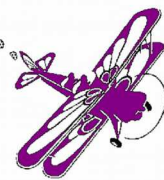




Skywriter...



**Norm and Rob's Kitfox at Sundre
Sept 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



September 2018 President's Message

Wow, its September already! That means colder mornings and shorter days. Hopefully we will have some decent weather for the next couple of months. Fall is one of my favorite times to fly - smooth air and calmer winds. At least the smoke has cleared up. Unfortunately I didn't fly as much as I wanted to this summer, there always seemed to be something that took priority or weather played a factor.

Maggie and I are planning to attend the Cessna 195 Fly-In this month in Granbury, Texas. It should take us about 15 hours of flying to get there. We're hoping to make it a 2 week trip and see some other sights while we're down south. Maybe we'll be able to make it to Mount Rushmore - we tried last year but got stymied by the weather.

As I write these notes 4 members of our

group are winging their way through Colorado and Utah. They had originally planned to head southeast towards the NE United States however it looks like the band of storms stretching from Texas to New York turned them Southwest. The last time I checked they were in Provo, Utah. I'm looking forward to some good stories about their trip at our October meeting.

We had planned to fly the 195 to Manitoba this past weekend but unfortunately we had to drive. That really sucked. Last weekend I noticed my tailwheel was flat. No problem I thought since I hadn't flown the 195 in almost 6 weeks and it just decided to go flat - sometimes that

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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happens! I filled it up and the next day it was flat again. Ok, there's a problem - so I pulled it off and found out the tube had a leak right at the base of the valve stem. The tube was not repairable but lucky me, I had a spare. We decided it was probably a good idea to repack the bearings while we had the wheel off. Once all the grease was cleaned out I realized that one of the rollers looked rather rough. As I turned the bearing in my hand the roller fell out of the race in 3 pieces. Not a good thing.

When I got home I did some searching and found several bearing suppliers in town. The next morning after calling over a dozen different companies I was forced to order a pair of bearings and cups from The 195 Factory in New York. Unfortunately the bearings didn't make it to Calgary in time for me to get MLB repaired for our trip. The point of my rambling is to let you that something as simple as a common bearing that you think should be easy to find can stop your travel plans. If you have a tailwheel it's probably a good idea to remove, inspect and repack at least once a year. Also make sure you at least know the bearing and cup part numbers or have a spare or two. If my tire hadn't gone flat I would still be flying with the bad bearing not realizing that it was toast. I don't want to think about what could have happened. Lesson learned.

Our next meeting will be next Wednesday September 12 at 19:00 at the usual location, The Hangar Flight Museum. So bring your summer flying

stories and other accomplishments to share with us. Also if you have any tips that will help lets hear them also.

See you on Wednesday.

Brian



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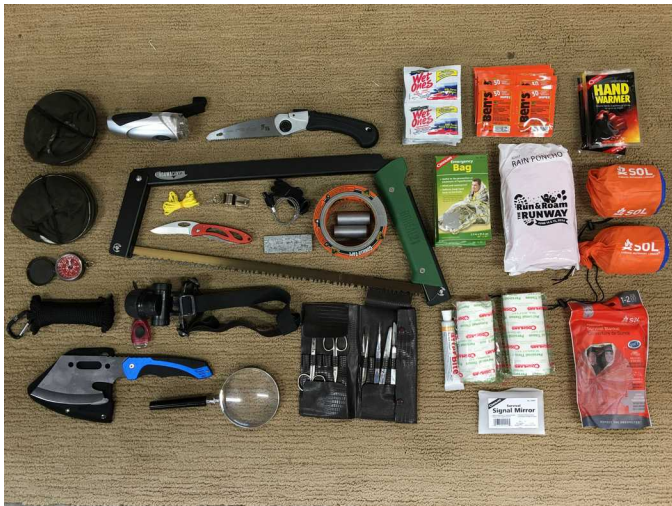
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Survival Gear

On the Cessna 195 website there has been posts about tool kits that some of us carry on board our aircraft. There were also inquiries about survival gear.

