



Skywriter...

March 2019



President Brian Byl in an AT6

Next Meeting Wednesday Mar 13^h 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



March 2019 President's Message

Hello Everyone

Well, we made it through February and a record-setting cold snap! I think I still have all my important body parts and nothing froze off!

At our February meeting Bob Kooyman was gracious enough (maybe brave is the correct term) to join the Board of Directors for a two year term to replace Barry Wood. Many thanks to Barry for helping us out for the last couple of years. John aKerr has offered to stay on for another two year term. Thanks to both of you.

Thanks to the guys from CASARA for talking about their organization and the important role they play in Search and Rescue in Canada. They were well represented with Orin Johnson, Garry Wutzke, Ed Tataryn and Dwight Carter in attendance. We already have at least one club member who has joined CASARA, Bashar Hussien, and maybe others in our group will join them also. If you want more information email

Garry at gwutzke@shaw.ca or casaracalgary@gmail.com or call (403) 295-8378 and leave a message.

We also discussed the Pilot Workshop Tip regarding engine failure on takeoff. Pat mentioned that Mike and he tried doing some engine-out simulations at altitude and discovered they required close to 1800' to make the turn back to the original altitude - not very encouraging if you're less than that above ground after take-off. In the tip Tom Turner said that at 1500' AGL most pilots could get turned around and aligned with the runway but in most cases they were too far from the runway to make it back. The best

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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advice is to keep the wings level and land straight ahead.

See you at the usual place, The Hangar Flight Museum, on Wednesday March 13 at 19:00. Last time we needed long underwear but finally the weather has improved.

We are still collecting for 2019 annual dues. If you haven't paid yet, please visit Carl and he will be happy to collect your \$30.

Safe flying!

Brian

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Ride A Warbird

I'm writing this as we are flying back from Mesa, Arizona after a two week escape from the crappy weather in Calgary. We did experience some nervous moments before our departure south when we heard that just north of Phoenix they got over two feet of snow. Luckily when we landed it was just raining but the hills north of the city had a fresh blanket of snow that took about four days to disappear.

While I was down here I decided to visit a couple of aviation museums since I had a weekend to myself. One was The Commemorative Air Force (CAF) Museum located at Falcon Field in Mesa and the other is the Pima Air and Space Museum in Tucson. The CAF Museum was first on my agenda. Falcon Field is a very busy general aviation field with lots of flight training. The Arizona Wing of CAF is a flying museum with a good selection of WW2 types that are airworthy. You can book rides in the B-17, B-25, DC-3, Beech 18, T-6 and Stearman. Their B-25, "Maid In The Shade", is the aircraft that Glenn Bishell and I flew in a few years ago in Red Deer.

Anyway I decided to book a flight in the SNJ/T-6/Harvard. One never knows when you'll get another chance. The museum has an online video that shows how to climb into the cockpit - not quite as easy as the 195 but no problem. Once you're strapped in they do a good pre-flight briefing - things like where to put your feet and what not to touch. My pilot Francois and I had talked before the flight so he knew that I was a pilot and what I flew.



After an easy start we taxied out and did a quick run up. Since this was the final flight of the day and the engine warm the run up was pretty brief. When he checked for free controls I was amazed how much throw the control stick has. You really need to keep your legs wide apart otherwise you get bruised legs.

A short ground roll and we were off heading east. Falcon field is located under the Class B Phoenix airspace so we had to stay under 4000' until clear of the Bravo airspace. Once on our correct heading Francois gave me control and told me the general direction to head. From the back seat the view is quite limited, much worse than the 195. The controls are very light and smooth but not twitchy at all. They do require a lot of throw but are a pleasure. Much lighter than the 195 and a real joy to fly.

We did some steep turns so I could get the feel of the airplane and then progressed to Chandelles and wing-overs. He also demonstrated a quick break that would be used in the pattern. After playing around we headed back to Falcon Field. We flew downwind for 04R and then were instructed to fly down the runway at pattern height and then break back into downwind. The high "G" break is great for bleeding off airspeed and we were quickly down to gear extension speed. We did a fighter style turn to base and final and touched down after 35 minutes in the air.

Normal flights are only 20 minutes wheels up to wheels down so I got lucky.

He let me taxi to the hangar and it was easier than I thought. You have to do a lot of S-turning to make sure you don't run into anything. Francois told me that he teaches aerobatics and flies airlines for a living. This is just a side gig for him. I thoroughly enjoyed my ride.

He asked if I brought my logbook so we could do an entry but unfortunately I didn't bring it. He said if we meet up again he would be happy to sign an entry for me. I guess that counts as dual in a Harvard. So make sure you bring your logbook if you get a chance to go for a ride.

