



# Skywriter...

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**June 2014**



*Geoff Prichard enjoys a great day of flying in his Fleet Model 2 biplane.  
Photo by Stu Simpson.*

**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

## Plan to Fly North

I was reading April edition in Kitplanes and I enjoyed Robert Barber story about him flying his homebuilt Sonex from Bryan, Texas to Fort Yukon, Alaska. Bob flew via Oklahoma, Kansas, Colorado, Wyoming, Montana, Alberta, British Colombia, Yukon then Alaska and back. He did fly over 8,000 miles with total Hobbs time 60.8hr. His Sonex cruise at 100 to 150 mph (IAS) and burns 3.5 to 6.5 gph depends on cruise speed, the Sonex range is 300 mile with 45 minute reserve and he has a custom seat tank of 6 gallons which extends his range to 450 mph.

The story was fascinating especially since he accomplished a feat with an airplane not designed for such a long adventure. As usual, I went to my ForeFlight and re-built his flying path, only in Canada because I don't have US subscription, and my eye went wide open! If Bob is able to fly north, why can't we? Most of our club members have been involved in multi-day, long cross-country flights over the past few years and they may support the idea if we did plan it well.

So I am calling on you folks to explore the possibility of us flying somewhere north in a group adventure. We need to properly plan the adventure, plan for the airplanes participating, their speed, are we grouping them in fast and slow? What is the flying route? Which month (I am talking about the year of 2015)



and for how long Should we plan to sleep under the wings etc.

One idea that we may consider is to have two pilots flying in each plane, saving that it is not jeopardizing the safe flying and stalling characteristics, it will be more fun, less expensive, less boring and may provide an opportunity to our club members with no planes to participate in this venture.

Another idea is in utilizing the adventure in fund raising to COPA for Kids.

Personally after flying my CH-750 from Cobden to Calgary in the Winter, I am very ready to make another venture to fly north and discover Northern Alberta, BC and Yukon, what about you?



## 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

Skywriter is the official newsletter of the Calgary Recreational and Ultralight Flying Club – COPA Flight 114, published 12 times per year

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# My Most Rewarding Flight Ever

*By Ed D'Antoni*

I am not a high time or adventuresome pilot and have never had to deal with any truly scary incidents. Many years ago I purchased a Cessna 172 and used it to obtain my Private Pilot's Licence. I soon discovered flying high or far did not excite me; that I could do faster and more comfortably on commercial airlines. When Wilf Stark purchased a Rans S-12 Kit, I became a partner in that aircraft, and the fun of flying entered my life. I have since built and test flown four aircraft. Sure, I had a few Rotax Moments, but the prairies are a good place to be when things get quiet at the front of an airplane. The most exciting or maybe frightening thing I have ever done was after I filled out a Student Pilot Permit for my son Michael, then stepped out of the aircraft and said, "OK do a circuit on your own." He still reminds me of that moment some 20 years later.

I have handled registration and scheduling of Calgary's COPA for Kids flight since I don't know when. We get a few "thank you" emails every year but one stuck in my mind. It was from a mother:



"Thank you so much, my daughter Olivia has been going through difficult times and her flight Saturday was a highlight. She spoke of it all evening. You may remember her; she was the one with a leg brace".

A month or so ago I received another email asking when the event would be held this year. When I replied that it would be sometime in September, I received the response: "That would be too late". I never asked why but volunteered to take Olivia for a flight anytime that was convenient. After some correspondence and many scheduling conflicts I was able to take Olivia for a flight last Friday.

When Olivia attended COPA for kids last year she was going through a painful leg lengthening process. She wore a leg brace and used a crutch to get around. It was obvious that she had a lot of confidence and spunk, as she was not afraid to hobble around in shorts with a crutch showing her leg and brace. Olivia is a cancer survivor and treatments she received at the age of five slowed the growth of her leg. When Ben Stefanic and I met up with Olivia, her Mother and Grandmother at the Chestermere Tim Horton's Friday morning, Olivia's leg had been lengthened 18cm and her limp was hardly noticeable. We drove out to Stefanic field, where I gave them all a flight briefing and explained the basics of flight to Olivia, loaded her into the SportStar and left the two ladies with Ben to entertain.

