



# Skywriter...



**May 2009**



*“Hmmm... Maybe I’ll ask Santa for one.”*

# From The Cockpit

By Pat Cunningham

Well, we're now at the beginning of May and what looks to be a busy flying summer (whenever it arrives). There are numerous events planned with a variety of distances and locations to suit everyone's needs. If you get the chance to attend some of these; please do as the effort to host a flying event is time consuming and a lot of work. The hosts do it because they love to and their greatest reward is a high attendance and participation, take the time to hunt down a host and thank them before you leave.

I was watching an episode of Myth Busters not too long ago while they were doing an interesting experiment. They wanted to find out if an airplane would take off while on a conveyer belt going the opposite direction. It went something like this. They got hold of an ultralight and willing pilot, they then made a conveyer belt out of burlap (that was strong enough too hold the ultralight) 2000' long. The plan was to tow the burlap at the same take off speed as the ultralight (25 mph) in the opposite direction, of course, and see what would happen. Everything worked well, the conveyer belt was towed up to speed and at the same time the throttle was advanced on the ultralight. Can you guess what the results were? Did the ultralight go backwards at 25 mph. Did the ultralight stay stationary not going forward or backwards or did the ultralight advance forward at its normal rate and take off? The answer is on the back page.

*Ralph and Cheryl Inkster prepare to leave Sundre after a great morning at the Fly-in Breakfast.*



I would like to thank Carl Forman and Bob Kooyman for another successful Rust Remover held on April 4th. Tim Morrison of Stauffer Aero will be our guest speaker at the May meeting. They specialize in engine overhauls among other things so if you have any questions about them now's your chance for some free advise. I'm sure it will be an interesting and entertaining meeting.

See you soon!



## Calgary Recreational and 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 Recreational and Ultralight Flying Club - COPA Flight 114, published 12 times per year

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# CAVU Dreams

by Ken Beanlands

What an amazing month I've had! There wasn't a lot of flying involved, but the flying I did was awesome. In addition, I finally finished AME school!

Two years ago, I quit my job at Encana to embark on a new career in aircraft maintenance. The course runs for two years with a summer semester off in between. When I first inquired about the course, the industry was in desperate need of new AMEs. Graduating students were getting several offers to choose from and the placement rate was close to 100%.

Unfortunately, the economic landscape has changed in the last year. Only a handful of students had job offers by the time we finished on April 27<sup>th</sup>. Unfortunately, I wasn't one of them. There had been a couple of near misses in the job hunt, but I was officially joining the ranks of the unemployed. Fortunately, and with the help of some friends in the industry, I did get an offer from Klarenbach Aviation in Springbank which I accepted and will be starting tomorrow! Since they specialize in light aircraft, I should have no problem getting my M1 AME license with them.

The AME course offered from SAIT is an excellent program. The school and facilities are wonderful and the staff is very helpful. After having done the

*This 2/3's scale, Warner radial powered Sea Fury is being built in Waterville, NS. If you look closely, you can even make out the tail hook!*



university bit, I found this class environment to be a complete departure from what I was used to. The instructors take the time to work with the students and help them succeed.

Although the program is now finished, I still have 28 months of "apprenticeship" to undertake before I can apply for my license. There is also a Transport Canada Air Regulations exam to pass, but that shouldn't be much of a problem.

*Dad poses in front of his Murphy Rebel, along with his friend, Bob Melville. That's a 160 HP O-320 on the nose and there's a set of Peekay 1800's ready to mount.*



The day classes ended, I hopped on a red-eye for Halifax. I spent a week helping out my father on his Murphy Rebel project. It's coming together quite nicely and should be airborne in a year or so.

While in Nova Scotia we visited a project under construction in Waterville. This is where Bob Kirkby got his Starduster Too from and where I learned to fly gliders. The project we were there to see was a 2/3 scale Sea Fury. The owner has been building it for years and has done all the work including designing. The plane is powered by a Warner radial engine. Everything works like the original including the tailwheel doors. It even sports a tailhook!

