



Skywriter



Sept 2019



Fuel stop with Arnim pulling his Avid back to Calgary

Next Meeting Wednesday Sept 11th 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



Presidential Musings

I'm writing this message the day after we got home from the 49th Annual Cessna 195 Fly-In which was held in Bismarck, North Dakota. In 14 hours of flying and 1800 NM we flew our Cessna 195 across some pretty spectacular, scenic and desolate landscapes. I am truly thankful that we are able to do this with a minimum of red tape and hassle. In spite of the requirements to cross the Canada/USA border it is still a very easy process. If you can fly an aircraft you can certainly fulfill the necessary regulatory obligations.

Our stops included Rapid City where we spent time wandering through the Black Hills and the Badlands of South Dakota. We got an up close view of Mount Rushmore from the ground and then an aerial view on our way to Bismarck. It looks way smaller from the air!

I will be talking more about our trip at the meeting but I'm hoping that you will

also contribute stories about your adventures this summer. We all had a great time at our June meeting at Bob Kirkby's field and there was a lot of enthusiasm in the air (sorry, pun intended) about all the adventures we were looking forward to this summer. So please share with us some of your flying tales at the meeting.

We're going to try to line up some speakers for our meetings so if you have any suggestions please let us know. Also, any topics you would like the club to address and talk about please bring these ideas forward to the club executive.

The 2020 membership drive will probably start at the October meeting and for a mea-

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

Skywriter is the official newsletter of the Calgary Recreational and Ultralight Flying Club – COPA Flight 114, published 10 times per year

Editor: Norm Vienneau

(587) 225-3944

crufcnews@gmail.com

ger sum of \$30 you can reap all the rewards of membership in the CRUFC COPA Flight 114.

Don't forget our meeting is this Wednesday, September 11 at 19:00 at the Hangar Flight Museum.

See you Wednesday

Brian



NOW SERVING SOUTHERN ALBERTA AND BEYOND

DOUG EAGLESHAM

Independent Rotax Maintenance Technician
Specializing in Rotax 4 stroke engine service and heavy maintenance

Call or email: 403-498-9522

eaglesham.de@gmail.com



It is with sadness I present the email I received from Bob Kirkby.

Gentlemen,

Margie advised that Arnim passed away peacefully in his sleep last night. For those who didn't know, Arnim learned he had a re-occurrence of lymphatic cancer in the spring and just 3 or 4 weeks ago learned the chemo wasn't working and it was spreading uncontrollably. He has been in a hospice for the last two weeks.

For the past 6 years Arnim has been a fixture around here. He was here at least 4 days a week working on his airplane, flying or just puttering around in his hangar. He loved being at the airfield. I will really miss his company.

Editors Note

I had the pleasure of travelling to the interior of BC to pick up an Avid with Arnim I am thankful I got to know him even a little. He will be missed.

San Diego Air Adventure

By Stu Simpson

The Cav's wheels touched down nicely on runway 25 at High River. I rolled out to the end and taxied for the ramp to join my wingmen, Doug Eaglesham and Dennis Fox, of Three Hills, for a big trip southbound. We were flying our planes to San Diego to visit the USS Midway, an aircraft carrier made into a museum. Visiting the Midway was just an excuse, as if we needed one, to fly somewhere interesting and far away.

I've lost track of how long I've waited for the chance to fly to San Diego, so I was super excited to be embarking on the realization of that dream.

We left High River – Doug in his Flight Designs CTSW, Dennis in his Van's RV-8A, and me in my beloved Cavalier – for the hour-long flight to clear customs at Cut Bank, Montana.

From Cut Bank we flew to Helena, bypassing it to find a track through the mountains to Dillon, our next fuel stop. It was in Dillon that my starter solenoid died. Thus, Doug kindly offered to hand prop me, and we were on our way again.

