



Skywriter...



**President Brian was at the 195FlyIn
Oct 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



October 2018 President's Message

Jingle bells, jingle bells..... Oh, am I too early for that greeting? You'd never know it by looking out the window the past week. Listening to the weather on TV the other day we were told that the weather turned cold on September 11 and hasn't warmed up since. I did enjoy the two days of fall this past Saturday and Sunday. Hopefully the weather will get back to something resembling a normal fall before too long.

The International Cessna 195 Club held its 48th Annual Fly-In last week in Granbury, Texas September 26 – 30. Thirty-seven Cessna 195s managed to outmanoeuvre the weather and joined the festivities at the Granbury Regional Airport. There were at least another ten 195s that were stopped by the weather. We also had a Beech 18, Globe Swift

and a Cessna 182 RG fly in. Maggie and I had intended to fly MLB however the closer we got to our departure date the worse the weather forecast looked. We made alternate arrangements to fly commercial and at the last minute Maggie got sick and had to bail. Although I ended up flying down alone via United Airlines I still managed to have a great time visiting with all our 195 friends.

Every time we go to one of these events we are so amazed by the hospitality of the airports and the FBO's where these events take place. The FBO's provide us with water, transportation and service that we just don't experience here

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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in Canada. They are truly thankful that we are at their airport and community.

I finally managed to contact AOPA regarding my Overdue Notification Template contact numbers. In my original article I noted that I couldn't find any information on the internet about who to contact to report an overdue aircraft. In addition to the Leidos and US Flight Service numbers AOPA informed me that the NTSB also has a 24 hour Response Operations Centre to report a missing aircraft. I have included this number on the template.

So here we are into the second week of October and the weather is still looking miserable for the next week. Maybe we'll get lucky and actually be able to fly before the end of the month. Keep your fingers crossed (and your eyes, arms, legs and whatever else you can!). Our next meeting will be Wednesday October 10 at 19:00 at the Hangar Flight Museum (the usual place) and I hope to see you all there. We will be having a talk about the Canadian Flight Supplement and the VFR Terminal Procedure Charts. See you Wednesday.
Brian



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Smoother Landings

Featuring [Tom Turner](#)



Question:

"I'm always looking for tips for making smoother landings. Any you could offer would be appreciated."

Tom Turner:

"I was instructing the pilot of a Beechcraft Bonanza. A 250-hour pilot, he had recently purchased the mid-1960s V-Tail, and was returning to flying after many years away. After some time in the practice area, we descended into the airport for a series of full-stop landings that permitted us to debrief during each taxi-back.

After the second landing, which floated well down the runway and then dropped to the pavement, I asked the pilot to critique his performance. He asked, *How do I make my landings more accurate and smooth?* Here's what I told him I've learned from my experience:

A good landing results from a good approach. Conversely, a bad approach usually results in a bad landing. A good approach is the result of having the airplane on the correct speed, in the proper configuration, and on glide-path from a point within about 500 feet above ground level until flaring just above the runway.

As you cross the runway threshold, adjust your attention toward the far end of the runway. I've found it's difficult for most pilots to judge when to begin the flare if they are looking at the ground too close to the airplane. As you look toward the end of the runway you'll see the horizon *expand* until it looks almost as if you're sitting on the ground. From there, smoothly increase back pressure on the controls to keep the end of the runway looking the same. If it's growing larger, you're sinking too rapidly – ease back on the controls some more if you're on speed or fast, or add power if you're below your target speed. If the end of the runway is getting smaller you're too high – reduce power and adjust pitch for the proper airspeed.



Don't give up when the main wheels

touch down. If you do everything exactly right, you'll stall the wing when the main wheels are just a couple of inches above the runway. The airplane will then chirp down in a smooth landing. Hold back pressure all the way through your landing roll, and don't stop flying the airplane until you're ready to shut down.

My student put these tips into practice and, after about three flights, he was making accurate and consistently smooth landings.”

Courtesy: PilotWorkshops.com



IKEA Has left it's nest.



Yes the Merlin C-IKEA is sold and it went to a farmer in Saskatchewan. One Wednesday in mid September the farmer and his wife drove up and inspected, the now famous Merlin. He did not say to much but inspected every inch² of the plane. A few questions, then entering the flight deck he was asking his wife to come sit beside him. Enthusiastically she spoke up with a smile "it's a lot more rum than our old 150". They had been flying an older Cessna 150 but were limited by where they could land in a field or at friends places for a visit. Last Saturday was a cold blustery day with a temperature hovering just above the freezing point. I had not planed to do any flying. Then the winds appeared to cooperate with me and I asked if he wanted to do a few circuits and he said sure. We strapped in and I fired up the trusty 912. The 4 stroke Rotax gave us the usual happy, calming song that I had heard for so many years. The warmth filled the cockpit and he said "nice heat". The wind was now around 15 kt from the north at ground level. With all the checks done I fire walled the throttle slowly to the full and within seconds I could lift the tail and pull the stick back. The Merlin climbed briskly and started to do its usual dance through the transition layer up, up into a 20 kt north wind. Turning left downwind I said "you have control" which he repeated. Never to have flown a tail-dragger before he said he wanted to get some dual before he flies it to his farm strip. He seemed a little green but who doesn't in a new plane? Turning final I planned my

