



Skywriter...

October 2015



*Troy and his SuperStol
Carbon Cub is in the works*

Next Meeting Wednesday Oct 14th at the AeroSpace Museum

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

Dream Comes True

We taxpayers, most of the time, feel that we are not receiving the service we think we deserve from government. Therefore most of the time we joke about lack/delay of governmental agencies responses to our requests, complain about their methodology in executing their work or even criticize them and accuse them of wasting our time and money.

Pilots in Canada deal mainly with Transport Canada among other agencies and we always complain about their website complexity slow in responding to calls, and in processing paper work.

Last year, I was making joke about how my aviation booklet was delayed for more than four months, how my ultralight aircraft CoR was delayed for three months and on and on and on. I have to admit that, in last few months, and after multitude of encounters with TC, I started to rethink about the efficiency of TC. I should say that TC staff and their workflow impressed me to the level of highest satisfaction.

In the month of July, I was planning to write my Instructional Technique exam and I was not able to find where the exam is going to be administered, phone calls with TC took me to nowhere and none of the flying schools were able to help me out. Therefore, I went to TC's Calgary office, to meet any person carries TC badge to complain about their services. The office door was closed and there was a note on the door saying that "meeting their staff is only by appointments and I should call first". "What?" no way, I am not leaving today without meeting a TC person. I kept knocking the bell / door until they responded and opened the door. I met a very pleasant staff member and explained to her my case. She was very cooperative, she checked with someone over the phone and she confirmed that they

administer the test in their office, I scheduled the test, passed it and off we go.

Then in the month of August, I was looking for an Ultralight Instructor Examiner because the examiner in Nanton was retired, and we didn't have one in Calgary area. I was told by one of our fellow club members that I should call Lenora Crane from TC for an advice. "Great", I can see now light at the end of the tunnel. I called Lenora and left her a voice message. She came to me on the next day with clear direction; she advised that Roland Morton (Exact Flight Training) in Lethbridge (Phone: 403 329 4887) designated to conduct the Ultralight Instructors Test. I called Roland, scheduled the test day, passed it and off we go.

In the beginning of September, I bought a Merlin Sport 65 from Idaho with the help of my friend Stu. The process of de-registration started with FAA and the airplane was de-registered after few days of sending the purchase document to FAA. I started the process of registering the airplane and that what made me changing my opinion about TC's staff efficiency and

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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performance. I should emphasis on positive “Change”, TC is getting organized and they are streamlining their workflows. First, I called them! well left a voice message, aiming to understand how the process works. Within few hours of my call, they called back and they were very helpful in deciphering the process. Then they sent me an e-mail with the steps required, and advised me to contact other specialist for the aircraft registration. In fact, the specialist contacted me the day after, (even without me prompting him). He was clear in his direction and very thorough. Call a number to reserve a call sign, then call another number to pay the fees, I did and received the call sign reservation in one day. Once you have the sales document and proof of call sign reservation, e-mail it to them, pay the fees (via another phone call), and they will issue the CoR within two working days. Actually they did issue mine within two business days. They had to check with FAA regarding the cancelation of N-number. Folks, we have to admit that we now have a functional team in TC.

Why I am going through all that hassle with TC? The answer is simple and stems from our club director meeting in beginning of this year. During the mentioned meeting we boiled down the lack of ultralight pilots to the lack of ultralight instructor. At that time, specifically in the month of March 2015, I started my “from the cockpit” article with the following statement: *“We need more ultralight instructors to bring ultralight pilots to the sky. It is that simple.”* The article ended with *“The lack of ultralight instructors is severely impacting the flying enthusiast to achieve their dreams and we have to work together to find solutions and bring more flying enthusiast to the sky”*. Then, during March meeting we discussed the big “how?” It was obvious to me that I must act, I need to not only talk, I have to walk my talks.

Therefore, I am pleased to report that after I obtained my ultralight Instructor License, Light Sport Aviation Inc. is incorporated for the purpose of providing ultralight training, it owns a Merlin Sport 65, the ground school lessons and the syllabus for the air exercises are near

to complete, Stu completed shooting the training video clips and he is working to produce them, the company website, LinkedIn and Twitter pages were created or under construction and I will soon start the process of concluding the remaining paper work required by TC to officially start the training school. I am really excited that an idea initiated by our directors will become an ultralight training school soon. In our club the dream comes true.

