



# Skywriter...



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

## November 2007



*Mike poses with his new 1950 Cessna 170A, named "Hurricane". After a four month wait for the import inspection to be completed, Mike is back in the air in this beautiful classic. See Mike's article detailing the beginning of his journey from Chief to Cessna 170.*

# From The Cockpit

By Garrett Komm

## The Other Woman

I had run out of ideas for the title of this article. Then as with all independent males, I asked my wife. She came up with a title filled with the heartfelt emotion that goes with the birth of another offspring of my mind. It is a single seat airplane based on all the knowledge I have gained thus far (In other words, a BASIC ultralight).

I had purchase a motor (money pit) a while back, and with a bunch of work, Stauffer Aero got it running. Tim at the shop is a wealth of information and was never in a hurry to show me the door. He is one of those talented men who can see the problem over the phone. Anyway, the new plane will be powered by a A-65 Continental. That's why a single-seat model is the choice. I have said in the past that a man should have at least two, if not more airplanes: one for fun, one for travel and another one so they don't get bored. This is to be my fun airplane. I hope to jump in it at a moments notice and off I go... something that just chugs through the sky so that I can see the sights without a care in the world.



Garrett's latest project, a single-seat BULA.



**BoatCraft**  
6316 - 106 Street Edmonton, AB T6H 2V3  
Phone (780) 437 4919 Fax (780) 433 4373  
e-mail: sales@boatcraft.com.

West System Epoxy products, Fillers and Additives  
Carbon Fiber, Kevlar, Fiberglass Cloths and Tapes

Light Weight Okoume Mahogany Plywood  
(Thicknesses: 1.5, 3, 4, 5, 6, 9, 12, 18 mm)

Paints, Stainless Steel Fasteners

Alberta's Sailing Supply Centre  
Stitch & Glue Sea Kayak and Canoe kits  
Waters Dancing Boat kits - www.watersdancing.com

So, the Wittman will wait a year or so.

So first things first I built a great big 16x4 foot table, level, true, and sturdy. The next thing was to do the math for the center of gravity (CG). Since there is no battery, the CG was critical as I did not have that luxury of using it to adjust the CG after initial runs. So after taking inches and pounds and checking once then twice I found that I was ready to commit.

First stop was steel tubing and small plywood holders to keep said tubing in place. Some chalk lines, felt pen lines, a few scribbles and I made my first cut and bend. My first weld was great. However, the rest were strong enough but not as pretty.

I decided to use a carbide burr to shape the ends to get a great fit on the joints. So after grinding down my finger tips the first few tries I started to shape the tubing. The thing about using a burr is that the filings are so small that they stick in your skin and then they itch, as you itch the scratching of that itch only embeds the filings further creating a pimply look that I haven't seen on my face since my grade eight graduation. AHH... grade eight, the best 3 years of the 6 I spent in junior high.

So with my bloodied stumps for fingers and pock marked face I am well on my way.

This mistress is demanding, always waiting when I pull into the garage, always calling that I should spend more of my free time with her and she is not cheap (contrary to what the woman folk may say of the focus of my attention).

Wishing you Tailwinds and No Bumps



## 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 Armory, 1227 - 38 Avenue NE, Calgary.

**President:** Garrett Komm  
403-257-3127  
kommair@telusplanet.com

**Vice-President:** Ted Beck  
403-936-5369  
tbeck@outlandcvr.com

**Secretary:** Ed D'Antoni  
403-247-6621  
dantoni@telusplanet.net

**Treasurer:** Carl Forman  
403- 283-3855  
forman.c@shaw.ca

**Director:** Robin Orsulak  
403-651-9064  
vquest1@yahoo.com

**Past President:**  
Dave Procyshen  
403-257-8064  
dprocyshen@shaw.ca

**Web site:**  
[www.cufc.ca](http://www.cufc.ca)

## Skywriter

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

**Editor:** Ken Beanlands  
403-295-2079  
kbeanlan@telus.net

# CAVU Dreams

by Ken Beanlands

Boy, what a month! There have been a lot of exciting things happening along with some tragedy. October was an incredible month for weather with warm temperatures and light winds for the majority. Even the time change was delayed a week giving us an extra week of evening flying.

