



Skywriter...



March 2012



Geoff Pritchard enjoys a beautiful spring day. Photo by Stu Simpson.

Meeting Change Notice!

The February CRUFC meeting will be held at the Calgary Aerospace Museum on Wednesday, March 14, 2012!

From the Cockpit

By Norm Vienneau

Boy Scouts have it right: Always be prepared.

Judy and I enjoy golf as a great source of exercise. It's not just walking the 18 holes, but all the swinging and whacking that goes along with the 3 to 5 mile walk that tends to keep one a little more fit than sitting watching the tube. Problem is if you hit the course after sitting around all winter you probably won't make it past the first nine. So in the winter Judy and I will try to continue to walk. In Red Deer the park and trail systems were pretty easy to access and nice and easy to walk. We decided a walk in the foothills might be a great way to welcome ourselves to the Calgary area. I did some Internet searching and Grotto Creek came up as an easy walk (that's what the search said...) with some interesting sites and even some native wall paintings.

Off we went in search of a new adventure.

The net said that it was an easy walk, ideal for novice hikers and we definitely qualify as novices. We had packed a lunch and some water bottles but for some reason when we left the car, we left it all behind. We started up the trail and casually glanced at the postings that showed the trail was this way. After about 1000 yards we crossed the creek, and continued up the hill on the west side of the creek and started to climb. It was a beautiful spring day and the sun warmed us enough that I thought about the water that I

had left in the car. The hill got steeper and steeper and I thought it sure would have been nice if we had brought some walking sticks (ski poles would have worked) to give us a little more stability. As the trail curled and twisted I thought to myself "Sure would have been nice if I would have brought my Magellan Explorist GPS. Then I looked at my cell phone and noticed no service. We kept climbing for a bit and when Judy seemed a little winded I said: "that's enough let's head back". Judy is a never quit type but I convinced her we weren't properly prepared for this walk.

As we returned to the creek we notice people walking up the creek on the ice. Ah Ha!! It turns out the Grotto Creek trail is a walk on the ice, up the creek. We had our ice cleats with us and the walk up the creek was much more relaxing than the hill we had just tried climbing.

We got to see the native paintings on the Canyon walls and pet a couple of friendly dogs. I even handed out some CRUFC business cards to a fellow hiker that expressed interest in ultra-lights and flying.

In retrospect I wasn't much of a boy scout. I left the lunch and water in the car, had no walking poles, no map of the area, no GPS. I could have certainly been better prepared.

The point of the story is: what do you carry in your plane? Are you prepared for an off field landing. Do

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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you have the necessary essentials to survive a night in the wild? I have heard it said that you should always dress in a manner that would allow you to walk to safety. Do you go flying in the winter with only a light coat and no boots? What about gloves and hat? Does your plane have a first aid kit? A flashlight? Matches? What does your survival kit include, and when was the last time you checked it? I know mine has a nice set of snowmobile mitts but to be honest the bag in the back seat needs to be checked for the current contents. I thought it might be a good idea as we move into the spring flying season to check our survival kits and restock for the upcoming summer season.

I am still lining up guest speakers for the rest of the year and we are looking forward to Butch Foster as this month's speaker. Leona Crane from Transport Canada has agreed to be a guest speaker but we are still lining up a specific date. (Her boss is fighting with budget restraints.) I have talked to Ted Beck (mosquito helicopter) and we have something special lined up for a future meeting. Stu Simpson has agreed to spend an evening giving us some tips on making quality aviation videos. One of his latest videos with Darren Scarlet has Darren avoiding the Paperazzi and autograph seekers. (Seriously this is one of the best videos on the net.) <http://vimeo.com/35819684>

The executive and I are working hard to make sure your flying club provides you with the information you need in a fun and entertaining matter. Please, if you have suggestions for meeting speakers: let me or one of the executives know and will try to make it happen.

