



Skywriter

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

From The Cockpit

by Dave Procyshen

Well it has been quite a year for strange weather. It can be difficult to attempt any flying at -28 plus a wind chill, so the open cockpit plane will have to wait, but then comes +10 on the ground and +15 at altitude, again a wild swing in temperature. I sure hope this spring is good!

We have our annual Rust Remover planned for April 30th 1:00 - 4:30 pm at Cardel Homes in the lower theatre. Cost will be \$5.00 same as last year. We planned a shorter session as most people fly in the morning but they will still be able to attend the afternoon session. We have a couple of speakers with one most likely from Transport Canada. This will qualify for your recency requirements. Red Deer will not be doing a Rust Remover this year so this will be the only one in southern Alberta. The program will be announced in the April Skywriter.

We have the COPA Convention 2005 in Wetaskiwin this coming June 24, 25 and 26th. I would like us to have a large ultralight presence there since we are one of the largest clubs in western Canada and the convention does not get this close to home for us too often. Who knows maybe the convention will come to Calgary some year! The convention planners are going to offer us a parking area were people can come and get a closer look at the planes that we build and fly. We will need to have an idea of how many planes are planning to

fly in for the weekend. This area will have to be manned during the show and we need several volunteers to help with this. I have been told that this is going to be a perfect opportunity to have a tour of all the barns at the museum for a "Unique Aviation Experience". If you would like to help out with this event please see me at the next meeting or give me a call.

I have seen and read some info lately that with the Canadian dollar being so high many pilots are now going to the US to buy a plane there and bring it back. This is the first in awhile that this has been happening, but on the other side it also makes our planes in Canada a little more costly for the US pilots to buy. The homebuilt aircraft segment in Canada has continued to grow and with the many different planes that can be built it seems there is more selection for the picky builder.

Our speaker this month is Eric Giles from one of those new companies that have been building planes over seas (Italy) and now has found its way into Canada. I have not seem a Savannah by Skykits Corporation yet but it seems to be a well planned out plane and with one flying in High River it will be a trip worth making.

Thanks to Troy Branch for an excellent presentation at the January meeting. I heard that kit sales of the RV series have just increased again!

Fly Safe →



SPECIAL INTRODUCTORY OFFER to COPA members. Join Aviation Alberta! \$30 for an annual membership!! That's a \$20 savings especially for COPA members! Take advantage of this special offer now and receive the Alberta Air Facilities Map and Supplement (a \$30 dollar value). Call 403-717-2272.

CUFC Annual Winter Banquet and Silent Auction

Date: Saturday, February 19th

Place: Treasures of China
45, 180 - 94 avenue SE

Tel: 252-6888

Buffet dinner \$16.00 per person

Reservations not required

Time: 7:30 pm

For more information contact Wayne Winters: 936-5347

For Sale

Cessna 150L - 1972, 4200 TT, engine 2010 TT, on condition, has good compression. C/W King nav/com, will sell with or without King mode C transponder. Contact Dave Kirkeby at 403-325-5626 or email damakirk@telus.net (2/05)

Franklin Engine 65 hp - complete with all accessories including mount. Has been stored for many years so needs rebuild. Contact Dave Kirkeby at 403-325-5626 or email damakirk@telus.net (2/05)

Murphy Renegade Spirit - S/N50, less than 100 hours on airframe, built under amateur built category and later changed to basic ultralight and modified to single seat. 18 imp gals fuel, full instruments, ELT, Icom A5. New Rotax 582 DCDI MOD 99, less than 10 hours, electric start, 2.58:1 "B" gearbox, 2-blade 74-34 Tennessee prop, \$26,500. Bernie Kespe 403-255-7419, office 403-259-5498 Ext 233, email bernie.raymac@shaw.ca (2/04)

Rotax 582 - Complete Firewall Forward Package. Everything needed to fly! 2001 Rotax 582 Blue Head, 247 TTSN, zero timed with new crank, 1 hr (break-in) SMOH by experienced shop. Comes with 6 month, 100 hr warranty! Electric start (cables, solenoid, key ignition switch), 'B' box, straight exhaust, prop w/ leading edge protection, complete engine mount, Rotax expansion bottle (new cost \$160 US), recovery bottle, radiator, hoses, voltage regulator, water temp gauge and sender, EGT sender, complete throttle and remote choke assemblies (incl. cables, splitters), 2 fuel pumps & rebuild kit, other spares (jets, needles, gaskets, pull-starter, etc.) \$6800. New cost for all this is over \$8000 CDN. Photos and documentation available. Contact Stu at bushmaster@shaw.ca, or call (403) 255-6998. (12/04)

