



# Skywriter



**April 2014**



*Summer is coming! It's time to look forward to some gentle summer breezes, green fields and blue skies. In this case, Pat Cunningham and Mike Sweere survey the runway as we prepare to leave Ram Falls, AB in 2010. Density altitude was around 8000'!*

## **CRUFC Rust Remover – April 26<sup>th</sup>**

We will be having a rust remover seminar on Saturday, April 26<sup>th</sup> from 9:00 AM to 12:00 PM. Our presenters will include a representative from the Transportation Safety Board of Canada.

It will be held at in Bob Kirkby's hanger at the Chestermere/Kirkby Field (CFX8)

Please bring your own chair!

**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

## Lost Plane; where is MH370?

Malaysia Airline flight MH370 was scheduled to fly from KUL to PEK (IATA designation). On March 8<sup>th</sup>, the Boeing 777-200ER left Kuala Lumpur International airport but never arrived to Beijing Capital international airport! At 17:20 UTC, less than one hour from takeoff, the plane disappeared (or I should say vanished). How an airplane carrying 12 crewmembers and 277 passengers vanish just like that?

Until the time of writing this article, lots of stories, analysis, scenarios, etc. were presented, discussed and debated about the MH370 mysterious disappearance but none of them is proven right yet. As in any plane accident the hijacking, terrorism, suicide pilot, equipment malfunction, oxygen deprivation, Lithium-ion batteries fire in the cargo compartment, even the potential of staged bomb in the fruit package was discussed but yet no one scenario is holding water.

The search and rescue and then search mission launched by 22 different nations become the largest in the history, carried by 22 nation's navies was initiated in the Gulf of Thailand and the South China Sea, extended within few days to Strait of Malacca and Andaman Sea then the focus moved to the southern part of Indian Ocean, yet no one evidence about the mysterious plane.

Malaysian government on March 24<sup>th</sup> confirmed and concluded beyond any reasonable doubt that the aircraft had gone down in the southern part of Indian Ocean. In fact they sent a "text message" to the relatives of the passengers and crew members about their conclusion! That is called "best usage of wireless and communication tools". Many satellites, from different countries, using different technologies pointed to different locations on different occasions and reported different types of debris, but yet there is no one material evidence about what happened to MH370.

Is this possible? Just to refocus your attention, we are not talking about a homebuilt small machine get lost in forest fire. It is a Boeing 777-200ER which is one of the most sophisticated machine in the civil aviation, or that what we have been told.

Few days after the plane disappearance two men identified on the manifest, an Austrian and Italian, had reported their passport stolen in 2012 and 2013,

respectively. Interpol stated that both passports were listed in their database of lost and stolen passports, and that no check had been made against the database. It was reported that an Iranian had ordered the cheapest tickets to Europe via telephone in Bangkok, Thailand. The two passengers were later identified as Iranian men, who had entered Malaysia on 28 February using valid Iranian passports. The head of Interpol said the organization was "inclined to conclude that it was not a terrorist incident". So the scenario of possible passenger involvement was ruled out.

Police searched the homes of the pilot and co-pilot, on suspicion that those in the cockpit had been responsible for the aircraft's disappearance. However, no evidence had emerged to support this theory. After the FBI reconstructed the deleted data from the pilot's home computer, the Malaysian government spokesman indicated that "nothing sinister" had been found on it.

There were stories about the pilot inviting girls and hosting them in the cockpit. While such events reflected how the pilot was irresponsible and should have been disciplined, Malaysian airlines did nothing and allowed the same pilot to keep flying with no evidence of disciplinary

## 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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action, or at least that what we have been told.

Malaysian airlines officials did not disclosed its cargo manifest, as Malaysian police are conducting their own investigations. They said only that the aircraft was carrying 3 to 4 tonnes of mango and said that nothing transported was dangerous. Then, they confirmed that potentially flammable batteries identified as Lithium-ion were on board, adding that, all cargo was "packed as recommended by the ICAO", checked several times, and deemed to meet regulations.

