



# Skywriter...

**February 2011**



*Troy Branch enjoys a new phase in his RV-10 Flying Adventure... Night Flying!*

### **CRUFC 2011 Annual Banquet and Silent Auction**

This year's banquet and auction will be held on Saturday, February 26<sup>th</sup> 2011

Cocktails start at 5 pm, Dinner at 6 pm and auction from 7-11 pm.

The location is the same as last year at the Big Rock Grill – 5555 76<sup>th</sup> Avenue SE, Calgary

Cost has been held to \$35.00 @ or \$70.00 a couple.

Tickets will be on sale at the January and February meetings

# From the Cockpit

By Robin Orsulak

“Hang onto your hat’s boys”... is a fun sound bite that comes across the television screen lately if you’re watching a certain show on a certain channel. From where I am sitting these days, it couldn’t be truer. Patiently monitoring the weather as of late can be quite a pastime if you are looking for that “perfect day” to head out to the hangar and fire your airplane up. It’s true that the weather has been up and down (pardon the pun) but like anything else it’s bound to improve.

The month of February is looking to be a busy one for us here at the CRUFC as we anticipate our annual banquet being held on the 26<sup>th</sup>. I would urge you to come out and support our function if you can and have some fun as well. Don’t forget to bring the other half as well (if you have one). I’d like to remind everyone that we would appreciate donations for the silent auction that will be held at the dinner and in saying that, we might want to bring some items that would be of interest to the ladies.

Also, let me mention that the 2011 raffle tickets will go on sale at the February meeting. Only 60 tickets will be available at a price of \$25 each. This year’s prize will be \$500, the second prize will be \$200 and third prize will be a \$50 gift certificate for Calgary Pilot Supply. Please buy your tickets soon as your odds of winning are quite good at 1 in 20. The raffle

## Don’t Forget your Chequebooks!!

- *The annual club dues are now .*
- *Raffle tickets are available for \$20 each.*
- *The CRUFC Annual dinner and banquet tickets will be available February meetings.*



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helps support the club in offsetting our meeting costs and other expenses.

One of the things that we will be kicking off, starting at the next meeting, is “mini” refresher topics that pertain to flying. We hope to help refresh current pilots covering various topics and to mentor less experienced pilots and those who may simply be interested. So if you like, bring your E6B (remember what that is?) and a pencil to this month’s meeting.

Also this month, I am looking forward to our guest speaker, Jim Corner. Jim will be giving a presentation based upon his career in the Air Force, and you can bet, this will be interesting as Jim had a very specialized job.

Due to last month’s elections, we now have some new faces on the executive. Guy Christie has taken on the role of Vice President replacing Stu Simpson; who will now replace Andy Gustafson as Director. Ron Anderson is replacing Ed D’Antoni as Secretary. A big “Thank you” goes out to Ed D’Antoni, Andy Gustafson and Stu Simpson for their service to the club.

I hope to see you all at our various activities over the next little while and in the meantime have fun, be safe... and take along a friend.



## 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*

This month I want to talk about some “out of phase” maintenance items. Out of phase inspection items are defined by Transport Canada, with the primary ones being a compass swing and ELT inspection every 12 months and a recertification of your altitude reporting and altimetry equipment every 24 months for aircraft flying in “Mode C” airspace.

Over the past few months, I’ve been trained in performing these tasks and authorized, under our avionics shop, to recertify the components. I wanted to share with you what is involved in testing the various components of the dreaded and often neglected two year recertification.

This process starts with removing the altimeter, transponder and encoder from the aircraft. The transponder is set up on our bench tester so that the antenna feeds directly into the test unit. The tester acts like an ATC station forcing the transponder to reply. From there, we can perform the various tests stipulated in CARs Std 571, Appendix F, for those interested in the gory details. Essentially, we are looking for the frequency, power output, and signal quality of the transponder. We also check to see if the correct codes are returned for, the squawk code, altimeter and “ident” functions.

The most common problems, especially in older units, is the deterioration of the “cavity” (essentially an old fashioned tube component) causing a decrease in power or a frequency shift. Newer units don’t have a cavity and are more reliable.

