



Skywriter...



May 2011



Carl Forman enjoys an early spring flight in his MiniMax. Photo by Stu Simpson

From the Cockpit

By Robin Orsulak

Ah!! Relief at last. Wasn't that a sigh from a commercial long ago? It's true, that the weather has been better and all the signs are there. Recently, I was out at the hangar puttering about and it's always exciting watching aircraft taking off and landing... not to mention the wonderful sound of propellers turning. I had attended another club's meeting just to see how they do things and found some differences but it was the similarities that got my attention. I was pondering whether or not we pilots are a dying breed, as some of the signs were readily apparent, yes the salt 'n pepper hair, some familiar faces and static numbers in attendance. Although these indicators might seem a little negative I also think that they needn't be. I look to recent situations that I've encountered and I think they are positive. For example, we have had some new people recently attend our club meetings with the intent of becoming member's. I have also met and greeted newcomers out at our airfield whom have found us through our website.

I must say that I'm encouraged and excited especially when I see the look on these people's faces they are just like kids again with ear to ear grins. I'd like to remind all of us, and thank all of you, whom are good ambassadors as to how important a job you have and how well you are doing it when it comes to recreational aviation. Next meeting we will have available "club business" cards for our members to take and carry with them. It is my hope that we will use these not only as a calling card, but also a way to say hello and show who we are.

Also next meeting, we will be giving and update on project Ivan and I will also be presenting another educational topic. I look forward to seeing you all and in the meantime stay safe, have fun and take along a friend.



MURRAY'S AIRCRAFT REPAIR
(1980) LTD.
Box 5391 – High River, Alberta T1V 1M5
Phone: 403-648-8910

AUTHORIZED DISTRIBUTOR
ROTAX
AIRCRAFT ENGINES

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

Skywriter is the official newsletter of the Calgary Recreational and Ultralight Flying Club – COPA Flight 114, published 12 times per year

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

Troy Does Dallas

By Garrett Komm

For about 8 months Troy has spoke about taking the RV-10 down to Dallas for paint. As usual I said "Sure, I can do that just tell me when". Last week the plan was to leave on Wednesday March 2nd. I said "Sure". We chased the forecast looking for the magic route of VFR for the trip with stopovers accordingly. Then out of the blue on Friday evening, he brings up that Sunday may be the time for us to head out. I said "What!?" Then Troy says "Well, let me call you later and we can finalize because if we don't go, we may not get in for two to three weeks". After a day at his hangar working on the Mooney, I headed home for other commitments. No phone calls on the land line or otherwise so I am thinking no go for tomorrow.

The call comes in at 8:40 AM on Sunday and the words are, "So, you ready for Dallas? If your still on, I will fill in the E-APIS". Wait, what, huh? No was the initial thought since there were high clouds in the sky. Meanwhile, back at the ranch, Marilyn had just left for government accreditation testing and no contact was allowed until 12:30PM. So, I texted her. Now flying can be dangerous but leaving on a cross-country trip without advising a human dynamo is a serious life threatening endeavor for my soul and the afterlife. After I come to my senses, thinking of what could go poorly for me, I say "OK what time?" Within

half an hour I am on the way to the airport. I am sure I can explain it all later... Cue the Death March soundtrack... No really!!!!

The airplane is rolled out and we start up. A flight plan is made, and we are airborne at 10:33 AM. The trip to Great Falls is some of the country I have seen dozens of times but not from 9,500 ASL and at 187 kts. We are over the border and I guess they didn't get a chance to paint the line for the boundary the day before; perhaps it was covered in snow. We called to Great Falls Approach and are cleared to base from 30 miles out. No one else would be flying with this wind out of the north. We easily touch down in KGTF at 11:54 AM after less than an hour and a half. We are directed by ground to Customs and the fuel truck chased us down hoping that they can sell us some fuel. It's a slow day at KGTF. We pull to the ramp and wait inside the plane with passports in hand. Customs comes out with what looks like a Geiger counter and gives C-GTJE the once over. We open the doors to a stiff breeze and step onto the slickest patch of ice available, and hand over the passports to an invite to come on inside. We close the flight plan and follow. The inside walls are lined with pelts of foxes, other four legged critters, stuffed birds and native artifacts, maybe confiscated from previous flights. Troy gives the fuel guys instructions for fuel and joins me at the desk. In a monotone voice "Purpose of visit? Final destination? What is your occupation?" All of the questions have potential for smart ass remarks but somehow I contain myself. Troy presents the basics of registration. Then,

without delay "Alright, you guys have a good day the restrooms are right behind here". We have cleared customs and fueled in less than 20 minutes after opening the hatch. It had to be one of our quickest turnarounds ever.

