



Skywriter...



March 2014



Andy Gustafsson found this picture in his vault from a summer past. How we long for spring and summer with warm weather and bugs on the propeller... Picture taken west of High River.

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

Getting Ladies Into the Air

March 8, 1910 Raymonde de Laroche of France became the first woman in the world to earn a pilot license. On September 16, 1910, Bessica Medlar Raiche soloed in the airplane she and her husband Francois Raiche built together at their home in Mineola, NY. The Aeronautical Society of America would accredit her as first woman aviator in America. On March 13 1928, Mary Eileen Vollick became Canada's first licensed female pilot.

March 8 marked the first Women in Aviation Day. When Raymonde de Laroche earned her pilot license in 1910, number 36, she represented about 3% of the pilot population at that time. One hundred years later, women still only constitute about 6% of the pilot population in most western countries.

Piloting is an activity anybody can do and can excel at if desired. But why is it that only 6% of the pilot population is female! It supposed to be 50%. Should we face it and declare that, for the last one hundred years, aviation has been standing on one leg only?

The barriers that stop women from flying can be the myth that women are not interested in aviation, the myth that aviation is demanding, a lack of interest, a lack of confidence (fear of flying), a lack of exposure, a lack of emotional support from family and friends (flying is too dangerous), or possibly a lack of community support.

To start with, I hope that all of you agree to discount that the myth of aviation is demanding, because women work in much more demanding fields.

As part of the Women of Aviation Worldwide Week March 3 - 9, pilots around the world are offering free flights to women and girls in "Fly it Forward" events. Women of Aviation Worldwide Week founder Mireille Goyer said that "the number of flights logged during the week has grown to more than 5,000 in 2013, and there is never a shortage of demand—proving that the low representation of women among pilots may be for lack of exposure, but not for lack of interest".

So it is lack of exposure not lack of interest, but what about lack of confidence (fear of flying). It is obvious that lack of confidence is due to the lack of exposure and lack of education. Once the female pilot takes the control and find out how simple and easy is to fly the machine the lack of confidence will disappear.

Lack of exposure can be reduced in many ways; early

in a young girl's life they should be exposed to aviation as a great opportunity. This can be done via teachers in school, educating system and counselors. The message must also be promoted often and be a consistent part of their career options throughout a girl's early life. Aviation should also be promoted as an attractive and affordable sport.

Lastly the community is supposed to play a great role in supporting female in aviation. Here I'd like to mention the note a male passenger left for pilot Capt. Carey Smith Steacy, a WestJet pilot flying from Calgary to Victoria on an airline napkin:

"The cockpit of an airline is no place for a woman. A woman being a mother is the most honor, not as 'captain.' Proverbs 31. Sorry not PC". It goes on to say, "I wish WestJet could tell me a fair lady is at the helm so I can book another flight!"

The passenger, according to Smith, also asked flight attendants whether she had enough hours to be the captain as safety was important to him.

Smith posted a photo of the napkin to Facebook along with the note:

"To David. Thank you for the note, you discreetly left me on your seat, I respectfully disagree with your opinion that 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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'cockpit,' (we now call it the flight deck as no cocks are required), is no place for a lady. In fact, there are no places that are not for ladies anymore."

WestJet declined to be interviewed by CBC, saying "it felt no need to lend credibility to the author of the note". Way to go WestJet.



The airline goes on to say, "it has 1,118 male pilots and 58 female pilots, and that WestJet Encore has 96 male pilots and 10 female pilots". Oh again the famous 6%, isn't it? With 68 women among 1,214 pilots, the percentage is 5.6% in WestJet's case, but I will round it up to 6%!

One person commented "I hope WestJet is happy with Capt. Steacy for her eloquent, intelligent and appropriate response". I agree with the comment.

