Skywriter

Nov 2017

Brian and Maggie Byl at the Wichita Cessna 195 FlyIn

Next Meeting Wednesday Nov 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

President's Message
Ed D'Antoni

Presidents Message, November 2017

Guest Speaker Bashar Hussien's Solo flight across Canada and return presentation was excellent. He had great pictures of everything from a selfie of himself with the Niagara Falls in the background to smoke so thick he could not see the propeller. Thanks Bashar.

Four years ago, Bashar suggested we produce a club book with information and photos of each member. This summer I put together a draft of such a book and emailed appropriate pages to members. As requested many have changed and updated their profiles. We need a volunteer to take over and keep this project updated. The book is available to view at meetings. Due to confidentiality issues an electronic copy cannot be circulated.

Once again It is membership time. Brian Byl will be accepting memberships at breaktime, and before and after the meeting.

As per last year a draw from the list of paid up members will be made at the January meeting. This years lucky winner will receive a Lithium Ion jump starter with built in flashlight and USB charger for your portable hand held radio etc.

Annual Elections for President, Treasurer, and Director at Large will be held at the December meeting.

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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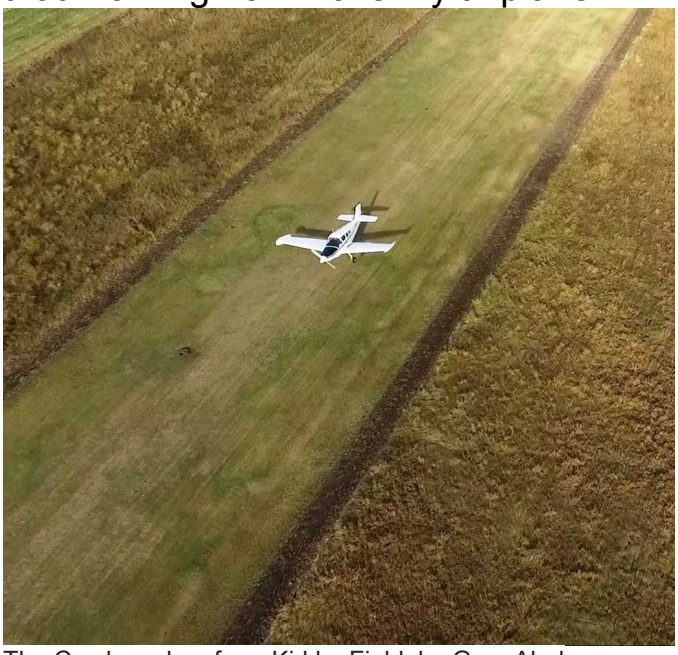
Rocky Mountain Lunch

by Stu Simpson

The TransCanada Highway crossed below me as I glanced at the Cav's airspeed read out. We eased up through 80 mph with the RPM good and the plane climbing strongly. I smiled to myself and thought for the tenth time that morning how I love my airplane.



The Cav launches from Kirkby Field, by Gary Abel

I was flying to lunch; lunch with my folks in Castlegar, BC. If I were driving this trip it'd take about 7 1/2 hours and I'd definitely be late for lunch. But the Cav gets me there in about two hours and ten minutes. With my Cavalier I can fly to YCG, have lunch with my folks and then be back to Kirkby Field in about the same time it takes to drive one way.

I make this trip probably three times each summer and I thought I'd invite you along for this day's flight.

Things happen pretty quickly on a southbound departure from Kirkby's. My first task was to get Calgary's altimeter setting. The ATIS droned on until it revealed the secret I sought. By then I was crossing Glenmore Trail which put me clear of Kirkby's ATF, but into Indus'.

I flipped to 123.2 and announced myself. A Cessna Bird Dog pilot announced his position in the circuit there and I soon had him in sight turning onto the downwind for his chosen runway.

I was grounding just over 120 knots as I zipped past the field where I learned to fly more than thirty years ago. From here I could also go higher so I started a slow cruise climb to 5000'.

I crossed the Bow River, bid Indus goodbye and switched to Okotoks' frequency. As I expected, there was nothing going on there, but I announced myself anyway. Next up was High River but since I was now at 6500' and well to the east of the field I only monitored the frequency. I also sent a quick text message to my dad with my ETA.

