



Skywriter...



October 2013



It's a busy morning at the North 40 Fly-In Breakfast. Photo compliments of the North 40 Ranch.

Just Aircraft SuperSTOL Project Visit

Troy Branch has invited anyone interested in his new Just Aircraft SuperSTOL aircraft to drop by for a project visit at 10 AM on Saturday, October 12th. Troy will have some maps to his place available at the October Meeting. Otherwise, please contact Troy brancht@tsesteel.com.

From the Cockpit

By Norm Vienneau

The Buzzard is flying great and has made a trip or two since the last newsletter article. The North 40 fly-in at Daryl Glover's was an excuse to get airborne once more and all the weather information I could glean seemed like it would be an okay day to fly if I headed out early and got home before lunch. Judy had agreed to take our granddaughters by car and they would never forgive us if they did not get a chance to go. Maya is only 6 and Keira is 8 (going on 16) but this is an event they look forward to with great anticipation. I headed out to Carstairs and was ready to be airborne by 8:15 or so. The ride up was nice and smooth with a 10-15 mph tailwind and the GPS showed about 85 mph in the nice smooth morning air.

I was the third plane at Daryl's and he asked if anyone wanted to go for a quick trail ride to check the length of the ride and a see if it was suitable for the young guests that were expected. I had not been on a horse in about 20 years but thought why not. I managed okay, for a city slicker, but I think I will stick with airplanes as my form of recreational transportation. As I got back to the stable area my granddaughters had arrived and I had the horse she had rode last year. I handed over the reigns to her, much to her delight and she was off for her adventure. As her ride was coming to an end, she was riding along the road when a combine approached quickly and spooked her horse. It reared back slightly and then trotted off quickly with her screaming and holding on for dear life. The horse settled down and all was fine but it was good that she may have learned that horses can be a little unpredictable. She still loves horses and can't wait for her next riding opportunity but I am hoping that she learned to approach this with some caution.

With the rides over and burgers consumed it was time to think about flying back home. Winds at Calgary were predicted to reach 30 gusting to 45 MPH

in the afternoon and Red Deer had a similar forecast. There is a site I use that gives some wind predictions for Carstairs and Olds and it was only calling for 10 to 20 MPH but straight out of the south. The Buzzard is quite a bit slower than anyone else at Carstairs so I decided to get moving and return before I was into high winds. I got a good ride up to the North 40 and lucked out a bit on the return flight. As I left there was a slight crosswind at Glover's but I made it home with little to no issues. When I departed the North 40 I backtracked runway 16, which seems a little odd for an ultralight as there is lots of runway, but I wanted to be well in the air and above the treeline by the time I got to the trees. It worked out okay with just a slight push from the west as I crested the treed area of the runway. The ride home showed between 55 and 65 MPH on the GPS and the wind was not really gusty so it was a good ride home. As I listened to Olds traffic I noted a guy call downwind for runway 28 and then announce a go round and a second try for 28. I questioned him what the wind was doing and he said it was straight down 16 at about 20 to 30 MPH but kept going to 28 for his landing. Not sure if it was a pride thing, if he was trying to practice crosswinds or if he was just scared of grass runways but I think he finally made it ok on 28. I continued to Carstairs and had no

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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problems landing with the wind coming straight from the south. By the Way the wind did lessen as I left the Olds/Didsbury area and got closer to Carstairs. The information I was able to gleam was right with the winds at Calgary and Red Deer brisker than the winds at Carstairs.

Mike, Pat, and Richard landed shortly after I did at about 1:30 PM and Richard mentioned that his GPS speed was only about 80-85 MPH. After we had all put our planes away we sat and did the normal required amount of hanger flying prescribed in the Calgary Recreational and Ultralight Flying Club Guide. It also includes a cool one or two so this is a very important part of the flying day.

I got a call from fellow club member Bert Lougheed when I got back to Carstairs and he mentioned that his return flight to Red Deer was quite bumpy and gusty. Not a problem for Bert in his Tiger but not nice for a light plane like the Buzzard. He was curious if I was able to enjoy a ride home or if it was too nasty for the Buzzard.

All in all, in spite of the somewhat nasty winds at Red Deer and Calgary, the air between Carstairs and the North 40 was good. It turned out a great day to fly and enjoy the company of pilots who enjoy flying for the sake of flying. See you Wednesday. Till Next time Good Lies and Smooth Skies. →

Edmonton Muni Final Fly

*By Thomas (Tom) Hinderks
Executive Director
Alberta Aviation Museum Association*

At the end of this month we will be losing a piece of our history. Blatchford field is one of the oldest if not the oldest licensed aerodrome in Canada and has served as a gateway to the north. As a you boy I would watch TV and always be fascinated by the story of Wop May flying anti toxin serum north out of Edmonton's Blatchford Field <http://www.youtube.com/watch?v=RzG4ixlk9wk> . It was this can do pioneer spirit of exploration and adventure that made me want to become a pilot. The Edmonton Muni Airport officially known as Blatchford Field will cease all operations and be demolished in the name of progress. There is a plan to organise a final flight to Blatchford and it looks like the idea is spreading a large number of pilots are planning a final flight to CYXD on October 12. There will be a sign in book at the museum and it will become part of the museum after closure. This is a chance be part of history, albeit a sad part. There is a link to an Avcanada forum

page <http://www.avcanada.ca/forums2/viewtopic.php?f=54&t=91945> with new info added all the time. Some of the details are below.

