



Skywriter...



August 2010



*Brian Byl breaks away on a wonderful July morning.
Photo by Pat Cunningham*

From the Cockpit

By Robin Orsulak

If you've had the luxury of having a flexible schedule then I think you would agree that we have had a great summer for flying. There have been many different events already this summer and perhaps you have attended some of the fly in breakfasts or perhaps some of the airshows. Whether or not you've made it to an event you can be sure of one thing... in the aviation community, there's no shortage meeting and making new friends. My experience has been that aviators, and those who hang with them, are a pretty friendly bunch. On this note I've had the opportunity to fly with some of my friends and enjoy their airplanes too. It's refreshing to take control of a different aircraft every now and then and to put it through some paces. I can't think of a better way to put one's skills to the test and continue to learn something along the way as well. It's always good to practice upper air work in one's own aircraft, but when you get to do it in a different aircraft, and do it well, that just inspires confidence that we all should possess while flying in any cockpit.

For those of you that don't fly that often, perhaps you would consider a refresher lesson from an instructor or join a friend and go along for a flight. Either way, you would benefit and I'm sure you would enjoy the flight nonetheless.

We will start another season of meetings on September 9th at our regular haunt. We won't have a guest speaker for this meeting as we will consume quite a bit of time just getting caught up from all the summer activities. Speaking of friends, I'd like to take the opportunity to thank Bernie Kespe for all his contributions over the years. Bernie has been involved in the club for many years and has held various positions in helping the club and its members. Bernie will be moving to warmer climes and enjoying his retirement, I hope he will visit us from time to time.

With Bernie leaving us, that leaves the club without a director at large and I welcome anyone who would be willing to work with our current executive to fill the soon to be vacant position.

With all that being said, be safe, have fun.... and take along a friend!

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FOR SALE

Volksplane VP2 for sale.
Modified 2 place
Volksplane made into a comfortable single with a 29" cockpit, 354 TTSN. Many extras and modifications including full canopy (fiberglass), cubby style landing gear with springs. Adjustable pilots seat, 4 point harness. VW engine is 1800 cc and is fully balanced with tuned exhaust and a reduction drive of 1.6:1. Climbs at 800 FPM and cruises at 80 MPH @ 3500 RPM using only about 3 GPH. Two 9 gallon wing tanks. Looking to trade up to a two seat airplane or sell. Asking \$15,000 OBO. Contact Guy Christie at c) 403 901-5594 or Bernie Kespe at h) 403 255-7419 Or Guy at gcepegasus@gmail.com or Bernie at stardustertoo@shaw.ca.
05/10

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

1991 Macair Merlin (BULA) 780 hrs TTAF, Rotax 503 DCDI 170hrs SMOH. Dual controls \$18,900 OBO. Arnim Haase, (403) 240-1183, haaseab@ucalgary.ca

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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

