



# Skywriter



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

## February 2008



*A pair of Merlins head home after lunch at Linden on January 12<sup>th</sup>. Photo by Stu Simpson.*

# From The Cockpit

By Garrett Komm

We are one month closer to spring. This cold snap makes the mind dream of all things flying since the body isn't willing. I have been happily building wood stoves and test firing them. It is my only excuse to get to the field.

Buford, the new project, has had a break from me and is anxious to be included in the plans to be flying by summer... well, late summer.

I hope everyone had a great time at the last meeting held at SAIT's Art Smith Aerospace Center. Thanks to Ken for helping to set it up. Seeing all those parts and planes up close was a thrill.

Also, thanks to Wade for his insight into what may have happened on the Air Canada flight from Victoria. I had no idea that the parameters were that tight between cruise and stall at altitude. I have it on good authority that he will be a speaker for us very soon.

We have several club events coming. First, remember that the rust remover will be coming up in April at the Cardel Center. This helps keep those that attend

current so if ever a ramp check is made we are free to fly without penalty.

Also this year the Spring Poker Run will be the Saturday after the long weekend in May. This years fields will be the South runs which include: Vulcan, AJ Ranch, Claresholm, High River, Okotoks. After collecting your hand, its back to Indus for the final card and a breakfast of eggs, sausage, and hash browns.

I had the privilege to fly with Dan after his recent rebuild. I had a great time being chase plane with Wayne's Merlin. If I had had a gun sight, he would have needed another rebuild. The thrill of chasing down another plane will not soon be forgotten. The struggle to keep a maneuvering plane in your sights without grief is anything but easy. Glad to see him back flying.

Douglas Adams had a quote that I recently came across saying that "The knack of flying is learning how to throw yourself at the ground and miss"

Wishing everyone 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.

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### 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

Welcome to 2008! We certainly started it off on a high note. January's meeting was held at SAIT's Art Smith Aerospace Center at the international airport. The school opened its doors about four years ago and has been a showcase of aircraft maintenance training in Canada. The institute boasts a piston engine rebuild lab, a turbine engine lab, a helicopter lab, several sheet metal, composite and wood shops. There are also specialized avionics and aerodynamics labs.

SAIT instructors Brian Goddard and Rod Deneve volunteered their time to provide us with a tour of the facility. Although all of the facilities were impressive, the favorites seemed to be the engine lab and the hanger floor (especially the Harvard!)

I was pleased with the positive response received from the meeting and tour. The club will be making a donation to the school's graduation fund in appreciation.

Despite the cold winter conditions we've been facing this past month, I was able to get in a few hours this month. I had a great flight on January 12<sup>th</sup>. For about two weeks I had been trying to get together with a couple of buddies of mine, Steve Whitenect and Gilbert Tessier. Gil and Steve were my wingmen in 2006 on our trip to Oshkosh. Dad and I flew in Chrissy with Gil and Steve in Steve's Murphy Rebel.

Early in 2007, Gil finished his Murphy Elite and I had been anxious to have a peek at it. With our plans to meet at Tipitina's going bust, I made a last minute decision to fly up to Cooking Lake and see Gil. I couldn't have picked a better day to do it. Conditions were calm and it was reasonably warm for January.



*The panel on Gil's Elite shows a well designed layout. The Dynon makes for an elegant solution to a clutter panel.*

Gil informed me that Camrose was the best place for fuel so I planned a stop there on the way up. As my track took me directly over the lake where we have our cabin, I decided to make a couple of photo runs to capture some pics of the cabin under construction.

Sure enough, fuel in Camrose was about 15¢ less than Olds/Didsbury. Ten minutes after leaving Camrose I was landing in Cooking Lake. I was quite impressed by the facilities there but, of course, any aerodrome with a seaplane base will get my attention. As I taxied in, I saw Gilbert out to guide me into his hanger.

*Gilbert poses with his new pride and joy at Cooking Lake.*



After we chatted for a few minutes and looked over his handiwork, he offered me a hop in the Elite. We decided to fly over to Villeneuve and check out the new paint job on Steve's plane. Unfortunately, Steve was in the bush hunting and couldn't join us.

