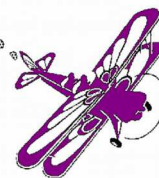




# Skywriter...



**Rob's New Kitfox  
Summer 2018**

***Next Meeting Wednesday Sept 12 at the 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 Brian Byl



## President's Message Summer, 2018

Well, we're about half way through the summer and experiencing some awesome flying weather. I hope you have been taking advantage of it when you can. Winter is going to arrive sooner than we want so get out there and enjoy it while you can.

As usual I've had a busy summer that has interfered with my flying activities more than I wanted. I found out that when your child gets married that takes quite a precedent over other activities such as flying, golfing, etc. But it was all worth it.

I managed to attend EAA Airventure 2018 and it was a great experience. I enjoyed the daily air shows but they tend to get a little stale after you've seen

them two or three times. I think they need to vary the acts a little more. The night air show is very spectacular and impressive. The amount of pyrotechnics shooting off the aircraft is amazing.

The LSA and Ultralight categories had some very interesting aircraft displayed and flying. They are very impressive. I talked with Zenair about their status of the SAM LSA and was told that they are in the midst of some major design rework. They will not be marketing the aircraft for at least a year or two. Too bad, its a pretty nice machine. I saw nice Ryan STA and Tucano LSA replicas powered by Rotax 912's

## 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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and 914's. The Tucano is flying but Ryan has not.



Verner also had their 3, 5, 7 and cylinder radial engines there - direct competition to Rotec. Bally's Bomber was also there - a 1/3 scale B-17 powered by four 60 hp Hirth engines. What a magnificent airplane!



I attended the meeting of the Type Club Coalition, a gathering of EAA, AOPA, FAA, NTSB and numerous type clubs attempting to improve safety and reduce accidents in general aviation before the Feds impose tougher sanctions and rules. So far the results are encouraging. I'll elaborate at one of our meetings.

So, here we are in the first week of August and there is still lots of good

flying weather left before the snow flies. Unfortunately there has been a rash of accidents in the past few weeks. At least two CFIT's (Controlled Flight Into Terrain) which claimed four lives, one fatal power line strike, a couple of Ultralight crashes, one which was fatal. I'm trying to figure out what's going on - are we getting too complacent and pushing the limits? Let's make make sure that we don't get into bad habits and push the flying envelope past the safe and enjoyable point. Go have fun but make sure you and your passengers make it home after your flying adventures.



Our next meeting will be Wednesday September 12 at 19:00 at the Hangar Flight Museum (the usual place) and I hope to see you all there. And we all expect to hear about your summer flying adventures. In the meantime "FLY SAFE".

Brian

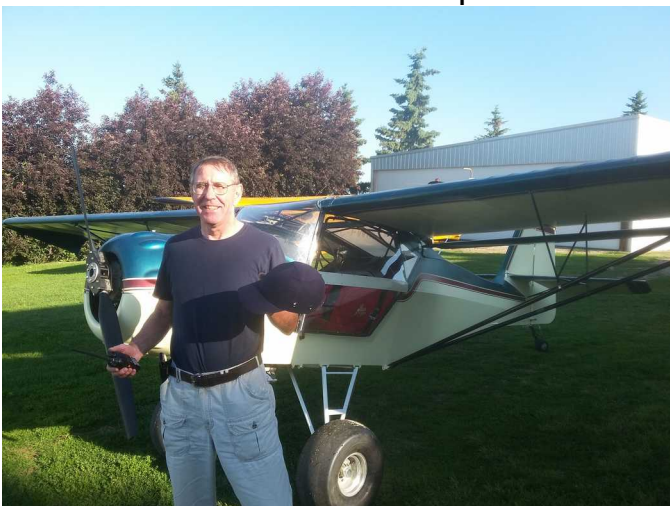
## Summer Flying 2018

It has been an amazing summer with lots of opportunity to fly. The early morning air has been smooth and cool. I have had a number of great early morning flights and new pilots have been grateful for the nice air.