Unfortunately, October was marred with an unusual rash of light aircraft accidents. There were four in the last week alone with two of them fatal and another still missing. Of course, the media quickly glommed onto the tragedies issuing the cry "the sky is falling!". The media coverage brought about a number of discussions with our non-aviation friends explaining that recreational aviation is not just a suicide wish.

in the month. What an amazing machine! This airliner has two full passenger decks including passenger cabins with sleeping accommodations. One couple paid \$50,000 for a cabin on the 7 hour flight from Singapore to Sydney.

This past Saturday was a wonderful morning for flying, so Barry Wood and his wife Janice joined me in the Musketeer for a flight down through Bragg Creek and down the Elbow River for a little sight-seeing with a stop at Springbank for lunch. We heard a number of CUFC members in the air enjoying the day.

Sunday, I had the opportunity to fly with Mike Sweere and Glenn Bishell in Mike's new steed, a 1950 C-170A. Although he took delivery of the plane in July, the import inspection was only completed this past Friday. The plane is very nice with a sharp paint job and a very clean interior. Mike is sure to enjoy this classic for years to come.



*Mike Sweere cruises eastward for the first flight to Linden in his new C-170. What a great plane!*

However, there were a lot of good events this month. I'm sure that everyone heard the coverage of the new Airbus 380 making it inaugural passenger flight earlier

He wrote an article for this issue detailing the sale of his previous plane, the Aeronca chief and has promised a follow-up on the purchase and ferry flight of the new plane from Pennsylvania.

In other news, Glenn Bishell purchased a new Bushcaddy kit. This time, he's going with the 4-place R-164 model. Hopefully, we'll be seeing this new bird in the air soon.

As a heads-up, I'm planning to arrange a night at SAIT's Art Smith Aero Center facility for our meeting in January. I'll be sure to keep everyone up to date as I firm up plans.

Hope to see everyone at the meeting next week. Until then, fly safe. →



**Dealers for**  
**Easy Flyer**  
**T.E.A.M. mini-MAX**  
Build and fly this popular kit for only \$6500.00  
**Merlin**

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

Located at  
Indus-Winter  
Aire-Park

# Farewell the Chief

*by Mike Sweere*

As most of the club members know, after almost 51 weeks, I was finally able to sell my 1947 Aeronca Chief. I'm not sure why it was so tough to find a buyer. The airplane was well documented with-in the club. Most people had seen it at one flying event or another. The performance was well known but still it seemed extremely hard to find a buyer. I had only two people actually come and look at it. Thankfully, one requested a ride. This is when I knew that I had it sold. This fellow had told me about the short fields that he would be flying in and out of and wanted me to demonstrate the short field performance of the Chief. No problem I thought. The Chief could get off the ground at full gross on a warm day in about 800 feet. Landing was even better. Coming over the fence at 55 mph with power on it could be fully stopped in about 350 feet. A few of these landings and take-offs and he was convinced that this airplane was the one he wanted. I thought, not bad since this guy was really looking for a Cessna 140 and had never seen or even heard of an Aeronca Chief.

With-in a few hours he had called back with an offer and we made the deal over the phone. A deposit was sent in the mail and a Bill of Sale completed. Just one thing though. The buyer had only about 80 hours flight time and no time in a tail wheel airplane. He had asked if I would sit with him while he got the feel for it. I thought, no problem, the last thing I wanted to see happen was for him to bend the airplane that I was so fond of. Of course I told him that in no way could I be considered an instructor and I would be there to save

any bad situations that I could.

