



# Skywriter...



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

## MAY 2006



**STU RETURNS TO THE AIR!!!**  
(Upper photo by Connor Simpson, lower photo by Andy Gustafsson)

## From The Cockpit

By Garrett Komm

It has been an eventful month. The trip that I was dreading to Hawaii is now over. My brother finally was married or, as they say, MAU'ED after a fifteen year engagement.

I found some books which were really handy like "101 Things To Do in Maui/Oahu". These books are filled with great little adventures that you can take. I found out that there was a Corsair in about 75 ft of ocean that you can dive on, but I didn't get the chance. I also learned that Lindberg was buried on the south edge of Maui. I didn't get the chance to see that either, but you always want to leave some reason to come back again! Next time I go I'll make sure that I make a better schedule that involves more aviation stuff.

I did take another helicopter ride around the Island in an A-Star and was treated to very nice scenery. I rented a BMW motorcycle and toured around for a couple of days. I can understand why the motor would be a great choice for A/C conversion: first, it runs very smooth and second, it has a lot of torque. I was giving my nephew a ride on it. As we circled up in the parkade to put the milk away, I gave it full throttle and my nephews feet were pretty much in my armpits. Good thing since he could have dismounted with a full-twisting, back flip like Nadia Kommaniche doing a lip stand dismount to score of 9.4 from the Russian judge. All kidding aside this seems like a great motor I will look at harder now.

My propeller is in so I-KSR should be tearing up the skies shortly. Remember, the Poker Run is at the end of the month and will be using the south fields this spring: Vulcan, AJ Ranch, High River, Okotoks etc. So please give the planes a good once over to make sure all is well. Thanks to Ted for covering whilst I was gone. See you at the meeting.

Tail winds and no bumps.→

## Joe Pilot

By Brian Vasseur

I'm starting to get back on track towards my commercial again. Last spring I completed my night rating and had planned to keep going, but we built and constructed 20 new plants last year which put some demands on my time. This year I expect the same thing at work but I'm going to make more free time for flying.

I haven't completely given up ultralights but the RANS has been down since January due to an AD on the tailboom. As an advanced ultralight the AD's aren't optional. Unfortunately Stu got into Bob's hangar before I got my tailboom and Stu takes forever when he starts something. The instructions for the tailboom showed that the plane has to be setup in a jig a certain way. This wasn't a job I'd be able to do outside on the grass, but I'm hoping that I'll be able to get it done in the next few weeks.

The first thing I wanted to get out of the way for my commercial was the ground school. Another 40 hours of classroom time, and 100 hours of airtime is required prior to writing the exam. Basically for \$400 you get to learn most of the same stuff you learned doing your private. The course was done over a month, Saturdays and Sundays, which I think is a bit better than doing it in the evenings when you're tired after work.

The commercial ground school is different from the private ground school, and it assumes that  
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Skywriter is the official newsletter of the Calgary Ultralight Flying Club – COPA Flight 114, published 12 times per year

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you're familiar with the material from the first time around. If you don't know how to use your E6B yet you don't want to just show up here and wing it. This time around there was a much more intense focus on weather, review of the CARS chapter 7, more advanced radio navigation and human factors.

What was interesting about this course was the people that were taking it. About half of the class were people 40 and over with the other half in their mid 20's. Of the people in the class not all of them were really focused on their training. Some would show up late, some have put this off until the last minute and some just weren't catching on. This is somewhat surprising since a commercial license costs about \$60K right now, quite a bit more than a degree and with a starting salary a lot lower than what I pay a first year engineer. The good news is that the people who aren't really committed probably aren't going to stay with it so you won't see them as a Westjet pilot anytime soon.

Now that I've gotten the ground school out of the way I'm moving on to my multi engine rating. I've put this off thinking I would do a Multi IFR, but I'm realizing now that the IFR is only going to make sense if I have a plane that I can fly IFR on a regular basis. I'll do the multi now and leave the IFR until I can really make it worth my while. The RANS S12 is a poor IFR trainer so we'll see what new airplane shows up in my future.

