



# Skywriter



**August 2012**



*Ken Beanlands (Senior) comes in for another perfect landing in his newly built Murphy Rebel. After nine years of construction, it finally flew on July 20 and has since completed the 25 hour flight test phase.*

## **Meeting Notice!**

**There are no meetings scheduled for July and August. The next meeting will be on September 12, 2012 at the Calgary Aerospace Museum.**

# From the Cockpit

By Norm Vienneau

The summer is giving way to fall and flying days are growing shorter. Hopefully you have had your share of summer adventures. Landing in small grass strips and pitching a tent may have to wait till next year for me as my summer adventure took me to the heart of float flying in central Canada. I spent many years as a youth watching float planes depart the town of Sioux Lookout for points to the north, carrying supplies to remote communities. Sioux Lookout is a supply hub for an area that is probably 60-70 percent water to land. Floatplanes are definitely the way to see the countryside, and yet for the number of times I have been back to the area to visit family I have never had the opportunity to see Sioux from the air.

This time was to be different, as I had gotten to know one of the local charter companies. My niece's ex-husband is an AME for this carrier and I sometimes stop by the base for coffee and conversation. One of the conversations turned to how Peter (ex-nephew in law) has just received his Ultralight pilot permit. He was able to purchase a Zenair 701 that had been damaged in a windstorm at the local airport. As he purchased it without an engine he did some searching and came up with a solution.

As some of you know I had spent the winter of 2011 trying to get a 3 cyl Suzuki car motor to fly my

Buzzard. Testing proved it to be less than a workable power source for the Buzzard. Undaunted, I have decided to try the 4-cyl model with 16 valves and a reported output of 85hp. If some of you remember, I had found a motor all set up for my Buzzard with the belt drive, saddle bag oil tank, custom intake manifold and so on. I had phoned the guy in New Brunswick to tell him that I would take the motor and he said he would get back to me. Turned out he had someone willing to possibly take the whole motor and I was more interested in the parts from the package. As it happened Peter (nephew in law) had bought the motor for his 701. I guess we will have to swap stories about getting our Suzuki 4-cyl motors running.

This time of year the town of Sioux Lookout has a blueberry festival with many events for tourists and locals to enjoy. Pancake breakfasts, train rides courtesy of VIA Rail, displays by the Volunteer Fire Department, Golf Tournaments and even rides by the local float plane outfitters are all a part of the celebration. Tickets were a reasonable price and a 15 minute flight was on the agenda. The local pilots were flying a couple of Turbo Otters, a Beaver and a couple of Cessnas. Rides started at 10 am and were to continue until 2 pm. Winds picked up as

## Calgary Recreational and Ultralight Flying Club

### COPA Flight 114

Meetings are held on the second Wednesday of every month, except July and August, starting 7:00 PM at the Aerospace Museum, 4629 McCall Way NE Calgary.

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#### Skywriter

Skywriter is the official newsletter of the Calgary Recreational and Ultralight Flying Club – COPA Flight 114, published 12 times per year

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the day progressed and a Cessna 206 ended the day inverted in the bay. The pilot and 4 passengers escaped any major injuries and were all quickly picked out of the water by a pontoon boat. Reports are unclear as to the cause of the incident and we will have to wait for the report from the Transportation safety board to determine what really happened.

It serves us as a reminder to not become complacent with our walk around and takeoff checklist. I know there have been times that I have decided to take a quick flight and not performed as complete an inspection, as I should, and then the nagging feeling of What did I miss. Remember to follow the lists and the procedures to minimize your risk when you take to the air. **DON'T LET COMPLACENCY SNEEK IN AND RUIN YOUR DAY.**

Till next time...Smooth Skies and Good Lies  
→

## CAVU Dreams

*By Ken Bearlands*

As I sit here writing this month's newsletter in temperatures touching the 30°C range, it's hard to believe that we are but three weeks from September. Where did the summer go? Fortunately, we still have a few more weeks of summer flying and many of you have had some great flying adventures.

As many of you may have read in last month issue, my father has been getting ready to make the first flights in his newly built Murphy Rebel. I spent a week in June back in Halifax giving him a hand and a second set of eyes to ensure that the plane was, indeed ready for flight. Well, the final inspection was signed off on July 19<sup>th</sup>. Early the next morning, C-GAAC made its maiden flight of about 20 minutes. Later that day, another 2.5 hours were logged!

The only initial issues that cropped up were with the flap handle and elevator control. On the first climb out, the flap handle snapped from the third notch to the first notch on its own. A little file work on the notches and that problem was cured. The other issue came up later in the day as Dad was performing circuits and the wind was progressively diminishing. In the flare, there was not enough up elevator control to make a nice landing. This proved to be another easy fix with an adjustment to the up elevator stop.

