



Skywriter...



February 2013



Wade Miller enjoys our wonderful winter weather in his new RV-4. Photo by (the much slower) Stu Simpson

Monthly Newsletter of the Calgary Recreational & Ultralight Flying Club – COPA Flight 114

From the Cockpit

By Norm Vienneau

It's been a little over a year since Judy and I moved to the area and I have found my business is changing as a result of the move. In the past, I had been active in the same community for 35 years so most of my business contacts were well established. As I am new to Airdrie, I find it necessary to re-establish new contacts to expand my On Hold Advertising Business. My business is responsible for those annoying messages you hear while you are on hold. Of course it is much less annoying than listening to Acid Rock when you are a Classical music fan, or radio static, and the business gets to inform you about other products that may interest you.

So now, I get to make cold calls to get the word out that I am open for business. Now that might sound like an easy thing to do, but as most salesmen know, the cold call or prospecting is one of the toughest things to do. Your mind becomes full of negative thoughts about all the things that might go wrong when cold calling. The fear of rejection is crippling and most times it is so much easier to put it off for another day.

I got to thinking about new potential members coming to a meeting. It is a sort of a cold call but instead of meeting just one or two people the perspective new member meets 30 or 40 people all at

once. Talk about fear of rejection.

When a new person attends a meeting we all have to make an extra effort to make that person feel welcome. We sure don't want a new prospect to think he or she has just walked into an old boys club with no room for the newbie. As a group there is so much we can share with each other, and what a shame it is when that new person gets turned off at the first meeting never to return. I have seen one or two guest appearances and disappearances.

One thought I had in mind was an executive position that would welcome the new person and direct them to the area of expertise that would help them out the best. I had asked a particular person to take up this torch but work and business commitments make it difficult for him to take on this post at this time.

In the mean time I ask everyone to meet and greet any prospective member and help them feel welcome. Just introduce yourself and ask what the person's area of interest is: What do they like to fly? Do they fly? Are they building something? Are they at a point where some help might be required? Are there any questions about the club they would like answered? Engage the new person in a conversation by asking them questions. You

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.

President:

Norm Vienneau
(587)225-3944
normrdt@shaw.ca

Vice-President:

Guy Christie
gcepegasus@gmail.com

Secretary:

Carl Forman
(403) 283-3855
forman.c@shaw.ca

Treasurer:

Ken Taylor
(403)863-2157
KTprocessolutions@gmail.com

Director:

Stu Simpson
(403) 247-3245
bushmaster@shaw.ca

Past President:

Robin Orsulak
(403) 651-9064
vquest1@yahoo.com

Web site:

www.cruafc.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

Beanlands Aviation Ltd.

Portable Aircraft Maintenance Shop

- Working from bases in Calgary & Bashaw.
- Work done in the convenience of your own hanger.
- Specialized tools to perform most repairs and annual inspection tasks.
- Fully insured.

Cell (403)921-2079, Work (403)295-2079
e-mail: Ken.Beanlands@BeanlandsAviation.com
Visit us at www.BeanlandsAviation.com



AUTHORIZED DISTRIBUTOR
ROTAX
AIRCRAFT ENGINES

Introducing the newest authorized
Rotax 4 stroke service centre

MURRAY'S AIRCRAFT REPAIR (1980) LTD.

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

might be amazed at what you might learn. And while I think about it, how about bringing a friend to a meeting. Maybe someone you know has expressed an interest in flight and a meeting may be a great way to further explore their interest, especially when you think of our meeting facility.

Recently, because my Avid is waiting for a motor, I have been lucky enough to share a couple of rides with fellow members and picked up a couple of tips. I went for a ride in Bert Lougheed's Tiger and was again amazed at the smooth performance and great winter air. There are times I enjoy the ride even more than piloting the plane myself and we had a great day with perfect air. I am sure there are others that enjoy the right seat so if you are headed skyward and have a spare seat why not invite someone along. You could look at it as your contribution to member recruitment. One proviso is to make sure you are legal to do so and carry insurance on the passenger.

I also got a chance to ride with Brian Byl in his Cessna 140 and enjoyed the day. We flew from Carstairs to Linden and then to Airdrie. The air in Carstairs and Linden was nice and smooth but Airdrie had a good Crosswind with some burbling air at 4000-4500 feet. By the way, Brian nailed the crosswind landing. Always nice to do when you have a witness. It continued to burble until we were north of Crossfield. On the ground at Carstairs it was pretty much dead calm. Now for a tip from the journals of Brian. Brian has a kneeboard, with a list taped to the back. The list on the back of the kneeboard has all the weekend flyers, their names and the call letters of their aircraft. This might be an old tip for the group, but one I had never seen and so I thought I would remind all about a great way to stay in touch in the air.

But now it's time for me to get back to my cold calling, and in a shameless effort at self-promotion. If you know of someone looking to add some informative messages to their phone system please let them know you know someone that can help them.

Till next time Good Lies and smooth Skies



CAVU Dreams

By Ken Bearlands

Spring has sprung, and a good six weeks early. Don't despair, winter will be back in April ☺. But seriously, the weather has been unseasonably warm and clear recently and has led to a ton of flying by our membership.

I've been doing some flying to promote the new business. A couple of weeks ago, I decided to fly up to Drayton Valley, which is at the northwest corner of my company's operating range. I had received an article from club member Guy Christie for the Skywriter in which he invited anyone interested up for a visit. Of course, I gave him a call. He met me at the airport and we had a nice lunch together. The weather for the trip couldn't have been better and there was only a four minute difference from the trip there and the trip home.