Notes from the Editor.

As many of you know I have been undergoing Chemotherapy treatments for Lymphoma. I prefer to think that I really don't have cancer but rather I am just living with a condition that I am being treated for. It takes about a week to recover from the poison they inject into me but then I try to get out and golf or fly or enjoy the days as much as possible. I want to thank everyone for the support and offers to help. I have had offers from some to take over the newsletter but I enjoy the task as it is something else that takes my mind off the chore of the treatments. Of course one of the downsides of Chemo is what some refer to as chemo brain. Little brain farts and miscues that would not normally happen. One miscue happened in the last newsletter when President Bashar talked about Dan Toney encouraging him to take the Presidency. I missed the fact that Bashar was talking about Ed D'antoni. Sometimes it's hard to put 2 and 2 together. My apologies to Ed and Bashar for not picking up on this little mistake.

I went back and reread some of the newsletter and noted that guy that talked about crashing and surviving did a pretty good article. I have to agree with most of it.

On another note I asked Warren Arnholtz to write a quick article about flying ultralights vs certified and his article appears in this newsletter. Great article Warren. Thank you very much. I also requested a paragraph or two from Club member and first newsletter editor Bob Kirby and his article provides great insight into the nuances of each. More than a paragraph Bob, but great article. Stu Simpson starts the first of a three part series on navigation aids.

Thanks again to all who contribute to the newsletter and the club.

Norm

Chocolate or Vanilla ...Certified or Homebuilt

Warren Arnholtz

My dream to fly was realized in 1980 when I achieved my Private Pilot's License in Whitehorse Yukon. Then reality kicked in. The cost to buy a certified aircraft didn't fit into my fiscal reality. Renting, though it makes complete logical sense, is just too inconvenient and cumbersome to fly regularly. Flying school aircraft are not readily available when you are. Over the years, I flew sporadically enough to maintain my license, though not enough to feel as confident and proficient as I would like, to really enjoy flying. One day I spotted something interesting in the flying magazine section. It was a mag called KitPlanes, there was a picture of very nicely finished Kit Fox flying, on the cover. IS THIS FOR REAL???? Are people actually building and flying these things? I was very skeptical. Lots of things look great in a magazine, but are very different when you actually use them. Remember those damned X-ray glasses that promised you could see through peoples cloths.....

One day I happened to be passing through Chilliwack BC, home of Murphy Aircraft and the builder of the Rebel kit. I had read a very good article on the Rebel. I thought I would drop in and see what I could learn. As luck would have it, the Murphy test pilot/salesman was the first person I met. He took me out to the ramp, to show me a factory built Rebel with a drop dead gorgeous paint job. Looks nice but I wonder what it feels like, when you are up in the air in these things..... Before I could think of a way to ask, he said "would you like to go for a test flight?" Let me think...Oh hell ya!!!! Sitting in the plane I was struck by the elegant simplicity and functionality. In the air I felt more comfortable than the C172s I had trained in. I was sold. Kit planes are real!

Fast forward a few years and I have moved to Calgary, an economic refugee from the slumping Vancouver Island economy. I had found on the Interweb and in COPA magazine articles, Calgary was a hotbed for ultralight flying. The Club is really a great advocate for

the sport. I looked up Wayne Winters and learned to fly again, on the Merlin. I found the Merlin to have everything on my wish list. High wing, fully enclosed, side by side tail dragger with great takeoff and landing performance. I always wanted a "Bush Plane".

As my fiscal reality improved I was able to ease into Merlin ownership, rescuing a taper wing Macair Merlin with a Rotax 503 out of a farmer's machine shed in Saskatchewan..



Rebuilding it, to the 912 80 horse powered one I fly today. I have about 350 hours on the Merlin. It has provided a fun, economical, reliable aircraft that has allowed me to mature as a pilot. I have done hundreds of circuits, several trips into the mountains and have been as far as Portland Oregon with Stu and Ken.