We lit out southbound following Interstate 15 as it coursed through the valley. It eventually turned southeast along the easier, lower terrain toward the Idaho border, but since we were flying, I figured we weren't exactly married to the highway. I suggested we take a bit of a shortcut near Dell along a gravel road leading up into a higher valley and a route that would save some time and distance on this leg to Twin Falls. My wingmen agreed and we were soon over a high valley floor that topped out over 6600 feet. Patches of snow still speckled the few cattle ranches and forest reserves below us.

The weather was encroaching now from the west, threatening us with some moderately sized cells trundling over the mountain peaks. I began to doubt the wisdom of my shortcut. We had a little bit of precipitation, that fell as snow at that altitude, before we popped out of the valley near a small place called Liddy Hot Springs.

We were at the northern edge of the Atomic City complex where the Idaho National Laboratories are located. It's a series of nuclear research and production facilities not quite in the middle of nowhere, but not too far from it, either. We made sure to stay well outside the facilities' boundaries displayed on our GPS's.

Soon we were above some of the most remarkable and scary terrain I've ever flown over; the massive lava fields of the Craters of the Moon National Preserve. This is a truly awesome area of ancient lava fields, old volcano calderas, and cinder cones. The region is still geologically

active and scientists anticipate further eruptions there in the future. It kind of makes you wonder why they'd put nuclear facilities right beside it, though.

It was a visually stunning place, but we realized that to be forced down there would mean certain death from the jagged daggers of protruding lava rock. It was a frightening realization, and as spectacular as it was to witness, I was happy to have that region to our rudders.

Less than half an hour later we touched down at Twin Falls for our first night away.

Day 2

I was really looking forward to the day as we left Twin Falls on a pristine morning. Much the same as the previous day, this would one would have us over territory we'd never seen before, and I was excited about what lay ahead.

We passed the town of Jackpot, Nevada, directly on the border with Idaho, where a large hotel and casino sits right across the street from the town's airport parking ramp. Convenient.

The nearly barren mountains of northern Nevada strode into view as we progressed southward, presenting a stark contrast to the Rockies we're used to seeing. Alpine foliage is scarce there, as would be expected in such a dry, harsh environment. Nonetheless, the terrain was breathtaking.



The jagged lava fields of east Idaho. No place for a forced landing! By Doug Eaglesham.

We cut corners where we could and soon found ourselves tracking southwest paralleling I-80 across the northern reaches of the state. A seemingly endless array of mines passed beneath us, though what they produced we could only guess. There were pit mines and underground ones, some still active, some long forsaken.

At Battle Mountain we abandoned the highway, continuing straight on toward our first stop, Lovelock – Derby Field. Now we were over true desert; arid, sandy, and desolate beneath the sun's relentless punishment. The flying had been smooth as glass all morning, but our approach into Derby was a rodeo ride as we bucked and fought with the thermals for the right to descend and land.



A long forgotten MiG-15 oversees Doug and Stu's fueling operations at Lovelock-Derby Field. By Doug Eaglesham.

A derelict MiG-15 crouched in a corner of the ramp, a long-forgotten relic of a communist dream. Meanwhile, a steady stream of screaming, turbine-powered crop dusters taxied in and out every few minutes. We couldn't tell if it was one or two planes making short hops, or several planes cycling one after the other.

Leaving Derby, we harnessed the thermals to lift us ever higher as we headed for Reno. NorCal approach vectored us right over Reno-Tahoe International, and warned us of a Southwest 737 departing right beneath us. We perched at 8500 feet, so the Boeing never presented a conflict, but it was cool to see it takeoff and climb right underneath us.

An inbound Piper Cherokee was our next concern as we passed into the Sierra Nevadas, but we spotted it ahead and well below us. No conflict.



The mountains of northern Nevada seem much less intimidating with so little alpine foliage covering them. By Stu Simpson

Lake Tahoe glimmered off to the south as we flew over Truckee, just inside the California border. The upper reaches of the mountains were still thoroughly deep in snow and I couldn't help thinking of the early settlers and explorers who dealt with the weather hardships those mountains regularly incur.