After a hot start for the IO-540 and we contact ground for instruction to the



active, we are airborne within minutes off of 21 and southbound. The same tailwind is still pushing us a long and we are heading for 11,500 ASL. Troy puts on the oxygen and I think to myself: hmm, what does hypoxia really feel like? (Hoping to get a bit of a buzz to help out with the time passing). With the fingernail check done, I am breathing pure high altitude mountain air, and nothing. I sense nothing. I feel fine yet somehow a bit disappointed. So I ask for the oxygen and breathe as deep as I can. Hoping that maybe rapid breathes will help with the time problem. Groundspeed is showing 196 knots. We call Salt Lake centre after Great Falls Departure and are given another transponder code and give the required information for Flight Following. The altimeter is set and we are cruising. Within about 30 minutes we are contacted to call Salt Lake Centre on a new frequency of 127.75 and given more of the same needed flight info. The altimeter setting has been fairly consistent all the way and the conditions have kept the same. Outside temperature is -17°C and inside it has to be 25°C. We are in T-shirts and have Sirius radio tuned to the 70's station playing Jumpin Jack Flash, BTO and others that give away ones age too easily. Feeling the blast of heat coming from the back of the plane is very comfortable.

I glance around the cockpit and see that Troy is taking on a shade of pink, just like a New Brunswick lobster. It could be the heat or it could be the sun beating through the Plexiglas tanning him. Having an aluminum plane makes you feel like a bit of a baked potato when the sun is reflecting off the wing. We pull out the collapsible sun shades and install them to help with the glare. Its 13:30 now and we are showing five hours to Dallas. We thought Denver as a goal but all is going really well so we press on. With

time on our side we bring out the iPad and play some darts, Scrabble, and other games, then look at the downloaded sectional maps. Matching the terrain with what looks like giant claw marks in the Wyoming landscape. The snow gives texture to the ground that can only be seen for this moment alone. High wave clouds show up above and we rode the smooth wave as we plug along. A couple of times Troy pulled the power back as the true airspeed crept up to 185 kts while the autopilot held altitude. Winds were 46 kts at times quartering the tail.

In order to get the maximum range, the limited water taken in and the warm cabin can lead to a dull headache. I know it's not hypoxia since we see a cloud shelf ahead and have ducked down to 9500 to stay VFR. The controllers have really left us alone with the last instruction always being remain VFR. We have spoken with Salt Lake, Casper and Denver centers with a call every once in awhile saying that they will lose us on radar for the next bit but they are always just a thumb switch away. We have an in-flight meal of tuna sandwiches, seal up the container, clear the cabin of trash and place our seat backs in the most annoying position. When you seal Tupperware at altitude it is just about impossible to get it open on the ground. The instruments faithfully give us 18.9 in Hg manifold pressure, 2340 RPM giving 55% power and 19.6 MPG US, burning around 11GPH truing out at 171 kts while giving a 194 Kts ground speed.

We are closer to Denver now and we slide our route to the east to get a better line on Dallas. We see in the distance a hazy bit of mucky cloud. The nearer we get it dissipates and we carry on having 20 miles visibility in haze. We all know that it gets worse, how

long can our good fortune last? We are asked to set a new course and altitude to avoid traffic and it takes us to higher terrain and lower ceilings. With the tailwind its gets you there a bunch quicker and decisions have to be made in minutes. With a ground to sky wall in front of us, we squint and strain to see any hope of maintaining the track. No joy. Now we have to find the airport we just passed. We start the right turn. The thought of where to stay and for how long did cross our minds. When we turned around and flew 90 degree to our right, we see to the left a bit of a sucker hole in the



distance. We know it is clear skies on the other side from our XM weather. We look again and investigate as we get closer, we see a glimmer of sky with different shades of cloud and sun compared to the stark white of what we were trying to avoid. We fly towards this bit of hope all the while knowing that we are committed and we could have it close behind us. We have an escape plan that's formulated with small bits of observations given back and forth that spark better decisions. With the escape plan readied, we press on and we find our way through with ever clearing sky and descending terrain.