Miscellaneous parts - McCauley Met-L-Prop 66 X 54, Front cowl quarters for Kitfox IV, 2 Fuel Shutoff valves AFS P/N FFV01, Weatherhead fuel selector valve P/N 6749, 2 Fuel filters P/N 806, Main

gear, axles and bungees for Kitfox IV, Airpath Lighted Panel Mount Compass P/N C2300-L4, 3 1/8 Vacuum Turn and bank P/N AN58201-1, 2 inch Venturi P/N 15045, Maule Tailwheel P/N 06-16710, PTT Switch, P/N 11-12100 Aluminum Brake fluid reservoir. Tim Vader, 620-3848, vadert@telusplanet.net (12/04)

Spectrum Beaver - 1987 RX550 BULA, 2 seats, Rotax 503 DCSI, 35hrs since overhaul, \$9000. Dave Procyshen 403-257-8064 (10/04)

Avid Aerobat - Advanced Ultralight, 102 hours since rebuild completed in January 2003, new Rotax 582 engine 3:1, Powerfin 2-blade 74" prop, new VFR instruments, new interior, new fabric and paint (red and yellow), wings rib-laced, new wide stance gear, new double tail spring with Matco tailwheel, tricycle gear option included, new cowling with twin rads, folding wings provide easy storage in garage, cabin heat, all maintenance logs up to date, cruise 95 to 100 mph, \$19,500.00 OBO, Troy, (403) 936-8424 or email for pictures brancht@tsesteel.com (10/04)

Challenger II - 1995, Rotax 503, electric start, 170TT, 2 helmets with built-in intercom, 6" wheels, hydraulic brakes, new skis, always hangared, extra parts, \$24,000 firm. Alan 403-742-5382 (10/04)

Miscellaneous - Two Ultracom helmets with intercom, red, \$400. One A22 navcom no accessories, \$200 each OBO. XL insulated flight suit, \$100, Bilson 727 headset \$70. Brian Vasseur 512-9045 (09/04)

MiniMax - 90TT, enclosed engine, Rotax 503, always hangared, \$9,700. Graham, 403-601-6853 (08/04)

Hercules 084 Engine - 4-stroke, horizontally opposed, made by Teledyne, overhauled, price negotiable. Al, 403-271-0369 (07/04)

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.

Ads reprinted from the St. Albert Flying Club Newsletter

Challenger II - loaded. Radio, intercom, cabin heat, brakes, tundra tires, electric start, skis, 446 hrs TT, 144 since motor overhaul, \$16,000. Dan Pandur 780-418-4159.

Volkswagen engine - 1800cc, rebuilt with Great Planes components. No accessories, \$2200. Dan Pandur 780-418-4159.

Rotax 503 - DCDI, zero time, with exhaust. Gearbox available, \$3200. L.E.S. 780-418-4164.

Team MiniMax - blue & white, Rotax 447 with electric starter, drycell battery, three 5 US gal tanks, speed fairings on struts, wired for radio (power, PTT and antenna), skis, 185 TT, hangared at St. Albert, \$10,000 OBO. Ben Strafford 780-458-1606 or larandbe@telus.net

Skywriter

Skywriter is the official newsletter of the Calgary Ultralight Flying Club - COPA Flight 114, published 12 times per year.

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Calgary Ultralight Flying Club COPA Flight 114

Meetings are held on the second Thursday of every month, except July and August, starting 7:00 pm at the Northeast Armoury, 1227 - 38 Avenue NE, Calgary.

