



Skywriter



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

January 2009



Andy heads out for another winter adventure in his snowboard equipped Merlin!

Photo by Stu Simpson

From The Cockpit

By Pat Cunningham

Well, our deep freeze of weather finally hit us in December bringing -20°C to -30°C temperatures along with it. How quickly we forget the nice warm days we had right up to November and we start to long for the next available day we can get up for a flight; even if it's just a short one. This was the first time in the last eight years I haven't recorded a flight in December. Oh well, we're still luckier than some who have to literally put their planes away for the winter months.

This past year went by fast as usual but was a very enjoyable flying season for me. With the acquisition of a new plane, the learning curve was once again present in my flying. With the advice and help from many of the club members it was a very enjoyable year topped off by our flight down to Oshkosh in July. I am looking forward to another great year of flying!

The COPA convention is coming up this July and will be hosted by the surrounding COPA flights with each one taking on different responsibilities to make the

convention a success. I would like to thank Garrett Komm and Mac Harrison for looking after our clubs part in this endeavor. They will be keeping us updated as the convention moves closer.

I would like to thank Ted Beck for his contribution as Vice President over the last two years. Ted never hesitated to help out whenever possible and continues to contribute to making our club a success.

I would also like thank Stu Simpson for stepping up and taking over the Vice President position and to Ed D'Antoni for remaining as Secretary for another term. I look forward to serving as your President along with the other members of the executive to keep our club moving forward in 2009.

Memberships are now due so please pay your dues as soon as possible. The cost for membership has went up \$5.00 to \$30.00 per year.

Our annual raffle is coming up soon and you must be a current member to purchase tickets. Details of the prizes and draw date will be forth coming. I look forward to seeing you all at the next meeting on January 8th, 2009.



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:

Pat Cunningham
(403)276-2617
patcunningham@shaw.ca

Vice-President: Stu Simpson

(403)
bushmaster@shaw.ca

Secretary: Ed D'Antoni

(403)247-6621
dantoni@telusplanet.net

Treasurer: Carl Forman

(403)283-3855
forman.c@shaw.ca

Director: Andy Gustafsson

(403)247-3245
gustafsa@shaw.ca

Past President:

Garrett Komm
(403)257-3127
kommair@telusplanet.com

Web site:

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

Don't Forget Your Cheque Books!

- 2009 dues are due... \$30.00
- The Annual CUFC Dinner and auction tickets will be available from Dave Procyshen for \$35.00 each (\$70.00 per couple)
- Raffle Tickets are available



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

CAVU Dreams

by Ken Beanlands

Like Pat, December has been one of the few months in the last five years that I have not logged a flight! What a pathetic month for weather. I hear that a few club members did get some flight time; however, it appears that most of the time on the runways has been spent clearing snow.

Fortunately, I spent most of the month studying for exams and working at the cabin. The distraction of flying would have been detrimental to those activities. Hopefully, January will be a better month for flying. The long range forecast is indicating a warmer trend for the next two weeks.

The terrible flying weather has also given me some time to get back into the Buttercup construction starting with cleaning up the basement and unearthing the workbench from under a year of junk. I hope to be pulling the first rib off of the jig this week.

Now that I'm thinking of wing ribs and the wing in general, I've been toying with the idea of removing nose tank and replacing it with a pair of 20 gallon wing tanks. This will help in four areas. First, the space ahead of the instrument panel will only allow for about 32 gallons. This is a bit light for an O-320. Wing tanks will allow for a more suitable 40 gallon capacity.

Wittman's original Buttercup is pictured below. The 20 gallon nose mounted fuel tank sits between the firewall and instrument panel with the filler neck imbedded in the main windshield.



Second, the forward mounted tank will leave a mere 7" between the instrument panel and the tank. Although most instruments will fit in this space, the avionics I wanted to install are around 12" long. There is a small space at the top of the panel that would allow these radios to slide in over the top of the tank, but it would make for an awkward panel layout.

Third, the original position of the tank forces the filler neck to be installed in the front windshield. This can be seen in the picture below. Unfortunately, there are some obvious issues with this. Any drippage or overflowing will soak the windscreen with fuel, which can lead to crazing and cracking.

Finally, with the addition of 60 lbs ahead of the firewall (after swapping the original O-200 mill with an O-320), moving the fuel tanks aft will help with the inevitable forward CG problems. This will mean that I'll have most of the payload sitting along a small region of the length of the aircraft, making it more practical to handle the various loading conditions; ie. one person, full fuel, two people, full fuel and full cargo, etc.

Over the past couple of years, I've had a number of folks ask about how to generate a weight and balance report for their airplane. I've put together a great little spreadsheet for the Christavia that allows for easy updating when equipment is added or removed and quick pre-flight weight and balance calculations. If you're interested, I'd be happy to e-mail a copy to any member, just drop me a line.

You can easily add lines to the "Amended Weight and Balance" section to revise the report. However, the forward and rear CG limits must be reworked a little for each amendment. By simply printing the first sheet, you get a weight and balance report to satisfy the requirements for your airplane.