The next step is to determine the state of the altimetry devices, namely the encoder and altimeter. Here, we are looking for three things: the accuracy of the altimeter, the correlation of the encoder to the altimeter, and whether the altimeter case has any leaks. To do this, the altimeter and encoder are hooked up to a variable vacuum/pressure source. A calibrated pressure altimeter is also attached to compare with. As dictated in CAR Std 571, Appendix B, the test begins with an accuracy test of the altimeter by adjusting the vacuum and pressure in the test system to simulate pressure altitudes from -1000’ up to the certified maximum altitude (usually 20,000’ or 35,000’ for light aircraft). Accuracy is checked at each altitude stated in the CARs. The tolerances vary, getting larger as the altitude increases. If it isn’t within limits, some adjustment can be made to fix it, but occasionally, the unit can’t be made to fall within all tolerances and we have to fail it.

Once we reach 18,000’, a case leak test of the altimeter is performed. The static line to the altimeter is sealed and left for one minute to ensure the altitude drops less than 100’.

Additional tests are performed on the altimeter to make sure that the altimeter setting window is correct, the needle doesn’t stick and to determine how long the altimeter takes to relax to its original setting after being at its maximum altitude.

While these tests are going on, we check the correlation of the encoder with the altimeter. A test unit is hooked up to the encoder that reports the altitude. An encoder only reports altitude in hundreds of feet, and ideally switches from one altitude to the next at the 50’ marks. For example, as you climb through 5000’, the encoder should switch from 4900’ to 5000’ at 4950’, then back down to 4900’ as it descends through 4950’. Interestingly enough, the tolerance here is 125’, so you could be switching as early as 4875’ or as late as 5125’. We check to make sure that switching is within tolerances at a number of altitudes as prescribed in the CARs and adjust the encoder accordingly. This is why brand new encoders still need to be tested before installation.

Once the components are returned to the plane, tests are performed to make sure that the transponder is performing within limits using a portable test unit and that there are no leaks in the system. At this point, you’re ready for another two years!

The last item I wanted to talk about this month is a bit of news on the ELT front. There are a few new options now available and some that will soon be available.

One of the manufacturers, ACK Technologies, has just announced full certification on their model E-04 406 ELT! This unit should be shipping later this month and, unlike the current low-cost Artex ME-406 and Kanad AF-Compact (which run about \$1200) it will have a GPS interface that will talk with your GPS to send out your location with the signal. The neat thing is that the list price is just under \$600!

Another option is the Ameri-King AK-451. The street price on the non-GPS model is about \$750 and the GPS interface model is about \$1100. However, I couldn’t find out if they were actually shipping yet.

Finally, if you were an early adopter of the Artex ME-406 (like me), the ME-183 GPS interface should soon be available allowing you to connect to your GPS for location information at a price of about \$260.

See you on Thursday! →

# Night Rating

By Troy Branch

The RV10 has been serving our family very well. We made several good trips this summer to Las Vegas, Nevada, Oshkosh, Wisconsin, Machinac Island, Michigan, Arlington, Washington and the Okanogan to name a few. We even did short hops to Ram Falls for a picnic and Nelson for shopping and lunch throughout the summer. As summer came to an end and the days drew short, I made plans to get my night rating. This would give us more options during the many trips we make in the plane.

Now flying at night has its associated risks. I wanted to wait a couple of years before pursuing this as I wanted a good 200 hrs on the plane of trouble free operation before wondering off into the depthless black. Engine out landing is more about survival than saving the plane. If the fan quits all you can do is aim for a lit highway or the blackest area and hope it is a level field without trees. I have been told in the event of a forced landing, if you don't like what you see just before impact, turn of the light ☺. I felt that flying over the prairie is about the safest night flying that could be done. I soon found an instructor and the training began.

