



Skywriter...



Monthly newsletter of the Calgary Ultralight Flying Club - COPA Flight 114

August 2007



The beautiful terrain that surrounds Nelson makes a wonderful backdrop to one of Canada's new Harvard II trainers attended the Nelson Fly-In Breakfast. More on this event can be found in Troy Branch's article.

REMINDER!

There will be no meetings for the month of July and August. The next general meeting will be held on Thursday, September 14. Have a GREAT SUMMER!

From The Cockpit

By Garrett Komm

Crazy From The Heat

What a great summer with all this heat... it makes me long for the short days of winter. I have been planeless for a while now and it is starting to wear on me. It's so bad that I have taken up the challenge of transplanting trees. For so many years I have been telling all the newbies that to rent is the best way to fly. No hangar no maintenance and no refueling and it goes on and on. I've changed my mind, to go when you want is well... PRICELESS.

I made it to the Lethbridge Airshow. The club there is as friendly as they get and very well organized. On the taxi out after the show they had arranged with the powers that be that we do a group taxi to speed up departure. What a sight to see all of us taxiing out



One of the stars from the recent Flyboys movie, now on display at the Kermit Weeks "Fantasy of Flight" Museum in Florida

with doors open and all staggered waiting for departure. With a quick radio call of we went. To see all of us climbing out and turning to the north was quite a sensation. The Merlin had given me a rare sensation of out climbing out faster and passing other planes. What a machine!

I had the chance to see the Kermit Weeks Museum in Polk City Florida. Yes they had a Corsair there but, despite my best efforts, I was denied entry to the plane. His collection includes many warbirds. Many of the planes were from German decent. A few of the planes from the movie FLYBOYS are now on display in the main gallery.

While in Florida I rented a 182 and flew the beach at FT Lauderdale. The only thing hotter than July in Calgary is July in Florida. I'll show more at an upcoming meeting.

The Wittman is resting comfortably waiting for its place in line on the shop floor. The Korsair has found a new display area at Indus. Be sure and check it out when you fly by. We look forward to all the stories about the summer's happenings.

Wishing you tailwinds and no bumps➔

Calgary Ultralight Flying Club

COPA Flight 114

Meetings are held on the second Thursday of every month, except July and August, starting 7:00 PM at the Northeast Armory, 1227 – 38 Avenue NE, Calgary.

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CAVU Dreams

Photos and story by Ken Beanlands

Despite being a very busy month for me, there really isn't a whole lot to report. The three big highlights for me were the Air Adventure tour, the CUFC reunion hosted by the Clarke's and the trip to the Nelson Fly-in.

Saturday, July 21 was my 40th birthday, and what a birthday it was. It started out with an early departure from Chestemere with Troy Branch in his very capable RV-9. I won't go into detail on the trip as Troy has done a wonderful job of that in his article presented in this issue.

We arrived back in Calgary around lunch time well in time to make the CUFC reunion Bar-B-Q at the Clarke farm. Unbeknownst to me, my wife had planned a little surprise for me. She decided to get me a cake and bring it with us to the Clarke's. I knew the cake was there as I had seen the slab of carrot cake in the back of the car. When they finally brought out the cake, it has been magically transformed into a work of art! It turns out that the carrot cake was a "decoy cake" allowing Renée to sneak in the real cake made by Cake Works. As you can see, it's a masterpiece!

Two days later on Monday, July 23, we were off on the annual CUFC Air Adventure Tour! This year's tour consisted of 7 aircraft and 8 participants. We endured temperatures up to 38° C with no major issues. More

The creative cake commissioned by my wonderful wife.



Information Request

I've been a member of our fine group for a little over 2 years. In this time I started the construction of a Rag Wing Special II. It's been a little slow going as life intrudes but I'm just about finished the wing ribs.

About 16 months ago I bought a copy of X-Plane to use to make some performance related decisions such as engine size, gross weight, wing span etc. I've found out some very interesting things, most of which I'll discuss at another time. One thing I discovered was that the only airfields available in the X-Plane simulator are those registered with the TC. However, I thought it might be desirable to practice flights into some of the privately owned, non-registered fields.

X-Plane has offered to include up to about 30 additional unregistered fields in their new version to be released in the new year at no cost to us. With the permission of the respective field owners, all we have to do is supply the following field information: field name, GPS coordinates plus bearing, length, width and field surface type for each runway and taxi way.

If you wish to participate, please send me your field information at stobb@telus.net and I will pass it on to X-Plane. Please do this prior to the end of July 2007.

Steve Robberstad

details of this trip will be forthcoming in a future article.

I will say that Chrissy performed flawlessly over the 13 hours of the tour. I had been having issues with high oil temperature over the past two summers. I tried numerous things including a larger cooler and several schemes to improve the air volume coming into the cooler. In the end, it was solved by increasing the cowl outlet area. Despite the hot temperatures, the oil only got to 210° F at its maximum.