After one of our CRUFC meetings where we discussed survival gear I finally put one together for our airplane. I have also posted this onto the 195 website forum. Here's what we carry on board CF-MLB.



Everything fits nicely into our left side extended baggage. I referred to the Crashkit 2:7 available from Aircraft Spruce for contents: <https://www.aircraftspruce.com/catalog/pspages/crashkits4.php?clickkey=5123977>. I didn't include everything on the list but its still pretty complete. I certainly didn't pay the \$530 that Aircraft Spruce is asking.

I'm looking a consolidating everything into one "Pelican" type case if I can find one that fits into the aux baggage compartment. Total weight of everything is about 45 pounds or less.

I also have rations that should sustain 2 for around 7 days.



I also always carry water, food, snacks, jackets on any trips - even local ones. As mentioned in another post you never know when you may be stuck on a remote location with crappy cold weather with mechanical issues. There is also the First Aid kit and blanket that are always in the aircraft.





Henry has a nice 22 Survival Rifle that breaks down into a small package that would fit nicely. <https://www.henryusa.com/rifles/u-s-survival-ar-7> Cabela's sells this rifle.



CF-MLB
Gear

Survival

Brian

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Do you remember how you thought when you were 21?

By Greg LaBine

When I first started flying I was a young man with a lot of life in front of me. It was 1985 and I was training on Cessna 172's at the Calgary Flying Club. Like most young men I had grandiose ideas. I envisioned the fast and exciting aircraft I would fly and the exotic locales I would venture off to. But first I just had to finish my Private Pilot Licence. Shouldn't take too long...right? Well I flew on and off, as I could afford it, between 1985 and 1988. (Has aviation ever been affordable?) Along the way I flew with several instructors, as they were changing all the time and few remained at the club for very long. I had successfully completed all of the training exercises including my Dual and Solo Cross-country flights and was brushing up for my Flight Test and prepping for my Written Exam, when I made a terrible mistake. One that I would regret for years to come! I decided to take a "short break" to focus on a few other areas in my life and to earn the rest of the money to finish my training. Well the plan of taking 6 months off somehow evolved into 30 years!

A lot of life happened along the way! I took a job out of town where

I met my future Wife and suddenly its several years later and I have three kids. Raising a young family I knew flying would have to wait. During that time I read every flying magazine I could find and slowly my selections migrated to Kitplanes and other similar publications. The more I learned of Homebuilts and Ultralights the more I became fascinated with them. I considered this to be the most feasible option in hobby aviation for me in the future. I even popped out to Indus on the odd occasion during the mid-90's to bum around the airport and talk to whoever was there about their aircraft.

Fast forward to 2010, at the encouragement of my very supportive family, I decided to start attending a few meetings of local aviation clubs. I joined the RAA, EAA and eventually CRUFC. Of all three, I found CRUFC to be the most fun and enjoyable, great down to earth guys and a relaxing atmosphere. Around then I started training with Wayne Winters in his Merlin and did a few hours. I really enjoyed flying with Wayne, great instructor, but soon my business would be in decline and requiring my time and money, so flying was off the menu again.

It's never too late until it's too late. This winter, I was starting to feel a sense of expediency that if I was

going to enjoy the aviation hobby I better get started now, before I wake up one day to find that I've missed my window.

Its time and I'm determined to pursue my aviation dreams to realization, especially now that I'm playing the "back nine" of my life.

Finding a place near Calgary to train for an Ultralight Permit in 2018 proved to be more of a daunting task than I had anticipated. There are a handful of good local Pilots with Ultralight Instructor ratings but none could offer the two things necessary. Firstly, the ability to solo in their aircraft to complete the Permit requirements and secondly the opportunity for post-permit rentals, to stay current until I have a flying aircraft of my own. I do understand their position though. As one put it "it's like loaning your wife", so it's not lost on me.

