



# Skywriter...



**December 2009**



*Club aircraft visit the old RCAF training airfield near Vulcan.*

# From The Cockpit

By Pat Cunningham

Well we're moving into the last month of another year and it's been a great one as far as the flying goes. I managed a few flights this past month, the latest of which was a trip to the Vulcan RCAF airfield just outside of Vulcan, of course. There were six planes on the ground and we had a good time looking around down there. There is certainly no problem getting in there as we landed on one of the taxi ways and it was definitely passable even after a bit of snow the night before. Three of us then headed to Linden for lunch and the other three headed down to Nanton to check out the museum, I didn't want to head to Nanton as we would have landed in a farmer's field and I have yet to remove my wheel pants. The fields can sometimes be a little hard on the paint job. It was a great day of flying none the less.

As this will be my last article in this column I would like to thank you all for allowing me to be your president for the last couple of years. It has been very enjoyable and I hope I lived up to your expectations. As with the flying I do, most of the enjoyment comes from the people I fly with and the things I learn by being around such a great group of fellow aviators. The meetings are much the same as I always look forward to seeing you and hearing about your latest escapades.

I would like to thank your outgoing board members and welcome the people that are stepping up to take over. It was a job well done! If you wish to run for one of the positions it's not too late. See Dave Procychen or Ed D'Antoni to put your name forward.

*The Vulcan RCAF Strip south of Vulcan. Photo by Stu Simpson.*



It's also membership time. The fee is \$30.00 per year. It is also time to purchase your raffle tickets for our annual raffle. Once again the prices are \$10.00 each or 3 for \$25.00. Help support our club and pick up a few. The prizes this year are a SPOT personal tracker with a one year subscription and an ICOM A6 hand held radio. I kind of went a little over budget on the prizes so buy some extra tickets and help bail me out. See Carl Forman to pay your dues and purchase tickets.

I would like to thank Clarence Simonsen for his talk on World War II history last month. This month's guest speaker will be Trevor McTavish who is an engineer with Westjet. It will be an interesting talk for sure.

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.crufc.org](http://www.crufc.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

# CAVU Dreams

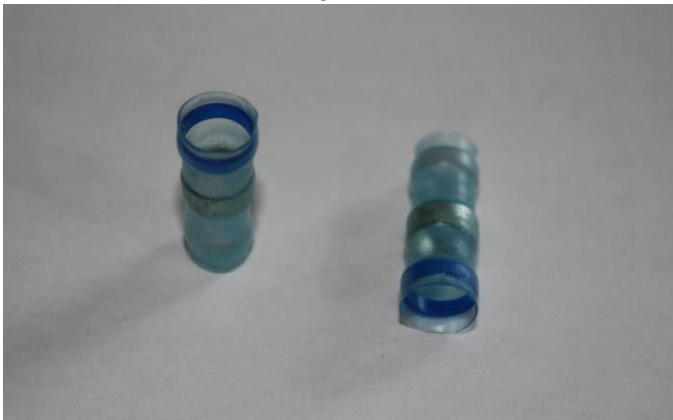
by Ken Beanlands

What a truly wicked week of weather! With the frequent wind and snow storms you'd think that there's been no flying at all. However, being a stalwart group, a few of us did venture out last Saturday for a trip to the Vulcan RCAF strip and lunch at Linden. Unfortunately, outside of that, this month has been slow on the flying front.

Work has been a different matter. We've had a pair of Diamond DA-42 Twin Stars with the diesel engines in for work. These are beautiful airplanes complete with the Garmin G-1000 (I think they should have called it the G-Whiz) system and full FADEC engine systems. Fuel economy is incredible at only about 5 gph per side! However they are a bit cantankerous to start in the cold.

