview hospital auxiliary care from injuries received when his newly acquired Bushmaster crashed in July.

Club Treasurer, Carl Forman, is in Foothills hospital recovering from burns received when his MiniMax caught fire in flight on August 27<sup>th</sup>. Carl made a successful forced landing but sustained 2<sup>nd</sup> and 3<sup>rd</sup> degree burns to his legs and right arm.

We wish Bob and Carl speedy recoveries and look forward to having them back in the circuit soon.

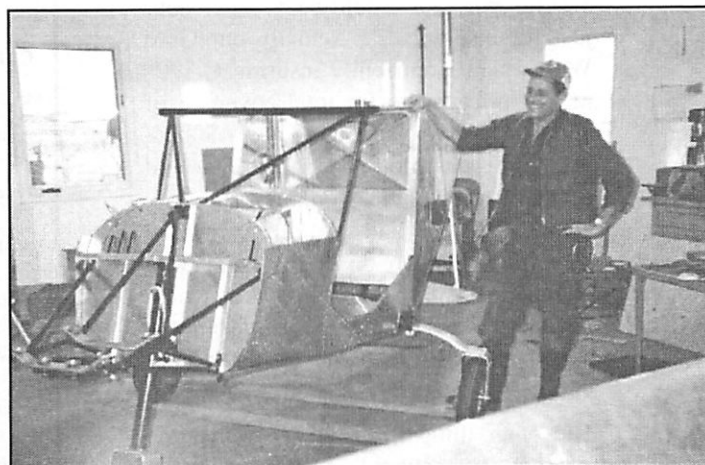
Bob Campbell, a long-time member of CUFC, passed away on August 21<sup>st</sup>. Bob had been suffering from emphysema for a number of years and had to give up flying a few years ago. Bob and his wife were often seen at fly-ins in their Yellow CH701. We send our condolences to Bob's wife and family. ➔

### A Morning of Promise - Part 2

by Stu Simpson

*In Part 1 Stu Simpson and Peter Wegerich were winging their way from Chestermere-Kirkby Field to the Highwood pass. Let's see how they made out - Editor.*

We continued enroute, intercepting highway 40 as it coursed into the mountains. The Highwood strip soon appeared as a narrow swatch of light green grass running east and west on a ranch south of the highway. It's a challenging strip, with high trees at either end, and a pond on either side about halfway along. The runway's not very wide, either. Simply put, it promised to be a lot of fun.



Bob Campbell proudly showing off his CH701 under construction. Photo by Bob Kirkby, April 1992.

We arrived overhead and eyeballed the windsock.

"Dragonfly 1 to 2. The sock indicates wind from the south at about five to seven knots. It'll give us a crosswind, but not by much."

"Ya, roger. I'll follow you in."

"1 copies. I'm descending on the downwind for 25." I pulled the throttle way back and dumped the nose over to begin the drop from 6000 feet. After several seconds the Giant was still way too high, so I cranked in a side-slip to bleed off more altitude.

The Highwood requires a careful approach to minimize exposure to the trees should the unthinkable happen to the engine.

Half a mile from the button I turned about 160 degrees because there wasn't enough room in the narrow valley for a proper base leg. I angled toward the strip, keeping the highway beneath me for as long as possible before committing to the runway.

My heart beat faster and adrenaline coursed through me as the trees flashed beneath. The left wing missed a tall stand by only 10 feet; there was (continued on page 3).

# For Sale

**Mini-Max** - TT173, 3 fuel tanks, 15 USG, Rotax 447, 40hp, enclosed cockpit, removable canopy, new tires, \$8300. Stan Sheriff 934-3460 (09/03)

**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)

**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)

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

*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](mailto:bob@skywalker.ca) Ads will be dropped after 6 months unless renewed.*

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

**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.

**Modified Team Himax** - and portable grey canvas quonset hangar. Single seat, taildragger, Rotax 503, DCDI, oil injection, 177hrs on engine, decoked at

100hrs. Fuel 12g, cruise 70mph. Ivo in-flight adjustable prop. Strobe, wing lights and landing light. Skis, Clark headset, handheld GPS and Icom A22. \$19,800. Len 780-436-1928 or email to [lennegreenwood@hotmail.com](mailto:lennegreenwood@hotmail.com).