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Little Known Plans-Built Designs: Wittman Buttercup

by Ken Beanlands

This is the fifth in the series of articles looking at little known or forgotten scratch-built aircraft suitable for BULA registration. This month we will be looking at Wittman's Buttercup

History

Steve Wittman has been a major influence in the EAA and a role model for countless designers. Wittman got involved in aviation during its golden era between the two world wars as a competitive air racer and was one of the EAA founders. He built a number of racing aircraft and did quite well on the racing circuit. He decided to call Wisconsin home and set up a small farm strip near the western shores of Lake Winnibago called "Wittman Field". Yup, that would be the same Wittman Field that hosts EAA's Oshkosh convention!

As a racer, Steve competed all around the country and needed a plane that his wife could fly with all the parts and supplies that wouldn't fit in the racer. Steve was dismayed at the lack of performance in the contemporary aircraft available such as the Cubs, Aeroncas and Taylorcrafts. He believed that there was no reason that a 50 hp aircraft had to fly slow, it was just poor designing.

So, he set about to fix that. The airplane that he designed and first flew in 1937, he called the Buttercup. The airplane was quite capable of speeds in the 120-130 range with the little 50 hp Continental A-50 yet could operate out of the same fields as other similar aircraft. Basically, he had designed a plane that had all the performance of a contemporary high-wing plane, but with a cruise speed 25-45 mph faster. It even performed better than he thought it would. The airplane was so good

that Fairchild planned to produce the plane and even had Wittman on site building a prototype when the Army decided that it wasn't in their best interest to have Fairchild building civilian planes when there was a war on! Wittman did end up with one of the brand new A-65's (65 hp) for Buttercup for his efforts.

Wittman employed the use of his newly patented spring steel landing gear legs (he also patented the tapered rod gear). The Buttercup also featured side-by-side seating in a spacious 40" wide cabin (close to the width of a C-172). Over the years, the Buttercup morphed as Wittman tried new things to improve top speed, stall speed and climb performance. Engines ranged from 50-100 hp. Countless props of various



The Wittman Buttercup.

design were tried and the plane was switched from spring steel to tapered rod landing gear. Leading edge flaps were also developed and employed on the plane to help with stall and climb performance. The plane was recovered twice and during the last covering, Steve added the triangular wing tips found on the Tailwind. Unfortunately, with Wittman's introduction of the Tailwind in the 50's, he decided against making plans available for the Buttercup. He just didn't see the need. However, he did operate the plane right up to his death in 1995 and reportedly had about 5000 hours on the frame.

After Steve's death, an avid Wittman fan, Earl Luce, decided it was time to create

plans for the Buttercup. Earl had built a Starduster followed by a Tailwind. He has also built fuselages for a number of other Tailwind projects. When he went from the Starduster to the Tailwind, he fell in love with the improved performance but he found that he could no longer visit all the little grass strips he had enjoyed so much. Also, he found that the Tailwind's cabin was too tight for he and his wife to cruise comfortably. The EAA now owned the Buttercup and had it on display in their Museum. Being a very active volunteer with the EAA, Earl was granted permission to reverse engineer the plane with the intention of building a reproduction. He hoped that the lower stall speed might make it the perfect compromise in cruise and STOL performance. The plane first flew in 2002 for a total investment of only \$12,000 USD. Plans are now available from Earl Luce at \$300 USD per copy.

The plane

One of the things you'll notice about Steve Wittman's designs is the simplicity of the structure. The boxy fuselage is framed with 4130 steel tubing while the wings are a conventional wooden spar, truss wing rib design. Earl decided to copy the last iteration of the design and included the triangular tips, Leading edge flaps and tapered rod landing gear.

The fuselage is 40" wide making for a comfortable cabin.

However, Earl has already built a modified fuselage that comes out to 44" at the shoulders and hips with no real impact on looks. In front of the large instrument panel is a 20 gallon, cylindrical fuel tank. Since the windscreen spans from between the two wing spars all the way to the firewall, the fuel filler neck is mounted right in the windscreen! This windshield arrangement makes for a bright cabin with good visibility forward and up, but keeps your noggin in the shade. Behind the fixed seats is a large cargo area spanning the full width and height of the cabin and extending back about 2 feet. There is a lot of room for all your Oshkosh camping supplies.

