



Skywriter...



Jan 2019



One of my favourite shots of 2018

Next Meeting Wednesday Jan 9th 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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January 2019

Happy New Year

I hope everyone had a joyous and wonderful Christmas season and didn't eat too much. One has to be careful to not overload your aircraft after all the holiday food.

The December social meeting was very well attended with 51 members and guests along with 8 no-shows. A special shout out of thanks to Ed D'Antoni and Carl Forman for their big contribution organizing and making sure we had enough food for everyone. Also thanks to Barb Roberts, Brenda Kooyman and Tina Simpson for making sure everyone's plates were filled with the ribs and chicken. We had more than enough food for everyone. One more thing, none of the leftover food was wasted - after the meeting I dropped off all the leftover food to the Calgary Drop-in Centre. They were very grateful.

Clark Seaborn gave a very interesting talk which was enjoyed by everyone. Canadian aviation is close to my heart and I enjoyed every moment. We have

such a rich aviation history. Thanks Clark.

Since this is our first meeting of 2019 we are in full membership renewal drive. Remember it's only \$30 for the year. Carl will be more than happy to take your cash or cheques.

Again it's been a challenging month to fly. While the temperatures have been quite warm they have been accompanied by high winds. The highest measured winds of @ 95 knots were in the SW corner of the province. A little too brisk for me! The past week we have been experiencing high winds and high humidity. Today the temperature-dewpoint spread was only one degree from Edmonton to

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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Calgary. With that close a spread I thought there was a good chance of the weather closing in. Sure enough, shortly after I arrived at Carstairs the fog rolled from the north. Glad I decided not to go for a spin.

Hopefully the weather will cooperate in the next couple of months so we can get more flying. It's amazing how smooth the air is this time of year - no thermals to throw you around. Take advantage of every chance you get and have fun.

Fly safe!



2018 Highlights

2018 was a sometimes odd year for flying. Although the smoke from the BC wildfires made flying not wise on some days I seemed to get a fair amount of flying in. Of course my schedule allows me to fly during the week and that makes a huge difference. Many who only fly on Saturday or Sunday were not so lucky. Then as summer ended and we expected great fall flying we got winter, IN SEPTEMBER????? ARGH

2018 saw some milestones for some people. Greg Labine now has his Ultralight permit to fly Congrats Greg.



Rob Bruce did a rebuild on his KitFox Model IV and soloed.



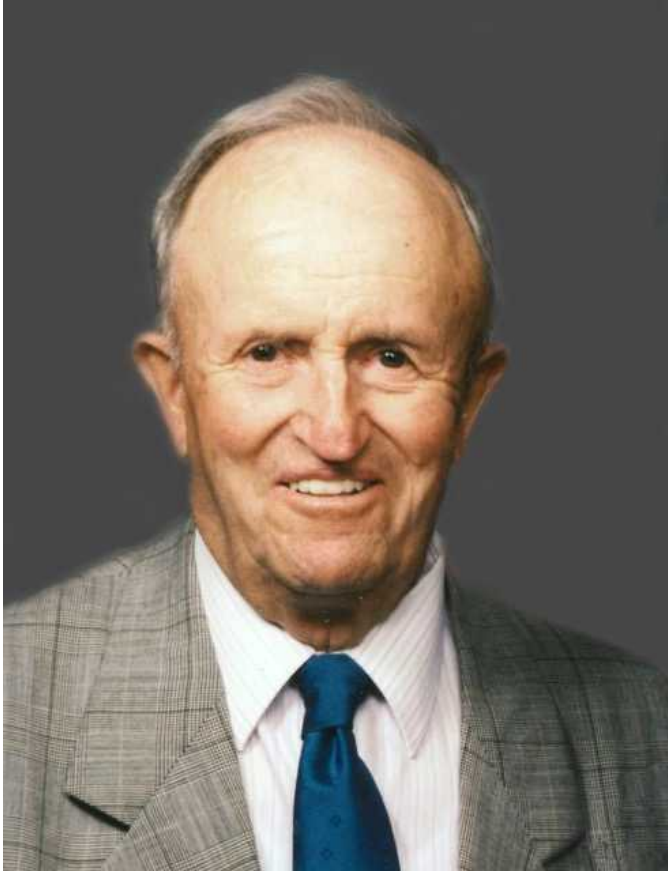
Jim Corner saw 2018 as the year he finally got to see his two Kitfoxes fly formation. With the help of his son and Ken's newly found wings Jim's daughter in law rode with me and got the event on camera.



2018 was also the year that saw IKEA leave the nest. A Saskatchewan farmer discovered how a Merlin with a 912 outperformed his old Cessna 150 so much the sale was sealed after a quick demo flight.



2018 also saw the passing of two Aviation pioneers. Ben Stephanic and Ralph Winters. Thank you both for your contribution to our sport.



