



Skywriter



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

October 2008



Dan Mitchell's new Merlin, with a 100 hp Rotax 912ULS.

Picture by Stu Simpson

From The Cockpit

By Pat Cunningham

What's in a name?

Well, after bringing up the subject of a possible name change to the club at the last meeting, I've seen a lot of chatter through e-mails and heard a lot of comments over the last month both for and against the subject. The matter has been approached before but this time it seems to be really generating a lot of interest. One of the reasons I became a member of this club was I was tired of always flying by myself. I was looking for a club that offered exactly what our club does: flying events throughout the summer, group flying trips, be it short 1-2 hours or actual flying holidays, access to knowledge that comes from years of flying and building experience and, best of all, the camaraderie that comes from all the members be it whoever you are. Before becoming educated on the world of ultralights, I had no interest in them whatsoever. When I was looking for a club I went right by the Calgary Ultralight Flying Club thinking that this was all they offered. Only after a call to Wayne Winters to actually try an ultralight flight did I have my eyes opened to this new world. Shortly after, I attended a meeting and was pleasantly surprised to find that this was NOT just an ultralight club. It was, in fact, just what I was looking for. We have a very diverse bunch of members involved in all categories of flying including ultralights, homebuilts, experimental, classics and conventional aircraft. I think that with a name change we will be able to attract new members to an already outstanding club bringing with them new ideas and experiences. The name is the first impression a prospective member has of a club so, with a more accurate name, someone searching for what we have to offer may be able to enjoy it much sooner!

Please note that elections are coming up in December



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of this year. The vice president and the secretary positions will be available. If you are interested in putting your name forward please see Dave Procysen as he will be our elections officer. The elections themselves will take place at the December meeting with the positions starting on January 1, 2009.

Kyle Petryshen and Kevin Hopkins will be doing a presentation on acrobatic flying at the next meeting so plan on attending as it is sure to be an interesting evening.

I had a chance for a couple of nice flights in September enjoying the good weather. The first was a flight down to Indus to take in the Evening at Indus. It was another successful event with good weather and a good turnout from the local community. Garrett cooked up another feast that was enjoyed by all. Thanks to all who made that a good time.

I also flew out to the Sherrness Mine with Stu Simpson, Guy Cristie, Bob Kirkby, Bernie Kespie, Calvin Thorne, and was joined by Gerry Macdonald in Linden for lunch on the way back. The mine is a very interesting site from the air and quite a nice destination if you're looking for someplace to fly to.

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

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CAVU Dreams

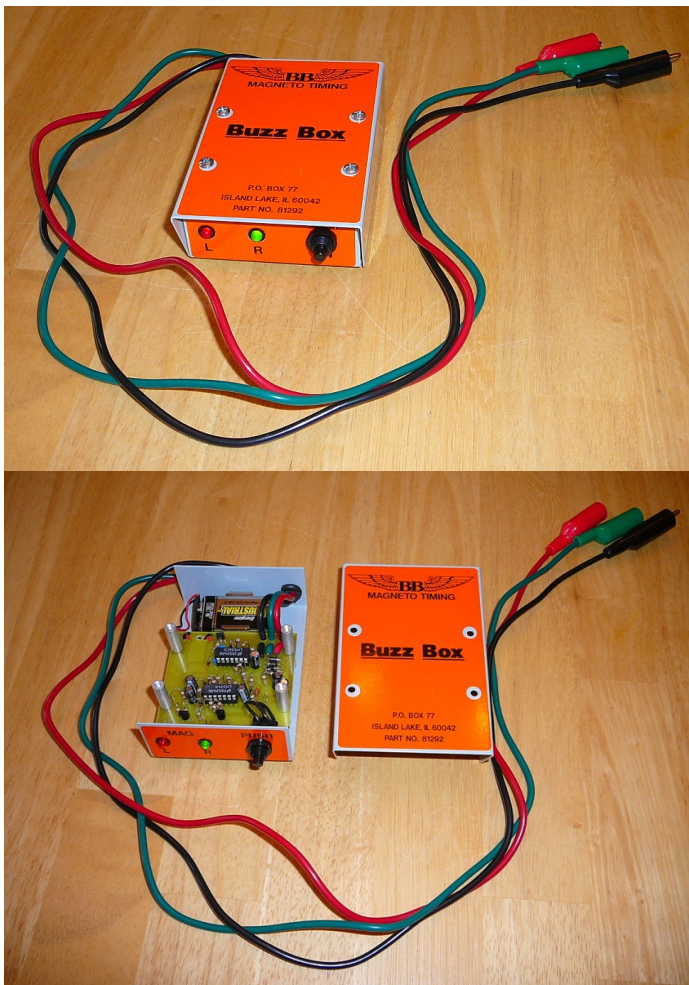
by Ken Beanlands

WOW, what a month!!! This has got to be the hottest September on record! I was able to get a couple of great flights in this month including my first attempt at mountain flying.

