



Skywriter...



January 2012



Winter flying at its best. January 7th found many of our members out flying... a number of us ending up in Linden! Photo by Gerry McDonald.

Meeting Change Notice!

The January CRUFC meeting will be held at the Calgary Aerospace Museum on Wednesday, January 11, 2012!

From the Cockpit

By Norm Vienneau

Who the h?ll is this guy and how come he's our President?

I think I was 8 or 9 years old and remember constant air traffic from the small floatplanes that served the northern settlements. I grew up in a small Northwestern Ontario community that claimed the title "World's Largest Seaplane Base" in the 20's and 30's. The Beavers, Otters, Norsemen and the odd twin engine Beach filled the air and kept my attention skyward. I even remember one company flying Bellanca air buses.

I don't quite remember the exact day I became inflicted with pilot-itis but do remember being lucky that the .049 motor that I had placed on the front of a model of an Aeronca flying bathtub did not start. (Years later as an adult flying remote control aircraft I managed to trim the end of my thumb with the prop of a .049 but that is a story for another day.)

A few years later my older sister was a stewardess (that's what we called them in the 60s) for Air Canada so I asked her about me becoming a pilot. She promptly told me that I could never be a pilot because pilots didn't wear glasses and I had them since grade 3. (Dream Killer!) So that was about it for

my flying career. When some of the other kids were going for flying lessons in their senior years of high school I just grumbled kicking the can down the lane and again looking skyward with envy.

Years later my career in broadcasting took me and my wife Judy to Abbotsford B.C. and there I took an intro flight from the local flying school. Nothing special. I also did a tour up the mountain to watch the hang gliders. Although interesting, they required more cojones than I wanted to show. That was in the mid 70's.

Broadcasting then took me to Central Alberta where Judy and I spent 35 years raising our son and daughter. During that time my interest in aviation continued but it was only that, just an interest. I can remember flying with a friend, my son and my daughter in his 172 and getting bored after about a half hour. I had met this friend through my association with the Central Alberta Radio Fun Flyers (CARFF). My aviation interests were satisfied with model aircraft for almost 20 years.

During that time I did the air show announcing for the pre-show at the Red Deer Air Show, as CARFF was part of the that and the true air-show announcer had to attend the pilot briefing. I think it was also my first introduction to ultralights as they too

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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were part of the pre-show.

Clock forward a few more years. The friend with the 172 hosts a remote control fly-in weekend on Father's Day and I decided to go to the event with a fellow RC helicopter flyer. On the way back to Red Deer, the friend asked if we could take a slight detour to a farm field where his Beaver ultralight was hangared. I thought we had lots of time and what the heck, it would be interesting to see one of these things up close. Since we were there he said he should start it to keep things lubricated and running well. He pulled it out of the T-hanger and pulled the rope starter. When it started and ran like a typical snowmobile engine, I thought a person would have to be nuts to put your life into one of these contraptions. After a full warm up he pointed it towards the runway and went full throttle. I couldn't believe my ears. The blubbing snowmobile engine turned into a fire breathing monster. It jumped into the air before hitting the runway and flew like magic. I was speechless. After a few circuits he landed and taxied up to me. "Do you want to go for a ride" he asked and, though I was full of apprehension, I couldn't resist the offer. We taxied out to the runway, back tracked it for extra safety and started a takeoff roll. I could not believe the feeling of looking down at the



ground and watching it fall away as we lifted into the air. The low slow flight of the Beaver was what I thought flying should be. I was hooked. It would take another 15 years or so before I could do anything about it but I had found my way to the air.

Over the years I had moved from the broadcasting field to running a telecom communications company. In 2005 I sold the company and told Judy that I thought I should buy a motorcycle to occupy my spare time. Her response was "motorcycle?!? You've got more chance of getting an ultralight than a motorcycle" I thought that was permission (it wasn't) so I bought a single seat Chinook and started my lessons in a Challenger from Kris Falk in Lacombe. That was in the fall of 2005 and my solo was July 1, 2006. Talk about a slow learner.



