



Skywriter...



November 2011



*Family fun in an RV10. See Troy's article to catch up his summer adventures.
Photo by Troy Branch.*

From the Cockpit

By Robin Orsulak

As November arrives, we encounter a number of realizations such as snow has or is about to arrive and certainly that one has to consider defrosting the wings and preheating our engines. From my perspective it's been about working on the plane and even more puttering about the hangar. Oh, and by the way... trying to get my body to acclimatize to the chilly temperatures I am sure most would agree.

In the days ahead to come I hope we will all take a few moments of our time and pay tribute to all those who have paid the ultimate sacrifice for us. Remembrance Day has been one of those things that has taken a long evolution in my own mind... that is to say that with each passing year I can appreciate and respect what has been given for us.

As far as aviation is concerned, WWII could be considered the most important years with respect to not only the largest number of sorties flown but more importantly the greatest advances in aviation that have led up to today's technologies. Consider many military fleets were small or almost nonexistent with biplanes and canvas to having jet fighter's with more exotic metals being in development.

I would have to say that despite terrible events that occur in world history, I am reminded that some good also can result. We have become great beneficiaries of past conflicts and should be grateful for the sacrifices made. I love the freedom I have and am reminded of it every time I get airborne. It is my hope that you too will reflect on the some of these things because we as aviators hold a special connection to those great aviators of the past.

In the meantime... stay safe, have fun... and take along a friend.



Canadian Avionics

& Instruments Ltd.

- Dealer & Installer for: Garmin, King, S-Tec, Sandel, Avidyne JPI and Aspen.
- EFIS, Autopilot, GPS and radio installer.
- In-Plane Transponder/Altimeter Recerts
- Annual ELT Recerts (406 & 121.5 MHz)

Unit E1 333 Noorduyn Park, Springbank Airport
(403)250-5665 sales@canadianavionics.com



AUTHORIZED DISTRIBUTOR

ROTAX
AIRCRAFT ENGINES

**MURRAY'S AIRCRAFT REPAIR
(1980) LTD.**

Box 5391 – High River, Alberta T1V 1M5
Phone: 403-648-8910

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) 569-2974
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.crufc.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

CAVU Dreams

By Ken Beanlands

I'm happy to report that another month of fair fall flying has come and gone. October was excellent with warm temperatures, light winds and sunny skies. I was fortunate enough to take advantage of it in the form of the COPA for Kids day (detailed in last month's newsletter), a great trip into the mountains (see attached pictures) and a number of local flights.

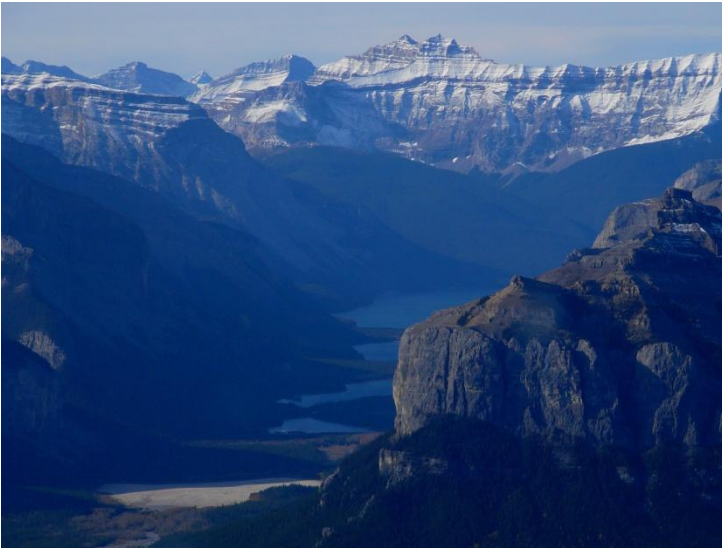
October wasn't without its issues though. Last weekend, I planned a Sunday flight to the lake to get a few pictures of the construction projects undertaken by our neighbours over the summer. As I leveled off at 7500', the engine started running rough; not as rough as it had this past summer in Wisconsin, but rough enough that I decided to head for home. The engine seemed to be fluctuating about 50-100 RPM at cruise power, but was OK at lower speeds. On the ground, a magneto checked showed no evidence of problems. I decided that it had to be something with the magnetos and decided to pack it

up and deal with it when it wasn't so cold or windy.