I got to fly above the clouds on one particular morning. The clouds were only at 3800ft or so. It was incredibly smooth above the clouds.



Recently Rob Bruce was able to get some air under the wings of his KitFox Model IV with me as his co-pilot.



After 6 or so months of work Rob was able to bring a nice little Fox back to life. The weight and balance showed an all up weight of 580lbs. It is motored with

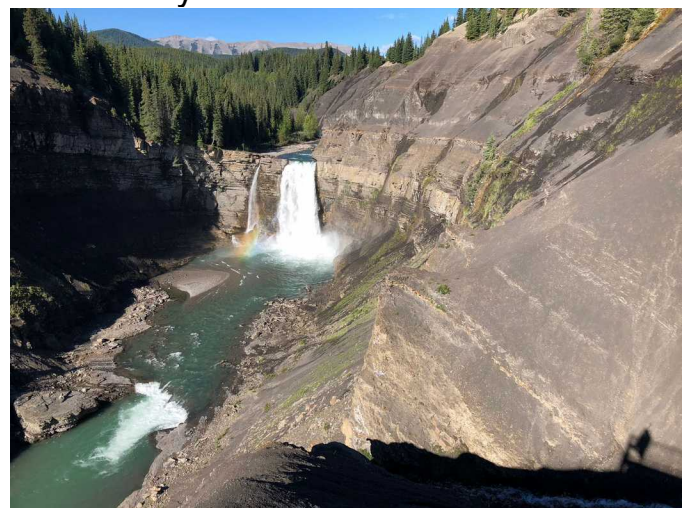
a Rotax 582 and cruises nicely. There are many things that Rob has on the things to improve list but it flies great just the way it is.

It's a great little airplane Rob will be able to fly for years.

I had some visitors from Arizona and was lucky enough to take them for a ride. What a ride it was as the morning allowed a flight to Ram Falls.



The trip into ram was not uneventful as my GPS did not have Ram Falls as a waypoint. I tried to put the coordinates in manually but missed it by one digit. That put me in the area but six miles short of my intended destination.



I knew I was in the right area but could not see any familiar landmarks. I flew over a ridge and thought maybe I was too far north but no luck in locating the strip. As I was sure I was close I headed north and sure enough I was able to spot the Ram River. It is a pretty distinctive landmark with steep canyon walls. Once I spotted the river it was easy to follow it to the falls.



Jeanne and I found some folks from Edmonton to take our photo in front of the Falls. And of course we took their photo. Jeanne is a member of our Country Rock Band in Casa Grande. She likes Bluegrass and adds great harmony to the mix.



Always rewarding to use map reading skills to find your intended destination. *(Actually it was a relief to find a landing spot that provided relief after 80minutes in the air.)*



This is a shot of the fields she took as we flew out of the mountains. She was pretty amazed at the fun us Canadians have. Though she and her husband winter in AZ they are originally from Virginia. We were also able to do a days flight with her husband to the Red Deer River.

We picked them up in Drumheller as they were camping in that area for a few days.



Of course as long as we were in the area a flight down the river is part of the tour.



Larry, Jeanne, and I at Linden. Now you have to figure out how I took two people in a two place KitFox.



Jeanne and Larry stayed with Judy and I in our home in Airdrie after they left the Drumheller campground. The above photo shows a nice supper we enjoyed at a local Airdrie Restaurant.

And the summer fun continued with the opportunity to fly with Adrien and his Norstar. He was tying down at Carstairs for a while but has since found a hanger west of Carstairs.



There were a number of more adventures but time for someone else to take the podium and tell of their adventures.