(Continued on page 4)

The controls are a little unconventional with a single stick in the middle of the cabin that Y's off to either side. A small vertical stick drops down from the top of the Y centered in front of both occupants. Apparently, it's a very natural feeling arrangement after a few hours and allows for easy entry into the cabin. Rudder and engine controls are conventional. The rudder itself is a rather small surface that does not extend to the top of the vertical fin. In fact, it would almost appear that the whole assembly was put on backwards. However, there is more than enough rudder control to handle crosswinds as well as any taildragger.

One thing you will notice about the wing is that there are 3 spars. The front two support the lift loads and are attached to the wing root and struts, while the rear spar supports the control surfaces. This is probably the only place where I've noticed an inefficiency in the design. The other interesting feature is the use of parallel struts rather than the more common V-strut.

The most impressive feature of the wing is the full-span, leading edge flap. Unlike slats, these deploy leaving no gap in the wing. Boeing uses them extensively on their aircraft, but I've never seen one on a plane this small. The system is fairly simple with a pair of hinges slung low beneath the leading edge (great for whacking your head on) and a direct link to the flap system. As the flaps deploy to their maximum 35 degree deflection, the LE droops to about 10 degrees. Although it looks a little complex, its actually fairly

simple to build.

All 3 wheels are suspended on tapered rods borrowed from an RV-6 and available from Vans. Although I don't really understand why, there is a nosewheel version being built which should be flying soon. In addition, Earl has not discounted the plane's ability to wear floats, but it hasn't been tried yet.

Earl chose to use a Continental O-200 engine and suspects that the O-235, Franklin 4A-235 and maybe the Continental IO-240 would also work. However, he does not think that this is the right platform for larger engines such as the O-290, O-320 or O-360. Likewise, the Rotax 912S is too light for the airframe and would require a significant extension of the nose to accommodate the lighter weight. However, O-200 and O-235 engines are still quite plentiful on the used market and an overhauled one will come in a little less than the price of a new 912S.

The empty weight, with a heavy battery and stock starter and alternator is about 820 lbs. Use of lightweight accessories and management of weight control should allow it to come in at less than 800 lbs. The gross weight was set at 1290 lbs in anticipation of the LSA ruling in the US. However, the original was listed at 1390 lbs and Earl has confirmed that it would be safe to operate at up to 1500 lbs. This gives a useful load of about 700 lbs!

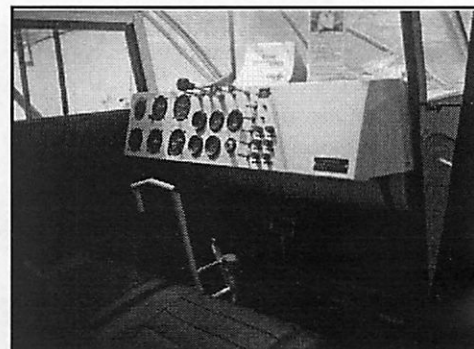
Performance

In a word, the plane can be described as versatile! Stall speeds with everything hanging out is listed at 40 mph. Cruise speeds are in the 125-140 range depending on power setting and engine. Wittman regularly cruised with his C-85 turning at 3000 RPM, about 400 RPM above the factory red-line. As a racer, he was quite aware of what these engines could take. Not a lot of aircraft can boast this sort of speed range on such a small engine.



The Buttercup under construction.

Take off performance is also good with a 300'-500' roll on grass near sea level. Earl lists the climb at 525 fpm, but admitted that this was with an earlier prop that was not well matched to the airframe. He now



The Buttercup's panel.


sees 600-700 FPM at the higher gross weights (1400-1500 lbs). Although this isn't spectacular, it is quite adequate and is probably the one area of compromise compared to modern aircraft like the Kitfox and Merlin.

With a 5 gph fuel burn at around 130 mph and 20 gallons of fuel, you have a no-wind range of about 420 miles with reserves making it a comfortable cruising plane capable of keeping up with higher horsepower spam cans.

Ultralight Considerations

As is, the Buttercup should fit the BULA specifications by listing the gross at 1200 lbs which still leaves a 400 lb useful. Although this isn't great, it would allow for taking a passenger if the pilot and fuel loads are light. For solo cross-countries, it would be great!

(Continued on page 5)



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Buttercup - continued from page 4

However, a careful eye on the aircraft's empty weight will need to be kept to insure the maximum empty weight is not exceeded. Dropping the electrical system would be a good first step in reducing weight as well as going to lightweight accessories and wheels.