After some searching I came upon Snowbird Aviation in Westlock, Alberta. This appeared to have all the right elements:

- The Owner. Dan Pandur is a super guy. Very knowledgeable as he's been flying, building and repairing numerous types of ultralights and 2-stroke engines since the infancy of the ultralight movement. He was involved in Bushmaster aircraft going back to the mid-1980's. He's a real "go to" guy and

mentor, much like Wayne Winters is here. (See picture of Dan presenting my wings. No, it's not an optical illusion; there really is that much disparity in our heights.)



- The Aircraft. It was wonderful. The Bushmaster I trained on was a 1985 model but seems to be in great, well maintained condition, despite being an often flown, 33 year old ultralight. That's saying something. I spoke with Stu Simpson to solicit his opinion on the Bushmaster and its flying characteristics, being that he once owned one, as many will remember the "Green Giant". He had many positive things to say all of which bore out to be true when I started flying it. Very pleasant, well-mannered and forgiving little aircraft to learn on.
- The Instructor. Since Dan Pandur has retired from instructing, he now has a great guy in-

structing for him, Dan Blackburn. He is a District Chief with the Fire Department in Edmonton and instructs in his spare time. For such an important day job, he's actually a very humble sort with a friendly and easy going demeanor and calm nature. A very competent instructor but also a fun guy to fly with. It was great learning from him. I hope to do some review flights with him in the future to stay sharp and on the right path.

- The Airport. Great place to go for training, quiet airport but nice paved runway. The downside, four hours from Calgary!

I was fortunate to start my flight training in March as the aircraft was on skis as such; my first three hours were on skis in snow. (see picture) This convinced me that I will definitely want skis for my aircraft in the future.



As we moved into April the aircraft and I were both switched to wheels. Did landings both on

grass as well as pavement. After some training flights I wrote my PSTAR then First Soloed for the second time in my life on April 28, 2018. Only 31 years after my first First Solo on July 25, 1987.

It's amazing how much you remember from flight training years ago, in terms of both thought processes and physical coordination/muscle memory. Fortunately, I was able to proceed through the training exercises fairly quickly. Upon completion of the flight training, I was approved to write the Transport Canada exam but had to postpone it in May due to an interruption, an unexpected side trip to Florida... more on that later.

Once work and other responsibilities were back in check after my trip, I had time to study and on June 22, 2018 I wrote and passed the Transport Exam. Completing the last step in my training for my Ultralight Pilot Permit. Its official, after 33 years since my first training flight in 1985, I can now say I am a Pilot. Woohoo!





Having completed my permit I've since traveled back to Westlock to rent the aircraft to do circuits as I have vowed that I will stay current until I have my own flying aircraft. It's a bit of a drive, 8 hour round trip, for an hour or two of flying. If you are truly passionate about flying, you do what it takes to make it a reality. To me it's worth it.

Two of the pictures included here were taken at the Calgary flying club. (pardon the Captain Morgan pose) One holding my First Solo proclamation certificate and the other holding the results of my Transport Canada Ultra Exam.

Those two guys in the pictures are divided by many years, a wife, 3 kids, a few gray hairs and a few extra pounds. Essentially, "bookmarks" at opposite ends of my aviation journey, thus far. I think it's the same picnic bench ... it's graying too.

For you CRUFC members who are still on the sidelines, not flying and/or building yet. Resolve to take that first step toward making this year, YOUR year to get going. After all, next year you will be another year older whether you do so or not. I'm glad I did.

Of course I don't view this Permit as a conclusion. On the contrary, it's only the beginning. The beginning of learning the skills and lessons that only flying experience can provide. The beginning of many flights, trips and memories to be made. I may only be practicing circuits or cruising at 80 MPH, to nearby locales within a one tank range for now, but I'm very happy with that. It's an exciting new chapter and I feel like that 21 year old kid again!

P.S. more to follow...

If something sounds too good to be true it usually is...or is it?