Recently an opportunity arose for me to buy a Piper Cherokee 180. Why? The Merlin was delivering a great flying experience, true, but there is another side of flying that most ultralights, mine in particular, can't provide.

Comfortable cross country flying, pilot + 3 loading and Mode C equipment.



This allows flying to more distant places and Class C airspace. However certified aircraft have an ownership premium. Annual inspections, scheduled component inspections/replacement and certified prices on parts, i.e.: a recent battery replacement came in north of \$600, LED landing light \$500. Both offer great flying, Susan and I flew the Merlin into Ram Falls and Red Deer Forestry this summer. Awesome trips that I would not want to do in the Cherokee. In the Cherokee, I took in a flyin at Rocky Mountain House and Cu Nim on the same day. Also made a flight to Golden and Fairmont, easy flights at 110 kts compared to 75 kts in the Merlin. But \$60 an hour vs \$30 for fuel.



The Merlin is a great aircraft and I love to fly it, it is easy and fun. It feels good to know you can land it almost anywhere. It is simple to operate, with the 912 there is no mixture control or carb heat, the Merlin does not have flaps, you turn the key and fly. The Cherokee is more challenging to operate. Flying into Class C is a bit more work, but good experience as well. It may be me, but it seems like ATC and FIC are more accommodating when you have a Foxtrot call sign as opposed to an India. All flying is great, if I have to choose one over the other, the Merlin will win. However, I will fly both as long as I possibly can.



Warren Arnholtz
Private Pilot
Ultralight Flight Instructor Rating



WE NEED YOU

Its that time of year when we start looking for volunteers to volunteer for the board for CRUFC

Get involved in your club and help make a difference in Light Sport Aviation

Don't wait for someone to approach you check with one of the current executive to see how you can help.

Think about putting a summer fly out together. An Ultralight trip to Moose Jaw to see the Snowbirds, a flight to Estavan to see nothing. Get together with a few guys and talk about the possibilities. Where do you want to go and how are you going to help get there.

Planes I've owned

Bob Kirkby

Our illustrious Editor Norm asked me to offer a comparison of the various types of aircraft I've been lucky enough to own over the years, in a couple of paragraphs. Although I consider myself a concise writer I just can't do it in only two paragraphs. I'll weave some of my flying background into this to give you a better idea of why I chose the aircraft I did. I've build and flown two ultralights, bought and flown one homebuilt and two certified aircraft.

My first aircraft was a Mirage – a single open seat, tube and fabric machine with a Kawasaki 2-stroke engine producing about 40hp, if I remember correctly. I saw a picture of it in the Calgary Herald and just had to have one.



It wasn't even an ultralight since the classification didn't exist then. I think we called them Microlights. And there was no Ultralight permit then so I was flying it without a license or permit, which was completely legal. Before flying it I took 5 hours of dual training in a C150 then jumped into the Mirage and off I went. Life was simpler 1981. The Mirage was a ton of fun to fly, but as I later discovered all the aircraft I've owned have been a ton of fun.



Bi-planes always attracted me so when Darryl Murphy brought out the Renegade II in 1986 I immediately wanted one and bought one a year later. Once it was flying, which took about 10 months, I sold the Mirage and flew the Renegade until 2000.



Although I flew many long cross country trips in the Renegade, include mountain trips, I wanted to do even longer flights, and also take passengers. So in 1993 I took my PPL training and in 1994 purchased the Cherokee 235 (PA28-235). During my PPL training I flew C152, C172 and Cherokee 180 aircraft which left me with a preference for low rather than high winged aircraft plus I found the Cherokee more comfortable.



From that time on I've been a 2-airplane person. The Renegade served as a great around-the-patch, open-cockpit aircraft which I especially enjoyed flying early in the morning before going to work. The maintenance was easy to perform myself and inexpensive. The Cherokee 235 on the other hand is a fantastic cross country aircraft offering exceptional comfort and very long legs of 5.5 hours plus reserve at 150 miles per hour. It carries 1300

lbs which easily accommodates 3-4 people, lots of baggage and full fuel. Two missions – two airplanes.

In 2000 I sold the Renegade and purchased a Starduster Too, a homebuilt aircraft.