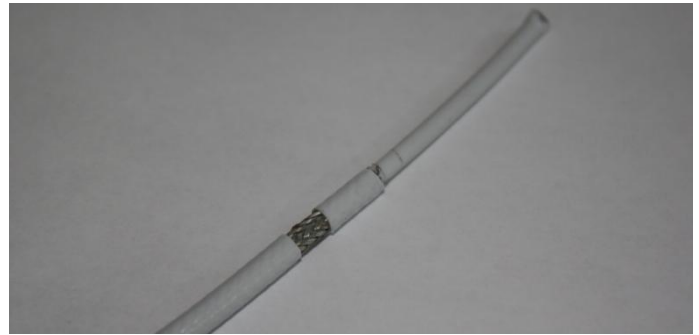
We also had an Aztec in for an avionics upgrade. With Canadian Avionics being a bit short handed, I got an opportunity to help out with the install. In doing so, I learned a neat new trick for dealing with shielded wire installation.

*Solder Sleeves. The center metallic ring is the solder and the outer rings are the seals.*



In the past I, like many builders, carefully stripped away the outer insulation and then combed out the shielding wire. This can take a couple of attempts as invariably, the shielding wire has been nicked and the strands pull away. Once the shielding wire had been successfully combed to the side, it was twisted, covered with heat shrink and a terminal installed on the end. At best, it looked OK, albeit a bit amateurish in appearance.

This month I learned a far better method of doing this with the use of solder sleeves. Solder sleeves consist of a heat-shrinkable, transparent sleeve with an inner, pre-fluxed, solder preform and two thermoplastic sealing inserts. When heat is applied, the solder



*Here's the cable ready for the solder sleeve and ground terminal wire.*

melts and flows. At the same time, the two thermoplastic sealing inserts melt and the outer sleeve shrinks to provide an environmentally protected termination.

To use the sleeves, strip away the outer shielding back as far as you need to work with the inner core wire. Trim the shielding mesh back to within  $\frac{1}{4}$ " of the end of the outer cover. Next, cut the outer shielding about  $\frac{1}{2}$ " from the end and slide it up to the end of the exposed shielding mesh leaving a  $\frac{1}{4}$ " of shielding visible behind it .

A length of #18 wire long enough to reach from the shielding to the ground point can now be prepared by stripping off  $\frac{1}{4}$ " of insulator. The exposed end of the #18 wire along with the end of the shielded wire are slipped inside the solder sleeve together so that the exposed piece of shielding mesh, the end of the #18 wire and the solder inside the solder sleeve are adjacent to each other.

The final step is to heat the sleeve up using a heat gun. Make sure that you see the solder melt inside the sleeve to ensure an adequate connection inside the sleeve. See the last two pictures. Now the appropriate terminal can be placed on the end of the ground wire and you're ready to go.

→



# Trip to the Maritimes

By Troy Branch

Our family has been making many great trips in the RV10 this summer. The hours are quickly getting racked up with all trouble free operation. The biggest trip we made was out to the Maritimes. Canada has been experiencing some really crappy weather across the entire country. We knew the flight was not going to be easy, the plan was set to leave the end of July as the entire Maritimes area had been experience lots of rain for very long periods of time. The question was, if we could get in, where we going to be able to get out? The nice part about travelling east is you are going with the weather. You can fly up to the bad weather and the next day will usually be good. That was our plan of attack in getting there and hoped it would work.

We have friends and family across the country that we had not seen in a long time. Many of them had never met our kids. Getting to visit them is very difficult or costly if you fly commercially due to where they live. We figured the routing down would allow us to visit these people. First day was Red Lake to visit a friend from high school. He, his wife and son moved to Red Lake for work in the Gold Mines. Red Lake is knows for it bush flying as well so that was another plus for visiting. The chosen departure day was looking good. There was a big high pressure moving east and if the forecast was right, we should be able to squeak into Red Lake under the tail end of a big low going through the area. We were in no rush to get away the day of departure as the sooner we got there the worse the weather would be.

We got to the airport around 9 am and finished packing the plane. It was loaded up as much as we could. We still had plenty of weight that could be added, we just had no where to put it. We did get everything in that we wanted. We then got all four tanks filled up and got ready for the first leg. The plan was Regina for lunch. The weather was mostly

clear sky until close to Regina where we got a few spits of rain on the window. It was a pleasant two hour flight. We got the plane filled up and went in for lunch. I think Regina had the highest lunch bill from any where we stopped. The food must have been made of gold. With full bellies, lighter wallets and sleepy kids we filed for a direct to Red Lake, Ontario.