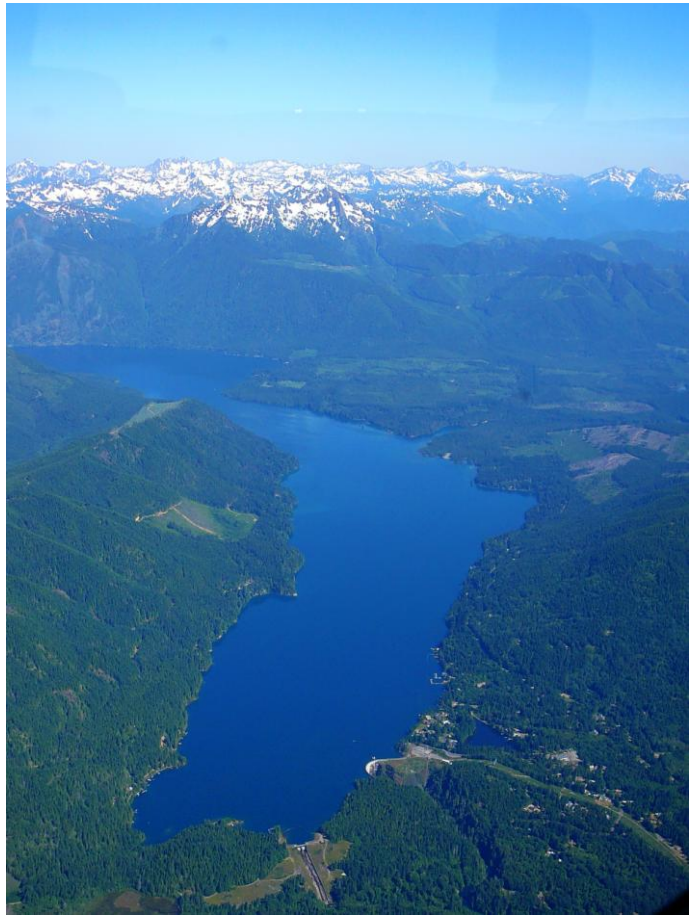
As many of you know, I participated in the 2010 Air Adventure Tour to the west coast with Warren Arnholtz and Stu Simpson. The one thing I wanted to do on the Tour was to go to Arlington.

Leaving from Vancouver, Washington on day 4, we had planned to fly along the Columbia River and up the Pacific coast to Harvey Field, just 15 nm south of Arlington. The first 20 minutes went well until we encountered a little fog over the river and hugging up to the Pacific shoreline. For an East Coast pilot, this was just a normal day of flying, but my prairie pilot wingmen were not too comfortable with it. They decided on a different route while I continued on the original plan.

The flight was wonderful with views that made me homesick for Newfoundland. Of course, this changed when I got further north and encountered the Olympic Mountains. This small mountain range pushes up out of the forest to a height of 8000'. My path took me east along the south edge of the Olympics and then north over Puget Sound along the east side of the mountains. Traffic was fairly light and the controllers were quite polite and helpful.

I decided to remain out of Mode C airspace by going

*Upper Left: Lake Cushman and the Olympic mountains west of Seattle.
Below: Fog creeps in over the Columbia River and along the Pacific Shoreline.*



around the north end of Paine Field's control area and then south to Harvey Field. As I descended, I was informed that a Boeing was on approach to Paine out of the north and would be passing under me. As I got closer I found the Boeing and asked the pilot if it was a 787. She

confirmed that it was 787 serial number 3.

Unfortunately, the rather dramatic descent I elected to do left me with a massive headache. I guess that 1500 fpm from 9500' to the 22' was pushing it a bit! A couple of Advil and a quick nap later and I was ready for a night at Safeco Field with the Mariners and Yankees.

By the way, I'd like to pass on a little tip for those planning to travel. LEAVE THE TRAVELLER'S CHEQUES AT HOME!!! A certain member of our Tour, who shall remain unnamed... Stu, decided that traveler's cheques would be the way to go. At some places, they wouldn't take them, at others, the cashiers (typically those under the age of 25) didn't





Left: A BushCaddy sits on display in the aircraft vendor area of Arlington



Right: A Just Aircraft Hilander is ready ready to take on any terrain on oversized balloon tires in Arlington's Ultralight Section.

Bottom: Chrissy gets ready to depart Vancouver, Washington's Pearson Field. Mount Hood is visible in the background.

even know what they were. At Safeco field, it took 30 minutes to get our tickets as the teenager had to read through a manual (I believed it was hand printed on parchment) to learn how to cash one. Oh well, we didn't miss anything in that first inning anyway ☺

The next morning was our day at Arlington. I had originally hoped to fly into Arlington field. The plan had been to fly to Harvey Field one day, then fly to Arlington the following morning and returning to Harvey that evening. We chatted about our options and finally decided that the combination of high temperatures and the potential for a long hold before take-off after the airshow could lead to very hot engines in the climb. Driving the short distance to

Arlington was the unanimous decision.