While we were there, one of the Air Cadet L-19's landed for fuel. It was neat to see one of the old birds again as this was one of the planes that towed me aloft while I was training in the Schweitzer 2-33 gliders.



*Which one do YOU think is cooler?!?*

However, the L-19 had undergone some rather drastic looking changes since I had seen it last, changes that I definitely disapprove of. The original two-bladed, fixed-pitch, metal prop has been replaced with a four-bladed, wooden Hoffman prop. In addition, two great big mufflers were slung under the belly giving it the impression that a two-stroke engine now lived under the cowl. Both of these modifications were done to reduce the noise, but it sure made the plane look ugly deterring from that military look which makes them so cool. Oh well.

That brings us to today. For the past few years, the Sundre Mother's Day Fly-in Breakfast has kicked off



the annual fly-in season in southern Alberta. Being set in a meteorologically volatile part of the year, this event has had its share of poor weather. However, this year could not have been better. Winds were light, the skies were blue and folks turned out in droves. I arrived before 10 AM and was the 70<sup>th</sup> aircraft to arrive. I'm sure they must have beaten their previous record of 100 aircraft.

There was a great turnout from the club including several members that brought along the whole family. Along with homebuilt RVs, Rocket derivatives, a Piel Emeraude and a Sonex a number of classics also showed up including a Tiger Moth, a radial powered Fairchild, a Harvard, a biplane that looked like a Stampe and a beautiful L-19 Birdog. There also seemed to be an abnormally high number of Cessna 170/180/185 aircraft in attendance.



If you missed today's fly-in, not to worry. There are a number of them on the agenda for the next month including a speed dash in St. Albert, a poker run in Indus and the Camrose fly-in.

Well, that's it for this month. As always, I'm looking for new articles and photos from the membership (I'm sure you're all getting tired of hearing from me©)

See you all at the meeting on Thursday.



# Builder Frustrations

by Garrett Komm

Today was a red letter day. For the first time in my building recollection, I hate my airplane project. Is it the fact that every time I need a part I can't find it or, that it has to be ordered? Or maybe, is it that at a time when I should be well on my way, I don't know what or how I should do it. It could be that each time I have confidence in what the next step is, someone heard to say "I don't think that is the best way". Today, I have had it! A broken drill bit doesn't seem like such a big deal but, when it makes the drill slip and the force of you trying to make it work just right forces it through two layers of fabric, I think I have the God given right to say '\*&%\$#@?\*^... and your Momma too.'

Don't get me wrong I do swear, but this time I really, really, meant it. My first thought is, how will I possibly explain it to all the guys in the club? This is the type of hole that could stand out in a gopher town. It is like a black turd in a resort swimming pool. It is like a mink coat at a PETA convention. So I've said it, it is noticeable. I think the world of our club, but all your bifocal eyes are killing me. I recall helping Troy rivet the RV 10. I bucked rivet 246 perfectly, to bad he was on 247. The dent was there, then the gnashing of teeth began, and the pacing was in full bloom. I felt lower than a rattlesnake's belly in a wagon rut. What had I done? Worse yet, how was Troy going to explain it to all of you? Well, we know that Troy got over it and so will I. But for now, that damn thing can rot in the garage for all I care.

I am starting to realize that the reason that some projects take longer than others, is that we want to achieve full member status of a very good club. This helps to promote safety and fun flying. We can achieve full status by recognizing the standards set by our peers and the experience that they have. We also know that our big brothers are watching to make sure that the ideals of common sense and good practice's make all the events that we have, successful. So, with a cup of salt I accept my limitations and vow to do better. But be fore warned, I won't be flying Buford anytime soon. As they say, fine wine knows no time. Also, Obstacles are those frightful things you see when you take your eyes off your goal. (Henry Ford)

Wishing you all memorable flights in your best efforts. See you at the Poker Run. →

# FOR SALE

1991 MacAir Merlin (BULA), Rotax 503 DCDI, C box, 170 hrs. SMOH, 780 hrs. TTSN, 8 gal. fuel, Powerfin prop, electric start, asking \$19900. Arnim Haase, 403-240-1183. (05/09)