By Greg LaBine

"If something sounds too good to be true it usually is." It's an old reliable adage, which I have subscribed to

most of my life. However, I also believe that even a blind squirrel finds an acorn, once in a while.

So I'm reading Barnstormers classifieds when I see an ad, maybe some of you recall this ad back in April:

**“MERLIN GT FUSELAGE • \$300
• SALE PENDING • 4130, Side by Side, originally a Merlin GT. Set up for Rotax 912, engine NOT included. Hobbs showed 150 Hrs T.T. Fuselage w/ Vert Fin, Rudder, Stab / Elevators, Door Frames, Cowling, Wheels / Tires / Matco Brakes & TW. Owner retired from flying, registration expired, and airframe dismantled / sold for parts. Wings were modified & ordered destroyed. No logs. What you see here is what you get. Located at X59 (FI SpaceCoast), 10 miles south of MLB, 2 hrs east of Sun N Fun. If you are attending Sun N Fun, I will hold the airframe for pickup after the show. Owner - located Malabar, FL USA. Posted April 9, 2018”**

I originally assumed it to be a misprint. Only \$300? Showed the ad to wife but told her it was too far away. Why do these guys have to be in Florida instead of Montana? It would only be a good deal if the logistic challenges could be overcome efficiently and done so very economically. Hmm...it might be

worth it. However, I looked for every excuse not to and talked myself out of it as one usually does. It even said “sale pending” so the point was moot anyways. Thought can be an insidious thing. The more I contemplated it, the more I was convinced it was doable. Why not give it a try? It was one of those rare moments in life when you ask yourself “what the hells holding me back”?

The sale was being handled by a Searay dealer in Florida, Jim Ratte. On a lark, I sent an email saying that should the sale fall through, that I would be interested in it. To my surprise he replied, “Funny you ask...” It turned out that the purchaser was transferred across the country and had to back out.

He then gave further aircraft background: 2003 model, bought through a Merlin dealer in Florida, Aerocomp Inc. 150 hours TTSN, one owner and professionally built for him. Had a modified custom metalized wing, composite ribs and flaps incorporated. In-flight adjustable prop and even an Auto Pilot!!! (Way too much on a Merlin) The owner retired from flying and let the registration run out. He also ordered the modified wings destroyed for liability reasons. Fortunately, only the wings were modified, fuselage and wing mounts remained factory original. We reached agreement, emailed paperwork back and forth and I expressed a bank draft to him.

Now the first of many questions to answer and many challenges to overcome, getting it here. Do I ship it? Would be large and awkward to ship, would be expensive and very probable that damage would occur. Even considered Uship but was not impressed with that option. Decided this is a job best handled personally, as I sometimes tend to be a “control freak”, so I chose to fly down commercial and bring it back myself. I started brainstorming alternatives. Option One: Priced out a one-way Uhaul. Very expensive rental, then add 3,000 miles of fuel in a very fuel inefficient vehicle. Cost prohibitive. The only advantage was it could go over the border and drop in Canada. Option Two: Rental pick-up Truck. More fuel efficient and less expensive rental, but not allowed to cross border and drop in Canada. This could be overcome by dropping the aircraft at one of the border storage companies in Sweetgrass, Mt and picking it up with my truck later. This too had problems associated with it though.

I decided to get it out of Florida up to Montana and sort the rest out along the way. Solve one problem at a time, then solve the next one and so on. I enjoyed the challenge of overcoming obstacles as they appeared, and they did.

So I opted to go the pick-up truck route, but how to load and haul it? I imagined a modular rack & crate unit that could be assembled with only a cordless drill/driver, and crescent

wrench. The materials, tools and hardware would be purchased down there, as boarding a flight to the US with a one-way ticket and tools would obviously raise way too many questions. The unit had to be quickly and easily assembled, strong and stable enough to go down the Interstate with a disassembled aircraft on it, not inflict damage, yet be light enough and with minimal wind resistance for fuel efficiency. Nooo problem!

