



Skywriter...



May 2019



Past President's Ed D'antoni's Sportstar

Next Meeting Wednesday May 8th 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



May President's Message

Will the good flying weather ever return to Alberta? I lamented (some might say complained) about the poor flying weather in the February, March and April President's Messages so why should May be any different! I'm still waiting for the "May flowers" that are supposed to be on their way. I hope some of you have been able to get some flying in despite the weather. Here's to sunny days ahead!

Anne Gafiuk, our guest speaker last month, entertained us with a very informative talk about Gordon Jones, who joined the RCAF, learned to fly and instruct in the BCATP and lived in High River area. Anne thought that she would only need about 40 minutes for her presentation and then be on her way. After 90 minutes we were still going strong and unfortunately had to end her presentation so we could vacate the premises on time! It was interesting to find out that one of our members, Doug Eaglesham, had flown

several times with Gordon in his Tiger Moth. Thanks so much, Anne, for your wonderful talk!

We have another speaker for this month's meeting, Nick Van Aalst who is a NAV CANADA tower controller at CYYC. Nick says while it's not often we would interact with them directly, the tower and terminal operations are so symbiotic that often an understanding of the YYC airport operation makes the terminal operation make more sense. His usual topics are the airport layout, the tower setup, as well as a generic overview of NAV CANADA and how Canadian Domestic Airspace is broken up at the strategic, tactical and operational levels - essentially, CDA as a whole, down to Flight

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.

President:

Brian Byl
bbyl@shaw.ca

Vice-President:

Dirkjan Kiewiet

Secretary:

Treasurer:
Carl Forman

Directors:

John Kerr
403 714 0446
oreal_kerr@hotmail.com

Bob Kooyman
(403) 650-3243 cell
kooyman-eng@shaw.ca

Ed D'Antoni
Past President

Web site:
www.crufc.ca
Skywriter

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Editor: Norm Vienneau
(587) 225-3944
crufcnews@gmail.com

Information Regions, Area Control Centres, Flight Information Centres/Flight Service Stations, and ultimately the Control Towers as well. I'm looking forward to an interesting talk and hopefully we'll have some good questions for him.

We would like to start as close to 19:00 as we can so once again please try to be there on time.

We've had a great variety of guest speakers so far this year: Clark Seaborn, the crew from CASARA and Anne Gafiuk have entertained us with stories, information and lots of stuff to talk about! If you have ideas for speakers that you would like to hear please let your executive know and we'll do our best to corral them.

Not much else to say except other than I hope to see you at our next meeting on Wednesday May 8 at the Hangar Flight Museum at 19:00.

Safe flying – maybe, hopefully, weather permitting!

Brian

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Stabilized Approach

Featuring [Tom Turner](#)

Question: "What is a stabilized approach? My instructor refers to this often."

Tom:

"Even professional pilots disagree on precisely what is meant by a stabilized approach. Airline safety training devotes most of its attention to what is not a stabilized approach, rather than what is. The FAA's Aeronautical Information Manual is equally vague on a precise definition.

There is general agreement, however, that flying a stabilized approach makes a safe landing more likely, and a destabilized approach is a frequent factor in aircraft crashes. So let's first look at what is an unstabilized approach, and derive a definition of stabilized approach that increases safety and is useful in the general aviation cockpit.

An unstabilized approach is one in which one or more of the airplane's indicated airspeed, pitch attitude, flap and landing gear position—the airplane's configuration—and/or glidepath, changes

in the final moments of the approach. Changes to any of these variables close to the ground will make it harder for the pilot to guide the aircraft to a smooth and accurate touchdown. It will take greater skill and timing than would otherwise be necessary to smoothly land in the runway's touchdown zone. The airplane may land short or float and land long; it may bounce, stall, or enter a pilot-induced oscillation. Any one of these scenarios can be disastrous to the aircraft and its occupants.

