



Skywriter...

Summer2016



Troy's Latest Creation

Next Meeting Wednesday Sept 14 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

President's Message

Ed D'Antoni



The June meeting was a resounding success. With two speakers and the number of member announcements we hardly had time for a break and no time for the monthly door price. Gerry Theroux gave a very interesting and detailed talk on his 20-year project. A 200 mph, Lycoming powered, plans built all metal BA4B Hawk. Workmanship is impeccable and every part hand made by Gerry. After the break Henry Kroeker, his wife Lucille and daughter teamed up on a presentation of Henry's Zenair 601 engine out landing in a ground soaked new subdivision development. The presentation covered the 601's landing and subsequent nose over leaving Henry trapped inside a fuel soaked rapidly filling with water cockpit. Using excellent slides they covered the pilot rescue, family contact, hospital emergency room absolute confusion, recovery and transport of the aircraft back to Indus. Membership and meeting attendance is growing for the first time in years. Thanks largely to Bashar Hussien's promotion of the club. Flying in to Saturday July 16th Vulcan breakfast was not possible, however things were much better for the AJ Ranch Breakfast the next weekend. Fly Safe. Ed

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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Completion of the Carbon Cub EX2

By Troy Branch

At the beginning of August last year (2015) I received my Carbon Cub EX2 kit. The revised version of the EX kit that Cub Crafters designed. Not a lot different, just a few things to improve the aircraft and make a good marketing strategy in my opinion. New aileron hinge location with a counter balance, new flap pivot point and new jack screw for more down trim to name a few. Released at Sun N Fun 2015, it was kit Number 8 that shipped to me. Knowing that Cub Crafters was also a certified plant for the Top Cub and Light Sport Carbon cub, I figured I was getting the best, most organized kit I was yet to build. Boy was I wrong; I was missing many parts and had too many parts and hardware items of lots of different items. Sure hope I build this thing right with all the extra parts I have;-) It was the most trying project of the 5 planes I built. The end product is amazing, but it was a challenge to finish if you are a fast builder and plan a schedule. Now Cub crafters really stepped up to the plate and got me many items that stopped me on Fed EX over night, something that they did not have to do. Basically the new kit was not really ready to ship, but they shipped anyway. I think they really regretted that move. Even the smallest changes to a kit can make a long list of part changes and manual discrepancies.

Along with the joy of the kit issues I had the trouble with the paint. A two month process that finally had Stewarts Systems agree with me that the paint cans were contaminating the paint. Again they really stepped up and got me looked after. The non contaminated paint was trouble free after that was resolved. This building airplanes is more stressful than work.



I plugged along every evening and weekend spending around 30hrs a week on the project. I am not one to sit around. When my mind is to finish a project I start it to finish it in a timely manner. This one took 10.5 months and I spent around 1000hrs on it.

The kit quality is amazing. All parts are CNC and all the carbon fibre work is first class. A quick scuff and it is ready for painting. No pin holes on anything. They kit is very complete and that I think is what makes the kit more challenging for Cub Crafters. It is supposed to be 100% complete; if I was missing anything I had them ship it to me. In the end I went to Aircraft Spruce for some small items just to add back to my stock of hardware.

I had planned to really coast to the finish line but learned that the peer inspector was leaving on Vacation and it would take longer to get my flight authority back. I pushed to the end cutting out a week of planned work to get the final inspection done. It went well with no snags and the paper work quickly got reviewed for final returned to me.

I then spent several days getting the close out panels on, many eyes to scan the airplane for issues and many goings over by myself to make sure the plane was ready. After that was done I had to make sure I was ready. First I needed sleep. Getting up at 4:30 am, working on it before work and then again at night really wore me out. A good rest and I jumped in the ten for some test flight practice.



Fortunately I am current, not just paper wise, but I fly once or more a week. Even during the build. It wasn't about being ready as to how to fly but the right mind set for a test flight. Winds had been really high lately. Last flight in the ten surface winds peaked at 37kts and I was lucky enough to be flying that day. It keeps your skills sharp. The night of

the test flight was not planned to be the test flight. I made sure the plane was ready, the wind was high and I decided to fly the ten like I was doing a test flight. Tried out the air on each runway for turbulence and strength of the crosswind, looked at all the places to land if the engine quit and emergency procedures. I came back after that quick flight and I felt totally ready.

I sent a quick text to a friend and asked if he could come by as I MAY fly the cub. This was the third start of the engine and I taxied over to the pumps. Added half fuel and we felt the wind getting stronger and stronger. The plan was a tail up run, if it felt good and was not squirrely, I would likely go. Maybe!



