



Skywriter...



March 2013



Another great day of winter flying in Alberta. Photo by Stu Simpson

From the Cockpit

By Norm Vienneau

Are ultralight pilots, second class citizens? Recently I was enjoying lunch with a couple of pilot types and the subject of insurance came up for discussion. As the group proudly announced the amounts of insurance each carried, I made mention of the fact that I carry no hull insurance. This was followed by the comment, "Yeah but your only flying an ultralight" Hmmm...

So, why an ultralight. Let's see Carstairs to Kirby's is about 35 miles, Carstairs to Sundre about 30 miles, Carstairs to the North 40 only 22 miles, 20 miles to Linden. Innisfail is 35 miles from Carstairs, and even Red Deer is only 43 miles. So from Carstairs I have lots of places to fly that are reachable in 30 to 60 minutes and that is flying low and slow at 60 to 70 mph. Then there are the times when you just hop in the plane with no destination in mind. You probably remember a time when you were just out flying in circles and looked at your watch and realized a couple of hours had passed.

I remember when I bought the Buzzard and sold the Chinook and a friend used the term "It's a progression." Recently Stu posted a new video and I was reminded of the term "it's a progression". The new video does not seem to have any easily identifiable ultralights. If you go back to one of Stu's

earlier videos "Some random thoughts about flying" there are a couple of pod and boom style ultralights, a Challenger and various ultralight style planes (Note, Stu does some great video work and has promised to do a presentation at an upcoming meeting about producing videos). Just a progression I guess. Still I wonder why if we are doing this to relax (Judy says I turn into a bear if I go too long between flights) why are we racing to relax.

There are some of us that like the low and slow. Some fly a 65 hp Piper Cub or such style of airplane and enjoy the 65 to 70 mph flight. I do understand a higher speed aircraft when fighting winds but even that should only be an issue if you are using the aircraft for travel. For just bouncing around the headwind might not make that much a difference. You just get to watch the cars go past you (sometimes even the coyotes can be faster).

I have talked to a couple of different pilots that have gone to the faster aircraft and sometimes wish they still had the low slow flyer. And we have a member with an RV that will soon be building a Highlander to get back to the low slow flying (still keeping the RV, just adding to the stable).

I guess it comes down to, your mission. That determines what is best

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

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for you, also remembering the environment you fly in.

It seems like Carstairs/Didsbury area is a bit of a dividing line with winds north and south of that area being quite different. I know flying north is quite often much smoother than flying south so a lighter plane may not have as much of an issue the more you head north.

I know there are probably more recreational type planes than ultralight types in our club but I believe that speaks to the progression level of our members. Being one of the oldest ultralight flying clubs in Canada, I believe that as members have progressed in their flying many have gone to bigger and faster planes, but that does not mean we are not ultralighters at heart. There still seems to be many who enjoy the flight of groups with wingmen. Whether we are off to Linden for pie, Red Deer or Lacombe for lunch, Morley for breakfast, or Vulcan for Golf we still enjoy the camaraderie of a group flight.

It really does not matter what you fly as long as you are flying what works for you and you are enjoying the time in the air.

As for the comment made at the beginning of this article, the pilot that sounded like he was putting me down for flying only an ultralight, I now realize it may have just been a bit of jealousy that I don't have to spend a month's rent on insurance.

Fly what you want and what you can afford, but fly and don't let someone else's value set make you feel any less of a pilot for flying a smaller slower plane. One proviso: make sure it is safe and enjoy.

The guest speaker for March is the Global One chief pilot and one of the lady reporters.

Till next time (golf season is just around the corner), good lies and smooth skies. →

News from Drayton Valley

By Guy Christie

I was over to the airport on the weekend and saw a new hangar just going up. Hopefully it's for an airplane as the last hangar that was sold, a guy from the Rotary Club bought it and he doesn't fly.

