



Skywriter...



January 2015



***Guess what?!? IT FLIES!!! Troy Branch has successfully flown yet another airplane. This time it's a Rotax 914 turbo powered Just Aircraft SuperSTOL. I make that his fourth build project. See Troy's article inside.
Photo by Garrett Komm***

Monthly Newsletter of the Calgary Recreational & Ultralight Flying Club – COPA Flight 114
Our Mission: To promote safety and camaraderie amongst aviation enthusiasts.

From the Cockpit

By Bashar Hussien

From the cockpit

Happy New Year to all of you in Calgary Recreational and Ultralight Flying Club, I hope that you enjoyed Christmas and New Year on both family and flying front. I have to admit that I had no complaints in this winter on flying front. In the last three weeks, I had about 10 hours of flying time and the plan is to keep the flying time at minimum 10 hours per month until obtaining my private pilot's license (PPL).

Despite of all our efforts to expand the size of our club, we are still lagging on the effort to bring in new members. In addition, we see that we are slipping in maintaining the club membership and member engagement. I would like to reinforce that we are open to listening and working on new ideas to increase the current member engagement to sustain the size of the club if not increase it.

The trend in our club is not different than the trend in the general aviation. General aviation is losing its popularity and someone should do something to reverse the trend. We are open to your ideas so if you have any, please do not hesitate to contact me on bashar.hussien@shaw.ca.

COPA recently announced that the 2015 Annual General Meeting (AGM) will be held in Winnipeg, Manitoba on June 20th. COPA Flight 35 located at the Lyncrest Airport (CLJ5) was awarded the honour to host this year's AGM. Pilots will have the opportunity to land at Lyncrest or at St. Andrews (CYVA). I am

taking the opportunity of having the AGM in the center of Canada and will be planning to fly in a day before the AGM date and stay there for at least two nights. If you are interested in attending, you can contact me (above mentioned e-mail) so we can plan to fly in together as a group.

The year of 2014 was very remarkable for me on flying front. I obtained my ultralight pilot permit in the month of May and achieved a big step in obtaining my PPL by soloing in Cessna C-172 on the day of December 30th. My goal is to obtain the PPL in the first quarter of 2015 to be able to fly to Oshkosh this year in my Zenith CH-750 STOL in the month of July. Likewise, if you are planning flying to Oshkosh this year, please talk to me so we can gather other interested folks and fly in with a few airplanes to Wisconsin this summer.



Calgary Recreational and Ultralight Flying Club

COPA Flight 114

Meetings are held on the second Wednesday of every month, except July and August, starting 7:00 PM at the Aerospace Museum, 4629 McCall Way NE Calgary.

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Skywriter

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SuperSTOL Update

Story by Troy Branch
Photos by Garrett Komm

On Dec 17, 2014 the SuperSTOL took to the air. It was close to a month's wait from the time I was done until I got all the proper papers in hand. Garret was kind enough to come out and be there for photography and safety, no need for a crowd. The plan was several short hops up and down the runway to confirm all was well. The air was cold and still creating great acceleration. Once airborne at about 5 feet above the ground I slowly checked the controllability. After about four short hops, proving all was well, it was time for a circuit. It flew the same hundreds of feet up so now it was just time to get comfortable with it. I soon set up to land and managed it without much trouble. Since it all went so well I flew half a dozen more circuits then taxied to the hanger for a full inspection. I made a slight stick adjustment as I did not like where it was in cruise. After that I went up again and just cruised around to get the feel and put some time on the engine. It was a great day to finally have flown it.

So now, as of Sunday, I have 22 hours on the plane. It has been loads of fun exploring what it can do. It is quite a change from the RV 10 but has many similarities to the Avid I once owned. One being it is flipping cold and drafty at -15°C! There are a few things I can do to help but really, I plan to always fly with clothes on that are needed for the current weather I am flying in. If I am cold outside walking



then I am not dressed warm enough to fly. It's not that bad, I'm just spoiled by the infinite heat of the RV 10.

Take-offs are in all of 3 seconds for the most part. Hold the brakes, full power, once the turbo kicks in, release the brakes stick full forward and then back in about 3 seconds. Not much time to do much else. It easily tracks straight. Once airborne you need to pull the nose way up to load the prop up. If you don't it, will redline the engine and then you need to pull power. At 50 mph it's at a ridiculously high angle and really going up. I retract the flaps once in the climb... about 2 seconds after lift-off.



In cruise it is hands off in smooth air. You can maintain controlled flight with rudder and you can climb or descend by just leaning forward or back. It really is that balanced, or unbalanced depending on how you look at it. Throw

some turbulence in and WOW, do you ever have to fly it. I would NEVER fly this to Oshkosh. Maybe as I get more time, I will think differently. Where it really excels is slow flight. Really slow flight. Cruise is 88 mph at 5500, 82 of 5200 and 78 at 5000. Adverse yaw is very pronounced so you need to fly lots with your feet.

To set up for landing you need to slow it way down to get the slats out. So you pull power and pull the nose up. At 45 mph the left slats pop out and then the right. Once that happens you pull on the flaps. Slats will go back in around 52 mph. I find 40mph is perfect approach speed. It's all quite the balancing act though. Power will create pitch up as more air goes over the elevator. Pull power and the nose goes down so then you add more elevator to keep the nose up. Sink rate of course goes up. Slow power adjustments make it all more manageable to set your touch down point. As you get to the flare, you add power and it will pitch the nose up allowing you to slow down even more. Maintain most control with rudder at such a high angle. Keep the high angle and then chop the power when the tail touches. You can even chop the power sooner and it will really drop in, the gear takes it just fine. 32 mph slow flight is very manageable. Touch down is in the 20's.

Once I get my 25 hours done it will allow me to go exploring, then I will really learn how to fly it.



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KR2 For Sale: NOT AN OLD FARTS AIRPLANE! Air frame TT 30 hours. Engine Continental A 65/75 TSMOH 970, No Electrics, No Electronics \$12,000.00 OBO. Glen Clarke 403-279-1036 clarkejk@telus.net 11/11 →