## And Merl Makes Five

By *Stu Simpson*

I remember a June evening in 1992 when I set my Beaver down on a strip, a beat-up pasture really, near Langdon. It was where Ron and Bernie then kept their new red & blue Macair Merlin, labeled C-IDDN. I recall admiring the Merlin but being skeptical of the centre "Y" stick. I



*Stu poses with the latest member of the family.. Merl, the Merlin.  
Photo by Andy Gustafsson*

saw the Merlin a few times after that flying around the area. Each time I wished I could own a fully enclosed airplane like that someday, and I envied those guys flying it.

Naturally, I had no idea that I would actually own that very airplane fourteen years later. But I do own it now, and I call it Merl.

### Endings and Beginnings

On January 14<sup>th</sup>, someone landed a Cessna 172 hot, long and downwind at Linden and crashed into my beloved Green Giant, almost totally destroying it. The enormity of that day hit me when I got back to Kirkby Field and opened up my hangar to see nothing there. I was later able to salvage the Continental A-75 engine, the instrument panel and the seats.

I couldn't sit idle for long. There was flying to be done and I was missing out. I eventually received a reasonable insurance settlement and bought C-IDDN.

I soon found out that the Thens sold it to Dr. Jack Barlass, who subsequently sold it to Gary Fox, of Nanton. Several of us flew to Fox's strip in the Porcupine Hills one winter day in

2002. Again I admired the Merlin, and again I recall not preferring the centre stick. Richard Schmidt had purchased the Merlin from Fox just a few days prior. I looked forward then to him joining the Dragonflies soon.

Well, Schmidt did make some trips with the Dragonflies over the next few years. He also made some improvements to the Merlin and put some hours on it, both of which are healthy things for an airplane. But I still never thought for a second that I'd ever own it.

Exactly five weeks after losing the Giant, though, I handed over a cheque to buy C-IDDN from Schmidt. It had been sitting at Indus for a few months where it acquired a layer of dust accented by bird turd and kitty prints. Wayne Winters generously flew it to Kirkby's for me. I can't tell you how gratifying it was to see a pair of solid wings in my hangar once more.

### The Real Work Begins

Now the real work started. I had numerous changes in mind for Merl. Primary among them was an engine change. Equally important was having  
*See next page...*

*...continued from previous page*

a place where I could do the job. Bob Kirkby has my unending gratitude for making his heated hangar available for the job. I look forward to when I can return the favour.

My Continental checked out OK with Ken Vike, engine re-builder 'par excellence' in Kamloops. It was on its way back to Calgary and would soon adorn Merl's new nose. Naturally, the Rotax had to be removed and sold, which happened in less than a week. Gary Abel bought it with plans to stuff it into the front of his Cubby II. That airplane will really perform with a 582 in it.

Since the Continental relies on gravity for its fuel flow, I'd also need wing tanks. Naturally, these were supplied by Wayne Winters and provide a total capacity of nearly 20 gallons. Interestingly, the old Macair wing is tapered both in chord and depth, unlike Winters' current constant chord wing. This meant the wing tanks were just a bit big and had to be cut down by half a gallon or less. Along with the fuel tanks, Wayne's also supplied a great deal of knowledge and insight into the Merlin design and structure. What a treat it is to have the Merlin factory so close to home.

The wing tank installation was quite a chore, but I managed to get them in safely and securely. They'll give me nearly 5 hours of endurance.

I also had to make some minor changes to the cabin structure and the landing gear, the welding for which was done by Garrett Komm. Mike Sweere and Ted Beck welded up the new engine mount for me.

Remember how I've mentioned that I didn't like the centre "Y" stick? Well, I decided to do something about it. I designed a simple dual stick arrangement and Winters welded it up. It's basically "U"-shaped and attaches to the same collar the centre stick did. It pivots on that centre torque tube and essentially functions as a large yoke. When I move the stick right or left, it doesn't pivot on

the floor, it rotates on the centre torque tube. It feels very natural and is really easy to adapt to. Glen Bishell's been successfully flying a very similar arrangement for a few years in his BushCaddy. Winters is toying with the idea of offering it as an option on the Merlins.

Next came the design and fabrication of the rest of the panel forward structure. This was relatively easy after what Gerry Theroux taught me last year when we did the same conversion on the Giant. In fact, I'm very proud of the fact I only had to call him twice for advice on this project. And when he looked at the finished project, nearly everything met "Gerry Spec".

Weight and balance was a pleasant surprise. Merl weighed out to 700 pounds empty and well within the published C.G. range. In fact, it gave me quite a bit of room to play with as far as adding cargo capacity aft of the cockpit.

