



# Skywriter



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**June 2016**



*Sitting at the Red Deer Forestry Strip Admiring the view*

***Next Meeting Wednesday June 8 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 agenda for this month's meeting is over full. Prior to the break Gerry Theroux will speak about his 20-year project. After the break we will have our pre-arranged guest speaker. If anyone has time-consuming announcements perhaps they can be put into writing for the July newsletter. If you have something urgent that also requires meeting time, please write it out and give it to me before the meeting. That will allow me to fit it in or just provide a brief summary. Norm's second "Smoky" Saturday, May 21 morning barbecue at Bolton Ranch was a great success. I dragged Ted Beck along and got him excited about finishing his 912-powered Merlin. Ted is the accomplished machinist and welder that builds most of the power train for the locally kitted Mosquito Helicopter. Since last week Ted has decided not to complete the Merlin. For anyone interested in having the Best Merlin ever constructed, contact Ted. The Aircraft is complete except for the final coat of paint.



Transport Canada has just released a new 66 page publication "VFR PHRASEOLOGY GUIDE.." It can be downloaded at <http://www.navcanada.ca/EN/media/Publications/VFR%20Phraseology.pdf>. The guide gives examples of proper communication procedures at all types of airports and situations. It also reviews circuit procedures. Instead of printing it on my computer I simply forwarded the document to the nearest "Staples" outlet and had them print it. The cost of printing on heavy 24 lb painting, punched with a colour cover was just under \$8.00.

A great scenic flight from the Calgary area is follow Rosebud River from the Town of

Rosebud to its joining with the Red Deer River. The CN rail line from Calgary to Saskatoon crosses the meandering Rosebud River 36 times between Rosebud and Rosedale. The trip takes you over the often-publicized "Haunted Hotel" in Wayne. CN Train traffic on this line ended in 2015. The rails have been removed but the Rail bed and Bridges are still there. Flying this route I never cease to be impressed with the ingenuity of the railroad builders of over 100 years ago. They had to decide what was more economical, Building a bridge, or rerouting the river by cutting down huge earth berms. All of this with horses directed by a teamster with both hands on a skid that looked like a wheelbarrow with no front wheel. The Bridges will be removed in the coming year so anyone interested in seeing this marvel better do it now.

President Ed

## 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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## Flying the world's smallest aircraft at the world's biggest airshow

Flying my paramotor at EAA AirVenture Oshkosh. That's what I did in 2014 and that's what I plan to do again this July. That seems like a pretty brash statement for a low time recreational pilot from Okotoks. The truth is that it's not that hard to do. It is a very special privilege that a combination of my aircraft, my training and the EAA allow us to do and I chose to honor this privilege by taking full advantage of it.



*Not your everyday combination of aircraft in this photo*

EAA AirVenture is beyond description. It's pretty much everything to every type of aviation aficionado (except glider pilots). The ultralight aspect of Oshkosh is perhaps a little less known simply because there's so much else going on. For those who haven't had the pleasure of going, there's a little corner of the airport that's an ultralight pilot's dream. More

than a thousand feet of perfect grass surrounded by enthusiastic spectators and vendors. The thing about this area that's different from most of the amazing aircraft on this airport is that many of the ultralights fly displays every day of the show. The airport is the busiest in the world during the show so most GA pilots fly in, park and fly out when it's time to go home. Ultralights, on the other hand, are encouraged to fly and fly lots! Paramotors (a.k.a. powered paragliders) are given their own time slots in the morning and again in the evening just before sunset. In fact, we are sometimes the last aircraft flying on the field. Paramotors are simply a backpack mounted two stroke engines in combination with paraglider wings.



*My homebuilt paramotor was judged and received an Honorable Mention plaque*

To call them the smallest aircraft in the world isn't exactly right as my particular paraglider has around 28m<sup>2</sup> of wing area. However, it does fold down into a bag smaller than my hockey bag and all fits in the back of my VW hatchback. Flying at AirVenture, not surprisingly, requires a fairly detailed one time event briefing and then daily briefings. The information is detailed but fairly simple. There are multiple traffic patterns used simultaneously at OSH. The ultralight pattern is literally surrounded by other faster/heavier aircraft patterns. It must be followed exactly in all three dimensions. From a flying perspective it's much more restrictive than what most paramotor pilots are used to. Safety, is of course the reason for this. This is after all the

busiest airport in the world during the event that the fact that we can fly there at all is pretty amazing.

Once registration and briefings are complete, access is granted to the 1200' perfectly mowed ultralight runway. It's also sufficiently wide to allow takeoff in most wind directions.