We climbed out of the heat into cooler air and let the autopilot do the work. By the time we got to Lake Manitoba the Bush country started and the clouds started to form below. The cloud cover remained scattered until the east side of Lake Winnipeg and we knew we had to get down before too long. 2000' AGL under the clouds feels like scud running after spending so much time up high. The XM was showing some scattered showers in the area and the Red Lake airport remained good VRF. The problem was there were several cells between our position and the airport. We got pushed down to about 1000' AGL as we dodged our way around them and made our way into the airport. I always found seeing your destination airport in the middle of the bush and water quite relieving. Running at 1000' AGL over trees and lakes plays on your mind as you do not have much time if you have engine trouble. Up high makes you feel better, but all it really does is give you more time to tell someone you are going into the trees. You are never in glide of anything landable out there no matter how high you get. Thank you Lycoming. We landed 2.5 hours from Regina and needed our coats on.

We were greeted at the airport by our friends and it was time to have a few cold ones. We lost track of time and BBQ'd supper at 11:00 that night. The kids played until midnight, it was a fun evening. The next day the sun was out and we toured around town looking at the float planes and small shops. I took our friends for a local flight so they could see their place from the air. The lakes are sure beautiful. I bet they would look even better if I had floats under us.

We checked the weather for the next day's departure and it looked like getting into Sudbury could give us some trouble. The route to Marathon looked great so we knew the first half was going to be trouble free. We did not have a planned departure time. We would leave when we got the plane packed whatever time that was. We ended up getting away around 10:00. We had a smooth ride all the way to Marathon over a scattered layer. The lakes were reflecting in the clouds below, it was a perfect flying day. We landed in Marathon in gusty crosswind conditions to fill up the four tanks. We also had a picnic in the terminal building. One of the locals was getting things finished up for the group arrival of the Cross Canada Flight. Fuel prices were the lowest here than anywhere else. There was an RV-9A on the ramp as well. The owners arrived from lunch and we all had a great chat. They were on their way to the COPA Convention but gut stuck in Kenora for five days due to weather. They decided to just turn around when the weather cleared.



We got our flight plan filed and a good weather brief before departure. There were several storms building on our route of flight that made it tough to know if we would get into Sudbury. The briefer mentioned that there was several mini tornados spotted on our route of flight yesterday and the weather looked the same today. Yikes! We took off out of Marathon for a look see above the scattered layer and made our way east. I zoomed out on the XM weather to confirm that the storms were ahead. As the flight went on I kept watching the storms build and took note on which way they were moving. The scattered layer started to fill in so it was time to get down. We dodged our way around the cells and at times, flew cloud like roads as the clouds had large separations with clear skies above us. As we got closer to Sudbury we had to get down lower to stay clear of cloud. The XM was showing a small gap in two cells to the south and the weather remained good VFR at the airport. If I had not had XM, I would have gone north since the visibility looked better in that direction. I would have later found out that the airport was closed in on the north side and I would not have gotten in. The visibility gets pretty bad in the east due to all the moisture. The storms are very hard to see out the window so XM is a huge benefit to flying in unstable weather.



By this time I was in contact with Sudbury Radio which was nice to confirm that all my in-flight information was correct. The track of the storms was slow enough that I knew we could race them in. I diverted more south to get between the cells and ran the plane at a high power setting to speed things up. When I rounded the corner of the cell the airport was still in the clear and we did a straight in. There were hardly any bumps, got little rain on the window and the wind was calm at the airport on touchdown. There was no lightning in the storms we were flying around so they were not that intense. Jody woke up when the wheels touched and asked where we were, as I had mentioned that we may not get in and have to divert due to weather. My cousin was there to greet us and we started to unload the plane. The heavy but warm rain started as we got everything unpacked. Total time from Red lake to Sudbury was 3.7 hours.

