



# Skywriter...



**February 2014**



*Drayton Valley Flying Club's new club plane... This Cessna 172B will be put to work training 22 new club members including our intrepid Guy Christie. See the DVFC update inside for more info.*

**Monthly Newsletter of the Calgary Recreational & Ultralight Flying Club – COPA Flight 114**  
Our Mission: To promote safety and camaraderie amongst aviation enthusiasts.

# From the Cockpit

By Bashar Hussien

One week before our February meeting date, Ken advised me that I have to write the "From the Cockpit" column! Oops... I have to do what?? Write a column in our Skywriter newsletter. Hum this is the first time I heard about this task, but it is okay; I can put something together in a few days. Then he advised that it is a monthly task! A little bigger Oops! Monthly? Yes monthly! I should write a monthly column. Despite that writing is not one of my strengths, I decided to take the challenge; like any pilot who likes to be challenged.

Accepting the challenge started with setting myself mentally, on what to talk about. Hmm, Ken suggested introducing myself and then talking about the big picture of what we are planning to do in our beloved club. Ken always comes with great ideas.

I am a flight enthusiast who first dreamed about becoming a fighter pilot about 36 years ago when I was 10 years old. Fast forward to before my seventeenth birthday I graduated from secondary school (I entered elementary school when I turned four). So after graduating secondary school I proudly submitted my application to the Iraqi Air Force college and started the medical tests, but before I finished the first day in medical tests, I was informed that I am not admissible to Iraqi Air force because of my age. I was supposed to be not less than 17 years old before I can submit my application. I was shocked and disappointed, however my parents cheered in happiness! Yes, they were very happy because they were scared of me getting killed in the war. That was during Iraq and Iran eight years war in the eighties of the last century. Full of disappointment from failing to achieve my lifelong dream I became an engineer and temporarily parked my flying dream.

Fast forward to 2008, I immigrated to Canada and started my new life dream of living in such a beautiful county. After settling in Calgary and nurturing my roots in western Canada, I realized that I could live my flying dream, not as a fighter pilot this time, but through the joy of the flying and the ownership of the finest machine a human may own, an airplane.

Fast forward again to 2013, I find myself realizing the best two dreams of my life, first is becoming a Canadian citizen and second owning my first aircraft, Zenair CH-750 STOL. On top of that I flew the plane from Ottawa to Calgary, with help of a ferry pilot and then I was elected president of Calgary Recreational and Ultralight Flying Club; with a mandate of

improving the fly club, expanding the membership basis and increasing the members' engagement.

Oh my God, here we have one of the finest flying club in Canada and we see a drop in membership, decreasing member engagement, diminishing in the major functions that the club members enjoyed in the past and, as any other Canadian flying community, suffering from an increase in the average age of the members and lack of new members joining the club. However from the other side, we have in the club some of the best and most enthusiastic pilots I have ever met. Age reflects experience, and then staying engaged, by attending the monthly meeting reflects how the members are keen to support the club and enjoy mingling with like-minded people.

We have to step up our game. We have to stand up, all of us, and bring up the CRUFC back to become the best in Western Canada and then in Canada.

I hereby call on all of the members to step up their game, to come up with suggestions and ideas in what we need to do to make the club better and stronger. Make the club functions informative and joyful. We need you to stand up and point to the person that you feel he is the best in making 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.

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#### Skywriter

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club better. I hope that each one of you is pointing out to himself... yes himself, because we cannot achieve our goals without your engagement.

The directors of the club had their first meeting and thought about, who we are, what is our mission and what we should do to increase the membership basis, strengthen the commandment of safe flying and increase the current members' engagement. We mutually agreed on the club mission. Great, so what is our mission?

The mission of the Calgary Recreational and Ultralight Flying Club is to promote safety and camaraderie amongst aviation enthusiasts.

It's a great but simple mission. One that requires our members' understanding and support. So are you ready to promote the safety and the camaraderie amongst yourself?

We agreed about improving the club website and we will talk to the website administrator, who is doing great work, and engage him in improving the website both context and content.

We thought about creating a Club Membership Directory comprising a brief resume and perhaps a picture of each club member, his current aircraft(s) and any information the member feel appropriate to include in the directory. Such collection of the information will be voluntary and according to the applicable privacy and personal information acts. The directory will help us in bonding the club members together, introduce the new members to others, put face to the names and preserve the club history.