We sailed downhill from the Donner Pass toward Sacramento. All along the way I continued to be amazed at how the area was so familiar. It was because I'd 'flown' it on my desktop flight simulator several times. The fact that it allowed me to recall specific valleys and terrain features in the area speaks to how amazing – and useful – such technology has gotten.

Sacramento slid past off our right wings, diminishing in the haze as we arced southeastward skirting the western slopes of the Sierra Nevadas and pushing on toward Merced, our destination for the day.

We were perhaps forty miles north of Merced at 3500' when Dennis called traffic at our eleven o'clock. I spotted a dark

shape on the horizon that seemed about a mile and a half away and close to our altitude. At first, it seemed to be heading south at a speed similar to ours. Several seconds later I realized it was in fact heading northwest on a path about 70 degrees to ours.

It quickly took shape as a US Army Chinook helicopter, a massive dual rotor beast with an unmistakable profile. And it was coming right at us. I called for our flight to descend a few hundred feet to create some space, which proved to be very prudent.

The Chinook loomed larger in the wind-screen and several seconds later I passed right under it by a few hundred feet. I could see one of the helmeted crewmen in the half-open hatch just behind the cockpit, so I waved at him.

Doug reported that as soon as the Chinook overflew us it started climbing hard to a higher altitude. I reckon they should have done that earlier since they were tracking the west side of the compass.

We landed at Merced a few minutes later, tied down, secured a car, and went looking, unsuccessfully as it turned out, for a starter solenoid.

Day 3

The FBO manager at Merced was quite helpful in me locating a solenoid. In fact, I bought a whole, almost new starter. It had a cracked casting, but everything else on it was shiny and fine. I was able to haggle him down to a pretty respectable price and we were both happy with the out-

come. Doug and Dennis and I decided to wait until San Diego to effect repairs on the Cav.

We left Merced and turned southeast, our destination being El Cajon's Gillespie Field, on the east end of San Diego. But as we progressed it looked doubtful we'd make it.



Dennis' brightly coloured RV-8A above the fertile San Joaquin Valley in southern California. By Doug Eaglesham.

Fresno, and then Bakersfield passed by, and the further south we got the worse the distant weather appeared. We approached the south end of the San Joaquin Valley, which is delineated by the Tehachapi Mountains. The Tehachapi range runs southwest to northeast. We were high enough at Bakersfield to see over the southwest end of the range and what appeared to be a solid cloud deck beyond. There was no way to tell if it was an undercast, a broken, or a scattered layer until we got closer for a better look.

The northeast end of the range into the Antelope Valley was clear, as you'd expect, since it's the gateway to the Mojave desert beyond.

We'd been aloft for more than ninety minutes, and weren't sure we could make our intended stop of Chino due to the weather. We were also uncertain of the route beyond Chino, and we were getting hungry. We decided to divert and form a new plan for continuing.

We turned over the Tehachapi Range and made for Lancaster. Tehachapi itself is in a bowl atop the range and is famous for its soaring activity. Similar to the Crowsnest Pass in southern Alberta, it's in a natural venturi where mountain waves slingshot sail planes well into the flight levels.

The wind grew steadily as we crossed the mountains and descended onto the right hand downwind for Lancaster's runway 24. In the near and far distance we could see the storied Mojave Air and Space Port, and Edwards Air Force base, each of them cradles of so much aviation history.

Lancaster's controller reported the wind as 250 at 14 gusting 26. It wasn't much of a problem for landing, but it rocked our planes pretty hard as we fuelled. We each tied down snugly before heading to the airport restaurant.

We hatched a new plan over lunch as we checked maps and weather reports. We decided to skirt the USAF Palmdale plant control zone, then turn south into the Los Angeles basin near San Bernadino, and shoot the final hundred miles into Gillespie Field.

