



# Skywriter...



**Sept 2016**



*Norm's New Kitfox  
Testing Is underway as this goes to print*

***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



Our first meeting of the fall season will be held Wednesday September 14. There is no guest speaker, which leaves plenty of time for our "Confession Session" and memorable flights. With the number of new Ultralight Students Pilots we should here of a few good flying experiences. Flying weather this summer has been fair as long as one sticks to early morning flying. Attached is a picture of Andy Gustafson concentrating on final returning from the September 5 Settler fly in Breakfast. Weather prediction for the day was Fog until 700 Hrs., winds 180 at 8 until 1300 then gusting to 25 Knots. As we approached Stefanich field at 1100 Calgary Tower announced winds 12 gusting to 25. Andy did his best landing so far in the SportStar.



Weather did take its toll on a number of fly in Breakfasts. We did make it to AJ Ranch, Rocky Mountain House, Bishell, and Stettler. I have planned on the Three Hills first Saturday of the Month coffee several times only to get weathered out. We finally made it last Saturday. They have a very good turn out with a number of aircraft arriving mostly from areas

North of Three Hills. There was even a Maule that regularly attends from Saskatchewan. Here is a question to ponder and discuss at the next meeting. Assume you have previously announced your arrival at an airport with standard Left Hand Circuits. Crossing midfield, intending to turn downwind for 16 another aircraft doing circuits announces Turning Downwind Runway 16. Since you will both arrive at the intersection at the same time, WHO HAS THE RIGHT OF WAY

President Ed

### Editors Note

I want to thank Stu Simpson for continuing to contribute to the Skywriter. I was short on material and a quick email to Stu gave some good reading material with summer adventures. I also got a great article on risk management but you will have to wait til next month to read that one.

Thanks Stu  
Norm

## 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

[dantoni@telusplanet.net](mailto:dantoni@telusplanet.net)

#### Vice-President:

Bashar Hussien

[bashar09@gmail.com](mailto:bashar09@gmail.com)

#### Secretary:

Andrew Crocker

#### Treasurer:

Brian Byl

#### Directors:

John Kerr

403 714 0446

[oreal\\_kerr@hotmail.com](mailto:oreal_kerr@hotmail.com)

Barry Wood

(403) 935-4609

[barryleewood@hotmail.com](mailto:barryleewood@hotmail.com)

Bashar Husien

Past President

#### Web site:

[www.crufc.org](http://www.crufc.org)

#### Skywriter

Skywriter is the official newsletter of the Calgary Recreational and Ultralight Flying Club – COPA Flight 114, published 12 times per year

**Editor:** Norm Vienneau

(587) 225-3944

[crufcnews@gmail.com](mailto:crufcnews@gmail.com)

## Rebuilding a KitFox

It was more than three years ago that this journey started. I saw a KitFox IV on Barnstormers that was in a price range I thought I could afford.



It was in Red Deer and being sold by some one I knew so I thought I would call and check it out. A couple of weeks later it was in my hanger.



As I looked it over I found it hard to believe the amount of work that it would require. The previous owner had purchased it in Yellowknife and trailered it back to Red Deer on an open deck trailer. The trip to Red Deer had

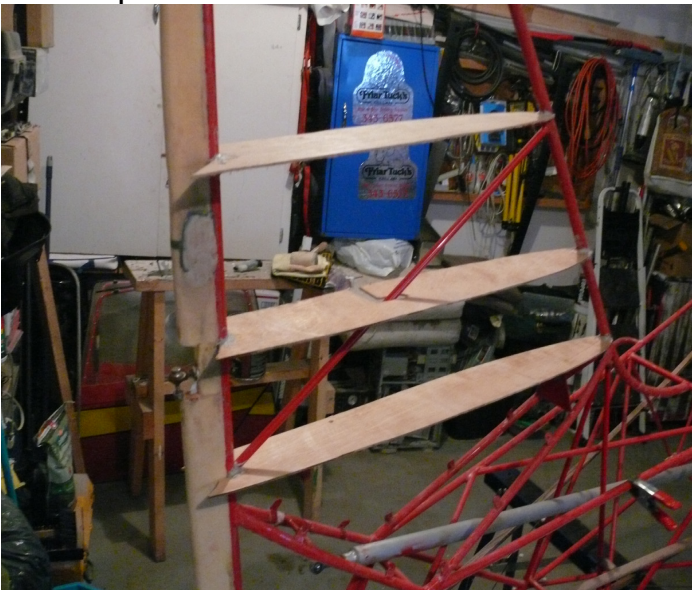
damaged the KitFox and the back was bent. I further inspected the plane and found the fabric to be rotten and easily torn. The person I bought the plane from was told the fabric was good and just needed some patches as the Ravens on the airfield had torn some holes in the wings. Luckily he did not have a chance to try to fly the plane.

