



Skywriter...



August 2009



This Cessna 185 from BC was one of the 100 plus aircraft heading across Canada with John Lovelaces's Centennial of Flight Tour During. The tour was in attendance at Springbank for the COPA Convention.

From The Cockpit

By Pat Cunningham

Well this month of August is not starting out too well in terms of good flying weather. I have managed only one flight in the last month and that was up to Red Deer last week for a quick oil change and brief engine inspection by my AME. All things checked out and are looking good after the first ten hours on the new engine (I would have been slightly disappointed if they hadn't). I'm looking forward to an improvement in the weather as there are still a number of excellent flying events this summer.

One of those is the Fly-in breakfast in Linden. They have successfully removed the power lines at the south end of the strip and are inviting us in for a celibately breakfast on Saturday, August 29th. You should have received an e-mail from Carl with the details. I hope to see many of you there.

The COPA convention was held on the weekend of July 17th and those who were there know what a successful event it was. With near perfect weather, a large number of fly-ins as well as drive-ins made this one of the best conventions ever! Thanks very much to Garrett Komm for your countless hours over the past 18 months and for being a fine representative for our club. Next time you see Garrett give him a big thanks for all his work. Thanks also to all of the people from the club who were able to give some time during the weekend to help make things run as smoothly as they did. With out you, these events just don't happen.

On a housekeeping note and a little early but I want you to start thinking about the upcoming elections in December. We have three positions up:

- President
- Treasurer
- Director

We will have more information on this as we move into the fall. We also start back with the monthly

meetings starting September 10th; so if I don't see you out flying I look forward to seeing you in September.

See you soon! →

CRUFC COPA for Kids Event

By Carl Forman

The Club is organizing a COPA for Kids event on Saturday October 3 (rain date is October 4) in the morning. Carl Forman is the lead organizer, Pat Cunningham, Stu Simpson and Bob Kirkby are the rest of the committee. The first priority is to line up pilots and aircraft.

We are looking for pilots to volunteer to take junior aviators for a plane ride. Pilots must possess an appropriate Pilot License or Permit and meet all Transport Canada recency requirements including a minimum of five take off and landings within the previous six months in the category and class of aircraft to be used. They must be a member of COPA.

The following aircraft qualify: certified, amateur-built, owner maintenance and advanced ultralights.

More details will follow at the September meeting of the club. Please set October 3/4 aside on your calendars to support this event. →

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.

President:

Pat Cunningham
(403)276-2617

patcunningham@shaw.ca

Vice-President: Stu Simpson

(403)

bushmaster@shaw.ca

Secretary: Ed D'Antoni

(403)247-6621

dantoni@telusplanet.net

Treasurer: Carl Forman

(403)283-3855

forman.c@shaw.ca

Director: Andy

Gustafsson

(403)247-3245

gustafsa@shaw.ca

Past President:

Garrett Komm

(403)257-3127

kommair@telusplanet.com

Web site:

www.crufc.org


Skywriter

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Editor: Ken Beanlands

(403)295-2079

kbeanlan@telus.net



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CAVU Dreams

by Ken Beanlands

What a great month for flying! Most of the month of July was absolutely beautiful and afforded lots of opportunities to commit aviation.

The fine flying weather allowed a number of our members to make some extended trips. Bob Kirkby and Bernie Kespe made the trek to Oshkosh this year. I do believe that a couple of other club members made the pilgrimage as well.

Troy Branch made a couple of trips in the new RV-10, the longest being to New Brunswick with the entire family. I'm sure we'll be getting an in depth account of the trek in the next couple of months.

Stu Simpson, Al Botting, Brian Vasseur and Paul Vasseur flew up to Cold Lake on the 31st for the airshow. Stu has promised a story that will include an account of the "Lebanese Barber Pimp" (you'll just have to wait for his story for that one☺).

There were also a number of local flying events that were well attended by the club, including the COPA Convention in Springbank.