Lee came down from Grande Prairie on 3 separate occasions and I sat with him for a little more than 10 hours going over everything that I knew about the airplane. We did stalls and slow flight, short and soft field take offs and landings and a lot of taxi practice. I felt comfortable to sit beside him. I think that the Chief has a pretty good new owner.

It was a sad day when he flew it away. I had put a lot of effort into that airplane. It was a bit of a mess when I picked it up and it took the better part of a year to make her right again. I used it to get my recreational license and had a heck of a lot of fun in her. I will miss the feeling of comfort that I had in it, but, now I know that I could really shop seriously for a replacement.

My search for a replacement started just about as soon as I put the Chief up for sale. I started scanning the various web pages and talking to anyone that would listen. I knew that I wanted to remain in a tail-dragger ( Stu wouldn't let me live it down any other way) and it needed to be a 4 place, but there was a few to choose from. There's the Stinson 108 series, the Piper PA-20, the Cessna 170's and the Aeronca Sedan 15AC. Now right away I liked the look of the Sedan. It has the real classic lines that I like with the bowed wing tips and round curvy tail feathers. The trouble was that there just isn't an over abundance of them out there and if your do spot a decent one the price tag is in the mid to high \$60's... a bit too far out of my price range. Next I really considered a PA-20. I liked the overall size of the Pacer. There are a lot of them around and with the converted PA-22's you can get them with up to 160 HP. There's even a STC for 180HP. Next I considered the Stinson 108. We have a pretty good showing of 108's in Carstairs. Jorn is



rebuilding his 108-2 and has moved it into the experimental category. He is modifying the fuse to widen the cabin, installing an IO-540 at 260HP, creating a rear seat door and is expanding the cargo compartment. It will also be placed on a new set of custom sized EDO 2670 floats. Richard Schmidt also has a 108-2. His has the O-360 conversion and is currently being rebuilt from the ground up, zero time engine and loads of new parts. These two airplanes make it tough to keep up with so I decided that 2 Stinson 108's was probably enough in Carstairs. Next to consider was the Cessna 170's. Most people that I spoke with really tried to convince me of the great things about the 170; especially the "B" model. Everybody said that the 170 was a really good airplane but the "B" was the one to have.

Myself not really knowing anything about anyone of these airplanes in particular I went with the people that seemed to know what they were talking about. I

some extra pictures sent via e-mail. Everything looked pretty good. Price seemed reasonable as well so I booked a time to meet to have a closer look for myself. I had originally decided to drive out to Regina but Glenn Bishell had made a call for me and arranged a flight out with Cor and his Glasair 3. Now this is a real hot rod. We averaged 235 mph ground speed and made it to Moose Jaw in less than 2 hours. What a ride. Moose Jaw is where I had arranged to meet the 170 owner and he was on short final when we flew overhead. This was a pretty good looking 170 but nothing really to write home about. It was at best, OK. It needed a lot of TLC to get it into the shape that the Chief was in. The owner took me for a test flight and it ran strong with no surprises. It just wasn't really reaching out and grabbing me. I did decide to make an offer on it anyway. I offered 5 % less than his asking price which I thought was more than fair. He said he would need to discuss it with his wife and he would e-mail me in the next day or so. He did, and



*Mike and the Chief join the rest of the Carstairs crew at red Deer for breakfast at Tipitinas.*

liked the look of the 170, it has nice clean lines and is said to be fairly roomy. This is where I started my search. The first thing was to educate myself. I searched the net for any and all the information that I could gain on the 170 and I think that I started to get a pretty good handle on all the ins and outs of it. Now it was time to go out and find one.

Most of the sites that I use are out of the US. Occasionally there are a few that show up from Canada but not too often. Usually they were too far away to really consider. I called on quite a few and had pictures sent but none seemed just right. I checked the COPA plane trade quite often and I just happen to go on the website the day that the new ads came out on line. There was a new ad for a 170A and it was reasonably close by. Regina. I called right away, got a bunch of information that I wanted and had

made a ridiculous counter offer and I decided that I didn't want it anyway. Something about it just didn't feel right to me. As it turned out the best thing about that whole ordeal was the trip in the Glasair. Thanks Cor.