I still wanted a bi-plane but a little more performance was in order. This aircraft served the around-the-patch mission well but offered reasonable distance flying too. I spent many enjoyable hours in the Starduster flying with others in loose formation and on several air adventures. However, in 2006 I got a hankering for an old classic aircraft. I really like the Piper line so I sold the Starduster Too and went shopping for a PA12. Finding a beauty in Columbus Ohio I purchased it and flew it home.



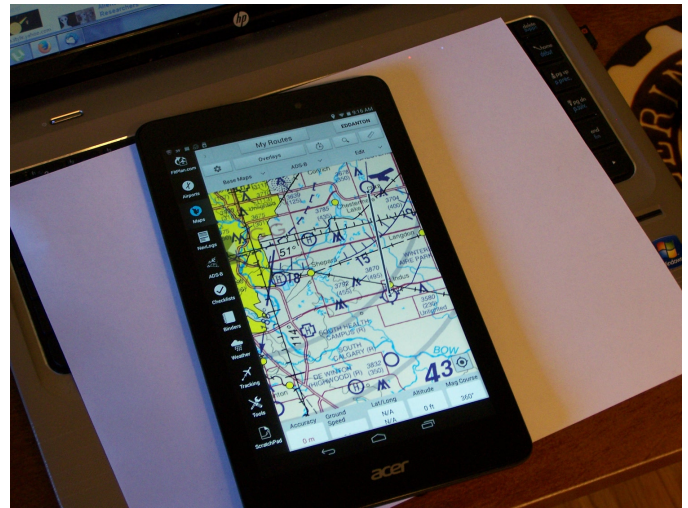
The importation process was time consuming but I did all the work myself so it really wasn't very expensive.

This brings me to today and I still have the PA12 for the around-the-patch mission and the PA28-235 for the cross country mission. Both are certified aircraft.

I expect a big question on everyone's mind is how do the operating costs compare? Before I comment on that let me say that each of these aircraft has sold for more than I paid for it and in the case of the two I now own their market value is more than I paid including an engine overhaul on the Cherokee and many upgrades on both. (The paint job on the Cherokee is over and above but that helps to maintain its value.) Ultralights and homebuilts don't generally appreciate in value as they change hands. I have always done all my own maintenance and on the certified aircraft I have a very good AME who works with me so that I can do most of the work. He inspects anything I do and does the annual inspections. Frankly the maintenance cost differences between the homebuilt and certified is very little except for the price of parts. Even then I shop around for certified parts and buy the best deals without having to pay an AMO's markup. The addition price for certified parts can be accrued towards maintaining the overall value of the aircraft. That being said, if you are the type who would drop your aircraft off at an AMO and pick it up when it's ready you will most definitely pay a lot more for maintenance. This is no different than maintaining a car. By taking an active part in the maintenance, and more importantly the maintenance decision process, you will save big time. (See Mike Busch's article in the September issue of EAA Sport Aviation magazine.)

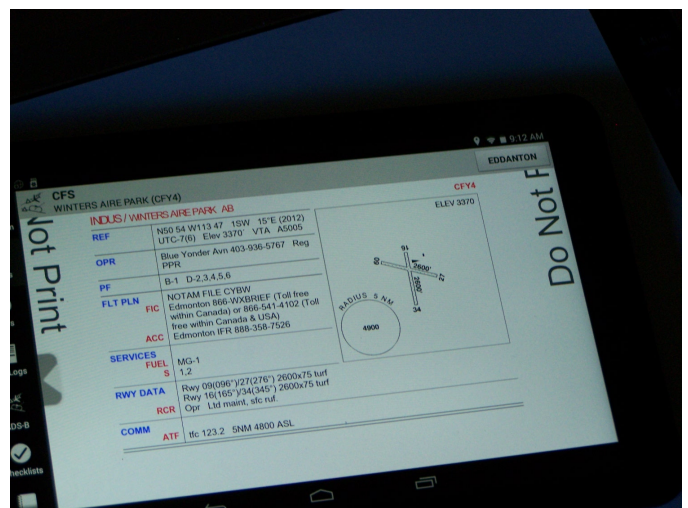
Another significant operating expense is fuel. The bigger the engine the more fuel you will burn but the more performance you will get too. It's not linear so you have to factor in the mission you are seeking. For example, over the years several people have asked me why I don't build an RV10 to replace the Cherokee. The engine, load carrying and performance of both is very similar except the RV10 has a lot faster wing thereby flying more economically. However, I would have to spend twice the money and put in years building (I'm not fast like Troy). I want to fly now and spend that extra money on fuel to do so. It's a trade-off. Many people don't put enough thought into the desired mission when buying or building an aircraft. Start with that and then work