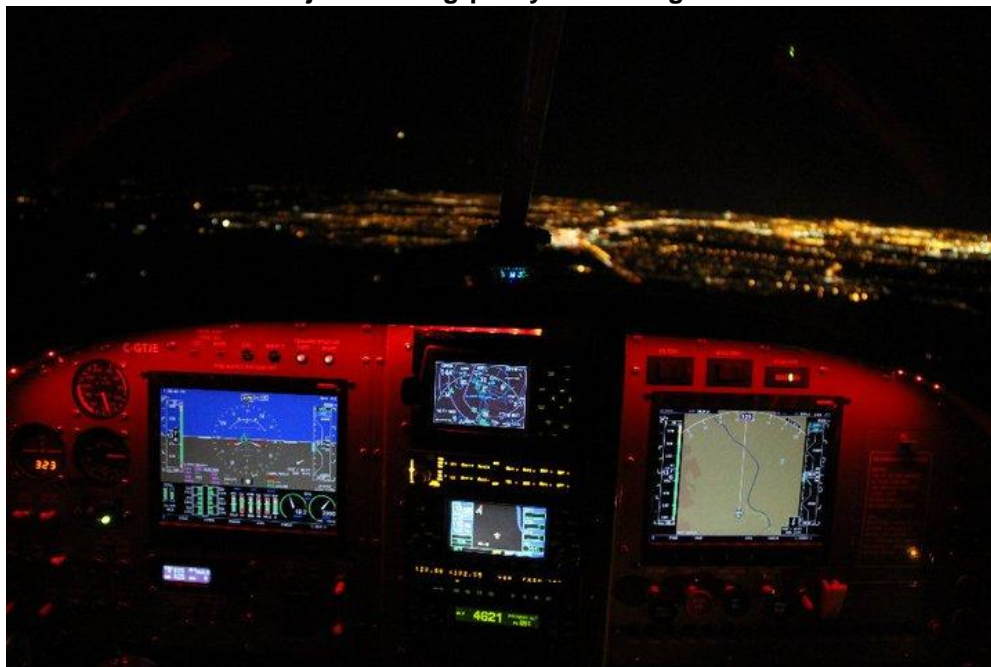
With an instructor in the right seat we headed out for circuits. I was more excited to see how the plane's panel would look at night than the flying itself. We taxied out to the runway on the dark moonless night and advanced the throttle. The excitement of the panel soon wore off as the blackness ahead gave no horizon cues in the climb and instruments needed to be used for more than just looking pretty. Glancing

in and out of the cockpit for traffic and scanning the instruments became essential.

I turned north bound just to get things trimmed out and to see how everything looked at night. The plane flew the same and instruments as well as labels were clearly visible thanks to the led strips and side map lights. Once I was happy with the way everything looked and worked we were back to the airport for circuits. The only real difference I found was the lack of depth perception that could get you. Flying the altimeter was the most important thing to do. Setting up a proper approach was relatively easy and once the lights lit the runway, a soft touch down was not much more difficult than in the daylight.

High River gives the perfect black hole effect and has no approach lights so it makes it great for training. If you can comfortably land well there, most other places will be equal or less difficult. 13 circuits later (the RV10 can do a circuit in very short order) we headed over to Vulcan for a couple more circuits; it presented a perfect black hole condition as well. It was then back to High River for the night. I hadn't scared the instructor and I was totally comfortable landing after a few circuits, I was quite happy to be comfortable with flying the plane at night. I am sure 240 hrs on type helped.

Next time out was to hit several airports, instrument time including an instrument approach into Lethbridge. This night turned out to be really beautiful. We went to Claresholm, Fortt McLeod and Lethbridge. For the part of the flight I had the hood off, you could see the ground very well due to the moon. On approach into High River I even had seen my shadow from the moon on the field below. Needless to say, I was starting to enjoy flying at night better than the day. It was fabulous.



Next time out was to be solo. The plan was to make a quick flight to Calgary city core and return for circuits. Well there was no moon, the sky was clear but the temperature/dew point spread was pretty close. I had a flight briefing and the forecast was good for the flight time I had planned plus two hours. I was never one to always believe a forecast if it could have an ill effect on the intended flight. So the plan was to go for a look see. I filed my flight plan and was soon airborne. When I thought the first flight was a taste of blackness, I was sure wrong.

