



Skywriter...



November 2013



Early winter flying. Photo by Stu Simpson.

New Location for Pre-Meeting Supper

For the past few years, a group of us have been meeting for supper at Swiss Chalet on Edmonton Trail. It has now closed and we will instead meet at the Perkins Restaurant at 3022 23rd Street NE. It's just across Barlow Trail from the Husky truck stop, south of 32nd Avenue and accessed it from 23rd Street. We usually meet between 5:30 and 6:00 PM and all are welcome to join us.

From the Cockpit

By Norm Vienneau

I was enjoying a coffee with a former CRUFC president and he made the comment that he had tried to search the archives of our club website, to check some of the articles he had written when he was president. He wondered what foolish things he had said twenty years ago that might be an embarrassment to him now. Wow I had never considered that what I am writing is going to be around to haunt me twenty years from now. Its kind of sobering.



That being said, I want to expand on the info I presented at the last meeting. I mentioned that I had experienced three motor outs. The reasons behind the motor stoppages were varied but one that I am

able to control to some degree is a cold seizure. The Rotax 582 is known as a motor prone to cold seizure. It occurs when the water super cools the piston sleeve, shrinking it and causing the piston to stop. The best way to avoid the seizure is to warm the motor for at least eight minutes when cold and I will go five minutes if the motor has been running but has been

shut down for a bit. You want to make sure the thermostat is open and water is flowing from the rad through the motor.

The one time I did not follow my own rules with the Avid I felt it as soon as I lifted off. I knew the engine was not coming up to speed but hoped it would make the circuit.

Here's a tip. Don't hope it will make the circuit.

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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An advertisement for Murray's Aircraft Repair (1980) LTD. It features a logo on the left with a stylized orange and yellow sun behind a black silhouette of an aircraft. To the right of the logo is a red box with the text "AUTHORIZED DISTRIBUTOR ROTAX AIRCRAFT ENGINES". Below this is the text "Introducing the newest authorized Rotax 4 stroke service centre". At the bottom, the company name "MURRAY'S AIRCRAFT REPAIR (1980) LTD." is written in bold, followed by the address "Box 5391 – High River, Alberta T1V 1M5" and the phone number "Phone: 403-648-8910".



Have a plan before you take off. Put the plan into effect. Have a plan in place every time you take off. Put it right there on the check list. Flying with Brian Byl, he calls out the minimum altitude before he will attempt a turn back to the runway. (In case you didn't know Brian is also a motor out veteran.)

Do you have a minimum altitude that you reach before you turn back? Do you know where you are going if the motor quits on take-off. Is there a row of trees in your way, a power line or other obstacle that would make landing difficult?

The one thing I will stress is when an emergency happens, fly the plane. My instructor used to tell me the most important thing to do is Aviate Aviate Aviate. Fly the plane was his advice.

I have been lucky that all of my motor out experiences have resulted in a positive experience. A

friend just let me know that an acquaintance of his had just been killed in an aircraft accident. Not sure what happened but the accident occurred on take-off.

This event further prompted me to encourage everyone to have a plan for a failed take off. The first thought that came to mind when my motor quit was to keep the airspeed up. I am sure we have all heard "Keep thy airspeed up, lest the ground rise up and Smyth thee." I know in all cases I have pushed the nose down first and then checked airspeed to make sure I was well above stall speed. I did not care where I was going till I was sure the airspeed was going to keep me going. I believe it is better to run into an obstacle under control than it is to stall and spin into the ground. Luckily I have not had to experience either.

When an engine failure occurs it seems to happen in a second or two. That second or two is enough time



Staying out of the Fog

By Norm Vienneau

to react. As I recall when the motor stops, it seems to slow not an immediate sudden stoppage. I had time to think get the nose down. One of the things I am in the habit of doing is to not climb out at such a steep angle that I am on the edge of a stall. When the motor quit, I was able to easily put the nose down and not stall the airplane. I have heard that when a pusher motor quits there is a tendency for the plane to pitch up. I can not confirm this as I have never had an engine out in a pusher, but it would seem even more important to get the nose down immediately.