**Norm Vienneau**  
**Canadian Ultralight Instructor**



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## **When Was the Last time you practiced a Forced Landing?**

The recent landing of a Piper Navajo on a northeast Calgary street was a reminder that we need to be prepared to safely land an aircraft in the event of a power loss. However, for many pilots, it has been a long time since they practiced this. Since power loss will generally take you by surprise, it is important to practice this periodically so that your mind does not go blank when the engine suddenly gets quiet. Memorization and periodic repetition of the initial actions list will help you to be able to remember it quickly when you really need it.

Forced landing procedures are composed of three portions;

- Initial Actions
- Cause Checks
- Approach and Landing

If you are high enough, you will be able to complete all of these portions. However, if your engine failure is immediately after liftoff, you may only have time for the initial actions and the landing. The important thing is to maintain control of the aircraft until it is on the ground, whatever that surface may look like.

So let's look at what is involved in each of these portions.

### **Initial Actions on Engine Failure**

The first thing to do is to pull on the carb heat or alternate air. We do this first because it takes only a fraction of a second, and if we wait very long, the engine exhaust will no longer contain

enough heat to melt any carb ice that may be there. Similarly, in a fuel injected system, an obstruction such as snow on the air filter can cause power loss, so selecting alternate air can result in quick restoration of power.

The second thing to do is to put the aircraft at its best glide speed, the speed that will give you the most gliding range. This speed should be committed to memory. If you are at cruise, you will need to hold the nose up and apply nose up trim as the aircraft is slowing to this speed. However, if you are climbing out when your engine quits, you will immediately need to push the nose down to normal gliding attitude.

Otherwise, the aircraft will slow quickly below the best glide speed and you will risk stalling. At low altitude this may not be recoverable. Note also that if you still have some takeoff flap extended, the aircraft's best glide speed will likely be lower than the flaps up best glide speed. Check your POH.

Next, look for a place to land and head there. In selecting a landing spot, use the acronym OWLS:

**O**bstacles – you don't want any if you can avoid it, either on the ground or on the approach

**W**ind – where is the wind coming from? Use indications on the ground if you can; otherwise, use what you know about the current weather systems, or the wind direction when you took off to select a direction into the wind

**L**ength – at least long enough to land on, plus some more if

available to give you margin for error.

**Surface** – Hard and smooth, if you have the choice, otherwise, the best you can find. As you are flying, it is always good to locate the local airstrips if there are any. What better forced landing place could you ask for?

Obviously, the selected field has to be within gliding distance. It is also very helpful if there is civilization nearby, both for getting assistance, but also for medical attention if required. Roads can always be a consideration, but the risks are, of course, traffic, wires and signs. Still, if there is not much traffic, and few homes along the road, necessitating wire crossings, then roads may be a good alternative.

After selecting your site, figure out how you should do the approach. Obviously you should land into wind if possible. Assuming you are high enough, pick a spot to head for that would be about where you should turn from downwind to base in a normal circuit. This is called the key point. From your chart, estimate what the ground elevation is, and try to arrive at the key point at about 1000' above ground. This puts you in the position to widen out your base leg if too high, or tighten it up if too low.

All of the above should be able to be done in a minute or so. We do this before doing cause checks because in areas where landing fields are few and far between, it is important to get headed for an acceptable landing area before altitude loss takes options away. While heading for the chosen landing

site, you should now consider making a Mayday call, especially if you are a long way from a station that could hear you. It would hinder search efforts if you waited too long trying to troubleshoot, and then were too low to be heard. When making a Mayday call, also change the transponder code to 7700.

### **Cause Checks**

If there is time while gliding, do your cause checks to see if you can get the engine working again:

- Check fuel gauges and change tanks to one that has fuel in it. Turn on the electric fuel pump if you have one.
- Mixture to full rich.
- Check the mags are on, try each separately. If no improvement, back to both.
- Check the primer is off and locked.
- Try different throttle settings.
- If the prop is stopped, you will have to use the starter.
- Try anything else suggested by your POH.

### **Approach and Landing**

If none of this gets you restarted, you are going to have to land. Make your Mayday call if you haven't done so already, then concentrate on making the landing.

