

UltraFlight

Volume I Number 4

Flying Safely, Just for Fun!

BCV-Chugiak, Alaska

Election April 6

Ultralight Flyers of Alaska will hold an annual election on Friday April 6, 2001 at the monthly meeting of the club. In observance of the Easter holiday an early meeting was called. Normally the meetings are the second Friday of the month. Current President Lanse Welsh would like to invite everyone to vote in the upcoming election, and to renew your membership. Those who do not renew their membership will cease to receive the newsletter after the April edition.

In addition to more monthly club activities, Welsh is looking for volunteers for the upcoming solstice activities at Birchwood airport.

This years Solstice Fly In will be held on June 22, 23, 24 and will feature the bomb drop, spot landing contest, and a Poker Run.

According to Welsh the position of Club Contact person is available to anyone who would like to introduce new members, and to renew old members. If you are interested you should contact ULFofA President Lanse Welsh at 688-7001.



Bob Nelson of Montana sent this image of his trike to illustrate just another way to fold up your ultralight for garage or hangar storage. Bob and Ken parked their buses behind Arctic Sparrow Aircraft most of the summer of 2000, and flew nearly everyday.

March Poker Run, another success for pilots and the club!

A poker run on Saturday March 3, 2001 was fun for those who participated, and a financial success for ULFA. President Lanse Welsh won the \$250 pot, and set precedence he contributed 25 percent back to ULFA, something talked about but here to for never done. "The club needs to have more money making activities to offset the expense of this newsletter, and to pay for other events", Lanse told fellow participants after presenting his winning hand. The "Poker Run" started at about 11 a.m. after a briefing and safety meeting. 10 aircraft participated under clear blue skies. Flying in the Poker Run were Lanse Welsh, Lauri Borgstrom, George Donart, Cliff Martin, Mike Wood, Dennis Mitchel, John Elson, Jeff Hanson, Doug Parker and Rob Stapleton. Pilots flew first to the Knik Bar on Knik Lake, then to Big Lake, and on to Lake Lucille, finishing at Birchwood Airport. Coffee, hot chocolate, and coffee were found in the bar at the Best Western Lake Lucille Lodge, as well as cheese burgers and mounds of fries. On the way back from Lake Lucille several pilots flying near the Glen Highway were able to spot the Winter Special Olympics torch carriers making their way to Anchorage in front of a touring bus, and a line of traffic backed up on the highway. As pilots made their way back to Birchwood Airport via Solo Lake and the Knik River under beautiful skies and warm weather. Before the Poker Run started it was agreed that all pilots must land and be present at Arctic Sparrow Aircraft, Inc. by 4 p.m. the same afternoon. Once all pilots were in the office ten hands were dealt and pilots picked hands. Welsh drew the best hand fair and square and immediately offered a healthy sum back to the club. Pete Marsh who hosted details of the Poker Run disqualified himself from the drawing. The next fly in and Poker Run will be during Solstice 2001. Anyone interested in helping with the staging for the next Poker Run call Lanse at 688-7001.

Editors Box

Recent events in the 2001 Legislature have lead to an offering of several bills that may affect our flying.

Senate Bill 100 sponsored by Senator Rick Halford, (R, Eagle River) suggest that any individual, club or air school that uses state owned runways, taxiways or any other Department of Transportation facility be required to have communication with other aircraft.

This bill also contains language that will remove legal liability to any party operating equipment on State Airports for maintenance.

Another bill introduced and sponsored by Rep. John Harris (R, Valdez) will change the state statute covering the mandatory carrying of survival gear while on flights more than a 50 mile radius from the users originating airport.

Harris has suggested in HB 127 that pilots not be required to carry firearms, or gillnets on board their aircraft for survival purposes.

The bill comes after our Canadian neighbors implemented law that will require a \$50 (Canadian) registration fee, or a two day class for the privilege of carrying a gun in their country.

If passed HB 127 will affect current state laws which will not require firearms or gillnets for Alaska cross country flights as well.

-R.S-

Antares 51 Percent...It's official!

The lights in the hangar at Arctic Sparrow Aircraft, Inc. have been burning into the wee hours of the morning for the last five months getting the Antares flex wing trike ready for the 51 percent homebuilt kit list, and now it is official.

