



# Skywriter...



**January 2010**



***Mike Sweere's Cessna 170 Flies up the Kananaskis Valley on Boxing Day, 2009.  
(Photo by Ken Beanlands, Sr.!)***

# From The Cockpit

By Pat Cunningham

Greetings all! As we have not quite completed our election process you get to read another column from me. I would like to start by wishing you all a very Happy New Year and hope all of your flying adventures in 2010 are enjoyable ones.

As I went to work yesterday in the -30° C temperature my mind went to where it goes most days when it's freezing and that's remembering what it feels like to be sitting at the airport on a cloudless, +25° C afternoon after an enjoyable flight with some of my fellow aviators (maybe even enjoying a nice refreshment as well). We are indeed lucky to have these places available to enjoy and I would like to thank all of those people who make that possible. Those are the ones who keep the airstrips in such great shape throughout the entire year, countless hours cutting the grass, and plowing the snow and making us welcome all the time. It's these people that contribute such a great deal to make flying such an enjoyable experience. The next time you see one of these fine people please take the time to thank them for all of their efforts!

If you haven't yet renewed your membership please do so as soon as possible. The tickets for our annual raffle are also available at a price of \$10.00 each or 3 for \$25.00. See Carl Forman at the next meeting to purchase yours and you'll have a chance at some great prizes.

NavCanada has issued notice to remind us of some frequency changes coming up. They are as follows:

- The Calgary/Springbank Flight Information Service En Route (FISE) RCO frequency will change from 122.5 MHz to 123.375 MHz. Pilots operating in the vicinity of Calgary/Springbank who require flight planning, weather or NOTAM information should contact the Edmonton FIC (call sign "Edmonton Radio ") on this new frequency.
- The existing 126.7 MHz will no longer be used for FISE or monitored by the Edmonton FIC. It will however be used by the FIC, as required, to provide the aeronautical broadcast service (broadcast of SIGMET and urgent PIREP) and to conduct communication searches for overdue aircraft.

This change will take effect February 11, 2010 at 0901 Coordinated Universal Time (UTC).

For further information, please contact:

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The annual banquet is also coming up in February, more details should be available at the next meeting on January 14<sup>th</sup>.

See you soon!



## Calgary Recreational and Ultralight Flying Club

### COPA Flight 114

Meetings are held on the second Thursday of every month, except July and August, starting 7:00 PM at the Northeast Armory, 1227 - 38 Avenue NE, Calgary.

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### Skywriter

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

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# CAVU Dreams

*by Ken Beanlands*

Well, another year is over and it went out with a roar! By the time Christmas rolled around, I assumed that we weren't going to see any flying weather in December at all. In fact, it was scary just driving around.

My parents showed up on the 23<sup>rd</sup> for a two week visit. Surprisingly, Boxing Day dawned absolutely



beautifully to clear skies and light winds. Glenn Bishell had e-mailed us to say the runway was clear. Stu Simpson also e-mailed to say that he was planning to fly and a call from Troy Branch helped me make up my mind to go flying. Of course, Dad was game for a flight as well.

Mike Sweere was waiting for us when we arrived. We pre-flighted the plane and fired up in the -15°C. Fortunately, by the time we reached 5500', the temperature had risen to +6°C. We flew south to Chestermere where we heard Stu firing up with a flight of three aircraft. We decided to head south to High River and meet at Troy's hanger for a visit.

By the time we reached High River, we heard Troy doing his run-up for a flight with his in-laws. After a quick chat, Mike and I decided to head west with Troy into the Kananaskis valley. Mike and I were west of Longview

when Troy took off. By the time we got through the pass, Troy was already over the Kananaskis Lakes.

A little background is in order here. My mountain experience to this point had been one flight through Banff and out over Lake Minnewanka and another with Troy to Nelson, BC in his RV-9. For me, this was a very big deal.

The trip up through the valley was incredible as we passed by the Kananaskis Lakes, Fortress Mountain and up to Nakiska. Dad was snapping pictures like crazy and even got a few of Mike and Troy. Once past Nakiska, we turned right and followed the valley to Canmore and on to Banff. That's where we finally met up with Troy. Dad got one picture of Troy before the batteries gave out.

