



# Skywriter...



**August 2013**



*A lighter version of “Dusty” from the new Disney movie “Planes” makes an appearance at Oshkosh Airventure 2013. In addition to this Dusty, an Air Tractor AT-301 version of the movie’s star was also present.*

# From the Cockpit

By Norm Vienneau

The time was fast approaching for our annual pilgrimage to northwest Ontario. Judy's mother is in an extended care facility and we usually make the trip to Sioux Lookout for a visit with family and check with the staff to confirm details of Judy's mothers stay in the facility.



The Buzzard was close to flying, but it had not yet taken to the air. It seemed like I kept missing the goals or timeframe I had set out for myself to get C-IOCH (affectionally referred to as OUCH) into the wild blue yonder. I had originally thought that the start of June would be good, then I reset to the end of June. Here it was almost the end of July and Ouch was still on the ground. I had the motor installed and mostly set, the wings were on. The first was installed with help from a couple of golf buddies, the second

installed with help from Jim Corner, Brian Byl, and Alex Fox. I was thankful for the help from the golf buddies but somehow it seemed much easier to install with the help of fellow pilots. Maybe a little knowledge goes a long way. I had spent some time getting the fuel

lines plumbed and the wiring mostly finished and was waiting for the wind to co-operate but it looked like I was going off to Ontario without a test flight. It seemed like another timeframe goal was going to go unmet. I was really hoping that the flight could happen before I left and I would be travelling with the knowledge that I had a flying airplane to come home to. I was at the field Saturday evening the 27<sup>th</sup> of July and we were leaving for the east on Monday. I prefer to travel during the week and enjoy the slower pace with less traffic.

## 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  
gcpegasus@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](http://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



**AUTHORIZED DISTRIBUTOR**  
**ROTAX**  
AIRCRAFT ENGINES

**MURRAY'S AIRCRAFT REPAIR  
(1980) LTD.**

Box 5391 – High River, Alberta T1V 1M5  
Phone: 403-641-1111 Introducing the newest authorized Rotax 4 stroke service centre

I was doing the odd little clean-ups and had the airplane out of the hanger and noticed the wind was starting to lighten up. Things might work out for a test flight yet. The breeze was light and from the north and I thought if this high speed taxi feels right then a circuit would certainly be a possibility. Rolling down 34 the plane got light in less than four or five hundred feet and there I was floating down the runway gaining altitude in an old friend. The Buzzard climbed out easily, slowly and gracefully with the easy flying characteristics I missed while flying the speed wing. I did one short circuit and landed back on 34. Hardly a remarkable flight but longer than the Wright Brothers did the first time out and this was a first flight for a rebuilt bird. The propeller seems to have too much pitch as the motor did not come up to the expected rpm. There are some trim issues for me to take care of and as always little things that one expects when getting a bird back in the air, but I could go the Ontario knowing that I had a bird to fly when I returned.

My trip to Ontario had some interesting aviation related experiences.

I think I mentioned that my nephew is an AME with a float plane operator in Sioux Lookout. He had bought a Suzuki 1.3 litre auto conversion with the Raven redrive setup ready to go for his Zenair 701. The motor was on a 701 so the mount and all was purchased as a package through the internet. Problem was, when the guy took it off the 701 he used wire cutters to remove the engine instead of unplugging the connectors from the ECU. I thought this would be a good way to spend a few hours and help someone out and learn some more about wiring my G13BB should I decide to install it in the Buzzard. I previously did the G10 3cylinder model but it just did not have enough power.

It certainly took more than a few hours and there were some real issues with the original wiring but a little time and the tests showed she was ready to try. I certainly have a better understanding of the wiring of Suzuki auto engine for aircraft use.

I also met an internet friend that lives in the area and helped him with some problems he was experiencing with a GPL starter on a Rotax 503. We then did some adjustments on his brakes and a few things that needed done to keep his plane airworthy. He had changed his brakes to a disc system with a cable pull for an actuator. He had put the cables into the pull lever incorrectly and some of the cable frayed and



was causing binding on the system. We were going to go for a short flight when I discovered the brakes pulling so hard to one side that it would have made a safe flight not possible. There was also a problem with the nose gear that we took care of. Finally, the radio was emitting a loud squeal when the mike was keyed. That plane stayed on the ground. I have heard it said more than once, that an accident is more likely to occur when numerous little issues go ignored. This plane, a Challenger II, needs a few more things corrected.

