



Skywriter...



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

May 2008



Ed D'Antoni takes advantage of the good weather to get a little time in the SportStar.

From The Cockpit

By Pat Cunningham

Another month gone again. It was a little better weather for flying and I managed to get in a few hours of flying including a nice little flight with Stu Simpson.

We left Kirkby's and headed towards Rockyford to meet up with John Munchrath. We were going to meet John in the air but when we got to Rockyford he wasn't in the air yet. Neither Stu nor I were sure where John flew out of so we decided to land at the Rockyford strip. This turned out to be the same strip that Garrett Komm, Dan Mitchell and I flew into last year when Garrett was the target for a CASARA exercise. It's a 2500' turf (stubble) strip in the middle of a field and our planes looked right at home sitting on the side of this strip.

Soon enough John flew overhead so Stu and I took off and joined him in the air and headed off to where else but Linden for lunch. It never ceases to amaze me at the welcome we always receive when we go to Linden. This is a town where we they want to see us instead of finding ways to keep us out. After a bite it, was off to Bishell's where I was to stay and Stu and John headed back home but not until they killed some more time looking at the different planes at Bishell's and talking to the boys who were busy on their own projects. All in all another great day with some good flying, good grub and some good stories too!

On April 22 there was an ultralight crash near Granum Alberta claiming the life of Donald Berreth. There were no witnesses to the crash. An investigator with the Transportation safety board said the right wing "failed" sending the plane spiraling to the ground. There was corrosion found at the attach point joining the wing to the fuselage according to Barry Holt of Transport. This was a small bit of the article written in the Lethbridge Herald on April 29th.



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Although we do a thorough preflight check, it is important for us to take the time and do an extremely good inspection of our planes a couple of times each year. Although there are no regulations requiring ultralights to go through an annual inspection as there is with certified planes, it is still important to insure our aircraft are still airworthy. Team up with someone else and do an inspection on each others plane. A fresh set of eyes may catch something you have missed. Don't be embarrassed by things pointed out by someone else, some day it may save your life.

I would like to thank Bob Kooyman and Dave Procyshen for their efforts putting on the rust remover last month. It was well attended and enjoyed by all with some good reminders about safety.

I hope you enjoyed last months speaker Bryan Arnott on corporate aviation, it was nice hearing a different view of flying from the corporate world. When it comes down to it, we all fly for the same reason... because we enjoy it!

You still have time to purchase your raffle tickets for the June draw so pick yours up at the next meeting.

See you soon!



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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Skywriter

Skywriter is the official newsletter of the Calgary Ultralight Flying Club - COPA Flight 114, published 12 times per year

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CAVU Dreams

by Ken Beanlands

What a month. Our April meeting took place on the heels of a record breaking snowfall but we still had a great turnout.

I was recently reading some of the old Aviation Safety Newsletters from Transport Canada and happened across an article on radio call sign confusions. The point of the story was that the assignment of flight numbers by airlines was leading to aircraft responding to clearances for other aircraft. For example, *Speedair 324* might respond to a clearance given to *Speedair 824*.

I couldn't help but remembering an incident one afternoon as I was arriving at Red Deer. With several of us coming in at the same time, I hadn't completely kept up with all the radio calls. So, when I heard the tower request a position report for *Romeo Echo Mike*, I immediately assumed he had accidentally used this call sign instead of the correct *Romeo Echo November*. I called back with something to the effect of "*Red Deer Radio, this is Romeo Echo NOVEMBER approximately 3 miles south of the beacon at 4500*". Imagine my surprise when I heard *Romeo Echo Mike* call in immediately after with his position! It turns out that Jack Landage's L-17A Navion, based in Biesecker, is C-GREM. A quick apology and all was good.

Although this was a simple mistake with no real consequences, some radio mistakes can have a far greater impact. One afternoon, while in the circuit at Sringbank, one such incident occurred. I was flying a rental Citabria when one of the C-172's from the same club taxied out. As they completed their run-up and taxied to the hold line, they keyed the mike to request take-off clearance. Unfortunately, the mike stuck open. For about five minutes (one complete circuit for me), all we could hear was the conversation between student and instructor. The instructor was becoming increasingly impatient with the tower's lack of clearance when there was more than enough room to take off.

