



# Skywriter...



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

## NOVEMBER 2006



*Although it doesn't quite meet the requirements to qualify as an ultralight, this Fokker Triplane replica was built by well known ultralight manufacture, Airdrome Aeroplanes. This particular aircraft was one of the stars of the major motion picture "Flyboys" and was prominently displayed at Oshkosh Airventure 06*

# From The Cockpit

By Garrett Komm

It's great to be back.

It's great to be back to see all the faces that I can't put names to. Soon I will be able to hide my own Easter eggs and wrap my own birthday presents. I wanted to make a special mention for the support of the Evening at Indus to Bow Valley Photo. It was Colleen's idea to begin with and it grew from there. Also special mention to Ralph, Lois and Wayne Winters for their participation as well. It was a great event.

When you read this, Halloween will be over and the advertising for Christmas begins. In that light I will mention that elections will be held for the secretary and the vice president positions at the December meeting.

The Korsair is flying well and NO, the retract has not been used yet, but thanks for asking. I made the actuator too far down and it cannot be reached safely in flight. While flying recently I had made an incorrect call on the radio twice. Once calling east when I meant west and calling the wrong runway. Let us all be cautious of what we say and when we say it. The radios really help give us an image of what is

happening at the field long before we get there.

I was at the dentist and asked for some help in getting rid of filling that was showing up more than I wanted, right up front. I was numbed, fat lipped when I looked at the final result... they did the wrong tooth! I said nothing so not to embarrass her in front of all her patients. When we say nothing after a mistake on the radio we give a false interpretation of what is happening. Let's be conscious of what image we leave our fellow pilots with. Also don't neglect to give a redo when needed.

OK I am off my soap box now.

At the next meeting Troy and I will talk about our trip to New Brunswick last June. It was a fantastic trip for me so much so that I thought that the name Garrett may have been used for the newborn in the Branch household, but alas the name of Gavin Arthur Todd Branch was given.

Congratulations.

Wishing you Tail Winds and no Bumps  
→

## Skywriter

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

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# CAVU Dreams

By Ken Beanlands

Finally, the cottage is essentially done for the winter. That means I'm back in the saddle again... just in time for the end of Day VFR flying in the evenings! Oh yeah, night flying is also out as the Cessna 150 goes in for her annual check-up. But that's OK, I still have those 3-day weekends to get out and bore some holes in the sky!

For me autumn marks the beginning of the building season. I've had a Wittman Buttercup "kit" sitting in my garage for nearly 2 years now and I'm FINALLY getting a chance to get started on it.

I had planned to start it two years ago, but other projects kept getting in the way. It started with a home reno project that stretched in scope and time from a simple kitchen cabinet swap to a complete gutting of the kitchen including drywall, electrical, plumbing, and even an exterior wall! That led to new siding and all new windows!

We then had the bright idea that we wanted a cabin on the lake. That took care of this spring, summer and most of the fall (not to mention a good chunk of next summer)!

The other surprising thing I found out was just how much time is involved in owning a second aircraft. With the upgrade work we've done to the Cessna, it has taken up a significant amount of the dwindling spare time I have available.

However, I have finally freed up some time to get started on the Buttercup. Home renos are essentially complete, the cabin is locked up for the winter, the C-150 still needs an annual but that should be done by November 5<sup>th</sup> and even the amount of time spent flying will start to dwindle as winter sets in.

So, where do you start when looking up a mountain of aircraft building tasks to be done? Well, I developed a few opinions on that subject over the years of building Chrissy. For tube, wood and fabric planes like the Buttercup, many books and articles suggest building the wings first. It usually represents a low material expenditure and most builders already have the woodworking skills needed to build a wing rib. Also, once the wings are completed, they are easy to store out of the way while you work on the fuselage.

However, I don't really subscribe to that idea. Let's face it, building wing ribs can be a boring, repetitive task without a lot of visual progress. We all know that only about 10% of all scratch built planes are

completed by the builder who started it. One of the main factors for the statistic is a loss in interest in the project. When family and friends come to look at the plane you're building, it's a little disappointing to show them a wing rib. On the other hand, starting with the fuselage will quickly get you something that "looks" like an airplane. This tends to inspire most builders to forge on as they build parts to add to the plane.

The other fact here, in the northern climates, has to do with weather. Things like welding, covering, painting, and other processes that generate fumes are best done when you can get some fresh air ventilation; in other words, opening the doors and windows. For me, I've found that it's best to concentrate on woodworking and systems type stuff in the winter months, welding and painting in the spring/fall months and flying in the summer.

So, for me, this means I'll be digging into the fuselage right away. The first step is to build a 16' x 4' workbench to assemble the fuselage on. Then, lay-out the fuselage sides and build a jig to tack the two sides up. It's not much different than building a model airplane, except the bits are welded together instead of glued. Personally, this is my favorite part of the building process.