So let's see, I've ridden in a B-17, B-25 and Harvard and still on my list are the B-29, Lancaster and Canso. Oh, a Stearman would be fun too! I'll just have to make sure it happens. I'm afraid there may come a time when you won't be able to experience what it's like to fly in these magnificent aircraft so if you have a chance, DO IT!



Oh by the way I did drive down to Tucson and visited the Pima Air and Space Museum. The Davis-Monthan Airforce Base and boneyard is located adjacent to the museum. I thought about doing the boneyard tour however you now need to get security clearance (10 days) to do the tour. I guess terrorists may damage or steal some mothballed aircraft - crafty devils! If you like military aircraft from the Cold War period onward this museum is for you. A lot of jets from Korea, Vietnam and later but also some other interesting aircraft such as the Budd Conestoga (all spot welded stainless steel) and a Northrop Tri-motor.

So, if you are ever in the Phoenix area and are looking for something aviation related to do, remember there are numerous airfields to visit and a couple of great museums.



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WHEN:

Saturday, March 23rd

9 a.m. to 5:30 p.m

COST: \$25, includes drinks,
lunch and snacks

WHERE:

Cambrian Heights Community Hall

600 Northmount Dr. NW

Calgary

Your Instructor: Stu Simpson has over 2300 hours flying throughout North America. With a passion weather and how it affects VFR flying, Stu has taught ground school and mentored numerous pilots to help improve their knowledge and skills.



for

If you fly anything from ultralights to light twins, this day of weather learning something for you!

has

Register by contacting:

Carl Forman: forman.c@shaw.ca Brian Byl: bbyl@shaw.ca
(403) 283-3855 (403) 861-6716

Send cheques payable to CRUFC to:

Carl Forman	Brian Byl
201 Point McKay Terrace NW	102 Coleridge Rd NW
Calgary, AB	Calgary, AB
T3B 5B6	T2K 1X4

Or Interac transfer to: forman.c@shaw.ca

Royal Stewart Was lucky enough to attend the Cactus FlyIn Held at Goodyear AZ. He sent along these photos.





FOR SALE

Hartzell C2YR-1BFP/F7497-2 72" Blended Airfoil Propeller.

Looks factory new! This Scimitar Hartzell prop was bought new in May of 2013 and was totally overhauled in November of this year. It is a "0" time certified propeller that looks like it just came from the factory because most of it did.

\$9000.00 or best offer

Gary Abel 403-901-7876

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 ANDREASSON BA-4B HAWK



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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 0-235-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.

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
email; gcpegasus@gmail.com



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.

DAVID CLARK H10-13.4 HEADSET DUAL GA PLUGS FOR SALE \$150



Andy Gustafsson

403-247-3245

2019 Flying Events

February

18 Lacombe Flying Club Gull Lake Family Day Fly-In 11:00 - 14:00

23-24 Lac La Biche Ice Fly-In, Lac La Biche Lake
laclabicheflyingclub.ca/events

March

2 Drayton Valley (CER3) - coffee and doughnuts

May

5 Red Deer (CYQF) Fly-In Breakfast

26 Camrose Fly-In Breakfast, Camrose (CEQ3)

26 Barrhead (CEP3) Fly-In Breakfast

26 Drayton Valley (CER3) Fly-In Breakfast

June

2 Lacombe (CEG3) Pancake Breakfast

6, 7, 8 Western Canadian COPA Convention, Innisfail Airport (CEM4)

7, 8 Cardston (CEA6) Fly-In Breakfast, 8:00-10:00 Saturday
Camping, BBQ, movie Friday night

15 Bishell Annual Father's Day Breakfast, Carstairs-Bishell Airport (CGB2)

July

6, 7 Moose Jaw Airshow, Moose Jaw Airforce Base (CYMJ)

22-28 EAA Airventure, Oshkosh, WI (KOSH)

27, 28 Wings Over Springbank, Springbank (CYBW)

31 Thunder In The Peace, Peace River (CYPE)

August

10 Westlock (CES4) Fly-In Breakfast

17, 18 Edmonton Airshow, Villeneuve (CZVL)

Regular Scheduled Events

Every Saturday

Lethbridge Breakfast at Smittys, 07:30-10:00

Lacombe (CEG3) coffee, donuts and sometimes home baking, 08:00-11:00

Every 1st Saturday

Three Hills (CEN3) coffee, 09:00-12:00

Every 2nd Saturday

Olds-Didsbury (CEA3), coffee and donuts, 09:00-13:00

Every 3rd Saturday

Flagstaff Regional (CEK6) coffee, 09:00-13:00

Every 4th Saturday

Wetaskiwin (CEX3) coffee and treats, 09:00-11:30