**Four Man Inflatable Boat** - hard floor, 9.5hp outboard motor, electric trolling motor, large battery, \$2500. Viv Bronson 780-460-8753.

# Mail Bag

Editor:

I just got a copy of your August Skywriter newsletter - as always it is one of the best that is put out by a COPA Flight - always lots of interesting stuff to read in there. The club certainly does a lot of things. I constantly use the CUFC as an example of what a club can do - trying to motivate some of the less active clubs to do more!

I thought that Brian Vasseur brought up some great general points in his article "The End Of Recreational Aviation?". We do need to do more to make Rec Av cheaper and more accessible!

In his article Brian comes up with two stats that kind of caught my attention. He states that to insure a C-172 worth \$50,000 for complete coverage you are currently looking at a premium of 15%. That would be \$7500, which if you flew 100 hrs per year would be \$75 per hour just for insurance!!!! Actually our Gold Wings plan is currently insuring C-172s in that price range for total coverage of about 3% - 4% or about \$1500 - \$2000, depending on pilot experience, age and accident record. We wouldn't sell many policies at 15% and we currently have some 1200 out there on Gold Wings! Even commercial Bell 212 helicopters which operate in a very dangerous environment tend to have a hull rate of ~7% these days.

The other thing Brian states is that the average recreational pilot totals an airplane every 8 years! Going back to the Cessna 172 (the ownership of which includes many schools where the risk is

higher) the total accident rate (any damage at all no matter how minor) is 0.012 accidents/aircraft registered/year which translates to one accident (minor fender-bender) every 83 years per aircraft. The fatal accident rate on C-172s (bigger accidents obviously, including what Brian labels as "write-offs") is 0.0018 accidents/aircraft registered/year, which translates to one serious accident per pilot every 555 years. If we were crashing a C-172 every 8 years per pilot flying then the 2448 Cessna 172s in Canada would have all disappeared in eight years!

Incidentally my recent (and as yet unpublished) stats on ultralights show a fatal accident rate of 0.0012 which is 50% better than the country's C-172s. That is one fatal ultralight accident per aircraft every 833 years. There is some good news for you!

I hope that helps "unscare" people! Our flying and insurance rates aren't that bad!

I really enjoy your newsletter - it is always interesting and thought provoking!

Adam Hunt

COPA Manager, Member Services

## 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 Koovman 281-2621  
e-mail: [koovman-eng@shaw.ca](mailto:koovman-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)

*Promise - continued from page 1*

no time to look at the right one. A snapshot vision flashed through my mind of me picking pine boughs from the Giant after landing.

Ground speed was too fast and a quick glance at the sock confirmed the wind had shifted to my tail. But it was still at only a few knots, I might be able to make it. I mentally prepared for a go 'round. Side-slipping a little more to lose some height past the trees, I wandered a little wide of the runway. So I booted the rudder, pulled the stick to the right and the Giant centered out over the strip, but it was clear we were going to land long. Should I go around?

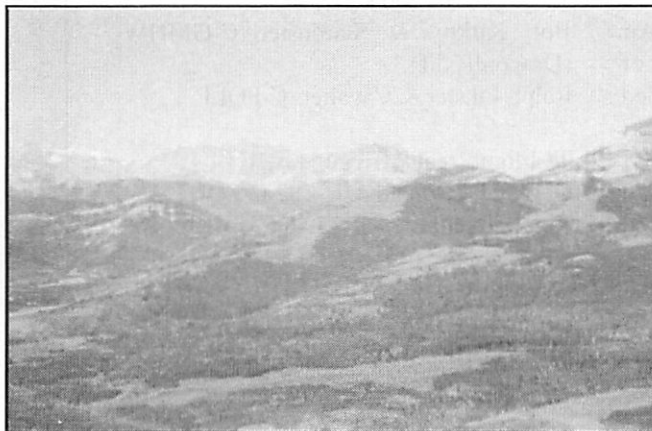
At the last second I decided it was safe and discarded the notion of trying again. The wheels touched smoothly about a third of the way down the runway, the long grass helping to slow the plane. I was too far past the exit to make a one-eighty before Pete landed, so I had no choice but to continue taxiing ahead until I heard from him. A few moments passed, then Pete calmly radioed that he'd landed and I had lots of room to turn around.