So the process began of rebuilding a KitFox more than three years ago. I took the wings off and hauled the fuse to my garage where it became a permanent resident. (my wife thought it was permanent) The process began with me ripping all the covering off the plane. I also stripped the firewall forward, and found black pipe elbows used in the cooling system of the 582 engine system. I guess when your in the high arctic, you use what you can to keep your plane flying. After a complete strip and teardown, I started the modifications I wanted to make the KitFox IV my SuperFox. I wanted the wide body mod that I had seen on some of the Kitfox sites and started with

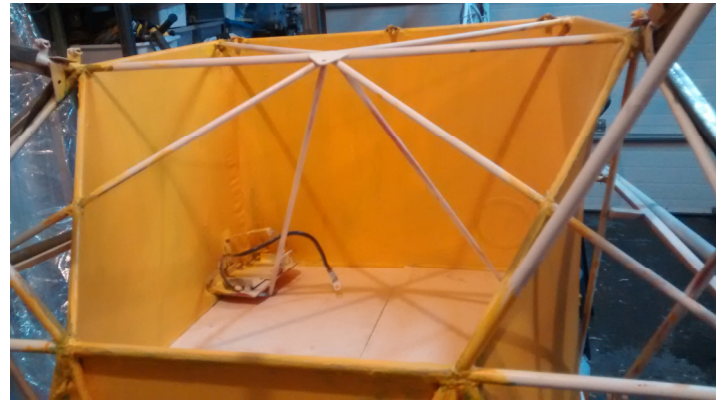
that.



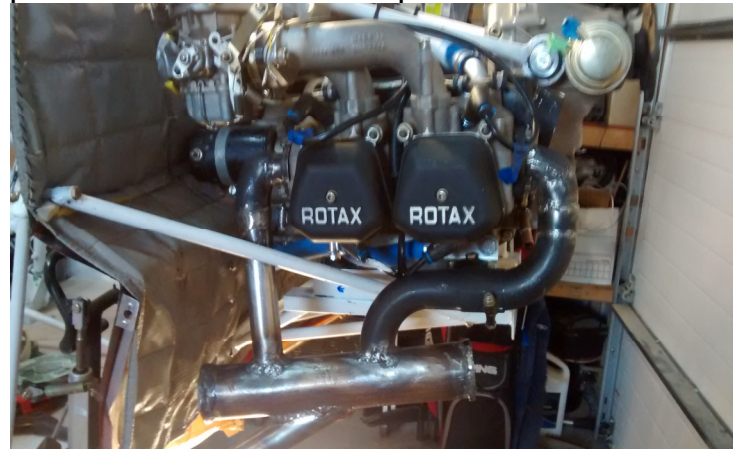
I also added the speedster tail modification as suggested by fellow KitFox pilot Jim Corner.



A baggage compartment Arizona style was installed.



A KitFox flyer from Phoenix showed me how he built a floor with thin plywood and then used Dacron to build the baggage compartment behind the seat. I thought I had most of the modifications done that I would do but then a 912 showed up on Barnstormers at a price that seemed to fit my budget. That was the start of another modification that took another 6 months to complete. It meant custom building a motor mount, custom fabricating an exhaust system, running new lines for oil, water, and fuel and just a whole bunch of custom work. All this work would not have been possible without the help of Jim Corner.



I got to do a first start the first week of June of this year. The covering is close to completion as I write this and assembly and rigging will be done soon.

Hauling the Fuse to the hanger with the paint on and some vinyl graphics was a happy day.



Everything is now painted and together on the plane but now double checks get to be done. Taxi testing may happen before this goes to print. Maybe flight testing but no hurry at this point.



A friend said I was building a Super Fox. I thought it would make good nose lettering.

Andy Gustufson wrote "I snapped this picture just east of Strathmore. Interesting."

A-26 grave yard or the new Canadian liberal air force bomber command?

I sent a picture of the same airport a few years ago but these pictures show more aircraft and a stash of spare wings."

Andy



## Summer Skies 2016 by Stu Simpson

The summer of 2016 wasn't the best summer I've ever had for flying, but it was still pretty darn good. My Cavalier and I got around a fair bit and went to some places I've never been. Plus, I flew the longest leg and fastest I've ever gone in my airplane.

This summer was unusually wet and cool. For instance, Calgary in July sees an average of eight thunderstorms. This year there were nineteen of them, some of them real bruisers. The weather put quite a damper on longer distance flying plans.