I soon got in touch with Terminal for a code and was heading direct for Langdon before turning west bound to the core. As the city came into better view so did the fog that was starting to cover the city core. Obviously, the forecast was a bit out. I requested a 180 to return to High River due to the quickly changing weather. The last thing I wanted was to have to choose and alternate airport and be stuck somewhere for the night on my first solo. When I turned around the blackness was a bit concerning. I had been paying so much attention to the city lights that when I turned around it was a totally different view. Black with few lights and the visibility was not nearly as far as the previous flights. It was clear that being comfortable flying instruments was a must. I was glad to have spent so much unofficial time under the hood with a spotter pilot. It was not long I was let go from terminal and made my way back to the airport.

I set up to land and found it amazing at how little help looking out the window was that night. You could really get yourself in trouble if you did not verify with your instruments. The approach went well and the landing was fine, just a little bit of pilot induced stress that the weather put on my mind. I had only flown when fog was dissipating and I had no idea as to how fast this could form. Needless to say, I stayed on the ground and waited for a night with a much better dew point spread. We did not get any fog that night in High River but I was happy with the decision I made.

Then next time out, I knocked off 15 circuits and had my city tour. It was so nice to be up without the weather on my mind. It was quite a moment for me when I flew over down town at night. The view was amazing and I really got to appreciate why I wanted this rating. Flying at night had its benefits.

Next time out was a small cross-country. I filed for Olds then Springbank and back. Of all the times I flew north over the city, I was always vectored east of the airport, sometimes even east of Landon. Well this night I levelled at 6500' and got cleared right over the city core and Nose Hill. I was vectored many times but not that far out of the way. The air was smooth even with the strong Chinook westerly flow and forecasted lee wave turbulence. The view from above was amazing, another flight of pure excitement. I was soon cleared from Calgary and started my descent into Olds. I then got the lights turned on and over flew looking for the wind sock. The CFS showed two of them so I was sure I could find the one lit one quite easily. Well the sock had the light burnt out so it was a pure guess. The winds aloft were out of the west but Calgary had everyone landing on Runway 10. So I set up for a precautionary for runway 10 for a wind check.

Unfortunately it was another dark and moonless night so checking the instruments was essential.

I watch the tailwind decrease as I descended on final and it did not change into a headwind, so I went around and set up for 28. That worked much better and I was soon climbing out of the touch and go heading for Springbank. I got in touch with terminal and was told to set up for straight in on the base of 25. The Garmin's display of the approach makes setting up for this quite easy with about a 2 mile final if you intercept it about half way in. In the mean time, I had been listening to the ATIS and it was gusting to 27 knots. Hmm, I always wondered what it would feel like flying a windy bumpy approach at night. It was only me on the radio with Springbank so that should have been a bad sign.

About 500' AGL the bumps really started to pound and a quartering crosswind of 35 knots was displayed on the EFIS. I figured if it did not smooth out a bit in the flair, I would scratch the touch and go. I stirred the stick like a pot of soup and made my way down the approach concentrating on the approach lights. I soon came over the numbers and set up for the touchdown. The whole approach did not feel much different than a strong gusty approach in the day so I just flew it as normal. The touchdown was fine and climb out was again rough. Tower asked if I had planned for another and was happy to say no.

Direct to High River was next. I switch back to terminal and got cleared for 6500' direct. The problem was that bumps were getting worse. I even slowed the plane down as I was getting beat up so bad. The comforting part is that it felt just like getting beat up in the day and the plane flew the same (not sure why I thought it would be different ☺). After a while I had enough and requested a turn eastbound until the bumps subsided. Minutes after turning the air was again smooth and I got to proceed on course. Landing back in High River was fairly straight forward even with the strong winds out of the west.

Next flight was the dual cross country. We picked Edmonton City Center as you need two hours of dual cross-country as a requirement. The instructor always left the decision up to me if the weather and winds were okay for flying. Edmonton was showing over 40 knots for much of the day on the ground at City Centre and the forecast was a dying trend. We figured it would be down to well below 30 knots by the time we got there. The other issue was the forecasted mechanical turbulent for much of the route. I asked if the instructor had a good stomach and he assured me he did. I did not want any mess in my baby! I made the decision to go due to the dying trend and the fact that Calgary was not showing the

high winds that Edmonton was. We were soon climbing for 8500' and contacting Calgary terminal.

