



Skywriter



Sept 2017



Photo of SuperFox taken at the Campout weekend

Next Meeting Wednesday Sept 13 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

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Ed D'Antoni



Presidents Message September 2017

A copy of the 2017 Flight Recency Requirements Self-Paced Study Program was recently sent out under "Norm's News", requesting members to review the program and with the help of the online AIP attempt to the program. This review will take up most of the Wednesday, September 13 CRUFC meeting.



This has been a very busy flying season for me, a highlight being watching the excitement in the face of Andy Gustafsson as he did high-speed taxi tests in Ben Stefanich's Rallye. Second best was a B-25 flight from Patricia Bay in Victoria to the inner harbour then below mountaintops back to Victoria International. In the photo taken from the nose of the B 25 notice the degree of bank entering Victoria's inner harbour.

The Rallye being tentatively sold to a retired RAF pilot, David Williams, of McBride BC.

Andy and I were tasked with making sure it ran. Andy sat in the pilot seat while I did the Ramp work. When it was finally running he was like an excited little kid. He had me jump in and he did some high-speed taxiing. The thing will fly at 40mph. I had never even seen it moving. I am sure if I had I would have purchased it long ago. The guy that is picking it up got the deal of the century. Twelve Thousand for a better than new factory built airplane with 1417 TT and only 400 on the engine. Stettler was something to see. At times a landing a minute. All pilots were very professional with only a few go arounds because of traffic. As a Pilot it was exciting to watch. I am sure non-pilot spectators had no idea of how intense this was for the arriving pilots.

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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Vimy flight

As we know, 100 years have past since the Canadian soldiers did what others could not accomplish, namely to take Vimy Ridge from the German divisions in the battle of Vimy Ridge. By nightfall on 12 of April 1917, the Canadian Corps was in firm control of the ridge. The corps suffered 10,602 casualties: 3,598 killed and 7,004 wounded.

These pictures show 2 of the 3 Langley BC -built replica Sopwith Pup aircraft used at this brutal battle.

Flying into the Indus airport last Saturday, I happened to spot these historic replica aircraft being readied for their memorial flight over Calgary. The sound of their VW engines suited the look of these aircraft as they made people look to the sky and wonder. It was a sight to behold when they circled the city of Calgary. LEST WE FORGET.

Andy.

Overnight Camping Airplane style

Finally, "it" was going to happen (weather and wife permitting).

We had been talking about "it" for over a year now.

"It" almost happened May 2016 on possibly the hottest day of the year. As I recall the temperature was 30+ Celcius on that Saturday in May.

"It" was flying to the Red Deer Forestry strip and camping out under the wing overnight. In 2016, three of us made the attempt. Sheldon P, Ryan and I tried. We headed out in the afternoon hoping the temperature had dropped enough to improve the Density Altitude value. We had all just called "All OK", as we were over Sundre when Ryan literally fell from the sky in his VW powered Sonex. No time to make a call, but a safe landing was made and so Sheldon and I landed as well.

We spent the next hour or so trouble-shooting and the only thing that we could think of was that the Avgas powered motor had a vapor lock. We spent the next hour or so at Sundre and finally headed back to Innisfail once the afternoon temperature had started to drop. The flight back was uneventful.



Ryan spent the night in the Innisfail terminal building and headed home as the Sun was rising in the East. He made it back to the Peace River country with no problem.

Unfortunately, work, weather and other commitments prevented another try that summer.

Fast forward to Monday, June 19, 2017 when the Weather channel showed "possible" good weather that coming weekend. The word went out. Let's give it another try (weather and wife permitting). As we all know the weather in Central Alberta is a fickle thing but it continued to show promise right up to Friday morning. Weather channel did show rain Saturday but clear out west.

Up early and out to the field. I started loading and fueling with one eye on those clouds above. Once loaded, I did do a quick circuit or two and saw clear sky over our destination with some weather in between. Sheldon K did report rain in Lacombe as he was getting ready.

The wind from the northwest did manage to blow those clouds to the southeast so "it" was declared a go. Sheldon K came in from Lacombe and 4 planes and pilots, Sheldon P, Sheldon K, Dan T and I took off from Innisfail and made our way west. I landed first and gave the "OK" for the rest of the crew but "watch out for the piles of wild horse manure!". A helicopter pilot flying north over head seemed very surprised and also confused at all the radio traffic in the area. We did patiently confer with him what was going on. He finally got it.

That made 4 so far and the rest came in staggered over the afternoon. Rob J, Kevin, Randy G and Peter. I made a quick flight into cell phone range for a quick call to Rob to ask him to bring me a steak as I forgot. Please and thank you!

Norm V did come in for a visit to check things out but left for home before dark. He was overheard muttering "shoulda brought my sleeping bag" as he was getting into his KitFox! We also did have one plane buzz the strip to

see what was up and he did radio that he too would like to join us if he was not low on fuel.