I was making excellent time this morning and the air was like glass. The Rockies grew closer as I continued to angle in toward the eastern face of the Livingstone Range. Some clouds were building further to the west but that weather would be well north of my intentions that day. Still, it'd be foolish not to keep an eye on it as my flight progressed.


Misty morning in the mountains

My flight planned route was direct to the south end of Chain Lakes, then south along Highway 22 to Highway 3 before turning west.

I wish I was the kind of guy who could be comfortable going direct over the mountains, but I just prefer mountain routes that allow first responders easy ground access should the unthinkable occur. It helps me avoid unneeded stress. After all, I do this stuff for fun. And for lunch, obviously.

As I coursed down the valley between the Livingstones and the Porcupine Hills, I drank in the beauty of the landscape. It's pure cowboy country down there with ranches, foothills and forests. The grasses glowed golden in the September morning sun. The rolling, wind-burnished hills triggered pleasant memories of flying the Sacramento and Sonoma Valleys in California where some of the landscape is similar.

Radio frequency 126.7 was busy as it usually is on mornings like this. Helicopters announced they were training near Bragg Creek, or heading directly into the mountains for survey work. Some guys in an Archer were messing around between Vulcan and High River at about 7500'. They were well behind me and thus of no concern.

I have little shortcuts that I take when I fly to Castlegar. The first one is when I turn into the Crowsnest Pass. The VNC shows a pipeline marked on the map that cuts the corner from at the south end of the Livingstone Range into the Pass. I followed that and popped out over the debris field from the Frank Slide, which is an awesome sight; equally so from either the ground or the air.

I like to play a little mental game when I fly this route to Castlegar. I call it, "When Do I Pass Myself?" Essentially, I calculate where I would be at any given point along the route if I were driving from my house, and compare that to where I actually am in my airplane. Then I figure out where I would be passing myself if I were driving. Usually, it's in the Crowsnest. And I always make sure to wave to me as I go by. Sure, it's silly but it passes the time.

I followed the Pass until I got to the narrowest part at Crowsnest Lake. At the west end of the lake, at the daunting and aptly named Mount Sentry, I took a left. Here, the Pass is at its narrowest and I felt like my wingtip could scrape the mountain. I rolled out headed southwest.

This area is studded with coal mines that contrast their carefully manicured

black terraces against the jagged gray serrations of the Continental Divide. Sometimes I can see enormous dump trucks that from my altitude look like dinky toys. I couldn't see any of them today, though.

One of the coal mines in the Crowsnest Pass

Coal Creek Road was my next checkpoint. I picked it up and followed it over a ridge into the Elk Valley. Fernie sat right below me as I made a slight heading correction to shoot for the ski hill on the valley's west wall. There's a nice little notch there that allowed me slip through into the much broader and longer Columbia Valley.

Assessment time, here. Did the weather ahead allow me to continue? I could see more cloud ahead, but it bottomed out a few hundred feet above the high peaks of the Purcell Range north of Creston. The layer was thin scattered to broken, but I could see enough above it to know that there was a good chance of some towering cumulus later today. It likely wouldn't be good to dawdle for dessert at my dad's.

I set my course to west-southwest. From the west side of Lake Koocanusa I followed another pipeline that was cut through the forest. It ends up at the south end of Moyie Lake. From there I picked up Highway 3 and headed toward Creston. There were a few sprinkles of rain that I encountered, which quickly dissipated and showed no signs of maturing beyond the virga stage.

Creston's airport shares its frequency with Porthill's strip. That's the Idaho airstrip just a few feet over the US border where one can land and clear customs going in either direction. An American pilot was shooting circuits there and a King Air was inbound to Creston from the north. As I reached the east end of town I spotted the King Air well below me in his descent. I called him in sight and he acknowledged.

A glance northward up the Creston Valley

Perhaps the most crucial part of the journey, terrain-wise and weather-wise lay just ahead. The west side of the Creston Valley greeted me with a wall of mountains that simply burst up from the valley floor. The highway leads to the top of the Kootenay Pass. At 5840' ASL it's one of the highest highways in Canada. Looking ahead into the pass from atop Creston I could easily see the

other side and good weather beyond. I decided it was safe to continue.

I was at 8500' going over the pass a few minutes later and I was scraping the bottom of the clouds there. Again, I could see worse weather to the north and was glad I didn't route via St. Mary's Pass west of Cranbrook. A little more rain fell here, but the road was dry so I didn't give it much thought. Besides, it was all down hill from here.