Not really, just had a lot of things going on that year.

Judy has since forgiven me. I have moved up to a Lil' Buzzard and my logbook shows about 350 hours.

During the time I have been flying I have been involved with the Red Deer Flying club helping with the website and organizing some fly out activities. I have had the pleasure of meeting many members of the CRUFC as they fly into Red Deer to enjoy Tipitina's and now the Circuit Café. I met Bob Kirby and Carl Foreman coming out of the Linden Country Cousins one day and flew to Chestermere with Carl as my co-pilot (that's another story for the future). I've watched videos on YouTube about the CRUFC and thought if I ever had the chance to be involved with this club I would jump at the chance.

Fast-forward to the present. I sold the company in 2005 and since I am semi retired (it means trying to fix my fixed income) Judy wanted to be closer to the grandkids we moved to Airdrie. Remember that son and daughter we raised in Red Deer? Well the son is in Calgary with a one year old grandson and the daughter is in Airdrie with a seven and a five year old granddaughters. One of the passions Judy and I have come to enjoy is walking about 3 to 4 miles chasing a little white ball. I used to think that anyone that would golf as a sport had to be... well you know, but it is really pretty addictive once you get into it.

As it turns out Judy and I found a home on the close next to the golf course in a plus 50 community with our granddaughters' school only a block away. Sometimes things just fall into place. I figure if Judy can put up with me having my head in the clouds then I can help her with her dreams of being close to the grandkids. And as the Irish Spring girl says "And I like them too."

It seems like I joined the club just in time to be present for the election of new officers, so when Stu and Ed were looking for fresh blood I was happy to help. I look forward to helping the executive promote aviation in this area, and hope to make the meetings as interesting and enjoyable as possible. I also look forward to some flying with fellow members, though for now my plane remains hangared in Red Deer. If you feel there is anything I am missing at meetings or you have suggestions for guest speakers please let me know. This is our club and we all have to work together to achieve the best we can. Let's keep it safe and as I am a flyer and golfer I wish you ...

Good lies and smooth skies.

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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).

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CAVU Dreams

By Ken Beanlands

Everyone I've talked to lately seems to only be concerned about the weather. I'm not just talking about my pilot acquaintances, but non-flying folks as well! Unfortunately, the flying and non-flying people have had very different opinions about it. Non-pilots love the warm, sunny conditions we've seen. It has to be one of the warmest Decembers on record. Pilots, on the other hand, have hated it. All I've heard is how windy it's been! Okay, non-pilots have noticed the winds as well, but it doesn't seem to be as much an issue for them. I had ten days off over Christmas and the only flyable days seemed to be the couple of days I spent at the lake. The rest of the break was spent hoping the winds would calm down enough to fly.

Fortunately, the Christmas break wasn't a total aviation loss. I spent a lot of time working on the Buttercup. With the AME license and other distractions out of the way, I was able to focus on the project that's been languishing in the garage for the past three months. I had a number of drawings to design after my educational talk with the Buttercup's designer (okay, the Buttercup's reverse engineer), Earl Luce, this summer. The major changes I'm incorporating are the mass and aerodynamic balances on the elevator and ailerons.

This has meant redesigning the wing tips. Wittman's original Buttercup was a work in progress which was finally solidified when he died. Over the years he used the plane as a test bed for a number of designs which were later incorporated in his newer design, the Tailwinds. The wingtip was one of the last changes where he removed the normal type tip for a 3' long, double tapered design which greatly increased take-off and climb performance without reducing the cruise speed. To incorporate this change he designed it out of steel so that it could be easily slipped over and bolted to the existing spar stubs. The resulting setup looks a little disjointed. I've made some changes so the tip looks like its part of the wing, rather than something stuck on after the fact.