Conclusions

The Buttercup combines a classic design in a very versatile package. Its ability to operate well at both ends of the spectrum make it an excellent Sunday flyer and a capable cross country plane. Although the maximum potential of the Buttercup is realized when registered as an amateur-built, it still has the ability to fit the BULA category with no real modification. Personally, I think this is one of the neatest planes available... too bad about the name though! As Stu said "It takes a REAL man to build a plane called the Buttercup". By the way, my plans are on the way!

Information and plans available from:

Earl Luce, Luce Air
55 Beverly Drive,
Brockport, NY 14420
Tel: 585-637-5768
<http://www.luceair.com/>
earl@luceair.com

Specifications

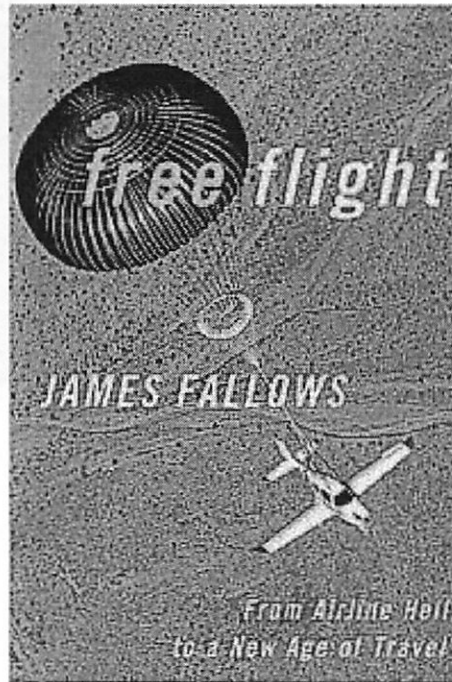
Engine Model	O-200
Engine Horsepower	100
Propeller	66/55
Cruise Speed	125 mph
Top Speed	145 mph
Landing Speed	40 mph
Maximum Speed (Vne)	150 mph
Stall (clean)	51 mph
Rate of Climb	550 ft./min.
Gross Weight	1290 Pounds
Empty Weight	790 Pounds
Payload	500 Pounds
Wing Span	29'5"
Wing Area	132 sq.ft.
Aircraft Length	19' 6"
Fuselage Height - Cabin	44"
Fuel Capacity	20 Gallons
Seats	2 (side-by-side)
Cabin Width	40"
Takeoff Distance	300 feet
Landing Distance	200 feet →

Book Reviews

by Larry Korchinski

Free Flight by James Fallows

For those who travel regularly it will come as no surprise that airlines and airports have become overcrowded, especially in the USA. Although jetliners are bigger and faster and ticket prices have fallen, the traffic system has become overloaded and is tottering towards obsolescence. Trips are frequently fraught with delays and frustration.



James Fallows shows that a technological answer is at hand and general aviation is a big part of that answer: greater use of existing small airports close to home and vastly improved new small aircraft with revolutionary glass cockpits and incredibly efficient engines. There is numerous anecdotal material: a cross-country trip in a Cirrus SR 20 (the plane with a parachute); visits to new-age aircraft builders; references to Oshkosh; and discourses with the current crop of NASA administrators.

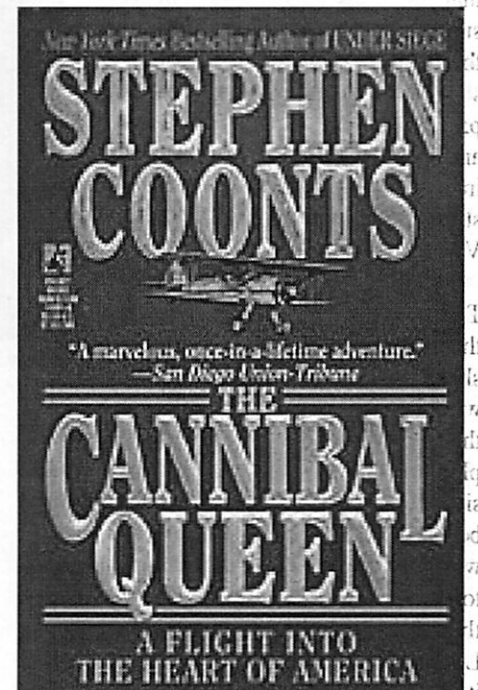
The book is extremely well written and a must read for everyone living in the 21st

century.