One other thing I've learned from building the Christavia is to follow the plans. Sure, I intend to make a couple of minor changes like widening the fuselage from 40" to 44" and bowing the doors slightly, but these have already been done by the designer on subsequent fuselages he's built. This will provide more space for my trim posterior as well as allow for a 10% increase in fuel capacity.

I may also have to increase the height of the panel by a couple of inches to allow for the installation of the radios since the rear of the fuel tank sits about 7" from the panel. Increasing the height will allow the radios to slide in over the tank.

Boy, I really have to get this newsletter to bed so I can get out and start building!!! →

*Dad checks out Wittman's prototype Buttercup at Oshkosh.*



# Trip to Bathurst New Brunswick – Part 1

*Article and pictures by Troy Branch*

The planning for this trip was a long time in the making. My first step was to find an airplane right for the job, build it and upgrade my ultra light permit to a private pilot's license. I had re-built an Avid Aerobat and had been flying it for a while. The plane was great fun, but I did not feel it was the right plane to make the trip that I had always dreamed about...flying across Canada was my goal.

I hadn't been involved much with aviation in my hometown of Bathurst, New Brunswick. I guess that is not quite true, I had been flying model airplanes since grade six, but there was never any opportunity to pursue general aviation. The closest place to work towards a private license was Moncton, New Brunswick, a 2.5 hour drive. Not an option for a young buck fresh out of college.

My girlfriend and I moved to Alberta in 1998 and I started to investigate economical ways to get into the air. The first point of interest was Paragliding. It was cheap to buy (relatively), cheap to run and I could store it in an apartment closet. It was fun, but my patience ran thin after making so many two hours drives to go flying only to find the conditions would never become soarable! I found a solution for that problem and bought a Para-Motor to get airborne - lots of fun, but one cannot go far at 20 mph!

An Ultra-Light was my next step. I obtained my ultra-light permit through Blue Yonder Aviation and that is when I started rebuilding the Avid Aerobat. Once the airplane was complete I test flew it and proceeded to put many hours on it. (I will not mention how many hours I had under my belt before I became the test pilot for my own aircraft!) The trouble-free flying that I got out of that aircraft, hitting all the breakfasts from Lethbridge to Edmonton, sure was fabulous. The trouble was that you could not take your hands off the controls in the rough afternoon thermals, nor could you go very far before requiring gas and of course the two-stroke engine up front did not bode well for the bush and lakes of Ontario.

I began researching several kit options and tried to decide in which direction my recreational aviation adventure to head. (I knew it was East, but how would I get there?!) Ultra-Light or Amateur Built. I wanted a four stroke engine up front, good load carrying capability and speed. Regarding the speed issue, how fast was fast enough? I remembered one day flying the Avid and the GPS reading 130 mph with a



good tailwind; I figured the way the ground was moving by, that that would be a good number to look for in a cross-country aircraft. At the time I only had an Ultra-Light permit and really did not consider anything else. When I started to look at cost and the numbers started creeping up rather high, I started to look into an aircraft that would require a license upgrade.

The RV aircraft had always caught my attention. They had great short field capabilities, good useful load, great speed, and a certified engine up front. What more could I ask for! I really did not look at it seriously at the beginning because I assumed the cost would be out of range of what I could afford. However, after more review of all of my options, the costs were approximately the same. The decision was made and I took the plunge, bought the empennage kit and about \$4,000.00 in tools. And, I would use the plane to upgrade my license.

Next surprise - we found out we were going to be parents! The race was on, nine months to get as much done as possible because after that, the project was going to stop. (Article Editor's Note ('Editor' being Jody-the girlfriend): The project did not stop.) Empennage done in 3 weeks...wait a month for the wing kit...wings done in four months which included them all getting closed up as I got them inspected...wait a month for fuse kit...fuselage arrives one month before Emma arrives...tail cone and center section done...Emma is here - she won the race!

Things slowed up for a bit (Article Editor's Note: Right...sure it did...) as we got ourselves in a new routine. New babies do lots of sleeping, so that is when I did lots of building. The Avid was sold and that June the RV made it's way to High River, where Jack and Jean Dueck were kind enough to have their hanger 'baby-sit' my new aircraft. It was one year and five months from crate to first flight with Jack Dueck at the controls. (Remember I only had an ultra-light



permit, so I could only start flying after the first 25 hours were done.

That winter I was finally able to bring passengers in my new airplane and what a machine it is! The plan for the trip East went to the next step - when do I leave and who do I bring? Emma by this time had been doing lots of flying with me, but at 18 months old, her first cross-country flight being 2300 miles times two would not have been a great idea!