Doug departed first, with me and Dennis following. Our takeoff runs were pre-

dictably short into such a headwind, and we turned southbound to stay west of Palmdale's control zone, only a few miles south. A pair of new USAF Boeing KC-46 air refuelling tankers were flying circuits at Palmdale, which I thought that was pretty cool to see.

Doug's impression, though, was that the tankers were unaware of us and that one was flying straight toward us. His reaction, naturally, was to change course and fly a different direction than what we briefed. Dennis and I lost sight of him against the urban sprawl of Palmdale proper.

Now we had a problem. We needed to re-join with Doug over unfamiliar territory amidst moderate to severe turbulence. A fierce wind howled from the southwest storming over the San Gabriel Mountains a couple of miles to our right and creating moderate to severe lee wave turbulence and downdrafts. Dennis and I were near the top of the turbulent zone, but Doug was right down in the lee wave rotor. It was rough for us, but Doug was absolutely getting his teeth kicked in and was really struggling to climb out of it.

After fifteen violent and fruitless minutes of Doug, Dennis and I each describing ground features we were near or over, and Dennis and I trying to lay eyes on Doug's CT, it was time for another plan.

We were rapidly approaching the Cajon Pass, where I-15 drains into the LA basin north of San Bernadino. Once south of there, we had to join up or Doug would have to fly separately through some of the

busiest airspace anywhere. We really wanted to be together as a flight of three.

I spotted a large and easily seen warehouse complex in north San Bernadino. Dennis and I flew directly toward it and I asked Doug to do the same. I knew now that he was behind us, and I asked him to stay five hundred feet above our altitude and no lower.

Once over top of the warehouse, which Doug had now spotted, Dennis and I began a left-hand orbit around it. Before long Doug was doing the same thing and we continually updated each other with position reports. After two and a half orbits I spotted Doug on the other side of the circle going north.

“Contact!”, I radioed. “Okay, Doug, I’ve got you northbound at my ten o’clock for three quarters of a mile,” I reported. “Continue your orbit. Dennis and I are turning in now to join on you. Dennis, confirm you still have me in sight?”

“Roger that,” he replied as I banked hard toward Doug who was now turning into the north end of the orbit area.

As we carved around to join him, I asked Doug to roll out southbound, and I dropped in to his eight o’clock a couple of hundred feet away. I could hear the relief in his voice as he called me in sight. The old gang was back together again.

Now we just had to get through this airspace complex.

Dennis set up on my left side, and Doug stayed on my right as we switched over to

SoCal Approach for flight following through to Gillespie. The next 45 minutes was some of the most intense flying I’ve ever done as we worked with one controller after another to get through the area.

We received a steady stream of vectors, altitudes changes, traffic alerts and at least a dozen frequency changes, before finally being handed over to Gillespie tower. Added to that was the typical reduced and hazy visibility of the marine layer that permeates the area. At one point I looked out a few miles ahead at a FedEx MD-11 at our altitude flying east to west. It was headed for Ontario airport, a major cargo hub in the region. There were only a few moments of relative quiet for us, and during one of them I looked out my right side to see Doug just off my wing snapping pictures, waving, and grinning broadly. It was funny as hell, and as unexpected as it was welcome.



Six o'clock shot of Stu's Cavalier on the last leg to Gillespie Field at San Diego. By Doug Eaglesham.

We lined up in trail before switching to Gillespie tower. The controller was miffed that I didn't have the ATIS, but I replied that I hadn't had time and only had one

radio. He vectored us to the right downwind for 27 right for spacing behind an inbound King Air.

We dutifully followed directions, but were shortly headed for some rapidly rising terrain.

“Gillespie tower, experimental Bravo Quebec Romeo,” I called. The King Air was going past us on final.

“Experimental Bravo Quebec Romeo, go ahead,” the controller replied.