We can enjoy Colorado now. On its eastern edge it is much like Alberta with flat grassy farmland that strains the eyes for its distance. When we cross the Kansas border on the bias, we are presented with more farmland and the comfort of a hundred places to land. We set a new waypoint at KLBL, for Liberal Kansas. We still have a tailwind and 190+ kts is making our day. We release ourselves from Kansas centre letting them know we are doing a practice GPS approach and make the call for Liberal on 122.8 with the same information. With two runways intersecting, we have our pick. Now the wind is off to the right front quarter. We give the plane over to the autopilot tied to the GPS ILS approach and watch our progress like aircraft controllers watching from above. At each waypoint the plane banks with a mind of its own, flying just like the pros. It was nice since the sun was low, right on the nose and the sky was very hazy most likely from all the dust. We could not see the runway until we got fairly close. We go lower and the bumps reared their ugly head, so much so that on five mile final Troy's skills get to shine through. The wind is on our nose. The airport winds on the ground were 32 gusting 45kts.

At 1000 AGL and two miles all hell breaks loose. We fall like a loony in a swimming pool, side to side and rough. I glance outside and see the dust being pushed forward like cotton candy strings, at the same time Troy calls out "Now we got a tail wind!" A quick check of the GPS arrow that showed the tailwind we just lost when we changed course, is still there. It has swung around in an instant. After a few eloquent words we are powered up and climbing

away to the south. I believe it was a downburst since the wind had changed so quickly, we lost altitude and the dust was being kicked forward and upward aggressively at ground level. I recalled seeing animation of the phenomenon and I believe it was a match. We hit nearest again on the GPS and found airports with runway options that were away from this memory. As we overfly the airport the sock is still straight and down the runway. It would have turned into a head wind again at some point but the wind would have probably blown us over on the ground if we did land from the gust front.

At altitude again, clear skies a bit of haze we are pushing a bit of wind on the nose now but no worries, runways ahead another 45 minutes and we are golden. The iPad gave us all the info about services we needed. Perryton, Texas here we come. At the field the wind favored the grass strip but not knowing its condition a crosswind was going to be on the pavement. Even though Troy said it was difficult to hold the line, it was the same as all his landings; right down the middle. Maybe he's that good or I was just glad to be on the ground.

Perryton is flat, really flat; a place where you could watch your dog run away for days on end. No one was around, broken glass on its doors. We thought "Where the hell are we?" With a phone call to the airport contact Yolanda, who was in the middle of a fundraiser, we were forwarded to her brother in law Kenny, who was in the middle of groceries. He would be there to pick us up just as soon as he could. We knew we were in Texas as soon she said "Hello". I would like to say she used "y'all" every sentence but she didn't. We emptied then tied up the plane with

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@cable-lynx.net.

June 4th, Cardston, AB (CEA6) – 5th Annual Cardston Fly-in Pancake Breakfast from 0800 - 1030. \$5.00 per person. Camping is allowed on field - Limited power, no fuel. Rwy 05-23 3500x75 paved; ARCAL; ATF 123.2. For more information, please email Doug Murray dgmurray@toughcountry.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, Whitecourt, AB (CYZU) – Fly in Breakfast and Poker Rally. Breakfast starts 9 a.m. Poker Rally begins 10:30 a.m. Come and win some prizes! For more information, please contact Sonja at 780-778-0030 or email beavercreek2007@gmail.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 12th, Bonnyville, AB (CYBF) – COPA Flight 90, Fly-In Breakfast starts 07:00 to 11:00. For more information please contact John Vardy, 780 826-2132.