I was surprised at how smooth my ride had been to this point, especially over the Kootenay Pass. It's usually at least a little bumpy there, but today was charmingly calm. I crossed my fingers and hoped for similar serenity on my return flight in a few hours time.

Once over the pass and turned north for the Salmo area, I started to descend slowly. In a few more miles I'd have to drop into the valley at Castlegar and land at an elevation of 1600 feet. I silently chided myself for not bringing any chewing gum.

Once west of Salmo I called up the FSS at Castlegar. Through crackly, but rapidly improving reception, the specialist offered his wisdom on the current conditions and we agreed that I'd be landing on runway 33.

The normal timing on my mountain lunch flights usually sees me arriving at the same time as the Jazz flight from Calgary, or just ahead of it. There was no sign of the Dash 8 now so one of us was obviously early or late. The only other traffic was a 172 inbound from the north.

I stretched my descent well to the north to kill as much height as I could, and further translated that into a long left downwind over the centre of town. I turned onto the left base and smiled at the perverse little thrill of flying straight toward the side of a mountain. My wife found it rather disconcerting the first time we made this trip together.
My landing was none too magical, but I was down safely and looking forward to some food.

Fuel had to come first, though. Brian M., Brilliant aviation's terrific lineman, appeared as I rolled up to the pumps. Brian is a former railway man from Calgary and we've become friends over the past few years because of my flights to Castlegar. We got ourselves caught up as we fuelled the Cav, and then I rolled it over to a corner of the ramp for a siesta until I returned.


Cav having a siesta on the ramp at Castlegar

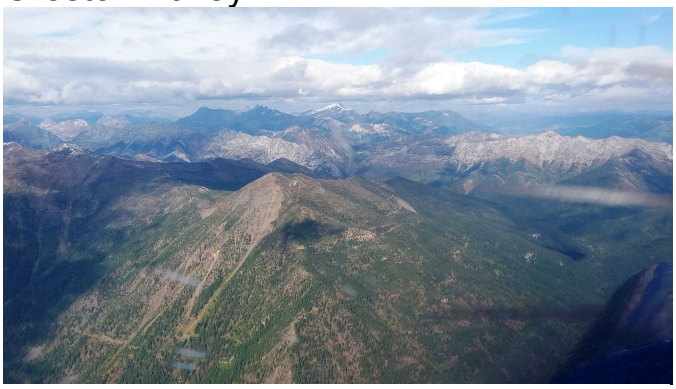
Lunch with my folks was as enjoyable as it always is and less than two hours after I landed I was back at the Cav and checking the oil. I filed my flight plan for the exact opposite of my route outbound

and was soon in the air climbing steeply to clear the mountains southeast of the field.

The Cav's climb rate, which is well over a thousand feet per minute, always brings me great joy, especially climbing out of the deep, steep valley where Castlegar sits. About six minutes after breaking ground I was through 7000' at the edge of the zone and thanking the FSS man for his help.

Columbia Valley clouding over south of Cranbrook

Good thing I left YCG when I did. The clouds in the Kootenay Pass were a thousand feet lower than they were in the morning, and more were closing in from the north. I set my eastbound altitude for 7500' and had to dodge only a few of them until I popped out over the Creston Valley.

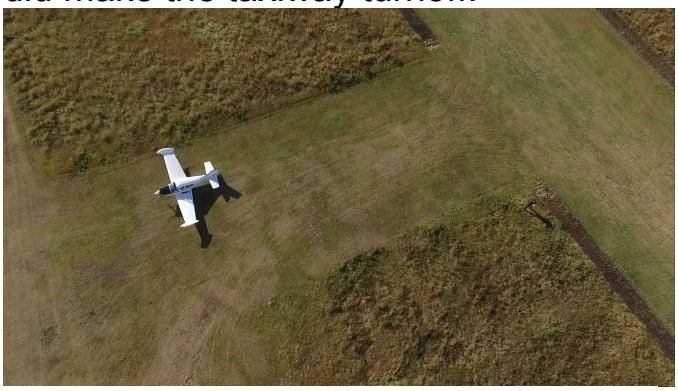


back into the high rocks near the Continental Divide west of Fernie

It was pretty smooth sailing on the backtrack, but things got a bit bumpy in the Crowsnest, as is usual there in the afternoon. But once I cleared the Livingstone Range and turned north, the air smoothed out nicely.