My cousin took us over to his mom and dad's house (Frank and Mary Jean). We stayed with them for a few days when they lived on the lake during our road trip out west 12 years ago. We had not seen them since and Frank is now in his 90's. We pulled up to the driveway and Frank was dancing with excitement just as he did 12 plus years ago. They are both in great shape and full of energy. He still works doing odd jobs around town delivery building supplies and such in his truck because he loves it. He was asked as to why he was still working as you can't take all that money with him, his answer was "I don't plan to go!!" What a man. I hope to have his energy at that age. A large supper was served and the whole family was over. We had a great time telling stories and catching up. Midnight came too soon and we all turned in.

The next morning I checked the long range forecast to see if staying an extra day was a good choice. Another system was moving in from the south so we had to get away that day to make it into Bathurst. We all went up to the airport after lunch and got away around 2PM. There was a large portion of military activity airspace that was on our route of flight. The NOTAM did not say it was restricted and they really did not have much information about what was going on. We opted to fly the victor over Algonquin Park which kept us clear of the area, but over unlandable terrain for much of the flight. There was a lot of towering cumulous that was more broken then scattered. We flew under the bumpy cloud deck dodging storms for most of the way. We got clearance from Ottawa for a downtown over flight to get a look at the city. We kept flight following through Montreal and onto Trois Rivieres which was our supper time stop. 2.5 hours from Sudbury.

The weather had improved a great deal at our stop and kept improving all the way to Bathurst. There was no rush to get away as it was less than two hours to home. We got to use our French again as most of the people could not speak a word of English. With full bellies and a loosened up jaw from the tongue twisting language, we were on our way. We where soon over Quebec City on flight following and on a direct for Bathurst. We climbed to 9500' above the scattered clouds and had a ground speed of 200 KTS for most of the flight. I was a little out when I filed this leg as I did not know we were going to get those ground speeds. All we seen on the trip was 10 KTS maximum and most of it was only 5 KTS on the tail. Full throttle and 175 KTS TAS helped too. We were excited to get there and I did not worry about the gas the plane was drinking.

My parents were watching us get closer on the internet through the SPOT Tracker. When we hit the New Brunswick border they drove the ten minutes to get to the airport. We landed right after that, even though we had extended our flight to take a tour of home before we landed. As we taxied up we could not believe how many people were there waiting for us. There were more people at the airport for us than when an Air Canada Jazz flies in. We unloaded and

unloaded. Everyone asked where it all came from. We filled up the trunk of my mom's car and my sister took the rest. What to do next? The weather was so nice we would be crazy not to... we went flying. I was asked if I was too tired to go. Nope, the autopilot took us here so I was fresh to fly. I loaded up my father, father-in-law and my niece and off we went. The sun was getting low and the shadows being casted made the scenery just beautiful. It was great to have a nice look around home and everyone enjoyed the ride in the RV-10.

The next day I had an interview with the local news regarding the construction of the plane and our trip. I took them flying as well. The show aired twice a day for six days. It was kind of neat as people in Moncton and Charlottetown asked if I was that famous guy on TV. We had a good laugh and everyone was very nice.

We spent about five days in Bathurst with my family and five days in Moncton with Jody's family. Every second day was flyable and then the weather got bad. It was looking like we might have to drive to Moncton. We got down a day later than planned and the weather seemed to improve some. We got to fly to Charlottetown, Summerside and Halifax. As the departure day neared I watched the weather closely. During our entire stay, Ontario was getting hammered with storms. There was going to be many challenges in finding our way back home.

There was a one day break in the weather that looked like it would allow us to get out. The system was moving up the eastern sea board and the cold front stretch almost to Toronto. I figured if we were fast enough we could make our way through the leading edge and work our way around the north side all the way to London, Ontario. Northern Ontario was under a big low and a cold front was stretching down from Winnipeg all the way to Texas. It was time to have XM help me out again. We departed Moncton around 11 am on Friday on a direct flight over Maine into Trois Riviers for lunch.