Gil is a relative newcomer to the sport having received his license in 1999. However, he's racked up over 2000 hours of

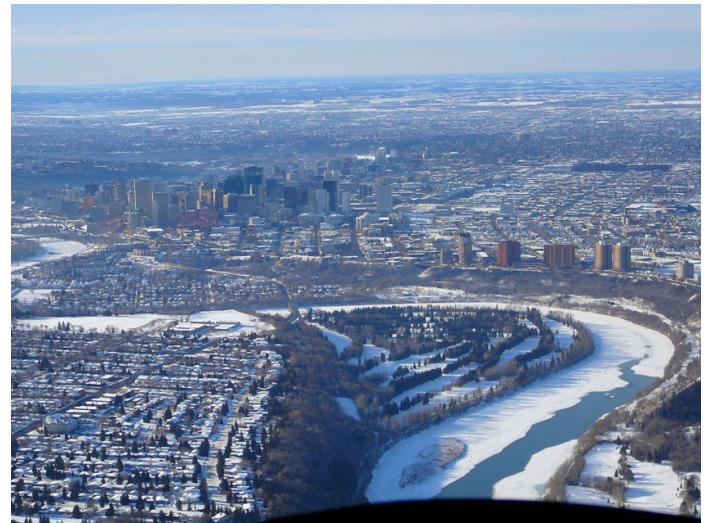


*That's our place with the green roof. I was very tempted to land on the lake, but I was running late to meet with Gil.*

pipeline and power line patrol work since then. Needless to say, I was not too concerned about bombing around the Edmonton Terminal area with Gil manning the radios.

What a wonderful sightseeing tour over the city. We flew directly over City Center on our way through. On our approach into Villeneuve, Gil was able to show me some of the maneuvering capabilities as we tried to keep clear of a couple of confused student pilots.

*Steve's Murphy Rebel now sporting a fresh, professional paint job.*



*A shot of the Edmonton downtown from the Northeast.*

Speaking of capabilities, I was quite impressed by the Elite. With an O-360, the climb performance is very brisk and it cruises comfortably over 130 mph and seemed to top out at around the 140 mph mark. It was quite comfortable to fly in and fairly easy to get in and out of. Control forces were quite light and it responded as expected. In fact, it was hard not to compare it to Troy's RV-9.

Unlike the RV-9, the plane dissipates energy quite easily as you pull back the power. Adding

flaps really puts the brakes on.

About the only thing I could complain about was the typical tin can noise that I've experienced in other Rebels. It is most prevalent at low RPM's and while taxiing and seems to go away at higher RPM's. Gil is still working on soundproofing and other minor details before committing to a paint job.

The flight back was uneventful and enjoyable. Boy, I love winter flying.

See you all next week at the normal place and time. →

# Flying Events

March 1<sup>st</sup>, Calgary – CUFC/COPA 114 annual Banquet and Silent Auction. See details below...

April 5<sup>th</sup>, Calgary – CUFC/COPA 114 RUST REMOVER 2008. We be holding a Homebuilder / Ultralight Rust Remover session at Cardel Homes Theatre 6010 - 12th Street SE Calgary. Session starts 9:00am – 1:00 pm. Please bring a non-perishable food donation as payment to attend. Please contact Dave Procyshen for more info.

May 2<sup>nd</sup>, Calgary – Air Reunion -YYC - 2008 at the Aerospace Museum from 3 to 9 pm. Airlines, ATS (ATC, FSS, etc.), General aviation and Military. Anyone that was, or is still involved in any aspect of aviation is welcome to attend. For further information <http://www.jetstream.net/users/jimhall/airreunion.html> or contact Jim Hall [jimhall@telus.net](mailto:jimhall@telus.net) (250)-675-4002.

