



Skywriter...



March 2011



*Another successful annual dinner and auction is in the books.
Photo by Collin Cleland*

From the Cockpit

By Robin Orsulak

The old saying "in like a lion out like a lamb" or something to that effect seems to be apparent with respect to the weather lately. A few of you hardy souls have been out flying and I have to admit I admire your determination. The conditions, for me at least, need to be a little warmer and inviting in order for me to be motivated to leave my man cave.

With the month of February behind us now, I can say that it was a busy period with club activities and such. I'd like to thank everyone who attended and supported our annual banquet and silent auction along with the volunteers. I'd like to say a special thank you to Dave Procysen in particular for being the emcee for the evening.

The edible airplane was provided by the Gilespies again this year. However, there just seems to be something wrong about eating a plane



For the next few months, as you may be aware, the club will be undertaking a new group project.... We don't have a name for it yet, but it will entail a high altitude launch of a weather balloon and data capture. We will be giving an update at our next regular meeting.

I will be making another brief presentation that pertains to flying with the intention of sharing some more knowledge/education within the club. There will be a video presentation by Al Botting after our usual break and I look forward to it.

Due to unforeseen circumstances we did not conduct the annual raffle draw at the banquet. So instead, we will make the winning draws this next meeting. There may be a few tickets still available so if you haven't already gotten one or are looking to increase your chances, please see Kathleen at the break. Good Luck everyone!

I look forward to seeing everyone at the next meeting, so please come and share a few stories and laughs... till then, be safe, have fun, 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.

President:

Robin Orsulak
(403) 651-9064
vquest1@yahoo.com

Vice-President:

Guy Christie
pegasishome@msn.com

Secretary:

Ron Anderson
(403) 247-6621
pann001@telus.net

Treasurer:

Kathleen Woodward
kewoodward@shaw.ca

Director:

Stu Simpson
(403) 247-3245
bushmaster@shaw.ca

Past President:

Pat Cunningham
(403) 276-2617
patcunningham@shaw.ca

Web site:
www.cruafc.org

Skywriter

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Editor: Ken Beanlands
(403)295-2079
kbeanlan@telus.net

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CAVU Dreams

By Ken Beanlands
Screenshots compliments of Xample Sarl

Boy, its cold!!!

I think this has to be one of the worst winters on record. Chinooks have been as rare as hen's teeth and I swear that some of the snow that fell in November is still on the front lawn!

However, the cold has not prevented me from getting in some flying. I think I've broken some personal records for cold flights though. One afternoon I was out in -24° C. In the air, it was a balmy -30° C. The heater was keeping the cabin around -5° C which gave me an endurance of about 90 minutes before the toes started to become numb. I was quite impressed with the performance with density altitudes below sea level.

Fortunately, the long range forecast is promising more seasonal temperatures later this week. This is just in time as the Circuit Café in Penhold plans to be open every Saturday from 9 AM to 4 PM starting March 12th.

One thing I've noticed over the years is that pilots love gadgets for their planes. We are always looking for the electronic wizardry to make our flying experience safer, more economical and/or more convenient. The latest toy du jour has to be the locating beacon; whether it be SpiderTrax, SPOT, APRS, 121.5 ELT or 406 ELT, all have their supporters and detractors.

However, the all time favorite pilot trinket has to be the GPS. Whether you favour the basic functionality of the \$99 Wal-Mart special or need the all out complexity of a Garmin 530 coupled with an EFIS display, very few pilots have held off from using a GPS in the cockpit. Even hold-outs like Stu Simpson have broken down and now use a dedicated Aviation GPS.

Personally, I've grown to rely on my GPS for most navigation needs. The increase in safety is exponential over dead reckoning. (*How safe can something called "dead-reckoning" be?*) In addition to the obvious safety benefits of giving your exact position at all times and the nearest airport in the event of emergency; GPS navigation reduces the likelihood of running out of fuel and allows the pilot to spend more time with their heads outside the cockpit watching for other traffic. Finally, it's boosted the confidence of pilots to try trips that they otherwise wouldn't.

But what happens when the screen goes black or that dreaded "no satellite found" message pops up? Obviously, having a paper map readily available is key. When I'm just flying locally in familiar territory, the map availability is having it folded up stored in easy reach. On longer trips into unfamiliar territory, the track line is etched on the map and it's open to the right map segment on my lap.

