



Skywriter...



February 2010



*Behold, the first in-flight photo of the BishCaddy Version 2.0
(Photo by Stu Simpson)*

From The Cockpit

By Robin Orsulak

Hello Everyone,

I would like to say "Thank you" for the honour and privilege to serve as your new president for the current term. I look forward to working with the club and our membership. I have been attending club meetings fairly regularly over the past 10 years and find them quite enjoyable. Our club has a vibrant history and moving forward we will continue to do so. Keeping this in mind, I look towards growing our membership and planning exciting events. With your help and support, we will continue to enjoy our club and share our passion with others.

One of the things that I would like to announce is that our website has been totally revamped. I invite you (if you haven't already done so) to visit our club website crufc.ca and take a look around. It is my hope that you will find our site helpful and useful, as well as getting our message out there as to how much fun we have as a group. I believe that some of the new features will help attract new members and serve us in a practical manner. Check out the "airports" section as an example.

On another front, it sure is nice to see more television programs featuring flying, especially when they are set in Canada. I believe we are in a unique position to showcase our club as well as our passion for flying with the general public. I have held the dream of doing an ultralight program for a number of

years and this is something I'd like to see happen. I invite you all to make any comments or submissions to me about your thoughts on this as I see an opportunity and a potential project moving forward.

Yes, I would admit that this may appear a little ambitious on the outset, however, we will continue to maintain our club as one of the most fun and exciting places to be. Im sure with your support and help we are in for a fun ride!

Finally, I would like to thank outgoing executive members Andy Gustafsson, Pat Cunningham, Carl Forman and Garrett Komm. You are a great bunch of guys and job well done! I thank you sincerely.

Let's get out there and up there and have many a safe flight!
➔

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

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Calgary Recreational and Ultralight Flying Club
Just a few minutes outside of Calgary

HOME ABOUT US FAQ FOR SALE LINKS MEMBERS NEWSLETTER NOTICES PICS & VIDS POLLS CONTACT US

SEARCH

Home

Welcome to the C.R.U.F.C. and COPA Flight 114

The Calgary Recreational and Ultralight Flying Club COPA Flight 114 is a Calgary, Alberta, Canada based club for those interested in building and flying ultralights, homebuilt and conventional aircraft. Want to be a member of the CRUFC? Leave your information on our Contact form and we'll followup with you.

Meetings

Our members meet on the second Thursday of each month, except July and August, at the Royal Canadian Sea Cadets: Northeast Armory, 1227 - 38 Avenue N.E., Calgary.

Royal Canadian Sea Cadets

RT @AircrewBuzz: Addressing the causes of pilot fatigue
<http://bit.ly/ciqUJG>
(denverpost.com)
<http://bit.ly/ciqUJG> 7 hours ago

CAVU Dreams

by Ken Beanlands

What can I say about January except that it was a pretty dismal month for flying. Fortunately, I was able to put this month to use in some upgrades for Chrissy.

The first upgrade was to upsize the tires. Pat Cunningham had a set of 850x6.00 tires that he wanted to trade for the 800x6.00's on my plane. Except for having to replace a torn tube, the swap went well. Granted, they did add 9 lbs to the plane. I made a single flight on these to bring the plane to Springbank where the rest of the upgrades were to be done.

One of the annoying little things that resulted from my landing gear spring upgrade I did last year was that the plane no longer sat as high as it did before. The gear sagged a bit too low, mainly due to a slight mis-measurement. It also sat a bit right wing low. Fortunately, the mounts where the springs bolt to the axle are quite large and it was easy to drill a second set of holes a bit further outboard to fix this issue.

The interesting thing about this fix is that I had come up with an elaborate fix that involved adding U-shaped spacers under the spring and clamps to keep them in place along with a spring compressor to install the works. Glenn Bishell took a quick look at what I was planning and asked me why I just didn't drill a couple of new holes. It's funny how the simplest solutions can be so evasive...

I also took this opportunity to clean up the glare shield a bit. I had mounted both the Monroy traffic detector and optical Proptach on the dash along with their associated wiring. The Monroy is now mounted in the panel in an unused instrument hole and the Proptach is mounted in the cabin ceiling.

Finally came the big upgrade. When I was flying the Cessna 180, we had a pair of COM radios in the panel. I found it very convenient to use the pair of radios to monitor two frequencies at a time. Where we flew, 126.7 along with the St. John's tower frequency were both active and listening to both was quite advisable. Here we have a similar situation where monitoring 126.7, Calgary terminal and the field frequency is a very good idea.

My current Icom A-200 is not capable of monitoring two frequencies at once. However, the new A-210 is, as is the Garmin SL-40. At

first, I planned to simply swap in the A-210 in place of the A-200. As I got to thinking about this, it made more sense to just add a new radio and be able to monitor three frequencies instead.

With the addition of a second radio, I began to consider that an audio panel might be in order. I looked at several different models before finding the Garmin GMA-240. This inexpensive, non-TSO'd unit has the ability to handle a couple of NAV and COM radios. In addition, it has a built in 4-place stereo intercom and inputs for both a cell phone and a music source such as a CD player or iPod. I know, I should be more concerned with flying the plane than with phone calls and music. However, after doing four multi-day cross country flights, a little music or an audio book or two would be quite welcome addition.

As of this writing, the installation is still underway and should be finished up in a day or so. I'll be sure to follow up with a report next month on how things came out.

Before signing off, I'd just like to remind you of the club annual raffle draw coming up next month. You must be a renewed member to buy tickets. Also, the club's annual dinner is coming up on the 27th of February. Be sure to see Dave Procysen for more details.

See you all on Thursday!



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 hanged at Indus, you buy you can take over the space. Dave Goldsmith (403) 289-9310 (home) 203-8201 ext. 6224 (work) 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. 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.

February 27th, 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 76th Avenue, SE Calgary. Tickets are \$35.00 each and will be available at the January meeting. Please contact Dave Procysen for more details.

The following notice was forwarded from NavCanada:



Change in Control Responsibility – Airspace in the Vicinity of Springbank Airport, AB

NAV CANADA, the country's provider of civil air navigation services, will be changing responsibility for controlling the Class C airspace in the vicinity of the Springbank airport.

Taking into consideration the complexity, level and nature of operations Calgary area, NAV CANADA has concluded that the Class C airspace in the vicinity of the Springbank airport, currently delegated to the Springbank airport control tower during the hours of control tower operations, should be controlled Calgary Terminal on a 24-hour per day basis.

As a result, commencing **11 February 2010**, all Class C airspace west of 114° 17' W will be the responsibility of Calgary Terminal, with the exception of the Springbank control zone. Pilots wishing to operate in the Class C airspace are to contact Calgary Terminal on **128.7 MHZ** prior to entry into the airspace. There will be no change to the classification of the airspace.

The Springbank control zone will continue to be the responsibility of the Springbank Control Tower. The boundaries of the Springbank control zone will remain unchanged.

These changes will take effect 11 February 2010 at 0901 Coordinated Universal Time. The appropriate aeronautical publications will be amended.

For further information, please contact:

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Springbank Airport, AB

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See chart on next page...