Fortunately, the tower's transmitter was far more powerful than the 172's so the rookie controller was actually doing a great job of clearing the aircraft still in the circuit and keeping cool through it all. She asked us to remain in the circuit and gave us clearances with no response required. Finally, the instructor started to sense something was wrong as he hadn't heard any radio calls for a while and finally starting questioning the student about whether the radio was still on. The student replied "the radio is on, but there's a 'T' on the indicator... does that mean

trouble?" The last comment was the instructor saying "OH NO...", then click. The instructor was cleared and chewed out by the tower supervisor as he headed out to the practice area.

With this in mind, I started thinking about our own radio procedures. Recently, I was asked by a club member about the practice of using the *Dragonfly* call sign for group flights. This practice has been ongoing since before I joined the club so I decided to check it out.

I couldn't find much in the CAR's that specifically refer to the use of call signs. I'm sure it must be there, but I simply couldn't find a reference. This past weekend, I gave a presentation at the Rust Remover about the flight to Oshkosh. One odd thing is that if you fly a Canadian registered aircraft to the US and plan on using your radios, then you are required to have a radio station license. While verifying this rule, I stumbled across Industry Canada's regulation RBR-1. There it clearly states that:

4. Identification

The operator of a mobile station in the aeronautical service shall identify the station using:

- (a) in the case of an aircraft station,
 - (i) the official registration marks of the aircraft.
 - (ii) a word designating the air operator, followed by the flight identification number; or
 - (iii) other methods of identification that have been agreed to under a special agreement between Canada and other governments, and on condition that they are internationally known

Since the wording "shall" is used and not "should", this essentially means you must use the registration marks and there is no allowance for the arbitrary use of "Dragonfly" (remember, "air operator" refers to a commercial operator, we are technically "aircraft operators"). In light of the recent attention being given to call sign confusion, the use of the dragonfly moniker may not be the wisest choice.

Besides, we're usually halfway to our destination before we straiten out who exactly is *Dragonfly 4!* © I may not always remember what *Dragonfly* number I am, but I always remember my registration...

→

SPOT On!

by Ken Beanlands

As most of you now know, 121.5 MHz ELT's currently used in our homebuilt, owner maintained and certified birds are being phased out in less than a year. COPA is diligently fighting to provide us with options beyond the 406 ELT being forced on us by Transport Canada. However, there are options that we can use today.

One of the best options out there is the SPOT transceiver (Satellite Personal Tracker). This unit is a Canadian design that uses both GPS and satellite phone technologies. The basic principal is that the unit will track its position with the on-board GPS receiver. The unit then communicates with the SPOT call center using satellite phone technology.

The unit has four functions. The first is the "911" function. When the "911" button is pushed and held for 5 seconds, a signal is sent to the SPOT call center with the unit's location. The signal repeats every 5 minutes until deactivated. The SPOT center will contact the local authorities to dispatch emergency services to your location.

The second function is the "HELP" function. This function will send a predetermined signal with your location to a list of contacts provided by the SPOT owner. This can be done through e-mail, text messaging or other web based messaging services. This would be a useful function if you have a safe, forced landing and need someone to come and help.

The next function is the "OK" function. It works in the same way as the "HELP" function except that it sends an "alls well" signal. If you use flight itineraries filed with a family member, this may be a useful way to close that itinerary.

These three functions are included with the basic \$100 annual fee from SPOT. For an additional \$50, you can subscribe for one of the best features SPOT has to offer. The "Track Progress" function will leave an electronic bread crumb trail by contacting the SPOT center every 10 minutes with your location. This can be viewed on the SPOT website by anyone with your SPOT information. If you do have an accident while flying, the SPOT transmitter will continue to broadcast your position and it will be saved within the SPOT systems. If the SPOT is damaged or destroyed, your bread crumbs will still be in the system up to the point where the crash occurred.

Now, here are the shortcomings. The SPOT unit only transmits the breadcrumbs every 10 minutes. At 100

mph, my Christavia will cover about 17 miles. Fortunately, with the previous breadcrumbs pointing the way, the search may be quicker than with a conventional ELT hit. However, I'd pay more to have the breadcrumbs every 3 to 5 minutes.