backwards to find the most suitable aircraft for both the mission and you.
 I consider myself lucky to be able to have two aircraft in my hangar. But I also consider them to be investments. The extra care I take to keep them in prime shape ensures I will be able to sell them for at least as much as I put into them, less maintenance. Being able to use the right aircraft for the mission keeps the operating costs in line.
 Sorry for exceeding two paragraphs Norm, but the assigned mission required more fuel.
 Bob Kirkby



Exciting Announcement

Pay your annual CRUFC membership at or before the December 9, 2015 meeting and you have a chance of never again having to purchase a VFR chart or Flight Supplement. The club will hold a draw for an 8.1" Android tablet loaded with FltPlanGo, AV Weather, Glass Panel and other aviation software. All paid up member names will be included in the draw. You DO NOT have to be present to win. FltPlanGo allows you to access for free, all Canadian and US VFR Charts and airport information. Attached are a few pictures of the mapping and flight supplement. The line on the Map is a flight path from Indus to Kirkby Field. The Flt Instrument Panel pictures were taken on a flight from Stefanich Field to Linden in Andy Gustafson's Merlin. From left to right; Speed, Artificial Horizon with Heading Indication of 21 degrees below then Altitude. Right of the Altitude is a bar that shows descending at 200 ft/min. The bottom line always displays the distance to the nearest airport listed in the Canadian Flight Supplement (CFS). The other instrument application is Aero Panel. Tapping on any instrument turns it into Full Screen. The last photo is of the flight supplement page for Indus.



Free On-Line Flight Planning Resources

by Stu Simpson

I love technology, and I really love applying it to my flying. Things like GPS, digital devices in the cockpit, cameras and autopilots really add to my flying experience and safety. So it's only natural that I'd migrate to using technology when I'm planning to fly.

Aside from Nav Canada's excellent Aviation Weather Website, a number of other flight planning resources have become available on the Internet. I'll take a look at the four that I use regularly and offer some tips and tricks that I've learned. The best part of these resources is that they're absolutely free once you have an Internet connection.

These are the four web services that I'll examine:

- Google Earth & Google Maps
- SkyVector.com
- FltPlan.com
- 100LL.ca

Interestingly, none of these services is what I would call perfectly ideal for flight planning. Each has its particular shortcomings and advantages. I use the respective features of each site to get all the information I need very quickly and efficiently. At no time in my digital flight planning do I pick up a paper map anymore, either. Of course I carry and use them in the cockpit, but I don't use them for planning.

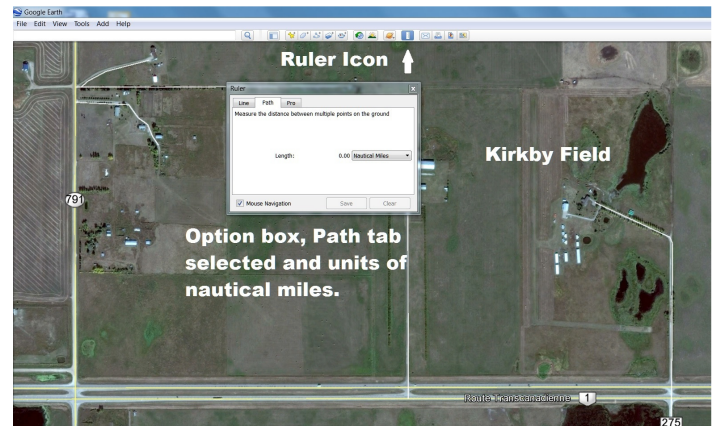
One thing to note is that I use Google Chrome as my Internet browser so unless otherwise stated all of my reviews were done with it.