We discussed various prior years' club activities like annual winter dinner and auction, annual rust remover, club raffle, COPA for Kids, Poker run, Fly-in-breakfasts, club air adventure summer trip as well as working with other clubs. We understand that we may not be able to carry all the mentioned functions but we are confident that with proper scheduling and strong member support we can conduct many of the mentioned function and even more in the future.

We are looking forward to see all of you in February meeting and discuss how you can make CRUFC better.



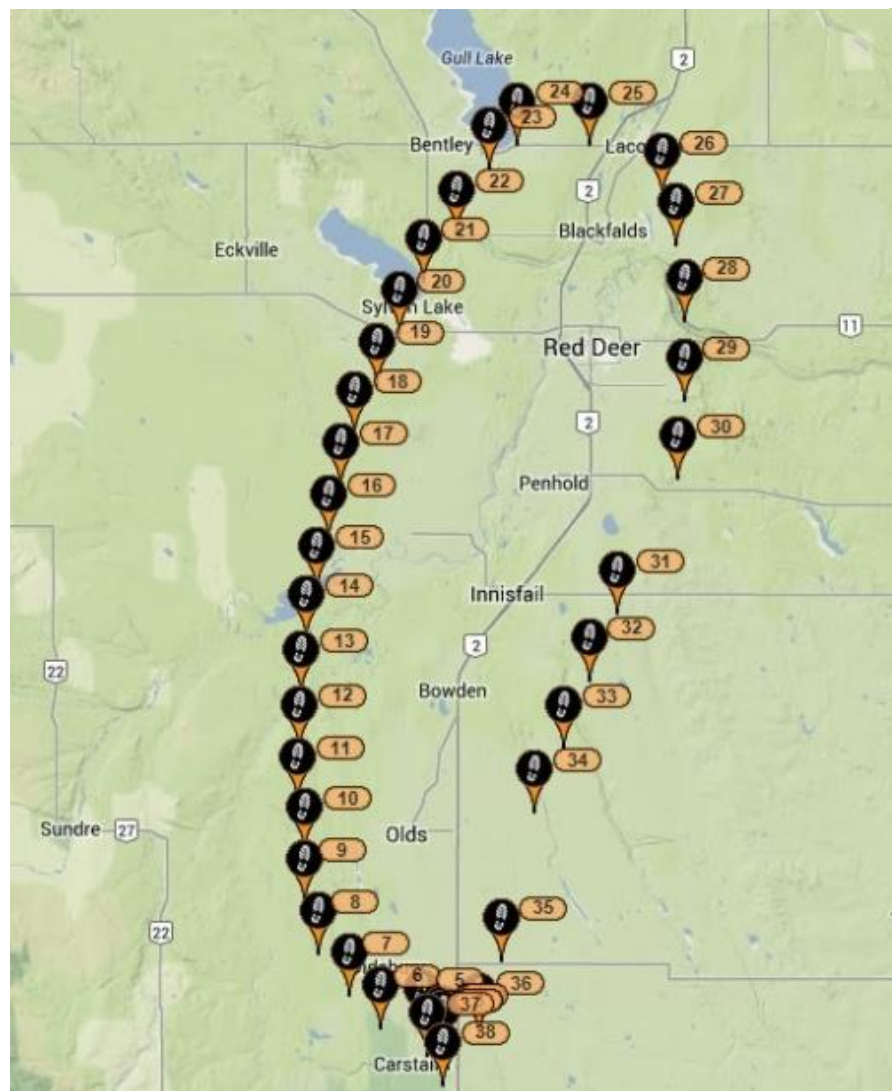
## CAVU Dreams

By Ken Beanlands

Hooray... After a 2 month hiatus, I finally committed aviation last Sunday! Let's face it, December was a write-off with regard to flying. With the near continuous snowfall, the runway had been reduced to a mere 43' wide. January was a lot better, but the freeze-thaw cycle we experienced turned our already narrow runway into a speed skating track! Top this all off with 3', ice hard embankments on either side of the runway and we had a recipe for disaster! Even the snowplow started to slide down the ramp of its own accord.

Fortunately, the runway finally started to shape up with the warm weather followed by a little snow. It's still slippery and narrow, but it's now far more manageable. I made a nice trip up over Gull Lake enjoying a couple of hours of airtime.

*My track from last Sunday using the Gen3 Spot with 2.5 minute positioning.*





*As you can see, the Gen3 Spot (left) is considerably smaller than the old one (right). Both are mounted in their appropriate RAM mounts.*

Fortunately, this trip gave me an opportunity to try out a Christmas present. Just before Christmas, Spot came out with their new Gen3 Tracker. For those unfamiliar with the product, the Spot devices have a built-in GPS receiver and GlobalStar Satellite phone transceiver. GPS locations can be manually transmitted using the “OK”, “Help” or “911” keys, or they can be automatically transmitted by using the Trace function.

