



Skywriter...



September 2011



My new dream machine... the Super Chub. Loosely based on the Wag Aero 2+2 but with a LOT of modifications, I could definitely see this parked on the beach in front of the cabin.

From the Cockpit

By Robin Orsulak

Wow! Did the summer ever go by fast! That seems to be my thought and feelings as I sum up the past two months. I'm sure many of you share similar thoughts and feelings as well. I must say though that from my stand point it truly was a busy and exciting summer for me with all the flying events that I had attended. That having been said, I can hardly wait to see all of you again as we resume another season of regular meetings. I am looking forward to hearing about everyone's adventures of the summer past.

One of the things we can also anticipate is the weather that will be arriving with the fall season as this is some of the best flying weather in our region to look forward to. Although the days may grow shorter the cooler air will most certainly bring with it some nice calm air and increased performance from our aircraft.

In keeping with our regular meeting format I shall present another educational talk and I enjoy the feedback that these talks tend to generate, I certainly learn from the group as a whole and I hope you do as

well. We are rather fortunate to have such a vast wealth of knowledge and experience to draw upon within our club.

One thing I would like to ask from the membership as a whole is to obtain some of your opinions and thoughts as to what you would like to see or have happen with respect to any events or activities that we perhaps have not done OR perhaps one's in the past that you might like to repeat. At any rate, I look forward to your input.

In closing I'd like to say welcome back to all of you and I'd also like to remind our friends and visitors that they are



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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very welcome to join in the fun and adventure as well.

Till then stay safe, have fun.....and take along a friend.

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CAVU Dreams

By Ken Beanlands

Well, September is here and it doesn't appear as though summer is going anywhere. A quick glance at the 14 day outlook shows daily highs above the 20°C mark for the foreseeable future! This is fortunate with fly-ins in Lethbridge on Saturday and Lacombe on Sunday!

For me, this has been a summer for repairs. The Chirstavia had its first flight seven years ago and after almost 600 hours, some problems have surfaced. I've already touched on some of them in previous issues such as the starter dying before Oshkosh and exhaust issues on the trip to Oshkosh.

During the trip to Oshkosh, I also noticed an alarming increase in buss voltage, as high as 15.4 volts. It also seemed to be varying with RPM which lead me to believe that the trusty John Deer voltage regulator was no longer regulating voltage. I was tempted to buy another regulator and simply swap it out, but I decided to try the new Denso alternator mounted on the front of the O-320 in the garage (mainly because I already had it and the pocketbook was still smarting after the trip to Oshkosh). This went surprisingly well and within a couple of hours with a little help from Glenn Bishell, I had a new, operational alternator installed, one with an electronic regulator built in. This did mean a bit of rewiring, but nothing too drastic.

I was shocked to find that the terminal attached to the output lug of the John Deere regulator was scorched! The location of the terminal doesn't readily lend itself to regular inspection, so I'm not sure how long ago this occurred, but it was certainly instrumental in swapping out to the Denso alternator.

The end result of the swap is a lighter, less complicated installation capable of 50 amps, 30 amps more than the John Deere.

As many of you know, this year's trip to Oshkosh was cut in half for me as I waited for parts in Rice Lake, WI. However, I did get an opportunity to spend two days wandering around the vendor areas in search of new products. Every year I have noticed certain trends when walking the grounds and this year was no different. By far, the most prevalent new technologies centered around the iPad and iPhone platforms. It's truly amazing just how many companies have latched on to these devices as the basis for their products. One in particular is the WingX Pro7 by Hilton software that actually provides synthetic vision with wireless AHRS. Not a bad trick for a handheld device.



Of course, there were other neat new goodies debuted at Oshkosh. One of them was a new panel mounted radio from PS Engineering called the PAR100EX. What makes this neat is the fact that they've built in a lobotomized audio panel capable of providing a four-place intercom, control for an additional transceiver and up to two additional audio devices. OK, that's pretty cool, but the best part is that it has Bluetooth® built in. That means you can listen to your favorite tunes or answer a phone call from your smart phone and have the audio piped to the radio wirelessly to your headset! The only drawbacks to the unit is that there is a remote box that houses the transceiver which needs to be mounted somewhere and that it's available for experimental aircraft only.



Another new player in the avionics field is a company called Trig. They are specializing in ADS-B transponders. These new transponders will be required by 2020 to help negotiate the congested airways of the US. Today, the most beneficial advantage to the ADS-B transponders is that they can be used to provide traffic information in the cockpit overlaid on a GPS display. Trig makes a

number of GA type transponders including traditional stack mounted types and remote head style that uses a 2-1/4" instrument for the control head.



panel making for a very neat installation. In addition to the Auracle booth, a number of airplanes on the field were sporting them.

One final product that caught my eye was by a company called Emerging Lifesaving Technologies which make (now here's a stretch) ELT's. The neat thing about these ELT's is that the GPS is built right into the ELT itself. They seem to have given the product a lot of thought and in the US, are able to get away from having to take the ELT to an avionics shop for its annual checkup. It uses an onboard diagnostic tool that the owner can activate eliminating the need to have it inspected. Canadian regulations currently do not allow for this as there is a current draw test that has to be done requiring an avionics shop to be involved. They also use a very robust blade antenna to help reduce damage to the system during a crash. Unfortunately, it is not equipped with a 121.5 transmitter which is holding up certification in Canada. However, they were optimistic it would come soon.



Another new product is the Flightline Systems Auracle line. These LCD engine monitors are designed for certified airplanes and can be used to replace the original steam gauges. They are available for twins and single engine aircraft. The cool thing is how they install. The engine data is collected from sensors on the engine and brought back to a module mounted ahead of the firewall. From there, a single wire bundle is brought back to the display head in the

Well, that's all I have for this month. You may have noticed that this issue is a bit thin. I've run out of articles and, frankly, I'm running out of things to say. Please, if you have had any interesting flying adventures, or have used an interesting aviation product, or have had a new flying experience, put it in writing and send it to me to share with the club.

I hope to see you all on Thursday night. →



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.

September 5th, Stettler, AB (CEJ3) – COPA Flight 135 Stettler Flying Club's 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 10th, Lethbridge, AB – Sport Flyers, COPA Chapter 24 will be hosting a Fly-In from 8 a.m. until 11 a.m. The breakfast will be at the Lethbridge Regional Airport.

September 11th, Lacombe, AB (CEG3) – Fly-In Corn Roast. Hamburgers, hot dogs, corn on the cob, from 11 a.m. to 2 p.m., hosted by the Lacombe Flying Club. For more information, please contact Dan Jones at 403-782-0976 or warbirds@shaw.ca.

September 25th, Kindersley, SK – Annual Goose Festival Fly-In Breakfast. Pancake and sausage breakfast from 0900 – 1130. Located at the Kindersley Municipal Airport. Sponsored by Kindersley Flying Club and Kindersley Air Cadets. For more information, please contact Monte Sheppard at 306-463-4647.

October 2nd, Calgary, AB (CYBW) – Calgary RAA Fly-Mart. Need to make some room in you hangar or cash in on some of those dust collecting aviation collectables & artefacts! Ernie's hangar 539 Hurricane Drive, from 10:00 a.m. until 4:00 p.m. 5% of proceeds go to RAA fund up coming events. For more information and to pre-register email [cfbtj@shaw.ca](mailto:cfbti@shaw.ca).

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