We taxied in and shut down. Then we spent a pleasant half hour chatting with a cowboy named Bob Purkess, who works the ranch there, and his hired man Clayton. We told him all about our planes such as how they're built and the differences between Pete's Cubby and the Giant.

Before we departed Purkess invited us to call him before we land next time so he could ensure there were no horses on the runway. Very neighbourly of him, indeed.

The wind was still coming from the east as we back-tracked and it looked like it'd stay that way. We started this takeoff with a slight downhill run, which really helped overcome the drag of the long grass.

I hauled the Giant into ground effect then built up some more speed to make sure I'd clear the trees that were rapidly approaching. As soon as we ascended above the tops of the pines the wind tagged us on the nose and boosted our climb rate by a few hundred feet per



*Approaching the Highwood pass. Photo by Stu Simpson.*

minute. The Giant reminded me again why I love it more each time I fly it.

We climbed steadily from the Highwood's 4600' elevation to 5500' for the ride home. We weren't quite ready to leave the foothills, though, so instead of turning northeast we continued north to follow along the hills. This area made for a spectacular background as Pete and I snapped even more photos of each other's planes.

North of Turner Valley and west of Millarville

we stumbled across a nicely kept ranch strip we'd never seen before. We circled overhead, using the windsock and tie downs to confirm it was, in fact, an airfield. But time was getting on and we decided against a landing. Besides, we didn't want to use up all our adventure in one day. But I promised myself we'd be back.

Calgary's ever expanding sprawl seeped

through the late morning haze soon after we turned back eastbound. The view was quite a letdown considering where we'd just been.

But, at least we were flying; there were so many more down there who weren't. Pete and I agreed it was good to be cruising at only 70 mph, which let us stay in the sky a little longer. The world looks better at that speed and we simply get more from life aloft.

My landing back at Kirkby's was terrific. So was Pete's, which was only fitting in light of the wonderful day we were having.

We chatted happily on the ground with Botting, who hadn't quite lost his tail-wheel virginity that morning because the wind came up with a little more enthusiasm than he preferred. But he still enjoyed flying his Vagabond while Kirkby flew the landings and takeoffs for him.



*The Green Giant on the ground at the Highwood pass.*

Carl got up flying, too, but the pesky battery and fuel problems continued to haunt him. Bernie was nowhere to be seen.

It wasn't a perfect day for everyone on Kirkby Field. But for Pete and I, who got the chance to have ourselves a flying adventure, the morning had certainly fulfilled its promise. ➔



# The Air Adventure Tour 2003 - Part 1

by Stu Simpson

For those who don't know, each summer the Calgary Ultralight Flying Club hosts a five day flying trip we've dubbed the Air Adventure Tour. Before last year's Tour of northern Alberta ended the group decided we were going to Saskatchewan. They left it to me to decide exactly where, so I picked the north central part because it'd have better scenery.

As usual, we assembled a ground crew, which, this year was just as numerous as the air crew. The ground crew hauls fuel, equipment and people and is the single most essential element of the Tour's success. Simply put, the Tour doesn't happen without them.

Each year's Tour provides us with plenty of honest-to-God aerial adventure and a camaraderie that's simply second to none. This year's Tour was no different. I welcome you to sit back and enjoy the story of our adventure.

## Cast of Characters

'A' Flight (80 - 90 kts)  
Glen Bishell & Bushcaddy C-GZCC (Dragonfly 6)  
Allan Newell & Zodiac C-GANL  
Glen Clarke & J-3 Cub CF-YIA  
Fred Wright & Chief C-GWXN  
Bert Lougheed & Sea Rey C-IHUM

'B' Flight (65 - 75 mph)  
Stu Simpson & Bushmaster C-IEBM (Dragonfly 1)  
Carl Forman & Minimax C-IFTX  
Andy Gustafsson & Merlin C-IKEA  
Hans Leblanc & Challenger C-IEGV  
Dan Mitchell & Harvard C-IKDM