The aircraft left Kula Lumpur international airport at 14:41 UTC on March 7<sup>th</sup>. It climbed to its assigned cruise altitude of 35,000 feet and was traveling at 471 knts true airspeed when it ceased all communications and the transponder signal was lost. Military tracking shows that the aircraft descended as low as 12,000 feet after taking a sharp turn toward the Strait of Malacca.

MH370 has become the 2014 aviation mystery and the time window for finding its black box is closing. Malaysian government confirmed that they will not stop looking for their airplane and the world is waiting for final closure of the lost plane.

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*On our way to Oshkosh '92, we stopped in Moosehead Lake, Maine. This is what we found on the shore! To give you some idea of the size of this plane, Wade, standing at the front of the float, is 6' tall! "Dumbo", as she's affectionately known, has the distinction of being the only DC-3 ever put on amphib floats!*



## CAVU Dreams

By Ken Beanlands

### I'M FRACKING TIRED OF WINTER!!!

This definitely feels like the longest winter I can remember in 20 years! Of course, complaining about the weather is a favorite pass time of us Canadians, but I certainly believe that this winter, we definitely have something to complain about. In fact, it's almost as bad as the ones we used to experience on the east coast which was the whole reason I moved to Alberta in the first place!

The flying season at home in Newfoundland was always a challenge. Here in Alberta, we get concerned about afternoon thunderstorms in the summer. In Newfoundland, we were concerned about the dreaded RDF... that would be Rain, Drizzle and Fog, which dominated much of our weather through winter, spring, summer and, oh yeah, fall! Even with three pilots sharing the plane, we were lucky to see 50 hours a year.

Despite these challenges, in 1992 at the impressionable age of 25, my brother-in-law, Wade



*Camping at Oshkosh's Brennan Seaplane Base in 1992. It just seems a bit more quaint than camping on the airfield.*

and I decided to take my father's Cessna 180 from St. John's, Newfoundland to Oshkosh. This would be a 1500 nm trip, all on strait floats.

On our more recent trips to Oshkosh, we've typically lost a day of flying due to weather, each way. This made our trips about 3 days long. The trip in '92 took 7 days! Part of this was due to some really nasty westerly winds that had some of our flight legs averaging around 60 kts! Most of the delay could be attributed to poor weather in the Maritimes, along the St Lawrence Seaway and around the Great Lakes. Fortunately, the trip home took a mere 3 days due to those same strong westerlies.

Fortunately, this was all done in the friendlier, pre-9/11 days which greatly decreased the complexity of the trip. We hopped back and forth across the border all the way to Oshkosh as our track all but followed along the international boundary. The only real customs issue was on our last crossing back into Canada on the return trip. We landed on Miller Lake, near Halifax, using Lionel Clark's lakefront property as our "port of entry". Prior to leaving on the trip, we had made arrangements with Canada Customs for them to meet us there and had even provided a detailed, turn-by-turn map for them to find our berth. We were told that this was no problem and that they had done this on

a number of occasions before. The only charge would be for mileage if the distance was more than 25 km. On our drive back to Lionel's place, I noted that it was only 21 kms.

We arrived exactly on time only to find no customs officials waiting for us. We dropped anchor and waited as was required. Before too long, two carloads of official looking folks showed up. The next two hours were spent disassembling the plane to prove to them that two 25 year old guys could actually be making a legitimate pleasure trip in a \$120,000 plane! Having found no contraband, they presented us with our bill... that included 110 km mileage! I asked why the mileage was so high when it was only 21 km away. The reply was that they had trouble finding the place and it took 55 kms. Before I could stop myself, I heard me say "So do you plan to get lost on the way home too?". Despite being grumpy about his 6 trainees laughing at my response, he simply said "Just pay the bill". It was worth every penny ☺

To be honest, I'm surprised that we didn't have more trouble than that on the trip. We did have issues like a transponder that failed on the way into Toronto Island; lack of accommodations in Toronto after getting weathered in there for 2 days; Loran C issues when we forgot to change "chains" as we headed into Ottawa; scud running around the north end of Lake Michigan and having Coast Guard machine guns pointed at us on Lake Champlain, NY. Fortunately, none of these issues amounted to much except adding to a very memorable trip. It is truly amazing just how naïve and inexperienced I was back then and just how much I learned on that one trip.