I decided to take off the Thursday and Friday to help out with the event. The committee that ran the event did a splendid job. Everything ran smoothly and the volunteer force in attendance was very well managed.

Having the two days off, I made good use of the mornings to get in some flying. Thursday morning I went up to the cabin in Bashaw to get some photos of the area for both our neighbours and ourselves. This time, I decided to try some shots with the windows open on the plane. This worked well with the picture quality being substantially improved over previous attempts.

The warm temperatures made this practical and the increased drag slowed the plane down nicely for the

shoot.

Friday morning, Bernie Kespe, Stu Simpson and I made a trip over to Hanna and then back to Linden for lunch. The first thing we noticed was that the power cables have finally been buried at the south end of the runway. While we were there, we talked with one of the town officials and was informed that the town wanted to organize a fly-in breakfast to celebrate the "grand opening" of the Linden Field! The breakfast will be free, but they have asked that pilots inform them so that they can get some numbers of the folks they have to feed. See the information in the "Flying Events" section.

After lunch at Linden, I drove to Springbank to man my shift at the event. I was amazed by the number of aircraft in attendance! There were well over 100 aircraft involved in the "Wings Over Canada Centennial Flight" including a number of exotic and classic aircraft like Glstars, Glassairs, Beavers, Norseman, etc. Unfortunately, John Lovelace, the event organizer, taxied into some soft turf and buried his Piper Navajo up to the axles. After a substantial effort, the plane was jacked and pulled clear of the grass.

To accommodate all the traffic, parking was made available between taxiway Charlie and 25/07 and between taxiway Alpha and 34/16. Springbank ATC relinquished control of Alpha south of Charlie to COPA to manage. Everything seemed to run quite

Al Botting taxis into the parking area at the AJ Ranch Fly-in Breakfast on July 18th.





Some of the over 200 aircraft in attendance at the COPA Convention in Springbank last month.

smoothly.

Once my shift was over, it was on to the COPA Ho-Down event in the Calgary Flying Club hangar. This was the event hosted by our club and organized by Garrett Komm. In between the sets by the band, local aerobatic performers put on aerial displays over 16/34. The fourth and final display was a formation, night aerobatic display with pyrotechnics by Ken Fowler and Eric Hansen of Team Rocket. Spectacular!

The next morning, I was scheduled to volunteer at 11 AM. This meant that I had to be up early if I wanted to make the AJ Ranch fly-in breakfast before that. Once again, this event was very well attended by our club members. I was a little concerned that the COPA Convention would have an adverse affect on attendance this year. In fact, the opposite was true! It seemed that a number of convention attendees had heard about the fly-in and headed down there from

Springbank. Despite the volume of traffic, everyone seemed to be doing a great job of following correct circuit procedures.

With a full belly, it was on to Springbank for my shift. I have to applaud the controllers on staff. They were very accommodating and polite to all the aircraft operating in the area. Given the number of pilots coming in that were not familiar with the procedures and landmarks, I know that this was well appreciated.

Over the weekend, I was able to log about 10 hours of excellent aviating. This was good since the weather this week has certainly curtailed any flying at all. Fortunately, as I write this I see that the weather is finally starting to break and there is hope for a good weekend of flying coming up!

See you all in September! ➔

Recognize this RV-9? Yup it's Troy's old RV-9 sporting a brand new paint job! It showed up at AJ Ranch as well.



Flying Legends Air Show

Duxford, England

Photos and Article by Mike Sweere

This summer, my family and I were fortunate enough to have a chance to travel to Europe. The main reason for going was to visit our friends Jorn and Krista Hovik in Norway. Most should remember Jorn. He lived in Carstairs and hangared various aircraft at Bishell's for about 12 years. Since this was the first time we had traveled to Europe we thought we would see some of the other sites as well. We planned on four days in London as well as a couple in Paris before heading on to Norway. I had mention to Al Botting that we were going to London and he put me onto the Duxford Air Museum. He said if you're going, try and schedule for the same time as a Duxford Air Show. I did a search on the web and found that there was an air show planned for the weekend that we would be there. Not just any air show mind you but the Flying Legends Air Show. This event would consist of mostly WW II aircraft. The fighters would be highlighted on Saturday and the bombers on Sunday. We planned for Saturday.

