



Skywriter...



September 2009



Andy Gustafsson prepares for an early morning flight to the Linden Airport Grand opening on Saturday, August 29th. Photo by Andy Gustafsson.

REMINDER

The next regular CRUFC meeting is on Thursday, September 10th. Come prepared to tell the club how you spent your summer vacation!

From The Cockpit

By Pat Cunningham

August brought with it some excellent flying weather and I managed to get a few flights in over the last month. On one of them I took along a friend who is interested in aviation but hadn't been in a small plane before. We were trying to decide where to go during the drive to the airport and settled on a trip to Drumheller. When we arrived out there, we just flew around admiring the view as it was such a sunny, clear and calm day. We didn't land at Drumheller so after cruising around for awhile we headed for Linden and some much anticipated food. With our mission accomplished on the food department, we headed out of Linden and went west looking for another destination. We ended up in Sundre and after a couple of circuits we headed back towards Carstairs.

I asked David if he wanted to go somewhere else or if we should head back. Now we had been flying for about 2.5 hours and I usually don't take people that long as some have a tendency to get bored after an hour or so (go figure!). Well David couldn't believe that we were gone that long. He said it felt like we just got up here. However, we did decide to call it a day and headed back to Carstairs. Later that night I was thinking of how nice it was to be able to share the thrill of flight with someone who was so excited and grateful for the opportunity to experience it.

The other great flight, of course, was to Linden to help celebrate the removal of the power lines. This was another beautiful morning and judging by the turnout, it was quite a successful event. It was good to see such a good showing by members of our club, although the free food donated by Country Cousins restaurant could have had something to do with that, as we can smell a good deal from miles away!

Don't forget that the monthly meetings start again September 10th. If you're interested in helping out your club, think about volunteering for one of the

upcoming positions on the board as elections will take place in December. The positions available are:

President
Treasurer
Director

We are planning a "COPA For Kids Day" in October and will be looking for pilots and planes for this event. If you've never done this before I can tell you from experience that there is no better feeling than taking a youngster up for the first time. The smile on their face will be with you forever! More information is available in the newsletter.

Plan on attending the next meeting as it is always interesting hearing about everyone's summer adventures.

See you soon!
➔

Cool Oshkosh Video

For those interested in seeing what they missed at Oshkosh 2009, have a look at the following video recommended by Bob Kirkby:

<http://www.youtube.com/watch?v=nKU0uQki5Dc>

Be warned, this may well convince you to attend Oshkosh 2010!
➔

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.cruafc.org

Skywriter

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Editor: Ken Beanlands
(403)295-2079
kbeanlan@telus.net



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CAVU Dreams

by Ken Beanlands

I hate to be a pessimist, but this summer marks one of the worst for me in terms of flying hours. Between trips to the cabin and poor weather here in Calgary, I had a four week abstinence from flying. It occurred at a time of the year (July 18th to August 17th) when I usually see between 30 and 40 hours!

Fortunately, I did make it to one of the best fly-in breakfasts of the summer. As mentioned in the other two articles in this issue, Linden celebrated the grand opening of their airstrip. Although we've been visiting the strip for years, there's has always been a bit of an issue with the power lines located just a few feet south of the button of 34. Over the past year, the Town of Linden has made efforts to have those lines buried, which has finally been accomplished. Ironically, the active runway on Saturday was 16, which the power lines don't normally cause an issue with. I counted 35 aircraft on the field when I was there. However, I heard a couple of aircraft leaving before I arrived and a few more arrived after I left. I would estimate that somewhere near 60 aircraft showed up. A big "Thank You" goes out to the Country Cousins for providing free breakfasts to all the pilots that arrived.

Saturday was also the Medicine Hat Fly-in. Fortunately, it was a lunch affair allowing for attending both events! I left Linden at about 10:00, missing the actual grand opening ceremony there, but giving myself lots of time to make Medicine Hat before that event ended at 14:00.

Despite the 20-30 kts headwinds enroute to Medicine Hat, I had more than enough fuel to make the two hour flight. As I cruised by Brooks, I noticed that my #3 cylinder EGT was running at 800°F, well below its normal 1400°F. Since everything else was running normally (RPM, manifold pressure, oil temperature and oil pressure) and there was no unusual noises or vibrations, I was about to chalk it up to an instrument error. However, I then noticed that the CHT was also low at 150°F rather than the normal 275°F. Although the two needles are in the same instrument, I couldn't

Some of the many folks that showed up for the Linden Airport Grand Opening



believe that both would be reading low at the same time. Suspecting a real engine problem, I did a 180° turn and headed for Brooks. Within a minute of making the turn, I noticed that the cylinder temperatures had come back to normal. I continued on to Brooks with no other issue so I decided to head for Bassano. Again, no further issues so I headed back to Carstairs. This was a very quick trip averaging about 120 kts!

