



# Skywriter



October 2009



*Brian Vasseur's CH-250 and Bernie Kespe's Starduster Too are caught sunning at the Lethbridge Fly-in on Saturday September 12<sup>th</sup>.*

# From The Cockpit

By Pat Cunningham

Well, we're firmly moving into the fall and we have the weather to go with it. Our COPA for Kids event has been called off this weekend due to high winds, rain and snow in the forecast. So much for our nice fall weather continuing into October. I managed to get a couple of nice flights in over the month of September enjoying our fairly long stretch of warm temperatures. One was up to Rocky Mountain House on September 12th. It was a beautiful clear morning but we had 20 - 25mph winds at about 6000' for the flight up (tail winds, so that was OK). At approximately 10 miles out of Rocky the winds calmed down and on the ground there was no wind at all. We enjoyed a great breakfast while enjoying the spectacular views of the mountains and observing all the comings and goings of the wide array of planes and helicopters. That was the first time I had flown into Rocky but I'm sure it won't be the last.

There's not a lot of club info to report this month other than a reminder that elections are coming up in December. If you would like to run for one of the positions please see Dave Procychen or Ed D'Antoni.

The positions up are:

President  
Treasurer  
Director

I also attended a wind up event for all of the volunteers from the COPA convention held at the Calgary Flying Club on September the 25<sup>th</sup>. In attendance was COPA president Kevin Psutka who reiterated just how important it is for volunteers to make the convention a success. The convention was the most successful convention ever and it would not have happened without the dedicated service of over 140 volunteers! Some of the numbers (although not

official yet) were:

- Over 180 planes were flown in.
- 750 tickets sold for the Friday night Hoe Down.
- 450 tickets sold for the Saturday night banquet.
- 23000 litres of fuel purchased on the field.
- An economic impact of \$900,000.
- Over 140 volunteers.

I would like to again thank those who were able to help make the convention the success that it was.

Our guest speaker for the next meeting on October the 8<sup>th</sup> will be Mike and Judith Dupuis. Mike has owned and operated flight schools, is a certified flight instructor as well as a flight test examiner. Judith is also a flight instructor.

Their next adventure is going to do missionary work in Africa where, among other things, they will be doing some very adventurous flying into some extremely remote airstrips, so plan on attending to hear what it's all about as well as some interesting trends seen from an examiners eyes!

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.

#### 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](http://www.cruafc.org)

#### Skywriter

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

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



**Dealers for**  
**Easy Flyer**  
**T.E.A.M. mini-MAX**  
Build and fly this popular kit for only \$6500.00  
**Merlin**

- Flight Training
- Ground School
- Intro Flights \$25.00
- Gift Certificates
- Rentals (Block time)

Located at  
Indus-Winter  
Aire-Park

# CAVU Dreams

by Ken Beanlands

Well, summer has DEFINITELY ended! Unfortunately, our summer weather ended just a bit too early for our COPA for Kids event scheduled for October 3<sup>rd</sup>. With cold temperatures, high winds, snow and rain in the forecast for both Saturday and the rain date, Sunday, Carl and the other organizers decided to postpone the event until Saturday October 10<sup>th</sup>. Of course, this depends on whether or not we can get enough pilots, volunteers and participants on the Thanksgiving weekend. If you are available, please contact Carl Foreman.

Despite the cold start to October, September has to have been one of the best on record! This led to some excellent flights including a great trip to Lethbridge on Saturday, September 12<sup>th</sup>. We had planned to meet up over Chestermere/Kirkby field at 08:30 and make our way south. Although calm on the ground, as soon as I made it into the air I noticed a significant headwind. It appeared to be approximately 30 kts at 5000'.

As I descended to pass under the class C airspace around Calgary, I noticed that the groundspeed continued to drop down to around 55-60 kts. I heard the Chestermere crew preparing for take-off and informed them of the high winds aloft. There was a lot of discussion about alternate destinations and we had all but settled on a shorter trip to Vulcan.

Just about then Brian Vasseur chimed in from a few miles south and 7500' with tales of a much lighter 12 kts headwind at that height. As soon as I came out under the Mode C veil, I climbed to 6500 and sure enough, the winds dropped off to a more acceptable 12 kts.