I'm back to my install of a Lycoming O235 for the VP. The only really pressing question I have now is whether or not I should be using this engine. I went onto Yahoo groups/Volksplane and no one has ever installed an engine that size on a VP and one guy

cautioned me about using it, he said the horsepower and weight may be too much for the firewall and longerons. My thinking is that the Lycoming doesn't weigh that much more than the VW but the HP is significantly more, the VW was about 70-75 and this one is 100. Bernie and I also beefed up the frame of the fuselage between the longerons making it quite a bit stronger now. If anyone has any ideas I would sure welcome some feedback.

I bought this Lycoming sight-unseen from the US. The guy seemed very straight and included the log books for the engine. It was pickled in 2000 with 936 hours since rebuild. The last airplane it was on was an Acrosport. It came with a Sensenich prop and all the baffling for a pressure cowl. The only things that weren't good were the magnetos, but the guy warned me about that.

I wanted to get the engine inspected and a run-up to ensure that I have something that is in good shape. I took it to Lance at Alberta Aero Engines (was told he knows his stuff) in Edmonton and when he saw it he thought that it was in very good shape at least from the outside. I had to laugh. A buddy of mine came with me and when Lance commented "the last time I saw one of these engines it was in a museum", my buddy looked at me and said "You're going to install that in your airplane?" Obviously he's a non-flyer.

This engine started its life in a Piper Cub which was built in 1946. This plane was damaged in a tornado on April 15, 1956 with 841.40 hours and was removed and stored until June 1, 1960 at which time it was given a major overhaul. Then it was installed on a modified Stits Playboy and according to the logs they played with several props until they got it right.

There seems to be a discrepancy in the logs because on May 27, 1963 the engine was removed from the Playboy and the hour meter reading was 432.8 but the logbook ends with 453.8 and continues on from there at the correct time. The engine was then installed in a Piper PA-12 Super Cruiser and again they played with several prop variances until they found what worked.

The one thing that I don't like about the logs is that the last entry was Dec 3, 1972 and then it starts on Oct 24, 1997 with a different owner and on a different airplane, an Acro Sport II but the hours are consistent which means this engine must have either sat on the Piper or by itself somewhere. The very last entry was Sept 24, 2000 with a run-up and the word 'good' beside it and it's been 'pickled' ever since.

By the time you read this I should have word from Alberta Aero Engine and hopefully he won't be giving me any bad news and I can move forward to placing this engine on my firewall. →

CAVU Dreams

By Ken Beanlands

Welcome to the “messy months”. March and April are usually the more challenging months to try and get some flying in. Weather conditions can range from sunny, windy, heavy snow and rain... usually in the same day. Even those promising morning with bright clear skies and gentle breezes can hide a monster that will leave you cleaning for hours. As the day warms up, the snow melts and pools on top of the runway... which, of course, is still frozen 3”-4” below the surface. As you hit this benign looking surface, your plane is immediately transformed into the Stealth Fighter with a dull, black finish. Yup, that would be Grade A, Alberta mud!

I hit it a week ago after a great Sunday of flying. To be honest, I forget all about the mud as I returned home in the warm, sunny afternoon. For me, it was a mild inconvenience that was remedied after an hour of cleaning with a hose. However, I can certainly see how this could become a major problem if I were to go into a field with no water services readily accessible. I'd certainly be concerned about taking off with the amount of mud I had accumulated on Chrissy.

Another concern this time of year is airframe ice. With the spring melt in progress and mornings around the freezing level, it may be tempting to head out early and warm up the plane before the morning mist has completely cleared away. It's also tempting to do a maintenance run while it's foggy or just highly humid. After all, airframe ice is only a concern

This could be you... camping under the wing at the World's Greatest Aviation Event this summer in Oshkosh!



if you plan to fly... right?

We saw the results at the shop last week when we were running a plane in some thin ice fog. The engine started running rough and the pilot running the engine decided to shut down. In less than 10 minutes of running, the propeller has built up 1/4-1/2” of ice over most of the forward face of the blade. The vibration started when some of the ice shed from one blade.