The Cannibal Queen by Stephen Coonts

Stephen Coonts is no stranger to readers of books on aviation fiction: Flight of the Intruder and Final Flight to name just two. In this book Coonts turns to nonfiction. Here he takes a 1942 Stearman, originally RCAF equipment, across the United States on an aerial odyssey of discovery.

He flies VFR only and stays away from large commercial airfields, visiting small town airports and warbird museums, all in an open cockpit with little more than a compass and map. At journey's end he has visited all 48 lower States.



Coonts is an old US Navy salt, having flown A6 Intruders at Vietnam. His down-home approach to barnstorming is very disarming yet vastly entertaining. Great armchair flying. →

Send in your book reviews. I'll find the pictures. - Editor

Ski Flying Part 2 The Test Flight

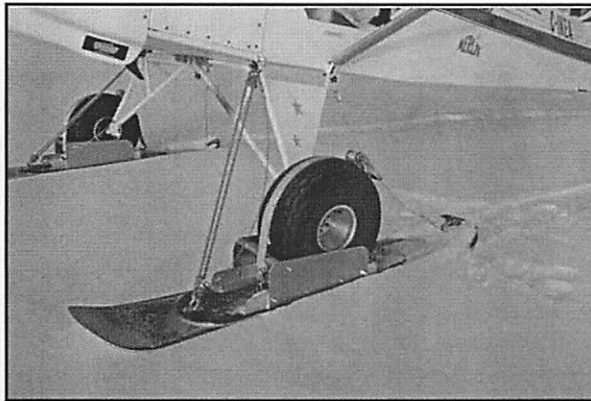
by Andy Gustaffson

This month we are ready to take to the skies on my new and improved skis. After some minor adjustments the skis were strapped on, limiting cables secured, and the bungee cords under the right tension so as to keep the tip slightly raised. Six inches of new snow blanketed the ground that had fallen over a two day period and the temperature was hovering around -10° C. The wind had drifted the snow in some places, but should not be a big problem. I started out very carefully to taxi on the soft snow. The very first thing I noticed was how easy they slide on the snow. The brakes do not work, no matter how much you push on the pedals. The second observation was that in deeper soft snowdrifts, the skis plow through the drifts rather than going over them. I had centered the wheel 3" behind the center of the ski, just to get the tip up and on top of the snow. It worked somewhat but I need to move the "boot" even further back. Another 3" will do.

As the Merlin is kind of tail heavy, a tail ski is a good idea. It's easy to manufacture out of a piece of sheet aluminum and a couple of aluminum angles. The heavy tail of the Merlin helps to prevent nose-overs and saves a lot of grief with broken props and other damage. I did a few "crow-hops"

just to get the feel for the longer skis and how they felt in the air. After checking and re-checking I was ready for the moment of truth. I strapped myself in a little tighter, advanced the throttle, and was surprised by how easy the Merlin leaped into the air.

I stayed at 60 mph just to see if the bungee's would hold the tip of the ski up. I had installed two bungee cords on each ski for safety and strength and the tips stayed up the way they should. Increasing the speed to 70 mph and then up to 80 mph did not change the way the skis behaved. At cruising speed the angle of attack of the skis was zero and an adjustment was needed. The tips should be at an angle so that the



Andy's new "Snowboard" skis.

heel touches the ground first when landing, just in case of some hidden obstacle in soft powder. We don't want to snag anything unseen. I did a few touch-and-goes and then went searching for an undisturbed field. Would Chestermere-Kirkby field offer what I was looking for?

Without a radio for communication, I entered the airport area, crossed center field at Kirkby's, turned left downwind and set up for runway 16. The runway was untouched by man or plow and I touched down so softly I had to look down to see if I had landed. Nobody was there to

see it! Isn't it always that way? There is no thud from the tires, just an ever so smooth transition from flight, to gliding effortlessly on serene powder snow. These "snowboard" skis slide so easily that I almost missed the turn-off to the hangar area.