After some more searching for the right airplane and thinking about the 170 I decided to change directions a bit. As I said before I liked the look of the PA-20 and although pretty much everyone that I talked to about it said that between the 170 and the PA-20, the 170 was a far better airplane. I found a PA-20 on Barnstormers that look really good. Great avionics, radio stack and was even IFR certified. I had extra pictures sent on this one too and all seemed to be really good. I arranged a time to meet with the seller and view the aircraft. Luckily my wife Marilyn was willing to come along for the drive as this was going to be a long one.

The airplane was in Spearfish, South Dakota. A trip to Mapquest.com showed me the best route and gave me the distance. 1475 km... one way... Yikes ! Thank goodness for our VW Jetta TDI. Anyway, the drive down was un-eventful. We traveled about 8 hours on Friday night before getting a room.

This would leave us with 6 hours in the morning and we arrived in Spearfish about 1 o'clock. Eager to view the PA-20 I called the seller and let him know that we had arrived. He gave us directions to the airport where we would meet in about an hour giving us time to grab a bite to eat before hand. As the hour crept by my excitement grew. The owner was on time and we chatted while walking to the hanger. We walked through the door and around a J-3 and as the PA-20 came into view I could hear Marilyn let out a sigh behind me. I'm not sure what decade the pictures were taken that he had sent to me but it sure wasn't this one. This airplane was in a serious case of neglect. It smelled musty from a distance and when we opened the door it was overpowering. I decided to go over the logs as Marilyn had a closer look. She was awesome, things that I wouldn't have given a second glance she was pointing out to the owner. She's a real tough negotiator and I was glad that she had come along. The logs were well put together by the A&P but the airplane was just a mess. We pushed it out with the help of the A&P and tried to start it but the battery was dead. It amazed me that this seller would let me drive all that way and not even check to see if the darn thing would start. I hand propped it and it seem to run good enough. The A&P was at the controls so I leaned in and talked to him about the whole thing. It was good to talk to him away from the seller as he confirmed all of my concerns. We shut it down and put it back in the hangar. The seller wanted me to make an offer but I said I wasn't prepared too and thanked him for showing it to us, all the while grumbling under my breath over the huge waste of time it was. From there we headed for home and got in another 8 hours driving before finding a room for the night. The next morning we got away early and made it home about 2 o'clock. What a trip. We were gone a total of 41 hours and the trip counter in the car read just over 29 hours of running time. I sent the seller a ridiculously low offer and surprisingly enough I didn't get a reply. Oh well, my loss. The last time I checked it was still listed on Barnstormers. The price keeps coming down too.

After the weekend had passed I received a few calls from friends asking how the trip was and if I made an offer on the PA-20. Through some good conversations and some reasoning back and forth I decided to keep my options open. Once again I found myself looking at the 170's. Now the whole time that I had the Chief listed I had been looking through ads and searching the internet. There was a particularly nice 170A that came up on Barnstormers and I watched it as the

weeks went by. The price was fairly high but boy was it nice. I even contacted the seller towards the end of the ad run to get some contact information before it disappeared off of the bottom of the page. One big problem was that it was out in Pennsylvania. The Chief didn't sell and the ad for the 170 ended. Another month or so went by when the ad was re-inserted on Barnstormers. I started to get excited at the chance to deal on it again and I watched the ad closely for the full 90 day run until once again it disappeared off of the bottom of the page. The price was the same and the pictures in the ad never changed. I even went as far as to print a few of them off. It gave me a visual while I was dreaming. Another few months went by and the Chief finally sold, yahoo ! That kind of brings us up to date.