In the past, I've always had a second aviation GPS set up for the longer trips. I used to keep a cheap Garmin GPSMAP 96 in the Cessna 150 that I'd hook up in the Christavia when tracks led more than a couple hundred miles from home. Unfortunately, the GPS left with the 150 so I was without backup.

After last year's trip to Portland, I became astounded by the practicality of my iPhone. I was using it as a flight planning tool, a weather radar system, in-flight entertainment (no, I didn't watch movies, but it was great for music), e-mail and, of course, it's also a phone ☺. However, one function I did not explore was the use of the built-in GPS.



With the upcoming trip to Oshkosh, I've decided to see what options are available to use the iPhone as an aviation GPS. A quick search led me to Air Navigation by Xample Sarl. This application comes in three flavours. The first level is the Free version. With this you get a database of over 30,000 airports and waypoints worldwide (and yes, it includes Bishell's and Kirkby's fields) and three instrument views, an HSI, a VOR CDI and an ADF needle. There is also a groundspeed indicator in a separate screen. Finally a ball slip indicator is provided in all screens. There is no moving map in the free version.

The next level up is Air Navigation Standard for a whopping \$10.99 and brings in a moving map display to the picture with airspace information. However, the moving map does not display full geographical information, simply airspace and waypoint

information. In addition, a waypoint editor is included to add your own waypoints to the database. Finally, altitude is added along with a logbook function.

At the top level is Air Navigation Pro. At \$37.99, it's one of the pricier iPhone apps available, but it provides full functionality to the GPS, most importantly: terrain information and the ability to load in sectional charts (unfortunately, US sectionals only). In addition, there are other features such as a flight recorder that can display your flight on Google Earth. Although Canadian VNC maps are not available online for the application, base maps from www.openstreetmap.org can be loaded into the application to give you roads, towns, and other geographical features for free. Worldwide terrain data is available for free as well.



Currently, the Air Navigation products can be used with the Apple iPhone 3 and 4 series and the iPad with no additional hardware. It can also be used with the iPod Touch, but an external GPS receiver, such as the Magellan Premium Car Kit (retails for about \$130) or Magellan ToughCase (\$179), would need to be added. Also, since there is no 3G wireless internet with the iPod Touch, maps would need to be downloaded from a computer or over a Wi-Fi connection. The iPad would provide a stunning navigation platform, as long as you have a place to put the large screen. See the screen shot at the bottom of this page.

Now, there are a few words of warning here. First, the GPS in the iPhone does not allow for an external antenna, which may limit reception in some aircraft. You'll probably find that it's not as reliable or accurate as a dedicated GPS. Second, in the US it's illegal to use cell phones in flight including the 3G data

network. If you use "Airplane Mode" it will disable your GPS as well as the cell transceiver. However, you can turn off 3G usage under settings that should make you legal and still leave the GPS active.

If you already have an iPhone, iPad or iPod Touch, these applications may make a great addition to your pilot's toolbox. As a simple backup to your existing GPS, the Free product is fine. If you want a basic, primary navigation product to keep you clear of Mode C airspace and to use in conjunction with paper maps, the Standard will probably be due. However, the best bang for the buck in aviation GPS's seems to be the Pro version. It makes a great backup and would be very effective as a primary navigation and flight planning tool... especially with the iPad.

As you may have guessed, I choose to go with the Air Navigation Pro product. Fortunately, I have space on the left side of the panel to add a mount for the iPhone using a RAM mount. With power available through an accessory plug and audio available to the Garmin GMA 240 audio panel, the iPhone will become an integral part of the airplane.



Oshkosh Primer

By Ken Beanlands

Well it's hard to believe, sitting here with a cold, -17°C day outside, that in just over four months it will be time to head out of Oshkosh 2011!

It's been three years since I went to Oshkosh. Last year while reading the daily Oshkosh updates from the EAA, I decided that I would not miss Oshkosh 2011. I found that I had a real yearning to be in the thick of the fray even with reports of monsoon like conditions.

To date, I've attended four of the mid-summer events in Oshkosh. The first was in 1992 with Dad's Cessna 180 floatplane and my brother-in-law as copilot. It took 13 years for me to get back there again. With only one year of flying under my belt on the Christavia, I headed out in 2005 with my fellow Christaviator, Steve Whitenect. In 2006 Steve and I decided to go again, but this time we both carried a passenger. For me, it was dear old Dad. Steve was also flying his newly minted Murphy Rebel, having sold his Christavia shortly after Oshkosh 2005.