June 12th, Innisfail, AB (CEM4) – Innisfail Flying Club Annual Fly-In Pancake Breakfast. From 7 a.m. to 11 a.m. Come and check out our new club hanger. 100LL fuel available on sight, Freq 123.00. For further information, please contact Jim Romane at 403-391-2497 or email jromane@telus.net.

June 13th – 19th – CRUFC Air Adventure Tour 2011. Departing Monday morning and returning no later than Sunday, this year's trip travels to Wendover, Utah to visit the former USAAF's 509th Composite Group B-29 training site. Routes have not been finalized. Contact Stu Simpson for more details.

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

June 19th, Lloydminster, AB (CYLL) – COPA Flight 113 Fathers Day Fly-In Breakfast. Featuring ham, eggs, hotcakes and fruit platter. \$8 per person from 8 a.m. to 12. For more information, please contact Barney Creech at 306-825-6666 or wendysabwest@hotmail.com.

June 30th- July 1st, Saskatoon, SK (CJN5) – 5th Annual Corman Airpark Fly'n Fair. An Aircraft Exhibition and Recreation Show. Located at Corman Airpark near Saskatoon to celebrate Canada Day and grass roots aviation. Pilots who fly in on either day and leave their aircraft on display for the public will get free breakfast Canada Day. Gates open to the public both days at noon. Food will be available from vendors both days. Grand fireworks will be performed at twilight on the 30th. To help cover some of the costs, the drive-in spectator will be charged a \$5 per car. Check out the website www.cormanairpark.ca or phone 866-882-3380.

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 9th - 10th, Calgary AB – Calgary RAA is having a sheet metal work shop. For further information, costs etc, contact Don at cgmvmv.skylane@gmail.com. All welcome.

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.crosscanadaflight.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 22nd – August 1st – CRUFC AirVenture Air Adventure 2011. Departing Firday morning, the plan is to arrive in Oshkosh by Sunday, July 24th and depart on July 29 or 30 for the return trip taking advantage of the holiday Monday. Count on about 25-30 hours of flying. Currently, three aircraft are confirmed with a couple of more possible all are welcome. For more information, please contact Ken Beanlands at kbeanlan@telus.net.

July 24th, Fairview, AB (CEB5) – COPA Dunvegan Flight 174. Northern Alberta's only Fly-In Breakfast from 8 a.m. to 12 noon MDT. Donations accepted. Celebrating the 65th birthday of Fairview Airport. Tour of the Fairview Restoration Society CANSO aircraft. For more information, please phone 780-835-2432 or email ian.macdonald@telus.net.

July 25th – 31st, Oshkosh, WI (KOSH) – The 59th annual edition of EAA AirVenture 2011 held at Wittman Regional Airport.

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. For more information please contact Case Grypma cgrypma@gmail.com

August 14th, Westlock, AB (CES4) – COPA Flight 139 Westlock Flying Club annual Fly-in breakfast. 7:00-10:30AM. 11:00AM Airshow by Barry Pendrak. For more information, please contact George at 780 349 1094 or email sfg@telus.net.

August 20th, Black Diamond, AB (CEH2) – The RAA and the CuNim gliding Club are having a Fly-In/Drive-In breakfast at the CuNim Gliding Club Airport. \$5 each for members and their families, \$10 for non members. All welcome.

→

FOR SALE

Cleveland 600 x 6 Wheels and Brakes: Brand new, still in the box wheels and brakes (PN # 199-71) for sale. A bolt-on 600 x 6 wheel and brake conversion kit for Piper models: J3, J5C, PA11, PA12, PA14, PA15, PA16, PA17, PA18 & PA20 PA18-150 & PA18A-150 with original 800x4 wheels and brakes. No STC included but may be available from Cleveland. size only. ACS lists them for \$1893.00 CAN. I bought them for the Buttercup project but found them too wide for the stock RV type axle. I'm offering them for **\$1200 OBO** including a good, used set of 600 x 6 tires and tubes. (04/11)

1991 Macair Merlin (BULA): 782 hrs TTAF, Rotax 503 DCDI, 172 hrs SMOH, dual controls, **\$18,500 OBO**. Arnim Haase, (403) 240-1183, ah1183@telus.net (05/11).

→