May 18<sup>th</sup>, St. Albert – Light Engine Services Rotax Speed 60 and barbeque. Fun event to fly around a 60 nm triangle. Prizes to Rotax powered a/c but all are welcome. Pilot's meeting 8:00 a.m. at Light Engine Services, St. Albert Airport. Identifier CES3. Coordinates N53 41 25 W113 41 37. Rain date Monday May 19th. Please phone: Ben Strafford 780-458-1606 or email [larandben@cruzinternet.com](mailto:larandben@cruzinternet.com).

May 24<sup>th</sup>, Indus – CUFC/COPA 114 Spring Poker Run. This years fields will be the South runs and include: Vulcan, AJ Ranch, Claresholm, High River, Okotoks. After collecting your hand, it's back to Indus for the final card and a breakfast of eggs, sausage, and hash browns. For more details contact Garrett Komm 403-257-3127 [kommair@telusplanet.com](mailto:kommair@telusplanet.com).

July 19<sup>th</sup>, Cayley, AB – Ninth Annual Invitational Fly-in. Pancake breakfast starting 8AM. Lunch. 4 miles East of Cayley, co-ordinates N 50 27 32 W 113 45 46, 4400 foot paved. Underwing camping or Accommodations at High River or Nanton. Tour the Lancaster Air Museum. Please contact Bob at 403 646-2270 or email [nlscurator@lancastermuseum.ca](mailto:nlscurator@lancastermuseum.ca).

July 26<sup>th</sup> to July 27<sup>th</sup>, Wetaskiwin – Airport and Identifier CEX3. Wetaskiwin Air Show, featuring the Canadian Forces Snowbirds located at Reynolds-Alberta Museum & Canada's Aviation Hall of Fame Event. Show Contact Person and telephone number Brett Binnie 780-361-135, E-mail [Brett@AV8solutions.com](mailto:Brett@AV8solutions.com) or web site [www.wetaskiwinairshow.com](http://www.wetaskiwinairshow.com)

July 28<sup>th</sup> to August 3<sup>rd</sup>, Oshkosh WI - EAA AirVenture 2008, the World's Greatest Aviation Celebration. Visit [www.airventure.org](http://www.airventure.org) for more information. Anyone interested in a group flight to Oshkosh, please contact Ken Beanlands at 295-2079 or [kbeanlan@telus.net](mailto:kbeanlan@telus.net) →

## CUFC Annual Banquet & Silent Auction 2008

*by Dave Procyshen*

Well it is that time of the year again; time to get our bidding pens ready and to have a little fun with fellow flying club members. This year the "Live Auction" we will be auctioning donated items to raise money for the COPA "Special Action Fund". Many of you COPA members will have seen the request for funds to help out our fellow COPA members that have had the miss fortune of needing legal assistance when fighting to keep the privilege to fly. The banquet will be March 1, 2008 at the Fox Hollow Club House at 999 32 Ave NE. This is the same place as last year.

Tickets will be \$30.00 each or \$60.00 a couple. We have had to raise the price of the tickets as the cost to the club has increased. Please bring any donations of flying or non-flying related items that you would like to offer up for bidding. Last year we had a lot of fun with the "Live" or should I say "Lively" bidding at the end of the night, we were able to help out the "Skate a Kid to camp" program as well. I hope I will be able to get the celebrity auctioneers to help out again this year. 70 tickets will be available this year on a first come first served basis. I look forward to another fun filled time and I hope to see you too.

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## Nominations for Office

*by Dave Procyshen*

We have 3 positions in our CUFC executive that are up for election.

The positions are 1) President 2) Treasure 3) Director. We (as per our club guidelines) should have had this nomination before the December meeting but it did not work out with the November meeting cancelled.

Ed D'Antoni or Dave Procyshen will be accepting nominations for the 3 positions and we will hold an election at the February meeting as the January meeting will be at SAIT instead of the regular location at the Armory. I have been advised that Garrett Komm will let his name stand for president and Carl Forman will let his name stand for treasure at this time.

If you would like to like to get involved with the club then talk to Ed D'Antoni ([dantoni@telusplanet.net](mailto:dantoni@telusplanet.net)) or myself Dave Procyshen ([dprocyshen@shaw.ca](mailto:dprocyshen@shaw.ca), Phone 403-257-8064).

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