This was my 7th year attending Arlington. Despite the incredible weather, numbers seemed to be down this year, both in attendees and exhibitors. In fact, one large area normally occupied by aircraft vendors was completely empty. I went back through some pictures of previous Arlington Fly-Ins and it looks like there were only about half the numbers this year.

Despite the lack of numbers, it was still a great way to spend a day. It's certainly pumped me up for Oshkosh 2011. Anyone interested?



2010 Air Adventure Tour Part 2

By *Stu Simpson*

Day 2

We left Coeur d'Alene late, around 1030, after sleeping in and fuelling up. We weren't in a rush because we only had two legs to fly that day and the weather was perfect.

We talked with Spokane approach for the first half hour and they soon cleared us on our way. The flight across central Washington was quite dull after what we'd endured the previous day. Still, the flying had challenges, in particular, navigation.

Sure it's easy to follow the little line on the GPS, but I always read the map, too, because someday the GPS will die. Central Washington doesn't have grid roads like we have on the prairies. In fact, it doesn't have many roads at all. The landscape is rather reminiscent of desolate eastern Alberta. There are lots of dry, open plains with small rolling hillocks. In some places little, if anything grows there.

Thus, picking navigation points was tough. Finally, I simply resorted to marking my position on the map with lat/long data from the GPS. This was easy to do and gave me a very accurate fix on our location.

The land underwent an amazing transformation in areas close to significant rivers. In those regions the fields were dazzlingly green, perfectly circular and

Preparing to leave Coeur d'Alene. Picture by Warren Arnholtz



rich in precious moisture (ed. Is that what they mean by "crop circles"?). It was like travelling from an agricultural ghetto across the tracks to a posh neighbourhood.

We'd all talked the previous evening about how some parts of Steven Spielberg's movie 'Always' were filmed in central Washington. We laughed about the famous opening scene where a PBY fire-bomber terrifies a couple of fishermen into abandoning ship on the Columbia River. I peered off to the northwest, wondering if I could spot anything along the Columbia that looked familiar from the film. 'Always' is my favorite movie, but we were too far away to see anything I recognized.

We landed in Richland for fuel and food, where it was 95° F (35° Celsius) on the ramp, and climbing. There was a bit of excitement as some clown in a Cessna 150 flew right through Warren's final approach path. There was no imminent danger, but I couldn't help thinking of all the redneck pilot jokes I'd ever heard.

With our tanks and tummies all topped off we wandered back out to the ramp. Ken chatted briefly with a Stearman pilot preflighting his newly purchased plane. As we checked our maps, the bright blue biplane taxied past and took off. It was a perfect day for open cockpit flying, but the finicky afternoon winds would make that pilot glad for his tail-wheel training when it came time to land.

Along the Columbia Gorge

We turned south-westward immediately after takeoff, clawing our way out of the sweltering furnace on the ground. We topped a broad flat plateau north of the Columbia River to see a quartet of enormous spires on the horizon. These were some of the Cascade Volcanoes.

Mounts Hood, Adams, Rainier and St. Helens jammed themselves skyward, dwarfing the next highest mountains by several thousand feet. They absolutely dominated the skyline, as prominent as B-52's at a Cessna 150 convention.

Immediately below us, and causing us no end of thermal grief was the top of the plateau; dry, wide and bare, spotted with windmills and dust devils. On a couple of occasions I saw climb rates of 1000 fpm, which left me smiling but wondering just who was flying Merl - me or the heat. The next instant, my hopes were dashed by downdrafts of 700 fpm. A bit



Warren's plane framed against Mt. St. Helens forty miles distant, and thought of the devastation it wrought on the Pacific Northwest when it erupted in 1980.

Warren and I approached a town called Hood River, which was clearly the deepest part of the Columbia Gorge. I reminded Warren to keep a sharp look out for Sasquatches as there have historically been a large number of sightings in the area. He promised to inform me if he spotted one.