With skis attached to your landing gear, you have to be careful when turning the plane around. The extra leverage can bend your axles when swinging the plane around by hand. Push the plane around in a wide circle and watch the gear. The 3/4" axels on the Merlin are not so prone to bending but be careful nevertheless. If you plan your parking spot, you don't have to do any manhandling of your plane, and when it's time to go, you can just fire up and go.

After 20 minutes of visiting Kirkby's I fired up again and taxied to the north end of 16, gave the engine a burst of power and turned around for the take-off run. The runner's underneath the skis kept me in a straight line and once again the mighty Merlin leaped swiftly into the air. Turning north, I had mile after mile of undisturbed fields ahead. I descended and skimmed the fields, banked around islands of trees and laughed out loud to myself. It does not get any better.

So don't mothball your airplane for the winter. Colder temperatures and perfect air makes winter flying some of the best flying of the year. No bumps because of daytime heating, no bugs on your windshield, only rosy cheeks and that ear-to-ear grin on your face. So, strap'em on and come along. →

Don't miss the annual raffle for an Icom A5 and a Makita Cordless drill. Draw will take place at the February meeting.

Get your tickets now from Ken Taylor - only \$10.00.



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Passing the Torch

by Bob Kirkby

It was July 1989 and instead of going flying I was busy at my computer designing a layout for my first Skywriter issue. I was a novice at putting together a newsletter and it took me hours, no days, to come up with a format and put together the first issue. In fact it was so overwhelming I decided to call it the July-August issue and skipped a month.

That was the beginning of what turned into 16 years of sheer pleasure every month. Although my busy schedule sometimes made the job challenging I don't think a month went by that I didn't look forward to the last weekend of the month when I produced the Skywriter. For the first few years I did a lot of writing just to fill the pages, but in the last 6 or 7 years club members have stepped up to the plate and provided me with volumes of interesting material each month, which made the job even more fun. For this I thank each and every one who has contributed to the Skywriter.

Alas, I feel it's time to turn the job over to younger blood. As I get older there seem to be more demands on my time and there are things that I want to spend more time on, like getting back to doing more writing. Since the days aren't getting any longer cutting a few things out of the monthly task list is the only way to do it.

With that in mind I recently put out a call

for anyone interested in taking over the job of editing and producing the Skywriter each month. To my delight I received a response from one of our very capable writers, Ken Beanlands. With the help of his wife Renee, Ken said he would love to try his hand at the job.

Ken has not only demonstrated his writing skills in the pages of the Skywriter and COPA Flight, but he is a very passionate and dedicated recreational aviator and I'm sure he will do an excellent job for the club as the new editor and publisher of the Skywriter.

Ken will start with the March issue and, of course, I will be available to help as he sees fit. So please start sending your stories and photos to Ken at: kbeanlan@spots.ab.ca.

For 188 issues I've received a great deal of support from many members, past and present. Thank you all for your help in making the Skywriter one of the best flying club newsletters in the country. Please give Ken as much and more in the months ahead.

Thanks for the memories..... →

Flying Events

February 19 - Annual CUFC Banquet, Treasures of China, 45, 180 - 94 Avenue SE, 1930 hrs. \$16/person paid at the door. Contact Wayne Winters 936-5347.

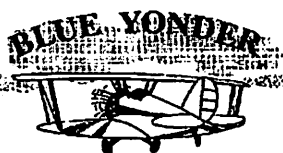
April 30 - Annual CUFC/COPA Flight 114 Rust Remover. 1300 to 1630 hrs. at the Cardel Homes theatre. Program TBA. Contact Dave Procyshen 403-257-8064.

June 24-26 - Annual COPA AGM and Convention in Westaskiwin. See details at www.copanational.org. CUFC is organizing a group event at the convention. Watch for more details to come in the Skywriter or contact Dave Procyshen for details.

July 9 - Annual Chestermere-Kirkby fly-in breakfast, 0830 to 1200 hrs. Contact Bob Kirkby 569-9541.