'C' Flight (90-100 kts)  
Bob Kirkby & Starduster C-GMHW (Dragonfly 11)  
Ralph Inkster & Cavalier C-FQLP

'D' Flight (really friggin' fast!)  
Gerry MacDonald & C-182 C-FQLT  
Ken McNeill & C-177 C-GCJJ

## Ground Crew

Ground 1 (Honda van)  
Mac Harrison with Sheila, Doris, Maria and Tim

Ground 2 (pick-up truck)  
Robin Orsulak and Ken Taylor

Ground 3 (pick-up truck)  
Al Botting and Adrian Anderson

Ground 4 (car)  
Carol Mitchell and Barb Forman

Ground 5 (motor home)  
Alice Bishell, Mike Sweere with Marilyn and Erin (age 4)

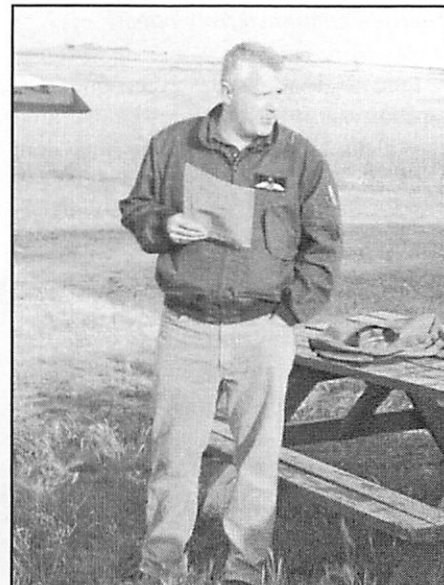
Ground 6 (Chev Blazer)  
Collin Cleland and Andrea Szucs

## Day 1

"Chestermere-Kirkby traffic," I radioed, "ultralights Dragonflies 1, 2, 3, 4 and 5

are on the roll for takeoff, runway 16 with a left-hand turn out, east-bound departure, from Chestermere-Kirkby Field." And with that, Bravo flight headed out to go move some sky around.

We were the third



"Air-boss" Stu briefs the Air Adventure group at Chestermere-Kirkby Field before departure.

flight of airplanes to depart following a pair of Cessnas in Delta Flight (a 182 and a 177), and the group of homebuilts and classics known as Alpha flight (Bush Caddy, J-3 Cub, Chief, Sea Rey and CH-601).

The Bravos consisted of my Bushmaster (the Green Giant), Dan Mitchell in his Harvard replica, Hans Leblanc in a Challenger, Carl Forman in his Minimax and Andy Gustafson in his Merlin. Ironically, though the Air Adventure Tour was an event hosted by Calgary's ultralight club, only a third of the participating aircraft were ultralights. We take this as a compliment.

Our first stop was Drumheller. Visibility aloft was terrible, about 3 miles in smoke, so it was tough to navigate. Luckily, I had Robin Orsulak in the seat beside me to help find the way.

The enroute radio frequency was very crowded as 'A' Flight lined themselves up and chatted back and forth. It was readily apparent that we needed two separate air-to-air frequencies if our Adventure was going to come off safely. We'd already planned for this and I called for the Bravos to switch to 123.4. That

(continued on page 5)

BLUE YONDER



AVIATION

936-5767

Located at  
Indus-Winter  
Aire-Park

## Dealers for

Easy Flyer

T.E.A.M. mini-MAX

Build and fly this  
popular kit for only  
\$6500.00

Merlin

- Flight Training
- Ground School
- Intro Flights \$25.00
- Gift Certificates
- Rentals (Block time)

eliminated most of our comm problems for the duration of the trip.

Following us on this leg to Drumheller would be 'Charlie' flight, comprised of COPA Director Bob Kirkby in his Starduster and Ralph Inkster in his Cavalier. With their extra speed they'd be at Drum well before us. We spoke with them briefly as they overtook us a few hundred feet higher.

Once we spotted Horse Thief Canyon, in the dramatic hoodoos west of Drumheller, finding the airport was a snap. We just had to miss the enormous radio tower in the murkiness west of the field, and the crop duster working to the north. Taxiing in on the grass beside the runway, I swore I'd never seen as many grasshoppers in my life. But that would change before the day was out.