Run up checks done, back tracked and turned around. Brought the throttle in, lifted the tail and then eased the power back. All was well. Turn around and lined up again. Its time to see if I really did get it all right. Planned for a partial throttle take off, fly it at ten feet or so, if all was good I would add power and climb. All went as planned. Got it airborne, felt it out in pitch and roll and knew if it flew at 10ft it would fly at

1000ft so I added the rest of the power. We were climbing in complete control with little concern, no strange smells, not bad vibrations, nothing to be alarmed about. Turned down wind trimmed it out and took my hands off the stick, it stayed put which was nice to know. Only trouble was I was indicating 170 plus??? Ground speed...really close to matching??? Wow this does not look right, quickly realized the Efix was in KMH. Because it was new I only had to leak test it, but I did not look at the units close enough I guess. One needs a bit of excitement to test your mind!

I flew a large high circuit a few times working the engine hard. Front temps were much cooler than the back so a deflector is in order, foil tape works great. Everything else was where it should be. Slowed it down to 100 indicated and new I was with flap speed range. After that I just flew it by feel instead of worrying about numbers. As long as I was below max flap speed, I was good. Touch down with a nice cushy wheel landed and I taxied back to the hanger. I big smile, a big wahoo! The project is officially an airplane!!

I have been flying the airplane as often as weather would allow. Flew it in 20kt surface winds and 30plus kt winds aloft to dead calm conditions. No issues at all, it handles well. Most of the first 15hours of flying has been high powered flight getting the engine broke in. After the first oil drop at ten hours I did more flight testing. I seem to be able to get airborne similar to the SuperStol, I get the tail up and then suck the stick back while applying full flaps. Landing is

done tail low with heavy breaking. The tail is lighter so you can't hammer the brakes quite as hard. You also have to have a bit more finesse as I will not drop it in, you will bounce and lengthen your roll. Vis is great over the nose through the entire landing phase. It is easy to either wheel land or 3 point. If it is windy I go half flaps and wheel land it on.

Max speed is about 140pmh TAS at 5500 with the 31" bush wheels and stalls around 30mph IAS. It will just redline the engine in level flight so it is a perfect set up for prop and engine. It is quite the range. Cruise is 100mph indicated or close to 110mph TAS at 52% power burning 6.5 gph. With 44 gal on board it will stay aloft for quite a while. I did many flights close to 4 hours aloft and still had plenty of fuel in the tank. It is not near as comfortable as the RV10 for these kind of legs though. I think 3 hrs is about max before needing a stretch on the ground.

I was fortunate that the plane had zero issues to take me away from flying it. I gained confidence in it quickly and this allowed me to pile on the testing hours in short order. It took a total of 12 days to get the time flown off. Loaded up it fly's the same once in cruise. Take off roll is lengthened but I just let it fly off when heavy. It just seam so rise on its own when it is ready to fly.

I would get up before 5am and be in the air before 6:30 everyday that was flyable. It took 10.5 months to build and 2 weeks to fly the 25hrs. I consider it another worthy accomplishment. This plane is going to be loads of fun and a great compliment to the travelling RV10.

Milestones

by Stu Simpson

No matter how tame your flying career may seem, it will always feature milestones; points that are firsts for you. There will be things you've never done before, moments that are more memorable than others. These moments are some of those precious little gems we find in the sky.

The first milestone is very often a first flight, perhaps in an airliner, a friend's plane, or at the controls of your first trainer. My earliest memory of airplanes, which I still hold as a milestone, was when I held my father's hand as we walked downtown Calgary on a clear summer morning. I was maybe four years old. I pointed up in the sky at a jet going over and proudly proclaimed it to be a DC-8.

My first actual flight in a plane came when I was 11. It was from Springbank Airport west of Calgary. I was in the back seat of a Cherokee Six with a bunch of other youngsters during an event similar to COPA for Kids. I recall a few things about that flight, namely that I was miffed I didn't get the right seat, and also that I hardly saw anything because I'm pretty sure we were flying in IFR conditions.

I did take one thing away from that day, though. I knew then that low-wing airplanes were the best and sleekest looking things in the sky, because they

looked most similar to fighter planes. And I knew someday my own plane was going to be like that.

Aviation books have featured heavily in my aviation career. They've fuelled my dreams and crammed my head with fantasies of dodging blazing white clouds while shooting enemy planes into searing fireballs; or of landing a bush plane on the edge of danger in the back of nowhere and saving the day for those poor mortals on the ground. Discovering the aviation section of my elementary school's library was definitely a milestone in my flying life.