*A Beaver taxis by as salvage crews try to resurrect a Cessna 206 that flipped on landing at Souix Loukout, Ontario.  
Photo by Norm Vienneau*



10 hour mark that turned out to be a bad seal on the oil filter bypass valve cover and a small fuel leak out of the line drain. Both have been fixed.

One other issue that cropped up was with the gross weight of the plane. Murphy lists the gross at 1732 lbs. However, on floats, most owners are operating with much higher gross weights (up to 1950 lbs with the right engine/float combination). Although it's perfectly safe to do so, Murphy's documentation states 1732 lbs and that's all the MDRA (Minister's Delegate, Recreational Aircraft) would accept. The MDRA's internal policy forbids them from approving any gross weight other than that published by the builder.

Fortunately, Dad approached Transport Canada to see if there was any way to increase the gross weight. With numerous examples of Murphy Rebels with much higher gross weights on the registry, they were quite happy to reissue the flight permit specifying 1850 lbs. In fact, the TC inspector wanted to know if Dad wanted a higher gross weight than that. However, the PeeKay 1800 floats on the Rebel are only rated to 1850 lbs gross weight, so Dad was happy to work within that limit. That gives him a comfortable 630 lbs useful load on floats. With Dad's 180 lb weight and full tanks of 44 gallons, he can still carry over 180 lbs of passengers/cargo.

By getting Transport Canada to amend the gross weight during the flight test phase, it allowed Dad to only have to do one climb test at the 1850 gross weight.

On August 9<sup>th</sup>, Dad finally completed his 25 hour test flight period and on August 10<sup>th</sup>, Transport Canada issued his permanent Special Certificate of Airworthiness, Amateur-Built. Unfortunately, as of this writing (August 11<sup>th</sup>) the weather has not cooperated enough for him to fly it again. However, there's a long list of would-be passengers waiting for a ride.

He is also planning to fly it across to Newfoundland next week which includes 70 miles of open ocean (aka, and 70 mile long landing strip ☺). He plans to use it at their summer home in Trinity, Bonavista Bay and then hanger it in St. John's at his friend's hanger on Paddy's Pond. Interestingly enough, its hanger mate will be C-GAQM, Dad's old Cessna 180, which his friend now owns.

Dad hasn't been the only one flying in the last month. July was a spectacular month for flying in Alberta and I took full advantage of it logging almost 20 hours. On July 22<sup>nd</sup>, Pat Cunningham, Richard Schmitt and I flew into Vulcan for breakfast. On the way we added Gerry McDonald and Barry Wood in the 182 to our flight. We had a great breakfast but

were interested in doing a bit more flying. I was thinking about heading west to the Highwood Pass and following Kananaskis Valley up to Banff and then home via Lake Minnewanka. Unfortunately, by the time we were ready to depart, we could see some significant cumulous clouds building in the valley. That trip would have to wait.

Fortunately, it only had to wait a week! The following Sunday the weather was forecasted to be ideal... as long as we were airborne early. Rather than heading to Vulcan first, then do the pass, we decided to do the pass first. We were off by 08:40 and climbing to the west. This time, we added Glenn Bishell to the flight in his BishCaddy. The weather was perfect and before long, we were entering the pass just east of Lake Minnewanka. We were up at 9500. And the air was cool and calm.

We hugged the south side of the valley as we proceeded from Banff to Canmore then turned right off of Highway 1 to cut across to Nakiska and into the Kananaskis Valley. This is the first time I have flown the mountains without snow. The bare grey mountaintops were accented by high green pastures. I was surprised at how well they can grow in the thin, cold air. As we progressed south through the valley, we came across numerous large and small lakes, many nestled up tight to the bases of the mountains. Pat commented that one of the more picturesque, remote lakes we saw was his destination for the following weekend. I was hard to imagine that the distance we flew in about 5 minutes would take the best part of a day to hike.

Before too long, it was time to point the planes east, climb over the front range and cross that stark line from mountains to plains. With a westerly wind and 6000' to descend, it wasn't long before we were entering the circuit for Vulcan. We had another great buffet breakfast before saddling up for the last leg back to Carstairs.

Well, that's all for this month. Please keep the articles coming in. We don't have any for this month although I'm sure there are numerous adventures waiting to be told. I'll leave you with a final picture of Dad's new plane...➔



# 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](mailto: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](mailto:eaahighriver@shaw.ca) or visit [www.eaahighriver.org](http://www.eaahighriver.org) for more details.