Once on the ground at Carstairs, I did a magneto check and, after shutting down, a compression check. Again, no problems. At this point, I have decided to blame it on either an instrument error or a stuck valve (possibly some carbon stuck under the valve?). I plan on swapping temperature leads between instruments and keeping an eye on the gauge over the next few flights. If it happens again on the same gauge, then its an instrument error. If the problem follows the cylinder, then I have a far more serious problem... Hopefully, it's not another Cunningham Oil Leak!

Despite the lack of flying, this was not my only exciting flight. Last Tuesday, I decided to go for a flight to Sundre for a few circuits. It was a wonderful evening and I was thoroughly enjoying the flight. On my first approach, the locals around the airport were being quite friendly, waving at me as I flew over the golf course. The landing was looking good as I flared into a three pointer. Just as the runway disappeared behind the nose, I caught a glimpse of something on the runway ahead. As soon as I touched and stabilized on the runway, I pushed the nose back down to see a big 12 point buck standing on the right side of the runway! I knew I couldn't get stopped before I got to him so I decided to pour on the coals and get back out of there. I was just off the runway as I passed by the deer. He had made it to the runway lights on the right side, and I had slid over to the left as far as I could, giving us about a 30' clearance. With the deer and runway being very similar shades, I didn't actually see it until it became silhouetted against the horizon in the flare. Fortunately, no harm was done and I continued into the circuit with no further sign of wildlife.

For those of you that are interested, there is another fly-in breakfast on Monday, September 7th in Stettler. Hope you can make it!

I look forward to hearing from all of you next Thursday evening at our first fall CRUFC meeting. There is no feature speaker this month as we plan on hearing from the membership and all your adventures over the summer.



From The Other Seat In The Cockpit.

Story and Pictures by Brenda Wilson

Pat invites me to fly often, I seldom accept. However; today, August 29, 2009, I accepted.

I love the beautiful cool, calm morning air as we step out of the car at the hanger. Other pilots gather and everyone offers each other a friendly hello as they go about prepping their planes in anticipation of the joy of the flight to come. Soon, the aircraft are fueled, dusted, inspected and ready to fly.

We climbed aboard and I got a quick little briefing on doors, seatbelts, and headsets -- just as a refresher. (perhaps I should go along more often). By now, Ken Beanlands had already departed for Linden. Pat and I followed Mike Sweere as he zipped down the runway. It was a gorgeous, sunny morning. As we were flying, I said to Pat, "that sounds like Gerry McDonald on the radio". I gathered that he was behind us as he made mention of Carstairs. It wasn't long and we heard Glen Clark as well. I was feeling right at home recognizing voices. There's a certain amount of comfort in hearing friends if you tend to be a bit timid of flight in small aircraft. I think "OK, I'm doing great and it is going to be a wonderful day."

Soon enough, we landed in Linden. What a great town! We were greeted by many people who seemed really interested in all the "BUZZ". There were many pilots... aviators are a great group of people. They

don't seem to have any competitive attitudes and each person respects the others and their equipment. Pilots aren't rushed and they enjoy taking time to "catch up" on all the adventures that have been happening. I often think of how wonderful it is that people who were once strangers can become such great companions simply by their passion for flight. It is great to see such a unique group unite and gather to offer support, knowledge and friendship to the community.

A group of us walked over to the local restaurant which provided a complimentary buffet breakfast for all the pilots. Obviously, I am not a pilot but, I too enjoyed a fabulous breakfast. I would certainly recommend continuing to patronize Country Cousins. Our server was very polite, had a great sense of humor and a permanent grin.

After a few minutes of chatting, and a washroom stop, we strolled back to the airport. I understand there was to be some type of ceremony at 11:00AM in recognition of the buried power lines (would that be like a funeral?). We did not stay for this gathering.

Pat had sent out an e-mail earlier in the week to advise that we were planning to fly to Ram Falls. Now, the next leg of the journey begins. After saying our goodbyes to our friends, Pat and Mike had a quick review of the flight plan for Ram Falls. We loaded, and off we soared. I have never seen so many people waving as we departed. I think that is a good thing in aviation... right? I believe it must have been nearly as exciting for the children and seniors on the ground as it was for me to be looking back and waving "so long til next time".