A second disadvantage is that the unit's only source of power is a pair of AA Lithium batteries. There is no provision for external power or rechargeable batteries. Granted, the batteries will last for 14 days of operation, but it would be a good idea to change the batteries at around the 7 day mark. I'll be changing them at every oil change (about 50 hours) and use the old ones in a flashlight or something.

Finally, the pilot has to remember to turn the unit on as part of the pre-flight checks. It's pretty useless otherwise.

Despite these drawbacks, I forked out the \$170 to purchase one from GPS Central last week and have had a week to play with it. →

Political Action Needed to Stop Mandated 406 ELTs

by Kevin Psutka

I hope by now that everyone is aware of the impending requirement to install a new 406 MHz Emergency Locator Transmitter (ELT) in the near future click on the backgrounder link at the bottom (ed. see the COPA National website) .

Although the next formal step in the process is the release of Gazette Part I sometime in the near future (date unknown as of the date of this article), at which time we will respond to whatever cost/benefit justification the government may provide, feedback from members to this point in time indicates that they want to do more to express their concern.

Our goal is to permit aircraft owners to choose an alerting option, including 406 ELTs, that best suits the type of flying they do and the terrain over which they fly. We are opposed to a regulation that forces everyone, at considerable cost, to equip with one technology that is not suitable for all operations.

To that end, I encourage everyone to study the issue thoroughly by reading the articles COPA has developed and then create a letter, based on the [sample letter](#) with the [Briefing Paper](#) and letter of [dissent](#) and send the package to your Member of Parliament. You can find your MP using your postal code:

<http://www2.parl.gc.ca/Parlinfo/Compilations/HouseOfCommons/MemberByPostalCode.aspx>

or using this list:

<http://webinfo.parl.gc.ca/MembersOfParliament/MainMPSCompleteList.aspx>

Unfortunately, the bureaucrats have failed to recognize the need for practical, cost-effective solutions. If we are going to stop this damaging regulation from proceeding, we need members to be politically active on this issue.

Please keep an eye on the front page of our website for the Gazette Part I announcement and how you can respond.

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Notice: Classified ads are free to CUFC members. Contact Ken Beanlands by e-mail to place or renew your ad (see masthead). Ads will be dropped after 6 months unless renewed.

GSC Tech Prop - Wood - 64 X 36 RH Pusher - 2 Hrs run
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Flying Events

May 11th, Sundre – Sunday Mother's Day Fly-in from 8:00 a.m. to 12:00 p.m. located at the Sundre Airport. Rain or shine. For more information please contact Myron Bignold at 403-638-2214, Wayne Bumfrey at 403-638-8027 or Alf Bicknell at 403-638-9001.

May 17th, Cold Lake – COPA Flt 90 and the Cold Lake Regional Airport Association are hosting a Fly-in Breakfast from 8a.m. to 12p.m. located at the Cold Lake Regional Airport - CEN5. For more information please contact Cliff Conrad 780-594-5707 or email cbconrad@incentre.net.

May 18th, St. Albert – Light Engine Services Rotax Speed 60 and barbeque. Fun event to fly around a 60 nm triangle. Prizes to Rotax powered a/c but all are welcome. Pilot's meeting 8:00 a.m. at Light Engine Services, St. Albert Airport. Identifier CES3. Coordinates N53 41 25 W113 41 37. Rain date Monday May 19th. Please phone: Ben Strafford 780-458-1606 or email larandben@cruzinternet.com.

May 25th, Camrose – Camrose Flying Club COPA Flight 137 is presenting the 52nd annual Fly-in Breakfast over 100 aircraft expected 7a.m. to noon. Located CEQ3. For more information please contact Barry Graham gahamb@cablenynx.net.

May 31th, Indus – CUFC/COPA 114 Spring Poker Run. This years fields will be the South runs and include: Vulcan, AJ Ranch, Claresholm, High River, Okotoks. After collecting your hand, it's back to Indus for the final card and a breakfast of eggs, sausage, and hash browns. For more details contact Garrett Komm 403-257-3127 kommair@telusplanet.com.

June 1st, Lacombe – Please join the Lacombe Flying Club for it 45th Annual Fly-in Pancake Breakfast starts at 7:00 a.m. till 12:30 p.m.. Fly, drive or walk. Breakfast served rain or shine. Located at Lacombe Airport (CEG3). For more information please contact Don Warner 403-396-4323 or email dhwarner@telus.net.