Secure all of the energy sources that could start or feed a fire if the aircraft is damaged on landing:



- Shut off fuel, mags, mixture to idle cutoff.
- If you have electric flaps, leave the master switch on until you have the field made, and have extended all the flaps you need, then switch it off.
- Stow loose objects, brief passengers on what you are going to do, have them move seats back if in front, tighten seatbelts, use coats or other soft objects as cushions, talk about how to exit the aircraft and what to do after touchdown
- At the key point, plan base and final. If high at key point, widen out base, add some flap, slip if required to lose some altitude. Don't overdo it. If low at key point, turn toward the landing area and shorten the final approach leg. Leave room to turn final.
- Maintain best glide airspeed. Try to be a couple of hundred feet high on final. Don't get rid of altitude too quickly. When sure of making the field, can lose altitude with flaps or by slipping.
- If low, maintain best glide speed. Don't try to stretch the glide by raising the nose. Better to touchdown short under control than to stall in. If there is a headwind, a small speed increase will help glide distance.
- Avoid the subconscious urge to dive if too high or stretch glide if low. Check airspeed frequently to ensure you are at best glide, and trim to maintain that speed until roundout and flare.
- Once flaps are down as much as will be used, turn the master switch off.
- If so advised by the manufacturer, unlatch doors before touchdown

Land under control, avoid obstructions as best as you can, and brake as needed to get the airplane stopped. Exit and secure the airplane.

### **Need to Practice**

Before having to do this for real, it is a good idea to practice this periodically. Look through the Emergency Procedures section of your POH or Aircraft Flight Manual for recommended procedure, which may add to or modify the above.

When practicing, make sure you warm the engine by applying cruise power for a few seconds every 1000' of descent while gliding. Also be aware of the altitude regulations, and avoid annoying people, who may not understand what you are doing. Also be sure that you know the proper overshoot procedure. Some aircraft will require a lot of nose down force to keep the nose from rising too much after full power is applied. Be ready to retrim as quickly as you can.

### **360° Overhead Approach**

There is another procedure that can be used if high enough. This is called the 360° overhead procedure. You need to

know beforehand what your aircraft's descent rate will be, power off, at best glide speed. Say you know this figure is 600 fpm. Knowing this, you try to arrive overhead the beginning of the selected landing area at a height above ground level of twice the descent rate, plus 200', headed in the direction of landing, which, of course, should be into wind. In this case, that would be 1400' above the ground. Start a rate one turn, in either direction. Carefully hold the bank and airspeed. As the end of the 360° turn approaches, you should be doing a gentle turn to a close-in final, and can do a slipping turn or add flap to lose any extra altitude. If the wind has blown you back a bit, you may not have to lose much. If you arrive overhead the field at more than 1400' AGL, you can fly straight in the direction of landing until half the excess altitude is lost, then start the rate one turn. Do another short straight section to lose the other half after one minute (180°), and you should then be right where you should be. If a little too low when arriving overhead, you can tighten the turn a bit to around faster.

### **Partial Power Loss**

One other consideration is what happens if you have only a partial power loss. This case is often not covered in flight training, but in fact is the only case I have experienced. The most important thing to remember is to fly the airplane. You will need to pay immediate attention to airspeed. If you were climbing, you will quickly lose airspeed, so get the nose down. I would suggest going to best rate of climb speed. This is usually

a little above best glide speed. If you can maintain altitude or still climb at this speed, great. It gives you more options. However, don't overfly a safe landing airport just to get closer to home. The problem may get worse, so getting the aircraft on the ground safely is a priority. Turn towards the nearest safe landing area and head there. If in the circuit at a controlled airport, declare an emergency and tell the controller what you are going to do.

While preparing for landing, check carb heat, mixture, ignition, switch tanks. If all OK, concentrate on making the landing; find the problem on the ground. In my case, it was a piece of intake manifold gasket that had been improperly installed many years previously. A piece finally came out, leaving a small gap that cause one cylinder to go too lean and quit firing. My landing was made safely, but it was still a learning experience.