Drumheller was friendly with numerous interested people and a pair of reporters from two local newspapers. Mac Harrison, the Tour's media man and lead ground crewman, made sure he handed out press kits while I introduced the reporters to various pilots and their planes.



Horse Thief Canyon near Drumheller.

Dan got a lot of attention with his beautiful little Harvard replica. We were making an impression.

We were soon off to Hanna, about 40 miles east. We thought the visibility would improve with the more distance we put between us and the fires in the mountains. In fact, it got a little worse. I was disappointed because I wanted to see

## Flying Events

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

**September 21** - CUFC Young Eagles Day

the Hand Hills from the air, but it wasn't going to happen in this soup.

It was getting hot, too. Mitchell, off my right wing, as Dragonfly 2, reported the outside air temp to be 29 degrees. I wondered how Hans was doing in his Challenger in the number 3 spot to my left. The daytime heating can really throw the Challengers around because of their huge wings and light wing loadings.

The ride was hot and bumpy but Ken Taylor did a good job picking points and navigating with the map from the Giant's other seat. The land turned into what's best described as barren, and near desert-like. We saw many reddish sun-scorched fields and many sections that were simply barren, without even weeds. The droughts of recent years had ravaged this land. How do people survive such conditions?

We switched to Hanna's frequency and heard 'A' flight having a really tough time with a vicious and sudden crosswind on runway 12. Fred Wright was wisely dragging his Chief around for another try and as we called in someone warned us about the wind, too.

We landed on runway 20, almost straight into the wind, as did Freddy after his second go-around. It was 17 gusting 25 and wasn't much fun. It didn't seem to bother the grasshoppers, though. There were even more here than at Drumheller.

At Hanna we got our first of the Harrison

women's special Air Adventure Tour lunches. They and the other ladies along graciously served us cold water and bagels with cream cheese and tomatoes. Just what we needed, ladies. Thank you.

Taxi and takeoff at Hanna turned out to be just as challenging as landing. Freddy ground looped his Chief in a particularly strong gust, but hung right in there and got back on track. Al Newell overheated the Zenair's Subaru engine on the runway causing vapour lock in his fuel system. The rest of the Alphas went on as he



The lunch-time crew, to whom the pilots are forever grateful.

pulled onto an intersecting runway to let his engine cool down.

I led the Bravos to a point near the end of runway 20 and turned to see Carl Forman taxiing his Minimax along the far side of the wide, dusty runway.

Suddenly, he taxied straight into a large runway marker pylon! With his nose high attitude he simply missed the pylon in the Max's blind spot. "My trip's over, Stu," he radioed. We all shut down and went to help.

Carl had a three blade Ivoprop on the nose and one blade was snapped in half. The other two were pretty badly damaged. There was nothing the rest of us could do. My heart broke. Carl's been along on all the Air Adventure Tours and I've trusted him a lot as a back-up. His loss left a big hole in the Tour. Carl summoned the  
*(continued on page 6)*

*Tour 2003 - continued from page 5*

remaining ground crew vehicle and the rest of us got back in to take-off.

The 'Duster and Cavalier departed on runway 12 just before we followed on runway 20. Carl continued on to Kindersley with the ground crew.

I wanted to travel in a line straight east from Hanna to Kindersley. No way. The visibility was so limited that if we didn't follow the main highway, there's no telling where we'd end up. There are virtually no land marks to steer by, and the country is surprisingly desolate out there. Following Highway 9 via Oyen would add 15 miles to this leg, but it sure beats walkin'.



*Bravo Flight taxis out to runway 20 at Hanna. Note the wind sock. Photo by Adrian.*

We simply bypassed Oyen because we really didn't need to stop there. Besides, the wind was at way too high an angle to the runway and would have given us nothing but even more trouble had we tried to land there.



*Dan Mitchell's Harvard replica under Stu's right wing. Note smokey sky. Photo by Adrian.*

The leg to Kindersley was one of the toughest flights I've ever made. The outside air temp was 33 degrees and the wind and thermals combined to nearly knock the fillings out of our teeth. There were plenty of times I was picking up 800 feet

a minute in climb with the nose down and the power near idle. Of course, what went up sure as hell came down. Sometimes such that, even with full power and a max climb attitude the Giant was little more than a steadily sinking pebble in the sky.