August 18<sup>th</sup>, Moose Jaw, SK (CJS4) – Moose Jaw Flying Club Fly-In Breakfast. Breakfast served 0800-1100, 3000 ft paved runway, 100LL available. For more information, please contact Gerry Julian at [cfudu@hotmail.com](mailto:cfudu@hotmail.com) or 306-692-8932.

August 18<sup>th</sup>, Claresholm, AB (CEJ4) – Lions Club Fly-In Breakfast from 8:00 a.m. until 11:00 a.m. Rides will also be available to the Nanton Museum for the day's activities. The Mosquito Bomber will be introduced by the Mosquito Preservation Society and the Lancaster will be run-up. For more information, please contact Murray at 403-625-3782 or Jim at 403-625-3651.

August 25<sup>th</sup>, Calgary AB (CEH2) – RAA Annual Breakfast. The Calgary RAA and the Cu-Nim gliding Club are having our fly-in/drive-in breakfast again at the Cu-Nim Gliding Club Airport (CEH2 Black Diamond). Cost is \$7 per plate. Overnight camping facilities! Several people came out Friday and camped over. There will also be discount gliding again. Don't miss it. For more information, please contact Bob at [bjwings@hotmail.com](mailto:bjwings@hotmail.com)

August 25<sup>th</sup>, Rocky Mountain House, AB (CYRM) – Fly-In Breakfast from 8:00 a.m. until noon. For more information, please contact Kurt Magnus at 403-845-5506 from the Rocky Mountain Flying Club.

August 25<sup>th</sup>, Medicine Hat, AB (CYXH) – Gas City Aviators COPA Flight 171 Fly-In Breakfast/Lunch. Fly in or drive in from 10:00 a.m. until 2:00 p.m. Rain date August 26. YXH MF. is 122.2, ATIS is 124.875. Everyone Welcome. For more information, please contact Doug Thompson at 403-581-0548 or Russ Koch at 403- 502-5082.

August 25<sup>th</sup> – 26<sup>th</sup>, Calgary, AB (CYYC) – ACE (Aviation Calgary Expo) – “The Warbirds are

Coming”. The trade show will be open daily from 9 AM until 6 PM at the Calgary Aerospace Museum and SAIT Polytechnic (Calgary International campus). Plans are well underway for a spectacular line-up of Warbirds and other aircraft this summer. The Headliners are: B-17 Sentimental Journey from the Arizona Commemorative Air Force and a P-51 Mustang from Vintage Wings of Canada. A number of other fine aircraft are expected to join the Expo. For more info see: <http://warbirdsarecoming.eventbrite.ca/>

September 1<sup>st</sup>, Tisdale, SK (CJY3) – COPA Flight 93, 2012 Air Rally Competition. It will be a circuitous course of 8 primary flight legs, preceded by a very short hop to the Start Point and finishing with a short leg back to Tisdale, a total of 10 actual legs. The total distance is approximately 124 nautical miles and will consist of calculations, navigation and observation. There will be questions to be answered along the route and photos to be identified. There will be a spot landing upon return. All areas will be judged as part of the competition. Co-ordinates Details available at [www.tisdaleaviation.ca](http://www.tisdaleaviation.ca) or contact David Lamb at [d.g.lamb@sasktel.net](mailto:d.g.lamb@sasktel.net)

September 3<sup>rd</sup>, 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 Cam Andres at 403-742-0909 or e-mail [cameronandres@gmail.com](mailto:cameronandres@gmail.com) also Garry Fix at 403-742-6104 or email [gagafix@gmail.com](mailto:gagafix@gmail.com)

September 8<sup>th</sup>, North 40 Ranch, near Olds, AB – North 40 Fly-In BBQ. Field is open at 0830. Earlybirds will be offered fresh doughnuts, snacks, coffee, tea, hot chocolate, soft drinks, and bottled water. The BBQ will fire up at 1000 and run till 1400. Hamburgers and hot dogs on the grill. Everything is "on the house" compliments of the Ranch. We will be setting up the bullseye on the runway again for pilots to test their skills with the flour bags. Takeoff for participating pilots will commence at 1100. \$50.00 prize for the pilot with the closest shot.

September 8<sup>th</sup>-9<sup>th</sup>, Fairmont Hot Springs, BC (CYCZ) – First free Fairmont Hot Springs Airport Fly-in starts at 12:00 noon. Free BBQ for fliers, 5 cent discount on aviation gas. Free camping at site. Free golf course shuttle, discount on golf at the Fairmont Hot Springs Resort and a discount on rooms at their lodge. Prizes. Call ahead to register 250-345-2121 or [sjestley@fhsr.com](mailto:sjestley@fhsr.com).