Duxford is approximately 50 miles north of London. We were able to take an express train directly to Cambridge where there were shuttle buses waiting to take us out to the airfield. I wasn't

This shot is part of the mass flyby. There was 3 groups of this size. Truly Fantastic.



sure what to expect but started to get a good idea when we turned in to the airfield and there was a Hurricane on a post out front to greet us. We arrived about 9:30 AM. The weather was overcast with drizzle but there was hope that it would clear. I knew from the website that Duxford has two large museums. We headed to first to get out of the weather and couldn't get over the size of it. It looked like a large hangar from a distance but once inside I couldn't believe how huge it was. This was the main focus for the museum. Inside there are several interactive displays



showing how flight controls, propellers, wings and engines worked. There were kids young and old climbing over everything. There's also engine cut-aways, displays explaining how rockets work. Just about everything to do with flight is covered here.

Past the displays, you walk into the main hangar which is awe inspiring. There are so many aircraft it's hard to remember them all. Hanging from the roof was a Mosquito which is hangs over top a Lancaster which sits in front of the Concorde. There's a Spitfire, a large flying boat, several helicopters, multiple engine displays including an extremely large jet engine from a large commercial transport. Best of all you can walk within feet of them. Some you can touch.

Leaving this hangar I had a feeling that I'd seen it all. Boy was I wrong. We walked around the corner and the flight line came into view. It was like stepping back in time. It went on for what



there was 67 aircraft on the flight line. Incredible, I rushed around trying to take it all in and get pictures of everything. As I was walking down the flight line I noticed a crowd starting to form up but couldn't see what the attraction was. As I got closer I heard an engine fire up and realized that's what the draw was. There was a Rolls Royce Merlin on a test stand and they do a full run up about every hour. I watch them do it three times. It was fantastic.

seemed like forever. There was six Mustangs, seven Spitfires, two Hurricanes, two FW 190's, one ME 109, three B-25's, two Skyraiders, two B-17's, two Bearcats, one Gloster Gladiator, three Yak fighters, one P-40, one Sea Fury and on and on. All together

At the far end of the field was the second museum. This is the American Air Museum. It too seems to be quite large

from the outside but once again, after you walk through the doors it's incredible. It's hard to believe the amount and size of aircraft that are hangared here. There's a B-17, B-26, B-29, even a B-52 and the

This is a original restored Berlot. This aircraft flew in the show and was planning to cross the channel for the 100th anniversary of the channel crossing. (Ed Note: I think this was an early version of a Mini-MAX)



SR-71 Blackbird. All around them are other important aircraft from the 1930's through to today. From the roof hang the U-2, a C-47, Grumman Avenger and a P-51. There really seemed to be no end to the amazing display of awesome aircraft.

Making my way back to where the girls were sitting, (they gave up trying to keep up with me) I made my way through the vendor displays and discovered 3 smaller hangars. Once again these were filled with artifacts from the past. They included many WWII displays with scenes of aircraft and the men that flew them. There was the restoration hangar with many projects on the go such as a P-47, Bearcat and Bristol Bombers to name a few. The last of these three hangers was filled with war birds from around the world. Just fantastic!!

Around 2 PM, the air show got under way. I didn't know what to expect, but for the next three hours I'm not sure if I even blinked. It was amazing to see three Mustangs take off in formation from the grass strip. It was like being there 65 years ago. There was never a minute that went by that there wasn't aircraft in the air. Before one group was finished the next was starting their run. It was like they were all a part of the same routine. Most people will tell you that there's nothing like the sound of a Rolls Royce Merlin. I will attest to that. Just imagine 20 or more. The finale of the show was a mass fly-by of every fighter and all the bombers except the B-17. I can't begin to describe what it was like. I was sitting in the grass smiling and giggling, not sure if I could believe my own eyes. It was such a great experience.