For this Fly In (for lack of a better term), the Alberta Aviation Museum has arranged for parking immediately beside the Museum with the permission of Edmonton Airports. We must keep the taxiway and vehicle corridor clear but other than that we are good.

We are open 10 AM to 4 PM October 12th and the deal with us is...

Quote:

The Alberta Aviation Museum will waive regular admission and do admission by donation October 12th for anyone we let in through the gate that arrives by air.

Coffee will be on. All we will ask for is a C number.

Call our mainline on arrival 780-451-1175 and we will let folks in at the 100' gate at the North end of the Museum.

If there is enough demand we will look at a pancake breakfast that would start at about 8am.

E-mail me at eahs.execdirector@shawbiz.ca if interested and if there is enough folks I will update on this thread.

We will also set up to run some DVDs or digital slide shows if we can get them together fast enough. As well as some displays of things that happened in the different periods (over and above our regular exhibits)

I am also going to arrange a sign in book for those coming in. It will end up in the Museum's archives.

See more about our museum at:
www.albertaaviationmuseum.com

Spread the word and see if we can get a big turnout.

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CAVU Dreams

By Ken Beanlands

What a busy month. I've been able to get in a few flights taking advantage of the fabulous weather early in the month. Wind has kept me grounded for the last couple of weeks.

One of the things I enjoy is airplane shopping. I often peruse the listings of Barnstormers.com or the back pages of the COPA newsletter. I don't really plan to buy anything, but it's always interesting to see what's available and how the prices fluctuate. Sometimes I do so to help other club members as they look for the ideal plane.

Over the past few years I've helped owners import or perform that first annual inspection of their new aerial treasures. Often, this is the point where the love affair comes to a crashing stop. This month I will outline some ways to avoid some of the pitfalls of purchasing a new-to-you airplane.

When considering a new plane, your investigation should start with the initial advertisement. There are a number of clues that can be found there and a list of questions can be formulated for the owner. Let's consider the following fictitious ad:



1958 PA-18-160 Super Cub for sale. 2500 TTSN, 1300 SMOH Boerer Prop, May annual, Mode C, Nav/Com, Wheels, Skis, Floats, Estate Sale \$70,000. Contact Jim @ (709) 555-1212.

On the surface our fictitious ad this looks like a great deal, but let's dig deeper. The first thing you should always have done (even on a homebuilt or ultralight) is a thorough, independent pre-purchase inspection. Ideally, a full annual inspection is the best way to go, but it can be pricier than you can afford. However, the

alternative to a thorough inspection can be an expensive inspection down the road.

Issues usually start when the initial paperwork inspection is assessed. Things like two-year transponder/altimetry inspections, Airworthiness Directives, Mandatory Service Bulletins, five-year or ten-year prop inspections or current weight & balance reports are found to be lacking. As an estate sale, some of the documents for our PA-18 may have been lost. Also, a plane that was serviceable when last flown may have slipped out of tolerance on some of these out-of-phase items.

Some of these issues can be more than trivial to rectify. A typical two-year transponder/altimetry inspection can cost around \$650 if no issues are found. If the plane hasn't been checked in a few years (or decades) the costs can mount. Many of the older transponders have cavities; which is a fancy word for vacuum tube. These will degrade and fail over time requiring an expensive repair. It's usually best to cut your losses and replace it with a solid-state (ie. no cavity) version like a Garmin GTX 327... at a cost of \$2000 or more. Altimeters, encoders and airspeed indicators can also be found unserviceable and need to be replaced. Leaky pitot/static systems can also take a few hours to troubleshoot and repair. Bottom line: make sure this inspection is current.

The 5-year fixed-pitch propeller inspection usually comes in at about \$750 and is applicable to both certified and homebuilt aircraft. One of the things checked is dimensional tolerance. Over time, nicks in the leading edge of the propeller need to be filed out. As this is done, the blade gets progressively smaller and eventually falls below limits requiring a replacement costing \$2000-\$3000. By the way, water splashing into the prop during water operations will also erode a propeller blade quite effectively!

Constant speed props are good for 10 years. At that point, an overhaul is required which can cost \$3000 or more. If your propeller is getting close to that time, it may be prudent to have that done by the previous owner before buying the plane.

Next, let's consider the engine. The biggest question: When was the overhaul performed? Lycoming recommends 2000 hours and 12 years for most of their engines. I think that the 12 year period is a little on the conservative side, but once engines get to be 20-30 years old, it may be time to consider an overhaul.