Turning northbound from the Crowsnest Pass. The landscape here resembles parts of northern California

The downhill run past High River, Okotoks and Indus was a pleasant ride, and I coasted into the circuit at Kirkby's not two hours after getting airborne. My landing again lacked any magic, but I did make the taxiway turnoff.



The Cav clear of the runway and taxiing in at Kirkby Field, by Gary Abel

As much as I love my Cavalier, and the adventures we have, I love it even more for because it allows me the chance to spend more time with my family. Because of the Cav's speed and utility I get to see my folks more often each year than I otherwise would. Of all the

reasons I can think of for owning an airplane, that one alone ranks right near the top.

Oh, and lunch. I get to fly to lunch.

How Fast Are You Really Flying?

Did you ever wonder how accurate your airspeed indicator is? Recently Wade Miller mentioned how, in a King Air, they checked the airspeed indicator for accuracy. Wade suggested I do an internet search of how it is done. This is what I discovered. To use this method, one flies any specific direction at a fixed indicated airspeed and altitude and records GPS speed. Then turn left 90 degrees, record GPS groundspeed. Turn left again and record GPS groundspeed. The search revealed it is much easier and more accurate to do this by following section lines. Set up a constant indicated airspeed and altitude. Fly true south and record your GPS groundspeed “A”. Then turn left following another section line heading True West, record your GPS Speed “B”. Turn True North recording GPS Groundspeed “C”. Your uncalibrated airspeed is = (square root (A^2 + B^2 + C^2 + A^2 * C^2 / B^2))/ 2. The Calculation is not that complicated, simply cut and past the formula into Excel, type in A, B and C and you have it. You must correct for temperature and altitude. Any E6B on the internet will show you how. A rough correction for 5000’ is to simply add 10% to your indicated airspeed. For example, if you are indicating 100mph your true airspeed is approximately 110 MPG. I tried the formula in the SportStar. Using an indicated airspeed of 90 Knots at 4800 ft. corrected for meteorological conditions at the time this was 99 Knots. The calculated airspeed was 101 Knots. I have attached a simple spread sheet that allows you to just put in your recorded airspeeds A, B, and C and the calculation is done for you.


That happy solo smile

My story starts far from Calgary across the ocean in small country then known as Yugoslavia. I remember when I was 5 years old i use to say to my aunt " When I grow up I wand to be a pilot." and 42 years later I finally soloed in my scratch build V-max, on October 28 2017.
Back home there was no easy access to building material , insurance and fuel is double the cost compared to Canada so there is very small amount of privately owned airplanes unless you are rich. We really have to appreciate what we have here.
Once a while we would get model kits coming to stores and boy was I ever happy when I purchased one of glider model kit. I put it together and launched it from the hill that was behind my house. It was my testing ground.
When I turned 16 I joined a skydiving training course which was much different than here. To get your first jump you had to go through 2 months of rigorous mental, medical, and fiscal training. Twenty of us joined the course only five made it through. I got the best scores. Because I was under 18 I had to get my parents signature for my first jump which I never got from my Dad. I totally understood that but at the same time I was totally disappointed.
When I finished my high school I joined Air force which was mandatory 1 year service at that time. I don't regret even a single moment of it. I completely enjoyed it. After basic training and being awarded to corporal we got transferred to biggest Air force base in country close to Belgrade. That was dream. There we had everything from Gazelle helicopters to domestic fighter jets to Russian Migs. I worked on Mig 21 s and Mig 29 s. as an instrument technician. I enjoyed it so much I learned quite a bit. Mig 29 was an excellent fighter that only chosen ones were able to fly.
Then of course crazy war happened there so I left the Country in 1991. Having my Canadian citizenship since 1977 because I used to live with my parents here in Calgary in 70's. I didn't have problem coming back here.
I joined the skydiving club in Baiseker did my 1 day course and jumped the same day. Oh boy was I very happy that day. I sent my dad a picture of my 2 seconds free fall I can imagine the impression on his face when he saw the picture. lol. Up to date I have 32 jumps and I am proud of every single one of them.
Then of course P L A N E S.
In 1993 i signed with West Point Aviation that was located at Calgary international executive Centre with Jan Agrey as chief pilot and owner of school. I did 12 hours dual training on Cessna 172 and being young and a wild sport cars, motorcycles and traveling got me away from flying so I never completed my PPL. Big mistake.
Somehow I heard about Indus airport

