



Skywriter...



Dec 2018



Rob's KitFox after a local flight

Next Meeting Wednesday Nov 14 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

Brian Byl



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Brian Byl

“Once again as we reach the end of another year it's time to reflect on our accomplishments and endeavours of the past 12 months. We are blessed to live in a country where we can live with the freedom to fly and enjoy the beautiful scenery this great land has to offer. I love the fact that I can jump in my airplane and, with a bunch of like minded individuals, go exploring in all directions anytime we want. It's a freedom a lot of people in this world cannot enjoy.

As December rolls around the CRUFC is hosting our Annual December Social and Dinner on Wednesday December 12 at the Hangar Flight Museum (our usual meeting location). Dinner and a speaker are on the agenda along with socializing with club members.

With the warm conditions lately I've been able to get some flying before the weather turns cold. A couple of weeks ago I practiced touch and goes in Olds and Sundre. While approaching Sundre

there was a Super Cub doing circuits on the cross-strip 06-24. I talked with him and told him I was going to use Runway 33 as the winds were calm. He said there would no conflict and I announced my intentions to cross midfield and join left downwind for 33. As I was about a mile back from crossing midfield I heard a student pilot report he was at 5200' and would cross midfield for a wind check. No problem, right? Think again!

I reported midfield at 4600' and that I would be joining left downwind Runway 33. At the same time the student reported overhead midfield at 5200'. For some reason I looked out at my 4:30 position and spotted the other aircraft at my

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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altitude and less than 500' away. I quickly banked to the left and told him that he almost ran me over. I got no response that he had heard or seen me.

After I got home I contacted flight schools in Three Hills and Red Deer. Based on the student's accent I did determine the school where he was training. I explained what happened to the school's Chief Flight Instructor and asked him to investigate. The Three Hills flight school said they have had a lot of close calls by students with limited proficiency in English so one must be very aware. It is extremely difficult to understand position reports and what their intentions are. So, if any of these students are in your vicinity, make sure you know where they are and what they are doing. Also make a note of the aircraft call sign in case an unsafe situation develops. To quote a line from Hill Street Blues "Be careful out there".

So don't forget that the CRUFC Annual December meeting is this Wednesday December 12 at 18:30. Dinner will start at 19:00 with our speaker, Clark Seaborne, after dinner. If you can come out early to help set up that would be great. Cost is \$10 per person. You must be a 2018 or 2019 club member so we will be accepting annual dues at \$30/year. Hopefully you have already told Carl Forman that you and your spouse or significant other will be attending. If your spouse doesn't want to come invite the girlfriend or boyfriend - that'll give us something to talk about!

Also we will have a slide show during the evening so if you haven't sent your favourite photos to Carl to be included it's not too late. Let's have a great evening.

See you this Wednesday.

Brian"

Crosswind Landing Errors

Featuring Wally Moran

Question:

"What are the most common mistakes pilots make with crosswind landings?"

Answer:

"A common problem I see is poor airspeed control, usually too fast. Sure it's good to have a little extra airspeed on turbulent days, but too much is as bad as too little. Extra airspeed means you will be hovering over the runway longer waiting for that airspeed to bleed off and that means a longer fight with the wind close to the ground. Often pilots will try to force the airplane on the ground in this situation and that never works. Use the speed your POH recommends.

Another problem is to stop flying after the airplane touches down. Remember to hold that aileron into the wind after touch down and increase it as the airplane slows down. If you neutralize the ailerons after touchdown, the upwind wing will come up and the airplane will start to weather vane

providing a whole new adventure for you and your passengers.

So watch the speed and fly the airplane all the way to the tie down.

As I was once told by an old pilot, these crosswind landings are easy once you get the drift of them. The only way to get good at crosswind landings is to get out there and practice. Get an instructor who is proficient and go out and challenge yourself. If you only fly on calm days, you won't be ready on that day when the wind exceeds the forecast."

Tip courtesy of Pilot Workshops

So how often do you go out and practice crosswind landings?

If you fly out of an airport that has a couple of runways pick a day where the prevailing wind is straight down the main runway and try your hand at crosswind operations on the other runway. Read your POH, if you have one, to make sure you are not exceeding your aircraft or personal limitations and go out and challenge yourself. If you find the conditions are too much for you, you've always got the option to revert back to the more favourable runway and get back on the ground safely.