I scratched out a rough design on the computer with materials and most dimensions dialed in but the length was TBD as I was unsure of the box length of the truck I would end up with. I did a lot of prep work and planning online in advance, including sourcing items, price and availability. Also determining routes and directions with Maps and Street view, allowing me to choose a motel that was within a few blocks of Harbor freight and Home Depot. It was like doing a dry run of the trip on my computer. Even went as far as estimating total load height and checking against overhead clearance heights on the Interstates along my route. Very O.C.D. I know.

Truth be told, the deals on Airfare, Truck Rental and Accommodation were my Wife’s doing. She has a tremendous knack for searching and locating incredible deals. She was able to get me a really cheap direct flight with WestJet, a super cut-rate weekly Rental Pick-up with Enterprise with unlimited mileage and

the EXTRA INSURANCE, which would prove to be invaluable later and an inexpensive Motel close to everything I needed. She's amazing!

The first obstacle appeared right after paying for my flight. WestJet was in contract talks and there was potential for a strike. The news indicated that no job action would occur during the May long weekend but was possible within a 72 hour notice timeframe following the weekend. Due to vacation time and other requirements, my schedule was very strict and this could derail carefully laid plans. We watched this very closely.

Day One: Flew into Orlando and hit the ground running. Rental pick-up, drove 67 miles to Palm Bay and checked into motel. Went to Harbor freight to get tools and cargo straps. The checkout girl was wonderful. She gave me a free membership and great at-till discounts on everything I bought. Next was Home Depot to pick up hardware and lumber as per my pre-planned cut list. The associate made all my lumber cuts at no charge! I returned to the motel and went to bed. Like a kid at Christmas, I could barely get to sleep.

Day Two: That morning I started to assemble the rack/crate unit in the motel parking lot. This was to take under an hour as per plan, then "Murphy" showed up on cue. While moving the unit during assembly, a momentary lapse (read brainfart) caused the unit to tip over and go

through the back window of my rental pick-up. OH NO! I had planned to be at the airport, loaded and gone before midday. This setback would cause an unexpected delay.

Undeterred, I cleaned the truck and parking lot and myself of all glass shards and sealed the opening with plastic film. There was no time to go back to the rental place and risk non availability of trucks and further delays. I decided to get loaded and underway and sort it out at the drop off end. Asking for forgiveness later, than permission now.



Arrived at Grant Valkaria airport in the afternoon and wasted no time. Friday afternoon of the Memorial Day long weekend, I couldn't dismantle, load and secure it fast enough. I removed and stowed all loose items in the crate below, including tail empennage, main gear, engine mount, seats, doors, cowlings, etc. Then we loaded the fuselage on the rack and secured it with ratchet straps. I would check the strap tension every time I stopped and found no cargo securement issues

for the entire trip. However, due to scoop or cupping effect of the windshield, firewall and open aft section, it caused it to catch too much air, like a drag chute. I eventually had to tarp it up.



The tarp would prove to be a constant work in progress involving many repair/re-secure stops enroute. It made it to Montana in one form or another...1 tarp, 20 bungees and 3 rolls of Gorilla tape later. The Tailwheel was dangling out over the windshield spurring me along like the proverbial carrot on a stick. However, some concrete block sections of highway caused a bobbing motion in it I didn't like, prompting me to eventually remove it. I was ready to depart but with night approaching and after a burning hot day, I decided to get a good sleep and leave in the morning instead.

Day Three: My departure from Florida had an extra element of urgency that day. Tropical storm Alberto had potential to morph into a hurricane. This would expedite my travel north and further inland. I

chewed through the rest of Florida, then Georgia and finally shut down in a rest area near Chattanooga, Tennessee. An amazing rest area with 24 hour security, janitorial, vending machines and campers parked separate from the commercial truck section. I found Tennessee beautiful, lots of nice scenery but this was not a vacation. I was a man on a mission to get the whole round trip done in one week or less.