met old Jim who flew a Hyperlight at that time (not with us anymore) and he introduced me to our flying club.
In 2002 I got close to Fred Wright who lived not far away from me. He hooked me into building, I bought plans and some wood from him and decided to build my V-max. Having him build few Mini Maxes he was my main inspector during the building process and I learned quite a bit from him and club members.
I decided to build my plane with my standards of craftsmanship so I put all my time and love into this plane. I enjoyed every single moment of building it even when I had to build the same peace 3 times to get that 120% perfection lol.

I remember very well being excited after regular work when buying raw stock material bringing it to my garage and using it to fabricate an airplane piece. Of course all that pleasure took time and money.

The project kept dragging because of course there was a Happy Divorce, moving few times, and changing jobs. I started my first rib in 2002 and registered plane in 2016.
Every piece on my V-max was done by the book with accuracy to my satisfaction. There was no cheating on material or short cuts anywhere. All wood was Sitka Spruce, Aviation Plywood from Finland, 2.7 ounce Dacron fabric with 2 inch rib stitching. I used Epoxy Structan glue from Belgium trough whole construction. Cockpit from inside is all covered with fire resistant paint. Engine mount was designed by and Chrome-molly tubing was professionally welded. I paid good price for that one lol. Ballistic parachute is installed behind the seat, canister type.

My panel is pretty packet with all bells and whistles from GPS to VSI panel Led lights, and a digital MGL EMS. All my wires are Tefzel with automatic circuit brakers. My fuel lines are all aluminium where possible with AH fittings. I used memory foam for my seat so its nice and comfortable. I made template for my canopy that i sent to the guy in Florida, Tod's Canopy and I got beautiful tinted canopy with lots of room for my helmet and 360 degree view. Opening and latching mechanism on my removable canopy I designed from scratch and it works pretty good. Every single gusset on airplane is routed in so my fabric doesn't have any bumps on fuselage and wings. Led strobe and navigation lights look very cool on slick wings. Roll over bar was a must because of low wings and roll over protection. I even have small luggage compartment behind my helmet. I used 12 inch wheels which are much safer then little one especially on grass strips. Lots of beefed up area from stronger sandwiched wing cross member joints to upsized AN hardware and brackets. After experimenting with Continental 4A-084 Hercules engine that was little underpowered for our elevation I decided to go with Rotax 582 blue head that is swinging two blade Medium Ivo prop. I have lots of power for my little plane. I tried 3 blade at first but it was way to much torque's as well as high CHT. By removing one blade raising carburetor needle higher one notch opening the bottom cowling more and installing trim tabs on my tail and aileron all issues where solved .

After 6 times test flying with Sergey and Peter Teblanche adjustments and investing close to 40.000 dollars my bird was ready for me.

I started dual training with Bashar and completed Ground School held by Bashar and Stu Simpson who did a great job. I loged 12 hours with Bashar lazy year flew 7 hours with Peter T. and after two hours of dual training with Wayne Winters I was ready for my maiden flight with 20 hours of total time over year and half period.

On October 28 2017 at aprox. 9 AM I took my bird up onto the skies and soloed for the first time in my scratch build V-max. Boy was I HAPPY CAMPER .I even managed to take a short video clip after first two minutes of flying solo lol.

I was amazed with performances of my aircraft. It flew like the dream. First attempt to land was a little scary but I fixed that by switching runway and having perfect three point landing .Wayne was there of course with radio

Charlie Chris with camera and Tim as crowd .I had little briefing with Wayne and jumped in for second flight and did 3 landing and taking off.
My V-max flies hands off and with my Ray allen servo trim in elevator I can trim my VSI to be dead on 0.It cruses at 90 mph with 58-5900 RPM.I tried full power and achieved close to 100 mph with 6400 RPM .It climbs 700-1000 fpm. No air leaks no vibrations no huge two stroke noise very smooth and sensitive controls and 360 degree visibility it is pleasure to fly. Because of mid wing design it feels like a little fighter bird because I felt like I was wearing the plane thanks to centre three access position of seat. I am more than happy with my V-max and can't wait to do my second solo flight. I guess i have to wait for better weather. With a few more adjustments like heating improvements and wing strut fairing installation I think it will be even more a pleasure to fly. Considering the time and money I put into it, believe me when I say this:
IT WAS WORTH EVERY SINGLE PENNY AND SECOND PUT INTO IT -)

Hope to see you in the sky soon.
There will be an article in COPA Magazine put by Wayne Winters about my V-max soon.