Let's start with the Google products. While Google Earth & Google Maps are not flight planning resources, per se, they offer remarkable features that lend themselves well to flight planning, especially Google Earth.

Google Earth requires a download to your computer and I have the icon placed on my desktop. GE is simply phenomenal in the amount of information it offers. It shows all manner of terrain features, roads, buildings, businesses and so much more.

As a sample route, I'll plan a flight from Chestermere-Kirkby Field east of Calgary, to Golden, BC, along the Trans Canada Highway.

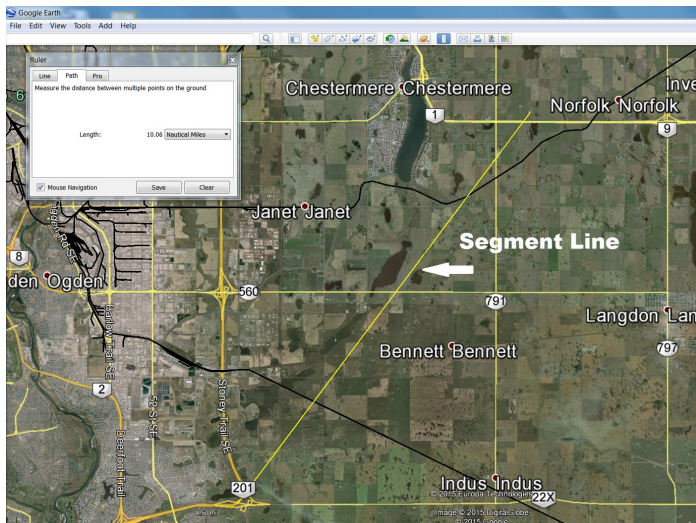
The first flight planning feature to highlight is the ruler. Zoom in with your mouse wheel or the sliding scale on the right side of the screen. At the top of the screen click the icon that looks like a small vertical ruler. An option box appears that let's you choose Line, Path or Pro. Choose Path and then select the units you want to use. In this case I'll use nautical miles.



I would normally fly south of Calgary International's controlled airspace starting with a leg to the prominent land mark of the intersection of Highway 22X and Stoney Trail. Let's find out how far away that is. Of course GE doesn't offer information on the heights or floors of any airspace, but right now we're more concerned with distance.

Zoom out a bit, put the cursor cross-hairs on Kirkby Field and hit the left mouse button. Move the mouse now to the next waypoint of the route, in this case the intersection of Stoney Trail and 22X. If you make a mistake and add in a segment in error, just hit the right mouse button to erase the last segment you drew.

Your screen should look something like this.



You see the distance to the waypoint is about 10 nm. If you keep adding subsequent waypoints you learn the total distance to Golden is about 150 nm as we make our way to Scott Lake Hill and then follow the Trans Canada Highway. Using GE you can find the entire route length in seconds.

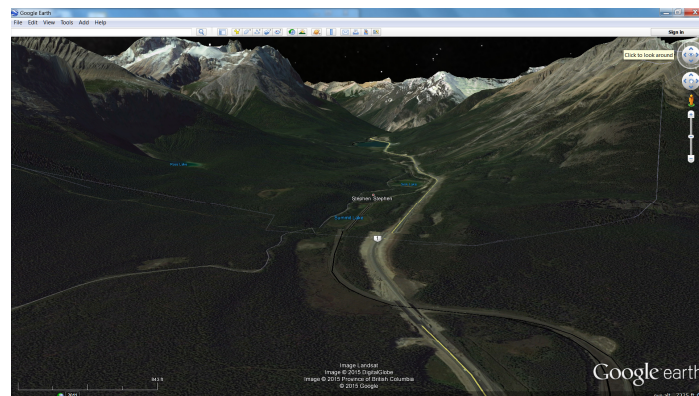
Another fantastic feature of Google Earth is 3D terrain viewing. Let's say we've never been to Golden and never traversed the Kicking Horse Pass in an airplane. What does it actually look like? Here's how to answer that question.