The skies were nearly picture perfect. The flight was smooth as glass. After what seemed like a fairly short time, the Rockies became very visible. They just seemed so vast as we continued to climb to about 7500 ft. (Pat will kill me if I get these details wrong). Pat and Mike kept conversing as we crept nearer to the passes and they navigated the route. I had the camera and a map on my lap and was pretty interested in knowing that we were on course in the event that the fancy little GPS decided to take a nap. I can't believe how many roads criss-cross the area west of Sundre... Wow! I was thinking "I bet we could land there if we had to!!" Now, we are reading 5 miles on the GPS and we start asking each other "do you have a visual on the airstrip yet?" There were a lot of negatives on that. Yikes, I



was hoping we would see it soon. Okay, there's the road and yeah... Mike affirmed that he saw the strip along the road. (See Barry, we didn't get lost).

The pilots radioed to advise of their intention to land. Remember, we are surrounded by the Rockies and I love the mountains; but am looking forward to an opportunity to get out of the plane and have a little land time. We are in the lead and Mike is following in behind. As we are descending toward the runway, I hear Pat give a bit of a sigh and say to me "I'm way too high". Pat radioed to indicate that we were overshooting the runway. That is when my heart felt like it may have stopped. I felt suddenly hot, and a bit scared. I did not let my fear be known to Pat. I did not want him thinking of my discomfort but to just fly the plane. I started wondering if Pat planned for this possible occurrence? Do we have space to climb up and around to make another approach? Will we head for the valley and start heading out? What about me? Should I hold on? Should I just sit here and shut-up? Should I pray? Yes, I did. Then I thought, I should make myself busy so I am not concerned about something that I had no control over and leave it to the man in charge. I went with Pat when he took his mountain rating a few years back so I felt confident that he would make the best choice. So, I kept busy taking photos and adjusting settings on the camera, Pat brought the plane up and around to the spot where we could make another final approach and he performed a perfect landing. As we hopped out of the plane, Mike told us that he had seen six sheep on the runway when he was landing. The guys agreed that it was the perfect

flight and weather. They commented that it was too bad that more of the guys hadn't come along today. There was only one other plane at the strip, a Cessna 185.

We took a leisurely walk over to the Ram Falls and stood enjoying the view as people fished at the pool below the falls. As with all good things, it had to end so we made our way back to the planes and prepared for the flight home. Sure enough, those sheep were on the runway again. Great, that's all I needed... another possible obstacle. Because the runway parallels the road, the sheep would move from the grass strip towards the road, only to have the traffic drive by and flush them back to the airstrip. As we started taxiing down the strip, the sheep kept running a distance ahead, finally they juttred into the forest on the side of the strip away from the road. We were able to fly out without conflict.

We came out of the mountains through a bit more northerly pass than where we had entered and enjoyed another smooth flight at about 8000ft. From the Sundre area, we could see a huge amount of smoke in what we thought was the Carstairs area. As we approached Carstairs, we saw that it was a grass fire which appears to have started along the railway tracks. Descending was bumpy and yes, I did hold on at this point, however, it was another smooth landing to end the flight.

It was a glorious day.

Thanks to everyone for your friendship. I always feel welcome when I join your group, whether it is for a flight or a function. Until next time... happy flying.



Oshkosh Abbreviated

Story and Pictures by Bob Kirkby

It had been three years since I went to Oshkosh and I was getting a hankering to go again. Carl Forman and I had a conversation late last year about how nice it would be to go to Oshkosh and have a bed to sleep in instead of camping under the wing. We tentatively decided to give it a try but neither of us got around to shopping for a place to stay until about March.

Since we knew we would have to rent a car it didn't really matter if we stayed somewhere outside of Oshkosh. Carl did the phoning to secure a place to stay and I called around looking for a rental car. Carl found a reasonable place (\$79/night all up) in Waupaca, WI, a 40 minute drive from Oshkosh. This isn't all that bad when you consider that camping under the wing sometimes requires a 30 minute wait for the showers in the morning. I then went to work on a rental car. This was a little more difficult since there are no car rental places in Waupaca, although there is a nice little airport. So I backed up one more town with an airport to Stevens Point (20 miles west of Waupaca). They had rental cars at the airport at not too bad a price (\$50/day with unlimited mileage). The plan was to fly into Stevens Point, on Sunday of



Oshkosh week, leave the airplane there and drive to Waupaca. Then drive into Oshkosh and back each day. When leaving we simply drove back to Stevens Point, dropped the car and took off.