Three months to the day of the Giant's demise, I tied Merl down and ran it up. The Continental fired on the second blade and oil pressure was instant and good. The wind was pretty gusty that morning so I planned only on some taxi tests to start. The taxiing went well so I decided to graduate to some runway runs and maybe crow hops. Those also went well, so I decided to fly it.

I sat at the end of the runway and pushed the throttle all the way in. Merl was airborne in about 200 feet, maybe less, and climbing about 600 fpm. That high-lift wing was definitely doing its thing.

I flew around northeast of the field for about 20 minutes and got a proper feel for the controls. The ailerons were a bit sloppy, but I knew I could adjust that. I brought it back into the circuit and set down nicely on Kirkby's runway 16. I noted the oil pressure was quite a bit lower than I'd like, and wondered why.

I made a few more flights in the following week and a few things

became apparent. Despite having adjusted the ailerons' play and position, the system was still binding a bit somewhere. Also, the oil pressure was too low when the oil temperature was high. And finally, I was having a lot of trouble keeping Merl coordinated in turns.

I talked to Winters and Andy Gustafson about the yaw problem. Both told me Merlins have a lot of adverse yaw due to the Junkers style ailerons. That made sense, so at Winters' urging, I use aileron to enter a turn and lots of rudder to maintain the coordination. I also added a small trim tab to the rudder. The ailerons stiffness was solved with some lubricant in the right places. Now the system is nearly frictionless.

As for the oil pressure, I tried everything I could think of, and everything that Vike could think of. Finally, I sent it back for him to examine. His shop ran it on a test stand and got excellent pressure at temperature, then determined that there was something wrong with the hose linking the engine to the gauge. It's likely a small bit of rubber that's flapping and acting as a valve. It should be pretty easy to fix. At this writing I hope to have the engine back and installed within days. Then I can really get back to getting to know my new airplane.

Merl's the fifth airplane that I've owned and I think I'm going to love it. It's got all the features important to me in an airplane; good STOL performance, good speed, long legs, roomy cockpit, sturdy construction and fun to fly. With any luck, it'll be the last plane I own for a great many years to come.

My many thanks go to the various members of the CUFC, only some of whom are mentioned here, for all their help, knowledge and skill on this project. Their generosity and willingness to give are precisely why our club is the high-quality, professional organization that it is. I'm very proud to be associated with you all. ➔

# CAVU Dreams

By Ken Beanlands

Let's face it, with weather like we've had this month, who hasn't been thinking of flying? I've been doing quite well with a few fun flights in Chrissy and a few hours towards my commercial license in Cutty. I found a great instructor at Springbank Aero who is not only light enough to fly with me in the 150, but is a fellow Newfoundlander! We've been having a great time so far with me flying "under the hood".



The infamous Linden airstrip with a view to the southwest

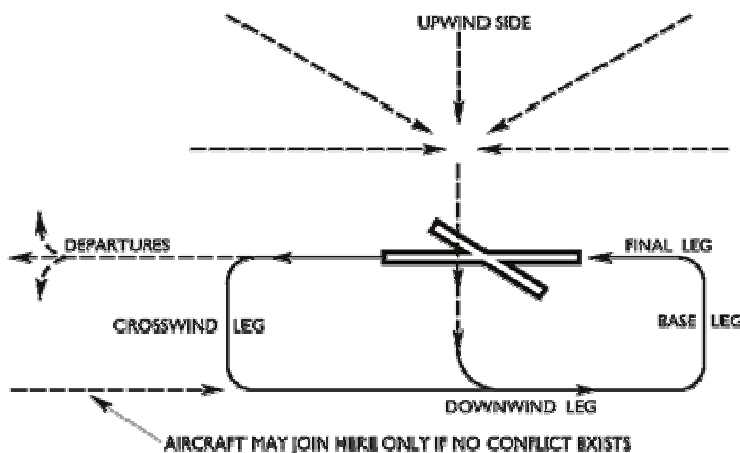
Unfortunately, I was unable to attend the Rust Remover this spring. I was quite looking forward to it, but other commitments got in the way. Fortunately, getting a commercial license and night rating will more than cover the requirements.