Click and drag the world westbound until you're at a little spot called Stephen, on Highway 1 between Lake Louise and Field, BC. You can see the Alberta - BC border as a white line to the east of Stephen. Look to the top right corner of the screen now to find a compass circle with an 'N' on it. Click this 'N' to automatically orient the view to north being straight up.

Now let's orient our view to the west. With the mouse over the compass circle press and hold the arrow head on the left, or west, of the compass. The entire view now re-ori-ents to west being at the top of the screen. Press and hold down the mouse wheel while also dragging the cursor to the bottom of the screen. Your viewing angle changes from

straight vertical to almost horizontal depending on how far down you pull the mouse. Still holding the mouse wheel down, you can move the cursor side-to-side to rotate around the point where your view is situated. Use your mouse wheel to zoom in or out as you please.

Your screen should look something like this.



Looking now at the bottom right corner, we see a whole bunch of other treasured information. It shows the date the image was captured and the lat/long data of where the cursor is situated on the image. Perhaps most important is the elevation of the terrain above sea level at any point where you place the cursor, and the altitude from which the view is occurring.

Now drag the image in any direction you want and you can essentially 'fly' anywhere you want to go. This feature can really help remove the unknown and the uncertainty of flying over places and terrain where you've never been before.

Oh, and as an interesting aside, Google Earth actually offers a flight simulator mode that you can access through the drop down Tools menu at the top of the screen.

Google Maps isn't as useful for flight planning but it does have some valuable features. It's available via simple website access and offers views in either map, terrain, or satellite perspective. The terrain mode view gives very good perspectives of hills, slopes and mountains, and provides elevation contour lines, too. Maps, like Earth, also features

places like hotels, car rentals, restaurants, and the Street View option, which is invaluable.

As with any program, simply playing with Google Earth will likely be your best teacher. Use the Help tab and other on-line resources to best learn about all the features GE offers. After some very short time using it, though, I'm certain you'll see its incredible value as a flight planning tool.

Next month we'll examine SkyVector, perhaps the best of the free on-line flight planning tools.



WE NEED YOU

Its that time of year when we start looking for volunteers to volunteer for the board for
CRUFC

Get involved in your club and help make a difference in Light Sport Aviation

Don't wait for someone to approach you check with one of the current executive to see how you can help.



Flight Instruments from draw tablet

FOR SALE



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Lycoming O-320-D3G, 160 hp engine, 0 SMOH, Certified engine overhauled in 2001 by Signature engines. All accessories except magnetos and alternator. Dynafocal mounts, includes exhaust system. \$12,000 OBO. please contact Ken Beanlands at (403)295-2079 or kbeanlan@telus.net (03/15)

EA81 Aircraft Engine For Sale. 100 HP. 2.2 to 1 belt redrive by Reductions. Leburg electronic ignition. I have a second Leburg ignition so it can be dualled. Ran with Aeroconversions Aerocarb. Manuals for everything. Stratus Stainless steel muffler and exhaust. Custom rad with AN-20 fittings and braided stainless hoses. Engine mount fits a Kitfox IV. Very low hours. Please Contact Tim Vader at vadert@shaw.ca or 403 620-3848

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 clarkekg@telus.net

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1998 Lil Buzzard With Greyhead 582 updated to Bluehead specs including magneto balancer. The Buzzard features an extra large cabin with adjustable seats. The panel is on a hinge for easy servicing. Good easy to fly solid airplane. I hate to see it go but I hate to see it sit even more. This is not a hanger queen and it used to spending most Saturdays in the air. \$19,900 and open to offers. Call Norm at 587-225-3944 Hangerage may be included in the short term.

Suzuki 1.3 litre 4cyl auto engine with gearbox for aircraft use. Call 587-225-3944 and talk to Norm for more information Email normrdt@gmail.com

70 X38 Richter Propellor for a Rotax 912 pusher. Wood prop in excellent shape from a 80hp SeaRay. Offers? Call Bert Lougheed at 403-350-5511

FLYING EVENTS

Please note the Olds/Didsbury flying club and the Three Hills flying club usually serve donuts and coffee on Saturday mornings with each taking alternate weekends. Dennis Fox from Three Hills has more information on this.