Now after getting home from South Dakota and that whole ordeal I renewed my search, called on quite a few 170's. Even arranged to go look at one in Cour'de lane, Idaho but it sold before I had a chance to go and look at it. That's when the ad for the nice 170A re-appeared. The price was lower so I called right away. I discussed everything that I could think of with the owner and had several more pictures sent as well as the last few log entries. The next day after reviewing the extra pictures I called back with a few more questions. I got a really good feeling from talking to the owner and decided to make an offer. Seeing as how I didn't actually view the airplane, this is probably one of the dumbest things I've ever done; especially after what happened in South Dakota. Anyway, we made the deal over the phone and I wired a deposit to him the next day. Now is when I really started to sweat. Every possible outcome ran through my head and there was a few more than a few sleepless nights.

Now that I had the airplane purchased I went to work on figuring out on how I was going to get it home. That's where I will continue in the next issue.

→

## FAREWELL THE CHIEF...



# For Sale

1991 Macair Merlin,STOL, 705 TT , 35 SMOH on Rotax 582 DCDI, Wing Tanks, Center stick, Upgraded wing struts with speed fairings, recovered and painted in 2002,Wheel pants, ski's, Cargo pod, Portable Intercom, ICOM A5 radio, external antenna, \$25000.00. Contact Pat Cunningham 403-276-2617e-mail patcunningham@shaw.ca (09/07)

1991 Macair Merlin Taperwing – 760 TTAF, 250 SMOH on Continental A-75, Marvel carb, Slick mags. 19 gals fuel, wide roomy cockpit, reinforced landing gear, dual sticks, dual brakes, good paint & fabric, good STOL, cargo deck, battery, VHF antenna, 80 mph cruise, 4.5 hours range (with reserves). \$25,000. Call Stu Simpson 255-6998 or bushmaster@shaw.ca for pictures or video. (08/07)

GSC Tech Prop - Wood - 64 X 36 RH Pusher - 2 Hrs run Can be seen at 167 Cove Place, Chestermere, AB Day - 403 769 7019 Eve 403 226 7224 – Jerry Bruce Freestone Gull Lake SK 306 672 4124 \$275.00 firm. (05/07)

Team Minimax Single place taildragger, C-IFCZ completely enclosed and streamlined Rotax 503, 3 blade IVO prop. Two 5 gallon wing tanks, 100 hours total time, external radio antenna, located in Vulcan Industrial Airport, always hangered, Asking \$9000. Contact Graham at (403) 601- 6853 or gramillington@yahoo.ca (04/07)

PRICE REDUCED! - Murphy Renegade Spirit, 187 TTAF 52 TTSN Rotax 582 MOD 99. Single cockpit conversion. Full instrumentation, Tennessee prop. David Clarke helmet & head set, Icom A5 transceiver, electric starter, Matco wheels and brakes, and elevator trim. Airtech coating system. Always hangered. This is an easy handling, extremely responsive and fun airplane to fly. Asking \$18,000. Email bkespe@raymacsurveys.ca for additional photos and details. Phone: 403-692-to 2563 office, 255-7419 home, 968-7419 cell. (04/07)

RX 550 Beaver TTE 140 hrs Rotax oil-injected 582 with 3 blade Powerfin ground adjustable prop. Complete with wing tanks. All skins U.V. clear coated as well as wing upgrade. Full panel with GPS, custom cargo bags, and several extras. Dual helmet/headset with intercom and PTT also available. Always hangered. A very reliable airplane! \$12,500 Contact Darrell Booth email: dbooth1@shaw.ca or 938-3379 (02/07)

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. \$14,000.00. Contact: Russ White - umm48611@telus.net (09/06)

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 - trey.petty@gmail.com (02/06)

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 partial plans for Tandem. \$2000.00 obo. Dave Goldsmith, Calgary, (403) 289-9310 (09/05)→



**Light Engine Services Ltd.**

AUTHORIZED  
**ROTAX**  
REPAIR CENTRE

For Rotech Research Canada Ltd.

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

Call: 780-418-4164  
or 1-866-418-4164  
e-mail:  
lightengine@clearwave.ca

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

**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.**