The long weekend in August is the annual Blueberry Festival and as part of the festival, rides are offered in the turbine Otters and 206's that are part of the fleet that my nephew takes care of. This is the same outfitter that had a plane upset on takeoff last year but I was still interested in a ride in the Otter if that could happen. I had to go to town to pick up some ice for an afternoon gathering and as I passed the float planes I noted not much of a line. I walked down talked to the guys and was told I could hop in the right seat of the Turbo Otter. I ran back to my car and grabbed my David Clarkes and strapped in for another adventure. It was a joy to fly in the Otter and talk to the pilot as we flew over the water. The turbine was much quieter than you might think and the acceleration for a plane of that size on the water was nothing short of amazing. It took no time at all to get on step and it quickly leapt into the air. It was a great experience and one I would like to try again.

Summer is coming to a close and though there is no meeting this month. We are back at the aerospace museum for the September meeting on the 11<sup>th</sup>. Until then; good lies and smooth skies. ➔

# CAVU Dreams

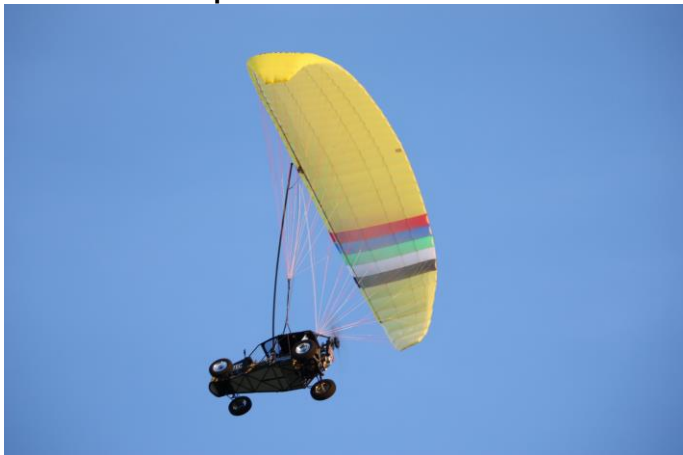
*By Ken Beanlands*

What a busy month! Starting with the puppy rescue I detailed last month, the following week saw the beginning of a two week road trip to Nova Scotia and back with a four day stop in Oshkosh.

After a 5100 km drive to Halifax and another 3000 km back to Wisconsin, Dad and I finally arrived in Oshkosh on Sunday, July 28<sup>th</sup>. For me, this was a very different experience as I have always flown to Oshkosh and have enjoyed a uniquely prestigious status while visiting there. Even in 2011, when the exhaust broke on Chrissy and I ended up staying at Appleton, the whole experience was very enjoyable.

This year, we were camping in Camp Schroller. Although the campgrounds are nicely appointed, you really need to get there early to get a nice spot. When I say early, we're talking a week or two in advance! This left out in left field... literally! The only shelter visible for hundreds of feet was a pair of Porta-Potties and a garbage bin! We parked ourselves at the formation of a new row of campers and set up our tent in balmy 15° afternoon rain showers. Not an auspicious start to the adventure.

Our neighbours turned out to be quite friendly and we would spend a couple of nice evenings chatting around the campfire with them. The surprise came when my father introduced himself to the neighbours to the south. The gentleman immediately recognized the name, looked at me and shouted "Ken!" It was Dave Forester, originally from Calgary and now calling Texas his home. I met him when we originally moved here in 1995 when he was an active member of the RAAC chapter.



Another neighbour was a 67 year old woman, camping on her own beside us. It turns out that she achieved her pilot's license on the day before her 65<sup>th</sup> birthday despite being the only person in her family interested in flying. She purchased a Piper PA-38

Tomahawk and had been quite active in rescuing animals in her home state where she has transported 16 dogs in the past year... one at a time!

An interesting thing about our campsite became obvious on our second evening there. At 6 PM, we noticed an ultralight over our site at only 200'. This was followed by another and another. It turned out that we were on the approach to the ultralight field.