The other worksheet is a pre-flight worksheet that allows you to plug in the particulars of your flight and check that the weight and balance is within limits.

Well, I hope to see you all at the meeting on Thursday night.



Feelings of Flight

By Stu Simpson

People ask me what it's like to fly, to be a pilot, and I'm afraid to answer. I worry that once I get started, I won't be able to stop. I want to tell the curious about all the sensations and feelings of flight, of all that flight evokes in me. But those who ask are really only stopping by for a sip, not the whole bottle.

I think I can tell you, though.



I feel exhilaration when I fly. Even after more than 2000 take offs in airplanes, each one still shoots a thrill right through me. I'm still so excited to be there, so utterly happy to leave the earth. I see the ground slip away beneath my wings, all things down there getting smaller, and I know I'm doing something amazing and fascinating.

I feel wonder when I fly. I look at the clouds next to me, above me, below me. Clouds are ever intriguing. They've so many colours, are so utterly alive. They're growing, dying and otherwise changing every single instant. And what about the sky itself? I mean, how could anything be so big?! Who couldn't be awed by flying?

I feel giddy when I fly, like I'm really sneaking off with a precious secret that so few know about. It makes me smile.

I feel safe when I fly. I know my airplane is strong and secure, that my engine is good. I know the men I fly with, that they're reliable and careful and made of good stuff. I know myself better when I'm in the sky. I know what I can do, and equally important, what I can't.

I feel like an adventurer when I fly. I love to discover the earth from the air. Each flight becomes an exciting voyage, an exploration. How many times have I been the first to soar through a patch of sky that no airplane has ever traversed? How often have I taken off and not picked a direction until I was airborne? How often have I flown over this part of the earth and never seen it the way it was right then? There are so many unexpected wonders, so many unforeseen encounters and delightful surprises to be found up there.

I feel fear when I fly, but not a lot of it, and not very often. I'm not ashamed of fear, though I don't enjoy it. But I know the value of fear. Fear helps keep me and my airplane safe and alive. I use it to become a better pilot. I'm afraid that something might go really, really wrong that might break my airplane and me. If that happened, I might not be able to fly. I really fear that.

I feel alone when I fly. The solitude is complete, absolute, even if I share the sky with other airplanes. Another plane may be mere feet from mine, the pilot's grin and thumbs-up clearly visible. But the distance between us is such that we may as well be on different planets. I can no more fly his plane than he could fly mine. I answer to no one up there, and if I err the consequences are mine alone to endure. I like such independence, the total responsibility for myself and my destiny.

I feel moved when I fly. And I understand why some men are compelled to paint beautiful pictures of airplanes, or to write about airplanes and of flying them. I understand the passion that flight inspires in these people and the love they express.

I feel noise when I fly. I feel the engine thundering, clattering, humming. I feel the prop beating the wind into submission. My airplane's sound changes when the ball's not centered and I feel the air thumping against the side.



I feel the wind when I fly. It may come at me from my nose, or from above or below. Like any pilot, I love the wind at my back. Wherever it comes from, I feel it. I feel it gently wiggle my ailerons, or jab at the rudder. I feel it when it stands me unexpectedly on a wing, or throws me toward heaven or earth at alarming rates. I even feel the wind when it does nothing but let me pass unfettered. Such smoothness of flight I adore.

I feel a part of something good when I fly with others. Then, I'm with men whose love is the same as mine, who also delight in the feelings of flight. They too see artistry in the shape of a wing, the curve of a rudder. They smile at a tail wind, and are men for whom few things are more satisfying than the instant of a three-point landing made on a grass runway. They marvel at the bare simplicity of a Continental engine. Their day is charmed when they catch the sun glinting off the plane flying next to them. To be welcomed by such men, to be treated as an equal among them is deeply humbling, and I cherish their acceptance.

I feel at home when I fly. In the sky in an airplane is where I dearly love to be. It's comfortable and familiar. I know where things are - in my plane, on the ground, and in the air. I know how things work, and if they don't, how to make them work. The sky welcomes me. It completes who I am, and offers a



place where I can escape, or relax, or be excited. In the sky I can be who I want to be. It's all that a good home should be. I'd feel greedy and ashamed asking for more.

Mostly, I feel lucky when I fly. Very few share this gift I have, so to have it and allow it to go unappreciated would be disgraceful and unworthy. There are others who want what I have when I fly. Thus, I'm certain it's good, and I do my best to be thankful. In doing so I desperately hope the gods smile on me, knowing I don't take flight for granted. Maybe they'll let me keep my gift a bit longer.

And, if I should someday lose this fortune, at least I'll be satisfied knowing I've spent my riches well.



FOR SALE

Continental A-75-8 engine. Only 360 hours since 0-time rebuild in 05. Comes with Marvel carb, and Sensenich metal prop, plus prop hub and bolts. Needs exhaust and baffles (damaged exhaust available). A light-weight, extremely reliable and easily maintained engine package. \$5800. Call Stu at (403) 255-6998.