OK, now we know what unstabilized means. This permits creating a usable definition of a stabilized approach, optimized for the general aviation pilot. A stabilized approach is one in which the airplane is on speed, in configuration and on glidepath on final approach from, say, about 500 feet above the runway threshold height until the pilot begins the landing flare.

You may have noticed that I did not mention the airplane's power setting. Power should be at or near a target that results in the target airspeed in the landing configuration. But power is the one variable: use power changes to maintain glidepath while all other variables are fixed.

Safe, predictable and low-workload landings result from establishing the landing airspeed, aircraft configuration, and glidepath control. If the airplane is not stabilized, do not attempt to salvage the landing. Go around, re-enter the traffic pattern or instrument approach, and be sure you are stabilized the next time around."

Tip courtesy of Pilotworkshops.com

Bugs, Ugh!

By Jeff Seaborn, EAA 793688, Canadian Council Chair and Chapters Council Board Member

December 2016

I fly out of a grass strip that has no power or running water. Keeping my plane clean and spotless hasn't been all that easy and, previously, not exactly a top priority.

We had a very wet spring and summer that resulted in the grass growing a little longer than usual and, consequently, harbouring more insects than usual. Taxiing through the grass always stirs up the bugs and the prop wash pushes the majority of them to the left-hand side of the plane.

Flying my Rihn DR-107 One Design is always an exciting experience. It is a low-wing monoplane rated for unlimited aerobatics and is very sensitive. (It has a roll rate of 360 degrees per second.) Every flight is exhilarating, but at one point over the summer it became frustrating. While doing aerobatics and pulling g 's, I kept finding I was pulling too hard and causing the wing to stall, dropping the left wing. As an aerobatic plane it is designed and intended to fly close to, and into and out of, the stall through many points of the flight. In

hindsight, this early stalling was a clue that I should've picked up on, but I figured it was because my technique was changing or I was just getting sloppy.

Where it got to be really troublesome was during my landings. At the best of times, landing the DR-107 elevates your heart rate. It is very agile, and it requires full attention until the plane comes to a stop. Being so short-coupled, it has a desire to swap ends rather quickly. Visibility is slightly better than in a Pitts, but it does require a slipping approach and a good use of peripheral vision once on the ground. Proper timing of the flare into a three-point landing is a really rewarding challenge. Greasing a landing is one of the most satisfying things you can do in it. Landing my RV-7 feels effortless in comparison.

Over a series of a few flights my landings were getting worse and worse. I kept dropping in and bouncing. The drops were getting higher, and the bounces were getting bigger. I went home and berated myself on my flying abilities. I couldn't understand why I was getting so sloppy.

One morning I flew my DR-107 to a pancake breakfast at a local glider airstrip. It was a relatively long taxi through the grass to park my plane. Afterwards, full of pancakes and sausages, I flew to a friend's grass strip. I had never flown into his strip before, but I had been told of how smooth the runway is. I kept my approach high to clear the power line at the near end of

the runway and then dropped in after the line. As I was still a few feet off the ground and approaching the flare, the plane dropped out of the air and bounced hard. This drop surprised the heck out of me. A few choice words escaped my lips, and I throttled up and flew away. In addition to bruising my ego, I'm sure I left some noticeable depressions on his otherwise perfect runway.

With some trepidation I flew home, dreading the landing. Once again, it suffered a similar drop. Not as bad as my previous landing attempt but still a significant bounce.



Left wing root covered in bugs

You can see in the photo, the right-hand wing had a bunch of squashed bugs on it. The left-hand wing had quite a bit more meat on it. Prior to the pancake breakfast the left-hand wing looked similar to the right-hand wing photo, and the right-hand wing had even less at that time.



Right wing root not quite so bad

airfield, they, too, were surprised at the effect of the bugs.

Upon inspection, I realized there were a lot of bugs on the left wing root leading edge. Certainly many of them were there prior to departure that morning, but the long taxi through the grass at the glider field stirred up many more bugs and made the difference. After cleaning the wings I went for another flight. Yay! The plane was performing and responding the way it was supposed to, as I had grown to predict and enjoy.