One issue that has troubled me has been around uncontrolled airport procedures, especially at places like Linden. Over the past two years I've noticed aircraft flying both left-hand and right-hand circuits for 34. In chatting to pilots, the reasoning for flying a right-hand circuit has been so that they do not have to fly over the town. OK, so the reasoning is sound enough on the surface, but since I have always flown left-hand circuits for 34, I wanted to find out more.

I decided to start my search in the AIM (the new version of the AIP) and found that in section RAC 4.5.2 the rules are very clear: "All turns shall be

to the left while operating in the circuit, unless a right-hand circuit has been specified in the CFS.". Note that the wording is "shall" not "should". Since the Linden airstrip is not published in the CFS, the exception to the left-hand circuit rule is not met.

Reading further, the AIM is quite clear on how to enter the circuit. If the active runway is not known, and the pilot wishes to do a field inspection to determine the winds, the pilot should cross the field 500' above circuit altitude as per RAC 4.5.2 (a)(iii). The pilot should then return to the upwind side of the circuit to descend before crossing the runway at circuit altitude to join the middle of the left-hand downwind. If you already know the circuit, you should descend on the upwind side to cross the runway at circuit altitude. The only other way to enter the circuit is to join straight in onto the downwind leg.



OK, so how does this apply to Linden and the desire to be "good neighbors" and avoid flying over the town?

Well, regardless of whether you fly a right-hand or left-

hand circuit for 34, you will need to fly over the town, either on the downwind (left hand) or while descending on the upwind side (right hand). The only way to avoid flying over the town is to join straight-in on the right hand downwind. Given that most of us fly into Linden from the SW quadrant, it's unlikely that we would be in a position to join straight-in for a downwind to 34.

Furthermore, from looking at Google Earth, the town appears to be only  $\frac{3}{4}$  of a mile wide, with the runway on the immediate eastern edge. Flying a left-hand base leg at  $\frac{3}{4}$  to 1 mile from the runway would still allow the pilot to fly a standard left hand circuit without flying over the town.

The real problem with right hand circuits at Linden comes from the fact that the CUFC members are not the only users of the field. I've seen aircraft from the Calgary Flying Club and other private operators using the strip; and they generally fly a left-hand circuit. This could cause some real issues as traffic from both base legs attempt to merge onto final. Although radio communication should be maintained, it is not required. If a private operator were to join the circuit, he/she would be looking for conflicting traffic on the left-hand downwind ONLY, since it's not legal to fly a right hand circuit there. The end result could be quite disastrous! →

# For Sale

1947 Aeronca Super Chief 11BC - 1610 TTSN, C85-8F, 910 SMOH, 110 SPOH. Looks and flies beautifully. Cruise at 95 mph. Stall at 38 mph. Comes complete with hand held radio with external antenna and intercom. Buy today, fly tomorrow. And for about the same price as a kit. \$ 37,500 Call Mike Sweere for more details. 337-4860(h), 809-9353(c) or [mmsweere@xplornet.com](mailto:mmsweere@xplornet.com)

Rans S-12XL - 2004 60 hrs. tt. Rotax 912, full enclosure, \$30,000 or offers. Ed D'Antoni (403)247-6621. [dantoni@telusplanet.net](mailto:dantoni@telusplanet.net) for pictures. (05/06)

Wooden Storage Shelving, Great for hangar, basement or Garage storage, 8ft high by 8ft long with 7 shelves that are 1 ft wide, vertical supports are 2" by 2", painted white. 5 units available @ \$35.00 each. Calvin Thorne, cell (403) 860-7582 or home (403) 932-4325, email [cbthorne@telus.net](mailto:cbthorne@telus.net). (04/06)

Ook and Glass Sales Counter, Has two sliding front glass doors with lock, two large glass panels on the top and a glass panel on each of the sides, interior has two levels of adjustable glass shelving & interior lamp strips. \$325.00 Calvin Thorne, cell (403) 860-7582 or home (403) 932-4325, email [cbthorne@telus.net](mailto:cbthorne@telus.net), photos of unit are available by email. (04/06)

Minimax - Apx. 260 TT kept at Indus 503 Rotax Great airplane Knut Rassmussen Or Garrett Komm 874-6447 (02/06)

1991 Merlin 'FUEL MULE' - will sell with Rotax 582 or without engine starting another project \$15,000 complete \$12,000 airframe only. Contact Garrett 874-6447 (02/06)