Subaru EJ25 Engine. Long block, complete engine under 10,000 miles. 165hp N.A. fuel injected. Firewall forward will weigh approx. 300 lb complete. Will require a psru – I recommend www.gappsru.com for a really good unit. This engine is a super aircraft engine, with 5 main bearings, engine block is only 13” long. I have a few spares for it, such as alternator, injectors, oil filter etc. I can help you design an engine mount as well. Invested \$1900, asking \$1200 OBO, just need the garage space. Peter Stenabaugh (403) 280-6715. (12/08)

Ivo Magnum Prop. 70” ground adjustable, 2-bladed propeller with approximately 200 hours TTSN. Designed to fit a Franklin hub (different from both Lyc. And Cont.) but can be adapted to fit most engines with appropriate hub from Ivo. \$450 OBO. Contact Ken Beanlands (403) 295-2079. (10/08)

AIRPARK LOT • \$29,000, PRICED TO SELL, Fantastic ½ acre lot with trees. Aero Estates Airpark, Lot 77 on beautiful Lake Palestine. Contact Don Usher, Telephone: (250) 223-8380. (08/08)

1992 RANS S12. 480 TTSN 100 SMOH. Always hanged and well taken care of. A really capable airplane. \$15,000. Brian Vasseur 403-828-5281 brian@brianvasseur.com (07/08)

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 trade for a boat or 5th wheel, but try me on about anything as it is time to hang up my wings Always hanged in Kaslo B.C. \$14,000.00. Contact: Russ White - umm48611@telus.net (07/08)

Snowbird 1. C-IDRM. 64 hrs total time on Rotax 277. 60mph cruise. 38 mph stall. Always hanged. Excellent condition. 2.5 hour range with reserve. Fly’s hands off with trim set. Flown regularly. I want to buy a two-seater. Innisfail. Bruce (403) 227-6577. (06/08)

V.W. 1915 c.c. engine – 40 hrs. T.T. Comes with Sterba prop. Can be heard running, still on plane. Cost \$7000 new, asking \$3500. Call Doug at (403) 728- 3844. (04/08)

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.

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) →

FLYING EVENTS

Saturday, February 28th – CUFC Annual Dinner and Auction will be held at the Big Rock Brewery, 5555 76th Avenue SE . Cocktails will begin at 5:00 and supper will be served at 6:00. The Auction will be from 7:00 to 9:00. Tickets will be available at the January meeting from Dave Procyshen for \$35 each (\$70 per couple)



Light Engine Services Ltd.

AUTHORIZED
ROTAX
REPAIR CENTRE

For Rotax 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 1M6



BLUE YONDER AVIATION

936-5767

Located at
Indus-Winter
Aire-Park

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)

Prepared by Carl Forman

Calgary Ultralight Flying Club				
Balance Sheet				
As at December 31,				
	2008		2007	
Assets				
Cash	5,780.70		5,439.45	
Liabilities				
Prepaid memberships	1,060.00		1,175.00	
Hall Rental	300.00		-	
	1,360.00		1,175.00	
Retained earnings	4,420.70		4,264.45	
	5,780.70		5,439.45	
Approved by the Board				
	President		Treasurer	
Statement of Revenue and Expenditure				
Year ended December 31,				
	2008		2007	
Revenue				
Members Dues	2,250.00		2,885.00	
Annual Social	358.50		158.00	
Raffles (net)	549.82		419.10	
Skywriter Advertising	50.00		-	
Donations	67.00		185.00	
Caps, Crests, Maps, DVD's (net)	44.00	3,319.32	106.86	3,647.10
Expenditure				
Printing	617.82		1,331.30	
Postage	195.30		617.13	
Donation – COPA Special Action Fund	358.50		-	
Meeting Hall Rent	900.00		675.00	
Club Events	-		34.24	
Website	315.00		2,756.00	
Computer equipment	776.45	(3,163.07)	56.29	(5,363.10)
Net (expenditure) revenue		156.25		(1,716.00)
Retained earnings, beginning of year		4,264.45		5,980.45
Retained earnings, end of year		4,420.70		4,264.45

MEMBERSHIP RENEWAL

It's time to renew your annual membership in the CUFC. Memberships cover the period from January 1 to December 31. For only \$25 per year you get great fellowship, the Skywriter and access to other club events. It's tough getting better bang for the buck anywhere.

In order to ensure that we get all your information processed correctly and efficiently, please fill in the attached form when paying your \$25. Please make your cheque payable to the Calgary Ultralight Flying Club.

The Skywriter will be emailed to you unless you specify that you want it mailed.

First Name

Last Name

If details are unchanged from last year _____ (check here)

If you are paying by cheque and the details are on the cheque, there is no need to write them again.

Address

City

Province

Postal Code

Optional Information

Home Phone: _____

Aircraft Type: _____

Work phone: _____

Aircraft Location: _____

Cell Phone: _____

Organization: _____

Fax Number: _____

E-mail*: _____

*Email address is needed to email our Skywriter newsletter

If you would like to have your contact information published in a membership available to the CUFC members, please initial here _____ (initials)

Bring the form along with your payment to the meeting and give it to Carl Forman (treasurer) or mail it to:

Carl Forman
201 Point McKay Terrace NW
Calgary, Alberta
T3B 5B6