Soon after crossing the border the weather started to get worse. The ceiling was good but the visibility kept going down. Based on the XM, I was just going to be skirting the first of it and the weather in the St. Laurence was looking quite good. I always had an out to the east. There were guys ahead of me that were much lower and they kept losing radar contact with the Boston Centre. They kept asking for PIREP's and weather updates as they got deeper and deeper into the bad weather. With XM we never needed to make such calls and deviated about ten degrees of course to remain clear of the bad stuff that XM was showing. We plugged along in the rain for most of the way over Maine. The heavier rain always matched the radar on the XM. One thing to remember is that the XM radar does not always tell you the same thing for every storm. Yellow might be ok to fly through in rain and the next storm yellow could mean very poor visibility. You have to look at the METARS and the radar to get a real picture of what is going on. The color of the radar says nothing about what the ceiling might be. Each storm required different decision making. I like to compare what I am

in at the time to the radar and make decision from there. You have to find your comfort level as to what weather you want to deal with. You can always land or turn around. The rain stopped just before the St. Laurence just like the XM said and we made a slow descent into Trois Rivieres for a late lunch.

The next leg was direct to London, Ontario. We planned to fly north of Montreal and then pick up the north shore of Lake Ontario to fly the Toronto waterfront. As we neared Montreal we had to divert right over Mirabel to stay clear of cloud. We then descended to get underneath and bounced around in the afternoon hazy air. The weather gradually improved as we headed west. The lake came into view and we were not long before we were on frequency with Toronto terminal. We followed the shore line as instructed and overtook several-site seeing airplane along the way. We got a nice view of downtown, the CN tower and Island Airport, which we were instructed to over fly. We had to fly the shore line for several miles before we were allowed to turn back on course.

The weather ahead again began to deteriorate. There were cells that were building just south of the London Airport. The XM was showing lightening strikes and it sure was dark ahead. On the next region of the XM the storm had grown at least four times in size. I was very amazing how fast the storm was developing. The nice part about the XM is that it shows which way the storms are tracking. It was clear that the storm was going to stay clear of the airport for our arrival. London Tower was so busy during our arrival that we were instructed to stay clear of their zone until instructed to enter. Once we were cleared to enter the controller asked for my intentions. This was strange as only MF airspace asks for that, and this was towered. So I blabbed of how I was going to overfly the field for the downwind of 34. All he was after was whether I was landing or not because he then told me what to do. Still can't figure out the question as my flight plan shown London as my destination and he just had to read. Oh well, it was an uneventful landing and a good friend from back home that we had not seen in years greeted us at the airport. We were soon loaded up in his car and were off to his house. We



had a great evening with him and his wife before we called it a day.

The next morning was planning time for the border crossing north of Detroit. With everything in order we were on a specific schedule for our arrival in St. Clair County Airport, Michigan. The plan was to arrive for 11:00 am. We loaded up the plane with time to spare and then made our way for takeoff. We climbed out over the city and made our way on course. We soon were talking to Detroit Center and were advised of the radar being out so no radar contact could be made. We kept having to call in the different reporting points that he requested as we overflew them. We felt the bump when we crossed the line and were instructed to switch to the traffic frequency. An uneventful landing and we waited for customs to allow us out of the plane. It was quite hot and the kids wanted out. After about 15 minutes we were cleared to stand on US soil and the kids were excited to get out. Once all the paperwork was finished we filled all four tanks up to have lots of fuel for options when we closed in on the cold front near Chicago.

We bounced along under the cloud deck as we were out of oxygen and watched the scenery go by. As we approached the Chicago area the weather started to close in above. We switched from center to center as we flew along on flight following. There sure is no shortage of airports in Michigan!! The EFIS display was cluttered with them. The rain started to hit the wind screen and we soon had to descend. We still maintain a 3000' AGL but the visibility was down a fair bit. Center asked if we had weather on board. I replied yes. He then knew that I saw what he saw and he replied with "That is good because it is sure coming this way" After one more weather report to center I was switch to Chicago. A couple of aircraft were just coming through from Oshkosh and they made it through so I figure we had a chance. The XM looked worse northwest of Chicago so I opted to stay farther south. This worked well as the controller wanted all aircraft clear of the class B airspace. I could have stayed in tighter by descending but I opted to stay high and further south.