I had lots of people step up and offer to pay for half the gas to tag along. Who wouldn't want to go? Great airplane and you cannot beat the food in the Maritimes! There was one fellow that had always been there when I was building my Avid, was always there to fly in formation with and had been kind enough to keep my rag wing Avid out of the weather. He was also the only one I knew that could leave at the drop of a hat if the weather was good to go - Garret Komm was my choice. He is a great pilot and I figured I could put up with his shoulder hitting mine for 5000 miles!

We decided to depart around the first of June. I printed out weather maps across the country for approximately three weeks prior to our departure. I was able to get a good feel for how long the weather was taking to move on, as well as how bad it could get. The plan was to leave when the weather looked best. As the time got closer I decided if the weather looked good on June 1<sup>st</sup>, we would leave. That would get us there on the 2<sup>nd</sup> to celebrate my 30<sup>th</sup> birthday!

Once this date was decided upon we prepared the plane. We had to be able to jump in and go! With no fuel in the tanks it gives the worst aft CG condition and with both Garret and I in we could still haul 140 lbs. I had labeled the luggage at 100lbs, so we used that as a goal number and a bit over would still be fine. We would not be able to get to the gross weight of the aircraft. We brought everything out and started weighing everything up. We soon realized that we were "slightly" over packed! We opened up our bags and started sorting out what we had both packed the same items of. We both had everything for survival in the bush if the worst was to happen!



Once we had made decisions on what would and would not come, we packed the plane for good. Keeping all the food on top for easy access for in-flight snacking! The gas tanks and oil were full; all that was needed was good weather for June 1<sup>st</sup> to leave.

The night before June 1<sup>st</sup> the weather was on our side. We planned to be airborne a half an hour before the sun greeted us. That would get us airborne before 5:00 a.m. The iffy part regarding the weather was in the Thunder Bay, Ontario area where thunderstorms had been forecasted for after lunch local time. We planned to meet at the airport at 4:00 a.m. - the race against the weather was on!

Not much sleep was had that night! The dream I had worked so long and hard for was hours away. Three o'clock a.m. came quickly and I jumped in the shower to wake up. Kisses to Jo and Emma and I was off to the airport. (In a way, it felt like a normal trip to New Brunswick - North to the Trans-Canada and West to the International - except the drive West was only to Chestermere-Kirkby Field!) Garrett was waiting, trying to warm up after the cold morning drive on his bike. The hanger door was quickly opened and the plane pushed out. It was still quite dark, but by the time we were strapped in and the plane warmed up it would be time for 'wheels-up'. With everything checked and double-checked, the engine was primed and fired up in the darkness on the first blade. Strobes on; Navigational lights on; Taxi light on; we were ready! All run-up checks completed, the throttle was pushed into the stop. This was the first take-off run close to gross weight off a grass strip and in less than 1,000 feet we were airborne - it was time to relax and enjoy the view!

We made a steady cruise climb to 7,500 feet for the first leg to Regina, Saskatchewan. It was a 2 hour and 15 minutes non-event flight with no new scenery. The turn around in Regina was great - 20 minutes maximum from touchdown to wheels-up again. Next leg was to St. Andrews Airport in Winnipeg, Manitoba. We started to get excited as we headed into new territory! Two hours later we were touching down in Winnipeg with scattered cumulous clouds starting to show, other than that there were no clouds across the prairies. We fueled-up and had a quick snack before getting on our way. We spoke with some pilots that had just come from Marathon, Ontario and they reported showers but they had been able to pick their way through. During the weeks prior to departure, that type of weather had always been appearing on the weather maps I had studied. Therefore, I knew if we got there soon enough, we would be in good shape. It was just after 11:00 a.m. local time and the towering cumulous clouds to the East were showing the instability of the air mass. Time would tell....

As we climbed out of St. Andrew's Airport the control tower handed me off to Winnipeg for clearance to climb into their airspace to the East. The plan was to stay above the scattered towering cumulous clouds as long as we could. It made for great scenery and a smooth ride. The lakes did not have a ripple in them and the cloud reflections were breathtaking. There were trees and lakes as far as the eye could see. No roads to land on like the prairies!

We stayed fairly north of the Trans Canada highway as South had the towering cumulous clouds topping out over 20,000 feet. As we pressed on, we soon knew we had to get down into the bumps and dodge the rain showers. The safe choice was to stop in Dryden, Ontario and get the fuel tanks topped-up because we knew it was not going to be 'straight-line' type flying with the weather that was ahead. As we taxied up to the fuel pumps we got dumped on with rain and waited for it to stop before we got out. The sky to the East did not look promising for flying!