Day Four: A Big day, as I had to make up for lost time to be back on track. This was my longest leg.



Chattanooga, Tennessee to Sioux City, Iowa. 963 MILES, through Tennessee, Kentucky, Illinois, Missouri, Nebraska and Iowa.

Day Five: Sioux City, Iowa through South Dakota and Wyoming to Great Falls, Montana. They were on Flash Flood Alert in many areas of South Dakota, Wyoming and Montana, due to rains associated with the Wx related to Alberto.

Now I had to figure out the logistics of getting over the border and home. I used a hybrid combination of the

earlier two options. With no Uhaul trucks available in Great Falls of the right size, I ended up having to go 50 miles NW of Great Falls to a very rustic backwater called Augusta, Montana, population 315! Look it up in Google images. They had the only ideal size truck within a 100 mile radius. Fortunately, I could rent it for 24 hours, take it over the border and drop it in Calgary. So here is the logistic shuffle (juggling act) I had to perform, see if you can follow along: Drive pick-up from great falls 50 miles to Augusta. Rent Uhaul. Quickly transfer aircraft, rack, tools, etc to Uhaul and lock it.



Deadhead pick-up truck 50 miles back to great falls airport and drop it off. This included the explanation of the broken window... glad I took the insurance... no charge!!! Take a taxi from Great falls airport 50 miles back to Augusta. Finish securing load in the Uhaul then continue north to Shelby, Montana and shut down for the night.

Day Six: The final push. Crossing the border went way easier than I

initially thought. I was sent to the garage as soon as they heard “aircraft” but was in and out of garage in less than ten minutes. The border guard was a nice young lady. I had all my paperwork in order including sales documents and a copy of the Bank Draft. I also had receipts for all the tools and straps I bought. She was satisfied with everything she saw and gave me the best news of all. Due to the low purchase price of the aircraft items and the limited cost of tools and such I bought, it would all fall under my personal exemption for the week I was down there and I would not have to pay anything! She sent me on my way and I didn’t stick around to ask questions.

Heading home I popped by Indus to see Wayne Winters, if he had a moment. He was busy but was kind enough to drop what he was doing so I could show him my aircraft. He looked it over and confirmed that it was actually a BYA frame welded at Indus. If I understood him correctly, the arrangement then was that Blue Yonder would weld the frames up and ship them down to Aerocomp in Florida. He pointed out a few other details as well. Super guy, thanks Wayne. I continued on my way but was struck by an odd sense of Irony. So many of Wayne’s planes find their way home to Indus, this one was no exception. It went all the way to Florida, flew above the Atlantic Ocean then travelled by land through the US to return to its birthplace, Indus, Alberta. A phenomenon unique

to Merlins. Arriving home around supper time, with help from the neighbors, she finally found her new home, in my garage.



And on the seventh day I rested because I was right back to work the next day. What a week!!!

It was a true journey in every sense of the word. Starting at Grant Valkaria airport, about 175 miles north of Miami, I went through so many States, Cities and Towns, several gallons of gas, nearly an equal amount of bad coffee (Where are you Tim Horton's?) I met many fascinating and unusual people along the way, most of which wrongly assumed that I had a helicopter on my truck. I now sympathize with those who drive antiques, hot rods and other exotic cars. You end up talking with so many people everywhere you stop for fuel, bathroom etc. It's fun but delays an already tight schedule. The trip provided lots of bonding time with the aircraft and 3,000 miles of alone thinking time, definitely a journey in more ways than one. I did cross the Suwannee River, didn't see a Chattanooga choo choo, but was