Til next time I wish you
Good Lies & Smooth Skies
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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 clarkeqk@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 DCDI, 172 hrs SMOH, dual controls, \$18,500 OBO. Arnim Haase, (403) 240-1183, ah1183@telus.net (05/11).
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Norm's Lil Buzzard takes a break at Linden while Norm grabs a bite!



CAVU Dreams

By Ken Beanlands

Well it's been another great month for flying. Despite some snow, the weather has been quite mild. However, I spent much of the month's weekends at the lake building a fireplace. On top of all the other skills I've been learning, I can now count masonry among them.

With spring just around the corner, thoughts generally turn to those long warm days of flying. Unfortunately, many club members don't get to fly a lot in the winter. This can lead to both airplanes and pilots that need a little remedial work before setting out for those first spring flights.

What I've noticed over the past three years working at Klarenbach Aviation is just how busy we get from March until June with annual inspections. Most aircraft owners wait until the weather turns nice before getting their planes in shape. If you do use an AMO to maintain your plane, you might find that it's a whole lot easier to book your plane in for its annual in January or February than in March.

However, most of the folks in our club are flying aircraft that can be maintained by the owner (as long as the owner is a pilot). These include ultralight, amateur-built and owner-maintenance aircraft. It should be noted here that even though you fly an amateur-built or owner-maintenance aircraft, you are still required to maintain you aircraft to the standards spelled out in CAR 625, Appendix B and C. These outline the scheduled and unscheduled maintenance tasks you are required to have done.

More importantly, Appendix B actually outlines a checklist of items that must be inspected at every annual. What I've done to make the job a bit easier is to take the list as described by Appendix B, and expand on it to cover the tasks specific to the Christavia.

One thing that I need to do this spring is the 500 hour magneto check. Generally speaking, both Slick and Bendix magnetos require a 500 hour check to look at points, condensers, and other wear items. Although you can do the inspection yourself (except on certified planes), I would recommend bringing them to an engine shop. The typical cost for this inspection ranges from \$500-\$1000 for the pair. It does require removing the magnetos from the engine and then reinstalling them, which includes correctly timing them to the engine.

Outside of the normal maintenance this year, I also plan on making a few modifications. About 5 years

ago, I bought a set of vortex generators (VG's) to install on Chrissy. I hope to finally install them this year.

Over the past couple of months I've been keen on getting skis for the plane. Last month's lake landing really inspired me to find skis to fit the plane. Although I haven't decided what I want to install, one thing that will be required is a mount point for the front ski bungees. I also want to add safety cables to the gear legs. These cables stretch diagonally from the upper, right gear attach point to the left axle and vice-versa. They are designed to prevent the gear from collapsing in the event of a shock strut failure. Landing on unprepared frozen lakes increases the chance of a shock strut failure.

Unfortunately, finding a set of skis has been a chore. Wheel replacement skis (aka "straight skis") are easy to come by at a reasonable price (around \$1500 for the Christavia). However, our winter snow conditions are not conducive to switching to straight skis. We generally have more days in the winter without snow than with.

Retractable skis are available from a number of suppliers, but they are VERY expensive. I've seen certified skis from \$7,000 to \$15,000 to fit the Christavia. They are also quite heavy.

Ideally, a fixed, penetration type ski would work best. The skis have slots in them that the wheels protrude through. For hard surface landings, the wheels simply roll on the runway with the skis sitting about 2" above the ground. For snow landings, the wheels extend through the bottom of the ski, but the airplane is supported by the ski. There are a number of them available from vendors like Trick Air, Summit Aircraft Skis, Kehler and Airglas. Unfortunately, these seem to be selling for more than they're worth. Prices start around \$5,000 and go up to about \$7,000.

There is one other option. Datum skis of Quebec have been building retractable skis for homebuilders using an electric linear actuator to slide the ski fore and aft. At \$4,100, they are still a bit pricey, but are closer to my budget.