I’ve been using my original Tracker for several years now. Although it has served me well, I’ve always been a little concerned that it only sends out an electronic “breadcrumb” every 10 minutes. In still air, this means a 15 NM granularity for me. If I had an accident and was relying on my Spot track for search and rescue to find me, they would need to search over 700 square miles.

The new Gen3 Tracker allows the owner to select between their basic tracking of 5 minute intervals or to upgrade to the Extreme service with a 2.5 minute interval. This reduces a potential search area to only 20 sq. miles! One issue I’ve had with the old device is that if it cannot contact either the GPS or the GlobalStar satellite, it does not immediately retry. Instead, it waits for another full interval before retrying. At 2.5 minutes, this isn’t as big a concern, but at 10 minutes, this can leave a sizable gap in your track. You can see by the picture of my track that it missed three points: one between Gull Lake

*Icy runways with high embankments kept us grounded through most of January.*



and Lacombe and two others on the way back to Carstairs.

All the old functions are still there which includes an “OK” button that will text or e-mail a previously composed message to a list of contacts. The same goes for the “Help” button, which again sends a previously written message to a custom contact list. The “911” button sends an emergency call to the GlobalStar emergency call center. All these messages are transmitted over a satellite phone network from the Tracker and include its GPS coordinates.

Beyond the much better tracking interval, the new Tracker is significantly smaller than the original. It now uses 4 AAA lithium batteries instead of the previous 2 AA. The new tracker also does a much better job of guarding the “Help” and “911” buttons to prevent accidental activation.

The new Gen3 tracker retails for about \$170. The cost of the basic service is \$99.99 with an additional \$99.99 for the Extreme service upgrade. I also bought the RAM mount for the unit for \$15 so that I could mount it back where the old one had been.

Personally, I think that this is a great deal. If you are unfortunate enough to have an accident, the ability for someone to find you is greatly augmented over just having an ELT. If the ELT & Spot both fail during the crash, at least there’s a track to follow. Of course, the biggest drawback is that you need to remember to turn it on before the flight!

See you all on Wednesday night for the February Meeting! ➔

# Drayton Valley Update February 2014

*By Guy Christie*

Well it's been a busy time at the Drayton Valley Flying Club since I last wrote in the Skywriter.

Just before Christmas we entered the Drayton Valley Santa Claus parade with a float representing our flying club. We put the Volksplane (minus wings) on a trailer and decorated it to represent airplanes and the Drayton Valley airport. The deck was set up as runways 32/14 with center line, hold short taxiways & runway lights. We built a mini control tower on the front of the trailer complete with a rotating beacon on top but due to the amount it snowed, it stopped rotating a 3<sup>rd</sup> the way along the parade route.

We applied for COPA Flight status and are now COPA Flight 186. COPA has been great in their support of our group except on initial start-up. They thought we were a commercial training facility and not just a club but once that got that clarified we were good.

I've wanted to buy an airplane but not having the proper license I was finding it difficult to justify it. To upgrade I would have to drive 1½ hours one way to take lessons which in reality takes a up a whole day of your time and thought it would take way too long.

My next thought was to bring a satellite flying school to Drayton Valley as I figured there would be others that wanted to learn and a couple in our club wanted to recertify. The hoops you have to jump through to do that were crazy and thought there must be another way.

I ran into a guy in Lacombe who is a freelance instructor and that's all he does. He would come to Drayton Valley, set up ground school (needed only 5 students) and give flight training. All you needed was for you to either buy a share in his plane (\$100) and he could put you on the registration and was able to teach you without having a commercially certified airplane which is also commercially inspected. The other option is for you to buy your own airplane and he can give you flight training in that. The maximum that can learn on one plane is five due to insurance reasons.

My next thought was to advertise this flight training enterprise and maybe entice a couple more people into it. I set up a Facebook page, started a DVFC website ([www.draytonvalleyflyingclub.com](http://www.draytonvalleyflyingclub.com)) and advertised on the Buy N' Sell Drayton Valley website. Well needless to say we were overcome with phone calls emails and Facebook 'likes'.

Another way to attract future pilots was to have an open house which I organized for January 25<sup>th</sup>. Our flight instructor agreed to give familiarization flights to people who were interested but were sitting on the fence about it. I also realized that with the calls and e-mails it might be wise for me to have club members volunteer to take people flying if need be. Dennis, our flight instructor, also rallied some people he knew to come and do the same.

