



# Skywriter



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**February 2016**



*The View from Stu Simpson's Cav of Brian Byl's Cessna 195*

***Next Meeting Wednesday Jan 13th 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.**

# President's Message

By Ed D'Antoni

The January 2014 was CRUFC election night and the club seemed to be at a crossroads. Club membership had fallen from over 160 members a few years ago to 60. In 2016 it is just over 30. Over the past few decades the past president has been a nominating committee of one to find people willing to take on the duties and responsibilities as directors for the upcoming term. I realized the morning of the January 8 meeting that there would be no president or vice-president to chair that meeting. In 2014 that didn't happen so Norm tried in vain to recruit members to sit as Directors. The day of the meeting we learned that Norm would not be able to attend. Our coffee gang decided to arrive early, set up the audio visual and at least get things ready for the meeting. With no agenda I Chaired the meeting. My intent was to bring up my concerns about the lack of willingness to take on the essential tasks of keeping the club intact.

The meeting went well and I prepared a summary Which I titled "Chairman's Report" for the newsletter. Unfortunately it was never printed. The following is part of that report.

Chairman's Report CRUFC January 8, 2014 Meeting, Calgary Aerospace Museum

Norm Vienneau has done an exceptional job as president over the last two years. Two years ago Norm showed up to his second meeting. This happened to be "Election Night" and Norm was railroaded into the President's job. He was informed his duties included making sure the hall was ready and that we had a guest speaker. This is an unreasonable expectation of such a new member, but Norm made sure we had a speaker or planned an event for every meeting. He also arrived an hour early and set up the audio equipment and stayed late to clean up. I thank Norm for the tremendous effort he has put into the club over the last two years.

The day of the January Election meeting it was learned that Norm was not able to attend. With the help of our Wednesday morning Group we organized and I Started the meeting. After the introduction of new members, Wayne Winter did a "Confession Session." This was tough since record snowfalls had limited flying activity over the past month. Wayne did a yeoman's job of reporting the upsetting of Dan Mitchell's Merlin after its encounter with a snowbank. Damage was minimal but a passing motorists cell call to 911 resulted in an entertaining event which included ambulance sirens, blaring fire trucks, police and ambulances arriving on the scene. The reporting of interesting flights was highlighted by Andy Gustafson's first time ever, taking the mike in hand and talking about his ski flying.

## 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.

**President:**  
Ed D'Antoni

**Vice-President:**  
Bashar Hussien  
bashar.hussien@shaw.ca

**Secretary:**  
Andrew Crocker

**Treasurer:**  
Brian Byl

**Directors:**  
John Kerr  
403 714 0446  
oreal\_kerr@hotmail.com  
Barry Wood  
(403) 935-4609  
barryleewood@hotmail.com  
Bashar Husien  
Past President

**Web site:**  
**www.crufc.org**  
**Skywriter**

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**Editor:** Norm Vienneau  
(587) 225-3944  
crufcnews@gmail.com

Andy and I share a hanger, most days the airport owner and a few others go for early morning coffee at Tim Horton's without Andy. Andy goes flying.



Above is a photo of one of the few times Andy showed up. Next I explained why I was chairing the meeting and the dilemma of "No President" and other directors was brought up. Then we broke for coffee. The coffee break was very successful. Andy Gustafson and Arnim Haase agreed to arrange for speakers over the next term. Carl Forman would continue as Secretary, Ken Taylor as Treasurer, Norm Vienneau as Vice President, and I would temporarily fill the position of Director at large. Bashar Hussien, one of the members who had previously declined to be nominated for president, agreed to the presidency providing the club pitched in with speaker and set-up duties. There were no further nominations and these people were declared elected. Wayne Winters then led a discussion on the history and future direction of the club. The following are my interpretations of the outcome. There was a question of just what our club represents. On one extreme, a member stated that "WE" have evolved from being Ultralight Pilots to more sophisticated flying to "I am a recreational pilot and am not interested in flying to distant destinations".

This statement was made by a pilot with an aircraft and skills to travel throughout the country. Many members believed Ultralights were the simplest and most affordable way to start flying. Both Wayne and Bashar were of this opinion. Bashar felt it is relatively inexpensive (\$1500) to obtain a pilot permit, rentals are available and numerous quality aircraft are available in the \$15,000 to \$25,000 range. If one desires, he or she can transition from an Ultralight Permit to a Recreational Permit which allows passenger carrying. Not all pilots desire to upgrade their permit or license. The majority of our members prefer local recreational flying. Here are a few I consider to be typical members: Troy Branch went from Powered Parachutes to an Avid Flyer Advanced Ultralight, next an RV9 then an RV10. Wanting to get back to fun flying he is now building a Just Aircraft Super STOL which is a large version of the Avid Flyer or Kitfox. ,(Troy has since completed and sold the Superstol and is now building a Carbon Cub.) Carl Forman, the holder of a Commercial Pilot License owned a few Cessna's but flew a Minimax (40 HP small wood and fabric aircraft) for almost two decades. He has just completed an RV9. Westjet Pilot Wade Miller's first purchase after becoming associate with our club was a Basic Ultralight. I started with my own Cessna 172, but after partnering with Wilf Stark in a Rans S-12 I sold the 172 as I preferred the S-12.