Yesterday, Saturday, I went out to change the oil, pull the plugs and remove the magnetos for overhaul. I ran the engine to warm up the oil and again found no unusual magneto drop. However, when I pulled the bottom plugs out of the engine, I was surprised to find them completely lead fouled. I cleaned them up, finished with the oil, put everything back together and ran it up. It ran like a top. A two hour flight to the lake and back today confirmed that everything was running great.

I suspect the culprit was a couple of prolonged, high altitude climbs at full rich mixture. In the past, I had always leaned out the engine a bit for take-off and climb. Last year I read through the Franklin's operator handbook (one that had been translated from English to Polish and back to English again!) and noted that it recommended full rich mixture above 75% throttle. Obviously, something must have been lost in translation. I plan to go back to my old habit of leaning at any altitude above 3000' regardless of power setting as it seems to work best with the Franklin.





- (1) fabric patches measuring not more than 15 cm (6 in) in any direction and not requiring rib stitching or the removal of control surfaces or structural parts, on small privately operated aircraft;
- (2) removal and replacement of tires, wheels, landing skids or skid shoes, not requiring separation of any hydraulic lines, on small privately operated aircraft;
- (3) removal and replacement of skis on fixed landing gear, not requiring separation of any hydraulic lines, on small privately operated aircraft;
- (4) repair of non-structural fairings, cover plates and cowlings, on small privately operated aircraft;
- (5) cleaning and replacement of spark plugs, on small privately operated aircraft;
- (6) checking of cylinder compression, on small privately operated aircraft;
- (7) cleaning or changing of fuel, oil, and air filters, on small privately operated aircraft;
- (8) draining and replenishing engine oil, on small privately operated aircraft;
- (9) checking the electrolyte level and specific gravity of lead acid batteries, on small privately operated aircraft;
- (10) adjustment of generator or alternator drive belt tension, on small privately operated aircraft;

- ...
- (16) removal and replacement of passenger seat belts and harnesses;
- (17) removal and replacement of fuses, light bulbs and reflectors;
- (18) removal and replacement of avionics components that are rack mounted or otherwise designed for rapid removal and replacement, where the work does not require testing other than an operational check;
- (19) removal and replacement of aircraft batteries;
- (20) removal and replacement of co-pilot control levers, wheels, pedals and pedal guard plates that are designed for rapid removal and replacement, on other than transport category aircraft;

A recent conversation with a customer had me looking through the CAR's to find out exactly what maintenance can be done on a plane without needing an AME to sign off on the work. Performing these tasks is known as "elementary maintenance". The list of elementary maintenance tasks can be found in CAR Standard 625 Appendix A (<http://www.tc.gc.ca/eng/civilaviation/regserv/cars/par625-standards-a625a-2458.htm>). This list is considered exhaustive. In other words, if it's not on the list, then it's not an elementary maintenance task. It is also the owner's responsibility to control authorization of who can perform this maintenance on their aircraft.

I have included some of these tasks to give you an idea of exactly what is permissible under elementary maintenance rules:



- (21) opening and closing of non-structural access panels;
- (22) removal and replacement of cabin doors on unpressurized aircraft, where the door is designed for rapid removal and replacement;
- ...

I've left out a few items here but you get the idea. As you can see, there is a lot that you, as a certified aircraft owner, can do on your own plane. Many of these items may come as no surprise, but there are a few that certainly surprised me when I first saw the list. In fact, much of the required tasks in a typical 50 hour inspection are in the list, and even much of the annual inspection items show up there.

I hope to see you all on Thursday evening. ➔

RV10 Summer Outings

By Troy Branch

What a great summer we have had weather-wise. I hope everyone has been able to make the most of it and getting to put some air between the tires. We have been quite busy at work making an extended family getaway adventure tough, but we have been able to fit in a few fun adventures.

The first was a trip to Three Forks, MT to meet up with some RV10 guys from Salt Lake that I had been in touch with for quite some time. Just before our afternoon departure a SIGMET was issued for our route of flight for severe turbulence. Winds were over 40 knots on the ground in High River. That didn't sound like much fun so I cancelled the trip, sometimes it is just best to stay on the ground. I then committed to Oshkosh to meet up with the same guys.

