



Skywriter...



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

September 2008



Ed's new Avid Flyer! See article inside!

Pictures by Ed D'Antoni

REMINDER

**Our next meeting will be on Thursday, September 11 at the regular place.
Hope to see you all there!**

From The Cockpit

By Pat Cunningham

Well that was a fast month. September is here already and I hate to say it but fall is soon to arrive! From the feel of some of these cool mornings, it might be sooner than we expect. But not to fret, with the cooler days comes some of the best flying conditions of the year, usually clear and calm and better performance out of our planes. I've only managed a couple of flights since returning from Oshkosh with a trip out to B.C. to visit relatives in Kelowna. On a similar trip last year I stopped in to check out the airport in Vernon to see if it might be a suitable retirement place. I ran into a member of the Vernon flying club and he showed me around their clubhouse and gave me some info on their activities. It is a very nice facility and the airport itself is quite GA friendly. Although the majority of parking is outside there would be opportunities to build if one was so inclined. We are quite fortunate to have the airports we do surrounding Calgary enabling us some very economical storage of our prized possessions.

September 11th marks the date for our fist meeting of the fall with Gordon Hill as our guest speaker. Gordon is a WWII fighter pilot, so plan to attend for some of his memorable stories. The Evening at Indus will be on September 13th. This is a potluck super event for us as well as the neighbors surrounding the airport. This has been a very successful evening in the past giving the local residents a close up look into what makes us pilots, tenants and visitors appreciate a place to fly to and from. It keeps the dialogue open allowing disgruntled residents the chance to come out and see for themselves what it's all about. One of the things they like the most (besides Garrett's deep fried turkey) is a chance to get up close and see the planes. If you have the chance, fly on in and help make this another successful night! See you soon!

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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 Armory, 1227 - 38 Avenue NE, Calgary.

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Skywriter

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CAVU Dreams

by Ken Beanlands

It's hard to believe that summer is over. OK, technically there's another two weeks before autumn officially arrives, but the weather this week is certainly fall-like.

Fortunately, this is my favorite time of the year. I'm quite happy with temperatures in the mid teens and the lack of mosquitoes and other nasty critters. Of course, some of the best flying conditions occur in the fall with the airplanes loving the cool, stable air.

Monday I took advantage of these conditions and flew up to Stettler for their annual fly-in breakfast. I met up with Brian Vasseur, Guy Christie and Stu Simpson in Three Hills. Fortunately, Brian and I arrived in just before they closed the airport for an R/C aircraft demonstration. Unfortunately, Stu and Guy ended up having to hold until the airport reopened.

Earlier this year, I picked up a Monroy Traffic-Alert monitor to help detect nearby aircraft. On Sunday, this inexpensive little device paid for itself. As I was returning from Stettler, the device informed me that there was a target at my altitude 5 miles away.

However, I have had one small issue with the unit. On occasion, I get a false report of traffic at my altitude and nearby. I've been able to determine that this false signal was some sort of reflection of my own transponder. Flipping the transponder to standby will usually make the target go away.

However, on Monday, the target stayed and was now only 3 miles away. I decided to descend 500' to give us a little separation. A minute or so later, a Mooney blew directly overhead about 500' above! I'm totally sold! Later investigation showed that Carstairs lays directly under the course from Stettler to Springbank.

The only other issue that I have with the Monroy is it's reliance on the ATC radar interrogation to force a signal from the transponder. In more remote areas, the Monroy sits silent for extended periods. Fortunately, the biggest need seems to be around the busier airports, which are radar equipped.

Another issue is the lack of direction of the other aircraft. More expensive units have this ability, but were out of my price range.

Despite it's shortcomings, I'm quite happy to have it. By the way, the unit will work with aircraft that are not transponder equipped, but it will give the other

aircraft's pressure altitude (ie. the altitude indicated at 29.92"hg.). Definitely a useful tool!

Speaking of new devices, I've had a chance to put the SPOT device through its paces over the past couple of months. As easy as the unit is to use, I managed to mess it up while enroute to Oshkosh and never did activate the tracking mode. On the return trip, I finally got it working, but still forgot to turn it on for at least one leg. So, I can certainly understand the issues that SAR has with a device that needs pilot intervention to operate.