Well, the day came and when I got outside in the morning the winds were just howling and I was really disappointed. I went to the airport thinking it would be a bust but to my surprise things came together quite well. By the end of the day we had 27 aircraft from all over central and southern Alberta make a showing. I lost count of the number that went flying but it was a lot. It was almost a blessing as at one point we had no more room on the apron in front of the terminal building for airplane parking.

I guess you could say, 'be carefully what you wish for' as my work was now cut-out for me.

Organizing the ground school instruction, our flight instructor and all the students was now a huge task as we have 22 students from various backgrounds and schedules. And on top of that I was looking for an airplane to purchase for a group of 5 of us to train in.

Well, I found an airplane, a Cessna 172B out of Lacombe, set up a partner bank account, got the plane inspected and insured.

Now the school is underway as of last week and we still have 22 students and flight instruction is moving along as well. Our ground school guy has worked out schedules with everyone so that makes a huge difference, he even set up Sundays as a tutor/catchup day for those with busy lives.

I've met with County and Town Economic Development and they're going to decide if they need to do a feasibility study for the airport. They've asked us for our wish list based on our needs and what the needs are for infrastructure. We will be included in the planning for the Drag Racing in the future which takes place every September.

So, we've come a long way in a short period of time and it's really exciting. I know I can count on the various clubs around the province and from COPA in the future. We're planning a breakfast this summer and a COPA for Kids as well.

Guy Christie  
COPA Flight 186  
President DVFC  
➔

# CRUFC Directors Meeting Minutes

By Carl Foreman

## Calgary Recreational and Ultralight Flying Club Directors Minutes

January 16, 2014

**Attendance:** Bashar Hussein, Ken Beanland, Carl Forman, Ed D'Antoni, Norm Vinneau, Ken Taylor,

**Treasurers Report:** Ken Taylor presented a preliminary basis treasurers report. Yearend financial statements will follow shortly. Our current membership is about 66 members. Bashar will promote (remind members) regarding payment of dues at the meetings.

**Other Business;** this was the inaugural meeting of the new executive. There were general discussions regarding the past, present and future of the club. Matters arising;

**Speaker:** Carl has lined up Russell Koch to speak at our March meeting

**Club Mission;** The mission of the Calgary Recreational and Ultralight flying club is to promote safety and camaraderie amongst aviation enthusiasts.

**Website:** Bashar will speak to Al Perrault regarding improvements to the website.

**Club membership binder:** It was considered desirable to have a binder with a brief resume and perhaps a picture of each club member. Ed D'Antoni agreed to head up the project.

## Various prior years' club activities were discussed as follows;

- Annual winter dinner and auction – Prior years have been organized by Dave Procysen who is no longer a member. Held at Big Rock Brewery in the past. Included a buffet dinner and a silent auction. Probably too late to do this year;
- Annual rust remover – Held in April at Cardel Place in past but skipped in the last two years. Ken Beanland volunteered to speak at one, we could go through the annual MOT questionnaire which would either replace or supplement an MOT speaker.
- Club raffle (the big one with radios, GPS, drills, etc.) We could do a 50-50 draw this year.
- COPA For Kids ( we've had as many as two per year) – Carl will organize one September
- Poker Run Garrett Komm is organizing one this year.
- Fly-in breakfast – it is desirable to have one but difficult to set a date
- Club Air Adventure summer trip no firm plans in place
- Combined breakfast with the Lethbridge Sport Flyers - Usually occurs in September

Meeting adjourned.

# FOR SALE



**1995 Rans Coyote II S6-ES For Sale:** Rotax 912UL (80HP). 250 Hrs. 116 Wing. GSC 2 blade ground adjustable prop. Cruise 100+ MPH burning 3.5 gph of premium auto fuel. Registered as Amateur-built. Recovered in 2007 and also added many updates at that time. Excellent condition. \$30000.00 For more information contact John Munchrath at 403-901-9661 or email [john.munchrath@figment.ca](mailto:john.munchrath@figment.ca) (01/13)



**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 [normrdt@gmail.com](mailto:normrdt@gmail.com) (12/13)

**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](mailto:gcpegasus@gmail.com) (10/13)

**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 (10/13)

**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](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 \$12,000.00 OBO. Glen Clarke 403-279-1036 [clarkeqk@telus.net](mailto: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](mailto: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](mailto:eaahighriver@shaw.ca) or visit [www.eaahighriver.org](http://www.eaahighriver.org) for more details. →

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