In all fairness to Earl, his objective was to build a replica of the Buttercup in its final design iteration, not to improve upon it. However, he has a lot of good ideas that he'd like to incorporate in future projects. I was lucky enough to spend a couple of hours with him this summer and get some great ideas! With all that done, I'm now starting in on the final assembly of the wing by cutting spars and building the last eight ribs.



The differences between the old and new Buttercup aileron and wingtip arrangements can be seen here. The top picture is the prototype and the lower is the first customer completed plane.

Another change I'm incorporating is electric flaps. As much as I like manual flaps, the flap lever on the Buttercup sits directly behind the center mounted stick. This led to the unique stick design which extends from the center stick, over the pilot's right leg then down in the center. This allows you to fly with the left hand and use the flap with the right. Using an electric flap actuator from the Vans RV series, I've removed the lever altogether and lightened the structure slightly. This will allow me to use the center stick without the extension with the throttle mounted on the left of the panel (with a second on the far right for the co-pilot ... maybe).

To say the least, I've become quite excited about the project again and have gone back at it with a renewed sense of vigor!

With all this energy and vigor, I was all set to spend this weekend in the basement working on the wings when an amazing thing happened... the winds stopped! Well they may not have stopped, exactly; but they were quite light! This led to a fantastic day of flying today (January 7th). With all that warm wind recently most of the fields were bare and dry so off we went to Linden for lunch. Later we headed to the new North 40 strip just northwest of Olds followed by a nice sightseeing cruise to the west over Sundre before returning for circuits in Carstairs. Considering the chatter on the radio, it sounded as though most of the club's members were in the air today.

See you all on Wednesday! →

2011 International Cessna 195 Fly-in

By Brian Byl

Well, another successful Cessna 195 Convention has come and gone. This year's event was held September 29th to October 2nd at Lee's Summit, Missouri. My journey to Lee's Summit Airport (KLXT) was a little circuitous to say the least. Since CF-MLB is still under rebuild, I needed to find another way to get to Lee's Summit. Kurtis and Christina Arnold suggested I jump on an Air Canada flight from Calgary to Toronto and travel with them in CF-KCS. Works for me! Nothing like flying 4 hours east in an A320 then another 5 ½ hours southwest in a C195!

After filing our eAPIS and contacting US Customs we blasted out of Guelph Aerodrome (CNC4) on route to Oakland County Airport (KPTK), Pontiac, MI to clear US Customs. 3 ½ hours later we landed in Kirksville Regional (KIRK) to spend the night. After a \$30 cab ride into town, pizza and a cold beer we settled in for the night.

Thursday dawned with a beautiful clear day with the forecast of increasing winds. The cab ride to the airport was another exorbitant \$35. FYI, the local FBO said there have many complaints over the cab fare to/from the airport and you are better off to rent a car even for a couple of hours! Normally they charge \$15/person but we were given a deal. Say what...??



After a two hour flight we arrived at Stearman Field (1K1) in Benton, Kansas to be greeted with turbulent, gusty crosswind! The forecast was correct! We made it down safely without incident as did at least 13 other 195's. I believe that there were numerous puckered "cheeks" after that landing experience! Sharon Brown, the newly widowed wife of Cessna's Chief Test Pilot, Mort Brown, surprised us all by hosting lunch for everyone and also graciously donated some of Mort's memorabilia to the 195 Club.

An uneventful flight back to Lee's Summit officially began our fly-in. After landing and finding our parking spot it was time to get down to some serious socializing. These events can best be summed up – they are just like family re-unions. You get to see people that you genuinely like and share a common interest. Seeing old friends and meetings new ones is such an awesome experience it's hard to describe. What a great group of people! After a no-host dinner that evening, we crowded around a high table in the hotel lobby with a tub of beer and continued with the story telling and lying!