One nice thing about Camp Schroller, and Oshkosh in general, is the availability of ground transportation. Unfortunately, the first buses start at 8 AM and we were usually ready to go by 7 AM. It took 45 minutes to walk to the Tall Pines Café for breakfast, which we were quite ready for after the trek.

As in previous years, we worked our way through the four main hangers and the hundreds of vender sites outside. Of particular interest was a company selling parts for my orphaned Franklin PZL engines. They are now selling something like a factory rebuild of the 4A-235, 120 HP engine. However, the new price is not much cheaper than a Rotax 912S or Lycoming O-233/235, both of which have much better support.



One of the features of Airventure 2013 was the Disney movie "Planes". In addition to a week early showing of the movie, the star of the movie, Dusty, was also on site in two forms. The one most folks saw was the AT-301 Air Tractor. However, Team Aircraft also had a Mini Max version of Dusty, depicted on this month's cover.





Another attraction was a freshly recovered Grumman Wildcat from the bottom of Lake Michigan. It was interesting that this aircraft received far more attention than the beautifully restored Wildcat sitting beside it. It's curious how we are attracted to the potential of a project than to the finished project.



I noticed an interesting aircraft tug being used at Oshkosh. It's made by Trace Towbots and is RADIO CONTROLLED! Essentially, the tug is driven up under the third wheel (tailwheel or nosewheel) and captures it. The airplane can be maneuvered by a radio controller much like you'd see on an R/C car. The real advantage is that you can maneuver the airplane with one person and no need for wing walkers. Obviously, it's powerful as it easily pulled around this Corsair!



There was no lack of CRUFC club members in attendance this year. Troy Branch and his family were camping on the field in his RV-10. In addition, Stu Simpson, Carl Foreman, Bob Kirkby, Guy Christie and Wade Miller also flew down. We also met up with an old friend, Gil Tessier. Dad and I travelled to Oshkosh in 2006 with Gil and Steve Whitenect. Gil has since finished his Murphy Rebel Elite and was camping right in front of Troy. On Tuesday evening, Dad and I were invited to the Murphy Builders BBQ at the site of a Murphy Moose in the homebuilt camping area. Having built his own Murphy Rebel, Dad had a great time networking with other builders.

As for new products this year, there weren't a lot. However, one product that caught my attention was from AvMap. They haven't done a whole lot in recent years, but this year they introduced a new GPS tablet product, a remote ADAHRS box and a stand-alone panel-mounted EFIS system. The new 7" portable EKP V GPS replaces the aging EKP IV. It has an available panel mount dock and can be expanded to connect to XM receivers, ADS-B receivers, autopilots, ADAHRS and even video for night flying. Their new A2 ADAHRS turns the EKP V into a full EFIS system. Some of the products are not yet available, but it looks like a good, cost effective alternative.

The new AvMap Ultra EFIS is a stand-alone EFIS instrument that fits in a 3-1/8" instrument hole and connects to your static and pitot system. It provides attitude, airspeed, altitude, vertical speed, HSI, magnetic heading, slip and wind indication. Although it hasn't been released yet, it sounds like it will be around \$1000 USD. It would be a great standby instrument for IFR applications as well as a unit to meet night VFR and VFR over the top requirements.



Another new product was the Bearhawk LSA. They've taken their tandem seat Patrol aircraft, removed the flaps, lightened it up and installed a Continental C-85 to make a competitive entry to the LSA market. It's continued with the all metal wing, rag and tube fuselage and sharp looks of their other two offerings and should be a success if the crowds in the booth were any indication.

I've been a big fan of the Bearhawk ever since the original four-seater came on the market years ago. I have plans for both the original and Patrol aircraft. Bearhawk Aircraft has two versions of the kit available, the Standard QB kit that requires some welding by the builder for \$30,000 and the Deluxe QB kit with all the welding complete for \$36,000. The airframe is very flexible with engine options from 65 HP to 120 HP and cruise speeds of 115-125 mph. For those not interested in LSA criteria, the airframe can support up to 1500 lbs. with and empty around 750. Basically, it'll eat a Christavia MK1 for lunch!



Of course, the new product of particular interest to club member, Troy Branch is the new Just Aircraft Super STOL! Troy recently took delivery of this extreme aircraft just before Oshkosh and already had it sitting on its (very large) landing gear. In the ultralight area, the company demonstrator was constantly showing off its abilities to the thrill of the onlookers. The side-by-side kitplane is available for \$36,500 less engine.