### **Avoidance**

Of course, the best way to handle a forced landing is not to have one in the first place. So check your carb heat periodically, make sure on your pre-flight inspection that there is no water in your fuel system, even in that gascolator that is so hard to get to. Make sure you have at least an hour of fuel reserve when you take off, and make sure you do not cut into it. Consider an alternate landing site to fuel if you have more headwind than expected. Give your engine the care that it needs, and monitor the engine instruments during flight to make sure nothing unexpected is happening.

Fly Safely Everyone,  
John

The above story was submitted from  
Carl Forman with the permission of John  
Mader P. Eng

John is a retired engineer, and is  
currently a flight instructor at the Calgary  
Flying Club.

*I was on a forum that I frequent lately  
and came across this cute explanation  
of the landing dance for Avids and  
KitFoxes. I share it now with permission  
from the author.*

These planes were designed and set up  
a bit conservative by Dean. The thought  
and dream was for a guy to build a  
plane in his garage and learn to fly in his  
creation. Keeping this in mind, he kind  
of tried to keep it idiot proof and tame.  
What happens when you build  
something idiot proof.. well WE DO!

yes, we make a better idiot 🤪 .

So the design has evolved from a knock  
around the local area slow flying  
forgiving airplane to us wanting the  
cheapest plane we can get our hands  
on and seeing just how far we can push  
it. In pushing it we have figured how to  
add at least 100 pounds to the empty  
weight, figured out ways to make the  
same wing area haul more weight and  
then we decide we want to make this  
slow draggy airplane go faster, and  
slower!

This is the exciting and wonderful world  
of experimental aircraft. Where men act  
like little boys and see how much they

can modify a toy and make it do more  
than it was designed to do. To top it off,  
it seems to give us great pleasure to do  
so and we as humans can never seem  
to just be satisfied with what we have.  
All that being said.. The more flap input  
you have the more up elevator you need  
or the larger you need to make the  
elevator. If the stick is not in your lap on  
landing then your leaving some short  
field performance on the table. This  
begs the question... if you have 6000  
feet of pavement on the runway do you  
really need to be landing on the  
numbers then taxiing for a 1/2 mile to  
turn off..

As I have said before, before you start  
tweaking on the plane (other than adjust  
the rod end to make the wings fly level  
or adjust CG to make it handle better)  
put gas through the tanks. Lots of it.  
Make so many turns around the pattern  
that you can do it without looking at the  
instruments. you feel it in your butt and  
you hear it in your ears with the tone of  
the engine. Don't start by trying to focus  
on making every landing perfectly on the  
numbers, focus on getting it safely on  
the ground. Do not be afraid to use  
power to arrest sink rate. Elevator  
controls speed, power controls sink rate  
when you are trying to fly precision  
approaches. (that is kind of an  
oxymoron in a 600 pound plane but I  
think you know what I am getting at).  
Some destructors will slap your hand if  
you touch the throttle after you have  
pulled the power. This may be good for  
initial training to make sure you know  
how to keep the runway within reach in  
case of a power failure but at this point,

we are not in 1st grade anymore, we are the bright and shining know it all 7th graders with something to prove in a new school.

so here we go. You are looking down the runway on final. Is your chosen landing spot staying stationary? sweet! no, its creeping up the screen, add power. its slipping down the screen? pull power. here we go, nice and steady, your right leg starting to shake a little bit, sweat beading up on your brow, the seat sucked so far up your butt you can take your seatbelt off and stay put in a -10 g wing ripping outside maneuver. Breathe, shit, don't forget to do that. relax, the stick between your legs is just that, its not an ax handle, its not going to fly out of your hand or try to run away from you, relax your grip a bit and enjoy it damnit. hold what you got with little inputs, little blip on the power here and there, little movement on the stick, your trying to make the moment last, your moms not gonna walk in the room so you don't have to finish so damn quick. Keep in your mind that these are high drag airplanes. Excess speed is going to go away really fast when you pull the power and pull the stick back. Hold your approach angle and when you start seeing the shadow on the ground reaching up to meet your tires getting smaller and smaller out of the corner of your eye start slowly easing back on the stick. Add more power if it starts to feel a little sluggish. keep that going as you see that huge shadow get smaller and smaller until it just kisses your tires and you get that little bump and squeak as the tires grab mother earth again. YOU