In addition to the various flying events, I was able to make some excellent progress on the Buttercup. I'll be providing more updates in future issues as the ship takes shape.

As summer draws to a close, I'm preparing myself for school, which will be starting in two short weeks. See you all at the September meeting.

→

A Birthday Flight To The Nelson Fly-In Breakfast

*Story by Troy Branch
Photos by Ken Beanlands*

The Nelson fly-in breakfast has always been an attraction to me because of its location - nestled in the mountains on the west side of Kootenay Lake in British Columbia. A 6+ hour drive by car, but with proper weather and flight planning the trip can easily be made in the RV for a quick breakfast turnaround and still be home in time for lunch.



We cross the front range... truly in the rocks now!

My family and I had just spent the week with Ken and Renée Beanlands in Arlington, WA and I had asked if he would like to join me on a trip to Nelson for their fly-in breakfast. He promptly agreed and planning took place.

The weather for that day was looking 'iffy' as rain was forecasted and strong westerlies. We decided to make the final decision in the morning as to whether we went or not.

We met at the Chestermere-Kirkby airport at 7:00 a.m. and made a call to Flight Services to file and confirm my weather findings on the Internet. The 40kts winds were to be right on the nose at 12,000ft along our southern route to Nelson, with a scattered layer forecasted between K-Country and the Columbia Valley. The best part about the weather was that the winds were showing a dying trend as the day went on. If it had been the other way around, we probably would not have gone. The plan was to go and see how rough it got and if there was any wave activity, then we would make a decision to keep going or not.

We were wheels up at 7:40 a.m. and cleared to climb to 10,500ft through Calgary's airspace on a direct route to Nelson. The air had a few bumps that progressively got worse as we neared the rocks, but the conditions weren't too severe, so we kept plugging along. I had commented to Ken that it was strange that there was no sign of any wave activity because the wind strength and direction were perfect for it.

About five minutes later the turbulence quit and we then got our first free ride to 12,500ft from a wave at just under 1,800 FPM. There were no bumps in it at all and I was amazed how close we had to be to the rocks before we found that first wave. It would have been nice to just shut the engine down and hang out there for a while, but we had places to go!

The scattered clouds ahead of us were soon below and it looked like we would fly over them. However, what goes up must come down and just before reaching the cloud line we were in the downside of the wave with a 1,800 FPM descent rate. It is very important not to fight it and just let the plane flow through the wave.

Minutes later we had another free ride back up to 12,500ft in the second wave. I kept the speed back so that the plane was ready for the big hit of turbulence. It never happened but we had ground speeds as low as 80kts in the worst locations - well over 50kts on the nose. The wave location was clearly indicated by the cloudless parts of the sky. The lift of the wave quit just over the Elk Valley and we remained at 12,500ft until the Columbia Valley.

I gave a position report to Pacific Radio and also gave them a PIREP for others that might be making the same trip to the breakfast. Altitude is the key when the winds are this strong, peak flying is not recommended!

Andy Cumming from Lethbridge, in his RV-9A, heard us on the radio and gave us his position report. He was just getting close to Cranbrook and on his way to the breakfast as well. The lenticular clouds were



much more pronounced to the south, but he said the ride was smooth most of the way through at 8,500.

We had a nice descent into the Columbia Valley as the base on the west side was at about 8,000ft. The preferred route is to follow the pass west of Kimberly. There is a set of power lines and a road that can be followed to make your way through the valley to the pass that spits you out over beautiful Kootenay Lake. The base needs to be 7,500ft to make the pass feel comfortable to squeeze through. We even saw sheep on the mountains as we whizzed through the valley!

We descended into Nelson to set up for the circuit. Andy was just ahead of us so we knew what the circuit was before we got there. The circuit was a right hand into 22. You cannot fly over the town or hit a mountain. Seeing as how town and mountains surround

Nelson, we had to pay attention! Mountains filled the windscreen on crosswind and we tucked in tight to the mountain on downwind. We had a tight turn to final as it needed to have a dog led to stay clear of town. Touch down was uneventful and we taxied in for food. One and a half hours from wheels up to wheel down, even after fighting the strong headwind all the way.



The picturesque town of Nelson BC.

After lots of hanger flying and full bellies we were on our way. We filled the plane with fuel to open up our options if weather turned bad. We climbed out westbound and then did a 180 to get on our way and to stay clear of traffic. We climbed to cloud base to make our way through the pass the same way we came. The base height had not changed but there was now cumulous clouds forming below that were making the mountains look more closed in. We squeezed through the pass and made our way to the Columbia Valley.