It was 11 AM and the temperature was already 22°C, so I warned my passenger about how bumpy it would be. I let Olivia taxi the aircraft to position and follow me through the take-off. I had promised to give her a flight lesson. At altitude it was very rough and it took a lot of effort just to keep the SportStar flying in a straight line. Since Olivia was following me on the controls and expecting to take control, I again explained the fundamentals and finally said "you have control." She did remarkably well. After some time I explained how to do a 360° turn, did one and then had her do the same. After that, except for the landing, she flew the aircraft for the rest of the flight.

Since it was so rough, I kept my eyes on the instruments and the flight in general. I never did look over to see how she was doing. I did cheat a little by using the trims to make sure we were always at the correct altitude. After having her turn then straighten out to follow the Bow River east I heard a loud "WHEEEEE!" and finally, I looked at Olivia. I could see by the smile on her face—it was a shout of glee. She did this a few more times during our flight. On landing, the first thing my passenger said to her mother was "We have to get an Airplane."

I then took Olivia's mother, then her grandmother for short flights. Her grandmother was as enthusiastic about flying as Olivia. At one point saying "this must

be how an eagle feels.” How often does one get to take 3 generations of a family for flights in one afternoon?

That day was the most rewarding day of my entire flying career. It also made me realize that I had progressed from a simple Private Pilot to the enjoyable pursuit of flying for fun. The next day I received the following email:

“Hi Ed! Thanks you very very much for the flying on Friday. We had such a great time; it was really a treat for us. Olivia has been talking about it non-stop. Could you please also thank Ben for us? The whole experience was a (pardon the pun) real high!

Many Regards,  
Rebecca, Olivia and Heather.”

→



# 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)

**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 [clarkeqk@telus.net](mailto:clarkeqk@telus.net) (11/11)→



# CAVU Dreams

By Ken Beanlands

After a month long annual inspection, the final pieces of the puzzle has finally arrived for the Christavia. The first was a set of rocker cover gaskets to fix an annoying leak I've developed over the past year (a MUCH less expensive oil leak than Pat Cunningham's ☺).

The second piece was a new battery for the venerable Garmin 296. Now when I say battery, I'm not referring to the main power battery in the unit, but rather the "clock battery" soldered to the main board. Most devices use a battery to protect volatile memory in the unit and to keep the on-board "clock" ticking. When they fail, various symptoms may present themselves. In the case of the Garmin 296/396/496 units, the first thing you'll notice is an extended time required to lock in on the satellites. In my case it went from about 30 seconds to more than 5 minutes.

This, in itself, was not that big a deal. However, the next symptom was that the unit would come up with the wrong date and time... 20 YEARS wrong! Unfortunately, this would not always be noticeable as often the time of day was within an hour of the correct time.

This brings us to the final symptom... the flight timer. When it was in the wrong-date mode, the automatic flight timer would not start up. Of course, I usually didn't notice until several minutes into the flight when I went to note my take-off time and realized that the GPS didn't know the flight had started! I guess it figured we were boring along on the ground at 90 kts!

Fortunately, this could all be solved with a "reboot". Unfortunately, as the situation got worse, it frequently required more than one reboot to fix it. I finally got annoyed enough to bring it in to Northern Avionics and, for a nominal fee, they replaced the battery and my 296 is working like new. If you have one of these units and are having the same problem, it really is worth it to get it fixed.

While I was awaiting the return of the 296, I did a little flying using the AirNav Pro app I downloaded a few years ago. To be blunt, I found it lacking. It was OK as a backup, but not as a primary navigation tool. The old airspace structure for Edmonton was still being represented and YYC's control zone was simply missing! It was time for something new.