It was also here that I saw the highest ground-speed I've ever seen in my airplane. The GPS showed us cooking along at 8000' at 120 mph! Those are big numbers for a Merlin and I was pretty happy seeing them.

We'd all been looking forward to seeing the fabled Columbia Gorge, but, I have to admit, we were each pretty underwhelmed by what we saw. Maybe it's because we saw it from 8000', but really, it looked like just another river valley. It's probably better if you drive it.

Portland's metropolis steadily appeared out of the haze and we switched over to Portland Approach. The controller guided us westward and progressively lower as she fit us in between airliners, small planes and helicopters.

The field where we were headed was actually Vancouver Pearson, on the Washington side of the Columbia, and just 2 miles from Portland International. The controller soon cleared us into Pearson's airspace and we turned onto the downwind for Runway 26.

Now, I'm very trusting of the O-200 engine under Merl's cowl. But not so trusting as to consider it infallible. So I was really uncomfortable as our downwind led us at low altitude directly over an industrial area. Final approach, in the blazing hot afternoon, with a 13 to 17 knot, 90 degree crosswind, took us directly over a shopping mall and parking lot, whose property ended across the street from the

Top: Warren and Stu check out the Spruce Goose

Bottom: Warren "Howard Houghes" Arnholtz checks to see if the left engines are clear before starting engine one!

disheartening, but after doing the math I figured I was making a 30% profit on climb rate. I've had plenty worse.

We passed town after town, and more than a few little airstrips, as we cruised our way along the northern bank of the Columbia. It's easy to see how the pioneers who settled the area would be drawn to the river and the life-giving riches it provides.

The volcanoes, impressive from far away, were even more imposing the closer we got to them. And we didn't even really get close! I snapped some shots of

runway threshold.

It was a very tough approach and my landing was horrid. I was just about to settle when a hot blast of wind shot me upward ten feet and pushed me hard to the left. I goosed the power, made the correction, and breathlessly planted Merl on the ground.

Warren's landing was equally challenging. His Merlin has vortex generators that allow for ridiculously slow landings, but the STOL kit really hampered this approach. With the combined effects of the Merlin's high-lift wing, the VGs, the temperature and the wind, his plane just would not land! He floated and floated, right wing down, bubbling along on a cushion of heat until gravity finally prevailed and he mushed down onto the runway.

Welcome to Portland.

Day 3

Warren's primary purpose for flying his Merlin nearly 700 miles was simply this: He's always wanted to see the Spruce Goose. Howard Hughes' all-wood behemoth is ensconced in the Evergreen Aviation Museum at McMinnville, Oregon, about an hour's drive from our hotel.

Our original plan was to fly to McMinnville and land at the airport right across the street from the museum. After touring there we wanted to head out to the Pacific coast just a few more miles away, and then return to Pearson.

The weather had other ideas. The afternoon forecast called for winds up to 30 knots with 100 degree (37 C) temperatures. We decide to drive.

Warren's dream came true, through, and he even got the cockpit tour the museum offers. The Evergreen Aviation Museum is a must if you're ever in the Portland area.

Day 4 Exciting takeoff

Thursday dawned beautifully clear with a continuing perfect forecast for the route to Seattle. Our goal was to fly up the Columbia River to where it meets the Pacific Ocean at a place called Cape Disappointment. Then we'd head north along the coast to another little airport at a town named Hoquiam. We'd fuel there and then fly inland around the northwest end

of Seattle's and Everett's airspace.

We headed out early to the airport to get a good jump on the day. As I unstrapped Merl I heard the distinctive sound of military jet engines. They were four F-15s shooting off from the Air National Guard base at Portland International. A nice treat to start the morning, I thought.