1998 Challenger II - Professionally built, only 170hrs on LES maintained & chromed exhaust recently installed. Beautiful paint, custom seats, ICom3, always hangered, \$27,000. Call Trey

@ 698-4820 or email for photos - [trev.petty@gmail.com](mailto:trev.petty@gmail.com) (02/06)

1995 Murphy Renegade Spirit Biplane. - 130 hours TTSN, 31 hrs TTSN on a Rotax 582. Includes David Clarke helmet & headset and Icom A5 transceiver. All reasonable offers considered. For detailed information and photos contact: Bernie Kespe - 255-7419 (home), 692-2563 (work), or email:

[bkespe@raymacsurveys.ca](mailto:bkespe@raymacsurveys.ca) (02/06)

Wanted a share in a ultralight aircraft or would like partners for purchase of an aircraft. Prefer 80 H.P.plus, tractor type, side x side, electrics, cruise 80-120. Open to all ideas, Lets talk, no obligation off course. Ed Wawzonek, tel 286-2664 (home). (02/06)

Cavalier - 2-Place, side-by-side, zero timed O-290-D2. low-wing, tip tanks, 80% complete. Selling due to health. \$14,000. Contact John Ehrmantraut (403)256-7530 (12/05)

Rotax 503-with gearbox 80 hrs since OH dual carb, point ignition, manual start c/w muffler, spinner. \$1200.00. Contact: Barry Wood (403)935-4609 or [barryleewood@hotmail.com](mailto:barryleewood@hotmail.com) (11/05)

89 single Seat Chinook; 447 rotax 348 TTSN 76 SOH. new wings and tail. John 239-0289 (11/05)

Volvo aluminum block V6 DOHC, supposedly rebuilt. Offers or \$250 delivered. Doug Fortune [pentam@shaw.ca](mailto:pentam@shaw.ca) 284-3945 (11/05)

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1985 Spectrum Beaver RX550 - two-seat BULA, Rotax 503 SCSI, low time airframe & engine, hangered in Indus, \$9,000.00 obo. Dave Goldsmith, Calgary, (403) 289-9310.(09/05)

TEAM Tandem AirBike - pre-welded fuselage, c/w full set of plans and manuals for Single Place including welding plans and stress analysis, and partial plans for Tandem. \$2000.00 obo. Dave Goldsmith, Calgary, (403) 289-9310 (09/05)

1993 Rans S-12 - 430 TTSN, 30 SMOH on Rotax 582. \$22,000. Contact Brian Vasseur 403-512-9045 or Wilf Stark 403-226-6580 (04/05) →

Ads reprinted from the St. Albert Flying Club Newsletter

Branson Bush Baby - Ultralight, includes hanger, skis, radio, GPS, David Clark headset, 503 DCDI, oil inj., 3-blade IVO in-flight adjustable, 2 fuel tanks, \$15,000. Call Len (780)436-1928

*Notice: Classified ads are free to CUFC members. Contact Ken Beanlands to place or renew your ad (see masthead). Ads will be dropped after 6 months unless renewed.*

**Team Minimax** – Single place, taidragger, C-IVIV, blue on white, Rotax 447with electric start, skis. 185 hrs TT. Asking \$9,000 OBO. Contact Ben Strafford (780)458-1606 [larandbe@telus.net](mailto:larandbe@telus.net)

**Bushmaster DM3** – BULA, Rotax 582, DCDI, oil injection, all-metal airframe with fabric cover, 3-bladed prop, 20 Imp Gal wing tanks, skis, cabin heat. Always hangared. 80-85 mph cruise. Asking \$21,500 with zero timed engine, negotiable with current engine (325 hrs). call Ben at (780)458-1606 or [larandbe@telus.net](mailto:larandbe@telus.net)

**Rotax 503** – single or dual carb, manual start, points ignition. Call Dan Pandur, Snowbird Aviation (780)418-4159

**Titan Tornado** – loaded. Rotax 912. Call Dan Pandur, Snowbird Aviation (780)418-4159

**Canadian Snowbird** – Single-seat, Rotax 227, skis, wheels \$8000. Call Dan Pandur, Snowbird Aviation (780)418-4159

**Rotax 503** – DCDI, 0-time with exhaust, gearbox available, \$3200. Light Engine Services (780) 418-4164

**1995 Challenger II** – BULA, 503 DCDI, recently completed 150 hr O/H, 500 hrs TTAF & engine, skis, radio, tundra tires, intercom, always hangared, many other extras. \$16,000 Call Dave (780)460-8573 →