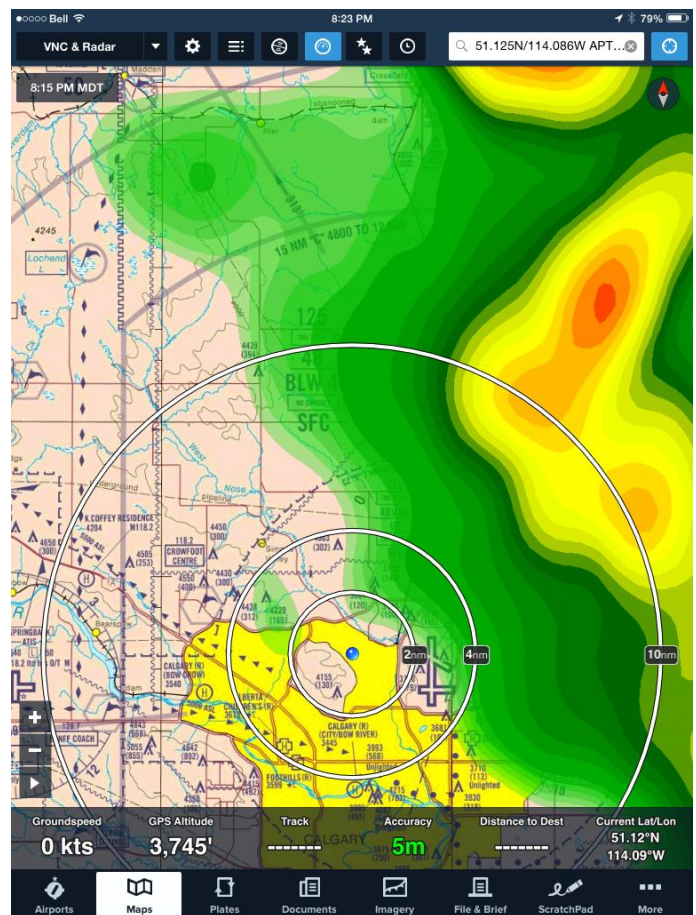
Over the past few years I have been looking at getting something to augment or replace the 296, but couldn't quite decide. ForeFlight came out with Canadian mapping last year but Garmin also promised a Canadian version of their popular Pilot

app. Having had several Garmin products and having worked with the G500/600 and G1000 systems, I figured that this would be a good app for me.

However, with the 296 still in the shop, and no other Canadian specific app available, I opted for ForeFlight. Unfortunately, it is not a cheap app. Okay, to be precise, the app itself is free, but if you want the maps, then you need to subscribe. The annual Canadian subscription is \$149.95. If you want US mapping, it's another \$74.95 for the basic subscription.

What you get with that is a digital copy of all the Canadian Visual Navigation Charts (VNC), Visual Terminal Area Charts (VTA), Low Altitude Enroute and High Level Enroute charts and Flight Supplement data. Terrain and obstacle databases are also included. The application and your subscribed charts can be downloaded to a number of devices for use at the same time as long as they are used by only one pilot. This allowed me to have a copy on both my iPad Mini and iPhone. To be honest, since I can replace all my paper maps and CFS subscription with the iPad and iPhone, it will likely save me the price of the ForeFlight subscription annually.

*ForeFlight screenshot from the iPad Mini showing the distance rings & radar over the Calgary VTA chart. As you can see, this is a very powerful tool for the cockpit.*



# FLYING EVENTS

The app itself is pretty easy to figure out, especially if you've used other mapping devices or apps in the past. There are a few things to get used to like the powerful, but cryptic language used to program in your flight plans. Although not as intuitive as the old Garmin 296, it's a lot faster to input multi-leg flights when you know the relatively simple syntax. In other words, you will need to read the manual ☺.

In addition to the mapping information available in ForeFlight, it also provides near real-time weather information such as radar and satellite information that can be overlaid on the map. Of course, you will need internet access to get this data. However, there is the Stratus ADS-B device that can be used to extract weather and traffic from the ADS-B network. Unfortunately, this is primarily a US service and won't do you a lot of good for local flying. It also gives your device better GPS sensitivity.