The big news for my Cavalier this summer was switching to a coarser prop. This really had a profound effect on the Cav's performance, in both good and bad ways. I'm now cruising regularly between 145 and 150 mph. My takeoff roll is a bit longer, and the climb has diminished, but I can still get out of Kirkby Field with a full load, and then climb well to get to cruising altitude. I've definitely gained more on the top end than I've lost on the bottom.



The Cav's flown me to Castlegar, BC, twice this summer, so far. Gary Abel

and I went there in May, and lunched with my folks. As is typically the case, it was a dream-like flight on the morning outbound leg, and a bit of a rodeo on the way home. I went again in early August and on the return flight things smoothed out considerably once I got into the Crowsnest Pass and then over Highway 22.

Lots of local flights were terrifically enjoyable, too. I flew with an old work buddy on a couple of occasions, and a new friend, Randy Fehr. He keeps his Cherokee 180 on Kirkby Field and flies it often. Barry Davis and I flew our planes to Vulcan and were pleasantly surprised to hear Kevin Cain, Pieter and Markus, all of Indus fame, in the process of landing. We enjoyed breakfast with them at the golf course.

My highlight flight this summer was to Oshkosh. I flew the Cav alongside Bob Kirkby's Cherokee. Bob carried Carl Foreman and former club member Al Botting. I flew my longest single leg in the Cav, at 333 NM (383 SM) from Cut Bank to Sydney, MT. I also hit my personal best ever ground speed on that leg seeing 183 mph for a brief time on the GPS. It eclipsed my previous best of 174 mph gained last year on the leg from Tuscon, AZ, to Las Vegas, NV.

There was of course plenty to see in OSH, including Bashar Hussein and his son Hamsa, who were camping on the field. Brian Byl was there, too, with his Cessna 195 cadre. We enjoyed parts of the airshow each afternoon. A Canadian act consisting of four Harvards doing

formation aerobatics was especially captivating, as were the enormous number of warbirds in another display.



The highlight of Oshkosh this year was easily the Martin Mars flying boat air-tanker. Botting has contacts with the Coulsen company that owns the plane and he arranged for us a private tour early on our second day.



I could throw superlatives at the Mars all day long, but it's best to describe it as a huge boat with wings. It is truly an

engineering marvel and was an incredible treat to experience.



Once done with Oshkosh, we planned to continue on to Dayton, OH, to see the US Air Force museum there, and then come back through Chicago. However, the weather decreed that we'd have to do that another time. We turned instead for home.



Baljak was getting some cross-country flying experience with Bashar.

After breakfast we flew to Killam-Sedgewick for their monthly Saturday morning coffee get together. I recommend flying there since the flying club members were very welcoming and the club house is a nice facility. Their fuel was really well-priced, too.

The following day, Gerry Macdonald and Barry Wood joined me in the air in their C-182 as we headed to the Fairmont Hot Springs breakfast. I was the last person of the day to get my food, but it was tasty stuff. How do you go wrong with pancakes, bacon and eggs? The flight home was really turbulent between Banff and Exshaw, but this was expected with the winds that had developed. The turbulence was temporary and just a minor inconvenience.



I usually scoot around the south end of Calgary to get home, but this day I decided to see if Calgary Terminal could put me over the top of the city, instead.

Our first overnight stop was in Brandon, Carl's boyhood home area. I wished we could have seen more of his old town, but rental cars weren't available at our late afternoon arrival. Thunderstorms held us in Swift Current for an hour the next day, but we made it home easily that afternoon.



I don't normally frequent fly-in breakfasts, but I hit a couple of them in one weekend in August. I flew with Gerry Macdonald, Mike Sweere and Glen Bishell into the Rocky Mountain House event, and wound up following Bashar in the circuit with his Merlin. Al





Terminal granted my request and directed me to descend from 9000 feet to 7000. The controller vectored me first toward downtown, then from the west edge of the city, direct to the threshold of runway 35L at YYC. Within a mile of the International I was cleared direct to Chestermere Lake at 6000'. With only a few miles left in the control zone, I got clearance to descend to a height of my discretion and cleared enroute to Kirkby's.