I now keep a spray can of foaming glass cleaner and a soft nailbrush at the hangar. It only takes a minute or two to scrub these short wings. It's even quicker after I apply some Rejex to the wings.

I'm sure some pilots with more experience will shake their head and comment that I should have known better. But being a VFR pilot, I've never had the experience of flying in icing conditions. I knew that ice on the wings can have significant effect on the flying ability of a wing, but I didn't realize how little was required to affect it. Describing my experience with other pilots at the



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Rescueing a Tornado

I saw the ad early Thursday morning about 530 and I immediately texted the number and said "I'll buy the plane", I'll call you in a couple hours when it may be a better hour to talk about it. That set the wheels in motion to rescue or perhaps resurrect a Titan Tornado. I quickly sent an email to Ed D'antoni (I knew he was looking for a project) and confirmed he would be part of the team. Once the time was a reasonable hour I texted Jim Corner and asked if he felt like doing an adventure ride to the London Ontario area. Both replied with interest so I called the seller to let him know I would take the plane I just had to work out the logistics. I was not really looking for a project but the Tornado has always intrigued me. An ultralight that can cruise at 95mph on a 503 rotax just seems to enticing. Ed had a ride in a Tornado many years ago and ask him about his experience in it and you'll know why he wanted to be part of the crew.

I talked it over with Jim Corner and we had to make the trip between doctor appointments and car shopping. Jim was looking at a new car and we had talked about his car becoming mine if that should happen. As it turned out he confirmed a deal on a new 2020 Kia Teeluride and I became the owner of his previously loved Kia Sorento. We would take his Sorento on a 4000 mile test drive. He arranged to pickup his Telluride on Tuesday and we left on Wednesday morning at 4:30 am. We

spent Sunday afternoon getting his trailer ready by modifying it to carry the Tornado.

This is the trailer I previously used to transport Arnim's Avid from the northern interior of BC to Kirkby's and Rob Bruce's Kitfox from Spokane to Carstairs with my Xtrail as the tow vehicle. I considered taking my Xtrail to tow the Tornado home but Jim convinced me the Sorento would be more comfortable.

I arrived at Jim's at a few minutes before 5am and we hit the road. We travelled to Estavan and crossed the border just south at a crossing called Portal. We filled our tank with less expensive American fuel.

Our route going to Aylmer Ont brought us through Duluth and the south side of lake Superior and the North side of Lake Michigan. At about 5pm Jim made the suggestion that we might drive through the night and it would put us into Aylmer at about 2pm Calgary time or 4pm Southern Ontario time. This would allow us to load and be back on the road early the next morning. It sounded like a reasonable thought and so we worked towards that goal. I closed my eyes in the front passenger seat but Jim was smart and had the back seats folded down. He decided to crawl over the seat and head for the back to lay down to sleep.



We had taken some sofa couchins to use as padding for the airplane transport and when I looked back he had them nicely lined up to form a bed in the back of the Sorento. This is an experienced all night traveller. We pressed on using 2hr shifts and made Aylmer by 2:30 Calgary time.



Bridge at Saginaw Michigan

Because of the prep work by Jim (I like a man with a plan and I love it when a plan comes together) we were able to load the Tornado and tie it down by 6PM of course the fact that the seller had a boom truck to lift it on the trailer helped immensely.



Loaded and ready to go rome Aylmer Ont.

We were off to a motel I had spotted on the way in that had a restaurant/bar for some pizza and wings, a few beer and our first sleep in 48hrs.