As we passed over Vulcan, the discussion of destination again came up. After a minute or two of indecision (and a 360° turn), I decided to continue on to Vulcan with Bernie Kespe in his Starduster, Brian Vasseur in the CH-250 and

Bob Kirkby in the PA-12. A small group, led by Stu Simpson, decided to wimp out and go to Vulcan for breakie at the golf club. Shortly after passing by Vulcan, another familiar voice came on the radio as Gerry Macdonald called in with his Cessna 182.

Traffic flow into Lethbridge went smoothly, partly due to the efforts of the flight service specialist on duty. Our group got squared away on the ramp parked in the grass along the edge of the taxiway. Breakfast was

excellent and we had a great time catching up with our Lethbridge friends. Unfortunately, the morning was not without incident. As I made my way back to the plane to meet with the fuel truck, I heard a rather loud "ping-ping-ping" noise coming from up the taxiway. It turned out that the noise came from the prop of a Mooney as its prop did a little furling in the grass. The nosewheel found a gopher hole, dropping the nose of the airplane low enough to suffer a prop strike.

After a pleasant morning we headed home. With the winds, I logged 1:55 enroute to Lethbridge and only 1:12 on the return flight!

Work has also been going great. We continue to work on primarily new aircraft! This week, we actually had two 2007 aircraft in the shop. One new skill I've been honing is my knowledge of aircraft imports. Earlier this spring, we imported a Cessna 195. Later this summer, we had a Pipistrel Taurus motor-glider come in for import in the Limited Category. Now we're working on a 2007 Cessna 206.

From all of this, I've learned many things, but the most important is just how expensive importing an airplane can get. In chatting with Daryl, he informed me that the least expensive import he did was on a new Citabria. Even this amounted to 50 hours of labour. If you plan on importing a certified aircraft, be sure to budget at least \$10,000-\$15,000 for import work. I'm sure that those in the club that have gone through the process will agree.

One tip Daryl had is that when you find the airplane you want, arrange to have the owner fly it to your home base for final inspection before handing over the money. Usually, if airworthiness issues are found at that time, the owner will be more than willing to fix it to finalize the sale.

Hope to see you all on Thursday for the meeting. Remember that a number of us meet at Swiss Chalet around 5:30 before the meeting for supper. You're more than welcome to join us. →

*This unfortunate Mooney suffered a prop-strike after hitting a gopher hole. Note the bend in the lower blade.*



# Trip to Oregon

by Troy Branch

The new owners of my RV-9 had brought the plane down to Eugene, Oregon in early spring for paint and they asked if I would take them down to get it. I figured it would be a great trip to test out the eAPIS System and make a stop at Van's for some goodies. The plane had plenty of hours on it and a few good trips under its wings so there was no reason not to go. I got all my homework done for crossing the border and agreed to take them down. We kept in touch throughout the month on the planes progress to decide as to when we should make the flight. The date was set for June 19, 2009 and the weather watching began.

We picked a day that looked like the best choice weather wise. No day look perfect so we really did not know if we could make it in.

On Friday morning I got up at 4 am in order to get to the airport on time and get into Lethbridge to pick up my passengers. I landed at 6:45 in Lethbridge and we were wheel up again at 7:25 heading for the border. I set the cruise climb at 700 fpm and let the autopilot do the work. About 5 minutes from the border I tried to raise Great Falls radio through the Cut Bank RCO. After a few tries we got a reply. Of course, they did not have our flight plan on file. We confirmed that our flight plan was open with Canadian FSS. They had the same problem with an aircraft ahead of us, so we just airfiled a new plan with them. We awaited our transponder code and got it just it before the spinner crossed the line.



We flew at 10,500 and looked down at Chief Mountain as we went by. We found a gap in a pass to make our way through and we were soon on our descent into Kalispell Glacier Park. We were cleared for the left base and soon landed. We met with the CBP and then filled up the plane. The next leg would be a non-stop into Aurora, Oregon to visit the Van's Aircraft. I placed an order for pick up the day before since I would be passing through the area.

The weather soon deteriorated as we headed west. The Garmin 496's in-flight weather was a great tool to make sure we kept going towards the best of the weather. We just compared the weather to what we were in and decided from there which way to go. Once we popped into the valley south east of Sandpoint we were in a safer position, having more options available. The rain let up just east of Coeur D'Alene and we requested flight following as our higher altitude allowed us to be on radar. Not far after Spokane, we got pushed down again. We flew between layers (the low layer was scattered) in rain and we really did not know if continuing on would get us through. I just kept comparing the weather on the 496 and aimed the plane for the smallest stretch of the worst weather. The sky soon started to brighten up and before long we were in the clear. A climb to higher altitude was in order.

