



Skywriter...



September 2014



Our truly fearless leader tries yet another avenue of recreational flying; this time in an AutoCopter gyroplane. See Bashar's article for more details.

September Meeting Reminder

September's meeting will be held at the Aerospace Museum at 7 PM. Some of us meet at the Perkins Restaurant at 32nd Ave and Barlow Trail NW around 5:30 PM. Feel free to join us.

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

My First Gyro Experience

I have to admit that last year I didn't know what gyroplane was. However, one of our employees introduced the idea of laser scanning the project site by using autonomous air-vehicle. This had me researching the subject and I stumbled with the gyroplane.

The idea of laser scanning died but my interest in gyroplanes increased. I did research in the history of the gyros and was not very impressive based on the safety and level of accidents the gyro pilots encountered. So the word safety was blinking whenever I thought about gyros.

My search led me to look into the available brands of gyros. Auto Gyro, Cobra, Magni Gyro and Apollo Gyrocopter are among another dozen names of gyro flying in North America.

The Auto Gyro is the most popular of these gyrocopters. With their production capabilities of one to two gyroplanes per day and distribution centers, they have the lion market share. But the word safety is still blinking in front of my eyes. The Auto Gyro airframe is made of welded stainless steel with composite glass and carbon fibre moulded parts

making up the airframe shell. Frankly, welded parts make me nervous, so I continued my search.

A few months back I found an Austrian company named ArrowCopter who makes a different type of gyro. ArrowCopter AC20 is made of a self-supporting, double-walled, carbon monocoque airframe and wing tanks for a maximum fire safety. I did contact the company and requested more information about the gyroplane and as they furnished more information, I found out that they focus on safety and they addressed my safety concerns in the design of A20.

While I was in Oshkosh, I have looked into some of the other types of gyrocopters, attending a



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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few workshops. Then, during a trip to Europe for a family gathering, I used the opportunity to visit Austria to try the ArrowCopter. The company premises are located an hour and fifteen minute from Vienna in a small town called Zeillern. I met Lukas, head of sales and Martin, managing partner of the company. They introduced their plan in introducing ArrowCopter. Lukas walked me in their assembly shop. I was impressed with the ArrowCopter carbon fiber airframe molded in one piece in an autoclave, seats made of Kevlar and the nicely placed fuel tanks in the wings. In fact the fuel tanks are part of the wing similar to the wet wing concept.

We drove to an airfield 15 minutes from the offices and he took me in a 20 minute flight in the ArrowCopter AC20. The ground maneuvering is very responding and smooth thanks to the differential breaks. Turning 360 degrees was an easy task. Lukas spun the rotor up to 270 RPM. The rolling was short and we were off the ground. AC20 is stable and the chiming to 2000 AGL was fast. Lukas introduced the basic maneuvers and the flying envelop limitations. The descent and landing was simple and easy.

My first experience in AC20 Gyrocopter was very interesting and mind changing about the new gyroplanes.



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CAVU Dreams

By Ken Beanlands

With two weeks still left of summer, we find ourselves once again dealing with SNOW!!! (Hey, if we can't complain about the weather, what's left to talk about ☺). It's hard to believe that the summer is already over. I think I logged no more than 10 hours this season and I've only been in the air once since the last newsletter. I keep saying that fall is my favorite time to fly and I'm really hoping that the weather smartens up so I can get a few more hours logged in 2014!

As some of you already know, I'm back teaching at SAIT this fall with my biggest course load to date, 14 hours a week in front of the students. As a bit of a change, I get the first year Avionics students for a Standard Practices course, covering the basics of shop safety and laying the basic foundations in hand tool use and hardware identification.

I'm also teaching the second year AME students in auxiliary aircraft systems such as heating, air conditioning, pressurization, hydraulics, wheels, brakes and fuel systems. It's a very in-depth theory course touching on nearly everything but the paint!

Finally, I get to teach the Structures students about aircraft engines, both turbines and piston. Although the Structures AME's don't typically work on engines, it is still useful to familiarize these students with a basic knowledge of powerplants.

As always, I'm having a blast teaching the students and I've found that I'm far more comfortable in front of the class this semester than I was last year. A lot has been going on at SAIT this year. It's the first year for the new AME program. For the past couple of years, the instructors have been busy overhauling the course to better meet the needs of the evolving aircraft maintenance industry and to fold new technologies into the program. Although I'm not directly involved in that part of the program (as I don't currently have any first year AME students) it's still neat to see how the program has evolved even in the 6 short years since I was a student there.