Pilots wanting to log their time while flying a trike now have another building option to chose from, the Antares do it yourself, 51 percent homebuilt kit. As of March 8, 2001 the popular Ukrainian manufactured Antares MA-33 will be listed on the 51 percent kit list after a thorough inspection by a Federal Aviation Administration Manufacturing Inspection District Office official. An inspector from Kansas City initially approved the kit on the spot after the inspection.

These kits can now be built as an experimental amateur built aircraft or glider, or as a Part 103 ultralight.

"This has been a big project, but we have all worked long hours to provide another option to pilots who want to build and fly flex wing trikes," said Mike Jacober, owner of Arctic Sparrow Aircraft, Inc, located at Birchwood Airport in Chugiak, Alaska. Sergey Zozulia, the manufacturer from Zaparosni, Ukraine joined Jacober in October to ready the kit plans, manual and materials for the kit list. Also working on the project are Lanse Welsh and Frank Smith who offered technical assistance on the job. The Antares will be offered with the Aeros Stream, Still, and Stranger II wings that are also part of the kit project.

"This is great, we have worked very hard to offer the Antares with American made materials and hardware," said Sergey Zozulia, designer and proprietor of Antares Ltd. For more information and specifics visit: www.arcticsparrowaircraft.com or call Mike Jacober at 907.688.7001 or e-mail: asainc@customcpu.com

Time to Switch

Mike Jacober would like to remind everyone that has their air vehicles on skis to bring in their wheels for the annual switch from boards to rubber.

"The snow is melting and there isn't much between the asphalt and your skis, so lookout," adds Jacober. Due to warm weather and dust that is absorbing solar energy into late March snow, there isn't much left to land on at Birchwood Airport.

Despite snow storms in Fairbanks and Juneau in late March, Anchorage has had a mild winter which equates into a short spring.

Southern Visitor Impressed-Coming Back

The following letter was sent to Mike Jacober by one of three southern visitors who came to Alaska to fly in the Winter on skis. Here is what one gentleman had to say...

I just wanted you to know that I was extremely impressed with your operation. You are very attentive to safety and assistance to your people and visitors. I had a blast flying around up there and learned a lot also. I can't remember a time I have flown in a trike with over 4000 hrs on it. Good luck on the Antares program, not that you need

Visitor, continued-

it. Your hard work shows all around. You are the most active ultralight operation that I have seen to date. You are very fortunate to have the caliber of people you have around in your area. Everyone I met was extremely friendly and fun to be around. Take care and we will be back, with wife, in about a year or so. Lanny Porter
Bethlehem, Ga.
TrikerT@mindspring.com

What's New, and What's News

Arctic Sparrow Aircraft Inc. has a new Antares with the Still 17 meter wing, powered with a Rotax 503 engine that is being readied for instruction and rental.

This makes the second Antares that is available for students to solo, and for dual instruction.

The Antares MA-33 designed by Sergey Zozulia, has proved itself worthy of Alaskan flying conditions, and as a matter of record the Antares that Mike Jacober is currently using has crossed the Bering Strait, and flown over the summit of Denali.

What could be a better test for northern flying.

New to Arctic Sparrow is Myke Puckett, who will help on various projects that will come up in the Spring and Summer months.

Stay tuned to an upcoming edition of the EAA's Experimenter Magazine who will feature an article about Mike Jacober and Sergey Zozulia, Lanse Welsh, Frank Smith and Andy Kmak.

Andy Kmak is progressing with GeePee (Guinea Pig) the first Antares/Stranger wing combination as a 51 percent kit.

The wing is complete, and Kmak is currently working on the trike while taking pictures and adding text for the final manual for the kit.

NO Guns on Cross Country flights

By Rob Stapleton

State legislators are examining a bill that will change state law that will limit carrying a firearm while in your aircraft. Currently Alaska Statutes require any aircraft flying more than a 50 mile radius from their originating airport to carry survival gear that includes firearms. Representative John Harris (R-Valdez) introduced House Bill 127 on March 15 that will exempt pilots from state gun requirements while on flights between Alaska and Canada, and may relax the statute for instate flights too.

Canada recently passed new laws requiring those seeking to transport guns across its borders to register the weapons with authorities, and obtain a license for themselves which requires either a two day training course in Canada, or payment of a \$50 (Canadian) registration fee each time they bring in a gun.