My first flying lesson, like anyone's, will stay with me forever. I was in a two-seat open-cockpit Beaver ultralight on a sunny mid-February afternoon. To this day I'm uncertain who was more desperate - me or my instructor - to have flown in that cold. I wanted the flying time, he needed the money.

Naturally, the first solo was an enormous day for me. The enduring impressions I have of that flight are the confidence I felt and the exquisite landing I made.

My first crash landing remains memorable, and it wasn't even my fault. I was in the right seat of a Cessna 210 from which the landing gear would not extend. A belly landing at Calgary International soon followed and we all walked away without a scratch, but with a good story to tell. Well, I hope it's good because I'm obviously still telling it all these years later.

I proposed to my wife in an airplane. That was pretty cool and is also a good story - for both of us. Definitely a milestone, that one.

Lucky for me, many of my milestones involve other pilots. When I was a teenager I spent an afternoon with my wife's uncle, a former US Marine Corps pilot, on a US airbase. We watched some very famous fighter and attack planes landing and taking off from just a short distance away. I revelled in all the stories he told and was proud that when he mentioned an airplane I knew what it was. It was all a breathtaking experience for me.

I came very close to joining the RCAF in the early 90's. Instead, I chose another career path. I've often wondered how things would have gone had I followed that dream. To be clear, I don't regret my choice, but making the decision was certainly a pivotal moment for me and my flying.

Other important points on my journey include buying my first plane, and honestly, each one after that. Building and flying my own airplane certainly ranks, as does flying with each of my boys and my dad. Perhaps I'm luckier than most, or maybe just more sensitive, but I feel that I've had an unbelievable number of epic flying adventures that I've shared with my wingmen. Such adventures have been stunning viewpoints along my highway in the sky.

Milestones come at the end of a flying career, too. Sometimes we know when we're going to have our last flight, most times we don't. It may be a medical issue, an accident, or simply a personal choice. Either way, I'm not looking forward to saying goodbye to the left seat.

Every pilot's milestones are different, I reckon. What might be important to someone may mean little or nothing to someone else. Or perhaps someone simply can't imagine how important a certain achievement or moment is to another pilot. A pilot who learned to fly in a mountain environment might find it tough to understand the elation a prairie pilot feels on his or her first serious foray into the Rockies. If you've never shot an ILS to minimums and broken out to see the most beautiful lights in the world, you may wonder what all the fuss is about.

Though pilots share certain milestones they're all deeply personal to each of us.

I know of other pilots who seem to have run out of milestones. They've run out of things that enchant them in the air. They're so familiar and experienced with airplanes and the sky, or perhaps frustrated with some aspect of aviation, that flying no longer means to them what it once did. I don't fault them for that, I just fear it happening to me.

I reached another milestone recently. I rolled over 2000 hours of flying time. It took me thirty years and on top of my ultralight permits, I still only have a

private pilot's license to show for it, which is just fine with me. I'm rather proud of my achievement because I got there one hour at a time and it was all at my own expense. I also enjoyed most every minute of it.

Interestingly, the first thousand hours came over the course of twenty years, while the next thousand happened in only half that time. I'll have to sit down and analyze that someday.

Realizing I'd hit 2000 hours took me by surprise. I was simply perusing my log book, noticed some numbers and did a bit of math. Then I wondered why we tend to celebrate round numbers. Why is 2000 a more important number than, say, 1677?

Regardless of the fact that I hit 2000 hours, there's actually something about it that's even more important to me. When my personal Hobbs meter slipped past 1999.9, my wife was right there beside me, just as she's always been, in one way or another, since that day in the sky when I first asked for her hand. Sharing this with her, well, that's the best part of this milestone.



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Got this note from Dave Leblanc

Thanks for including my article in the Skywriter. I also made you a video to accompany the story. Here's the link if anyone is interested:

<https://www.youtube.com/watch?v=PDFpFDz4VX8>



Lil Buzzard For Sale **Reduced 16,500**
Great flying airplane with large roomy interior. Recently re-covered. Instrument panel is hinged for easy access and features basic VFR instruments.

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Cruise is like a cub at 75 to 80mph and stall is only 35 to 40mph with a 10 to 1 glide. Same Clarke Y airfoil normrdt@gmail.com
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When I cruise low 100 to 200 ft ----- 60 to 65mph is a great speed.

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