BLUE SKY AND SAFE FLYING MY FRIENDS !

Congratulations on Al's first Solo

2017 Cessna 195 Annual Fly-In

Wichita, Kansas

70th Anniversary of the Cessna 195

In 1947 the first of almost 1200 Cessna 195's flew its maiden flight in Wichita, Kansas. In the intervening 70 years these airplanes have been flown hard, neglected, abused, damaged and re-built. They were Cessna's first attempt at building a bonfide business aircraft with speed, comfort and reliability. With its big wing and sleek lines, the 195 was a very efficient, and yet very rugged ship for its day. It was designed at a time when municipal airports were more often muddy, dirty strips rather than thousands of feet of smooth pavement. Unfortunately the design was a little before its time and already an antique with its round engine and tailwheel.

While we were not able to attend this year's gathering of 195's at EAA AirVenture in Oshkosh, Maggie and I decided to join the 70th Anniversary celebrations in Wichita in September. Our plans included a stop in Rapid City, South Dakota for a couple of days to explore Mount Rushmore, Sturgis and Devil's Tower. After that it would an easy day's flight into Wichita's Stearman Airfield (1K1). Well, the Weather Gods had other ideas. A system sat over South Dakota, Nebraska and Kansas for the first two days of our planned itinerary. We didn't even get off the ground but sat in Calgary waiting for the weather to improve along the way.

Finally on Monday Sept 25 things were looking better and we took off for Cutbank, MT. Clearing customs was a snap and we were soon on our way to Gillette, WY where we planned to overnight. The ceilings reported in Gillette were 2500' and visibility was more than 15 miles – not a problem. There is some pretty high country between Cutbank and Gillette and at times we were probably not much higher than 1500' agl and skirting around the taller hills. Maggie was a little apprehensive but it was nice and smooth and she did enjoy the ride. You do get to see more of the country when you're down low.

We landed in Gillette, fueled up and checked the weather ahead of us. The

promised clearing was not happening and we decided to stay the night as planned. We taxied over to the Flightline FBO where they provided tie-down ropes and chocks. They also supplied us with a 'Courtesy Truck' for the night. After a good night's rest we were ready to depart for Lexington, NE for a fuel stop (only $4.00/gal) and weather check.

We took off later than planned as there was fog and mist ahead and it took a while to burn off. The ceilings around Wichita were still 800'-1500' and again it was not really improving. I didn't feel like flying that low in marginal conditions for an hour and a half so we decided to overnight. Let me tell you there is not much in Lexington to write home about – except maybe the smell from the Tyson food processing plant – rather overpowering! And the top two restaurants are Mexican! We called Mike Larson who was arriving in Wichita about the same time we were supposed to and learned that he had flown in with ceilings 600' to 800'. I'm glad that we stayed put as there are too many high towers in the area not to mention all the other airports along our route.

Wednesday the weather was much better with ceilings 3500' or better and good visibility. After an uneventful flight we were the second 195 to arrive at Stearman Field. These fly-ins are always fun and it's just like a family reunion when you get there.

The next day there was a fly-out with about 16 airplanes to Beaumont, Kansas about 25 miles away. Just like Linden there is an airstrip adjacent to the town with one big difference.

On the south end of the strip you taxi down a road into town and park in front of the hotel. Like all vehicular traffic you must obey the rules of the road and stop at the stop sign at the main intersection

by the hotel. Street signs are another hazard to watch for – one of the airplanes hit a sign and suffered a slight dent in the wingtip. After lunch we all headed back to Stearman Field for the Maintenance/Tech clinic.

Beaumont from the air

Beaumont Hotel

Friday there was no scheduled flying but we toured "Doc", a B-29 bomber that is one of two still flying. We got to climb inside and see what it was like to be a tail gunner – what a lonely spot! It's quite an accomplishment to maintain this aircraft in flying condition and it takes a lot of dedication and effort. Very impressive! We then toured the Kansa Aviation Museum and their collection of aircraft that were produced in the area.