“Tower, are we okay to turn base here before we smack into this mountain coming up?”

“Experimental Bravo Quebec Romeo flight, turn right base for runway 27 right.”

I cranked the Cav into a right turn, avoiding the mountain ahead, and the one to our right that now separated us from the airport. I felt quite familiar with the difficult terrain, even though I’d never flown here before. Well, not in real life. Once more my flight simulator proved to be a huge help in familiarizing myself with the area.

The tower cleared us to land and we were soon on a surprisingly steep final approach leg that I’d warned Doug and Dennis of earlier. Despite being ready for the approach, I was still surprised at how challenging it turned out to be. I had to fight hard to keep my speed down for landing.

We made our way to the transient parking and tied down. The nearby Enterprise car rental agency sent a man to pick us up

just before they closed, and then we were on our way to find a hotel for the next few nights in San Diego.

Stay tuned Part two of this Adventure will be in next month’s Skywriter.

Trimming Your Airplane

Featuring [Wally Moran](#)

Question:

How often should I be adjusting the elevator trim during a typical flight? What’s the correct technique?

Answer:

Proper elevator trim technique is a very important and often overlooked basic flying skill.

Keeping the aircraft in trim relieves the pilot of the need to constantly hold elevator pressure one way or the other to maintain aircraft attitude. This helps reduce fatigue and prevents unplanned excursions from the desired attitude if the pilot gets distracted.

Nearly every time the power is changed or the airspeed is changed the pilot needs to adjust the elevator to maintain the desired attitude. So it is safe to say that every time the power or airspeed is changed there is also a need for an elevator trim change.

The proper technique for trimming the elevator is to first establish the desired pitch attitude with elevator control and then adjust the elevator trim to relieve the control pressure.

It is particularly important to have the elevator trimmed properly for the correct speed on final approach. This will make the control feel and aircraft reaction during the flare the same on every landing. Doing this will surely improve your landings.

However, there is one place where power and airspeed are changing but one should not use the elevator trim. That is during the landing flare. Trimming nose up during the landing flare puts the aircraft in a severe nose up trimmed condition and can cause great difficulties if a go-around is required. This technique has been a factor in go-around accidents.

Now, if your airplane is also equipped with aileron and rudder trim, you have lots of options to fly hands-off. As you know, the left turning forces that affect our aircraft vary depending upon the power setting and airspeed. A properly rigged airplane should fly straight and level, hands off, at cruise power and cruise airspeed. Any deviation from that condition will cause a need for rudder pressure to maintain straight and level. For example, during climb, it is necessary to hold some right rudder to counteract the left turning tendencies. Conversely, reducing power or increasing airspeed may cause the need to hold a bit of left rudder. If rudder trim is available, I use it to avoid holding rudder pressure during climb and descent.

So, again, the proper trimming technique is to establish the desired attitude with the primary flight controls, then trim out any hand or foot pressure required.

Tip courtesy of Pilot Workshops



I took a friend from my neighbourhood flying to Ram Falls. It was a perfect day with little air movement. Calm winds, not a ripple in the sky. This is from her facebook post.

Elaine Vilven is at Ram Falls Provincial Park.

September 3 at 3:19 PM ·

another great flying experience with Norm

weather was perfect and the view spectacular!!

Ram Falls is a great place to go camping!!