Since Bishell's has two runways at 90° to each other I have flown both the 140 and 195 with nice crosswinds. Initially I take off on the runway which is into the prevailing wind (usually 07/25) and practice crosswind landings/takeoffs on 16/34. Added bonus is the fact that

16/34 is over 100' wide so it gives me lots of room for error. I have landed the 140 with 20-25 mph 90° crosswinds and the 195 with 20-25kt 90° crosswinds. While things do get rather 'sporty' at times I know that if I can't keep the aircraft heading straight down the runway I can always revert back to the other runway. Always have an alternative!

So don't be afraid to go out and explore your control of your airplane, even if you start with small steps. It has happened to me on several cross country trips where the winds at my destinations were stronger than I would like but since I had practiced in good crosswinds my landings were successful, maybe not pretty but successful! As mentioned in the Pilot Tip "If you only fly on calm days, you won't be ready on that day when the wind exceeds the forecast." How true.

But always remember "Fly Safe".

Brian



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Chinook Flying

Stu Simpson, Gary Abel and myself decided to head out this past Saturday and see what we could find. Since it was quite cool north of Calgary we decided Fort MacLeod was good place to try. Winds, although they were forecast to increase in velocity, were also forecasted to be straight down the runway. At least the skies were clear. Typical Chinook conditions.



Stu and Gary left Kirkby's and I was off Bishell's shortly thereafter. Winds seemed to be calm and glass smooth at 6500' however when we landed they were 30-35 kts, luckily almost straight down the runway. Since they arrived about 10 minutes before me they got to try things out first. After hearing they had successfully landed it was my turn. As I descended thru 1000' AGL I could feel the transition zone and knew there was some good winds down low. Base leg was flown about 45 degrees crab.

This was going to be interesting.



Editor's note "Where is the Presidents cookie Duster?"

At 500' on final that's when I hit some wind shear. Had to abort my first landing as it ballooned just as I was getting ready to set down. Couple of bounces and time to go-around.

Second one was much better and I bet I stopped in less than 300'.

Groundspeed on touchdown was about 35 kts. It was rather sporting! Gotta love the Chinook winds.

Brian





Fall Photos from the camera of Stu Simpson

CRUFC Annual December meeting.

Two Club members have made a generous donation to help offset the Food and Beveridge costs of our December Meeting

We are therefore reducing the Guest meal fee from \$20 to \$10.

Meal **numbers** must be forwarded to the caterer by **Friday** morning.

If desiring a meal, please **confirm** with Carl Forman at forman.c@shaw.ca

Details: 6:30 PM Wednesday December 13, 2018.

Meal 7:00PM

Guest Speaker Clark Seaborne

2018 and 2019 members \$10.00

Non members (spouses and Guests) \$10.00

PS: If you do not have a page in the club membership profile, please send at least a photo of you and your aircraft to Brian Byl at bbyl@shaw.ca

Multiple photos if available.

FOR SALE

Windssocks



Two new windssocks, size 3 ft diameter by 12 ft length, \$150.00 each OBO. Purchased by the Bomber Command Museum in Nanton but too large, paid in excess of \$250.00 each. Contact Doug at 403-498-9522.



FOR SALE ANDREASSON BA-4B HAWK



ANDREASSON BA-4B HAWK. BRAND NEW NEVER FLOWN

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Extremely well equipped

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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.

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Volksplane VP2

This VP was completed in 2003 and has over 300 hundred hours flown.

Since 2013 it has been in storage. In Calgary Many modifications were done some of which are; built using plans for the two place version but made into a comfortable single seat with a 29" cockpit, Fuel was incorporated into the wings (18 gallons), landing gear is cubby style instead of leaf spring, full canopy installed, wing tips, push pull tubes for the elevator and ailerons instead of cables.

The engine is an air cooled 1776 cc Volkswagon but is disassembled and needs to be rebuilt. Comes with a 6 :1 Valley Engineering re-drive (3rd generation) plus a Diehl case for full electrics. This plane is registered in the Ultralight category. Everything is available to put it in the air again. It was very well built and I have several pictures of the build.

I am open to any reasonable offers or trades.

Guy Christie 780-542-1073

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