Another question that should be asked is: Why the engine was overhauled the first time at only 1200

hours? It may indicate a hidden damage history especially if the logs don't go back to the first overhaul. It's also useful to note that although the Lycoming O-320 has a 2000 hour TBO now... it didn't always. It's worth doing a little research to see what the original TBO was. If it was 1200 hours then this makes sense.

Given the Newfoundland area code and its moist, salty environment, the possibility of internal engine corrosion is a real possibility. It's also worth asking how the engine has been operated. Many aircraft on the east coast are laid up for the winter meaning that the engines sit without running for up to 6 months. This is tough on engines if they are not appropriately pickled. For the same reason, the "estate sale" and "lost medical" planes should be questioned as it may mean that the plane has been improperly stored for an extended period.

Next issue is the history of the plane. Obviously, a complete history going back to manufacture is best. However, it's useful to have records going back to at least the last overhaul. When analyzing the logs, have a good look at the overhaul work order to ensure that all the service bulletins and AD's were addressed.

Now for the floats and skis. You may find that the plane hasn't seen wheels for decades. I've seen wheel gear that had been stored for 10 or more years which required replacement of the brake calipers, disks, tires and wheels. That was an expensive fix! Another plane was missing master cylinders and brake lines, which was also expensive to replace. If you plan to bring it to Alberta, you'll need to swap out the floats for wheels which can be a little pricey and

*Typical older avionics installation with a mid-90's Garmin GPS/COMM.
Not too bad but I would probably ditch the old KX-170 Nav/Com at the first sign of problems saving a few pounds as well.*



take a bit of logistics to perform if it's sitting on strait floats.

The next question is: What avionics are installed? Unfortunately, avionics have a shelf life. Sure, they will continue to function, but their value drops significantly more than the plane they are installed in. For example, the King KX-170 line of NAV/COM was one of the best radios on the market... in the late 1970's. Now they make a great back-up radio; if placed behind your aircraft's wheel to keep it from backing up! ☺ Companies like Narco have gone out of business orphaning their equipment. This means that if you have radio problems, you will likely have to replace the radio with something out of this century as parts for the older Narco's dry up. When you test fly your airplane as part of the pre-purchase, make sure you get a good radio check from the tower or another aircraft and thoroughly test all the gear.

The last thing I'll touch on is the airframe itself. Careful attention should be placed on looking for hidden corrosion and cracks. Evidence of previous damage should be looked for. Things like internal parts with different colour primer, panels or control surfaces of different colours, poorly driven or smoking rivets, etc can all indicate previous damage to the structure. Previous damage is not necessarily a bad thing. As long as the damage was properly repaired and documented, it can be as good as, or better than new.

Paint, interior and glass condition should be looked at. Fortunately, this is something that prospective buyers see first and will use as the basis of making their purchase decision. However, I've things like "Well the paint is OK, but we'll plan to have it redone in a couple of years." Unfortunately, repainting a plane is an expensive process to do correctly. A typical Cessna will run in the \$10-\$15K range to disassemble, strip, repair, paint, balance and reassemble.

At the end of the day, it's important to look at all the costs to get your new bird up to your standards and compare them with the value that these repairs and upgrades will bring. Keep in mind that most upgrades and restorations do not add as much value to the plane as they cost to perform. It's always better to look for a plane that already has everything done that you want in the plane. Let the previous owner take the loss.

Well, I know that this has been a little long-winded. That's what you get when you don't submit more interesting articles for the Skywriter ☺. Hope to see everyone on Wednesday night! ➔

FOR SALE



Lycoming O-235 C Engine for sale. Non-certified, 100HP engine, 2202.6 TTSN, 939.36 SMOH, 2400 TBO Logs available since new. No logs on the Bendix magnetos but may have only around 70 hrs. No starter or alternator. The engine was checked out and test run by Alberta Aero Engine in Edmonton. Carburetor is good, magnetos good, was told it was a sweet little engine. Compressions #1- 80/80, #2-76/80, #3-78/80, #4-80/80. Crankshaft has very good end play hot and cold. More info if interested. Asking \$7500 OBO. Contact Guy Christie 780-542-1225 or gcpegasus@gmail.com

For Sale: 20 - litres of Aero Shell 15-50 Synthetic Oil \$5.00 litre OBO.

4 - Champion REM40E Spark plugs, new in protective sleeve. \$60.00

Call Barry @ 403 651-8202 or Gerry @ 403 804-7207



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 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 clarkekg@telus.net (11/11)→

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 Air Cadet Hanger 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.

October 12th, Okotoks Area – Troy Branch has invited anyone interested in his new Just Aircraft SuperSTOL aircraft to drop by for a project visit at 10 AM. Troy will have some maps to his place available at the October Meeting. Otherwise, please contact Troy brancht@tsesteel.com.

October 12th, Edmonton City Center (CYXD) – Final Fly Event at the Alberta Aviation Museum from 10 AM until 4 PM. See article on page 3 for more details.

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