Fortunately, the messy months will be over soon enough, signifying the beginning of “flying Season” for many pilots. As you can see from the “Flying Events” section, there is a lot on the board already for this year.

There are two highlights for me. The first is at the end of June in Dawson Creek where COPA will be holding it National Annual General Meeting. I attended the meeting in Wetaskiwin back in 2005 and had a great time. I'm looking forward to attending this year's meeting although I'm not sure if I'll be camping or hoteling it this year.

The second event is Oshkosh, or more formally, EAA AirVenture 2013! There are a few of us planning the trip this summer including Bob Kirkby, Carl Forman and Stu Simpson. Yup, you heard right, Stu Simpson is going to Oshkosh!!! I haven't convinced him to actually fly into Wittman Field yet, but I have a few months to convince him that it really isn't that scary ☺. If any of you are adventurous enough to join us, you're more than welcome.

Well, that's it for this month



FOR SALE

FLYING EVENTS

Subaru EA81 Aircraft Engine For Sale. 100 HP. 2.2 to 1 belt re-drive by Reductions. Leburg electronic ignition. I have a second Leburg ignition so it can be dualled. Ran with Aeroconversions Aerocarb. Manuals for everything. Stratus Stainless steel muffler and exhaust. Custom rad with AN-20 fittings and braided stainless hoses. Engine mount fits a Kitfox IV. Very low hours. Please Contact Tim Vader at vadert@shaw.ca or 403 620-3848

Murphy Yukon Project For Sale: all major construction completed, finishing to be done firewall forward and instruments. Some fairing work and riveting of floor for completion. Wings and fuselage were Quick build in jigs at Murphy in Chilliwack. Kit was \$47k and Quick Build \$21k. Priced to sell at a significant discount, as motivated to sell soon. Contact rhuzzey@telus.net.



Aircraft Rivet Set \$1200 For Sale. Large selection of solid rivets and CherryMax rivets left over from an AMO closure. Includes 10 very nice 8-bin portable/stacking parts bins. Total value based on current on-line prices is over \$2000. See complete list of sizes and quantities at www.skywalker.ca/rivets/list.pdf. Contact Bob Kirkby 403-512-9158.

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)→

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.

April 20th, Edmonton, AB – COPA Flight 176, Rust Remover to qualify for the Two-year Recurrency requirement. Registration/coffee and muffins 08:00 – 09:30 held at the Alberta Aviation Museum, 11410 Kingsway Ave NW. Speakers 09:30 – 15:00. Lunch will be provided. \$30 advance, \$40 at the door. See our website for registration information www.copaedmonton.ca or please contact Janis @ treasurer@copaedmonton.ca

May 5th, Red Deer, AB – Red Deer Flying Club/COPA Flight 92 Pancake Annual Fly-In/Drive-In Breakfast from 8:00 a.m. until Noon. Details on www.reddeerflyingclub.org or contact Bert at 403-350-5511.

May 11th, North 40 Ranch (CTY4) – Red Deer Flying Club Poker Rally. 7 airstrips have been selected, and pilots must fly to any five to collect a poker chip at each location. Passengers will also collect a chip to play. Airstrips include; Lacombe, Stettler, Red Deer (YQF), Three Hills, Carstairs (Bishell), Sundre, and Olds/North 40 Ranch. Chips will be available by 0900, and all pilots must land at the North 40 Ranch by 1430. Complimentary BBQ: Burgers and refreshments sponsored by the Red Deer Flying Club. The rain date for this event will be Sunday, May 12th. Contact; Darrell Glover (403) 350-8688 cell or email north40ranch@cciwireless.ca

May 19th, Westlock Airport, AB (CES4) – St. Albert Flying Club Poker Run, COPA Flight 61. Rain date Monday, May 20th. There will be a small entry fee. Please note that some of the stops will be on grass strips. A barbeque to follow. Pilot briefing 9:00 a.m. in terminal building. For information, please email stabfc@gmail.com Join us for a fun flying event.