Although I haven't much to report in this issue of the Skywriter, I'm hoping that over the next couple of months we will have some exciting adventures to report on. Currently, Stu Simpson is leading a flight to Washington, DC in his Cavalier. Bob Kirkby is accompanying him in his Cherokee 235 with Al Botting and Carl Forman along as crew. I've been following along their SPOT data and it appears that they are overnighing in Valentine Nebraska... how romantic! Hopefully, they packed their skis for the

final leg to Calgary ☺. If you're interested in seeing their track, go to:

<http://share.findmespot.com/shared/faces/viewspots.jsp?glId=021DetLPyjLqe1v1x2K8UfDG3bOhK8h1Y>

Unfortunately, not all the flying adventures ended well this past month. A good friend of mine was killed in a homebuilt plane crash two weeks ago. Gord Tones was flying his Bede BD-5 near his home airport of Killam/Sedgewick Flagstaff Regional airport when it crashed into a wooded area nearby. I haven't heard any more details at this point.

Gord was very active in the recreational aircraft circles and only recently moved his flying activities from Springbank. He absolutely loved Oshkosh and this past summer was his 30th consecutive trip to the convention. He had always hoped to fly the BD-5 there but never got the chance. He did fly his vintage Beech Bonanza there and all over North America.

Here's an excerpt from the article I wrote about our trip to Oshkosh in 2005. At this point, we had just arrived in Oshkosh for the first time:

As I shut down, I heard a familiar voice yell "Hurry up, we're going for supper!" Gord Tones had come down with Ralph and they had just finished setting up camp directly in front of us in the next row. According to Ralph, Gord had called him up when he found out his Bonanza was not going to be ready for the trip to Oshkosh and said "I'm taking your RV-7A to Oshkosh. Do you want to come along?"

As soon as the last rope was on the plane, Gord dragged us off to the bus and we were off to the Oshkosh terminal. He promised us that the kind souls of Oshkosh would have cars there to take us anywhere we wanted to go. At this point, I was thinking that Gord had spent too many hours under that bubble canopy to think that people would just wait there to drive us somewhere, but low and behold, he was right. At Jeff's on Rugby, a local restaurant, Gord explained that this was his 21st year at Oshkosh in a row!

He certainly made believers out of us. The meal was incredible... all-you-can-eat chicken, ribs and fish (yup "AND" not "OR"). We were stuffed and well watered by the time we left.

Although I couldn't make it, the Iron Creek Flying Club and the Tones family had a fly-in on Saturday to celebrate Gord's life. I hear that it went well and was well attended. He will certainly be missed.

See you all at the meeting on Wednesday night! →

China Nose Fire

By Kay & Glen Clarke

The Alberta Government is at work with your and my dollars as we saw this summer.

We were visiting daughter Karen and husband Don at their farm a few miles west of Burns Lake, B.C. this summer. On Monday afternoon, August 11 we were sitting on their deck enjoying the sunshine when we saw smoke over the hill. A short time later we saw two helicopters with buckets dangling, heading toward the smoke. We hoped they would be successful at putting this fire out.

However the next morning, there was still smoke coming from this area and then we saw what appeared to be a water bomber heading in that



direction. Our son-in-law has a hay field in that direction so we decided to see what was going on. We had a grand stand view of four Alberta Government CL-215 turboprops at work (costing \$20 million each). (Ed. Note: I believe these CL-215T's are actually owned by Conair and are contracted by the Alberta Government).

These aircraft were working from Elwin Lake and the feature in the background is called China Nose. The fire was in behind it so we could not see the drop. It was taking the aircraft about 12 seconds to pick up 6000 liters of water which was likely mixed with 24 liters of fire suppressing foam. It took about 10 to 15 minutes round trip from pick up, drop and back again. The wind was almost calm and at one point they turned and were picking up in the opposite direction.

These aircraft have 2 Pratt and Whitney



123AF turboprop engines at 2380 shp and Hamilton Standard constant speed 4 blade props. They cruise at 180 Kts. They use 840 liters of fuel per hour and you thought yours swallowed a lot!

These aircraft worked here for about two hours before leaving to go back to what we were told was the temporary base at Prince George. We understand that their usual base is Slave Lake. Unfortunately they were not successful at stopping the fire and over the next few days there was an evacuation of homes (including our daughter, her family and their animals). This was the view later that evening and as it was less than 3 miles away from us, it was a scary sight. As of late August the lightening caused fire had covered 4000 hectares and needed 185 firefighters, 16 helicopters and 41 heavy equipment machines to try to bring it under control. At this time it is listed as only 40% under control.



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)

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 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.

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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