Subaru EJ25 Engine. Long block, complete engine under 10,000 miles. 165hp N.A. fuel injected. Firewall forward will weigh approx. 300 lb complete. Will require a psru – I recommend [www.gappsru.com](http://www.gappsru.com) for a really good unit. This engine is a super aircraft engine, with 5 main bearings, engine block is only 13" long. I have a few spares for it, such as alternator, injectors, oil filter etc. I can help you design an engine mount as well. Invested \$1900, asking \$1200 OBO, just need the garage space. Peter Stenabaugh (403) 280-6715. (12/08)

IVO Magnum Prop, 70" ground adjustable, 2-bladed propeller with approximately 200 hours TTSN. Designed to fit a Franklin hub (different from both Lyc. And Cont.) but can be adapted to fit most engines with appropriate hub from Ivo. \$450 OBO. Contact Ken Beanlands (403) 295-2079. (10/08)

AIRPARK LOT • \$29,000, PRICED TO SELL, Fantastic ½ acre lot with trees. Aero Estates Airpark, Lot 77 on beautiful Lake Palestine. Contact Don Usher, Telephone: (250) 223-8380. (08/08)

1992 RANS S12. 480 TTSN 100 SMOH. Always hangared and well taken care of. A really capable airplane. \$15,000. Brian Vasseur 403-828-5281 [brian@brianvasseur.com](mailto:brian@brianvasseur.com) (07/08)

Beaver RX 550, 422 hr TTAF, 90 hr since total rebuild. 100hp Subaru, 3 blade warp drive prop, Mono 2000 amphib floats with electric retract, all surfaces in Cenconite with Polytone, extra wing tanks, carb heat, radio intercom, GPS, full gauges. Will trade for a boat or 5th wheel ,, but try me on about anything as it is time to hang up my wings Always hangared in Kaslo B.C. \$14,000.00. Contact: Russ White - [umm48611@telus.net](mailto:umm48611@telus.net) (07/08)

Snowbird 1. C-IDRM. 64 hrs total time on Rotax 277. 60mph cruise. 38 mph stall. Always hangared. Excellent condition. 2.5 hour range with reserve. Fly's hands off with trim set. Flown regularly. I want to buy a two-seater. Innisfail. Bruce (403) 227-6577. (06/08)

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# FLYING EVENTS

May 17<sup>th</sup>, St. Albert Flying Club, AB (CES4) – Speed Dash (Fun Event) 78 nm triangle task starting and finishing at Westlock Airport, co-ordinates N54 08 32 W113 44 27. Pilot briefing: 8 a.m. and barbeque to follow with a rain date of May 18th. For more information please contact Ben Strafford 780-458-1606 or email [larandben@cruzinternet.com](mailto:larandben@cruzinternet.com).

May 23<sup>rd</sup>, Indus, AB – 5<sup>th</sup> Annual Spring Poker Run. Airports are, in no particular order: AJ Ranch, Vulcan, High River, Okotoks, Shopery, just East of Boultons, Stefanics, And Kirkby. Final cards given at Indus and breakfast will be from 9:30 to 11:15. Look for the large Ice cream buckets with red paint just off of taxi ways. All cards marked for location. Keep extra look out for traffic We are seeing a great turn out, Fly safe. Garrett Komm 403-874-6447

May 30<sup>th</sup>, Wetaskiwin, AB - The 2009 Induction Ceremony and dinner for Canada's Aviation Hall of Fame will be held at the Reynolds-Alberta Museum in Wetaskiwin. For information and tickets, contact Justin Cuffe at 780-361-1351 ext. 241 or email [cahf@telusplanet.net](mailto:cahf@telusplanet.net).