Flight following was soon cancelled and shortly after that we had to descend to stay clear of could. The rain had stopped and we had flown through about 75% of the front. We duct under the cloud and got to the lowest altitude the pilot report gave. The pilot said that he had to stay down for only a short period of time. Visibility was great under the deck as the rain had stopped. It was not long that clouds started to gradually get lower. There are no mountains out that way but there sure are towers. Seeing how there was so many airports in the US I had no concerns as to finding a place. I made a decision to call it quits and wait out the weather.



I hit nearest button on the GPS and overflew the nearest strip. It was a grass runway in the middle of nowhere so we opted for a better location. As we headed to the nearest paved runway, the weather was just not allowing me a comfortable height at the speed the RV flies at in unknown areas. Instead of wasting time I opted to land at the grass runway. I did a precautionary over the runway for a look see to make sure it was good. The grass looked beautiful in the middle of the tall corn. We lined up and I worked the stick through the bumps for a challenging cross wind landing. The wheels touched down on the smooth grass. About then you could tell that the runway was not perfectly flat so the plane made a launch after rolling nicely on the flat part for 200 ft. I kept the stick back and hammered on the brakes to get us stopped as soon as possible. The runway was well kept and we shut down next to the hangers.

I got out and ran to the house to see if anyone was home. The only ones there were the dog and cats. Well at least it gave the kids something to do. After about an hour the rain started and the only place to go was the airplane. We huddled in there and I checked all the weather at the surrounding airports. They all had 1200 ft broken or better so we were in the bad spot I guess. What luck, no civilized airport and low ceilings. I then call FSS and got a brief from them. They figured in about an hour the weather would improve greatly. We watched the sky brighten to the west and the rain stopped. We filed out of there and planned for a look-see. If the weather was still low we would just make it a circuit and land. Once airborne, the visibility was great and the ceiling had improved. About five miles to the west was bright sunshine coming through the clouds. We headed for the sun and soon climbed to far better ceilings. Minutes later the clouds were scattered and we were plugging along under the deck with several thousand feet of altitude. Next stop was Cedar Rapids, Iowa. Flight following took us right into the airport and I shot the ILS, just to have fun with the instruments. It makes long approaches much easier than just looking out the window.

We taxied up to the FBO and we got our first taste of the great service many US airports provide. The plan was to call it quits for the day as the rest of the family had enough of looking at corn. The plane got filled up, with gas and oxygen, rooms booked and a shuttle service was all provided by the FBO. All we did was unpack the plane. They even offered to tie the plane down which I said no to. We were soon whizzing our way down the freeway in a shuttle bus to the hotel. The kids enjoyed the bus as much as flying. Downtown Cedar Rapids seemed deserted. There were very few people around and not much traffic. It

kind of felt spooky. We went by our gut feel and did not walk around very far downtown. The room felt much safer.

Once the kids settled in, I spent time studying the weather. By the way things were looking we had to make it all the way back to Calgary the next day. If we didn't, we could be stuck somewhere close to home for a week. We made a plan to get moving as fast as possible in the morning. Room service brought the breaky up and we all wolfed it down so we could catch the shuttle for 8:00. Yes, I know much of the day had passed but that is the best we can do with kids. Once at the airport we got the plane packed and launched by 9:30, 8:30 Calgary time. The flight was direct to Rapid City, South Dakota. We bucked 20 to 30 KTS head winds for much of the flight with a flight time of 3.5 hours. The last ½ hour was quite turbulent and the heat sure started on the descent. With the vent opened it felt like the cabin heat was on with the 35° C temps. We soon touched down in Rapid City with a very strong and gusty crosswind. We taxied in the extreme heat for fuel. Once the plane was fuelled, we rushed in for air-conditioning and got a ride over to the terminal for more air conditioning and a quick lunch.