Our takeoff from Pearson Field was one of the most exciting I've ever had. First, we were limited to only 700' for the first few miles. Then the departure route put us right over a freeway interchange, a lifting bridge, a riverside industrial park, a floating bridge, and a set of 500' high unmarked power lines (ed. I'm still not convinced that Stu didn't fly under the unseen power lines...). The river was dotted with ocean-going cargo ships and naval vessels, all of which were very strange to see so far inland. Though it only lasted a few minutes, the departure phase of our flight was tremendously dramatic; especially for prairie pilots whose biggest obstacle is often just a barbed-wire fence (ed. After flying out of Toronto Island and Toronto Harbor, a couple of 516' towers is underwhelming ☺)

We rounded the corner of the Columbia to head more northerly and relaxed a bit as we climbed higher. We headed up the river toward a city called Longview. There, the western horizon quickly changed our plans for the day. The coast was clearly socked in with a low, thick fog layer ending at the shoreline. With such diminished visibility of the heavily wooded and unfamiliar ground if anything went awry, Warren and I decided to forgo our trip to the beach. It'll give us something to come back for.

Stu tries to figure out where we are at Richland, WA. Picture by Warren Arnholtz



Ken, though, turned westward and picked his way through the area. He later reported that only half the runway at Hoquiam was visible through the fog. Warren and I kept our noses pointed north toward Seattle and followed the I-5 Interstate.

The morning was nothing short of breathtaking as the sunshine soaked the Pacific Northwest countryside. Beneath us, people carried on with their day, miniscule and ant-like in our sight, oblivious to our passage. We coasted there, a few thousand feet nearer to Heaven, having the time of our lives watching it all pass by.

We departed the Interstate east of Centralia, cutting across a more forested ridge to put us over the basin at the south end of Puget Sound.

Busy Airspace

Seattle's Mode C veil was coming up, requiring us to contact Seattle approach. Warren eye-balled a behemoth C-17 cargo jet climbing out southeast bound from McChord AFB. I briefly wondered where the plane was headed. Then Warren spotted another one that passed behind us.

We switched frequencies and I called Seattle. The controller gave me a squawk code and soon had us radar identified south of McChord. He really didn't sound happy about us being there, likely due to our relatively slow speed.

We told him our destination was Harvey Field, which is at the north end of the Seattle airspace. He soon cleared us down to 3500' and a few minutes later switched us over to another controller.

"Delta Delta November, Seattle Approach," I heard in my headphones, "Descend now to below 3000 feet and maintain VFR."

"Wilco, ma'am," I replied, "We'll descend and maintain two thousand five hundred." Of course, IFR was impossible that morning.

"Roger, Delta Delta November. Stay east of Pierce County, Auburn and Renton." I knew these were all airports in the area, and I had their locations pegged, too.

I acknowledged her instructions and started matching map points with the GPS. I was really happy then to have a sophisticated GPS with a moving map display. My Anywhere Map clearly showed all the airspace and airports in the area. This is an enormous safety feature that I never really appreciated until then. The

VTA chart was equally essential.

Next to the weather in the Crowsnest Pass, this was easily the most challenging leg of the trip. We were surrounded by incredibly busy airspace, mixing with airliners and private aircraft alike. Our heads swivelled constantly and we paid rapt attention to the radio. To top it all we were flying continuously over a huge city that offered just about nowhere to land safely should the unthinkable happen. This is exciting stuff for a couple of Alberta Merlin pilots used to having nearly the whole province available as a landing strip!

It was also exhilarating seeing airliners land and takeoff just a few miles off my wing at SEATAC and Boeing Field. Unfinished 737s sat parked on the ramp at the Boeing factory at Renton, and Seattle's beautiful downtown core dominated the western skyline. I saw Safeco Field in the distance, where we'd be watching a Mariners baseball game that night.

We finally ran out of urban sprawl and the controller cleared us on to Snohomish/Harvey Field, just a few miles east of the main Boeing plant at Everett's Paine Field.

Ken arrived at Harvey shortly after us and talked excitedly of how he'd seen one of Boeing's new 787 Dreamliners fly beneath him as he came around the north end of Seattle's and Everett's airspace.