Our club consists of members covering the entire spectrum. Their common link is the love of flying. We must accept that everyone has a preference for a specific type of flying, be it crowd hops to an airstrip a few miles away for coffee or expeditions across the country. The whole membership agrees that we must find a way to better communicate with all interest groups and find ways of attracting new people into recreational flying. Bashar's excellent suggestions are attached. The meeting must have instilled members to become engaged as after the meeting as I



was approached by members willing to take on any director's position, even a volunteer for the next president. Garrett Komm stated he will have a poker rally this year and hopes to plan other events out of Indus. Member Participation was great and discussion had to be cut off as we ran out of time. We need to maintain this kind of engagement. Some of the Club Activities that have fallen by the wayside are the Barbecue at Dave Bolton's ranch , Poker Rally's and the Winter Dinner and Auction. In order to get activities like these going again we need people to step up, organize and run these events. To do this we need members to again feel they are part of the club.

The following suggestions as to the essentials required if we want member engagement and our club to continue:

We must have members willing to provide newsletter content that engages and involves all members. A few essentials are:

1. A synopsis of the previous meeting.
2. Reports from the field-
3. Indus - Wayne, Garrett or any number of others could do this.
4. Carstairs – Glenn Bishell
5. Chestermere - Bob
  
6. Hanger Flying locations– Market Mall Food Court – Every Wednesday or Thursday at 9:30. Locations vary with project visits etc. to receive email notification contact the club.
7. Indus – every Sunday 10 AM? ? hanger' coffee and donuts.

Attached to the report were a number of member comments and commitments. Space prohibits adding them at this time.

Fly Safe  
Ed D'Antoni

## Notes from the Editor

Sunday Feb 7/16 was another of those amazing winter flying days. Stu Simpson put the call out to fly to Parkland, the new home of the Edmonton Flying club (after the closure of City Centre) and the call was answered by Brian Byl, Troy Branch, and Gary Abel. I was lucky enough to take the right seat in Brians 195. The air was incredibly smooth though we did feel a bump in the area of the Edmonton International. Just enough to let us know we were still flying. After a short ramp visit it was off to Lacombe for food at Boston Pizza.



Gary Abel's RV7 and Brian Byls' 195 on the ramp at Lacombe

On the flight back to Carstairs we got to do some air to air Photo's and Stu's photo of Brian is the Cover Shot. I was using my old camera and it was like using a brand new one again, as I forgot how it worked. Still managed to grab this shot of Stu off the wing.



When we got back to Carstairs we did some more camera work with a rolling take off of Stu's Cav. Short Video of the day.

<https://www.youtube.com/watch?v=hXioA9hxMB8>

It has been some time since I have started working on my KitFox and I am not sure if I have passed on a report of how the plane is progressing. Since a picture is worth many words, here goes.



I had to make sure I matched my plane.



Jim Corner has helped with the Kitfox. Here he helps as I take a picture of the KitFox on the Driveway.

After 3years of the Kitfox in the garage my wife keeps saying "When I come back I expect that plane to be on the driveway."

Troy Branch's build on his Carbon Cub is going well. He started his Super STOL after I started my KitFox and he may finish his Cub before I finish the Kitfox. I spend too much time on YouTube and a choice video is of Troy's Kids. Watch Gavin's expressions at the end of the video. How do you say bored??

<https://www.youtube.com/watch?v=rh2dXybtZAc>





International Cessna 195 Club Maintenance Clinics Like a number of type clubs, The International Cessna 195 Club participates in a maintenance forum at EAA Airventure every year and conducts a one to

two hour maintenance talk at its annual fly-in. However, a number of club members felt that these events did not adequately address owner's maintenance concerns and desires for a better understanding of their aircraft. The members decided that it would be of great benefit to host an event where 'Cessna 195 experts' in attendance could inspect various aircraft and point out areas where changes could be made to improve reliability, accessibility, safety and overall knowledge for the aircraft owners. The first unofficial Maintenance Clinic was held in the fall of 2010 at the "Center of the Universe Hogjowl Fly-In". As with a lot of aircraft currently flying, Cessna 195's have been out of production for quite a while, the last one coming off the production line over 61 years ago. While factory support has all but disappeared we are very fortunate as owners to have four airframe and two engine shops (one which has the type certificate for the Jacobs engine line) that specialize in supporting the Cessna 190/195 series. So, from the airframe and power plant view, we have better support now than was available 15 or 20 years ago.