Visiting with Bert Lougheed at coffee the other day he talked about "the magic number". He told me he loved his SeaRay as he would fly at 100ft above the water looking at the cottages and waving to the fishermen. He would cut the mags and shut the motor down to practice motor out landings. Now I had heard that landing a seaplane can be a challenge without power, but Bert assured me it was no different than landing with power as long as you had your magic numbers pined. What a great opportunity to practice motor out landings. The closest the rest of us can come to this is to put a pair of skis on our planes and try the frozen lakes near our flying fields.

In summary I cannot stress enough if the motor quits, **GET THE NOSE DOWN and KEEP THE SPEED UP.** (Know your magic numbers.) Your landing may not be the smoothest one you have ever done, you may even end up on your back, but chances are you will walk away from the event and live to tell the tale. That is what you are trying to do. Remember, should you encounter a motor out, **Aviate Aviate Aviate.**

On another note the flying at the end of October was amazing. I had a couple of afternoon flights that were so smooth it was unbelievable. With the crops off, the flight at 100 to 200 feet seemed normal. In fact it would have been tragic to not enjoy the low level scenery. I enjoyed a flight with fellow club member Bert Hoskins and another flight with Royal and his Savage Cub.

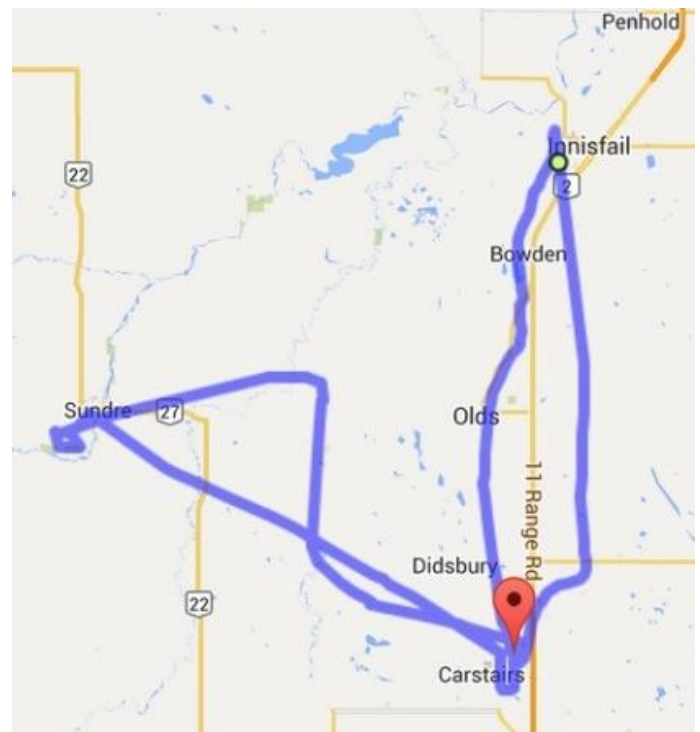
I learned that Bert's Merlin seems to be slightly faster than my Buzzard but the performance of each is close enough to enjoy flights together. The Savage Cub with the 100hp Rotax is much faster than either the Buzzard or the Merlin. Flying the back seat of the Cub is a treat as the side to side visibility is great. Flying beside the Cub and watching the little yellow plane dance in the sky off my wingtip is a joyous sight. Yes we had some great flying weather at the end of October. I hope you got to enjoy some.

Wednesday we hear from Troy on his STOL build and Brian has some slides from the 195 Fly-In. See you then. Smooth Skies and Good Lies →

Saturday seemed a good day for flying and Mike Sweere had to go to Red Deer to pick up some stuff for his plane. Glenn Bishell decided that it would be a good day to tag along and as his annual trek south is fast approaching, there might not be many days left to be airborne. Stu Simpson was also looking for a weekend ride and so it was decided that Glenn and Mike would fly to Kirkby's to join up with Stu for the flight to Red Deer. Because of the blazing speed of the Buzzard, I would take off a little later and go straight to Red Deer.