approach a little high so that I could show him, a many times executed forward side-slip to loose altitude. We came down 700+ ft/min, like a manhole cover, kicked the rudder strait and proceeded to do a 3 point landing. The adjusting of the tail spring I've made, the Merlin is now a dream to land, so we went for a little longer flight. It now started to be lively up there from the increasing wind. The farmer continued with his calm, reassured expression as he took the controls again. His wife had the video camera aimed at us as we came in for another 3 pointer landing. Taxiing in he said "Ok we'll take it". And that is what happened when my Merlin went from my hands to a nice farmer and his wife out on the vast prairies of Southern Saskatchewan. I am happy with the price that he paid and he seemed very pleased.

The reason for selling? I felt it was time to move on after 15 years in the Merlin. The Merlin is no speed demon but a well engineered, stable, well flying aircraft, trustworthy and forgiving. I have flown it in any weather, often when nobody else was taking to the air. It never let me down, kept me warm and safe. If you look after her she looks after you. I have noticed lately that the interest in Merlin's have increased. Will it continue to be built? I sure hope so.

Designated Canadian Airspace - Clarifications

At the September meeting, I gave a presentation on Designated Canadian Airspace. Some issues arose which required further research and I now report my findings:

- The jagged lines which circle an airport to a radius of 15NM define a class of airspace. The details are shown on the map. For example the hatched area around the Red Deer airport is labelled "E700". This means that it is Class E airspace starting from 700 feet above ground level. There are no special requirements for VFR.
- I forgot to mention "Class E" control zones. These are denoted by dashed lines that circle an airport with a radius of 5 miles. Red Deer airport has a Class E control zone. Don't forget that VFR weather minimums are stricter when flying into Class E airspace. Also, don't forget that Red Deer has special VFR terminal procedures.
- When a low level airway (example "V304") is shown on the map, the class of airspace and relevant altitudes are not provided. The airspace from ground level to 2,200 feet above ground level is Class G (uncontrolled) airspace' unless otherwise noted. Above 2,200 feet to 12,500 feet is Class

E airspace and above 12,500 feet you are in Class B airspace.

- Class G airspace (uncontrolled) which does not have any other class of airspace above it will extend from ground level to 18,000 feet after which it becomes Class A airspace.

Thanks to Stu and Bashar for questioning a couple of items in my presentation.

Carl Forman

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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.

Overdue Notification Template

These instructions review what you need to do if I don't call you after a flight.

I will tell you when I'm leaving and when I expect to arrive. I will also tell you when to expect my call after arrival. If I don't call when I said I would, call my cell phone first (~~XXX-XXX-XXXX~~) before calling Search and Rescue. I may have gotten distracted and forgot to call.

If I don't call and you can't contact me you will need to contact Search and Rescue as per the following instructions:

1/ Call any of the following numbers:

If I'm flying in Canada:

Trenton Joint Rescue Coordination Centre

1-800-267-7270 or 1-613-965-3870

(they will accept collect calls dealing with overdue or missing aircraft)

Or

Edmonton Flight Information Centre

1-866-992-7433

Or

Canada Flight Brief

1-866-541-4102

If I'm flying in the United States:

Leidos Outage Reporting and NOTAM Line

1-877-487-6867

It will ask which state you are calling from – say the destination state and a Briefer will answer.

Or

US Flight Service

1-800-992-7433

Or

NTSB 24-hour Response Operations Center (ROC)
1-844-373-9922

2/ Tell them you'd like to report an overdue aircraft. They will probably ask for some of the following information:

Type: **XXXXXXX**

Registration: **XX-XXX**

There is a Flight Plan Template with NAV Canada and US Flight Service

There is a 406 ELT and SPOT (ESN: XXXXXXXXX) on board

3/ Pilot: **XXXXXXXXXX** License: **XXXXXXXXXX** Cell phone: **XXXXXXXXXX**

4/ People on board: _____ (I will tell you how many are in the plane before I leave)

5/ Going from _____ to _____

6/ Time Departed _____ Expected arrival _____

7/ Fuel on board: _____ hours. (I will tell you how much fuel I have on board before I leave.)

8/ Colour: **XXXXXXXXXX**