The other problem I have with it is the 10 minute interval between "breadcrumbs. It turns out that the 10 minute time is a minimum and, quite often, it's quite a bit longer than that. Below is the map from my recent trip to Stettler.



As you can see, there are some large gaps in the track from Carstairs to Stettler via Three Hills and back to Carstairs. The HAM radio APRS technology may be better for this, but I don't think it's as robust as the SPOT device in the event of a crash. In the event of a crash, the SPOT unit would probably survive and continue pushing out your location making you easy to find.

Since we're on the subject of ELT's, I did get a chance to look at the Kannad 406 Compact ELT kit at Oshkosh. This new unit was just recently approved in Canada and runs for \$864 from Aircraft Spruce with an additional \$137 for the ANT-200 antenna. This appears to be about the cheapest available. If we have no choice in installing them, at least they are becoming a bit more affordable... well, for us homebuilt owners. →

My Mark IV Avid Flyer

by Ed Dantoni's

After two years and 349.8 hours my Avid is complete except for its final inspection. I retired in December of 2006 and started looking for an aircraft project to fill my spare time. The following is a short summary of my experiences with the Avid. One can obtain more detail and photographs on the Picasa Web Album at <http://picasaweb.google.com/eddantoni1>. I encourage everyone to set up a Picasa Web Album to share their flying experiences. It is as effective as a web page and much simpler to use. When I first downloaded Picasa it automatically scanned my computer for photos and somehow organized them by date or topic.

Having owned an Avid A model a number of years ago I started looking for an unstarted Avid or Kitfox kit. The Avid and Kitfox Models 1 through 4 are almost identical. The Avid was designed by Dean Wilson and kits produced in Caldwell, Idaho. There was a falling out of the two major partners: Dean Wilson and Dan Denny. As part of Dan's leaving package he received a completed Avid Flyer. Dan Denny and the Avid relocated 12 miles down the road at the Nampa airport where he started producing and marketing the aircraft under the name Kitfox. According to Dean Wilson there are now 14 different versions on the Avid being sold worldwide as kits, plans or LSA's. Most of them are named after predators. Dean Wilson claims he concentrated on technical improvements while Dan Denny concentrated on sales. In the end concentration on sales proved to be more beneficial.

I missed a few good deals and finally made a deposit on a mark IV in Eugene, Oregon. On inspection I

discovered all of the hardware and a few other parts were not there. The value of missing parts was about \$3500. We negotiated a new price and I was on my way.

Everything was loaded onto my GMC Sonoma and I headed toward home. The trip was fun. The fuselage on top of the rack got a lot of attention. At gas stations, restaurants and anywhere else I stopped along the way I met young people that said they always wanted to fly but just knew they couldn't afford it. When I told them about ultralights, amateur built aircraft and the new Sport Pilot category; many of them promised to look into flying. I handed out dozens of "barnstormers" business cards with eaa.org and RAA.ca hand written on the back. I met one young lady close to the Canadian border that said she was going to go to Vancouver BC and take ultralight lessons. One person I met and still correspond with has since purchased and is installing a 912 on a Rans S-12. The Avid I purchased came with a new but unused Rotax 582 which I sold and then purchased a Jabiru 80HP 2200.

Having drawings for the engine mount, I cut and fit all the parts into a fixture that I fabricated and had it welded by Ted Beck. The mounting went well, but after doing much reading on Jabiru Web groups, I decided I was not up to maintaining a Jabiru and purchased an HKS.

I built the aircraft in one half of a small two car garage. The wings were hung above the fuselage when not being worked on. As part of my builders log I have two spreadsheets. One records date, time, accomplishments and hours. It also shows project-accumulated hours. To date I have logged 349 construction hours. This does not include extra time reading the manual, procuring parts and driving back and forth to the airport. The other spreadsheet accumulates costs. I quit adding items after I received the engine, as the costs were getting upsettingly high.