ARE NOT DONE YET! pull the power out and stay ahead of the plane. dance to the music and let your feet feel the rhythm. it is amazing how good a white boy can dance when you just relax and let it happen instead of thinking about it. You have trained for this, you have been doing it your whole life. You have to stop thinking that there is only one way to do it perfect and just let it flow. The punk kids sitting on the side bleachers you think are making fun of you on the dance floor but guess what. You have your lady on that floor and your smiling while they are just sitting there wanking it wishing they had the ballz to ask a girl to dance..

She is your lady and she responds very well to your touch. Take her out dancing and having a good time and you will be rewarded with great feelings and big smiles. Also keep in mind that no one starts off doing a perfect elegant waltz. You gotta just get out there and get jiggy with it and learn the waltz.

Amusing by the way when I asked permission to use his reply was.

No need to ask mr, use it and abuse it. You can remind the students that if they would like to get lucky it would serve them well to stop stepping on the ladies toes while dancing. Besides that. being that nervous is going to lead to premature ground loops.. No man wants that! 🇩🇪

The little man is falling down laughing.

## The End

I have decided to stop flying when my insurance expires at the end of June 2019, and not renew my PPL when it expires in 2020. It is a difficult decision as building, maintaining and flying aircraft has filled a large part of my time since I retired 12 years ago. To dispel fears and myths of ultralights I have introduced many people to ultralights by taking them on flights. I have many pleasant memories of these "Passengers," their excitement, and my own learning experiences on these flights.



One memorable day of flying was with a young lady crippled by cancer. In turbulent air she had control of the aircraft for over an hour. On landing she told her mother she wanted to become a pilot. Her mother and grandmother both went for flights that same day. One passenger was a Hydrologist that explained the formation of every little hill and gully as we flew over of what I always had considered flat bald prairie. Others were a Mechanical Engineer visiting from the Czech Republic that controlled the aircraft perfectly, learning from just watching me as I flew. Another an Irish visitor that said flying along the foothills peaceful.



I will soon put my SportStar up for sale now with the proviso I am at least a partner until mid-2019. I am also considering a permanent partnership with two or three people that are willing to pilot the aircraft with me as a passenger. The factory built Evekotor SportStar was the first aircraft qualifying as a Sport Pilot Aircraft in the USA. I recently had unsolicited offers for the Aircraft from a Light Sport Pilot (LSA) Training school in the US.



This seemed strange to me until I was informed that US Sport Pilot Training Aircraft must be a factory built LSA. To me that seems to be quite an expense to these schools factory built Light Sport Aircraft (LSA's) are quite expensive. We are very fortunate in Canada in that Kit Built Ultralights and

qualifying Amateur Built Aircraft can be used for ultralight flight training.



Interior shot of Ed's Sportstar. I have been lucky enough to occupy the right seat a number of times. It is an amazing airplane. An Ultralight by registration but so much more.



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the engine noise mostly goes away and I have a quiet pleasant cockpit. The headsets are powered two AA batteries which are supposed to last 30 to 40 hours. However, they only seemed to last a flight or two before the battery power indicator glows red. When I'm flying the airplane, red indicator lights are not welcome.