The rest of the afternoon and late into the evening was socializing, telling tall tales, cooking then eating around the campfire. An all together very enjoyable time spent with like minded individuals. We did have Bear spray with us plus two shotguns with Bear Banger ammo, in case some too curious wildlife came to visit! Dan did have a very interesting story about Bear spray that accidentally discharged as he was carrying it on his belt while on a bike trip in the mountains! Let's leave it at that and let the reader wonder what body parts were adversely affected by said spray!

I must add at this point that no wives were included and I believe none were asked. It was guys only this inaugural trip. Some wives did ask questions such as " Who was bringing the Arts and Crafts?" or "What games are you going to be playing?" or "Who was organizing the menu?". One wife did ask "How many people to a tent?". Sorry ladies, no artsy stuff or silly games (Poker maybe..) and only one man tents this trip! Although Rob fit into his Cessna very nicely with the back seat removed. For us in the tents the thought of a hungry bear coming through the campsite may have kept some of us awake at times!

The night passed quietly, no bear scares but we kinda wondered about the chances of a wild horse or two wandering in and use someone's plane as a scratching post!

Again the weather held and we had sun as we had breakfast. We all agreed that it was a great experience to be able to fly in somewhere and set up camp like we did. The freedom to fly and camp in our west country like we did was a fantastic adventure for us all. Everyone agreed it should become an annual event.

Norm again flew in with his student for a visit Sunday morning as we slowly packed up and said our goodbyes. The campfire was carefully put out and the remaining firewood was cut

and stacked for the next group of campers to enjoy.

I was the last to leave but it was so peaceful there with everyone was gone that I was reluctant to leave.

As I looked all around at the hills and the Rockies to the west I knew that I would be back again.



Plane and Pilots:

Overnitters

Dan Tayles - Dan flew in in a 1954 Piper PA-22-135 (Tri-Pacer) that he and Shane Cockriell had spent the last 4 years "rejuvenating" The project initially was just a minor "re-do" that became a major project and the first test flight

done on June 5, 2017. Dan and Shane did an excellent job and the plane is a joy to look at. Dan chose not to bring Bear spray this trip. Home field is Innisfail.



Kevin Caine - Kevin flew in with a Merlin GT powered by Rotax 582 65 HP, 70 mph cruise speed. Kevin is steadily building up his flying hours and comfort level by flying farther and farther from his home field of Indus. The flight into RDF was new for him and next time he is bringing steak instead of porridge.



Randy Golan - Randy flew in a slick little Mooney M10 Cadet. The Cadet was fashioned after the ERCO Ercoupe and was in only in production 1969 and 1970. The most notable change is the tail which was redesigned to allow it to spin so it could be used as a general purpose trainer. Not many of these aircraft are around still. Home field is Lacombe.

Sheldon Kulaway - Speaking of Ercoupes, Sheldon came in for landing in a 1947 Ercoupe 415D. That landing was only the second grass landing that he has done in that plane but the previous owner had done many such landings and Sheldon brought it in very nicely. The cockpit really reminds one of the interior of a little MG sports car from years ago! Home field is also Lacombe.



Sheldon Piecoywe - Sheldon P came in to the strip in his Quad City wide-winged Challenger, powered by a Rotax 503. He graduated to Ultralights after starting out in Paragliders then into motorized Paragliders. With the longer wing span compared to the shorter version of Challengers, it allows him to ride the thermals thus able to experience some soaring and gliding adventures. Sheldon flies out of Innisfail.



Rob Jaap - Rob got a great deal on a 1956 Cessna 172 that needed some TLC after a mishap on landing back 2-3 years ago. Rob is a mechanic and has the plane as Owner Maintained and has done a great job of repairing this aircraft back into flying condition. Transponder installed in 2016 and has over 80 hrs so far. Home field is Innisfail.

Pieter - Pieter (first name only) has a great looking RV4 that is based in Indus as well.

Bob McCully - I have a CH701 that I started building in 2003. I finally registered my plane in 2012. It has a 100 hp Rotax 912. I removed the leading edge Slats and replaced them with Vortex Generators. My cruise speed improved greatly with the VGs instead of the Slats. Top speed was 90 mph max, now speed is slightly above 100 mph. No real change in take off or landing parameters with the VG's instead of the Slats. Home field is also Innisfail.



Daytripper

Norm Vienneau – Norm spent the better part of three years rebuilding a model IV KitFox. Many modifications were done including a large baggage compartment, a wide body mod, and a change of motors to a 80HP 912 engine by Rotax with an in Flight Adjustable prop. This allows a cruise speed of over 100mph and a take off distance of about 400ft.

Back to my hometown

I have always dreamed of flying an Canadian Ultralight (AKA Light Sport) across the prairies from my home in Calgary to the place I grew up in Northwestern Ontario. Sioux Lookout Ontario is the base for many great flyIn adventures. During the 30s and 40s it was home to the worlds largest water base airport. The float planes are still very active in the area to transport passengers and cargo to remote locations north. The airport is the second busiest in Northwestern Ontario, second to Thunder Bay.

I thought of doing a slow leisurely trip in my Lil Buzzard seemed right but when I purchased a KitFox project 5 years ago I thought this might be the way to go. Well after a 3 year rebuild and flying C-INJV for 8 months the time was right to make my 1000 mile trip to my hometown.