Parts procurement was difficult. I had the instruction manual but no parts list. The manual and drawings seldom show bolt sizes. As I progressed I would purchase at least a dozen of every part I needed, and often 12 of the sizes above and below still ending up not having the right size. Most of the parts were obtained from Aircraft Spruce; who are great if you know exactly what you want. It is a much different story when it comes to special items. Their staff was polite when I phone, but gave





system and a fabric garage to use as a paint booth. Both worked well. If I had known the HVLP system gives so little, if any overspray I would have lined my garage with plastic film and done the spraying at home. It would have saved a lot of time and frustration.

The Polyfibre system was used on the fabric and Endura on the Cowl. If I were to do it again I would use Polyfiber up to the finish coat and Endura as the top coat.

poor or incorrect advice, and never ever came up with the proper parts or any real help. I never did receive an answer to an email inquiry. In the end I switched to other suppliers and concluded Aircraft Spruces abbreviation AS stood for "Anything but Service." (ed. I prefer the abbreviation for their full name: Aircraft Spruce & Speciality...)

I received the kit in May, by July I had finished the fuselage and wings. Fuselage construction was pretty straightforward, just follow instructions and assemble the supplied parts. Wings were more time consuming, the ribs had to be installed and removed more than once. I had a Jabiru engine mounted by the end of September.

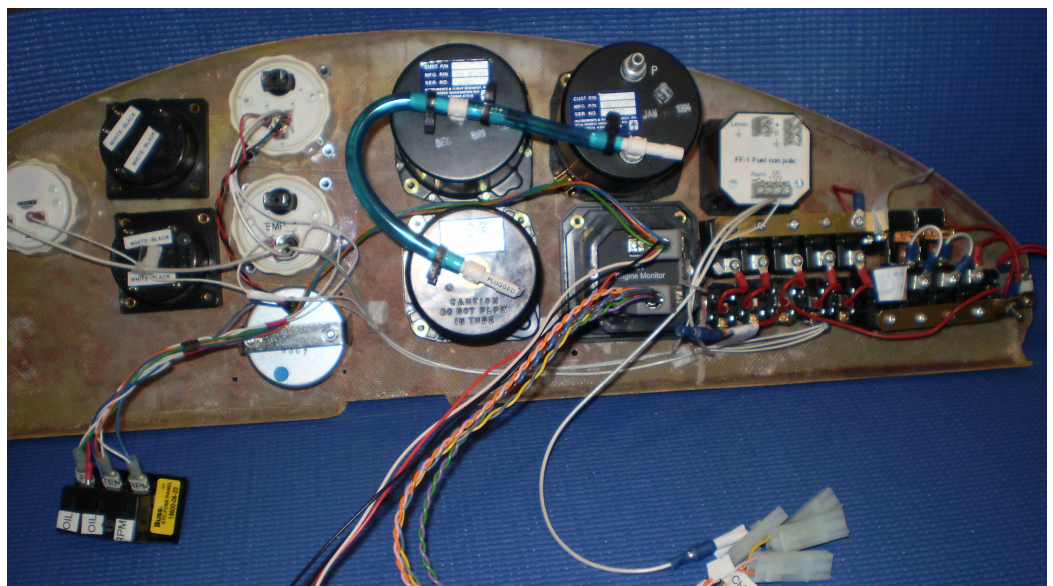
My garage is not heated so I could not start covering until next July.

