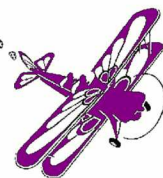




Skywriter...



Jan 2018



Glenn's BishCaddy Happily Flying Alberta,

Next Meeting Wednesday Jan 10 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, Jan 2018

It is election time again. Terms are two years. They are split so that we have elections of officers every year. This year we need a President, Vice President, Secretary and Treasurer. Fortunately, Brian Byl is willing to stand for President, Dirkjan Kiewiet, Vice President and Carl Forman, Treasurer. Should anyone desire, additional nominations for these positions will be accepted at the January meeting. John Kerr and Barry Wood have another year left as directors. Andrew Crocker's two year term as Secretary has expired. Since the positions of Secretary and Treasurer are so intertwined we are combining the position for the next two years.

This year I produced a club membership profile book. The book contains photos of members, a brief member profile and photos of their aircraft and projects. It is available for viewing at every club meeting and function. Ad Kube has volunteered to keep the profiles up to date. If you are a new member or would like your profile updated please contact

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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Thanks to Brian Byl we now have member name tags. Please pick up, wear, then leave tags when attending a meeting of function.

The December Social Evening was a great success with over 40 members attending. Thank you Brian Byl, Carl Forman and Bob Kooyman for help in the organizing, picking up supplies and food, setting up, serving and seating, as well as the audio-visual program. A special thanks to Barb Forman and Brenda Kooyman for setting up and serving the meals.

I would also like to thank all the members for their support during my two years as President. At the start, I was tasked with the setting up and tearing down of the video projector and sound system. After a few meetings, some members noticed the difficulties I had with this and took over the task.

Moreover, our meeting format hadn't changed in a quarter century. Few members have projects, and aircraft have become faster and more sophisticated. Thus, the old format of "New Projects", "Interesting Flights" and "Mistakes" were no longer relevant to meetings. Thanks to Bob Kirkby, the format has been changed to: education, break, raffle then guest speaker. The meetings became more interesting and we had better member participation along with improved attendance.

A special thanks to Carl Forman for his encouragement and for stepping in with presentations when needed. I would also like to thank Bashar Hussien for his many great presentations on short notice, Glen Bishell for looking after the

raffles and Brian Byl for his tireless work as club treasurer. Brian also supplied the door prizes. We had some great guest speakers: Astronaut Dr. Colin Thirsk, Typhoon fighter pilot Jack Hilton, Allan Dixon and his Hatz biplane, Brian and Art Irwin's presentation of Giant Scale aircraft. In retrospect, we should have invited these speakers to our December Social.

Also, a special thanks to Norm Vienneau who has done an incredible job as the new Skywriter editor. A draw from the list of 2018 paid members will be made at Wednesday's meeting. This year's prize is a portable Jump Starter.

Thanks to Brian Byl for the pictures on this page. I mentioned that the newsletter was a little thin this month and luckily Brian was able to provide some shots of his flight on the 16th of Dec. Before the cold snap of the Winter of 2017 we had some great flying weather. The air has been incredibly smooth most days for the entire day. I did my last flight of the year on Dec 22. It was about minus 5 and taught me quickly that I have to seal my KitFox a little better if I am to enjoy winter flying.



A year in a KitFox

It was almost a half dozen years ago I trailerd home a little bird with the letters C-IGFV. I had thought about owning a KitFox for a number of years but I just was not sure how I could make it happen on a limited budget. The Fox I found had been trailerd from Yellowknife on an open flat deck and by the time it got back to Alberta the back of the little bird was bent and appeared like it had a broken back. The KitFox was also in need of a complete recover as the plane had spent it's life on the tarmac in the open sun and exposed to the elements.



After three years of my new plane sitting in the garage and me working on her when I had the time C-INJV took to the air in the fall of 2016. In case you didn't notice I changed the Registration letters. NJV is Norm and Judy Vienneau. My thinking was at my age this could well be my last airplane. (Of course now, in spite of how much I enjoy my KitFox I am always looking around at other planes.)



C-INJV had been transformed from a scruffy little fed Fox on the tarmac of Red Deer to Yellow SuperFox.



I was able to find a used 912 UL, and combined with an electric IVO propeller I have an ultralight that is a 100mph airplane.

Of course with fine pitch adjusted on the IVO I can get in the air in just a few hundred feet. One of the best things about the Kitfox is the way it handles some of the air bumps. I remember flying to Linden with Dirkjan one day and he complained that the ride in his Merlin was rough enough that it was lifting him out of his seat. My KitFox was giving me a mild burble ride. (I still don't like rough air and try to do most of my flying in the early morning hours.)

I logged just over 200 hours this year, and that included the trip I always

wanted to make, back to northwest Ontario into the Lake of the Woods area.

If there is one word of advice I can offer to someone planning a trip like this it would be to make sure you make time to visit with the airport people along the way. I know that due to time constraints I missed some opportunities to enjoy the stories of fellow aviators.

Short trips included flights to Red Deer Forestry, Ram Falls, the Clearwater strip and many flights to the Red Deer River by Drumheller always followed with lunch in Linden. I made a trip to Red Deer to take my old RC instructor for a ride in the Fox. He smiled ear to ear on the inside. I also took a young lady for a ride when I did my trip to Ontario and enjoyed the way she giggled as we took to the air. There was a flight with one of my senior lady neighbours to the Red Deer River Valley and she giggled like the young lady in Northwestern Ontario. I truly enjoy watching the thrill people experience in flight. President Ed has mentioned a couple of flights he has made with different passengers and I have listened intently with some envy. With the KitFox I get to share flight with others. (My wife is still not a huge fan.) I have found the KitFox or SuperFox as the nose art says to be a great little airplane and more people are finding the same thing. We now have about a dozen KitFox in the area and we are planning a KitFox Flyin this summer at CGB2.

Stay tuned more adventures to follow.



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Dirkjan noted on facebook that it was a nice day for flying on Saturday.

“with a Chinook wind the freezing cold weather rose to plus 6 C.”

View from a Merlin





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