We tied down, got our car and headed to the hotel. Tomorrow we'd hit the Arlington airshow and an enormous display of homebuilt and other aircraft of all types. I could hardly wait.



*Troy, Stu, Ken and Carl enjoy Arlington in front of Troys RV-10.
Picture by Warren Arnholtz.*



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.

August 14th, Chestermere/Kirkby (CFX8), AB – Say goodbye to Bernie and Ida Kespe. They are moving to the coast of BC, Bernie on Sept 1st and Ida to follow once she retires Dec 2010. Bernie has been a long standing member of the CRUFC. He has spent numerous volunteer hours helping to build and maintain our club. He has also helped many with building projects and support. Burgers, smokies, salads, drinks, and a big cake from 4pm to 8pm Kirkby Field. Cost is \$10.00 per person. Please RSVP to Guy Christie by August 5th at gcpegasus@gmail.com and pass this along to anyone who you think should attend that are not club members. Everyone is welcome!

August 18-20th, 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.

August 21st, Moose Jaw, SK (CJS4) – Moose Jaw Flying Club Fly-In breakfast from 0800 to 1100. Moose Jaw Municipal, N50 26 05 W105 23 16. For more information contact Gerry Julian at 306-692-8932 or gjulian@sasktel.net.

August 21st, Villeneuve, AB (CZVL) – Villeneuve Fly-In & Open House. N53 40 06 W113 51 20. Villeneuve Airport is pleased to be hosting the 6th annual Open House and Fly-In BBQ from 11:00 am to 2:30 pm. Rain or Shine! The BBQ is FREE but we will gladly accept donations for Hope Air. For more information please contact Theresa at 780.890.6736 or ttsoukalas@flyeia.com

August 21st & 22nd, Disley, SK (CDS2) – E.A.A. Western Canada Chapter Fly-In Breakfast. E.A.A. Western Canada chapter get together Saturday afternoon and evening (E.A.A. members only) with a Fly-in Breakfast on Sunday morning 0800 to 1200 hrs which is open to everyone. For more information please contact Vic Zubot at 306 731 2249.

August 28th, Medicine Hat, AB – Walk-In, Fly-In, or Drive-In! Everyone is welcome to sample the hospitality at the Medicine Hat Airport. Core hours are from 10:00 a.m. to 2:00 p.m. Activities will be centered near the RAA Hangar. Enjoy the corn, special sausage, hot dogs, etc.. Rain date is August 29. Additional info may be obtained by contacting Boyne Lewis at balewis@shaw.ca or by telephoning Boyne at 403-527-9571.

September 6th, Stettler, AB (EJ3) – COPA Flight 135 Stettler Flying Club annual Fly-In Breakfast Labour Day Monday. All you can eat pancakes, eggs, ham & sausages from 8:00 a.m. until 11:00 a.m. For more information, please contact Henry Johnson at 403-740-6415 or e-mail ohana@telus.net also Garry Fix at 403-742-6104 or email gagafix@gmail.com.

September 11, Airdrie, AB (CEF4) – 3rd Annual Show and Shine. Aircraft and Automobiles 10 am to 3 pm BBQ Hamburgers and Drinks available. For more information contact R Zabolotney at 403-804-8094 or zabo1@telus.net

September 11th, Cooking Lake, AB (CEZ3) – Speedy Aviation is holding an open house/pancake breakfast between 7am and 11am on Saturday September 11th. Breakfast will be provided by The Firehall Diner, South Cooking Lake. For more information, contact Terry Allen at (780) 934-0503.

September 14th – 21st, Reno, NV, USA – 2010 Reno Air Races and Air Show. For more details, see <http://www.airrace.org/indexJS.php>

September 18th, Rocky Mountain House, AB (CYRM) – COPA Flight 166 Fly-In Breakfast 08:00 til Noon. Everyone's welcome. Come and enjoy. For more information please contact Fred Nash 403 844-3511 or email frednash@shaw.ca

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