Paramotors must take off into the wind. No radios are required on the ultralight runway but there are plenty of volunteers on the runway to signal you when it's safe to launch. Once airborne, the scenery is absolutely spectacular. Seeing the AirVenture grounds from above is about the only way you can begin to comprehend the size of the event. Camp Scholler and the South 40 are directly overflowed in the ultralight pattern but the entire site is visible from the 300' pattern. Besides the amazing views of things on the ground there plenty of aircraft in the air to see. Everything from formations of P-51s to an airship to large military aircraft are sharing the sky with the tiny paramotors.

After landing your paramotor you'll be treated like a star by the hundreds of spectators lining the runway. The short walk from the runway back to the display or camping areas will be made challenging only by all the curious spectators asking questions about your flying machine. Camping is available in the ultralight campground and in the display area (tent only). These are, in my opinion, the best campsites at OSH because they offer great views of the show line. Once you're finished flying and your gear is stored there are so many things to do at AirVenture that it would take several other articles to begin to cover this. As a paramotor piloting experience AirVenture is quite routine but as an overall flying experience it's one you'll never forget. Definitely a unique entry in your logbook.

Dave LeBlanc



*P-51 formation in the break and T6 AeroShell team on the roll as seen from my paramotor.*

One of the things an flying club should do is fly. Of course it works best if you have someplace to fly and a reason to fly to that place. Enter Smokiefest. Our first fly out was scheduled to take us to the Red Deer forestry strip, but the weather did not co-operate. We diverted to Sundre and had our smokie barbeque there instead.

May 24 Dave Bolton's was the destination of the day. I had other commitments that morning as I had scheduled a flight test for my instructor rating and passenger carrying endorsement.



*Carl Forman's great looking RV. That's a Wrap*

Andy was elected to carry the Barbeque and Past President Bashar supplied the Smokies and Buns. I had my flight test early enough that I was able to stop at Bolton's on my way back to Carstairs. (test was in Vulcan)



*Gary Abel's RV with Royal's Savage Cub in the Background*

We had a great turn out with two RV9s, three Merlins, four with Bashar's training school Merlin, a Savage Cub, a Lil Buzzard, a Sportstar and a Cessna 140. There may have been others there I missed before me.



*The lil Buzzard landing at Bolton's*

It was a great day with a bit of a choppy ride back to Carstairs.

Thanks Dave for being our host.

By the way, Yes I passed the flight test.



*Ever the prolific builder Troy is about to give birth to another Sky traveler. In fact by the time this hits your inbox he may have already tested his new Carbon Cub.*

## Linden Sports Day

Saturday June 5<sup>th</sup> was the Linden Sports day and invites went out to most of the flying clubs near Linden, to fly in. I received emails from no less than three different clubs talking about the event. My concern about an event like this is safety. I almost have a phobia about flying into busy events with little or no crowd control. This stems from a personal experience in my early flying days at the Lacombe flyIn breakfast. I was flying to Lacombe in my Buzzard with two of my Ultralight friends when the unbelievable happened. We all crossed over head to join a left circuit for runway 16. Our lead flyer in a Challenger was on short final, a Beaver Ultralight was just turning final and I was on the downwind. As I was watching the Challenger pilot descending on what looked to be a perfect landing, a small plane approached at what appeared to be supersonic speed on a straight in path. He was below the Challenger and closing fast. Suddenly he must have seen the Challenger as he pulled hard right 90 degrees into a knife edge flight. While he was flying a sport plane I don't believe it was capable of sustained knife edge flight at under 100ft AGL. In the knife edge attitude the plane sunk to the ground and I watched as the plane tumbled into the field and became pieces of wood and splinters before my eyes. The Beaver pilot who also watched in disbelief called the emergency first and the responders from the flyIN were quick to the field to rescue the Pilot. He did recover after a long hospital stay.

From what I heard his radio stack was not tuned to the Lacombe frequency and the straight in approach was not regular procedure. He was an older pilot (yes I know we are all getting older) and he only flew to one or two events a year. Maybe he was just not as sharp as he should have been to fly into a busy event.

And there in lies the problem with some of these events. Not everyone is competent enough to go to some of the events with the increased traffic and strange landing patterns of a different airport, but they think as long as

everything goes according to plan I can do it. Or maybe they don't think. If you are planning on going to a busy flyIn I urge you to plan your flight including arrival and departures, checking circuit procedures, altitudes, runways, radio frequencies and anything else required for a safe flight. Be cautious and fly safe.

That's my soapbox for this month now back to the Linden Sports day.



As it turned out Royal and I fly to Linden almost bi-weekly for pie or breakfast and promised we would flyIn for the sports day. We arrived early, (before 7am) but not ahead of President Ed. Bob McCully from Red Deer landed shortly after us and we were all in radio contact throughout the approach and landing.