One of the more interesting sites, in fact the only one I can recall in such flat desolate territory, was a large golf ball mounted atop a girder structure. It's a radar station that sits right on the border between Alberta and Saskatchewan.

Thank goodness the wind was nearly right down the grass runway at Kindersley. It hadn't let up one knot and it would have been a nightmare trying to land our planes on the paved strip ninety degrees to the wind. We logged over 2 hours on that leg and Hans had maybe 1/2 an hour of gas left. Maybe.

And there were even more grasshoppers here than at Hanna.

After landing I found a conveniently placed stone to pound in my tie-down stakes while I proudly chatted with a gal from the local paper. "Is that a certified rock?", Al Botting asked accusingly as he appeared from nowhere. The reporter giggled and suddenly any pretense I'd had of being the studdly flight leader evaporated in the wind. Reluctantly laughing myself, I briefly contemplated chucking the rock at Al. But it was a good rock and Al was an excellent ground



*Maria hams it up in a R.A.F. Gyro Plane while Bert studies the engine intently and Ken Taylor tries to make it fly. Taken at the R.A.F. factory by Adrian.*

crewman. Besides, I probably had it comin', though it was tough to narrow things down to exactly why.

We jumped in the vehicles and headed the few miles to the north edge of Kindersley. There, we toured the Rotary Air Force *(continued on page 7)*



Tour 2003 - continued from page 6

gyroplane manufacturing facility. We saw now they make their parts with CNC machining processes and the incredible fussiness they put into their blades. RAF's quality is unbelievable. If I were getting a gyro, RAF's is the one I'd get.

That night Glen Skarra, Mike Bevin and the rest of the Kindersley flying community threw us a hangar party. They laid on fried chicken, soft drinks and some great company. All just because we were passing through. It was wonderfully generous and we won't forget it.



The Kindersley flying club through us a grrreat hangar party.

Meanwhile, the oven hot wind continued to howl.

### Day 2

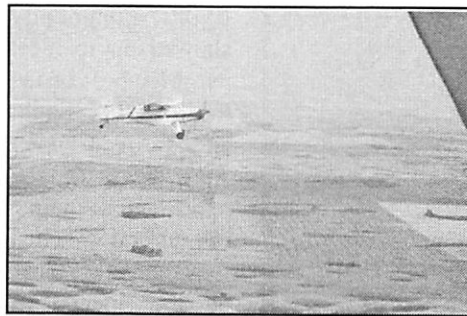
Next day dawned cooler but the wind and heat were both on their way back up. The breeze was blowing at 13 knots from the northwest when we lifted off. But, as soon as we got about 10 miles east of Kindersley the wind died off to a pleasant few knots from the southwest. Visibility was very much improved, too, now up to about 20 miles. Air Adventure Tour veteran Adrian Anderson was in the Giant with me and we both agreed this is how ought to be.

I should update you here about Carl's situation. Turns out his trip wasn't as over as he thought. He decided the night before to go back to Hanna and get his airplane.

He called Bernie Kespe in Calgary and bought a prop that Bernie had for sale. Bernie chucked it on a bus and it was supposed to be waiting in Hanna in the morning. So Carl thumbed a ride back to Hanna with Gerry MacDonald in his C-182 intending to bolt on the new fan and continue the Adventure, hopefully meeting the rest of us in Saskatoon later that night. We'd see.

Meanwhile, back in the air, Bravo Flight closed up our formation a bit and started taking pictures of one another. Then Kirkby arrived with Al Botting in the front seat of the 'Duster. They made several passes with Botting shooting some video of us. Kirkby said our formation looked really good. Is this fun or what?

We landed in Rosetown less than an hour after leaving Kindersley. We quaffed some water, pumped some go-juice and got airborne again 25 minutes later. Rosetown left us with an intense hatred of the notorious no-see-um bugs. They're minuscule insects about the size of a dust speck. They're unbelievably irritating but you can barely see them. We spent most of our ground time itching and scratching. We also heard that Carl had successfully



Bob's Starduster with Allan Botting in the front seat taking video of Bravo Flight.