May 31<sup>st</sup>, Camrose, AB (CEQ3) – 54th Annual Fly-in Breakfast. A hearty Western Breakfast. One of the largest Fly-ins in Western Canada with over 100 aircraft expected. A Free picture of your aircraft on short final will be sent to all Pilots. Co-ordinates Camrose Airport N53 02 25 W112 48 56. For more information please contact Barry Graham at 780-781-7004 or email [grahamb@cable-lynx.net](mailto:grahamb@cable-lynx.net).

June 3<sup>rd</sup> to 6<sup>th</sup>, Edmonton, AB – Canadian Women in Aviation Conference 2009, Biennial CWIA. We have secured a venue, and the hotel is already taking reservations at a reduced rate - just quote the CWIA conference! 1-800-716-6199. Coast Plaza Hotel, 10155 105 Street NW, Edmonton, AB, T5J 1E2. 780-423-4811. More information and conference registration to follow, and will be posted on the CWIA website <http://www.cwia.ca/conference.htm>.

June 5<sup>th</sup> – 6<sup>th</sup>, Cardston, AB (CEA6) – 3rd Annual Cardston Fly-in. BBQ –Friday evening 6:30 p.m. to 8:00 p.m.. Movie in the Hangar Camping on the field (limited power) Pancake breakfast – Saturday morning 8:00 a.m. – 10 a.m.. Located at the Cardston Airport co-ordinates CEA6 N49 09 45 W113 14 28. For more information please email Douglas G. Murray at [dgmurray@toughcountry.net](mailto:dgmurray@toughcountry.net).

June 7<sup>th</sup>, Lacombe, AB – 43rd Annual fly-in Breakfast from 7:30 a.m. to 12:00 p.m. Whether rain or shine come and see the display & learn more about the airpark. Located at the Lacombe Airport. For more information please contact Don Warner at 403-396-4323.

June 13<sup>th</sup>, Taber Airport, Alberta (CED5) – Lethbridge Sport Flyers – (COPA Flight 24), 3rd Annual Fly-In Breakfast. Whether you drive or fly please come and enjoy our breakfast from 8 a.m. to 11 a.m. This event is hosted in part by Tom Kinniburgh of Kinniburgh Spray Service. Note: Watch for Ag Aircraft operations and please be mindful and courteous to those who make a living by flying. Jet A and 100 LL available. Taber's mandatory frequency is 122.8 For more information please contact Brian Wilson 403-345-6603 or send us an email at [Lethbridge-Sport-Flyers@telus.net](mailto:Lethbridge-Sport-Flyers@telus.net).

June 13<sup>th</sup>, Springbrook, AB – The Harvard Historical Aviation Society host Air Affair that will kick off with a pancake breakfast at 8 a.m. and precede a day full of activities. This will include Celebration of Centennial of Powered Flight with the arrival of the Back to Baddeck relay flight, commemoration of the 65th anniversary of Andrew Mynarski's fatal flight, classic airplane and car show and shine, ribbon cutting of the property donated by the county, kids aircraft activities, aircraft rides and more. For more information please phone 403-886-5711 or 403-886-4187, email to [infor@penholdbase.ca](mailto:infor@penholdbase.ca). Please visit our website at [www.penholdbase.ca](http://www.penholdbase.ca)

June 14<sup>th</sup>, Bonnyville/Cold Lake, AB (CYBF) – COPA Flight 90 Fly-in Breakfast from 0700 hrs - 1200 hrs. For more information please contact John Vardy at 780-826-2132 or email [jvardy@telusplanet.net](mailto:jvardy@telusplanet.net).

June 20<sup>th</sup>, Carstairs – Carstairs/Bishell (CGB2) 13<sup>th</sup> Annual Fly-in Breakfast. 8AM until noon. For more details please contact Glenn at (403) 337-2564

June 21<sup>st</sup>, Lloydminster, AB (CYLL) – COPA Flight 113 Annual Fathers Day Fly-in Breakfast. 8 a.m. to Noon. For more information please contact Barney Creech at 306-825-6666 or email [wendysabwest@hotmail.com](mailto:wendysabwest@hotmail.com).