From there, Troy sped away from us heading out through the Lake Minnewanka pass. We followed well behind him and finally broke out of the rocks. It was another 20 minutes back to the field. For me, it was a 2:45 flight; the longest I've logged in Chrissy. I don't think I saw the groundspeed waver from 90 kts the entire flight, nor did the airplane bump once with turbulence. It was absolutely still air. What a perfect day of flying!

One of the things I've been experimenting with over the past couple of months is my new oil cooler air intake control. One of the





in the panel using a Unibit and was fed through an existing hole in the firewall. The entire process took about 1.5 hours.

This has resulted in a few extra procedures while flying. For start up and warm up, I leave the valve closed. If I don't have much temperature before take-off, I'll leave it closed until it starts to get around 180° F. From there, I can open it about half way and maintain 180-190° F. For descent, approach, landing and taxi it goes back to full closed to keep the heat in the engine. Obviously, that is for cold weather operations. Once it gets warm again, the control will stay full open.

Avery Tools ([www.averytools.com](http://www.averytools.com)) sells the 3" unit as part number 1507 for \$60.00 and the 4" unit as a 1503 for \$60.00. →

issues I've had with the Christavia is trying to regulate my oil temperature. First, I had it set up so that it was fine in the winter, but running hot in the summer. I changed several things including the oil cooler, the oil cooler ducting (went from 2" to 3") before finally doubling the cowl outlet size. At last, I was able to maintain an oil temperature of less than 210° F on the hottest day, in the climb and with a full load.

Unfortunately, this meant that I couldn't get much above 130° F on cold days in the winter. That solution would seem simple, put plates on the oil cooler air hose to restrict the flow. Unfortunately, temperature variances here in Alberta can exceed 45° C while climbing through a mere 1000'. With the plates on, the engine was again running hot when I got it above the inversion layer. The only solution was to control the airflow to the oil cooler in flight.

I first saw the device on Troy's RV-10 while it was under construction. It's a neat little controllable valve that sits inline in a 4" duct. It allows the pilot to manually control the amount of air being fed to the oil cooler. Unfortunately, at 4", the unit was a bit too big for my 3" ducting, and adapters would be challenging to make. This summer, Troy mentioned that the device was now available in a 3" size.

Installation was a snap. On my engine, the air ducting to the oil cooler comes off the back of the baffles. All I had to do was pull back the ducting and slide the unit on. One thing I did add was a screw to act as a control stop in the full open position. It comes with a stop for full closed. I used a standard vernier control available from Aircraft Spruce (generously donated by Troy, as he had a spare) and it was easy to install

*The oil cooler controller can be seen in the upper photo behind the baffles. The photos below show it in the open (top) and closed (bottom) positions.*



# Snowpilot ®

by Andy Gustafsson

I had been waiting for this day for a long time. It is something special to me, this season of fresh crisp deep snow. We don't see it too often around the Calgary area; at least not in the last few years. I've been working on my skis this fall. I rigged up new bungees at the tips and replaced a few fasteners and links for the rigging. I've been ready to go for a while now, but the ground has been bare and the wait has been long. Thanks to the climate cooling, snow has started to fall together with a few windy days. Winter is one of my favorite seasons to fly with stable air, crisp handling and landing places everywhere white. I often fly into and land on Chestermere Lake, just east of Calgary, for some Tim Horton's goodies. Sometimes I order a take-out and enjoy my own onboard service with a coffee and a Boston Cream donut at a thousand feet. It doesn't get any better than that.

On this day the snow hung in the air, I could see snow squalls here and there but the wind had diminished to just a very light breeze. The temperature had settled on a steady  $-15^{\circ}\text{C}$  together with a flat light with no shadows. I packed everything I could think of into my Jeep and headed out. I drove up to my hangar through snow drifts deeper than the bumper, with the snow cascading all over the hood and wind shield. As I got closer to the hangar I saw something that I have never seen there. The snow drifts in front of the hangar doors were 5+ feet high and stretched way out. My grin disappeared but my enthusiasm still remained. The landlord at my field had a bobcat sitting in his warm shop and he said for me to use it to move the snow masses. When I opened the side hangar door and peeked inside I got another surprise. The interior looked like a scene from Doctor Zhivago. The snow had drifted in through



every little crack in the walls, even through nail holes, leaving my plane with snowdrifts all over the wings and fuselage. My Merlin looked sad and frozen under the load of snow and it took me an hour to clean up and get her out of this frozen winter scene.