*Continued next month...*  
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# For Sale

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Beaver RX 550, 422 hr TTAF, 90 hr since total rebuild. 100hp Subaru, 3 blade warp drive prop, Mono 2000 amphib floats with electric retract, all surfaces in cenconite with polytone, extra wing tanks, carb heat, radio intercom, GPS, full gauges. Will consider interesting trade for single seat UL. Always hangered in Kaslo B.C. \$18,000.00. Contact: Russ White - umm48611@telus.net (09/06)

Cavalier kit, side by side fuselage and wing built less motor not covered. It was donated to the club by a gentleman from the Okotoks area. It will be a fund raiser for the club and anyone can place a bid it. Located in Ron Ribbits hangar in Indus and can be viewed any time. To place a bid please call Garrett at 874-6447 (08/06)

1987 Challenger II, 447 Rotax rebuilt, new fabric on fuselage, new upholstery, new wheel pants, panel, 157-TTSN, very clean airplane, can be seen at Glen Bishell's airstrip. \$13000. Ken Johnson - 546-2586 (06/06)

ASTROTECH Aircraft Chronograph Digital Clock and stop watch, panel mount in 2 1/4 " round hole, Model LC-2...\$25.00 (06/06)

DAVTRON Aircraft Outside Temperature Gauge (reads in celcius), digital incandescent readout, panel mount, full face size is 1 3/8" h x 2 7/8" w and window is 1 3/8" w x 3/4" h, Model M301c...\$25.00. Calvin Thorne, cell (403) 860-7582 or home (403)932-4325, email cbthorne@telus.net (06/06)

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. \$31,500. Call Mike Sweere for more details. 337-4860(h), 809-9353(c) or mmsweere@xplornet.com

Oak 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

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

Calvin Thorne, cell (403) 860-7582 or home (403) 932-4325, email 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)

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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)

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 baryleewood@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 284-3945 (11/05)

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

Team Minimax – Single place, taildragger, C-IVIV, blue on white, Rotax 447 with electric start, skis, dry cell battery, three 5 gallon tanks, speed fairings on struts, always hangered, 185 hrs TT. Located at the St. Albert airport.



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**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

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

# Flying Events

**November 11, Calgary, AB** - A COPA Flight 14 event. Respects, Fly and Feed 10:30 Wheels up – Yes, the fall *pot luck* is brewing. After paying respects, we will fly somewhere and take over the terminal building for a “breaking of bread”. Book your planes and passengers early - - our last pot luck was a great success. Dust of your favourite recipe. The destination will be driven by weather. Adjacent flying clubs and COPA flights are invited. RSVP to bdbeaton@shaw.ca or 403-531-9722

**December 15, Calgary AB** - A COPA Flight 14 event. Santa Claus Night Convoy and Poker Run - 19:00 Wheels up A steak dinner (small \$ charge) and dawning of Christmas hats will proceed this night flying event. Mark your calendars, book your planes/passengers and be night current! December 22 will be the weather alternate date. \$5 hands of poker and bragging rights will be on the line. Weather will dictate the final routing. RSVP to bdbeaton@shaw.ca or 403-531-9722 →

## CUFC Annual Dinner and Silent Auction

Mark your calendars for the CUFC Annual Dinner and Silent Auction.

**Location:** Fox Hollow Golf Course

**Date:** February 24, 2007.

**Time:** Cocktails 5:00-6:00 PM.

Dinner 6:00-7:30 PM

Live auction starts at 9:30 PM

**Meal:** Alberta Beef Buffet with salads

**Cost:** \$25.00 each (\$50.00 per couple)  
60 tickets available

**Contact:** Dave Procyshen for tickets home  
(403) 257-8064 or  
dprocyshen@shaw.ca

Please remember to bring an item for the Silent Auction

## To Vulcan again!

Article and photo by Dave Procyshen

What happens when two COPA flights get together for breakfast once a year? Well, it gets bigger and bigger each year.

For the past four years I have been inviting club members from CUFC Calgary, COPA Flt 114, and the Lethbridge Sport Flyers, COPA Flt 24, to meet half way at Vulcan and walk over to the local golf course clubhouse and have breakfast together. This would give us a chance to meet pilots form another club and a chance to see some new planes. I would try to avoid the weekend that the Town of Vulcan has their fly in so we do not have any conflicts.



It started out small. I think the first year it was less than a dozen planes with a few other people that drove in. Each year it has grown and this year, on August 19<sup>th</sup>, we had 24 planes fly in to continue the tradition of meeting with another club. Again, we had the drive-in gang that didn't have a plane to fly in but wanted to come enjoy the gather. In total, we had about 36 people in attendance. We even had our youngest member fly in this year. Emma Branch (age three), Troy's daughter flew in with Dad in the RV-9.

The parking area at the airport was full and we all made it in and back out with out any problems, which is always a good thing. It was great to see that all the pilots flying in did their circuit procedures correctly too. It is always nice to have a place to fly to and although we never need a reason to fly, this event puts both a place to go and a reason for going, together. I would like to thank Joe Harrington and Andy Cummings for helping me with their support in the Lethbridge club. I look forward to Saturday, August 18<sup>th</sup>, 2007 when we will again have a place and a reason to go flying.

Fly Safe →