September 15<sup>th</sup>, 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](mailto:j-sbleaney@shaw.ca)

September 22<sup>nd</sup>, Lethbridge, AB (CLJ3) – COPA Flight 24, J3 Fly-In Breakfast from 8:00 a.m. until 11:00 a.m., (CFS Lethbridge) 123.2. Caution: Marked power line on approach RWY 25. For more information, please contact Ron Janzen 403-330-6181.

September 23<sup>rd</sup>, High River, AB (CEN4) – Annual Classic Car and Aircraft Show and Shine. Don't miss this incredible opportunity for all Southern Alberta pilots to take in the Annual River City Classics Car Club Show and Shine and High River Regional Airport Annual Fly-In/Drive-In. Avgas available and no landing fee. Various accommodations available in High River. Co-ordinates 50° 32' 0" N, 113° 50' 0" W. For more information, please contact Lionel at 403-830-3555, Glen & Candie at 403-648-8910 or contactus@flyhighriver.ca Visit our websites for more information: <http://www.rivercityclassics.com/> link to Sept Show and/or <http://www.flyhighriver.ca>

September 30<sup>th</sup>, Shoal Lake, AB (CKL5) – COPA Flight 162/Shoal Lake Flying Club's Annual Fall Fly-In Breakfast. French toast, sausages, juice and coffee for \$6. For more information please contact Dennis Schoonbaert at 204-365-7088 or [slflyingclub@gmail.com](mailto:slflyingclub@gmail.com). →

## FOR SALE

1948 Piper PA-17 Vagabond For Sale or Trade: Fully restored Vagabond. No electrics, TT 2800 eng 280TT. Cont C-85 install with full STC, performs very well. Stitts fabric and Endura paint, very shiny and hangared since restoration. Full documentation of every detail of rebuild available. Cruises at 100 mph, 8 gal. wing tank and 12 gal main. 12V gel cell for radio, intercom, and GPS! Plane needs nothing, lots of compliments. Time to go faster, I will trade up or down (faster) must be experimental. What do you have? Pics of all areas of plane, can send on request. I will consider almost complete project. Very motivated and eager for a change! \$23,500 Contact Wade Miller, Telephone: (403)226-2270, Cell: (403)978-3222, email: [wcmil67@yahoo.ca](mailto:wcmil67@yahoo.ca)



2009 HKS Powered Avid Model 4 for sale: Registered Amateur. Only available if new plane purchase deal goes through. Construction photo's & details at: <https://picasaweb.google.com/eddantoni1/AvidConstruction>. This Avid can be flown with only an ultralight permit. An Amateur built aircraft has a number of advantages over an Advanced Ultralight in that modifications or repairs can be made without authorization from the manufacturer, passengers can be carried etc. The Avid cabin is NOT very roomy, otherwise it is an easy and fun to fly aircraft. It is currently in Tricycle gear configuration, but it comes with the tall taildragger gear and Matco tailwheel. If you know of anyone that may be interested, have them give Ed D'Antoni a call at (403)247-6621. (07/12)

Sensenich Propeller For Sale Serial #23710, Model #76AM6-2-47 It's 74" and 47 pitch Excellent condition. Non-certified for homebuilt/experimental No details on hours etc. Contact Guy Christie [guy.wheatland@gmail.com](mailto:guy.wheatland@gmail.com) (05/12)

1958 Mooney 20A For Sale: Wood wing USA operated until 3 years ago, Original log books and all AD's complied with, now in Canadian Owner maintenance category, 3900 hrs TT, 900 SMOH Compression all in High 70's \$35000 invested priced for quick sale. new gear and tires, new rebuilt carb. New vinyl on seats, Majority of work done by Murrays Aircraft Overhaul 145mph cruise \$27,000. Respond via email: [kommaz@live.ca](mailto:kommaz@live.ca) (05/12)

44 X 48 Hangar at Indus For Sale: Fits three planes, full width 8' 6" high door, on airport property. \$22,000 Respond via email: [kommaz@live.ca](mailto:kommaz@live.ca) (05/12)

Fisher 404 single place Biplane Ultralight For Sale: 532 Rotax engine (low hours), newly installed laminated Tennessee prop with Uralite Leading Edges, new windshield & battery, 9 hrs on the hour meter and 1 hr on the newly installed combination digital tach and hour meter (TinyTach), Full Panel instrumentation, 2 plug-ins for GPS and portable radio, mounts for both, includes Magellan handheld GPS and Icom A6 Radio, electric starter. Always stored in hangar at Indus Airpark (Calgary area). Priced to sell, pilot no longer flying. \$8700.00. Call Adrian 403-936-5929 or 403-936-5700 [adrian.anderson@xplornet.com](mailto:adrian.anderson@xplornet.com) (05/12)

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](mailto:clarkeqk@telus.net) (11/11)→