I discussed my frustrations with Ed D'Antoni during one of our regular Wednesday morning coffee sessions. A few weeks later he had a solution and brought a "proof of concept" wiring harness to try. I flew with it and it worked perfectly. In the final "production" version he created a 3.2 volt power outlet for my instrument panel. The part count is really small and inexpensive but the soldering requires an experienced hand.

The main component is the little rectangular piece in the 3.2 volt power supply – see the picture below. It converts the 12 volt aircraft battery power to 3.2 volt power for the headsets. Honorable mention goes to the connector cells which are the size of AA batteries and allow current to pass through. The rest of the material is wiring and connectors. Ed obtained the parts from Alibaba. The 3.2 volt power supply is now permanently installed in my instrument panel.

## A Power outlet for my ANR Headset

Carl Forman

I fly my RV9 with active noise reduction (ANR) headsets. When I turn them on,

Since a picture is worth a thousand words so – see below for the rest of the story.







Power outlet next to my headphone jacks

Although the creative solution to my headset issue is interesting (I hope), it is not the main point of my article. The main point is the value of clubs such as ours which facilitate networking with people who have all sorts of different skills. Not only does it make little things like headsets work better but it promotes safety and fellowship. Blue skies

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FOR “INFORMATION PACKAGE AND  
PRICING”**

The Andreasson BA-4B is a Swedish-designed sport biplane that dates from the mid-1960s.

This BA-4B is an excellent example of the type. It features all-metal construction, superior build craftsmanship, a 0-timed engine, terrific panel and a removable full canopy. It is built for small to medium sized pilots. The builder, Gerry Theroux, was a retired aircraft maintenance engineer, and his experience with structures and systems on large airliners shows in the build quality and attention to detail that this BA-4B demonstrates.

**Aircraft Features :**

Lycoming O-235-L2C 118 hp, O SMOH. Overhaul completed in 2015, engine properly preserved in a heated garage or hangar since then. Will need proper break-in sequence completed. 2000 hour TBO. Dual P-Mags allow variable and always optimal ignition timing. This translates to exceptional fuel economy and reliability. The ability to use automotive spark plugs saves even more money over having to use aviation spade plugs.

Oil cooler and remote oil filter. Propeller is also O time SOH. Trio Avionics EZ-Pilot single axis (roll) autopilot. The EZ-Pilot is slaved to the included Garmin 296 GPS and will intercept and hold a course the pilot selects, or operate autonomously to any heading the pilot selects. It can slave to any GPS featuring standard NMEA data output

Panel mounted Garmin 296 GPS. An MGL comm radio Mode C transponder. Standard ASI, altimeter, VSL, fuel gauge, and tachometer. Quad gauge for oil pressure and temp, CHT and EGT. Full electrics with proper wiring and circuit breakers. Electric pitch trim with electronic position indicator. Flaperons, which will also work with the EZ pilot.

Adjustable rudder pedals. Cabin heat and cabin vent cooling.

4 full-span ailerons for exceptional roll control. Fighter plane-style stick grip with switches for comm, trim and autopilot. 5-point harness. 55 litre fuel tank (14.5 US gal). Spring steel landing gear, dual brakes and 6.00 x 5 tires.

Full swivel tail wheel. Wingtip and strobe lights. Full plans and a set of claw tie-downs. Additionally, the engine needs the initial ground run break-in, plus the standard in-flight break-in to seat the rings and to stabilize oil consumption.

The BA-4B is currently registered as an ultralight aircraft and has not yet flown. As an ultralight, it does not require the standard amateur-built restrictions such as staying within only 25 NM of the home airport for the first 25 hours of flight. The pilot has a lot more freedom to explore the airplane at his or her discretion. The airplane weighs about 700 lbs empty, and as noted, it will best fit small to medium sized pilots. The rudder pedals are adjustable via turnbuckles, and there is some room for adjustment in the seat.

This airplane will have outstanding performance with an excellent power-to-weight ratio, terrific climb and roll rates, and an estimated cruise speed near 150 mph! You won't find that in other ultralight aircraft.