



Skywriter...



December 2011



WINTER... IT'S BACK!

From the Cockpit

By Robin Orsulak

The theme is always a recurring one! "Time fly's"... we often hear or say, but of course it does and so do we aviators in particular. As Christmas approaches, so does the end of my term as club president. It is comforting to take reflection with respect to where we've been as a club... and I must say... it's always been fun, but it is also important to look forward and attempt to plan where we are going as well.

We have made a few advance's with the club getting "our" word out there in the cyber world and we have also made stride's while in our travel's in meeting new people and having them join us. The one challenge that I have identified is that we must continually promote our club and our passion of flying. This will continue to be an ongoing challenge and I urge all of our membership to meet this challenge.

Being a member of the CRUFC has been a very fulfilling experience for me personally and I look forward to many years in the future continuing to do so.

I'd like to thank the current executive as well as those past, I look forward to the new one as well. Count me in as a continued supporter of the club and aviation in general. I like to say to the membership as whole

that you are a great bunch of folk's to be around and look forward to sharing many good times with you.

In closing I will finish with my typical byline (with a twist)... have fun, stay safe... and take along a victim!



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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CAVU Dreams

By Ken Beanlands

Five years ago, almost to the day, I went on to the SAIT website and downloaded an application to study aircraft maintenance as the first step in getting my AME license. At 39 years, I wasn't the oldest guy who had ever applied, but I was certainly the oldest in the class! Today, I received that little piece of paper that states that I'm a licensed M1 AME!

As you can imagine, a lot has happened in between the day I submitted the application and today. However, the story actually started before that. After graduating high school, I waffled back and forth between a career in aviation (pilot and/or AME) and an engineering degree. My parents suggested that an engineering degree would provide more options for me, so I traveled down that path and received a bachelor's degree in aerospace engineering.

However, even while studying at Ryerson in Toronto, I spent my summers working on airplanes; first with the Government of Newfoundland on their water bombers, King Air and Cessna 337; then later with City Express Airlines on their Dash 8's, Dash 7's and Saunders ST-27. Even after I graduated, I wondered if

This was the first airplane I've ever signed off as a Licenses M1 Aircraft Maintenance Engineer (AME). It would have to be the most complicated plane we service! The fact that it was sitting outside on a ramp in Ottawa for two years added to the stress level!



I had made the right choice.

I moved back to Newfoundland and started working in an engineering company, but my career to a turn and I ended up becoming a computer nerd instead. Sixteen years later found me working for Encana and an IT manager in what could best be described as a successful career. Successful or not, I wasn't happy. I was now a desk jockey and seldom did any "real" work. I began to realize that I was happiest in my job when working on the nuts and bolts of computer hardware and software. Then, there was also the experience I had building and servicing the Christavia and Cessna 150 I owned. My mind was made up: I would leave my IT career and go back to school.

So, I submitted my application and in January 2007, I heard that I had been accepted to the AME course. I finished up at work at the beginning of May, 2007 and spent the summer working on the cabin. In September, I went back to school!

Going back to school at age 40 was a weird experience. I was a student, but in many cases, I was older than the instructors! I was learning, but in some cases, I think the instructors learned as much from me as I did from them!

Of course, I was there to learn; and learn I did. With my experience and education background, I found that the course filled in blanks rather than taught me new concepts.

Unfortunately, there were a couple of courses that were of no value at all. Let's face it, after four years of aerospace engineering and years of flying, the aerodynamics course was a complete loss for me. The math course wasn't much better.

There were a couple of courses that were especially useful though. The sheet metal and composite courses really improved my building skills. The electrical and electronics lab courses were helpful in

learning the practical side of wiring and electronics troubleshooting. Of course, my favorite course was the engine rebuilding lab where we got to disassemble a brand, spanking new Lycoming O-320 and put it back together, then finally run it! Other highlights included running a genuine Pratt and Whitney R-1340 on the nose of a Harvard, running a PT6A on a King Air and a Bell 206.

In April, 2009 I finally graduated from SAIT and started job hunting. I had started looking before graduating but hadn't found much. Most of the class was in the same boat as I, but a week after finishing up, I came across Klarenbach Aviation in Springbank Airport.

At Klarenbach, I started out with simple tasks such as oil changes, tire replacements and helping out with inspections. It didn't take long to realize that Klarenbach's clientele have some really nice planes. Before long, I was working on the latest Diamond aircraft and even a couple of new Piper Malibus. Even the "old" airplanes were relatively new.

Some of the noteworthy aircraft I have had a chance to work on include the DA-42 twin Diesel, the Cessna 195 (our very own Brian Byl's), The Cessna turbo 206 on amphib, The Piper Malibu and the Malibu JetProp conversion and, yes, even a Mark III Harvard.

Another unique experience I've had while working at Klarenbach has been in the avionics field. The company also owns Canadian Avionics & Instruments Ltd. As well as my normal tasks of airframe and engine maintenance, I've had the opportunity to install radios, transponders, EFIS systems and engine monitors.

So, as I mentioned, I recently received my license. One would think that a logical place to start exercising the license would be on a simple little oil change or tire repair. Instead, I've jumped into the deep end by signing off a Piper Malibu JetProp that was abandoned for more than two years and needs to be ferried back to Calgary in the middle of winter, with unserviceable landing gear retraction, unserviceable cabin pressurization and under VFR conditions only. Despite this, it was really cool to finally sign off my own work. By the way, signature number two was a simple oil change on a DA-20.

As you may have noticed, this month's issue is a bit on the slim side. Please, if you have any interesting stories, I would be more than happy to publish in the Skywriter. I am in desperate need of articles.

Well, that's it for this month... and this year. I'd like to wish you all a Merry Christmas and Happy New Year!

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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. →

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 clarkekg@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). →