May 26th, Camrose, AB (CEQ3) – COPA Flight 137. "Once a year, for a few hours, Camrose has the busiest airport in Canada." The Camrose Fly-In Breakfast, held annually at the Camrose Municipal Airport is the longest-running and largest Fly-In Breakfast in Western Canada, with over 100 aircraft of all types expected. The event is well-attended by aviators from Alberta and beyond, and by the community at large. For more information, please contact Barry Graham at grahamb@cablenet.net

May 26th, Barrhead, AB (CEP3) – Barrhead Flying Club 4th Annual Fly / Drive in breakfast. Serving 8:00 a.m. until 11:00 a.m. \$7.00 per person, 6 yrs. and under free. Com.123.2. 100'x 3500' Asphalt - plenty of aircraft parking. For more information, please contact Wade Evans at 780-674-0142 or wade.evans1@gmail.com

June 9th, Innisfail, AB (EM4) – Annual Fly-In Breakfast Join us for breakfast 8:00 a.m. to 12 noon. Fuel and oil available. Co-ordinates are N 52 04 43 W 114 01 39, ATF 123.0. For more information, please call 403-227-3584 or 403-391-2497

June 16th, Fairview, AB (CEB5) – COPA Dunvegan Flight 174, Fathers Day Fly-in Breakfast in beautiful peace River Country. Fuel by credit card.....Jet A, Av 100 LL. AME available. WAAS approach 04 & 22. see CAP. Co-ordinates N56 04 53 W118 26 00 1.5 NW town. For more information, please contact Ian Macdonald at ian.macdonald@telus.net or 780-835-2432, 780-834-8162.

June 16th, Morinville, AB (CMN6) – COPA Flight 61 Mike's Father's Day Fly-In Breakfast 8:00 a.m. to 11:00 a.m. Mike and Rose Poworoznik's farm strip. For more information, please email stabfc@gmail.com

June 21st – 23rd, Dawson Creek, BC – COPA Annual Fly-in and AGM. Please visit their website regularly at www.copanational.org for updates.

June 23rd - July 2nd, Dawson Creek, BC – Yukon and Alaska Airtour, after COPA's Annual Fly-In & AGM in Dawson Creek, BC, COPA is in the process of organizing an Airtour to Fly the Alaska Highway! Visit the Gold Rush Town of Atlin, Whitehorse (fly Kluane National Park and see Mt Logan, the highest mountain in Canada at 19,551ft), carry on to historic Dawson City, of the Klondike Gold Rush fame and continue on to Fairbanks Alaska and help them celebrate July 4th with a Salmon Bake. Read more. If you are interested in this tour, please contact Bram Tilroe at btiroe@copanational.org.

July 11th – 13th, Arlington WA – The Arlington Fly-in. For more info se www.nweaa.org.

July 21st, Vulcan, AB (CFX6) – Vulcan Flying Club 37th Annual Fly-in Breakfast, commencing at 0800 - 1100 being held in conjunction with Town's 100th Anniversary celebrations. Fuel, controlled parking. Co-ordinates Lat. N.50 24 17; Long. W.113 17 00. For more information, please contact Norm Kristjansson at 403-485-2791 or cfiwc@telus.net

July 29th – August 4th, Oshkosh, WI (KOSH) – EAA AirVenture... the world's greatest aviation celebration. Tjis year, the CRUFC is planning a group flight to Oshkosh. If interested, please contact Stu Simpson. For more information, see www.eaa.org.

August 11th, Westlock, AB (CES4) – COPA Flight 139, Fly/Drive Annual Fly-In Breakfast from 7:00 a.m. until 11:00 a.m. Airspace closed at 11:15 a.m. for airshow. Wing campers welcome. BBQ night before. For more information please contact George at 780-349-1094 →