The air was smooth for most of the flight despite the strong northwest wind. Once we got to Edmonton we stayed as high as we could as we knew we were going to get beat up down below. It was not long before we had to get down in the bumps to set up for runway 30. Once cleared to land the winds were gusting 27 knots at about 30 degrees from the left. Another approach stirring the soup and not being able to look at the beautiful buildings go by. Needless to say the second landing was a greaser and about 100 ft from the first ☺. A quick climb to altitude and we were back in High River in just under an hour. Once in the circuit, the instructor had mentioned at how black it was out. It was nice to know that I had flown all my solo time in such conditions making this flight much easier and less demanding.

Next out was instrument approaches at YYC. We booked a two hour slot on a Saturday morning. This was a great experience. We got to fly three ILS approaches for 28, one VOR approach to 25 and two GPS approaches to 10. The controllers were very accommodating to all our requested. I am happy to say that my panel is all working and it was money well spent.

Last was a flight to finish of the instrument time. It was a moonlit night that was just beautiful. Unfortunately, I did not get to see much of it under the hood. We flew the DME Arc approach LOC(BC)/VOR for 23 in Lethbridge and then headed for Springbank. We set up for the ILIGU Star RNAV arrival, located just north of Vulcan. The active was 34 at the time of the arrival request from terminal but half way to Springbank the Runway changed to 16. We simply changed the arrival in the 430 for 16. We then changed the approach for 16 from the 34 approach that we had loaded. The approach was going to be the RNAV 16. The 430W makes for very pleasant IFR flying. We did a touch and go off of 16 and then headed back for High River. We could have landed without any runway lights as it was so bright out that night. It was nice to put the plane away and call the night rating complete. I took the cowl off and dropped the oil as it was time for an oil change.

The plan was then to take the family up for their first night flight. The kids like to sleep in the plane so I wondered if they would even make it to the takeoff. The night was cold on the ground but warm up top as many nights had been. It took a quite a bit of time for the engine temps to come up and fortunately the kids stayed awake.

Everyone was ready for their first ride in the black. I advanced the throttle and the lights were soon sliding behind the airplane in the climb. A turn north bound for a city tour was in order. Emma and Gavin got to see the lights of High River and that was about it. Emma was out one minute after takeoff and Gavin was out one minute later. So I guess Jody and on were on a night flight date all alone ☺.

We got clearance for a city tour and enjoyed the lights. Jody was wondering how she would like flying at night. To her surprise she really loved it as you could see so much. On our way back we sent a quick text to our friends to come out and see us fly over and they quickly turned the Christmas lights on to help in our navigation. With a couple of orbits over the house and a few pictures of the lights, we were heading back to the airport. I smooth landing and taxi back to the hanger assured the kids did not awake. The plane got put in the hanger and the kids were still out. It was nice to know that no one had a fear of night flying.

All in all, flying at night has been a wonderful experience. It is so nice to get out and keep learning new things about flight. There are so many things we can learn from each other as pilots and we should never think we have learned enough. Training is money well spent. I am currently planning to continue training for my IFR rating. I have been studying the Harv Air online course as much as I can. I am finding out though, that this might have to wait until the kids are older. They still don't understand that dad needs to be left alone to study. Between family and work, time is hard to find. In the mean time, I will pick away at it and continue IFR flight training. Even if I don't get my IFR rating for years down the road, the training will make me a better pilot and there is no price tag on training to enhance safety. →



# Zenair 250 Upgrades

By Brian Vasseur

Carl Forman has graciously allowed me to help him with the wiring in his RV9. He's opted for a glass panel with many extra's including an autopilot. I have to say that I'm quite enjoying the opportunity to get my hands on some very fancy electronics. It is giving me ideas for future changes to my plane.

Since I purchased my Zenair 250 a few years ago I've done some upgrades to add some things that I thought I really needed. Some of these I could do without, others have turned out to be incredibly valuable. Here's a list of some of the changes I've made and my opinion of them.

1. New prop - I've gone through three props on my plane trying to find one that gave me the best overall performance. At 3500 feet and with only 2000 feet of runway Kirkby field is challenging for an airplane with short wings. With my 69x69 cruise prop I could easily reach 180 mph but takeoff with two people at any temperature above zero was questionable. I finally found a Colin Walker 72 X 66 wood prop that gave me good speed and takeoff performance with the Lycoming O-320-E3D engine. It was tedious and somewhat expensive to find the right combination but it made my airplane much more fun to fly in all conditions. I would definitely spend the time to get my prop adjusted for optimal performance on my next plane.