Saturday was pretty relaxing with no planned events. We spent most of the day hanging around Stearman Field watching the flying activities. The Stearman Bar and Grill is located on the field and is a popular fly-in lunch destination so there are always planes coming and going. A bunch of the 195 drivers, along with the locals, decided that it was a great day to practice some formation flying, low runway inspections and do some filming. I managed to do a few circuits and inspect the runway at 190 mph. A great way to spend the afternoon – fly a few circuits, sit, visit, watch and enjoy a couple of cool adult beverages.

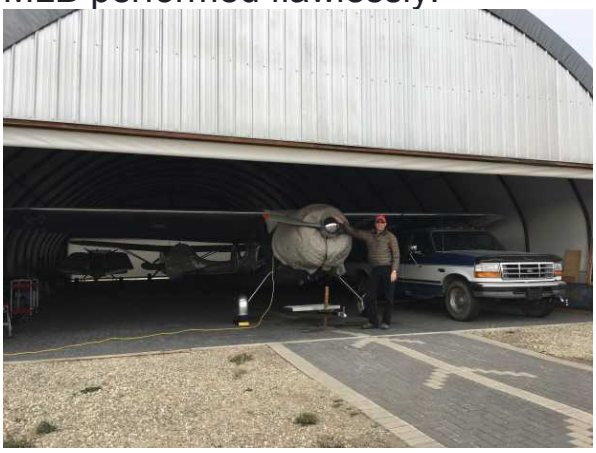
Sunday the weather turned for the worse – the winds came up and ceilings

came down! A fly-out to Hutchinson was cancelled and those that could leave did so early. We had a leisurely day and hoped the weather would improve by Monday. Alas, that was not to be. Another system rolled in and hung around for the next five days. We couldn't have gotten very far as Calgary was experiencing the first blizzard of the season.

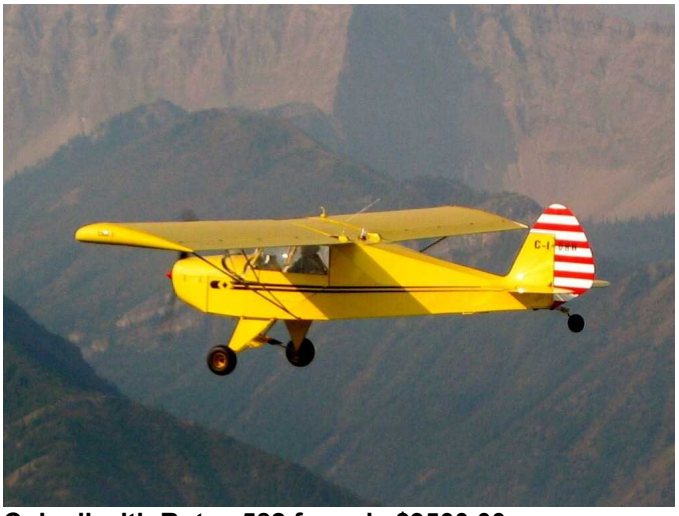
By Tuesday afternoon Maggie and I decided to airline it home and I would come back when the weather improved. One of the guys on the field, Greg Largen, arranged for us to tuck MLB into Jack and Rose Pelton's hangar beside their 195. Jack's name might be familiar as he was the CEO of Cessna Aircraft and is now the CEO/Chairman of the Board of EAA. The thing that is so outstanding about all these people is that they will go out of their way to help you out. We were told we could leave MLB in the hangar for as long as we needed to.

Finally, about 15 days later I flew down to bring MLB home. We got as far as Gillette the first day. Upon checking the weather north of there I found the winds were increasing beyond my personal limits and I decided to overnight. Once again Flightline provided me with tie-downs and a vehicle. The next day Calgary was experiencing severe winds so I got to enjoy Gillette for another day. I was able to use the truck and did some local sightseeing.

Finally on Wednesday October 18, I arrived home safe and sound. It was quite an adventure. After 2300 mm, 21 hours of flying, 300 gallons 100LL, 23 days I finally tucked MLB into our hangar. CF-MLB performed flawlessly.