The next morning I headed up to Stettler. After posting some flyers there I headed for Drumheller, but quickly realized that the westerly wind was getting higher and higher making a landing on the paved north-south strip a bit too challenging. Fortunately, just as I was trying to decide what to do, I heard Mike Sweere heading into Lacombe. Decision

I enjoy a great day of winter flying with Stu Simpson & Wade Miller. Photo by Stu Simpson.



made, I'd join them. Again, I had a great lunch with good friends.

This past weekend I had another great day of flying as I decided to visit Chestermere and catch up on Carl Foreman's progress on his new RV-9. The plane is coming along well and he's now preparing for his final MDRA inspection which should take place in the next week or so. I'm guessing that the first flight is coming really soon.

It seemed as though everyone was flying yesterday. I talked with Troy as I departed Carstairs. He was heading into Carstairs. Bob Kirkby was out with his Super Cruiser and landed ahead of me at Chestermere. I had a chance to see his recently painted Cherokee and it looks like new.

Stu Simpson and Wade Miller headed out for some aerial video work just before I departed but Wade returned with an ASI problem. Stu called me to see where I was heading and we decided to form up so that he could shoot some video and stills. We ended up over Torrington and by that time, Wade had fixed his ASI and was approaching our location. I decided to head home. For the next 15 minutes, I listened in as Wade and Stu tried to find each other. How I wished I had some way to record the interaction. I was on downwind for Carstairs before the two daring aviators finally stumbled on each other.

I'm really thankful for these flying interludes. Work has had me really busy over the past couple of months (hence the lateness of my recent Skywriter issues). I'm finally starting to get the hang of this new business and have been making pretty good

Mike Sweere gets caught in Stu Simpson's crosshairs.



headway. I've actually booked in my first customer! However, for the short term I'm continuing to help out my old boss on a contract basis.

We recently performed an annual inspection on a plane we hadn't seen before. I noticed that it had a full suite of Garmin equipment installed in 2008. Since then, a number of annual inspections had been performed, but there was no indication that anything other than the annual was performed. For those of you with certified aircraft, it's important to remember that most of the STC's performed on your aircraft, especially more recent STC's, will include "Instructions for Continued Airworthiness" (ICA's). These instructions are not optional and must be complied with for your aircraft to be considered airworthy.

Of course, you're probably thinking "Well that's something for the AME to deal with". Not necessarily. If you bring your plane to an AME and ask for an annual inspection, the AME will perform an inspection in accordance with CAR 625, Appendix B & C. Your STC's do not fall under the normal annual inspection and, in fact, are not typically due until the anniversary of the install. This may or may not coincide with your annual inspection. In addition, there may be little or no indication in your technical records that these ICA's are due. Essentially, it falls on the owner to be aware of the modifications performed on his or her plane and to schedule the ICA tasks accordingly and to ensure those tasks were completed.

To be honest, most of the ICA's I've seen simply require a visual and/or functional inspection of the installed equipment or modification. However, some do

require certain other tasks to be performed. In some cases, internal batteries need to be replaced on some equipment. Some autopilot installs require adjustments to the capstan clutches to ensure that the pilot can overpower the servo if something goes wrong. The Garmin G1000 system has five lightning protection fuses that need to be changed every two years. Lubrication of certain components is also common.

Well, that's my nugget of advice for this month. Be sure to enjoy the great weather and I'll hopefully see you all Wednesday night. Remember to keep your stories coming in.

➔

News from Drayton Valley

By Guy Christie

Since moving to Drayton Valley I've been making a plan of getting the Volksplane up here and getting my new-to-me engine installed and flying. The plane is still at our place in Standard which we rented out. Now that I'm not living there I have a lot more time on my hands to do what I love.

My engine is here and I have a template for the engine mount that I need to get that welded. I will take the wings off and trailer the fuselage here so I can work on it. I also need to build a new cowl and have not decided on whether to use metal or fibreglass but I'm leaning towards metal. If anyone has a good book on shaping metal I'd like to know about it.

Wanting to find a home for the VP, I've met a few of guys with hangars and may have a place for it. One guy called me the other day and in the conversation said he was flying to Whitecourt that evening to attend their club meeting as they are starting a COPA chapter. He then asked if I wanted to tag along... Well do bears scarp in the woods? Of course I wanted to go. Unfortunately with the Chinook winds gusting 35 to 55 knots we wisely elected to keep his Cessna 337 on the ground... damn!

The group here in Drayton Valley used to have a club but was only formed at the time to address the issue with the faulty runway lighting and once it was done they ran out of steam. There is interest in getting something going again and in talking with some guys they agreed that we need to stay on top of things especially due to the annual "Thunder In The Valley" which occurs Labour Day weekend. This entails using the runway for drag racing and this causes all sorts of infrastructure issues on the field. But more on this at another time.

The hangar situation here is quite interesting. You build a hangar and pay the town their lease payment which is only the property tax. Most guys are only paying \$400 - \$600 per year, that's right, PER YEAR... and they even supply the power at NO cost. I wonder how long this will last. I wish I had the money to build a hangar but you can't just throw up a tin shack and call it a hangar.

I hope some of you will make the trip here some weekend. The airport is only five minutes from town and there's lots of places for breakfast. Between myself and Jamie we have room for seven people in our cars. You can reach me at (780) 542-1225. →

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

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 (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 (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 clarkegk@telus.net (11/11)

→