The wheels were fitted into their tight fitting boots, strapped down and the tail ski installed. Now my attention turned to the engine. I have a little propane heater that works really well to warm the engine up under the cowling. The oil bottle has its own electric heater that heats the oil reservoir in 15 minutes. Since I don't have any power out there I use a converter on my Jeep to get 110 volts. In 15 minutes the oil was warm as was the rest of the engine. I pulled the choke, turned the starter key and after 2 blades the 912 roared to life, happy to be alive and breathing. I let the gauges come up to where they should be and advanced the throttle. We were sliding



easily on the snow. I am always amazed at how easy the skis slide and I'm always getting caught stepping on the brakes to see if all is working. Well, the brakes don't work with skis on.

The 10 acres I have out there now became my runway. I just ski around in sheer enjoyment on the ground, turning in circles with the snow blowing in huge clouds around the airplane. Then I turn in to the breeze and gradually go to full throttle. The Merlin comes alive and anxiously wants to get off the ground. In about 300 feet the tail comes up, just a little and I float up, up and away. I do a visual check on my landing gear as the snow clears from the skis. Everything is coming along for the ride and is looking good. Climb rate in the chilly air is just great. The extra weight doesn't seem to slow me down much or hamper the flight characteristics. With limited visibility I decided to just do a number of touch and goes on my field. I practice short approaches and short landings. The flat light without the sun and shadows makes depth perception difficult, but this is when practice makes you a better pilot. I can slow down and gently let the tail ski kiss the snow with the mains to follow. You become one with the airplane. What a great feeling. I must have made ten touch and goes. I just did not want to end this playing in the snow. My ski setup works really well for my Merlin. It is a safe and fool proof installation. The strapping on before flight and removing the skis before I put the plane away after flying is quick and simple.

Canada is a country of adventure with a nature that is unsurpassed in beauty anywhere. It gives the pilot of a ski equipped aircraft a big advantage in that he can land just about anywhere white. This whole flying experience is truly unmatched by anything I can think of. I often wonder why I seems to be the only one to embrace this. Skiing is believing.

I had a great day out there and I'm looking forward to another great Snowpilot® season.

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# 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.

February 27<sup>th</sup>, Calgary, AB – CRUFC Annual Winter Banquet. Cocktails are from 5:00 to 6:00 PM and dinner is from 6:00 to 7:30 PM. The Silent Auction runs until 9:00 PM. This is at the same location as last year: Big Rock Grill at 5555 76<sup>th</sup> Avenue, SE Calgary. Tickets are \$35.00 each and will be available at the January meeting. Please contact Dave Procyshen for more details.

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**Calgary Recreational and Ultralight Flying Club**  
**Balance Sheet**  
**As at December 31,**

	<u>2009</u>	<u>2008</u>
<b>Assets</b>		
Cash	9142.29	5,780.70
<b>Liabilities</b>		
Prepaid memberships	1,260.00	1,060.00
Hall Rental	2,376.65	300.00
	3,636.65	1,360.00
<b>Retained earnings</b>	5,505.64	4,420.70
	9,142.29	5,780.70

**Approved by the Board**

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 President

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 Treasurer

Statement of Revenue and Expenditure  
 Year ended December 31,

	<u>2009</u>	<u>2008</u>
<b>Revenue</b>		
Members Dues	2,225.00	2,250.00
Annual Social	1,123.90	358.50
Raffles (net)	380.06	549.82
Skywriter Advertising		50.00
Donations	30.00	67.00
Caps, Crests, Maps, DVD's (net)	2.20	44.00
	3,791.16	3,319.32
<b>Expenditure</b>		
Meeting Hall Rent	2000.00	900.00
Printing	458.18	617.82
Postage	179.76	195.30
Donation – COPA Special Action Fund	-	358.50
Website	-	315.00
Name change costs	68.28	
Computer equipment	-	776.45
	2,706.22	(3,163.07)
<b>Net revenue</b>	1,084.94	156.25
<b>Retained earnings, beginning of year</b>	4,420.70	4,264.45
<b>Retained earnings, end of year</b>	5,505.64	4,420.70