June 21st, Vernon, BC – The Silver Star Rotary Club presents it's 1st annual Wings and Wheels event from 10:00 a.m. to 4:00 p.m. Attention pilots Vernon Flying Club pancake breakfast for flyin's from 8:00 a.m. to 10:00 a.m. Happens rain or shine, indoor and outdoor exhibits and seminars, on site food vendors, nearby parking and shuttle services. Tickets at the gate for \$5.00 per person, \$20.00 family and children under 6 are free. For more information please visit our website at [www.silverstarvernon.org](http://www.silverstarvernon.org).

June 30th and July 1st , Corman Airpark near Saskatoon (CJN5 ) – 3rd annual Corman Airpark Fly'n Fair. Pilots who fly in on either day and leave their aircraft on display for the public will get free breakfast Canada Day, and a chance to win an award in the appropriate category. Gates open to the public both days at noon. Food will be available from vendors both days. Free draws will be held for airplane rides. Dealers and Manufacturers are invited to exhibit their aircraft and demonstrate them within normal circuit procedures. Grand fireworks will be performed at twilight on the 30th. To help cover some of the costs, the drive-in spectators will be charged a \$5 per car charge as they park. Checkout the website: [www.cormanairpark.ca](http://www.cormanairpark.ca) for more details. For info about the event email us thru the website or phone 866 882 3380.

July 4th , Chestermere-Kirkby Field (CFX\*) – Annual Fly-In Breakfast. Breakfast will be served between 0830 and 1100.

July 8<sup>th</sup> to 12<sup>th</sup> – Arlington Fly-in and Sport Aviation Convention 2009. For more information, see <http://www.nweaa.org/>

July 10<sup>th</sup> – 12<sup>th</sup>, Wetaskiwin, AB – "Westebello" 2009, Third Annual Western Canadian Challenger Rendezvous! We'll be at COPA in Calgary, and then planning to join the flight across Canada Details at: [http://www.challengerwest.com/irocnroll\\_tour.htm](http://www.challengerwest.com/irocnroll_tour.htm).

July 13<sup>th</sup> – 17<sup>th</sup>, Red Deer (CYQF), AB – AYA 2009 Annual Convention. AYA is the international type club for owners and pilots of Grumman American light aircraft. Grummans are renowned as fun, sporty, efficient, and safe personal aircraft with relatively simple systems, offering more performance at a lower cost than comparable models of other types.

For more information please contact Steve Peach 403-932-4323 or email [editor@aya.org](mailto:editor@aya.org).

July 17th, Calgary, AB – John Lovelace's Century of Flight Calgary Springbank Airport stopover at COPA Fly-in on cross country flight. See [http://www.johnlovelace.com/more/extended/Cross\\_Canada\\_Century\\_Flight.html](http://www.johnlovelace.com/more/extended/Cross_Canada_Century_Flight.html)

July 17<sup>th</sup> to 19<sup>th</sup> Calgary, AB – The 2009 COPA Convention is being held at the Springbank Airport (CYBW). It promises pilots and flight enthusiast a well rounded program that is educational, experiential and a lot of fun.

July 27<sup>th</sup> to August 2<sup>nd</sup> , Oshkosh, WI. – EAA Airventure 2009. For more details see <http://www.airventure.org/>

September 12<sup>th</sup>, Lethbridge Airport, Alberta (CYQL) – Lethbridge Sport Flyers - (COPA Flight 24), Annual Fly-In Breakfast. Drive or Fly to our breakfast from 8 a.m. to 11 a.m. The event will be at the AirWest (brick) Hangar. Airport Info: Elevation: 3050' GPS Coordinates: N49 37 49, W12 47 59 CYQL. Mandatory Frequency is 121.0 For more information please contact Brian Wilson 403-345-6603 or send us an email at [Lethbridge-Sport-Flyers@telus.net](mailto:Lethbridge-Sport-Flyers@telus.net).

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Answer to Pat's Question: The ultralight advanced forward and took off at its normal rate like the conveyer bet wasn't even there!

*Yet another picture of the Mother's Day Fly-in Breakfast in Sundre this morning.*