Finally, in order of supporting and encouraging women's into aviation, let's challenge the status quo and the false assumptions. Let's reach out and genuinely invite women to join the challenging and rewarding world of aviation, not as an accessory but as a desired partner. Let us bring the whole family to the aviation, make the airports more welcoming places, put them in the left seat and give them introductory ride, let them get the feel for the control, lighting the spark for flying and most importantly stop 19th century thinking, and live in the 21st century.



CAVU Dreams

By Ken Beanlands

Well, another flightless month has come and gone for me. This has to be the worst stretch I've had for flying since I finished Chrissy with but a single flight since December 6th. The field in Carstairs has been a bit tricky with a single, narrow runway with high embankments for a large part of that time.

To remedy this, Glenn has pulled out the big guns in the form of an 18 ton Caterpillar with a 300 HP snow blower to subdue the field. Unfortunately, it creeps along at a paltry 1 MPH! Now that Glenn has been able to get most of the snow pushed back to give us a safe runway, the "Big Thaw" has hit.



For those of us operating from grass strips, this is a time of year when daytime heating melts the snow and ice on the surface, but frost a few inches below the surface prevents the water from soaking in. The result is a soft field that quickly turns to mud as we fly from it. What this typically leaves us with are a couple of weeks of no flying. If you get out early enough, you can get a quick flight in on the frozen ground before the heat of the day turns it back into goo.

Outside of the obvious reason of avoiding a muddy plane, the other reason we avoid flying in these conditions is that it damages the surface of the runway which take longer for the field to fully recover. For those of you operating from paved strips, please try to keep this in mind when looking for places to fly!

I've noticed that a few of our members have been out, but not many. I see from Facebook that Troy Branch has been able to get out for a bit of RV-10 flying this month. He has also been making excellent progress

on his Super STOL with most of the plane covered and primed. I wouldn't be surprised to see it in the air this summer!

Fortunately, the lack of flying, along the inspiration from Troy, has given me opportunity to work on my Buttercup project. Since Christmas, I've built most of the wing fittings and framed up the two wings. I'm now finishing off the last couple of ribs and getting started on the flaps and ailerons.



I also had the opportunity to attend the Stewart System fabric covering course this past month. SAIT hosted the course, but it was the Stewart System Canadian dealer, Western Aviation Services Ltd of Grand Forks, BC that put on the course. There were nine students from the Calgary area including three SAIT instructors. Even though I used the same basic system on my Christavia, I decided to take the course to get familiarized with the changes that have occurred with both the products and process now used since Stewart purchased the system. I found the course to be very informative. If anyone else is interested in doing the course, they should contact Western Aviation Services Ltd through their website www.westav.ca.

Stewart Systems has a number of advantages over other systems. The primary one is the use of waterborne chemicals making the whole process non-toxic and safe to use in an attached garage or basement of your home. This makes it ideal for homebuilders. It also claims to be significantly lighter than other systems as it uses only three chemicals: first, a glue to attach the fabric; next, a high solids primer that encapsulates the fabric, fills the weave and provides UV protection and third, the paint top coats.

Although I intend to use the system to cover the Buttercup when I get to that stage, I also have some potential work lined up through my company to cover a certified aircraft with the same system. The system is STC'd for use on most certified aircraft and they are willing to work with customers to add aircraft that have yet to make their Approved Model List.

Now, for something completely different. Having had the advantage of reading Bashar's article, I have my own reflections on why our sport does not attract more women. Bashar suggests that it's a lack of exposure and/or encouragement that keeps the fairer sex from joining in our passion for flying. True only 6% of all pilots are female, but I think that there is more to it than that.

When I was a teenager, I joined the Royal Canadian Air Cadets, Squadron 515. It was one of four squadrons in the St. John's wing. We had a pretty even mix of male and female both in the squadron of about 70 cadets and the wing of about 300. The cadets were regularly exposed to aviation as it was required standard training for 1st and 2nd year cadets to learn the aeronautical basics. In addition, cadets were regularly taken on familiarization flights in both gliders and powered aircraft. Scholarships for both glider and power private pilot licenses were available to all cadets and all were encouraged.