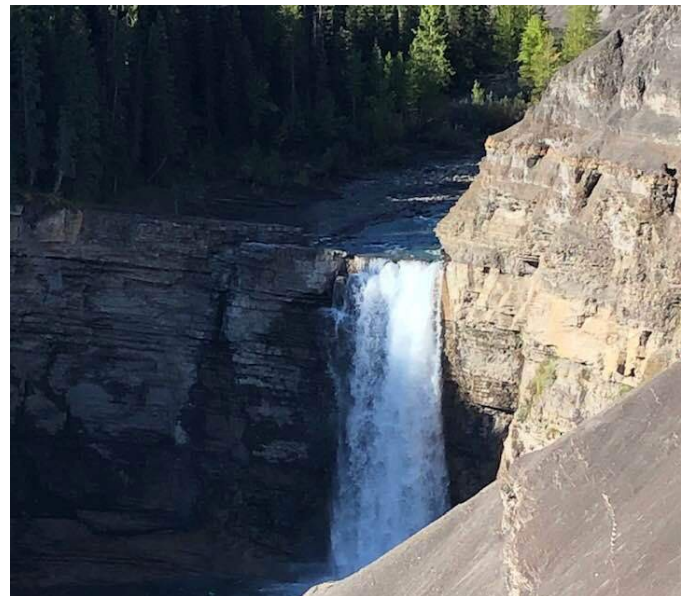
As we were walking to the falls something crossed our path.



Getting the plane fueled for Ram Falls



Beautiful Clear skies. Magical



Elaine was one happy passenger. Share the gift of flight with someone. Be a smilemaker.

Read Back The Altimeter Setting?

Featuring [John Krug](#)

Question:

When I am handed off from one controller to the next, the next controller will upon my calling in give me the local altimeter setting. Do I have to repeat the local altimeter setting when I acknowledge, or, in the interest of minimizing my use of the frequency, can I just acknowledge with my call sign?

Answer:

You should verify the altimeter setting by reading it back. Keep it short and simple something like... 30.23, Cessna MLB.

Here's why.

The altitude reporting function of your transponder transmits your aircraft's *pressure altitude*. As we all learned in private pilot ground school, pressure altitude is what the altimeter reads if you set it to 29.92 Inches. This has nothing to do with the altimeter setting that you dial into your altimeter.

This, of course, brings up the question... *If my altimeter is set at 30.23 and the transponder is transmitting pressure altitude referenced to 29.92, how does the controller see my correct altitude?* This is because the ATC computer applies the local altimeter setting and adjusts the readout on the controller's display.

This is why it is so important to make sure that you have the correct altimeter setting and verify it with ATC. It's very easy to transpose two numbers—29.95 and 29.59 are very similar sounding on the radio. Reading it back - briefly - helps to ensure the controller will be seeing the same altitude that you're seeing."

Tip courtesy of Pilot Workshops



195 Pictures courtesy of Brian Byl
Brian will tell us all about his adventures
to the 195 FlyIn

Aircraft Storage

**Private and Commercial lots as well as tie downs available
HIGH RIVER REGIONAL AIRPORT**

**Don't miss this opportunity! A great alternative
to sitting on the pavement in line waiting to take-off!**

**Fuel on airport 100LL and JetA Aircraft maintenance as well as all oils and many
supplies from Murrays Aircraft Repair**

Gary Abel - Airport Manager Phone: 403-601-1654

**Email: AirportManager@hrmdf.net
<https://www.highriverairport.ca>**



FOR SALE

For Sale – Kolb Firefly

This is a well-built single-seat aircraft imported from the US in 2018 by Arnim Haase.

Features: 10 USG tank, electric start Rotax 447, in-flight adjustable trim, wing tip strobes, dual brakes, 230 hrs engine and airframe, 3-blade adjustable IVO prop, new plexiglass canopy, and always hangered, \$5500.

Handheld Icom and Spot 3 also available for sale. Selling for Arnim's estate. Contact Bob Kirkby (403-512-9158) or Carl Forman (403-283-3855) to view.

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.



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.

FOR SALE ANDREASSON BA-4B HAWK



**ANDREASSON BA-4B HAWK.
BRAND NEW NEVER FLOWN**

“0” Hours on Engine/Airframe/Prop

Extremely well equipped

~~\$23,900~~ Reduced \$20,000

**PLEASE
E-MAIL.....george7@hughes.net
FOR “INFORMATION PACKAGE AND
PRICING”**

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.

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

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

2019 Flying Events

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