The new Stratus 2 device will also provide all the same data, but adds in an attitude heading reference system AHRS which is displayed in a split-screen within the ForeFlight app as an artificial horizon. For those without an EFIS system or gyro horizon in the panel, this could provide an interesting option. Of course, it comes with a price tag of \$899 USD.

I've only done one flight using the iPhone app, but what I saw certainly impressed me. One of the neat features is when you zoom in on a location that is covered by both a VNC and VTA. As you zoom in, the mapping will automatically change from VNC to VTA. Also, a single tap on the map will flip from VNC to VTA. The other feature I found quite useful is the distance rings. You can set them up to display at fixed distances around your location (ie. 5, 10 & 25 nm or 2, 4 and 10 nm) or you can set it up to automatically scale the rings based on the zoom factor. It makes it very easy to estimate your distance from a reference point without making any inputs which is great for relaying position reports.

As I play with the app more, I'll be sure to update you guys. The next step is to get a Ram mount so I can mount the iPad on the instrument panel. I have space set aside for it already. One thing is for sure, I don't plan on buying anymore paper maps!

Anyway, I hope to see you all at Wednesday's meeting, the last until September. Although this may be our last meeting of the season, remember that there will be many flying events over the summer, many hosted by club members, the first being this weekend at Glenn Bishell's field in Carstairs. →

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.

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 26<sup>th</sup>, Stettler, AB (CEJ3) – Stettler Flying Club/COPA Flight 135 2014 Hawaiian Fly-In, 11:00 a.m. hangar flying & refreshments, noon Hawaiian food ceremony and meal. Authentic Hawaiian style Luau BBQ prepared by Henry Johnson, \$12 per plate. Rain date July 27. What the heck! Pull your loud Hawaiian shirts out of the closet and put them to good use! Please RSVP by July 21 to [stettlerflyingclub@gmail.com](mailto:stettlerflyingclub@gmail.com). You may pull out with no problem up to and including Tuesday, July 22, but please notify us by e-mail if you decide you cannot attend. We are limiting attendance to the first 120 folk who reply.**

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

**August 10<sup>th</sup>, Westlock, AB (CES4) – COPA Flight 139, Westlock flying club annual fly in breakfast 7:00 a.m. until 11:00 a.m. Free "wing-camper" BBQ Saturday night. Grass runway available beside residential air park. For more information, please phone 780 349-1094 or [sfg@telus.net](mailto:sfg@telus.net).**

**August 14-17<sup>th</sup>, Drumheller, AB (CEG4) – The Great Dinosaur Valley Fly-In of 2014, sponsored by Western Canada Tribe, International Comanche Society. All Piper Comanche enthusiasts welcome. Children especially welcome! Several interesting tours and activities planned. For information package, hotel info and to pre-register (essential) please contact Donald Ostergard at 403-823-0405 or [cflhv@magtech.ca](mailto:cflhv@magtech.ca).**

**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@xplornet.com](mailto:wij@xplornet.com).**

**August 23<sup>rd</sup>, Claresholm, AB (CEJ4) – Fly-In Breakfast from 8:00 a.m. until 11:00 a.m. Sponsored by Town of Claresholm, Chamber of Commerce, and put on by Lions Club. Rides to/from town available (museum, murals, etc.) co-ordinates for the event is N50 00 17 W113 37 48 (NDB-408). For more information, please contact Murray at 403-625-3782 or [frameaviation@hotmail.com](mailto:frameaviation@hotmail.com).**

**September 1<sup>st</sup>, Stettler, AB (EJ3) – COPA Flight 135 Stettler Flying Club annual Fly-In breakfast Labour Day Monday. All you can eat pancakes, eggs, ham & sausages from 8:00 a.m. until 11:00 a.m. For more information, please see [sites.google.com/site/stettlerflyingclub](http://sites.google.com/site/stettlerflyingclub) or contact [stettlerflyingclub@gmail.com](mailto:stettlerflyingclub@gmail.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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