## In Search of a Light Sport Aircraft

*By Ed D'Antoni*

Last winter, Ben Stefanich and I started looking for a ready to fly light aircraft. We looked at all the newly available Light Sport aircraft and narrowed it down to the Czech built composite Sting Carbon, the all metal Sportstar and the Jabiru 250 and 450. The new US Light Sport rules limit the maximum weight to 1320lbs, the maximum clean stall speed to 51 MPH and the maximum speed in horizontal

flight at maximum continuous engine RPM to 138 mph. Retractable landing gear and in flight adjustable pitch propellers are not allowed. We arranged test flights in these three aircraft and headed to Sun-N-Fun the last week of March.

My first choice of aircraft was the Jabiru 450. The kit comes complete with radios, transponder, ELT, vacuum heading indicator and artificial horizon and everything else required for VFR flight for a kit price of about \$60,000. For an additional \$12,000 you can spend 4 weeks at the factory and fly away a finished aircraft. The 450 does not meet Light Sport requirements although a 2 seat version named the 250 does, and is available for \$5,000 less. Both the 250 and 450 have more room than a Cessna 172, fly faster, carry a larger payload, consume much less fuel and have a back door for ease of passenger entry. The Jabiru cruises at 135mph at only 65% power. In order to meet the US mandated maximum speed the red line on the tach is set at 2750 RPM. The second choice was the Sting, mostly because of appearance. The Sport Star is similar in appearance but has a larger fuselage cross section between the cabin and tail. A thinner aft section results in a significantly smaller total aircraft wetted area, thus less drag and more speed.

We flew the Sport Star at Lakeland the day before Sun-n-Fun started. It flew exactly as advertised, cruise at 75% power of 105 mph and the stall was below the required 51 mph at gross. The gross weight of the Sportstar is listed as 1217 lbs. because at higher weights the stall speed exceeds 51mph. In Canada the stall speed requirement is lower, but with flaps. The Gross weight for the Sportstar in Canada is 1250. Trying a 4000 rpm power on stall resulted in just slow flight, no stall. The next day we ruled out the Sting

because of delivery times and some other items and headed over to look at the Jabiru. After a few minutes I was convinced this was the aircraft of all aircraft. The 2 seat version still had the back door and room for a bicycle and all the camping gear one would ever need. Unfortunately it had a centre mounted Y stick which is totally unacceptable to Ben.

Almost all of the new Light Sport Aircraft were on display, I saw both Chris Heinz of Zenair and RV's Dick VanGrunsven climb into the Czech Sportcruiser. The Sportcruiser is built just 5 KM from the Sportstar. Except for the Jabiru and Sportstar I felt the advertised speeds of most light sport aircraft to be suspect. A number of manufacturers indicated cruise speeds at 75% in the order of 110 to 115 knots (127 to 132 mph). I find it hard to believe that adding the last 25% power will only increase the airspeed by 6 to 10 MPH. They are either exaggerating the cruise speed or lying about the aircraft not exceeding the maximum allowable speed of 138 mph at maximum continuous power. Almost all manufacturers indicated that most sales were with the 100HP 912S. They also indicated that with the 120 knot (138mph) speed limit, the only difference between the 100 and 80 hp engines was the rate of climb. I also noticed that the price of options for most of these aircraft was double to triple the retail prices shown in the Aircraft Spruce catalogue. Ben finally settled on the Sportstar. The cost of an installed electric artificial horizon, heading indicator, radio, intercom and transponder were well in excess of \$10,000 more than if he purchased and installed them himself. →



# Flying Events

**May 9-11, Calgary, AB** - Aviation Alberta Conference and tradeshow at the Coast Plaza Hotel. "Working Together - Unleashing Innovation" Contact Aviation Alberta: Toll free in Alberta: 888-289-4222; Tel.: 403-717-2272; Fax: 403-735-1281; E-mail: [dmatthews@avc.com](mailto:dmatthews@avc.com) or [jessicad@avc.com](mailto:jessicad@avc.com); Website: [www.aviationalberta.com](http://www.aviationalberta.com).