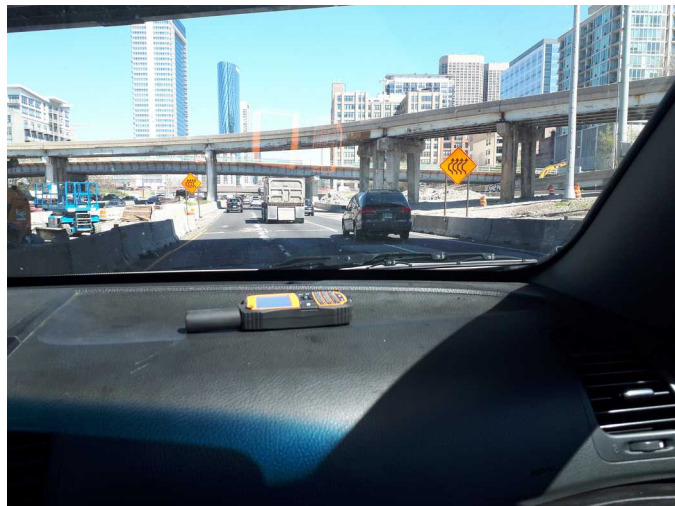
Intersesting note. I checked the hotels.com for rates on the room and got a quote of \$81. When I asked for that rate at the front desk I was told that was an online rate and book it online. I sat in the lobby and did because the best the front desk could do was \$148. Owch.

Our heads hit the pillows by a little after 10pm local time but that was only 8:10 Calgary time. I was tired and went right to sleep. Of course early to bed and early to rise.

I set my phone alarm for 2:30 and started my day. We wanted to be at the

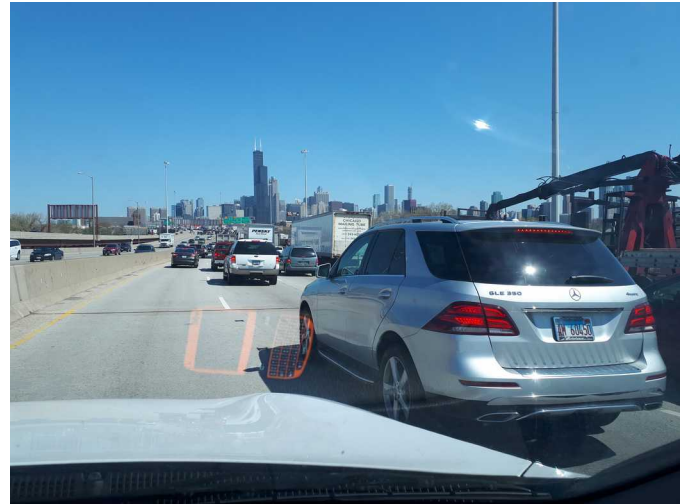
Sarnia border crossing at 6am because as we crossed over the day before we noticed a long line going into the U.S. so we left the hotel by 3am Calgary time or 5 am Local time.

When we got to the border at 6am we started to be concerned. The Line for commercial trucks started about a mile or two back from the bridge. The bridge is almost a mile long so I started to get worried about our crossing into the U.S. from Sarnia. As we approached the border crossing it appeared the car line had one vehicle in front of us. I guess lady luck was on our side. By the way this was all during a rain storm that was hitting southern Ontario. We checked weather and saw that once we got by Flint Mi we should be under clear or partly cloudy skies, but the rain should be done by then. We also saw windy weather on the northern side of lake Michigan and decided a ride through Chicago might be OK. This turned out to be a mistake.



When we got to the Chicago area we hit our first toll road. The cost of the toll was more than tripled because we had a

trailer. I could not believe it the first toll was \$5.25 for a car but with the trailer \$28.65. Wow and Owch.



Well if we paid tolls all the way through Chicago surely the traffic would be light and easy to navigate especially mid day. Wrong..... As we hit downtown Chicago (That's right I said downtown Chicago) the traffic got heavier and heavier til it was bumper to bumper. This was combined with construction and detour signs that eventually brought us to the downtown streets of Chicago.