"Carrying a gun on a wilderness flight may be good insurance, but having to pay an extra \$50 every time you carry that gun into Canada may tend to price that insurance out of the market," said Rep. John Harris, himself an airplane owner and pilot.

Although the Alaska requirement for pilots to carry a gun is not strictly enforced or universally followed, Harris said he wanted both to save pilots money and eliminate one excuse they might use to leave their guns at home. The bill also frees Alaska

pilots from having to carry gillnets on wilderness flights, though they must still carry enough food for two weeks, and axe, knife, first aid kit, mosquito headnets, and blankets or sleeping bags.

"Hell if you crash in a place where you can shoot and kill an animal, or catch fish with one of those gillnets, you've got it made and should stay put," exclaimed Emmitt Soldin, a retired bush pilot.

"Flying has changed since the 60's when flights in the bush were more dangerous," said Dee Hanson, executive director of the Alaska Airmen's Association. "If you go down and rescue can't find you in a day, that's pretty unusual. We are going to monitor this without recommendations."

The legislation currently identified as House Bill No. 127 (RLS) is waiting for the Senate Transportation Committee to review it's points. Co sponsors of the bill are; Representatives Foster, Morgan, Dyson, Bunde and Senator Olson.

Sources in Juneau feel that this bill will pass with ease in the Senate and is being supported by Legislators who are also pilots.

Who is this Sergey guy?

This winter has been a learning experience for everyone that has spent time around Birchwood's Arctic Sparrow Aircraft, but what some of you may not know is who is Sergey Zozulia, and how did he and Mike Jacober meet? Zozulia, a Ukrainian born engineer was part of cross continent Europe/Russian Federation flight that ended in Alaska in 1991 when he and five other microlight pilots that consisted of two Czech pilots, three Russians, and two Ukrainians, crossed from the East Cape of Russia to the Western tip of Alaska at Cape Prince of Wales. "The first person I saw after landing at Wales, Alaska was Mike Jacober," said Zozulia. I liked his enthusiasm right off." "This is no joke when we left Uelen, Chukotka, Zozulia remembered. "It was April 2, 1991, but when we landed it was your April Fools Day. I saw Mike Jacober and an Alaska Native representing the U.S. Army. I will never forget it they both had great big smiles, and a very fancy snowmachine."

Westie's

After several hours of flying in cool or cold winter temperatures there is one thing that we all universally feel, hungry.

Now after years of eating sandwiches, cookies or bumming cake from the Arctic Sparrow Aircraft office there is a place to call for food delivery or a short drive from the airport, Westie's Steakhouse. Located at the Birchwood Recreation and Shooting Park in the clubhouse, Westie's can fill your hunger niche, with quality cooking.

Specializing in tasty warm food, Westie's has a flair for taste and serves large portions at a reasonable price. Check out the Birchwood burger, or the lasagna.

Jose, Anna and Natalia Delgado specialize in pasta dishes, cheeseburgers, and steaks. salads, desserts, and soups are also available. But save some room for the fries. Westie's is being run by the Delgado's who moved here from Florida to open a full service restaurant and have successfully turned the clubhouse fast food counter into a regular restaurant. Westie's will also cater to large parties, with their full service menu items, and deliver to locations on and near the Birchwood Airport. Try them you won't be disappointed!

Call 688-2810

Free Advertising for ULFA Members

Tundra Trike w/Sabre

Wing Rotax 447, skis, many extras, excellent condition call 745-4329.

Tundra Trike with Sabre wing, Rebuilt Rotax 447 will sell for \$5,000 contact John Langham. Will be back in Alaska in late April. 2-Sets of military type Seatbelt sets \$20, 2 15X600X6 tires \$10, 1-2.25" tachometer for dual CDI \$20. Call Pat Mooney 688-4240

Air Creation Fun Racer

with Rotax 447 for sale, excellent condition. Contact Drew Laughlin: 357-7897

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ULFA ballot for offices

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Pete Marsh ☐

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☐

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Lauri Borgstrom ☐

Frank Lowe ☐

Election on April 6, 2001 at Arctic Sparrow Aircraft. Ballots mailed must be post marked no later than April 6, 2001.