



Skywriter...



March 2010



CRUFC aircraft take part in some formation flying while filming for a new club video. Picture by Stu Simpson

From The Cockpit

By Robin Orsulak

C'mon Down! The Price is Right!

There is a common perception that flying and aircraft ownership is expensive. I tend to disagree somewhat, I mean yes.... I will admit that if I were to win a large lottery... yes indeed I could have it entirely spent on an airplane, before the cheque hit my bank account. Most prudent people would not do that and really... neither would I. So let's talk about flying and owning an airplane (or maybe two).

One of the great things about our club and the type of airplanes we fly is the fact that they are indeed quite affordable. Another thing about owning and flying these aircraft is that they can be utilized year round. Tell that to the guy that owns a snowmobile or a fishing boat.(Swamp boat s for a few of you out there) If we so desire, we can even taxi up to Tim's for a fresh brew... winter or summer. Ok, we get a lot of value and use from our airplanes and that's just one of the points I make.

So what's the price of admission? That's a very good question. It all depends on what you want...we all know faster means costlier but not always. For someone thinking about getting into flying they really

Another great picture by Stu Simpson



need to come on out to our little airstrips and chat with us. We in turn, could take our new friends out for a quick ride and showcase what it is that we do. We know that one could spend until the sky is the limit but that's not what we are about. For newcomers, I'd recommend looking at various websites and see what's in the market ,and by all means chat with the pilots (us) that are in the know.

You would be surprised at how reasonable flying can be and therefore should consider it if you're looking for a new pastime. And by the way... I always have a seat available.

So C'mon Down! The Price is Right!
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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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CAVU Dreams

by Ken Beanlands

Well, it sure looks like we're in for a great spring this year. Warm weather this week promises many early season flights. Unfortunately, the past two months have been a bit of a bust for me as I always seem to be away when the weather turns VFR and in town for the fog. Of course there was the three weekends that the plane was in the shop getting its retrofit. Wouldn't you know - they were great VFR weekends!

The last weekend of February was perfectly CAVU with little or no wind. With the plane back in the air and the annual banquet keeping us in town, I was able to take full advantage of the weather.

Saturday was spent working with Stu at Kirkby's place playing for the camera. Stu and Robin are working on a new club film with many of our club planes being the stars.

Sunday was spent touring around the Calgary area. I had a beautiful flight, starting in the foothills west of Springbank's control area, then down to High River for a touch and go, on to Chestemere for another touch and go, and then back to Carstairs. The total for the weekend was five hours!

Filming for the CRUFC video continued this past weekend with one of the pictures gracing the cover of this newsletter. If you're interested in getting involved, contact Stu Simpson or Robin Orsulak for details.

This month I'll leave you with an interesting trivia question suggested by Ed D'Antoni. I'll publish the answer next month or you can check on our website for the answer...

Two aircraft at an uncontrolled airport are simultaneously doing touch and go circuits. A third aircraft is crossing midfield to enter downwind for landing. Which aircraft has the right of way?

- (a) *The aircraft just entering the downwind leg.*
- (b) *The aircraft on the upwind leg.*
- (c) *The aircraft crossing midfield to land.*

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GPS Product Review: The Anywhere Map ATC

by Stu Simpson

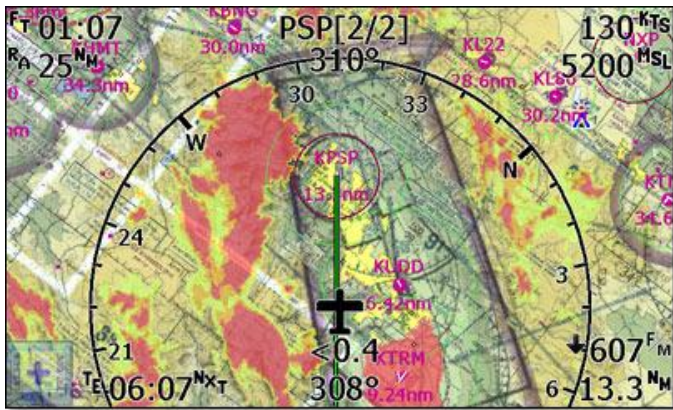
Photos courtesy of Anywhere Map

There's no shortage of competition these days for your GPS dollars. If you're thinking of getting a new one I strongly urge you to look at the Anywhere Map ATC (Anywhere Travel Companion). This touch-screen GPS is full of useful features at an excellent price. The ATC, and its close rival from Bendix King, seem to have thrown a real gauntlet at the feet of industry leader Garmin. So much so, in fact, that Garmin has come out with its own line of similarly styled touch screen, multi-mode units.