Not only was this to be an Oshkosh trip with different accommodations than normal but we only planned to spend two days there instead of the normal four. Carl had a mission – his final shopping spree for avionics for the RV9 he is building. For me flying there is half the fun and wandering the flight line and the exhibits is the other half. I'm not into the air show and other stuff but I did have two specific objectives, which I'll

come to later. So with the plan in place we asked Bernie Kepse if he would like to make a quick trip to Oshkosh, and he did. The trip there and back went pretty much according to plan.

I give Oshkosh mixed reviews this year. In spite of what EAA might say about attendance I found it less crowded than normal. This applies to the people, exhibits and display aircraft. My mission was to look at the Thatcher and buy a Zulu headset. Here's how that didn't go.

On my last trip to Oshkosh in 2006 I came across a gentleman displaying an all metal single seat aircraft called a Thatcher CX4 (oddly enough his name is also Thatcher.) It was a pretty little aircraft bearing a striking

A rare Waco QCF-2 attracts admirers at Oshkosh 2009





nice restorations which is a highlight for me. The number of aircraft in this area was definitely down from previous years. We saw a particularly stunning WACO QCF-2 restored by Rear Aircraft. It was for sale until I asked the price, definitely a collector's item. We saw lots of interesting aircraft (see photos). I lusted over many while Bernie gathered ideas on what his next aircraft might be.

Two aircraft arrived ceremoniously while we were there. The first was Virgin Galactic's White Knight Two, which is the carrier vehicle for the first commercial space flight venture, designed and built by Burt Rutan. This aircraft spent about 20 minutes flying around demonstrating its maneuverability and grace. I found this really impressive with its dual fuselage design. It looked like an optical illusion.

resemblance to a Chipmunk. (See more at www.thatchercx4.com.) There was a really good article on it in EAA Sport Aviation a few months ago.

Thatcher was only selling plans for the aircraft but one of his early builders has decided to start building and selling some of the components, like ribs, landing gear, etc. I really wanted to see the aircraft again and speak with Thatcher himself. Unfortunately he did not attend Oshkosh so that was a failure. Coincidentally I ran into someone who is building a Thatcher CX4 so we had a good chat about it.

My other objective fell flat too. Of course there were several avionics dealers there displaying and selling headsets so I had lots of opportunities to look at the Zulu ANR headset. But to my complete amazement they were all quoting list price and adamant that they would not sell for less. I also visited the LightSpeed booth and a factory rep told me they were not allowing their dealers to sell below list, which was \$850 US. This ticked me off to the point that I called Calgary Pilot Supply from their booth and got a price quote of \$899 Cdn. The exchange rate was at 11% at that time so it was cheaper for me to buy one when I got home, which I did.

Carl, on the other hand, located all the stuff he was interested in getting demos on and considered his shopping trip to be successful. He didn't buy anything but by the time we left he had a firm list of what he was going to order.

Bernie and I spent the second day wandering through the aircraft parking areas. I particularly love the vintage area. There weren't very many bi-planes for us to ogle but we saw some really

The second arrival was the Airbus A380 two story airliner. This was quite a sight. It also spent about 20 minutes flying around doing steep turns, climbing turns and low and overs. It seemed like a graceful whale dancing in the sky. This reminded me of 1969 when I was working in LA and witnessed the first commercial flight of a 747 landing at LAX after flying from New York.

Our Mynarski Lancaster from Hamilton was there. I didn't see it arrive but gave it a good look over at Shell Aero Square. This is an amazing restoration. I understand they re-engined it this past year. That must have cost a few pennies.

So that was our quick trip to Oshkosh. Vendors seemed fewer than normal and crowds seemed thinner. But it was still lots of fun. →

A Classic 1945 Cal Air



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. For more information see our site 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. Come by and visit! Please contact Paul evenings at 403-271-5330 or eaahighriver@shaw.ca or visit www.eaahighriver.org for more details.

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.

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. 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.

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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.

FOR SALE

1991 MacAir Merlin (BULA), Rotax 582 DCDI, under 100 hrs since major rebuild, 2 wing tanks, Powerfin prop, electric start, new Tundra tires, new Matco brakes. Asking \$15,900. SELL or trade for small truck or boat. Will consider any reasonable offer. Peter 403-862-7148. Prefer e-mail contact. wegericp@telusplanet.net (08/09)

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 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)

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