Since the first one in 2010, The International Cessna 195 Club has hosted 5 Maintenance Clinics around the country and even one in Australia! A club volunteer provides the venue to host 195 experts and aficionados alike to gather for an educational long weekend. The aim is to help owners maintain their classic aircraft to the highest possible standard. There's room for anyone (owners or not) to attend to participate in the learning and the fun.

While the experts and owners get a good look inside and around the aircraft, these clinics do not count as a recognized maintenance inspection (annual or otherwise).

There are many skilled mechanics around the country but there are only a few shops that specialize in the 190/195 types. The clinics inspections don't prowl too deep into the parts of these aircraft that are "standard Cessna", that's for the owner and the mechanic to do. These clinics are designed to provide a chance for an expert to take a closer look at the airframe, and engine installation to identify things that may be non-standard, or issues that should be addressed to keep the aircraft in top working order. During the course of an inspection one of 195 Experts in attendance conducts a thorough inspection of the airframe while another Expert looks at the firewall forward. The Experts take notes of everything they observe and, with the owner and others looking on, shows what is good or needs to be changed. While Cessna 195's are not hard to maintain, compared to others in the Cessna single engine line, they do have some differences - not many aircraft have only one magneto (and one battery timer)! Luckily our 195 Experts all agree on the best way to properly time the timer.

Another feature unique to the Cessna 195 is the swing-out engine mount - designed to increase access to the



accessories mounted on the rear of the tightly cowled engine. While this feature gives greater access to the accessories it increases the potential for interference with hoses and lines when the engine is swung back into position. During the maintenance clinic inspection of the firewall forward the 195 Expert shows the correct way which lines and hoses should be routed to prevent interference. There are two kinds of participants in the Maintenance Clinics – the Owners (who are having the inspections done) and Gearheads. Gearheads are responsible for removing access panels, interiors and other



paraphernalia so the Experts and Owners have access

to the innards of the airframe and engine compartment. As a maintenance-minded owner helping out as a Gearhead it is extremely valuable to be exposed to several ships in various stages of undress. In years gone by little did we have the chance to see more than our own aircraft. Now we have the opportunity to look closely at other aircraft and see the proper way to rig and set up systems first hand.

And then there's the social aspect of the maintenance clinics! They have almost become mini fly-ins – the last one held in Joliet, IL had 6 aircraft inspections, 16 aircraft fly in and over 41 attendees and 10 children. Four of the aircraft inspected had new owners (less than six months) and there was one wife and husband team! The days were filled with inspections while the evenings were filled with the usual lying, story-telling and good food! The children and those spouses not involved in the inspections managed to keep themselves busy shopping and sightseeing. The

camaraderie and knowledge transfer that comes with getting down and dirty helping others with their aircraft is invaluable. The Cessna 195 Maintenance Clinics have become

one of the “must attend” events of the year for the International 195 Club.



The technical expertise shared among all the attendees, Owners, Gearheads and Experts, cannot but help to improve the reliability and longevity of our aircraft. Also the social interaction among owners, mechanics, experts and enthusiasts helps develop lasting relationships that increase the enjoyment of our aircraft and club. Having attended three of the five Clinics held on this continent my wife and I make every effort not to miss them. Not only is it an excuse to do some great cross country travelling in our wonderful aircraft, we get to spend a weekend with friends and other airplane fanatics that are part of our Cessna 195 family. Helping out as a Gearhead, getting greasy fingernails and working towards a common goal of improving safety, reliability and enjoyment makes for a wonderful experience.

*Brian Byl*

# FOR SALE



**2005 Challenger II, AULA, 220 TTSN, Rotax 503, DCDI. Full instrument panel incl. vert. compass, ball, ASI, AI, VSI, tach, EGT, CHT, fuel, voltage, GPS, radio, intercom. Throttle quadrant. Custom seats. 15 USG fuel tank. Heater. Always hangared. \$23,000. For more information, contact Ken Taylor at 403-863-2157 or [ktaylor2157@gmail.com](mailto:ktaylor2157@gmail.com) (02/15)**

For Sale: Wag-Aero engine assembly and storage stand with castors, \$200 obo. 11 qts of AeroShell 15W50 AD oil available for \$6.00 per qt. Please contact Ken Beanlands, [kbeanlan@telus.net](mailto:kbeanlan@telus.net) or (403)921-2079

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Indoor Hangar Space available to be shared at Springbank Airport – complete with heat, electrical and water - Bathroom, Kitchen, Wifi, Alarm system and digital video recording. Email: [emailbellamario@gmail.com](mailto:emailbellamario@gmail.com) or call at Mario 403 354-8967 for more details

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

New type Chinook 582 all yellow. Turn key. A-1 condition. Radios helmets included. \$18,000. Dave Dedul [1-403-823-2214](tel:1-403-823-2214).

## 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.

**\*\*The Circuit Café is open the 3<sup>rd</sup> Saturday of the month a place to fly for food.\*\***

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