One of the biggest draws for me is the ATC's portability. It fits easily into a shirt or pants pocket, just like a wallet might. Despite its seemingly small size, it has a bigger screen than most of the other handheld aviation GPSs out there. Its screen is 4.3" diagonal, which Garmin now matches with their new Aera line. But the ATC also has a much higher screen resolution at 800 x 480 versus Bendix King's AV8OR and Garmin's Aera, both at 480 x 272.

I had the opportunity to try out a Garmin 296 to test its size, screen resolution and other features. It couldn't come close to the ATC in anything but aviation mapping. That's to say that at the time, it had better aviation maps for Canada. Anywhere map



updated its Canadian aviation database last summer and it's easily the equivalent or better than Garmin's.

And the 2/3/496 series is bulky, like carrying a small brick compared to the ATC.

Despite having these immediate advantages, the ATC, at \$595 US, is still about \$150 cheaper than the AV8OR and \$250 cheaper than the Aera. A pretty good bargain if you ask me.

But how does it fly, you ask? Simply put, it flies great. I've been using the ATC for a year. I flew it to Seattle and back, all around Alberta and BC, and taken it to Hawaii, though someone else piloted on that trip.

The ATC offers all the navigation and other features you'd expect from a GPS, like flight and route planning, terrain mapping, optional obstacle clearance, basic on-screen flight instrumentation, E6B functions and more. There are a series of menu buttons that occupy the sides of the screen and you can easily make these disappear or re-appear with a single touch. This maximizes the viewable area and is very handy in use.

The ATC also allows you to tap on an airport shown on the screen and get information about the airport. This includes a diagram of the runways (and taxiways at US airports), COMM frequencies and even fuel prices (if the airport lists them on 100LL.com). You can set the screen to display the various radio frequencies for any airport shown. It also has features like a virtual co-pilot that nags you to switch tanks on user-set intervals.

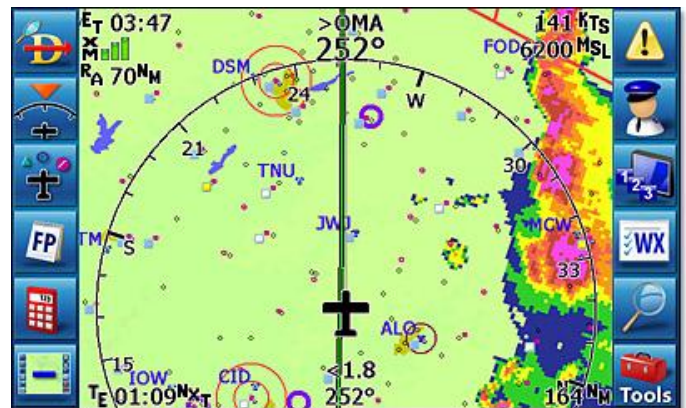
It's easy to update the ATC's software from Anywhere Map's website. In fact, my ATC got the latest updates on airspace and airports around Calgary within days of them being published. Some of the data, such as the newly registered field at Linden, showed up on the ATC but has yet to be published on a VNC or in the Canadian Flight Supplement.

I've never lost the GPS signal on my ATC and it works perfectly even in my house. The touch-screen is easy to use in flight, even in turbulence. I was initially concerned about this aspect of the ATC, but it's turned out to be no problem.

XM satellite weather is available for the ATC, either at the time of initial purchase, or as a later upgrade. XM is pretty expensive for a poor, grass strip tail-dragger pilot, so I can't offer any insight into that feature except to say that you can get it.

I also like the dual purpose nature of the ATC. Its ground navigation software has been around for quite a number of years and has vast experience in numerous palm devices. Admittedly, the aviation software is newer, but I've only seen it improve over the year I've owned mine. And it was pretty darn good to start with.

Ground-based NAV system is a completely different software suite that is highly detailed and offers all the features normally found in such systems. It was incredibly handy last summer when Wade Miller and I flew to Seattle. We'd get on the ground, and with a few touches on the ATC, switch to ground mode for driving around the cities where we stayed. The driving mode software, also updated when you connect the unit to the website, offers all sorts of information on restaurants, accommodations and other facilities. It worked very well in Hawaii last year, too. And of course, it simply slipped into my pocket whenever I didn't need it.

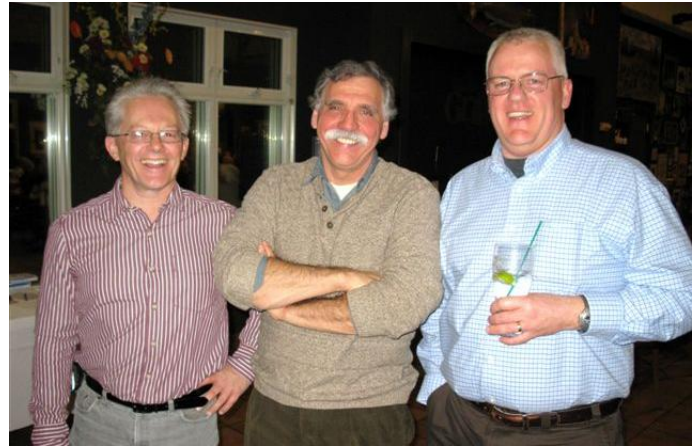


The company offers excellent support and regular updates which really inspires my confidence in the ATC and Anywhere Map itself. I thoroughly enjoy my ATC and I plan to keep it for a good long time. The company's website is at www.anywheremap.com. I recommend perusing the comparison page to see how the ATC rates against the competition. I think you'll be impressed.