The next stop was to be Great Falls for border crossing planning and fuel. We all boarded into the oven and had the ultimate hot start test. The engine fired up after several blades. I was sure glad I figured out the hot starts on this engine before the trip!! We did the long taxi to the other end of the airport and everyone was roasting. No matter how much wind blew on you it just did not matter. We hauled out of there with an 8,000' density altitude on the ground and climbed our way to 10,500' for cooler air. The temperature had dropped to 10° C and we had to shut the vents. It was welcomed by everyone.

We bounced our way through the afternoon bumps and made our way into Great Falls, Montana in good time. We had to deviate east of Billings to stay clear of some big storms. Everyone on flight following was asking to get vectors to stay clear of the storms in the area. The 496 kept them clearly identified for us and we kept our distance. Just out of Great Falls we began our descent into the hot air once again. The tower asked us to keep the base in tight and we made a quick uneventful landing. We taxied in for fuel and to find the nearest computer.

The first item on the list was to call Canpass to book an arrival time. With that done we got the plane filled and got to work on the computer in the FBO. It is a fair bit of work when you have to fill out forms for four people. The easiest would be to have them all as crew, but they don't always fly with me across the border. Everything was set for a 7:15 arrival in Lethbridge. We had a bit of time to relax before we headed out and let the kids burn off some energy. We soon loaded up and departed Great Falls. We did not climb very high as the flight was not much over an hour. Just high enough to cool off a bit. The ride was very smooth and we were getting quite excited to be so close to home. We touched down after an uneventful flight and went to the customs phone as there was no one there. We got our code and then departed. It was less than 15 min on the ground.

The last 20 minute flight was in familiar skies. The weather was great where we were but just north of Calgary was getting pounded with storms. This was a good time to let Emma have the controls for the first time. She could not

see out the front so I had her watch the EFIS screen. She was very excited to feel what she was doing. After a few minutes of that, Mom had enough in the back seat. Emma was all smiles. We sailed into High River with a continuously building tailwind. The first for the entire trip west bound. Garrett was on the ground frequency to greet us and we were sure to make a high speed overfly for the left hand downwind of 06. We touched down around 8:00 to finish of the trip. It was quite a day for everyone as we put so many hours in the plane. It was a choice we had to make as the weather for the rest of the week was IFR. On the drive home the big cell and gust front had hit. We were glad to be on the ground and soon to be in our own beds once again. The RV-10 was once again alone in a safe hanger until it could bring us on our next adventure. ➔

## 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)

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) ➔

## 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. ➔



# MEMBERSHIP RENEWAL FORM

It's time to renew your annual membership in the CUFC. Memberships cover the period from January 1 to December 31. For only \$30 per year you get great fellowship, the Skywriter and access to other club events. It's tough getting better bang for the buck anywhere.

In order to ensure that we get all your information processed correctly and efficiently, please fill in the attached form when paying your \$30. Please make your cheque payable to the Calgary Ultralight Flying Club.

The Skywriter will be emailed to you unless you specify that you want it mailed.

---

First Name

Last Name

If details are unchanged from last year \_\_\_\_\_ (check here)

If you are paying by cheque and the details are on the cheque, there is no need to write them again.

---

Address

---

City

Province

Postal Code

## Optional Information

Home Phone: \_\_\_\_\_

Aircraft Type: \_\_\_\_\_

Work phone: \_\_\_\_\_

Aircraft Location: \_\_\_\_\_

Cell Phone: \_\_\_\_\_

Organization: \_\_\_\_\_

Fax Number: \_\_\_\_\_

E-mail\*: \_\_\_\_\_

\*Email address is needed to email our Skywriter newsletter

If you would like to have your contact information published in a membership available to the CUFC members, please initial here \_\_\_\_\_ (initials)

Bring the form along with your payment to the meeting and give it to Carl Forman (treasurer) or mail it to:

Carl Forman  
201 Point McKay Terrace NW  
Calgary, Alberta  
T3B 5B6