Calgary Ultralight Flying Club Cash Receipts and Disbursements Year Ended December 31, 2004

Receipts		
Members Dues	3355.00	
Annual Social	395.69	
Raffles	719.00	
Skywriter Advertising	183.33	
Donations	430.00	
Other (including interest)	<u>0.00</u>	5083.02
Disbursements		
Postage	863.61	
Printing	1684.90	
Meeting Hall Rent	750.00	
Club Events	547.85	
Caps, Crests, Maps, DVDs	-241.00	
Website	0.00	
Other	<u>128.87</u>	<u>-3734.23</u>
Excess of receipts over disbursements		1348.79
Cash, beginning of period		<u>4938.13</u>
Cash, end of period		<u>6286.92</u>



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Aero Space Museum

The Aero Space Museum Association of Calgary

In 2005, the Calgary Aero Space Museum will be celebrating its 30th Anniversary as well as the Alberta Centennial. Here are some of the planned events:

Canadian Space Agency Temporary Exhibit

January 26, 2005.

Come celebrate the achievements of the Canadian Space Agency as they dedicate the "Youth Mission Control Centre" at the Aero Space Museum. The temporary exhibit "Celebrate the 20th Anniversary of the Canadian Space Agency" will be at the museum for 3 weeks.

Movies at the Museum

All shows are free to the public.

Captain of the Clouds (1942) showing January 13, 2005 at 7 PM

The Malta Story (1953) showing February 3, 2005 at 7 PM

Jet Pilot (1957) showing February 24, 2005 at 7 PM

Strategic Air Command (1955) showing March 17, 2005 at 7 PM

Dam Busters (1954) showing April 7, 2005 at 7 PM

Twelve O'Clock High (1949) showing April 28, 2005 at 7 PM

(Down load flyer for the web site.)

Space Days

May 5, 2005

Explore new innovations of the space industry with the Aero Space Museum. Talk to the astronauts living in the International Space Station and learn all about space.

CPO at the Aero Space Museum

May 6, 2005

In commemoration of the 60th Anniversary of VE Day, the Calgary Philharmonic Orchestra and the Aero Space Museum are partnering for a evening of music taking us back to the 1940's and the sacrifices of the air force and military during World War II.

BCATP Exhibit Opening

May 7 & 8, 2005

Commemorating the 60th Anniversary of VE Day, the Aero Space Museum officially opens its permanent exhibit on

the "British Commonwealth Air Training Program".

Aviation Days

June 18 & 19, 2005

This annual event held every Father's Day brings in aircraft from all over the world. Aviation Days allows the public to get up-close to the aircraft and examine them in great detail.

Stampede Flying Cowboys Event

July 13, 2005

Come celebrate the Stampede with a family fun event for Calgarians and tourists alike.

Centennial Celebration Event

August 31, 2005

The Aero Space Museum has chosen this date to be a Community Centennial event. The plans are still being put together so watch for more information coming soon.

100 Years in 10 Days

August 27 to September 5, 2005

The Aero Space Museum will be offering a \$1.00 off regular admissions for the 10 days.

Other Events in Fall 2005

- Neil J. Armstrong Award Dinner
- Aero Space Museum 30th Anniversary Event
- Early Aviation in Canada Exhibit
- Walter Drohan Art Exhibit

Contact Information:

Tel: 403-250-3752

Web: www.asmac.ab.ca

Nav Canada Continues to Cut Human Weather Observation Locations Across Canada

The following Metar was issued for the St. Hubert airport on January 19th:

**METAR CYHU 22:00Z 01/19/05
CYHU 192200Z 19008KT 1SM -SN
VV016 M10/M12 A2990 RMK SN8
LAST MANNED OB FOR EVER.
GOD SAVE THE AIRMEN. SLP128**

The next Metar was based on AWOS. The remarks section says it all!

COPA President Kevin Psutka *had* the following comments on the continuing reduction in weather observation services by NavCanada:

"NAV CANADA's decision to remove contract weather observations from many sites across Canada as a cost-cutting measure and replacing them with flawed AWOS systems, is a sign of things to come. I expect that the quality of weather reporting and forecasting will decrease as the system is slowly unwound.

COPA protested the level of service cuts, calling for government financial support for retention of the existing system, but the response was that the government does not feel the need to intervene. So, we should expect more of this sort of cut as time goes on. It is unfortunate, but unless we are willing to pay to retain services, they will be cut."

*God save
the airmen
indeed!*

- Editor



Brian Vasseur flying his Rans S12. Photo by Stu Simpson