Despite all of this, only 6 of the 50 cadets that attended the glider scholarship course when I did, were female... 12%. The power scholarship the following year had only 10 females out of a total of 60 cadets. Don't get me wrong here, of the female cadets that applied, most did exceedingly well, flying just didn't seem to have the same interest for the ladies as for the guys. It would seem that it's not just a lack of exposure or encouragement that has kept the number of female pilots at such a low percentage. To be honest, the same can be said for many of the motorsports like motorcycling, snowmobiling, boating, etc.

I have also noticed that of the small number of female cadets I knew who did obtain their licenses, none pursued it as a career nor did they continue flying recreationally. Even my mother and sister, both of whom were licensed pilots, stopped flying shortly after getting their licenses. Both had full access to the family's Cessna 180 but were not interested in pursuing the sport. It's interesting to note that my sister was top on her gliding course and went on to instruct with the cadets while attending university.

Personally, I'd love for Renee to take up flying. I have encouraged her and have taken her on numerous flights. However, she is quite content to be a passenger...

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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 (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 (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 (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 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.

May 10th, North 40 Ranch (CTY4) – Red Deer Flying Club will be hosting their Annual Poker Rally. More details to come. For additional information or to sponsor the event, please contact Darrell Glover at 403-350-8688, or north40rancher@cciwireless.ca

May 18th, Westlock, AB (CES4) – St. Albert Flying Club Fun Fly and BBQ, COPA Flight 61. Rain date Monday, May 19th. Pilot briefing 9:00 a.m. in terminal building. For more information, please email stabfc@gmail.com. Join us for a fun flying event and BBQ.



May 25th, Barrhead, AB (CEP3) – 5th Annual Fly-In / Drive-In Breakfast hosted by the Barrhead Flying Club. Served from 8:00 a.m. until 11:00 a.m. \$7.00 plate, under 6 yrs. free. Golf course adjacent to runway call 780-674-3035. Runway 07/25, 3300' Com. Co-ordinates (N) 54 05 50 (W) 114 26 20. 123.2. Fuel Available. For more information, please contact Wade Evans at 780-674-0142 or wade.evans1@gmail.com.

June 14th, Carstairs/Bishell, AB (CGB2) – 18th Annual Fly-In Breakfast At Carstairs/Bishell's 8:00 till 12:00. For information call Glenn 403-337-2564

June 15th, Morinville, AB – COPA Flight 61 Mike's Father's Day Fly-In breakfast 8:00 a.m. to 11:00 a.m. Mike and Rose Poworoznik's farm strip (CMN6). For information, please email: stabfc@gmail.com

July 12th, Chestermere/Kirkby, AB (CFX8) – Annual Fly-In Breakfast At from 8:30 till 12:00. For information call Bob Kirkby (403) 569-9541

July 28th – August 3rd, Oshkosh WI (KOSH) – EAA Airventure 2014.

July 20th, Vulcan, AB (CFX6) – Vulcan Flying Club 39th Annual Fly-in Breakfast from 0800 - 1100 am. Fuel available. Everyone welcome. Co-ordinates for this event are N50 24 27 W113 17 00. For more information, please contact Norm E Kristjansson at 403-485-2791 or cfiwc@telus.net.

August 23rd, Rocky Mountain House, AB (CYRM) – COPA Flight 166/Rocky Mountain Airport Fly-In Breakfast from 07:00 till 12:00. Co-ordinates are N52 25 47 W 114 54 15. For more information, please contact W.J.Horemans at wij@xplornet.com.

September 28th, High River, AB (CEN4) – High River Airport Fly-in Breakfast from 08:00 to 11:00 in conjunction with the Annual River Classics Car Club Show & Shine in downtown High River. Co-ordinates for the event are Lat. (N) 50 32 01; Long. (W) 113 50 34. For more information, please contact Jim Bleaney at j-sbleaney@shaw.ca



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