



Skywriter...



December 2013



Stu Simpson's pride and joy, the Cav! See Stu's article in this issue. 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 can't believe it's been two years since I wrote my first article for the newsletter. Who the hell is this guy and how come he's our new president? I had just moved to the area from Red Deer and had always admired the CRUFC as an organization I wanted to be part of. I had met members at Red Deer fly-ins and other fly-ins around Central Alberta, and thought that is a great bunch of guys that I would like to be part of. When I am new in an area I tend to jump in with both feet and do what I can to be an active part of the association. For me the club has been extremely rewarding and by jumping in I have met many new pilots that I am proud to call friends.

As my term comes to an end there are still some things that I want to work on as an active member of the executive as past president. I do think that we should have a member of the executive that is devoted to arranging guest speakers. The president has a lot to handle at the meetings including prizes, setup and general flow and the responsibility of finding speakers should be part of a new executive position. This would be perfect for someone who is not interested in standing in front of the members monthly but has the same passion for aviation as we all do and wants to share guests that he has knowledge of. One of the most critical areas of a good meeting is the stories that some of the guest speakers can provide. We have had some great guest speakers from the "Boy I've been lucky" presentation of Butch Foster, to the "Adventures of Jim Hyrmack" from Bassano to "Chatty Cathy with the Global Helicopter". Some speakers were suggested by members of the club while other speakers came from previous contacts I have made over the years. We have had an exciting couple of years.

I also think a person to welcome new members is critical. We would call it new member recruitment and retention. So often we see prospective new members come to a meeting and because it is difficult to break

into a new group the prospective member only comes to one or two meetings. A recruitment and retention person that can meet and greet new people and direct them to club members that share their areas of interest will ensure the long life of CRUFC. If new members are not encouraged, be prepared to watch your club die.

This brings me to my final point. I want you to consider what you can do for your club (sounds like JFK's "Ask not" speech). As my term ends and Stu has given notice that he wants to move on from his executive position we need you to take up the flag and carry on the charge. I do not expect anyone to run the meetings the exact same way I did, nor do any of the things the same way that Stu did. It would be a pretty boring life if we were all carbon copies. But it is time for some different styles to bring the club to the next level. I want to thank the entire executive for all the help in keeping things interesting and at the risk of missing someone: A huge thank you to Ken Beanlands our newsletter editor. I don't know if you realize the truly first class publication Ken puts together monthly. Thanks Ken.

Thanks to Stu Simpson, director at large, for all the help in keeping things together. The little quips at the

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.crufc.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



**MURRAY'S AIRCRAFT REPAIR
(1980) LTD.**
Box 5391 – High River, Alberta T1V 1M5
Phone: 403-648-8910

Introducing the newest authorized
Rotax 4 stroke service centre

AUTHORIZED DISTRIBUTOR
ROTAX
AIRCRAFT ENGINES

meetings, though not rehearsed, add a fun element for all to enjoy, keep things interesting and are always meant in fun. Also, he takes the barbs as easily as he delivers them. Stu also chaired the meetings when I was absent and is still the chief trip planner. Thanks Stu.

Thanks to Guy Christie for standing as vice president and then Garrett Kohm for stepping up when Guy moved to Drayton Valley.

Thanks to Ken Taylor for your skills as treasurer and thanks to Carl Foreman the position of secretary. Thanks to the many members that provided feedback that the meetings were moving in the direction they were looking for. There were many I would lean on for advice as I was not only new to the area but had only been to one or two meetings before taking over as president. A big thank you to Ed D'Antoni for all the advice to keep me on track and all the Knights of the coffee table at MM. Even past presidents would provide advice when needed.

Thanks to Bob Kirkby for making his hanger available for the summer burger fly-in.

Thanks to Glen Bishell and the Carstairs guys for giving my plane a home and making me feel welcome.

Thanks to Jim Corner for the help when my Avid was in need.

Thanks to Wayne Winters for being the rock for ultralight activity in the area and the only reliable trainer for ultralights in this area.

There are others that have helped me with as little as a kind comment and I knew that starting to mention names would be dangerous but I want you to know I appreciate your help.

Thanks to all the members of CRUFC for accepting me as president and making me feel welcome and part of the group.

So while I was the one that would stand up at the front of the meeting every month there are many that stand with you to keep the club moving forward.

Now it's your turn to stand up if you want the club to continue.

→

I Like Speed

By Stu Simpson

I have an airplane that flies fast, and I really like it. I spent many years extolling the virtues of low and slow, and I was right. Or, at least, it was right for me then. But that's all changed now. I'll explain.

Geoff Pritchard and I flew our planes from Calgary to San Francisco and back on an epic two-week long flying adventure. That was in the summer of 2012 and I don't expect I'll ever top that experience.