Pasco slid under us and we just kept getting switched from one center to the next as they pointed out traffic. As we headed west out the Columbia River, the weather started to push us down again. We then knew that a lower altitude flight through the gorge would be required. Visibility was still good as we entered the "tunnel". Winds were kicking up pretty good and we got one good hit going through and the rest was just light turbulence. Half way through center lost us on radar and called us immediately to make sure we were OK. Soon after that they lost radio contact with us and could not advise us of the next frequency change. They relayed with a heavy above and we switched over. This all happened within a few minutes of each other. They sure look after you when flying down there.

We popped through on the west side and turned southwest bound to Aurora. Map reading out there is really tough. Low level at 200 mph does not help either. I guess that is why I have four GPS screens ☺. The scenery was beautiful as we cruised under a bumpy broken layer. Aurora was soon under our wings and we touched down three hours from Kalispell after zigzagging our way through with over 20 kts of

wind on the nose. I gave Rob Hickman a call when we landed and he came out for a visit. He is the designer of the Advance Flight Systems EFIS screens that I have. We had a nice chat and he answered a few questions that I had. I picked up my stuff and looked for a place to get the plane fuelled. We walked over to the Jet Center and found out they served free lunch on Fridays. We had a great lunch while they filled up the plane.

Off on the next leg to Eugene. We tuned Eugene approach and they pointed out traffic as we cruised south. We had a Cessna Caravan out front that we kept eye on. Approach gave him 34L with a left hand circuit and me 34R with a right hand circuit. Once I got switch to tower they asked where I was going at the airport and realized that I needed 34L. They then just told me to slide over for the runway instead. The funny part was somewhere in there we over took the Caravan and slid in front of him. He landed while we taxing in. Gotta' love the RV-10 speed.

We taxied up to Senergy Air where the boys' plane was getting painted. It is the RV-9 that I built before the RV-10. We all got out and met several new people. The plane looked awesome and the boys were really happy to see it in person. The trouble was, it was still not quite finished. I had to make sure I gave myself an extra day to get home so I had to start planning as to when I would head back.

After relaxing for a while I called FSS for an update on the Portland and the Gorge weather, as the weather was getting worse when we left Aurora. They confirmed that the Gorge was closed in with heavy rain and poor visibility. That confirmed my stay for the night in Eugene. The weather for the morning looked much better, according to them.

We all went out for supper and then went back to file a departure for the eAPIS and book a time with CANPASS. My plan was to make Cranbrook for 11 am on Saturday and stop in Sandpoint to file a flight plan before the border crossing. I figured if I got airborne by 6 am I should make it.

I did not sleep at all that night as I kept waking up and checking the time. I was afraid that the alarm was not going to go off. When it hit 3:30, I figured I had better get up. I got showered up, grabbed something to eat and called a cab to get me to the airport. I got to the airport before 5:00 am. I got the plane flight ready and had the fuel truck fill everything, even the tip tanks, for a total of 75



gallons. I would have lots to spare to get home just in case I could not get gas along the way.

I was wheels up at 6:00 am out of Eugene heading for Sandpoint. I got to a nice cruising altitude and heading north. I was cleared from Cascade departure and on to Seattle Center. The rain soon started and I started to descend to stay clear of cloud. The weather was not on my side. I slid around lots of low hanging cloud and worked my way north. There were lots of airports around so if I got stopped, I would just land. I got a bit too low in the hilly country for the radar to track me so I lost flight following for about 10 minutes. The weather got better near Portland and there were several balloons in the air. You would not catch those guys flying in the rain around here. I guess it was a good weather day??

As I got ready to head east through the Gorge they cancelled flight following. I guess they knew they would lose me in the Gorge so there was no point. The ceiling in the Gorge was not as FSS told me. They said 5000ft overcast. I guess they missed the fact that there was another layer of cloud much lower. I scooted under the deck for a look see and make a decision. I knew where the power lines were and I had no intension of getting that low. The center of the Gorge had the best ceilings that kept getting better as I headed east. The forecast on the east side of the Cascade was clear and 496 showed the same. The sky started to get much brighter and it was soon time to get the sunglasses on.