FOR SALE



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TWO RARE BIRDS IN THE PRITCHARD HANGAR

Geoff's 1930 Fleet Model 2 is the only one in Canada. Flight test approved October 5, 2017

A very special vintage aircraft found a very special new owner in 2012 after 8 years of searching. The Fleet Model 2 biplane was located just outside of Oshkosh and it was trailered to Calgary. The Fleet arrived in Calgary in April 2012 and by September was ready to fly one of only 28 still in existence.

Geoff's dream began at the age of 5 when he realized that he was a builder and tinkerer. He left Toronto and he arrived in Calgary with $100 and a backpack. Getting work wherever he could eventually led to a woodworking shop where he began his apprenticeship as a cabinetmaker. Over the years he continued to advance his skills and became a Master Cabinetmaker.

He founded a successful construction company in Calgary building fine furniture in the 70's and expanded into very detailed custom cabinet and wood work for many retail businesses in the Calgary area.

Geoff and Michelle moved to Vernon in 2015 where they had purchased Dave Crerar's hangar.

Unfortunately, on September 13, 2016 while enroute to Vernon, Geoff experienced a brake failure, ground looped and flipped over at low speed. He was fortunate to walk away but there was substantial damage to the aircraft.

So the restoration project began . . . and CF – BBF was trailered once again only this time to Geoff's hangar in Vernon.

Photo by Lyle Aspinall/Postmedia Network

Transport Canada had quite a task to certify this aircraft and according to Geoff, they created objectives that would have to be achieved – 1000 feet to be airborne with full gross, rates and times to climb, etc.

Three inspectors, most likely out of interest, attended to ensure that every-

thing passed muster - like marking out the runway for distances. Surprise! CF-BBF was airborne in 420 feet!

Geoff told me this aircraft is unique in that it does not have a conventional electrical system. It has been modified to have a starter and the battery is charged from a solar panel just outside his hangar.

The horizontal stabilizer can be trimmed using a "closeline" wire from the rear cockpit. Consolidated designed it to provide lift with the forward structure similar to both wings to make up for the tail heavy characteristics of the aircraft. Geoff said, "it sort of just works!".

The Fleet Model 2 biplane has been beautifully restored to its former glory and will be ready for an active 2018 flying season.

Geoff would like to thank those that gave a hand during the 12 month, 1160 hour restoration, and in particular, Steve Foord, who offered help from the early spar fabrication, to numerous wing handling chores, riveting advice, to the radio installation. Steve's wife Toby designed the beautiful 30's inspired Fleet graphics. Also, Ron Townson from the Penticton Flying Club, along with friends Bill Thomas and Joe d'Albertanson, pitched in for several days during the tricky installation of the wings and tail feathers. Thanks!

Geoff also received great assistance from his brother-in-law Luc Bedard, who helped extensively with the engine installation and hook up.

Thanks also goes out to Skytek Aviation, both Keith and Darien, who were instrumental in their guidance, fabrication of parts, and problem solving abilities during the restoration period. Thanks also to John Swallow for the extra pair of hands during the very time consuming rigging process. And lastly, Geoff would like to acknowledge Colin Jordan's piloting skills on the test flight.

The propeller is a work of art in itself. Made by Sensenich the replacement propeller took 4 months to build in their Florida operation. Made out of yellow birch 8 ft. diameter with tips and leading edge covered intricately with brass.

From *Plane & Pilot* magazine 2010:

The Fleet Aircraft Division of the Consolidated Aircraft Corp. was formed in Buffalo, New York, in 1929 specifically to undertake production of the Fleet Trainer. Prior to 1932, the Fleet I (110-hp Warner), the Fleet 2 (100-hp Kinner), and the Fleet 7 (125-hp Kinner) outsold any other make in their class and also proved to be popular overseas, particularly in China and Latin America. In all, about 600 Fleets were produced in the United States before production was terminated in 1935.

In the late 1930s, Fleet Aircraft of Canada acquired the manufacturing rights to the design and began producing an improved version of the Fleet I under the designation Fleet 16B Finch 11. These models were equipped with 125-hp Kinners, and over 600 were delivered to the R.C.A.F. as basic trainers during the early part of the war. Most of these Canadian models are equipped with a sliding canopy to replace the open cockpit of the earlier models. Perhaps 30 Fleets exist today in the United States, with a few more active in Canada and other countries.