We flew the trip in old, relatively slow airplanes; he in a '47 Aeronca Champ, and me in my '91 Macair Merlin. We cruised at about 85 - 90 mph. That's not too bad when you compare it to a car. It's about 40 - 50 percent faster and we get to cut the corners that ground transport just can't ignore. For instance, we made Cranbrook in a little over two hours, which normally takes about four hours by car.

The problem for me came when we were flying north through Oregon and Washington states on our way home. No matter what we did, or at what altitude we flew, we could not escape an insidious 20 - 25 mph headwind. The socks and flags on the ground were all hanging limply, but the minute we busted 200 or 300 feet, there was the wind punching us incessantly on the nose. A steady stream of cars below relentlessly left us behind. The view wasn't even good because a combination of forest fire smoke and the area's natural summer haze limited visibility to a milky seven or eight miles.



I decided just south of Salem, Oregon, that I'd had enough of low and slow. I dearly loved my Merlin, but I'd had enough of watching traffic pass me. I decided then that I'd either get a faster airplane or give up flying altogether. It sounds pretty extreme, perhaps, but the simple fact is that low-speed flying was neither teaching me anything nor challenging me much anymore.

Fast forward a month and, as much to my surprise as anyone else's, I suddenly owned a much faster airplane, my beloved Cavalier. Fast forward another few months and my equally beloved Merlin was gone, sold to the US.

So, why speed, then? What do I get from going faster? Of course, the most obvious answer is that I just get there sooner. I find I like that. A lot. The Cav cruises anywhere between 130 and 140 mph true airspeed. That's at least 50% faster than Merl cruised.

Speed helps beat the wind, too. I really like that, especially in this part of the world where winds frequently exceed 20 knots. Simply put, for the Cavalier, the wind is rarely a limiting factor in my flying anymore. Now, it usually only matters in terms of crosswind landings at destination airports. Well, that and the fact it may rip my hangar doors off if it's too strong.

Speed opens up more places where I can fly. The Cav's speed allows me to fly a much larger radius in a given amount of time compared to Merl. Pretty easy math, that one. Since I'm an avid aerial explorer, that extra range really appeals to me. Thus, places like Drayton Valley, Edmonton, Lacombe, Medicine Hat and Lethbridge are all so much closer. I can go there and back in a day, easily.

And places hundred of miles away are much closer now, too. I made it to the Oshkosh area in about two days. That's 1300 miles and would have taken me about four days in Merl. On the return trip, also two days long, I made it from Regina to Kirkby Field in 2.7 hours. There was maybe five miles per hour on the tail. That's a trip that would normally take seven hours to drive. Such efficiency and time saving has become more important to me because I want to range further across North America as my flying advances.

I suppose I'm afflicted with a bit of vanity, too. Other guys in our club are speeding up, and I don't want to be left behind.

With Merl, I've sometimes envied my flying buddies as they've gotten to places ahead of me, and I've also felt a bit guilty that I may have delayed them.

There are a couple of down sides to the Cavalier, but they're minor. The cockpit is smaller, which took some getting used to because of my size. While most folks fit comfortably, it can be cramped with two people in there, depending on the other person's size. But at least I can carry another person with me, something I couldn't do in Merl because it was registered as an ultralight. I've been able to use the Cav to upgrade to my Private Pilot License, too. Something I just could not have done in Merl.

The other thing I miss, compared to Merl, is the ability to land practically anywhere. I landed some pretty cool places with that airplane; farmer's fields, extremely short runways, and dangerous backwoods airstrips. Its STOL abilities provided terrific landing freedom and I do miss that, plenty.

The Cav has pretty impressive STOL characteristics, too, but nothing that can touch Merl's. I can slow down enough to fly alongside Bob Kirkby in his Piper PA-12, but I can almost keep up with his Cherokee 235, too.

The Cavalier doesn't have the speed that a Van's RV does, but it's reasonably close. And for the pittance of money I have into the Cav, the low operating costs it demands, and the mileage and economy I get on its 125 hp, most other airplanes just can't compete. It's an unbelievable compromise.

I've flown several days in the first year of owning the Cav when I faced very strong head winds, yet my ground speed has never dropped below 100 mph in cruise. The Cav travels well. It's efficient. It's fast. And I smile every single time I look down and see me passing cars. ➔



FOR SALE



1998 Buzzard Basic Ultralight. Recently Re-covered, Rotax 582 de-carboned and resealed, 495hrs total time. Flies great a blast for low and slow. \$19500 and open to offers, Call Norm 587-225-3944 for more info and demonstration.or email normrtdt@gmail.com



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 (06/13)

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

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 clarkeqk@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.
→

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