LES

## Light Engine Services Ltd.

AUTHORIZED  
**ROTAX**  
REPAIR CENTRE

DEALERS FOR  
**Titan Tornado**

For Rotech Research Canada Ltd.

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

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

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

switched props and was airborne again toward Kindersley.

As the Bravos sailed into Outlook I discovered they'd moved the airport and not told my map about it. Good thing Andy knew about it, but then he would because he has family there; his mother-in-law to be exact. Andy's always wanted to fly his airplane to Outlook. So since he guaranteed me he'd be coming on this year's Tour I guaranteed him we'd go to Outlook.

The Outlook airport sits comfortably on the east edge of town, as a good town's



Andy is met in Outlook by his Mother-in-law, Irene Code. Photo by Mac.

airport ought to be. Such placement makes it easier for itinerant pilots to obtain pie and coffee, you see. Andy's mother-in-law, Irene Code was there to meet us and for a few moments she and Andy were the stars of the show as they hugged and greeted one another. Irene's a spry 84 years old and she and her friends enjoyed examining Andy's (continued on page 8)

Merlin. We were also quite flattered that the town's chief administrator came out to say hi and welcome us to town with lapel pins for everyone.

After lunch I called ahead to the Saskatoon/Diefenbaker control tower to let them know our plans and ETA, which the controllers really appreciated. I'd been



On final for runway 33 at 'toontown. Photo from Ken McNeill's Cardinal.

in contact with ATC there some weeks prior as I sought permission for the Air Adventure Tour to land there. Clive Stromberg of the YXE Airport Authority, and ATC Tower Coordinator Brent Sadoway agreed whole heartedly and really made things easy for us.

When we left Outlook it was 36 degrees outside. But the Giant performed wonderfully, even with me and Collin Cleland in it. Nonetheless, I was happy to see my engine temperatures falling as the Bravos



The Dragonfly Squadron on the ramp at 'toontown.

clawed toward 3000 feet.

About 20 miles south of Toon Town I called the tower and was given my choice of runways. I didn't relish the idea of flying over a populated city if I could avoid it so I picked runway 33. When we got a little closer the tower cleared us to a left base for that runway. That would allow us to skirt the very west edge of the city and still give us enough room for a very short final. This approach wouldn't work for any plane other than an ultralight, I thought as I cranked the Giant tightly onto base leg.

The tower called just as I turned. "Dragonfly 1, plus three, cleared to land runway 33." I landed long to be courteous to the tower and expedite clearing the runway. I'll never forget leading a flight of ultralights up the taxiway and past a Westjet 737 on the ramp of an international airport. My cheeks almost hurt from grinning so much.

We tied down outside Doug Lockhart's Esso Aviatat FBO. Lockhart was great, helping us all he could and allowing the ground vehicles easy and convenient access to the ramp. He's a guy who knows how to treat his customers and I highly

recommend him.

The Saskatoon flying community showed up to meet us. Members of the local COPA Flight and RAA Chapter were there to say hello and examine our aircraft. Then they threw us a party at the local Air Force Association club. We felt

incredibly welcomed and thoroughly enjoyed talking flying with a bunch of other guys who think like us. I got to



Stu thanks the Saskatoon COPA Flight and RAA for throwing us a party grrreat party.

know Don Glazier, a special treat, since he's one of the few octogenarian pilots still around, and a true gentleman. He's still an active pilot, flying his Beechcraft Bonanza whenever the spirit moves him.

Halfway through the whole affair Carl showed up and got a raucous and well-deserved round of applause. He spent the day battling the heat, wind and turbulence flying his Minimax alone all the way from Hanna to Toon Town. I'll tell you, Carl's got stones.

Our time in Saskatoon was definitely one of the highlights of the 2003 Tour. To all you guys in Saskatoon, thank you.

I went to bed that night satisfied with the day, but worrying about the next one. I'd checked the weather and knew we were in for a long, tough day of flying; the stuff that adventures truly are made of. It turns out I was right. ➔

Look for Part 2 of the CUFC's Air Adventure Tour in next month's issue.

Hundreds of photos were taken by the tour participants. I'm unable to give credit in some cases since they came to me second hand, but thank you to those who provided photos. - Editor.