In 2008, the expedition grew to include Gerry McDonald in his Cessna 182, Pat Cunningham in his Cessna 120 and Barry Wood and Joel Charest in their Beech Musketeer. Collin Cleland flew with Gerry and Bernie Kespie accompanied Steve. With five airplanes and eight courageous adventurers, things were a bit more complicated, but not unmanageable.

This summer it looks like we will again have numbers similar to 2008 most of whom will be repeat visitors.

Our tentative plan will be to leave in the morning on Friday, July 22nd. If this year is anything like previous years, the trip should take around 15 hours of flight time over two to three days to get there.

The route we took in 2008 is shown below and will likely be the same one we follow this year. Legs are kept to around 200 miles to accommodate the range of the slower aircraft. In 2008, we over-nighted at Devil's Lake, ND (KDVL) and Rice Lake, WI (KRPD), but could have easily made Oshkosh without the Rice Lake stop.

We usually try and push hard the first day starting at sun-up to try and make the border crossing before things get too rough in the afternoon turbulence. After that, we plan the next couple of days to arrive in Oshkosh on Sunday around mid day. Oshkosh limits arrivals to before 6 PM so we like to arrive well before then. By arriving on Sunday, we avoid the closure of the airport during the afternoon airshows occurring during Air Venture, which officially starts Monday morning. It also allows for a leisurely afternoon to set up camp, for those of us camping, or to make arrangements to get to booked accommodations.

On the trip to and from Oshkosh, we try and stay at comfortable hotels with courtesy transportation to and from the airports. We've always found airport and FBO staff to be extremely accommodating and helpful. To be honest, I cannot remember a single time where we had a negative experience at any of the airports we visited.

The arrival to Oshkosh can be somewhat intimidating to the uninitiated. In fact, it's something that has kept more than one pilot from attempting the trip. In actual fact, it's a relatively easy procedure and one anyone can follow by studying the annual Oshkosh NOTAM





and talking with anyone that's flown it before. The key items are to look and listen. The arrival starts in the town of Ripon over the railway tracks. Prior to Ripon, a listen to the ATIS will provide any information needed to arrive. At Ripon, it's crucial to look for other arriving traffic and merge in with it. Huge arrows are laid over the tracks easily visible from the assigned altitudes.

After following the tracks, you'll end up at Fisk, where ground-based controllers watch for your arrival and assign you to one of the three runways. At no point do you talk to controllers by radio unless instructed although a vigorous rocking of the wings will acknowledge receipt of the instructions. After Fisk, the appropriate tower frequency is tuned in and the NOTAM arrival is followed. Tower will instruct you of landing order and which color dot to land on. After touchdown, a quick exit onto the grass is required as soon as it's safe.

Ground marshals direct you to the appropriate parking or camping area as indicated by the sign you have in your window.

Once at Oshkosh, we tend to separate and do our own things, meeting occasionally for meals and return trip planning sessions. In the past we've always planned to depart on Saturday morning (July 30th this year). The theory is that the weekend at Oshkosh gets quite a bit busier with "non-aviation types" out for a day trip from the local area. Besides, all the best deals at Oshkosh go early in the week 😊. Despite the planned Saturday departure, we check the weather on Thursday in case Friday looks better. All three times, we've decided that Friday was a better option.

Departing Oshkosh is far easier than arriving... at least the way we've done it. On the morning of departure we get up early enough to break camp and

pack the planes for a 6 AM engine start, the earliest it is allowed. We've generally been the first planes at the departure line with no waiting at all. Arrivals to Oshkosh are not allowed until 8 AM so there's no real traffic to deal with. Again, the NOTAM is followed for the appropriate departure. Although we've always been lucky enough to meet as a group at the end of the runway, the plan has been to meet at our first waypoint on the way home.

The trip home is generally a bit more fast paced than the trip to Oshkosh with a little "get-home-itis" coming into play. However, I believe that we've always made safe decisions knowing that we have lots of time if required. As with previous years, the August holiday Monday falls on the last weekend of Oshkosh giving us three to four days for the return trip.

So, what does it all cost? We typically stay two to four nights in hotels but usually double up. At the outside, this will cost around \$250. A week pass for Oshkosh is \$105. Camping at Oshkosh is \$22 per night bringing the EAA bill to \$237. Food is a bit of a wild card but will likely come in around \$30-\$40 a day or about \$350-\$400 for the trip. Fuel is something you'll need to figure out for yourself, but count on about 1200 nm each way. For me, at 90 kts and 25 litres per hour, I'll burn about \$1600 in fuel, based on \$1.30 per liter. Obviously, this can vary based on fuel prices but we've generally found US fuel to be cheaper than Canadian. The cost can also be reduced if you can find someone to share the ride with. I plan to budget for around \$2500 for the trip but hope for a bit less.