I hope from my ramblings that you understand what a great event the Flying Legends Air Show really is. There's nowhere that I've been that even comes close. If you ever get the chance to go to England, be sure and check the Duxford calendar. I know you will have the time of your life. Just don't make the same mistake that I did. Be sure you plan on going for both days.

Cheers, Mike →

“COPA For Kids” Top-Off Insurance

by Stephanie Psutka

For many COPA Flights flying young people is the highlight of the summer season. COPA Flights are encouraged to organize and enjoy the thrill of providing children their first experience of flight. Now, through the COPA For Kids sponsor Travelers,

we are enhancing this program by providing pilots with additional insurance at no cost.

To participate in the program as a pilot, you must be a COPA member in good standing, and although it helps to be a member of COPA Flight, this is not mandatory. It is important to note that all COPA For Kids flying must be organized, conducted and supervised by a COPA Flight.

Aircraft used for COPA For Kids flights are required to carry public liability and property damage insurance referred to in our policy as Third Party Bodily Injury and Property Damage Liability, as specified by Transport Canada in CAR 606.02

"Top Off"

In order to further protect pilots providing flights during COPA for Kids events, COPA's insurance provides for \$1,000,000 Combined Single Limit Third Party Bodily Injury (including Passenger Liability) and Property Damage each occurrence. This coverage and limit are in excess of the liability coverage carried by the pilot / owner of the aircraft, including the minimum(s) of per seat Passenger Liability depending on the gross take-off weight of the aircraft involved.

COPA members and non-members who are non-flying participants acting, for example, as a marshaller, escort, volunteer (including pilots who spend part of their time engaged in ground volunteer duties) in COPA For Kids events are also covered for Third Party Bodily Injury and/or Property Damage while so engaged.

Hull insurance and pilot life insurance are not requirements for this program and COPA's insurance policy does not provide for these protections.

COPA members who are also EAA members are reminded that the COPA For Kids Aviation Program and Young Eagles Program cannot be combined in any way.

For more information consult the COPA Guide to COPA For Kids 3rd Edition at <http://www.copaforkids.org/content/index.cfm?page=Pilots>

For More information contact:

Stephanie Psutka
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FLYING EVENTS

WEEKLY Lethbridge, AB – The Lethbridge Sport Flyers (COPA Flight 24) would like to invite you to our weekly Saturday morning breakfast, 7:30 am, held at Smitty's Pancake House, 2053 Magrath Dr. S. in Lethbridge, Alberta. We encourage you to call ahead if you're in the area. If you catch us at a fly-in instead please feel welcome to join us there. All of our activities including the postings of our monthly meetings can be found on our Event Calendar at www.lethbridgesportflyers.com. To contact us please call our club President, Brian Wilson 403-345-6603 or send us an email at Lethbridge-Sport-Flyers@telus.net.

MONTHLY First Thursday of every month High River Airport (CEN4), AB – EAA Chapter 1410 Monthly Meeting at the Dueck Hangar the 18:30hrs to 21:00hrs. Whether you have a casual interest in aviation, you are an active pilot, or you are an avid homebuilder of aircraft, we offer the chance to meet others who combine fun with learning. We meet to learn from informative speakers, participate in various social activities, and are active in the flying community. Come by and visit! Please contact Paul evenings at 403-271-5330 or eaahighriver@shaw.ca or visit www.eaahighriver.org for more details.

August 9th, Westlock, Alberta (CES4) – COPA Flight 139 Annual Fly-in Breakfast from 7.00 a.m. to 11.00 a.m. For more information please call Georg Hertz-Kleptow at 780-349-1094.