singing Kansas City here I come. I Rolled through Atlanta, Georgia in the middle of the night in dramatic lightning and pouring rain, from Storm Alberto chasing me, so it was definitely a Rainy night in Georgia, but the lights didn't go out. The images and sceneries are forever burned into my memory. Sunrise in the mist driving through rock cuts in Tennessee, driving down tall tree lined highways, looking at my long outstretched shadow as I go across the light sparkling Missouri River multiple times, arriving in Kansas city at night to see the colorfully lighted downtown skyline, the barren desolation of rural Nebraska and Iowa, which smell like one giant pig farm, the scorching midday heat on the badland areas through South Dakota, cruising with windows open and a warm breeze travelling through the clear starlit night in Wyoming listening to classic rock, the beautiful purple gold and blue colors streaming ribbons across the endless "big sky" of eastern Montana at first light, the familiar outline of the mountains shouldering the Western horizon as I drew closer to the border and coming home. Cruising down the Interstate at a posted speed of 80 mph which is damn near the cruising speed of the aircraft, only tail first. I hope to fly the aircraft a lot further than the 3,000 mile journey I drove it but its this first trip together I'll remember most.

Regarding price, the Whole is lesser than the sum of its parts... way less! Many of the parts alone are more

than \$300. I got a Fuselage frame, rear empennage with support struts, full pitch trim system, boot cowl and upper and lower cowls for a 912, doors with slight bowing and custom armrests, Matco wheels with pilot side toe brakes and Carlisle tires, Matco tailwheel, engine mount for a Rotax 912, nice professional looking custom fiberglass fairing piece between windshield, skylight and wing root area, seats, seatbelts and other misc items. It needs an engine, prop, wings, lift struts and instruments. If anyone has some of these smaller items in good useable condition at a reasonable price, I may be interested in them. The frame is in great shape and virtually corrosion free with no signs of any damage, abuse or neglect.

Overall, I think it worked out satisfactorily. It got here with minimal expense, without any damage or lost pieces and in reasonable time with very little paperwork, fuss and difficulty. Let's face it, when you need to move an aircraft across the continent, those are the most significant factors. In final analysis, was it worth it? To me...hell yes! Would I do it again? Probably. Would I do it a little differently? Maybe. You learn as you go and I probably would make a few small changes and improvements.

Some may think I was crazy to pursue this undertaking, but I feel I got a tremendous amount of value in return for a comparatively small investment of time and money. As a

working family man, this is important. A co-worker once said that a good deal is a state of mind, its all perception and I believe that to be true.

More importantly, life's about adventure sometimes. You have to occasionally reconnect with your sense of wonder and adventure you once had, instead of the adult inside of you rationalizing and talking you out of it. Most of the exciting things in life started when someone said "why not" and followed their dreams. It may not seem like a big deal to some but this is very meaningful to me.

Now that I own an aircraft (or at least an aircraft project), have my ultralight permit and am actively flying, I finally feel like I'm in the game, not just a spectator living vicariously through others, although the tales and anecdotes shared by others have served as a great inspiration to me to not give up and I thank you for that. It's a nice change to be the one contributing to our shared stories and experiences this time.

I would be remiss if I didn't thank the people who kept me motivated. Three club members who have been very helpful, encouraging and inspiring are Stu Simpson, Dirkjan Kiewiet and Al Baljak. Guys like you make our club great. Of course my wife Sue and children Jennifer, Steven and Melissa who have all been supportive and encouraging and put up with my crazy dreams.

A lot has happened from March to June, I hope to have more to report in

the near future and will keep you posted... stay tuned.



It's great to see a new pilot explore new ground. Rob soloed recently and he spent his first week doing circuits daily for an hour or two. He is now flying to new areas and the cover is a photo of his Kitfox with mine. Nice to see the two KitFox fly the countryside together.

**Jim Corner recently posted
this on facebook**

When I was finishing my Model 5 in 2008, I was thinking it would be great to have a formation photo of the 5 and the 1991 Model 2 previously completed. Yesterday on my birthday, with the help of Norm (Model 4), my daughter-in-law photographer Lori, and recently licensed

son Ken flying the Model 2 that dream came true.

Yes, I love my Kitfox experience!



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~~\$23,900~~ Reduced \$20,000

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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.