Here my Model IV affectionately known as SuperFox is ready to go.



The First Stop for the night was outside Regina Sk I flew the trip with my flying buddy and his Savage Cub.

You Can see a lot of smoke in the air from fires in BC and it stayed with us til past Winnipeg.



Some of the River valleys near Virden Mb



The owner of the Field we stopped at has just purchased a Maule. Nice Plane.

Fuel Stop at Steinbach Mb My Wing man fueling first



Got to stop and visit with a fellow teamKitfoxer and take a peak at his plane.



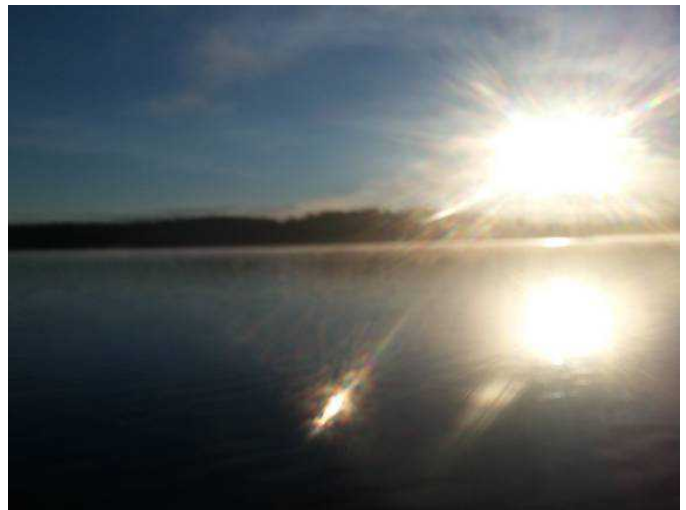
Our host for the night has a Carbon Cub and winters in the Phoenix area. We have flown above the Arizona desert many times. Paul has his Cub on floats now and I would get a chance to see the performance of the Carbon Cub on floats the next day.



Final stop for my Wing man was Kenora On. I spent the night there before heading to Sioux.



The view from his dock was amazing.





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But the view from his plane was even better. We went for an early morning flight before I headed to my final destination.

front. Once it passed the wind seemed manageable and the clouds were not dripping so a short hop to Davidson SK was next. It only took a few minutes to make the 15 mile hop north and I hoped that we might be able to resume our way west once there. The weather that I could see expected clearing after Outlook SK. At Davidson the skies seemed lighter to the west so we decided to try the route to Outlook about 60 miles away. The ceilings were low but staying 500ft AGL we stayed below the clouds and could continue to see the ground. As long as we had 3 to 4 miles visibility we kept going forward. I remember looking out the wing for my wing man and noticing he had disappeared behind some clouds. We persevered and made it to the grass strip at Outlook.



Safely on the ground at the Sioux Lookout Airport. I did it. 1000 air miles, about 11.8 hrs airtime.



On our way back we left Regina and headed to Lucky Lake Sk but rain in the way made us divert to Craik SK. We put down on a small grass strip and watched as a storm front passed overhead and the wind picked up. We had a few sprinkles on the windshields but overall we were happy we did not fly through the

The final fuel stop on the way home was Kindersly SK. By now the previous 8hr day getting up at 3:45 Alberta time and flying to Regina was taking its toll, Picking our way through the storm also got my brain rattled. I forgot my Credit Card in the card swipe machine in the fuel depot. They called but I don't answer many calls in the cockpit. They said they would send it in the mail.



This was for me a trip I had dreamed of. The Kitfox performed very well and took me safely over some fairly hostile terrain in the Canadian Shield. The miles over the prairies were easy but as I looked down over Northwestern Ontario, the bush, trees, and lakes with few landing options, any little motor noises caught my attention.

I flew with the Savage Cub on my wing to Kenora and his climb has always been much better with his 100hp than my 80hp. I was not super happy with my KitFox performance and wondered why many give the Savage Cub and Rans S7 bad performance reviews compared to the KitFox.

The week before I left on my trip, I checked a few things on my KitFox and with the aid of a manifold pressure gauge I decided to further check the opening of my carbs. Manifold readings were low. I had converted the plane from a 582 to a 912 and had to change the throttle linkage. I did not realize at the time that maybe I had cut my throttle opening to less than full open. I pulled the carb off with the throttle at full open and found only about a 40% opening of the butterfly. I reworked the linkage before the trip and Wow. It was like I installed a turbo.

My RPM jumped to 5600 from 5200 on flat pitch with my IVO IFA and you know what that will do for take off performance.



On the ground at Kenora, the two of us get to relax

My Airspeed also went to an easy 115-120 from 95-100mph on level flight. I had KitFox Jim do a fly beside and confirm that my airspeed indicator is reading high but I am still able to cruise an easy 105mph. Now I see why people are so excited about the performance of the KitFox. It is a great little plane easily capable of these little trips. As there was no hurry we kept the throttle back at about 90-95 True Airspeed. It was a great easy cruise across the prairies.

Great Trip!!!!!!!

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