**May 14, Sundre, AB** - The Sundre Flying Club Annual Mother's Day Fly-In Breakfast from 8 a.m. to noon at the Sundre Airport. Contact Myron Bignold at Tel.: 403-638-2214; E-mail: [winnmy@telusplanet.net](mailto:winnmy@telusplanet.net)

**May 21, St. Albert, AB** - Light Engine Services Rotax Speed 60 and barbecue lunch at the St. Albert Airport (CES3, N53 25 W113 41 37). Pilot meeting at 9 a.m. Rain date: May 22. For more information contact Ben Strafford at Tel.: 780-458-1606; E-mail: [larandbe@telus.net](mailto:larandbe@telus.net).

**May 27, Indus, AB** - CUFC Spring Poker Run. Breakfast served from 9:30 until noon. Prizes for best hand, worst hand, lucky parking, etc. Collect one card from: Vulcan, High River, Okotoks, Boultons, Claresholm, AJ Ranch, Indus, Chestemere/Kirkby, Stefanics and Airdrie. Please do not collect cards from home field. Call Garrett Komm for details at (403)257-3127. Breakfast for two only \$5.00

**May 28, Camrose, AB** - Camrose Flying Club/COPA Flight 137 is hosting a Sunday morning 7 a.m. to noon fly-in breakfast at Camrose Airport (CEQ3) Everyone welcome. Photos for all aircraft arriving on short final. For more information contact Barry Graham at Tel.: 780 672 7973; E-mail: [grahamb@cablelynx.net](mailto:grahamb@cablelynx.net); Website: [www.camrose.ca](http://www.camrose.ca).

**May 28, Medicine Hat, AB** - RAA Chapter 4509 will be holding their annual Fly-In Breakfast from 9 AM to noon. Radio freq. 122.2. Runways are asphalt, 5000 ft. and 3000ft.

**June 10, Lethbridge, AB** - Annual Lethbridge Sport Flyers Fly In Breakfast at the Lethbridge County Airport, CYQL. Airwest Hangar N49 37' 49" W112 47' 59". COPA Flight 24 Fly-in Breakfast 8-11 a.m. at Airwest Hangar, \$6/adults, \$3/children. Everyone welcome! For more information contact Joe Harrington at Tel.: 403-381-0574; [Lethbridge-Sport-Flyers@telus.net](mailto:Lethbridge-Sport-Flyers@telus.net)

**June 11, Innisfail, AB** - Annual fly-in breakfast at the Innisfail Airport (EM4) from 7-11 a.m. For more information contact Herluf Nielsen at Tel.: 403-728-3457.

**June 24, Bishell/Carstairs, AB** - 10<sup>th</sup> Annual Fly-In Breakfast. Please contact Glen Bishell for detaild at 337-2564 or [abishell@xplornet.com](mailto:abishell@xplornet.com)

**June 25, Wetaskiwin, AB** - Wetaskiwin Father's Day Fly-in, 0730-1100, EX3. Planned events: radio control demonstration, vintage car/motorcycle display. First five pilots to fly in get a discounted breakfast. For more information please e-mail [jdeuchar@telusplanet.net](mailto:jdeuchar@telusplanet.net).

**July 5 - 9, Arlington, Washington** - Northwest EAA Fly-In. - For more details visit [www.nweaa.org](http://www.nweaa.org).

**July 8 - The 15th annual Chestemere-Kirkby Field Fly-In Breakfast** - 0830 - 1200. Contact Bob Kirkby 569-9541.

**July 16, Vulcan, AB** - Fly-in breakfast at the Vulcan Airport from 8-11 a.m. Sponsored by Vulcan Flying Club and Chamber of Commerce. For more information contact Glenn Graham at Tel.: 403-485-2635.

**July 24-30, Oshkosh, Wisconsin** - EAA Airventure - Start planning now! Last year we had a number of CUFC members attend and all had a great time. If you are interested in going as a flight, please contact Ken Beanlands. See [www.airventure.org](http://www.airventure.org) for more details.

**July 29, 30 - Wetaskiwin Air Show** with the Snowbirds.

**August 27, St. Albert, AB** - Fred Herzog Memorial fly-in breakfast at 8-11 a.m. at the St. Albert Airport (CES3, N53 25 W113 41 37). For more information contact Ben Strafford at Tel.: 780-458-1606; E-mail: [larandbe@telus.net](mailto:larandbe@telus.net). →



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