I had decided to go for a nice Sunday morning flight but hadn't decided where to go. The weather was looking great with no wind and mild temperatures. A quick peek at the weather sites also indicated similar conditions in the rocks as well. It looked like this might be the perfect morning for my first trip into the mountains! The closest I had gotten to mountain flying was the trip I took with Troy Branch last summer from Chestermere to Nelson, BC.

This was another perfect flight. I decided to head in through Canmore and follow the valley to Banff. Then I followed the Lake Minnewonka pass back out again. True, it was a short foray into the rocks, but I was awestruck! The morning was clear and there wasn't

The ins and outs of the Buzz Box. Some assembly required.



so much as a bump until I got back to Carstairs. The cool air made the climb to 9500' quite quick. I'll definitely be trying this again... Maybe the Kananaskis valley next time.

With September came my return to SAIT to study for my AME license. We're deep into studying such things as turbine theory, aircraft pressurization, electrical troubleshooting. We got a chance to run the school's Bell 206 and will be running the Harvard in a month or so. The group I'm working with is deep into a 100 hour inspection on the Harvard.

Although I have had the chance to learn a number of skills while working on aircraft over the years, one skill I never had a chance to attempt was soldering. When I installed the radios in Chrissy, I had Canadian Avionics build the wiring harness for me so that all I had to do was install the pre-wired headphone jacks and hook up the power connections, one to the breaker and one to ground.

Fortunately, the SAIT AME course has a couple of courses that teach the basics of soldering. We started with simple wire to wire soldering and went on to cannon plugs last winter. This year we expanded on this and finished the class by building a magneto timing "Buzz Box"

The kit is made by Ru Lon Aviation Marketing (www.buzzboxes.com) and was supplied by the school. The project was laid out in steps with a parts bag corresponding to each step. The project takes about three hours to complete for an amateur like myself. Some basic hand tools are required as well as a soldering iron, preferably one with a controllable thermostat.

The basic steps are to stuff the printed circuit board (PCB) with the components followed by adding the wires (speaker, battery connector, switch and leads) and finishing up with mounting it all in the case.

Working on a project like this is a great way to gain the skills needed to do basic work on your own aircraft. Last week I bought a new Artex ME406 ELT for the Christavia. After reading through the instructions, I noticed that there is a wiring harness required between the ELT and panel switch. Normally I would have gotten an avionics shop to build this. Instead, I'll be tackling it myself this time.

Speaking of ELT's... YES, I have decided to bite the bullet and install a 406 ELT. After reading the Canada Gazette publication of the proposed new ELT regulations, it would appear that the best alternative for me was to go ahead and buy the 406. There are indications that there will be exemptions that may extend the compliance time once the rule goes into effect. However, there is nothing in the Gazette to

indicate this. For complete Gazette wording, check <http://canadagazette.gc.ca/part1/2008/20080809/html/rgle2-e.html>.

Unfortunately, since COPA has been working so hard to amend the new 406 ELT regulations, there has been very little information out there for us Canadian owners who wish to avoid the whole controversy and just comply with the 406 ELT installation. To be fair, there could have been articles reviewing and comparing the various 406 ELT's available as I don't ALWAYS read COPA Flight cover to cover ☺. There was a brief listing of the available ELT's, but not much on how to install, test and register your new ELT with the proper authorities.

Also, I've been quite concerned that since most folks have taken the "wait and see" attitude that COPA has been promoting, come February there could be a huge shortage in available ELT's and manpower to install them. Personally, I'd just assume do it now and just keep flying.

This summer, I talked with the folks at the Kannad kiosk and was surprised to learn that the new breed of 406 ELT's are better than the old 121.5 ELT's. The Kannad representative was quick to point out that the 406 ELT's have better designed G switches and have a much longer endurance once activated due to a lower power draw and better batteries. He also rattled off a number of other improvements incorporated in the new ELT's to help increase survivability and chances of proper operation in the event of a crash.