Friday, another beautiful clear day, just perfect for flying! The fly-out that morning was to Branson County Airport (KPLK) where new adventures awaited us. The airport, also known as Point Lookout, is situated on top of a hill with large drop-offs at each end of the runway – no room for overruns! Since Branson Airport (KBBG) is only 6 miles to the south one has be careful you don't try to land at the wrong airport and endure a phone call to the "Authorities". I think about 14 aircraft made to Branson where we jumped onto a bus to take us down to "The Landing". After wandering through numerous shops and getting some food a number of people boarded the boat for a leisurely cruise along the river.

Kurtis had other plans for our afternoon and decided we should head out to Gaston's Resort about 35 miles southeast of Branson. Located on a one way



3200' strip in the White River it is quite a place. A curving approach is made into the valley and finally at the last moment the full length of the runway comes into view. We wandered around for about half an hour and then headed back to KPLK to meet up with everyone for the flight back to Lee's Summit.

On the way back to Lee's Summit two groups of aircraft got together for some formation flying. One group consisted of Dave Ramsey, Mike Harr and Bill Milton. After getting a bunch of photos of them we caught up to the second group of Mike Larson, Stan Sweikar and Vern Waltman. This formation was little tighter than the first group and we joined them for most of the way back. I managed to get a lot of really great photos. What a thrill to have four planes in such close quarters! All four guys worked really hard to maintain the tight formation – not an easy task!

That evening everyone relaxed and enjoyed the dinner and live band hosted by Lee's Summit Municipal Airport. The airport crew did everything they could to accommodate all our needs and provided tie downs and chocks for all those that needed them. The local EAA Chapter 91 graciously let us use their hangar for the Friday evening dinner, Saturday's maintenance forum and the Saturday banquet. Friday evening once again ended in the Hampton Inn lobby with more stories and libations.

Saturday morning clear skies and a light breeze greeted the 21 aircraft who flew into Kansas City Downtown Airport (KMKC) for breakfast and a visit to the National Airline History Museum. Breakfast was great and the tour of their Constellation and museum was very interesting. One late arriving aircraft had a very tired crew on board and that likely led to the master switch being left on during breakfast and the tour. Thank goodness they had access to booster cables or Kurtis would never have gotten his airplane started!

The afternoon maintenance forum was again chaired by Bill Milton and this year's theme was about preserving our aircraft for the years to come. Much was discussed about not waiting until parts and systems became so worn out that they need to be replaced instead of rebuilding. We only have a limited supply of some parts and the better we manage our supply the longer we can keep our planes flying.

When the forum ended it was time for some good old low passes and formation "runway inspections". Marvin-Eddie and Mike Larson were the first ones up and were quickly joined by Kurtis Arnold who said he needed to practice some right seat flying. After three plane formation passes they determined that the runway was in fact usable and others could use it. Jeff Pearson and Darren Butcher were up next with

their demonstration of formation skills. Kurtis quickly refueled and joined them for a few passes. Their last pass with a stunning peel-off was a great finish to the evening's flying.

Saturday evening many door prizes were handed out to the lucky winners and it looked like nearly everyone in attendance won something. As usual a bunch of us tried to empty the beer bucket and wine at the hotel. I finally left around 1 AM while others continued on. I think there were a couple of no-shows at the morning breakfast meeting. Sunday morning the official breakfast meeting was relatively short affair with the election of new club officers. Some aircraft departed before the meeting and the rest left shortly after.

Kurtis let me fly KCS from the left seat and I managed two legs without scaring him or Christina. We landed in Marshall, MI for supper and fuel and two hours later cleared customs in Kitchener-Waterloo Airport. A short 10 minute flight at 800' and we were safely down at Guelph Aerodrome where we had started this wonderful adventure five days earlier. What a great time we had! I can't wait until next year!



A lot of people contributed their time and energy into making the 41st International Cessna 195 Club Fly-In a success. By my count there were at least thirty-four 195's, one DHC-2 Beaver and one RV-4 in attendance, pretty good turnout by any standards! Next year's fly-in is in Frankfort, Kentucky September 27, 2012. Maggie and I hope to be there with our airplane!

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