June 6th – 7th, Cardston – (CEA6) BBQ Friday evening (6.30 to 8pm) "Theatre in the hangar". Camping on the field (limited power) Pancake breakfast Saturday morning (8am to 10am). \$5.00 per person per meal. contact Doug Murray 403-653-2087 or email dgmurray@toughcountry.net.

June 7th, Villeneuve – Villeneuve open house & Fly-In. Edmonton Airports are pleased to be hosting the 4th annual open house & fly-in BBQ from 11 a.m. to 2:30 p.m. Rain or Shine! The BBQ is FREE but we will gladly be accepting donations for Hope Air. Located at the Villeneuve Airport (CZVL). For more information please contact Edmonton Airports at fly-in@edmontonairports.com.

June 8th, Innisfail – Annual fly-in Breakfast from 7 a.m. to 11:00 a.m. located at the Innisfail Airport (EM4). For more information please contact Herluf Nielsen at 403-728-3457.

June 8th, Bonnyville – Fly-in Breakfast and Young Eagles Fly Day, breakfast from 7:00 a.m. to 11 a.m. located at CYBF. For more information please contact John Vardy 780-826-2132 or email jvardy@telusplanet.net.

June 14th, Cold Lake – COPA Flt 90 and the Cold Lake Regional Airport Association is hosting a Young Eagles Day and Fly-in Lunch from 8 a.m. to 2 p.m. located at the Cold Lake Regional Airport (CEN5). Activities scheduled for the YE Flight Rally include aircraft static displays and barbequed hamburgers and hot dogs as well as refreshments. Please contact Cliff Conrad 780-594-5707 or email cbconrad@incentre.net.

June 14th-15th, Morinville – Mike's Father's Day Fly-In and Antique Cars. Antique Cars welcome Saturday and Sunday for show and shine and a Fly-in breakfast on the Sunday from 8:00 a.m. to 11:00 a.m.. Coordinates: N53-50 W113-33 Runway length: 2600 ft. North/South orientation. 60 foot wide groomed grass. Caution: Wires at south end. For more information please contact Ben Strafford 780-458-1606 or email larandben@cruzinternet.com.

June 21th, Carstairs – Carstairs/Bishell (CGB2) 12th Annual Fly-in Breakfast. 8AM until noon. For more details please contact Glenn at (403) 337-2564

July 5th, Chestemere – Chestemere/Kirkby (CFX8) 17th Annual Fly-in Breakfast.

July 19th, Cayley, AB – Ninth Annual Invitational Fly-in. Pancake breakfast starting 8AM. Lunch. 4 miles East of Cayley, co-ordinates N 50 27 32 W 113 45 46, 4400 foot paved. Underwing camping or Accommodations at High River or Nanton. Tour the Lancaster Air Museum. Please contact Bob at 403 646-2270 or email nlscurator@lancastermuseum.ca.

July 26th to July 27th, Wetaskiwin – Airport and Identifier CEX3. Wetaskiwin Air Show, featuring the Canadian Forces Snowbirds located at Reynolds-Alberta Museum & Canada's Aviation Hall of Fame Event. Show Contact Person and telephone number Brett Binnie 780-361-135, E-mail Brett@AV8solutions.com or web site www.wetaskiwinairshow.com

July 28th to August 3rd, Oshkosh WI - EAA AirVenture 2008, the World's Greatest Aviation Celebration. Visit www.airventure.org for more information. Anyone interested in a group flight to Oshkosh, please contact Ken Beanlands at 295-2079 or kbeanlan@telus.net

August 22nd & 23rd, Nanton – Nanton's (Alberta) annual event. Friday eve. reception, Saturday full of activities started by a pancake breakfast, Merlin engine run-ups, flypasts and much more followed by a hangar dance in the evening. More details at www.lancastermuseum.ca or phone 403-646-2270.

August 24th, St. Albert – Fred Herzog Memorial Fly In Breakfast, from 7:00 a.m. to 11:00 a.m. St. Albert Airport. Identifier CES3. Coordinates N53 41 25 W113 41 37. Please phone Ben Strafford 780-458-1606 or email: larandben@cruzinternet.com. →