I use an Android phone when I go flying because the Android has a great tracking program. This is the track as it shows:

<http://www.greenalp.com/RealtimeTracker/index.php?viewuser=normrdt>



If I was mountain flying I would probably use spot but for me in the flatland, this seems to work well. You can put your cursor over the track and see height, speed, position and a bunch of info. It works really well. If you look at the map you can see I flew almost to Red Deer but noted a wall of fog approaching from the north. I listened to ATIS and it said little about fog but did say dew point and temp were within a degree. I called and asked for a report and was told it was clear over CYQF and someone had just landed. As I

CAVU Dreams

By Ken Beanlands

got over the northwest corner of Innisfail, I could see fog south of Red Deer on the west side of the river and fog south of Red Deer on the east. Red Deer was still clear but it seemed surrounded by the fog. I called Red Deer radio and told them I would see them next weekend instead. It did not seem smart to carry on into the middle of the fog. As I turned it felt like the fog was chasing me and I wasn't sure the Buzzard was fast enough to outrun it. (Ed. Note: I think Stephen King wrote a short story about this... did you see any dinosaurs? ☺). After a few minutes I was clear and feeling much better. When I got back to Carstairs I heard Brian Byl on the Radio and he was going to take the Cessna 195 for a ride. I landed, stuffed my plane back into my hanger and hopped in with Brian for a quick ride.

It was a pretty good ride in the Buzzard with only one good bumpy spot (right around the Bowden area). It was odd how it bumped pretty good in the one spot. I checked the GPS airspeed groundspeed but it did not seem like a wind shear. Just odd and it only lasted a second or two.

When I landed back at Carstairs it was uneventful, as I touched down on 16. Brian attempted to put back on the ground a few minutes behind me and said the turbulence as he broke through 1000 ft was pretty strong. The wind had shifted and Brian did an overshoot and came back to land 34 instead. The wind had shifted in a matter of minutes. What a great and interesting day.

Check the loop to the west and you can see my ground speed is a little quick for a little Buzzard. When I told Brian about the FOG he decided we should take a look to the north on our way to Sundre. We had heard Mike, Glen, and Stu land there as a destination. The fog was still rolling south quickly so we phoned Mike on the ground using Brian's Garmin communication system with Bluetooth, (WOW, what a system that is) and told them it might be a good idea to head for home. They took off and we followed. We got some good Videos and here is a link to one.

http://www.youtube.com/watch?v=VluxZG2f1Xk&feature=youtube_gdata

We were not on the ground long and enjoying some hanger flying when Mike's wife texted him to say it was good he was home as the fog had just rolled into Carstairs.

It was a great day flying in beautiful sunny skies and we managed to stay ahead of the fog all day.

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What a good month. I've been kept quite busy with some aircraft repair work and a couple of inspection. In addition, I've picked up an interesting new contract with the Southern Alberta Institute of Technology (SAIT). Last winter I contacted the head of the Aviation Program there and described my new business to her. She indicated that they would likely need some contract help instructing the students during the Winter, 2014 term.

I have never really taught anything except for a few years of ground school with the Air Cadets. I was a bit apprehensive about standing up in front of 30 or so students and try to get them to understand the nuances of aircraft maintenance, but I was up for the challenge. In August, I was again contacted by SAIT and we discussed the possibility of teaching part of the Standard Practices lab course. I figured that this would be a good start as it was more of a one-on-one instructional course rather than lecturing.

That plan changed when one of their instructors was recruited by Transport Canada. Suddenly there was an immediate need for help, specifically teaching Aerodynamics to two the AME classes and one Aircraft Structures class for a total of about 70 students. Fortunately, with my background, I am quite familiar with the course material. In addition, most of the course materials were already prepared and only required a review to prepare for. On October 21, I had my first class... a two hour lecture on aircraft thrust. I've now completed three weeks of instructing and I'm quite enjoying the experience. My current contract ends in April, but I look forward to doing more work with SAIT in the future.

Other than that, the only real excitement this month was that I finally got back to work on the Buttercup. Nothing too earth shattering so far, but I did cut my spars to shape.

For those of you new to the club, I am building a Wittman Buttercup powered by a 160 HP O-320. I've built it wider than stock and have added a few changes to accommodate both the increased horsepower and speed expected from this combination. As I progress a bit further, I'll try and arrange for a club visit if there is any interest.

One last note, as mentioned on the cover page, we have had to move out pre-meeting dinner to a new location since the old restaurant has permanently closed. Hope to see everyone at the meeting on Wednesday. →

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 \$12,000.00 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.



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