Rans Aircraft also had their new S-20 Raven on hand. This tough looking side-by-side bush plane is quite attractive and borrows much of its styling from their popular, tandem seat S-7 Courier. It has a generous cargo area and the cabin was comfortable. With a 600 lbs. useful and 110 mph cruise, the firewall back price tag of \$24,500 should make it an attractive offering.



Over the past couple of years, Dad has been giving a presentation around the Halifax area dealing with his aviation history and, in particular, his recovery of a Hawker Hurricane in the early 70's. Since he had a couple of days here in Calgary after Oshkosh we decided to do the presentation here on Tuesday, August 6<sup>th</sup> at Chestermere/Kirkby with help from Bob Kirkby and using the club's audio-visual equipment. About 20 club members were able to attend.



One aircraft that took me by surprise was Robert Baslee's 3/4 scale Spirit of St. Louis powered by a Rotech 7-cylinder radial engine. The aircraft was built by Airdrome Aircraft for a commercial being shot in St. Louis, but has become rather popular and will now be kitted by the company. The single seat plane is true to form having a fixed tail skid and no forward windshield. The plan is to fly the plane as is for the experience before installing some sort of camera or periscope system to provide the needed visibility. I love it!

See you all in September! ➔



# FOR SALE

# FLYING EVENTS



**1960 CESSNA 150 FOR SALE. 7780 TTSN** Approx 1260 SMOH Running excellent. Low oil consumption. Nav / Com. Intercom. ELT. Transponder. New ignition wiring harness. All new engine hoses. 2010 full strip and new paint. All new glass. All new exterior plastic. Seats and interior in good condition. Oleo and Shimmy Dampener O/H'd. Hangered and Flown. Great toy or time builder. Hanger space may be available at Carstairs GCB2. Contact Alex Fox \$25,400.00 403-337-0126 Subaru (06/13)

**EA81 Aircraft Engine For Sale. 100 HP. 2.2 to 1 belt** redrive 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](mailto:vadert@shaw.ca) or 403 620-3848

**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 [clarkekgk@telus.net](mailto:clarkekgk@telus.net) (11/11)→

## **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](mailto:Ken.Beanlands@BeanlandsAviation.com)  
Visit us at [www.BeanlandsAviation.com](http://www.BeanlandsAviation.com)

**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 17<sup>th</sup>, Olds Golf Course – 9th Annual Grant Cunningham Golf Tournament** hosted by the Olds Didsbury Flying Association. The funds raised will enable ODFA to award a Continuation Flying Scholarship to a new cadet pilot from 185 Olds Air Cadet Squadron and to promote and develop aviation in the local area. For more information, see <http://www.odfa.ca/golf/golf.php>

**August 24<sup>th</sup>, Rocky Mountain House, AB (CYRM) – Fly-In Breakfast** from 7:00 a.m. to 11:00 a.m. Cost \$8 per person. For more information, please contact Kurt Magnus at 403-845-5506.

**September 7<sup>th</sup>, Olds/North 40 Ranch, AB (CTY4) – Annual Fly-In Breakfast and Bar-B-Que** from 0900 to 1600. Complimentary coffee, donuts, & BBQ. Horseback riding and demonstrations plus a flour drop competition.

**September 2<sup>nd</sup>, Stettler, AB (CEJ3) – COPA Flight 135 Stettler Flying Club 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 see contact [stettlerflyingclub@gmail.com](mailto:stettlerflyingclub@gmail.com) or visit <https://sites.google.com/site/stettlerflyingclub/>

**September 21<sup>st</sup>, Lethbridge, AB (CLJ3) – J3 Annual Fly-In Breakfast** from 8:00 a.m. until 11:00 a.m. 75x2600' grass strip. Marked power line on app RWY 25. 123.2 For more information, please contact Ron Janzen at 403-330-6181.

**September 22<sup>nd</sup>, Kindersley, SK (CYKY) – Annual Goose Festival Fly-In Breakfast.** Sponsored by Kindersley Flying Club and Kindersley Air Cadets. Pancake and sausage breakfast from 0900 until 1130 held at the Municipal Airport. For more information, please contact Monte Sheppard at 306-463-4647. →