See <http://www.anywheremap.com/> for more details.
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CRUFC Annual Banquet and Silent Auction 2010

by Dave Procyshen, Photos by Collin Cleland



Cleland for taking some great pictures and don't forget to ask Carl how to "WIN" a door prize. A big thank you is also going out to Daryl and Kari Gillespie for donating another "airport/airplane" cake for desert, this was such a good looking cake that it was a shame to have to cut up and serve... but we did. Everyone that was in line was not disappointed and I think I saw a few taking seconds. I am really looking forward to another season of flying this year and with the good weather I've seen lately, we may have a good start to the year.

Thanks again.

Well it was that time of the year again; time to get our bidding pens ready and have a little fun with fellow flying club members. This year we went back to the Big Rock Grill and with just over 60 members in attendance it was another successful event. The beverage was good, the food was great and the company was worth the price of admission. We had many great items that were donated by club members and after the bidding war was done we raised \$925.00. This fundraiser will be used for flying club functions as well as a donation to the COPA "Special Action Fund"; something that you may never need to use but is there when needed. COPA is always there to protect your right to fly.

I would like to thank your new club president Robin Orsulak for lending a helping hand as well as Colin



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)

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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.

May 23, Westlock, AB, (CES4) – St. Albert Flying Club, COPA Flight 61 NavDash Fun Event. Westlock Airport (CES4). Precision flying exercise around a course. Two classes: 1. Ultralights and 2. Homebuilts/Certified combined. Each class will have it's own course geographically separated to ensure no conflict. Plaques for 1, 2, 3 in each class and a complementary barbeque to follow. Pilot briefing 9 a.m. in terminal building. Join us for a fun day of flying. Rain date Monday, May 24. For more information contact Ben Strafford 780-458-1606 or email larandben@cruzinternet.com.

May 29, Cold Lake, AB, (CEN5) – COPA Flight 90 Cold Lake/Bonnyville. Annual Spring Fly-in/Drive-in breakfast pancakes and sausage 0800-1200. Reduced fuel pricing for attendee's. Located at the Cold Lake Regional Airport - Terminal Building. For more information please contact Cliff Conrad 780-594-5707 or email cbconrad@incentre.net.

May 30, Saint Paul, AB (CEW3) – Fly-In Breakfast. Pancake, ham & egg breakfast at \$5.00/plate served from 8:00 to 12:00. Come and show your airplanes, motorcycles, antique or sports cars. Co-ordinates N53 59 36 W111 22 49. For more information please contact Tyler Elliot at 780-808-7094.

June 13, Bonnyville, AB (CYBF) – COPA Flight 90, Bonnyville Flying Club. Annual Fly-In breakfast from 07:00 – 12:00. Co-ordinates N54 18 15 W110 44 37. For more information please contact Yvon Rondeau at 780-826-7457.

June 20, Tisdale, SK – Fly-In, Drive-In Hungry Persons Breakfast – 8 a.m. to 11 a.m. Eggs, sausage, hash browns, toast, coffee, juice and lots of airplane talk - Everyone welcome. Located at the Tisdale Airport. For more information please contact David Lamb at 306-873-2718 or email d.q.lamb@sasktel.net.

June 20, Morinville, AB – Mike's Father's Day Fly-In in breakfast Sunday from 8:00 a.m. to 11:00 a.m. Located at Mike and Rose Poworoznik's farm strip. One mile north, three miles east of Morinville. Strip Information: Coordinates: N53-50 W113-33 Runway length: 2600 ft. North/South orientation. 60 foot wide groomed grass. Caution: Wires at south end. For more information please call Ben Strafford 780-458-1606 or email larandben@cruzinternet.com.

July 26 – August 1, Oshkosh, WI – EAA Airventure

August 8, Westlock, AB – COPA-Flight 139 Fly-In breakfast from 07:00 to 11:00. If you have any questions please contact Georg Hertz-Kleptow at 780-349-1094.

August 18-20, Calgary, AB – Webster Trophy Competition to select Canada's top amateur pilot. COPA is a key contributor and President Kevin Psutka is one of the judges. Regional competitions are on now, visit <http://webstertrophy.ca/> for more information on how you can participate. Lots of fun and a great opportunity to hone and demonstrate your skills. Download poster here (for French here) and post it at your airport to encourage others to participate.

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