2. I got a great deal on a full, 1992 Terra D series radio stack from someone who had the full panel but never opened the boxes. Since I needed a new radio anyway, getting the whole stack for the same price worked out really well. What I really like is having dual COMM radios, they're invaluable anytime you're in controlled airspace or if you happen to be flying with the dragonflies on 123.7. I occasionally patch my handheld into my intercom as COMM 3 if I'm flying into large centres like Vancouver.



3. Last summer I flew up into the arctic so I had lots of opportunities to use my dual NAV and ADF. Due to weather I ended up flying most of the trip in valleys, rarely getting high enough to fly over the peaks. The VOR and ADF reception was obviously poor and I ended up using maps and my handheld GPS for navigation. I had hoped the ADF would be more useful up north but I was disappointed. Having VOR + ILS is very handy when flying into unfamiliar airports as it helps ensure I line up with the runway and not the taxiway. Nice to have but nowhere near as useful as my \$200 handheld GPS. I wouldn't spend the money or panel space to put these in another airplane unless I needed them for IFR.

4. Cell phone / MP3 interface. Although I have a mono audio panel and intercom I added a Cell/MP3 interface which provides a stereo signal to the headsets. This was a \$200 component but well worth it. Both my passenger and I get the benefit of what's on the iPod but both of us can talk on the phone. The only problem I've had is since I went from my Telus cell to a Rogers blackberry I no longer get good cell reception outside of urban areas. This will definitely go in my next airplane.

5. Zaon PCAS. This is probably the most important thing I've added to my plane. For my next airplane it will be the second thing I purchase after a COMM radio. I'm not only surprised by the amount of traffic that I was missing but also the number of times where I spot one plane but the PCAS indicates two or more. It's not perfect but it's far better than my eyes will ever be.

6. A GRT engine monitor was also included in my panel overhaul. I realize now that the gauges I had in my plane were pretty much useless. Seeing EGT, CHT, fuel burn and many other readings off the engine has allowed me to tune the mixture for optimal performance without stressing the engine. It's already paid for itself in fuel savings.

7. I added a VANS crossover exhaust after my original mufflers developed more cracks than I could repair. What I've found is that my static RPM increased from 2300 to 2420 and I now pull 26" of MP after takeoff. At more than \$1000 it's not going to pay for itself but since I had to replace the exhaust system I was going to spend a lot of money anyway. I would highly recommend this setup for anyone with an O-320 or O-360.

8. I put on a new pair of Slick magnetos. I could tell mine were wearing out, and one was a very old unsupported serial number. I had put 400 hours on them and they were probably used when they went on the engine. I went with a package deal of magnetos, wires and plugs with a core trade in. The new magnetos definitely made the engine run better

and since they have to be overhauled at 500 hours I was definitely due. The core trade in was a mistake that I highly regret. Since I purchased the full package I was required to return both magnetos and my old wires. It turned out the old wires were in good condition. Only one of the magnetos actually qualified for the core charge but I ended up with nothing, and I've since found out that the chances of Slick ever making good on the core charge is pretty low. I could take them to small claims court but I would also have to sue Stauffer Aero who I bought them from. Stauffer has been great to deal with and very helpful so I don't want to drag them into this mess.

Lesson learned. If I was going to do this again I would buy new Bendix magnetos at a slightly higher cost, and keep the used slick magnetos and wires just so I could take them apart and have something to practice maintenance on. I definitely won't say anything positive about Slick to anyone who asks.

9. The last thing I've added is a SPOT. While it doesn't seem to do much except flash a green LED it does give me peace of mind. I pay for the snail trail tracking so when I'm away people can see where I've been, or if people ask me at work what I was doing I can show them where I was. There's been a few occasions where it drops off and has left a gap for more than a half hour but it still works quite well, and worked flawlessly when I flew to the Arctic last summer. My family enjoyed going online to see where I was and what I was seeing each day.