There are also operational improvements. The new ELT I bought does not have an OFF position at all. The ELT only has an ON and ARM position. However, once the wiring harness is removed from the ELT, the ARM position automatically deactivates making it safe to ship.

Another new feature of the 406 ELT's is the requirement for a speaker to be installed to give an audible warning when the ELT is activated. This makes it nearly impossible to walk away from the aircraft with the ELT activated.

Finally, since the SAR folks are promoting the 406 ELT as the best solution and COPA is promoting the SPOT (or similar) device, I figured the best way to insure my butt is found in the event of a crash is to have BOTH devices. To be honest, even if the new ELT increases my chance of surviving a crash by only 1%, then cost is trivial in my mind!

Don't misunderstand me here... I applaud COPA's efforts to allow for other cost effective technologies to be employed in place of ELT's. For some of us with non-certified aircraft (amateur-built and owner maintenance aircraft), the cost of installing a 406 ELT



What comes in the Artex ME406 box? Here it is!

is not that great since it can be done by the owner and an AME sign-off is not required.

Getting back to the Artex ELT, I decided on the Artex ME406 primarily because it was the choice of the avionics shops I talked with and was locally available through Aviall for \$1099. The kit I bought was the Artex part number 455-6605 and includes the ELT, battery, ELT mount, remote switch, antenna, antenna cable, and all the parts to build the wiring harness except the wire itself. I bought a reel of two-wire (#22), shielded cable for \$75.

I plan on installing it next week and will include an article on the installation, testing and paperwork in next month's newsletter.

Before I close, I would like to make a request for new articles and photos. At this point I have no articles for next month's issue and had very little for this issue until the last moment. After all, I'm sure you guys are tired of my ramblings...☺

Also, I'd like to mention that a number of us meet at Swiss Chalet on Edmonton trail and McKnight at around 5:30 PM before the meetings. Feel free to join us if you're available. See you all on Thursday! →

SeaRey Accident

by Bert Lougheed

Sunday September 14 was a beautiful day at Red Deer. About 6:30 PM I left the airport for a short flight to Sylvan Lake to do some water landings - not "touch and goes". We never do touch and goes with water landings. There are too many uncertainties. Red Deer Flight Service had suggested that the wind was calm so I used Runway 34. About a mile east of the lake I passed over a farm where they were burning some brush. I always try to find something near the lake that will give me an accurate indication of the wind direction. The smoke trail told me that a slight breeze was from the north-west.

I set up for my first landing about a quarter mile from the north shore parallel to the shore which runs in a north westerly direction. I made the mental note that the water was fairly smooth but not glassy - no reflections. The first landing was perfect. I touched down and slid to a stop. I reset flaps and trim according to the check list then took off and continued paralleling the shore. I flew for about another mile and set up for my second landing.

Everything for the second landing was set the same as for the first one. There were again no boat wakes or apparent problems. I maintained the 100 ft/min descent, held the nose just above level and anticipated the smooth sound of the landing. At the instant the plane touched the water an "explosion" took place at the front of the hull. In a millisecond the

plane flipped inverted. By the Grace of God I was not knocked unconscious. My four-point harness held well. I opened my eyes under water and remembered the rules of water egress as outlined so many times by "The Dunker Guy" in the COPA magazine. I held my breath, opened my eyes, determined which way was up, released the seat belt, and pushed out toward the light. I do not remember pushing out on the sliding window. I came to the surface, pulled the cord on my Mustang inflatable jacket and found myself standing on the underside of the wing which was about four feet down in the water. The belly of the plane was sticking out of the water about 12 inches. The plane did not sink because I had built extra floatation into it when I did the construction. Within three minutes a wonderful family came over in a boat, rescued me, and called 911.

Two days later when the salvage company pulled the plane out of the water we found that the front deck was gone, the windshield was gone, the entire instrument panel was back by the engine, and the sliding canopy windows were both slid to the very back of their travel. My headset was tangled up in the engine at the back of the wing.

It would appear that there was a major compression fracture in the fiberglass hull. On close inspection several of us feel that an error in the construction of the hull was the culprit. There was a considerable amount of hardened fiberglass resin in the area of the chines. There was no fiberglass cloth or matt embedded in it. The hulls are manufactured by another company that supplies them to the company that markets the airplane. Quality control? The investigation continues. →



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