The four of us walked to the breakfast and enjoyed eggs, pancakes, and sausages. Yum. After breakfast we departed to the west for home and were followed by Bob in his 701 and Ryan Crisp in his Sonex.



Ryan started the morning early at 4.30 as he flew from Peace River to Innisfail, to join Bob and Sheldon for a flight to Linden for breakfast. It was a great morning for an early flight with me getting back to Carstairs by about 9am. Just in time to see Pat and Richard about to depart for their Saturday morning flight. Norm

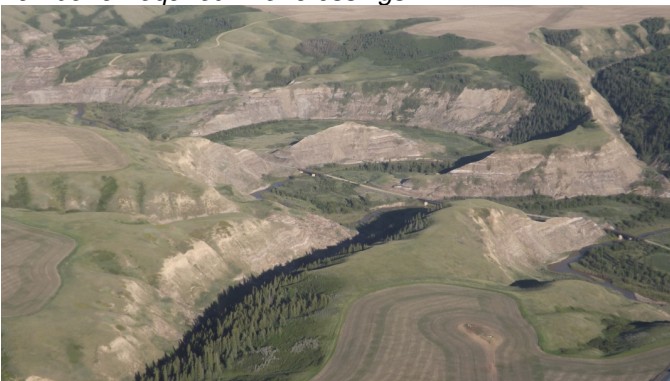


*Sometimes not all the great views in life are from a cockpit. Fellow club member Jim Corner and I made a trip to Waterton for a round of golf. Nice day with great views.*



*A view of the Rosebud River Valley. Illustrates the change on river flow to accommodate the railway.*

*Below shows 3 trestles in close proximity to each other and the enormous cuts that were made to reduce the number of required river crossings*





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## Lil Buzzard For Sale

- **Cruise speed:** 80 mph (70 kn; 129 km/h)
- **Stall speed:** 35 mph (30 kn; 56 km/h)
- **Never exceed speed:** 120 mph (104 kn; 193 km/h)
- **Range:** 350 mi (304 nmi; 563 km)
- **Rate of climb:** 700 ft/min (3.6 m/s)
- **Wing loading:** 6.98 lb/sq ft (34.1 kg/m<sup>2</sup>)
- **Crew:** one
- **Capacity:** one passenger
- **Length:** 20 ft 6 in (6.25 m)
- **Wingspan:** 33 ft 6 in (10.21 m)
- **Wing area:** 172 sq ft (16.0 m<sup>2</sup>)
- **Empty weight:** 650 lb
- **Gross weight:** 1,200 lb (544 kg) in the Canadian [basic ultralight](#) category, 1500 lbs in the [amateur-built](#) category.
- **Fuel capacity:** 2 X 10 US gallons (38 litres) aluminum wing tanks
- **Powerplant:** 1 x [Rotax 582](#) , 64 hp (48 kW)
- **Propellers:** 3-bladed IVO quick pitch adjust propeller

The aircraft is constructed with a welded [4130 steel](#) tube fuselage and [aluminum](#) wings, built up from a D-cell on an [l-beamspar](#). The aircraft is covered with painted [aircraft fabric](#). The wing is braced by a V-strut with [jury struts](#). The landing gear is Cub style bungee cord suspension system with a steerable tailwheel. The aircraft has standard dual controls, adjustable left hand control stick, adjustable seats and a 44 in wide cabin. Dual stick and rudder controls. Doors can be open or closed in flight. Easy access to engine with gull wing doors. Large baggage area behind seats and large windshield for excellent visibility.



\$19,900 and open to negotiations This is a great little plane that I have logged over 400 hrs. It is honest and forgiving of a low time pilot. Great plane to help build your skills. Call me and we can talk about it.  
Norm 587-225-3944

# FLYING EVENTS

**JUNE 12, 2016 - INNISFAIL FLYING CLUB FLY IN  
BREAKFAST**

**June 11 Cooking Lake 90<sup>th</sup> Anniversary**

**June 12 Vegrevill FlyIn Breakfast**

**June 18, 2016 --- 20th annual fly in breakfast at  
Carstairs Bishell. Free 8:00 – 11:00 Prize for shortest  
and longest flights as well as youngest and oldest  
pilots.**

**July 9, 2016 Kirkby Chestemere Fly In Breakfast  
Saturday 0830 to 1200 July 17 Vulcan FlyIn Breakfast**

**July 17 Vulcan FlyIn Breakfast**

**Please Note some of these dates were aquired from  
a Copa flight website. It would be best to confirm  
the event before departure.**