I would like to extend an invitation to any club members who would like to join us this year. The trip is a lot of fun and easy to do. It requires just over a week's vacation.
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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. 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 1st, Red Deer, AB – Our annual Fly-In / Drive-In pancake breakfast will be held at the Sky Wings hangar from 8 a.m. until noon. Airplane rides at a cost of \$25 per seat will be available at Sky Wings for "Old Buzzards" and others! For more information please contact Bert Lougheed at 403-350-5511. Visit website at www.reddeerflyingclub.org.

May 8th, Sundre, AB – COPA Flight 146, the Sundre airport's 25th year will be honoured at the mothers day fly in breakfast from 8 a.m. to 12 noon. For more information please contact Mountain View Pilots and Flying Association/Sundre Flying Club President Bryce Schacher 403-556-1369, bryces@telus.net, or Alf & Norma Bicknell 403-638-9001, anbic@telus.net.

May 14th, Rocky Mountain House, AB – COPA Flight 166 COPA for Kids with a rain date of May 15, 2011. For more information, please contact Alan Acker at 403-845-0978 or email ala@ghgsolutionscorp.ca

May 15th, Barrhead, AB (CEP3) – 2nd Annual Fly-In/Drive-In breakfast from 0800-1100 located Barrhead Johnson Airport. Fuel 100 LL available, 3500x100 asphalt, 123.2 com. Plenty of aircraft parking. For more information please contact Peter 780-915-1569, psturniski@explornet.com.

May 22nd, Westlock, AB (CES4) – COPA Flight 61, St. Albert Flying Club Nav/Dash Fun Event. Precision flying exercise around a course and a complementary BBQ to follow. Pilot briefing 9 a.m. in terminal building. Join us for a fun day of flying. Rain date

Monday, May 23. For more information please contact Ben Strafford 780-458-1606, larandben@cruzinternet.com.

May 30th, Camrose, AB (CEQ3) – Flight 137 56th Annual Fly-In breakfast from 7 a.m. to 12 noon. Hearty western Breakfast \$7 expecting over 100 aircraft. One of the largest longest running Fly-In's in Western Canada. Everyone welcome. For more information please contact Barry Graham grahamb@cablenet.net.

June 5th, Lacombe, AB (CEG3) – COPA Flight 155, come join the Lacombe Flying Club 49th annual Fly-In breakfast from 7 a.m. until noon. Rain or shine. For more information please contact Ellery Derksen at elderksen@yahoo.com.

June 11th – 12th, Red Deer, AB (CYQF) – Air Reunion. Begin Air Reunion by attending the Harvard Historical Aviation Society (HHAS), Air Affair Fly-in, Saturday morning and view new makes, models, vintage and warbird aircraft. Saturday afternoon & evening, mix and mingle with others in aviation by attending the social, drop-in, casual, standup cocktail bash, at the Capri Centre Hotel. For more complete information visit our website at <http://www3.telus.net/jimrhall/airreunion.html> or contact Jim Hall 250-675-4002, jimhall@telus.net, 2876 Northwood Place. Blind Bay, BC, V0E 1H1.

June 18th, Carstairs Bishell (CGB2) – 15th Annual Fly-In Breakfast 8:00 A.M. until noon. Free breakfast. For more details please contact Glenn (403)337-2564.

June 19th, Morinville, AB (CMN6) – COPA Flight 61 Mike's Father's Day Fly-In breakfast 8:00 a.m. to 11:00 a.m. Mike and Rose Poworoznik's farm strip. One mile north, three miles east of Morinville. N53 50 13 W113 33 48 Runway length: 2600 ft. North/South orientation, 60 foot wide groomed grass. Communication Frequency 123.2 Caution: Wires at south end. For more information please contact Ben Strafford 780-458-1606, larandben@cruzinternet.com.