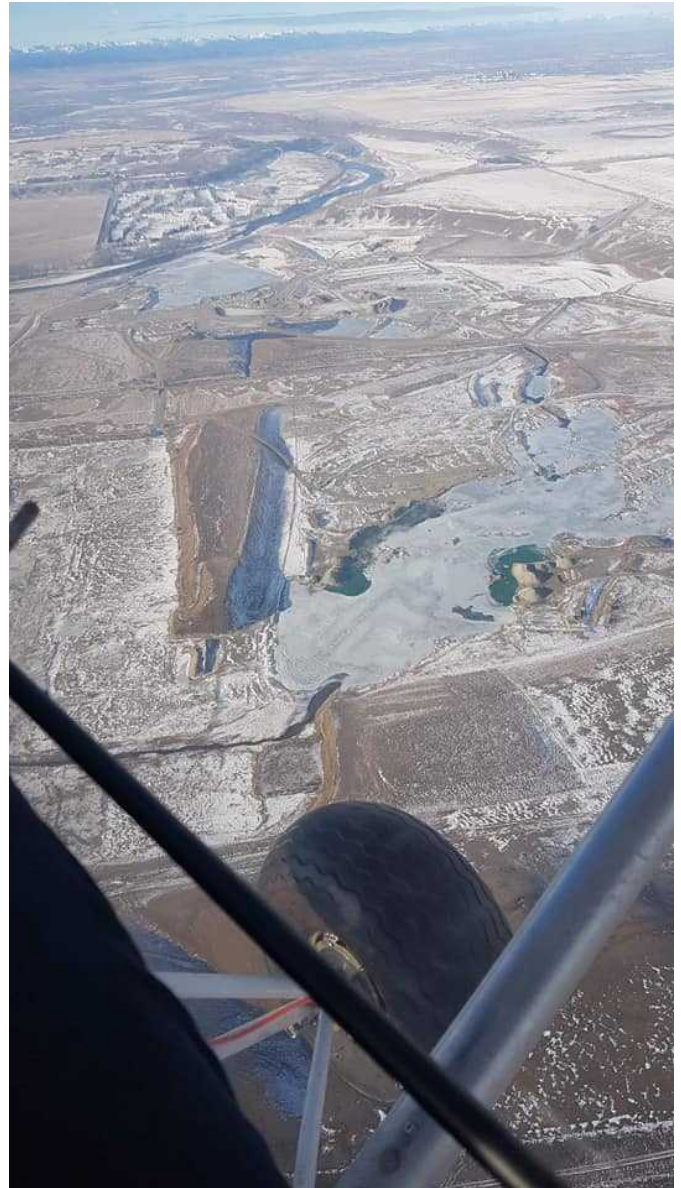
I am sure I missed some other events including Stu and Gary's Epic adventure to the island and the Campout to Fernie, but these came to mind when I reviewed some of the past skywriters.

HAPPY 2019

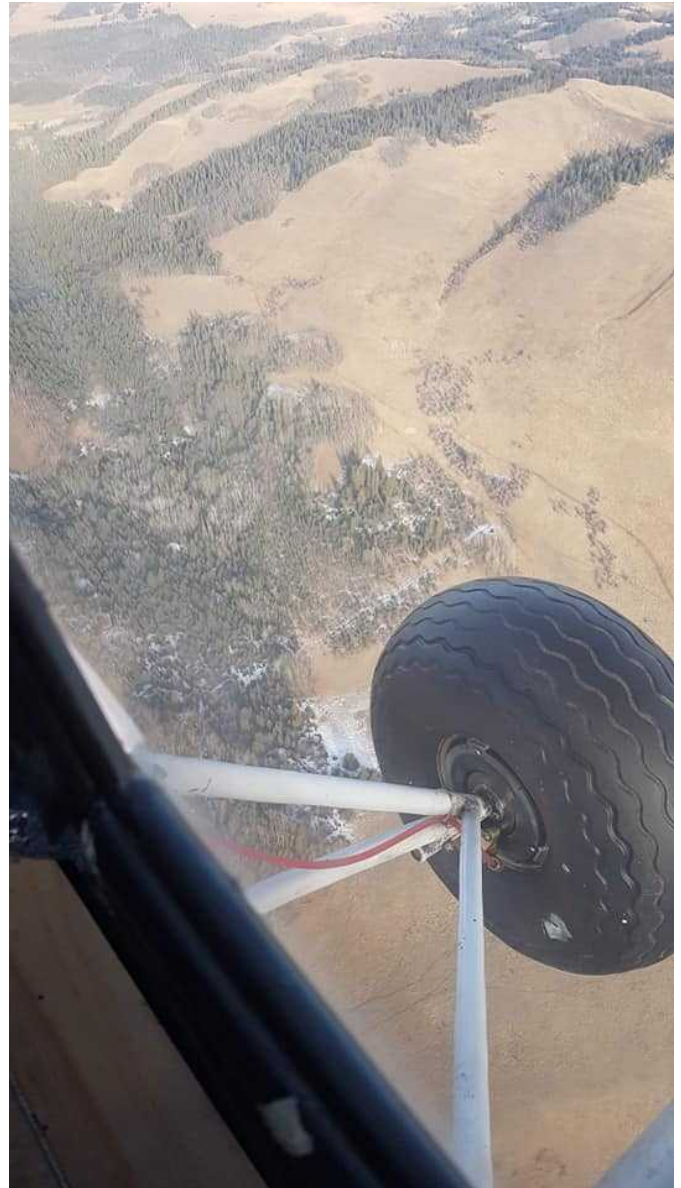
May your flying be safe, fun, and plentiful.

Vice President spotted Flying

While reports of poor flying weather have been numerous, Vice President Dirkjan was able to grab some airtime just before Christmas and posted these photos to his Facebook page.







The following is a reprint from our Summer newsletter. I enjoy the humour and hope you do too.

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! 🇩🇪

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FOR SALE

Windsocks



Two new windsocks, 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

Jan 2018

ANDREASSON BA-4B HAWK



**ANDREASSON BA-4B HAWK.
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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, 0 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.



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 Volkswagen 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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