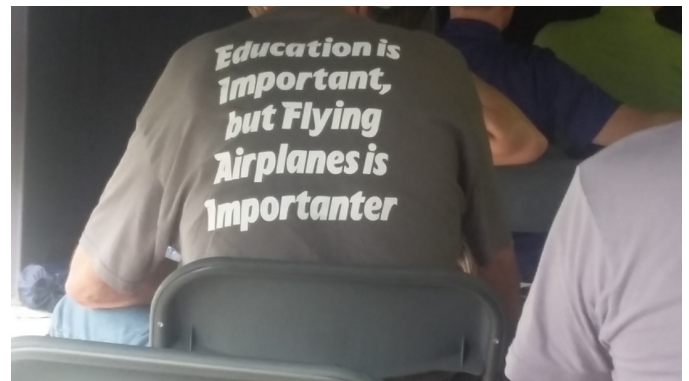


It's always enjoyable flying in Canada's controlled airspace system and this occasion was no exception. It was especially cool because I'd never flown over that part of Calgary before and I got to see my childhood home and community from the air for the first time.

At this writing, I'm hopeful for a few more interesting flights before autumn's onset robs us of daylight and longer distance flying opportunities.

If all goes as planned, Geoff Pritchard will be re-attaching the Kinner engine on his 1930 Fleet Model 2 biplane, and I hope to help with that project. Once he has a few flight hours with the newly re-built engine to establish its bona fides, I'll escort him and the Fleet on a trip from Kirkby Field to Vernon, where he'll keep it permanently.

I'm also hoping for one more trip to Castlegar before my folks head south for the winter. And finally, Bashar, Kirkby and hopefully Pritchard and I can complete a trip to San Diego and other points to the south in September. With any luck, there's still a lot of flying left to do before the end of the summer of 2016.



Not all the sights at Oshkosh are politically correct. This is definitely one of my favourites.

# Rocky Mountain House Fly IN





Flying home with the Cub off my wing.





**Light Sport Aviation Inc.**  
 Ultralight Pilot Training School, where your dream comes true

Winter's Aire Park, Indus      [info@lightsportaviation.ca](mailto:info@lightsportaviation.ca)  
 Bashar Hussien                      [www.lightsportaviation.ca](http://www.lightsportaviation.ca)  
 403 612 4255

**NOW SERVING SOUTHERN ALBERTA AND BEYOND**

**DOUG EAGLESHAM**

**Independent Rotax Maintenance Technician**  
**Specializing in Rotax 4 stroke engine service and heavy maintenance**

**Call or email: 403-498-9522**

[eaglesham.de@gmail.com](mailto:eaglesham.de@gmail.com)



President Ed and I did a flight south the the Caylay AJ ranch FlyIn. Breakfast was good and the flyIn was well attended. Both Ed and I like to get in early and leave when there is a lull in the action. We timed it about perfect and got out with a perfect opening. Of course this meant we missed Andy , Kevin and some other club members but we were able to avoid some traffic and it was a great flight home. As we were landing the Tiger Moth looked like it was going to take off in our direction. We were second in the landing pattern and landed fairly close behind the plane in front of us. It seemed as though the Tiger Moth was not on Radio or maybe he was just checking the runway. Still it seemed odd and startling the have a plane enter the runway facing us as we were on final.

These are a few pictures of some of the planes that were on the ground at AJ Ranch.



# FOR SALE

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: [emailabellamario@gmail.com](mailto:emailabellamario@gmail.com) or call at Mario 403 354-8967 for more details



**2005 Challenger II, AULA, 220 TTSN, Rotax 503, DCDI. Full instrument panel incl. vert. compass, ball, ASI, AI, VSI, tach, EGT, CHT, fuel, voltage. Throttle quadrant. Custom seats. 15 USG fuel tank. Heater. Always hangared. \$19,000. For more information, contact Ken Taylor at 403-863-2157 or [ktaylor2157@gmail.com](mailto:ktaylor2157@gmail.com) (02/15)**

## **Cuby II with Rotax 582 for sale \$12000.00**

195 hrs on Rotax 582  
Approximately 500 on airframe  
Oil Injected - no mixing  
2 x 10 gallon tanks  
85 MPH Cruise  
Icom A5 radio  
Intercom and headset  
Ballistic parachute cost \$4200.00 US never mounted in any aircraft available for \$2000.00  
Call Gary Abel [403-801-3117](tel:403-801-3117)  
[garyabel@shaw.ca](mailto:garyabel@shaw.ca)



**Leburg crank triggered electronic ignition for four cylinder engines. Will work on any four cylinder engine. Comes with Ford Visteon coil, trigger wheel, electronics and manual. Dwell curve built into the electronics. Easy installation. \$ 700.00 invested. Asking \$300.00. Tim Vader, 403 620-3848, [vadert@shaw.ca](mailto:vadert@shaw.ca)**

**Hanger at Springbank for sale. 1/2 share of 66' Wide x 40' Deep x 16' High, with 50' x 14' bifold doors, south opening. Insulated, gas roughed in. \$100,000. Call Cam at 403-970-5394.**



**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](mailto:normrdt@gmail.com)**

**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).**