There's certainly no end of toys you can buy for your plane, and I've already made a new shopping list for my next plane. →



*Before!*



*After!*

## Wood Props and Winter

*By Brian Vasseur*

You've probably noticed in your house that there are a few doors that seem to stick in the summertime. By the time winter rolls around the door doesn't seem to stick anymore. The reason this happens is that cold air in the winter can't hold as much moisture and this causes wood to dry out and shrink. Wood props are equally affected by this problem and it's important that you torque your prop bolts in November or December to ensure that the bolts haven't loosened up.

When the previous owner delivered my plane, he flew it in over the mountains from Salmon Arm. It was mid December a few years back. Overtop of Lake Louise he noticed something go flying past the canopy but didn't think much about it until he got home. By then I'd already noticed that one of the air baffles had broken off and had been sucked forward into the prop. What he saw was the baffle and pieces of the prop going past the canopy. The prop bolts had loosened slightly with the cold weather, enough for the prop to get a bit of movement even with 6 drive bushings firmly embedded in the back. The prop was actually causing the spinner to walk causing elongated holes and creating cracks and deformations in the spinner. The vibrations caused by the loosened prop was what caused the baffles to break. The back of the prop had actually begun to char slightly from the heat generated by the movement of the prop.

When I removed the prop, the bolts didn't feel loose and I still needed a ratchet to remove them, but they were less than the 200 pounds of torque required by the manufacturer. If you have a wood prop and haven't checked it yet this year, then it might be a good time to double check the bolts with a good torque wrench before your next flight. →



# 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. 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 26<sup>th</sup>, Calgary, AB – CRUFC 2011 Annual Banquet and Silent Auction. Cocktails start at 5 pm, Dinner at 6 pm and auction from 7-11 pm. The location is the same as last year at the Big Rock Grill – 5555 76<sup>th</sup> Avenue SE, Calgary. Cost has been held to \$35.00 @ or \$70.00 a couple. Tickets will be on sale at the January and February meetings. The buffet will include Stuffed Chicken Breast and Salmon Wellington.

March 5<sup>th</sup> - 6<sup>th</sup>, Lac La Biche Lake – Winter Festival of Speed and our Ice Fly-in. Regrettably, the ice conditions are preventing us from hosting this event this year. There is about half the ice as usual due to a thick layer of insulating snow, and about 12" of overflow water on top of the ice. The ice is white ice, which means there is much air in it; this is about half the strength of typical black or blue ice.

→

## FOR SALE

Coleman portable generator for sale. 10 hp, 5000W, excellent shape. \$500 OBO. Contact Ken Beanlands (403)295-2079 or at [kbeanlan@telus.net](mailto:kbeanlan@telus.net) (10/10)

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 (403)901-5594 (cell) or at [gcpegasus@gmail.com](mailto:gcpegasus@gmail.com) or Bernie at [stardustertoo@shaw.ca](mailto:stardustertoo@shaw.ca). (05/10)

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## CRUFC Banquet

*By Dave Procyshen*

Well it's that time of the year again; time to get your bidding pens ready and have a little fun with fellow flying club members. Ken Beanlands already has tickets # 001 and # 002.

This year we will be going back again to the BIG ROCK GRILL in southeast Calgary. I have booked our group for 50 members on the main floor again and I'm looking forward to another successful event. Last year our motto was "The beverage was good the food was great and the company was worth the price of admission" so why would I mess up a good thing so this year our motto will be the same... Last year we had many great items that were donated by club members and after the bidding war was done we raised \$ 925.00. This year the fundraiser will be used for CRUFC flying club functions.

I would like to send a big "Thank You!" out to Daryl and Kari Gillespie for again donating another cake for desert. Last year's cake was such a good looking cake that it was a shame to have to cut up and serve; but we did.

Tickets are still \$35.00 single or \$70.00 couple and I will have them available at the next club meeting or email me to reserve your spot at [dprocyshe@shaw.ca](mailto:dprocyshe@shaw.ca)

Location: Big Rock Grill  
5555 – 76<sup>th</sup> Ave S.E.  
Calgary, Ab.

Cocktails 5:00 – 6:00 pm  
Dinner 6:00 – 7:00 pm  
Silent Auction 7:00 – 8:45 pm

I am looking forward to seeing everyone again.

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