The most likely option for me will be to build a set. The fixed, penetration skis are mechanically simple and shouldn't present much of an issue to build. However, there are no plans available out there for them, so I'll be on my own for the design.

As always, if you have had any interesting flights, tried any new products, done any construction projects or just have an issue you want to get off your chest, put it in writing and submit it to me as an article. I'm always willing to help on your articles if needed. ➔

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.

March 17th, Red Deer, AB – Circuit Café Fly-in Breakfast

April 21st, Edmonton, AB (CYXD) – COPA Flight 176 is holding a Rust Remover / Recurrency at Hangar #39, 9:30 a.m., lunch provided. Pre-registration is required for catering. Send cheque for \$30 per person to COPA Edmonton Flight #176, 12804-107 Avenue, Edmonton, AB, T5M 1Z9 by April 7, 2012. Late registration \$40. For more information please contact copaedmonton.ca or Larry at 780-421-1506

May 6th, Red Deer, AB – The Red Deer Flying Club / COPA Flight 92 will be holding their Annual Fly-In / Drive-In pancake breakfast from 8:00 a.m. until 12:00 noon. For more information, please contact Bert at 403-343-3808 or skyhawk@telusplanet.net

May 20th, Westlock, AB (CES4) – St. Albert Flying Club Nav/Dash Fun Event, COPA Flight 61. Held at the Westlock Airport with a rain date of Monday, May 21. Precision flying exercise around a course and a complementary BBQ to follow. Pilot briefing 9 a.m. in terminal building. Join us for a fun day of flying. For more information, please email stabfc@gmail.com.

May 27th, Barrhead, AB (CEP3) – Barrhead Flying Club 3rd Annual Fly-In /Drive-In Breakfast. Serving from 8:00 a.m. - 11:00 a.m. 100 LL fuel available, golf course beside airport - T time booking required call 780-674-3053. For all fly In inquiries, please contact Wade at 780-674-0142 or wadeevans@telus.net.

June 10th, Cold Lake, AB – COPA Flight 90 is having a Fly-In Breakfast from 7:00 a.m. to 11:00 a.m. everyone welcome. Fuel is only \$1.60 per/liter. For more information, please contact John Vardy at 780-826-9484

June 17th, Morinville, AB – COPA Flight 61 Mike's Father's Day Fly-In Breakfast FROM 8:00 a.m. to 11:00 a.m. Mike and Rose Poworoznik's farm strip (CMN6). One mile north, three miles east of Morinville. N53 50 13 W113 33 48 Runway length: 2600 ft. North/South orientation. 60 ft wide groomed grass. Communication Frequency 123.2. Caution: Wire at south end. For information, please contact us by email at stabfc@gmail.com

June 17th, Fairview, AB (CEB5) – Fly-In Breakfast at the airport 2 miles west of the town, celebrating the 66th birthday of the airport. Sponsored by COPA Dunvegan Flight 174. Rwy 04 & 22 WAAS approaches Avgas & Jet B cardlock AWOS 122.975, ph 780-835-2712, NDB 295, ATF 122.8 maintenance facility. For more information, please contact Ian Macdonald at ian.macdonald@telus.net or 780-834-8162

July 15th, Vulcan, AB (CFX6) – Annual Flying Club Breakfast. For more information, please contact Norm 403-485-2791

September 15th, Okotoks, AB (FX2) – Okotoks Flying Club / COPA Flight 81 Fly-IN Pancake breakfast from 08:00 to 11:00. For information, please contact Jim at 403-689-6950 or j-sbleaney@shaw.ca

September 30th, Shoal Lake, AB (CKL5) – COPA Flight 162/Shoal Lake Flying Club's Annual Fall Fly-In Breakfast. As the flying year and our 20th year draws to a close come and help us celebrate! French toast, sausages, juice and coffee for \$6. For more information please contact Dennis Schoonbaert at 204-365-7088 or sflflyingclub@gmail.com.

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