The weather cleared and we climbed above a scattered layer for a direct flight back to Calgary. The tailwinds had picked up and we had 190kts on the GPS burning 7gph. The ride was smooth as glass and

On approach to Nelson's dock-side runway following the dog-leg procedure in the CFS



we started our descent near Okotoks for our arrival into Chestermere.

One hour and five minutes for the return flight and it was only 11:50am. I was able to have a rest at home before the family and I made our way to the gathering at Kae and Glen's. Ken and I had a great time flying and I was happy to give him his first mountain flying experience for his 40th birthday! →

Flying Events

August 18, Vulcan, AB – Annual CUFC and Lethbridge Sport Flyers get together. Plan on being at the Vulcan airport between 8:30 and 9:00 AM then walk to the Golf course for breakfast. Contact Dave Procyshen for more details at dprocyshen@shaw.ca

August 12, Sundre, AB – Located Sundre Airport cfn7. Barbecue Sunday 10:00-14:00 serving hamburgers and hot dogs. Contact Person and telephone number Wayne Bumfrey 403-638-8027. Colin Minty Web site Links www.fn7.ca.

August 18, Springbank, AB – RAA Calgary Annual Fly-in Breakfast. Starts at 8:30 AM. Please contact Tom Birch for further details at glastar@telus.net

August 18, Airdrie, AB – Airdrie Flying Club will be hosting an aviation Show & Shine and barbeque lunch. A poker run will be held in conjunction with the event. Visit <http://www.airdrieflyingclub.ca/showandshine.htm> for more info.

August 18, Cooking Lake, AB – Edmonton Airports is pleased to be hosting the 3rd annual open house & fly-in BBQ from 11 a.m. to 2:30 p.m. Rain or Shine! Free! For more information contact Edmonton Airports at fly-in@edmontonairports.com.

August 26, St. Albert, AB – Fred Herzog Memorial Fly In Breakfast from 7 a.m. to 11 a.m. at the St. Albert Airport, identifier CES3, coordinates N53 41 25 W113 41 37. For more information contact Ben Strafford at 780-458-1606 or email larandben@cruzinternet.com.

September 3, Stettler, AB – Stettler Flying Club's Annual Fly in Breakfast at 8:00 a.m. until 11:00 a.m. Labour Day Monday, at the Stettler Airport (EJ3). Contact Dwayne Sutton 403-742-4354, or, d_sutton@telus.net or Alternate; Kevin Falkenberg: 403-742-8058 or autox@telus.net.

September 8, Lethbridge, AB – Lethbridge Sport Flyers, COPA Flight 24 annual Fly-In Breakfast at the Lethbridge County Airport, CYQL, AirWest Hangar 8:00 a.m. to 11:00 a.m. Everyone is welcome! For more info contact Joe Harrington 403-308-8343 or visit www.lethbridgesportflyers.com. Contact Person and Phone Number Joe Harrington 403 308-8343, Lethbridge-Sport-Flyers@telus.net.

September 8, Indus, AB, Fly in supper and neighbourhood appreciation day. Pot luck and deep fried Turkey. Indus Airport. Starting at 5:00 pm. Dinner at 5:30 Bring lawn chairs and enjoy the taxi ways. Five volunteers needed for crowd control. Please contact Garrett Komm at kommair@telusplanet.net for more information or if you can volunteer.

September 8, Calgary, AB – Calgary Springbank Airport, Flight 14 Young Eagles Rally. Free flights for youth aged 8 through 17. Last year's event was a blast. Please help us make this year's event even better. Airplanes, pilots and ground personnel needed! Contact Captain Chad Conrad 403-590-0577 or email captain@copaflight14.org

September 8, Rocky Mountain House, AB – Rocky Mountain House Flying Club is having a Fly-in Breakfast from 8 AM to noon at Rocky Mtn House AB. Rain date Sunday Sept 9. Everyone welcome. Contact Fred Nash 403 845-6247.

September 15, Okotoks, AB – Okotoks Air Ranch CFX2, N50 44 07 W113 56 05. Okotoks Flying Club COPA Flight 81 Annual fly-in breakfast from 8 a.m. to 12 p.m. Adults \$5, children under 12 yrs \$2. Contact Mark Ballard 403-203-2443 or mkbcorp@telus.net. Also please visit our web site for more details, <http://ofc.homelinux.org>.

September 15, Strathcona County, AB – Strathcona Flying Club will be hosting a fly-in open house to celebrate the completion of the construction upgrades. We will provide free hamburgers, hot dogs and refreshments on Saturday, September 15 from 10 a.m. to 2:30 p.m. at the Strathcona Airport (Josephburg), For further information call 780-417-7100. →



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1987 Challenger II, 447 Rotax rebuilt, new fabric on fuselage, new upholstery, new wheel pants, panel, 157-TTSN, very clean airplane, can be seen at Glen Bishell's airstrip. \$13000. Ken Johnson - 546-2586 (06/06)

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