June 19th, Tisdale, SK (CJY3) – COPA Flight 93 Fly-In, Drive-In, Hungry Person's Breakfast. Breakfast from 08:00 to 11:00 eggs, sausages, toast, jam ,coffee, juice and lots of airplane talk. In association with Motor Madness Weekend. Tisdale Airport, N 52 50.11 W104 03. 57. For more information, please contact David Lamb d.g.lamb@sasktel.net or visit www.tisdaleaviation.ca

June 19th, High River, AB (CEN4) – Annual Fathers' Day Fly In. Rain or shine. N50 32 W113 50. 0800-1400. Breakfast and lunch available. For more information, please contact Keith Dempsey 403-601-7010 / Dan Nash 403-589-5705 or email r.keith.dempsey@gmail.com

Air Adventure Tour 2011

By Stu Simpson

July 2nd, Chestermere, AB (CFX8) – 20th anniversary of the Chestermere-Kirkby Field annual Fly-in breakfast 0830 to 1200.

July 6th – 10th, Arlington, WA (KAWO) – Annual Arlington Fly-in. For more information see www.arlingtonflyin.org.

July 16th, Athabasca, AB (CYWN) – Fly In BBQ. We are hosting our first Fly In BBQ from 11-3 on July 16, 2011. Open to pilots and public alike. Athabasca Airport, Lon -113.20114 Lat 547.73651. For more information, please email Nicole McDonald nmcdonald@athabascacounty.com

July 16th – 23rd, SK – A John Lovelace flight. Join The Century Flight Club this summer as we return to the air with over 100 Airplanes for the “100 Aircraft Adventure 2011”. This is the third annual flight organized by the Century Flight Club of Canada. The Chairman of the 2011 flight is again TV host and Pilot John Lovelace. Returning Flight Marshals Peter Lubig and Dave Qualley. For more information or register for this tour please visit our website at <http://www.crosscanadaflyin.com/>.

July 17th, Vulcan, AB (CFX6) – 36th Annual Vulcan Flying Club Fly-in breakfast. N50 24 17 W113 17 00. Greatest Fly-In breakfast in southern Alberta! Commencing 0800 - 1100 local. Lots of parking and fuel available. For more information please contact Norm E. Kristjansson 403-485-2791, cfiwc@telus.net.

July 25th – 31st, Oshkosh, WI (KOSH) – The 59th annual edition of EAA AirVenture 2011 held at Wittman Regional Airport. See www.airventure.org If you're interested in joining a CRUFC flight to Oshkosh, contact Ken Beanlands at kbeanlan@telus.net

August 6th, Nelson, BC (CZNL) – Nelson BC's Annual Flight-Fest is hosted by COPA Flight 87. Nelson Muni N 49 29 39 W 117 18 02. Begins at 8 a.m. with our famous Fly-In breakfast! Antique, Classic, Homebuilt, Military and Warbirds will be on display all day. Lunch at the airport with an afternoon airshow. Kids activities, icecream and fun for the entire family Underwing camping and an evening BBQ round out this great, grass roots annual flying event. Plan now to attend and visit BC's most beautiful small city - with it's fine little downtown airport right on the waterfront of Kootenay Lake! Float planes welcome! For more information please contact Case Grypma cgrypma@gmail.com

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I want to let everyone know about this year's CRUFC Air Adventure Tour. This year we're going to a place called Wendover, Utah.

Wendover straddles the border of Utah and Nevada at the western edge of the Great Salt Desert. Wendover's significance lies in its place in history. It was where the USAAF's 509th Composite Group trained on their B-29s in preparation to drop the atomic bombs on Japan in World War II. By all accounts there's not much left there to celebrate the 509th's stay at Wendover, but I thought it would make a great and historic place to visit, nonetheless.

I propose one of two routes. We can fly to the US border at Porthill, Idaho (just south of Creston, BC) to enter the US, then do our first overnight at Coeur d' Alene, ID. Then we fly south to Boise and cross the border into Nevada to land at Elko. It's a short hop from there to Wendover to visit the airfield.

Then we' can fly across the great Salt Desert to Salt Lake City before turning north to track I-15 north through Utah, Idaho, and Montana. That puts us at the Canadian border just south of Lethbridge, and on to home.

The other route simply tracks down I-15 to Salt Lake and then goes out and back to Wendover from there. Then we'd backtrack to get home. Or, we could do the first proposed route in reverse and cross back into Canada at Porthill.

I'm pretty flexible with the route if it makes it more comfortable for some people to join in.

I'm planning to depart on Monday, June 13th and return no later than the following Sunday. I plan to stay in hotels and rent cars as needed on the ground. The more people that come along, the cheaper the accommodations and rentals can be.

This will be a fantastic aviation adventure with some incredible scenery and great stories to tell afterward. I strongly encourage you to think seriously about flying along. I assure you that crossing the US/Canadian border is easy and painless, so don't let that discourage you.

Please get in touch with me if you're interested or have any questions. →