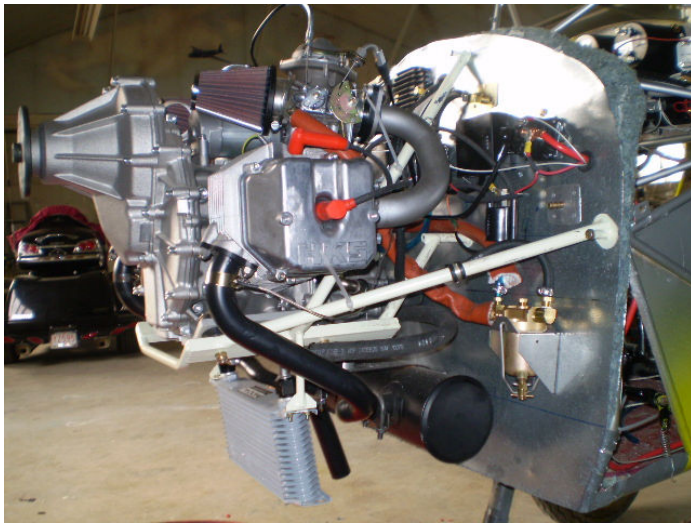
Covering and painting were strait forward. I purchased pre-sewn envelopes from Aircraft Spruce. That was a mistake. Of the seven envelopes, only the rudder and horizontal stabilizers were usable without modification. Some of the envelopes were sent back but Aircraft Spruce refused to acknowledge they ever received them. After the Polybrush coat and application of what seems like miles of tape, I moved the entire aircraft to Stefanich field for painting. I purchased a HVLP spray

Engine installation was straight forward, and on the first attempt, it started instantly.

I assembled the instrument panel at home. The pictures show the front and rear of the panel. The MGL-1 engine monitor works well. It provides analogue and digital RPM, 2 CHT's, 2 EGT's, oil pressure, oil temperature and an hourmeter. I plan on building a new panel, eliminating all of the analogue instruments on the right. I tried my best to be neat and organized, but after installing the panel in the aircraft and hooking up the instruments I had my usual spaghetti mess.

Photos show the completed aircraft except for the Marks **C - FKAF**.





I will provide performance figures once the aircraft is flying. →



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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 (403) 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 hanged, Asking \$9000. Contact Graham at (403) 601- 6853 or gramillington@yahoo.ca (04/07) →

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.

September 6th, Lethbridge, AB – COPA Flight 24/Lethbridge Sport Flyers is hosting their Annual Fly-In Breakfast in the AirWest Hangar at the Lethbridge County Airport, 8:00 a.m. to 11:00 a.m.. Rain or shine, fly or drive, everyone welcome! Located at the Lethbridge County Airport (CYQL). For more information please contact Joe Harrington 403-308-8343 or email Lethbridge_Sport_Flyers@telus.net.

CANCELLED! September 13th, Rocky Mountain House, AB – Fly-in Breakfast from 8 a.m. to Noon. All aircraft that fly in and register will be entered to win a PLB (Personal Locator Beacon). Draw around 11 am. Everyone is welcome. Contacts: Rocky Flying Club, Fred Nash 403-844-3511 or Jochen Rubeling 403-845-2534.

September 13th, Indus, AB – The Evening at Indus Supper. We will gather at 17:00 and we will serve at 17:30. It is a Pot luck event, so please bring something. The success of the event has meant we have always ran out of food near the end. Deep fried turkeys and a pot of chili will be provided. Hot dogs and Burgers will also be supplied. Fly in or drive in. This event is organized to say thanks to neighbors around the Airpark. For more details or questions, please contact Garrett Komm. At kommair@telusplanet.com

September 7th, Unity, SK – Fly-in Breakfast, in conjunction with Unity Fly-in Breakfast, the Route 66 Unity Motocross Races will also take place. The hours for the Fly-in Breakfast will be 8:00 a.m.-11:00 a.m.. Located at the Unity Airport (CKE8). For more information please contact Robert Smith 306-228-3730.

September 13th, Medicine Hat, AB – RAA chapter 4905 will be hosting a Fly in breakfast 8:00 a.m. till Noon at the club hanger. Located at the Medicine Hat airport. In the event of poor weather we will move to the 14th. For more information please contact Steve Haupt by email shaupt@canopycanada.net.

Saturday, September 20th, Carstairs Bishell Airfield – “Clearing out the hanger sale”. The guys in Carstairs have decided to hold a hanger sale. Lots of aircraft parts and tools available. Sale runs from 9 AM to noon. Smokies and burgers will be served. Please contact Mike Sweere at (403) 337-4860.

September 20th, Okotoks, AB – COPA Flight 81 will be holding a free fly-in breakfast from 8 a.m. - 11a.m. at the Okotoks Air Ranch. For more details call Flight Captain William (Bill) Zurawell 403-279-4461.

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