Hmmm, now where was I when I started down this memory lane... oh yeah, the crappy weather we're having. Oh look, the sun's out and it's warm! Wow, what great weather we're having... Time to fly! ➔

*Prepping for departure from Paddy's Pond, Newfoundland. As you can see, I was much younger and smaller back then. Sorry for the low quality of the pictures as they were scanned from old 4x6 snapshots.*



# 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)

**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 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](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 [clarkekg@telus.net](mailto: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](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.

**April 26<sup>th</sup>, Calgary, AB – 2014 Careers in Aviation Expo.** Does the thought of a career in aviation or aerospace get your blood boiling? Do you want to fly, build, navigate or help design an aircraft? Well, Wings and Helicopters Careers in Aviation Expo will get your heart soaring! The Aerospace Museum in Calgary, Alta., brings together industry professionals – as well as representatives from colleges, universities and flight schools – to discuss their roles, future employment opportunities, job prospects in the market and much more. Check it out! Visit our website.

April 26<sup>th</sup>, Chestermere/Kirkby, AB(CFX8) – CRUFC Rust Remover. We will be having a rust remover seminar on Saturday, April 26<sup>th</sup> from 9:00 AM to 12:00 PM. Our presenters will include a representative from the Transportation Safety Board of Canada. It will be held at in Bob Kirkby's hanger at the Chestermere/Kirkby Field (CFX8). Please bring your own chair!

May 4<sup>th</sup>, Red Deer, AB – Fly-In / Drive-In Pancake Breakfast from 8:00 a.m. until 12:00 noon at the Sky Wings facility, Red Deer Regional Airport. For more information, please contact Bert at 403-350-5511 or visit our website.

May 10<sup>th</sup>, 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 18<sup>th</sup>, Westlock, AB (CES4) – St. Albert Flying Club Fun Fly and BBQ, COPA Flight 61. Rain date Monday, May 19<sup>th</sup>. 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 25<sup>th</sup>, 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](mailto:wade.evans1@gmail.com).

June 8<sup>th</sup>, Innisfail, AB (CEM4) – Innisfail Flying Club Fly-In from 7:00 a.m. until 11:30 a.m. Every one welcome. For more information, please call Bruce at 403-392-2424.

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

June 14, Cardston, AB (CEA6) – Welcome to our 8th Annual Fly-in Breakfast. Everyone is invited to walk, drive or fly to the breakfast. 0800 to 1030 on June 14 2014. Breakfast is \$5.00 per person or \$20.00 per family. While you are enjoying the scenery in the area, check out Waterton Lakes Park from the air. This is one of the places in the world where the prairie meets the mountains with virtually no foothills. We hope to see you all. Have a safe flight. Co-ordinates are N49 09 45 W113 14 28. For more information, please contact Douglas Murray at [dgmurray@toughcountry.net](mailto:dgmurray@toughcountry.net).

June 15<sup>th</sup>, 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](mailto:stabfc@gmail.com)

June 15<sup>th</sup>, Lloydminster, AB (CYLL) – COPA Flight 113 Annual Fathers Day Fly-In Breakfast from 8:00 a.m. until 11:00 a.m. Lloydminster Airport signs will be posted. Fly in or drive in, everyone welcome. For more information, please contact Kevin Reiter at 306-825-5542 or [k2reiter@gmail.com](mailto:k2reiter@gmail.com).

June 22<sup>nd</sup>, Vegreville, AB (CEV3) – After a hiatus of several years the Vegreville Flying Club will once again host a Fly-In/Drive-In, breakfast from 8:00 a.m. to 11:00 a.m. Runways 31/13 - 4000 feet. 122.8 in use. RIGHT HAND CIRCUIT on 31. For more information, please phone Lowell at 780-632-2931.

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

July 20<sup>th</sup>, 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](mailto:cfiwc@telus.net).

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

August 23<sup>rd</sup>, 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@explornet.com](mailto:wij@explornet.com).

September 28<sup>th</sup>, 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](mailto:j-sbleaney@shaw.ca)

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