We finally got through it all all and after we passed the entrance streets to O'Hare airport the traffic started to thin out. That is, till we got about 50 miles north and the traffic came to a stop. Two lanes moving at 3 miles an hour. We took another alternate route through some small town Michigan and rejoined the traffic north of the bridge that was being rebuilt. It looks like the wind to the north would have been a much better choice. In fact if you ever consider doing this trip, do yourself a favour and take the north route.

The rest of the trip was uneventful but again we decided that driving through the night would be the best course of action. We had talked to our wives and both warned us of a storm that was approaching Calgary with predicted winds of 90KPH. That was supposed to hit late Saturday evening. If we drove all night we would make it by about 2 to 3 pm.

We watched the weather as we headed west and when we got to Swift Current it appeared the storm had retreated back from Highway One and it looked like we might make it home before the storm. I woke up from my nap at about Brooks and noted snow on the ground.



Concerning but it still looked like we would make it home. I took the final shift into Calgary and we made it to Jim's home by 2:30 Saturday afternoon.



I got home to Airdrie in time to join my wife to head back to Calgary for a grandson's birthday party. When Judy and I left my Son's home in Calgary the storm had hit full bore. Luckily my Xtrail still had the winter tires and the four wheel drive got us safely back to Airdrie. If you remember there were 137 accidents in Calgary that Saturday evening. Glad we pulled an allnighter and made it back at 2:30 that afternoon.

In all we travelled over 6000Km in three and a half days. We brought back a neat little airplane that hopefully with see air under it's wings once again soon.

Stay tuned for further developments.

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.



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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.

2019 Flying Events

May

25-26 Aviation Weekend at the Museum Fly-In, Saskatoon, SK (CYXE)

26 Camrose Fly-In Breakfast, Camrose (CEQ3) 07:00-12:00

26 Drayton Valley (CER3) Fly-In Breakfast

May 31- June 1

Cardston (CEA6) Fly-In Breakfast, 8:00-10:00 Saturday

Camping, BBQ, movie Friday night

June

1 Birch Hills Fly-In Golf and BBQ, Birch Hills, SK (CJD3)

2 Lacombe Flying Club Pancake Breakfast, Lacombe, AB (CEG3)

2 Barrhead Flying Club Fly-In Breakfast, Barrhead, AB (CEP3)

2 Unity Flying Club Sausage on a Bun Fly-In, Unity, SK (CKE8), 10:00-14:00

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

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

16 Lloydminster Father's Day Breakfast, Lloydminster, AB (CYLL)

16 Humboldt Flying Club Fly-In Breakfast, Humboldt, SK (CJU4), 08:00-11:00

16 Lampman Flying Club Father's Day Breakfast, Lampman, SK (CJQ2) 08:00-12:00

22 Vegreville Flying Club Fly-In Breakfast, Vegreville, AB (CEV3) 08:00-12:00

<https://www.vegflyingclub.com/>

23 Disley Fly-In Pancake Breakfast, Disley, SK (CDS2) 08:00-11:00

July

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

13 Estevan Fly-In BBQ and COPA for Kids, Estevan, SK (CYEN) 11:00-13:00

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

27, 28 Wings Over Springbank, Springbank (CYBW)

31 Thunder In The Peace, Peace River (CYPE)

August

3-5 Churchbridge Fly-In BBQ and Campout, Churchbridge, SK (CKV6)

10 Westlock (CES4) Fly-In Breakfast

11 Lemberg Fly-In Breakfast and Car Show, Lemberg, SK (CKJ9)

15

17 Maple Creek Fly-In Pancake Breakfast, Maple Creek, SK (CJQ4) 10:00-14:00

17, 18 Edmonton Airshow, Villeneuve (CZVL)

September

15 Regina Flying Club Fly-In Pancake Breakfast, Regina, SK (CYQR) 08:00-12:00

For more Saskatchewan Aviation event information and contact info visit:

<http://saskaviationcouncil.ca/news-events/sac-events>

Please make sure you confirm dates and times of all events before heading out to attend. I have tried to obtain the most current and correct information but cannot guarantee that all the information is correct at this time.

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