August 15th, Beaverlodge, AB, (CEU2) – 100 Years of Settlement Fly-In Breakfast, 07:00 a.m. to 10 a.m. Shuttle Bus to Parade and Fair in town. For information contact Lloyd Sherk at 780-831-8745 or lsherk@telusplanet.net.

August 15th, Salmon Arm, BC – COPA Flight 80 is holding a Salmon Arm Airport aviation appreciation event in conjunction with the city's annual Roots & Blues Festival. Between 0900 and 1400 hr. we will be initially offering a pancake breakfast and then will be preparing BBQ hamburgers and corn. There will be live entertainment, static displays and homebuilt projects for viewing. We extend a warm welcome to pilots and all aviation enthusiasts! For more information please contact Garth Mercer at 250-833-7970 or email rvvector@telus.net.

August 22nd, Moose Jaw, SK (CJS4) – Moose Jaw Flying Club Fly-In Breakfast served 8:00 a.m. to 11:00 a.m. For more information please contact Gerry Julian 306-692-8932 or email gjulian@sasktel.net.

August 22nd, Villeneuve, AB (CZVL) – Villeneuve Airport Fly-in & Open House. Edmonton Airports is pleased to be hosting the 5th Annual Open House & Fly-in BBQ from 11:00 a.m. to 2:30 p.m. rain or shine! The BBQ is free but we will gladly accept donations for Hope Air. For more information please contact Theresa at 780-890-6736 or email tsoukalas@flyeia.com. Visit our website www.flyeia.com.

August 29th, Linden, AB – Linden Airstrip Grand Opening. We would like to invite you and all of your flying associates to fly in to Linden for breakfast on Saturday, August 29, 2009. Breakfast will be served at The Country Cousins Restaurant during the morning. One free breakfast will be given to each pilot who provides us, in writing, with his name, address, and the registration number of his airplane.

Aircraft parking will be provided on the west side of the air strip just north of the current parking place.

Remember - 1000 foot left hand circuits - No exceptions.

Please RSVP to Dennis Penner 403-546-3895
Email: djpenner@wildroseinternet.ca

August 29th, Medicine Hat, AB – Fly-In Brunch/Lunch hosted by Chapter 4905 RAA at their hangar with a rain date of August 30th. From 1000 hrs. to 1400 hrs. The usual foods plus "Fresh corn on the cob". Everyone welcome. For more information please contact Harry Zeller at 403-548-8882 or email at hzeller@telus.net.

September 7th, Stettler, AB (EJ3) – COPA Flight 135 Stettler Flying Club's Annual Fly-in Breakfast Labour Day Monday. All you can eat pancakes, eggs, ham and sausages from 8:00 a.m. until 11:00 a.m. For more information please contact Henry Johnson at 403-740-6415 or email ohana@telus.net also Garry Fix at 403-742-6104 or email gagafix@gmail.com.

October 3rd, Chestermere/Kirkby (CFX8) – Calgary Recreational & Ultralight Club (CRUFC) COPA for Kids Day. Rain date: October 4th. We are looking for pilots to volunteer to take junior aviators for a plane ride and ground crew to help organize the passengers and families. Please contact Carl Forman for more information or to volunteer at forman.c@shaw.ca or (403) 283-3855.

September 12th, Rocky Mountain House, AB – Annual Fly-In Breakfast 8:00 a.m. to Noon. Sponsored by the Rocky Flying Club and everyone is welcome. Contacts are Kurt Magnus 403-845-5506 or Fred Nash by e-mail frednash@shaw.ca.

September 12th, 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 Co-ordinates: 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.

September 13th, Airdrie, AB (CEF4) – COPA Flight 134. Airdrie Flying Club 2009 Show & Shine from 10 a.m. to 2 p.m. Rain date September 20th. For more information please contact Ian Fraser at 403-420-1409.

→

Ed D'Antoni admires the Tiger Moth in attendance at the AJ Ranch Fly-in Breakfast