Garret Komm joined me for the adventure to Oshkosh. We left bright and early on Sunday morning and arrived in Williston for our 9:00 customs booking ten minutes early. Customs was there and there was no waiting. We filled up and were soon on our way direct from there to Osh. We levelled at 13,500' and had a great tail wind giving 205 to 215 knots ground speed resulting in just over three hours to Oshkosh. We landed around 1:30 Oshkosh time and set up camp. We walked the grounds and met up with all the people I

had hoped to meet before the day was even over. We stayed one more day and headed out Tuesday for home after about 45 minutes of waiting to depart. They changed the direction of departures and arrivals when we were ready to takeoff, you can just imagine the trouble. A bit of weather to deal with and we were home again that evening. A quick trip, but a fun flying adventure.



Next was a day trip with the family to Invermere to go swimming. We loaded up the cooler with food, brought extra clothes and we had to bring our Airdale Terrier for her second ride in the plane. A smooth ride over the rocks and we set down around noon. We got lucky and had a ride from the airport to the beach. We had a wonderful afternoon of swimming with the kids during the heat of the day and a great picnic. We called a cab to bring us back to the airport, but the wait was longer than the walk so we hiked our way up the hill to the airport in the 30°C plus weather. A bit of complaining from the kids, but everyone made it. A 4:00 pm departure and we were whizzing our way in the bumps over the mountains to get home for supper and movie night. Just over 30 minutes later we were back at the hanger heading for home.



Our latest trip was a day trip to Crawford Bay, just east of Nelson on Kootenay Lake. This was the best day

FLYING EVENTS

trip yet that we have had. The whole family came along as well as the dog. We departed at about 11 AM and touched down just after lunch. Crawford bay has a grass strip that is a one way in and one way out. It's about 2700' long right at the north end of the bay. They have a berm placed between the end of the runway and the road as many planes have over shot and ended up on the road. You need to plan the day with a south wind if you want to leave during the windiest part of the day. But you have to make sure you get there early enough that you can handle the tail wind landing. Know your numbers and know your plane. A go around could put you in the side of a mountain.

The approach is over the water and we landed with about a 5 knot tailwind. We were loaded up pretty good with overnight clothes as well and had no issues. Right next to the runway are cabins that can be rented and a short walk past them takes you into town to find food. There was a playground near by for the kids, which we had to stop at.

At the other end of the runway is great beach. We spent much of the afternoon there playing in the water and soaking up the sun. The kids loved it. A short walk down the runway brought us back to the plane. We loaded up and departed about 6pm in the heat of the evening.

Departure is a bit of a concern as there is little choice for an engine out landing. As soon as we cleared the end of the runway I started a turn of 45° to the right of the runway. There is a bog on the right that you could make if you were really low and the 45° climbing turn set us up better for a return to the runway if we had enough height. The RV10 climbs better than it glides, so it usually is never an issue as long as something does not happen before the first minute. I always like to plan for worst case or close my eyes if I can't come up with a good plan 😊

The climb takes some time going up in a spiral as the runway is right next to the mountains that you have to get over before you can head east. Not long after, we were climbing through 8000' and on our way. We had a nice tailwind and touched down after 50 minutes of airtime. We had a nice 35 knot wind that peaked at 40 knots on the tail for the last quarter of the flight over the mountains. We tightened the belts expecting a rough ride through leave wave turbulence; but it was smooth as glass the whole way with just a ripple during the let down. We were home in time for a late supper and a night in our own bed.

We now have 325 hours on the Hobbs and it still puts a smile on my face every time we go out. →

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. →

FOR SALE

KR2 For Sale: NOT AN OLD FARTS AIRPLANE! Air frame TT 30 hours. Engine Continental A 65/75 TSMOH 970, No Electrics, No Electronics \$15,000.00 OBO. Glen Clarke 403-279-1036 clarkegk@telus.net (11/11)



Shop for Rent: It's a bit far from Calgary, out by my place which is N 51' 01 06.88 & W 112' 51 59.43. It would be a great place to build an airplane with the exception that it's not on an airstrip and the doors are not hangar doors but is 40 x 60, fully heated & has concrete floors. It was used to build an airplane previously. If interested call Guy Cristie at (403) 901-5594 (11/11)

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). →