I got clear of cloud and set the cruise climb for a leveling altitude of 11,500. Mount Adams and Rainier soon came into view. It was spectacular. I got the oxygen on, cranked the tunes and opened up my

juice and muffin for breakfast. It was time for a break after the challenging flight I just had. I switched the transfer pumps on and watched the fuel gauges rise as they fuel pumped into the mains.

I looked ahead at the weather on the 496 and Sandpoint kept changing from IFR to Marginal VFR. It didn't look like I was going to get in there either. The cloud cover below soon came into view. Spokane was reporting 1200' scattered. The problem was the terrain around is a bit higher than the field and I did not know if I could get down into Sandpoint. From my vantage point, the layer was not scattered. I got clearance to drop down and enjoyed the beautiful scenery passing by. I overflew the Spokane airport and continued up the valley to Sandpoint. Approach kept pointing out aircraft to me and one comment was that I was "overtaking the aircraft by a whole bunch". Not sure if that was a professional term, but she giggled as she said it. At the time I was pushing it a bit and was grounding at 190 kts through the area to make time.

The Spokane area did turn out to be scattered so I opted to climb up to see if I could poke into Sandpoint. I figured it would be clear over the lake and getting in would work. The lake soon came into view and the weather was fine for landing. I pulled up to the pumps for the last chance for cheap gas after a 2.6 hr flight from Eugene. I finished filling the plane up at 10:00 am and then went in to check the weather and file a flight plan for the border crossing. The weather was not that great so a direct flight was not an option. That was going to add some time to the flight and time was running out to make my 11:00 booking with Customs. Instead of rushing, I call Canpass and delayed my arrival be ½ an hour to 11:30. I did not change my eAPIS time and the US CBP said it was not as critical to be on time with them going back. This gave me time to make sure I was ready for the flight. I needed the extra time as I knew I would have to fly south to Coeur D'Alene to reach FSS as the RCO was down there. I could not get above the mountains so I flew south until I could reach them and open

my flight plan. They were very quick and had my transponder code right away. I turned around and started heading in the right direction.

The initial plan was to turn out of the main valley and cross at Kingsgate. The problem was the weather was quite low and the regular VFR route near Creston was a better option. I made my way up the valley in a bit of rain and duck under the cloud to make my way to the pass. The nice thing was that the clouds kept on rising as I made my way east. I was soon at a height that I could fly direct and made my way to Cranbrook. I slowed things up to allow time for a Dash 8 to get IFR clearance so he could take off before I landed. I completed the straight in on 34 and shut down next to the Customs Officers. We went through my paperwork, they asked me a few questions and that was about it. They thanked me for being so cooperative and then I was on my way.

I filed a new flight plan back to High River to follow the VFR route through Sparwood. On the climb I checked the Calgary weather and they showed few clouds and above me was a scattered layer. I amended my flight plan, threw on the oxygen and went direct. A half hour later I was touching down in High River. The total flight time from Eugene to High River was 3.8 hours. The Garmin 496 in-flight weather was a real stress reliever in knowing what the weather was ahead. The plane performed flawlessly and I was just along for the ride.

→



# FOR SALE

1992 Rans S-6ES Coyote-II (BULA), Rotax 503 DCDI Single Carb with <100hrs SMOH, great plane just a little too small for a 6'3" 240lb pilot, \$11,000 or trade. Always hangared at Indus, you buy you can take over the space. Dave Goldsmith (403) 289-9310 (home) 203-8201 ext. 6224 (work) [dgoldsmith@gienow.com](mailto:dgoldsmith@gienow.com)



1969 Beech Musketeer 19A 150 hp Lycoming O-320 5850 TTSN, 814 SMOH. Avionics: KMA 20 Audio Panel, Dual Comms: Narco 810 COMM, Terra TX 720, KT 78 with Mode C, Flightcom 4-Place Intercom Dual PTT, Garmin Pilot III GPS. Excellent mechanical condition. \$ 33,000 OBO Call: Barry (403) 935-4609 or [barryleewood@hotmail.com](mailto:barryleewood@hotmail.com) for info and pictures.

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](mailto: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](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)



## 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](http://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](mailto: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](mailto:eaahighriver@shaw.ca) or visit [www.eaahighriver.org](http://www.eaahighriver.org) for more details.

### RESCHEDULED DUE TO WEATHER:

October 10<sup>th</sup>, Chestermere/Kirkby (CFX8) – Calgary Recreational & Ultralight Club (CRUFC) COPA for Kids Day. 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](mailto:forman.c@shaw.ca) or (403) 283-3855.

