



Skywriter...



December 2014



Stu Simpson's Cavalier and Mike Sweere's Cessna 170 grace the Vulcan ramp on Sunday during a spectacular day of winter Chinook flying! Photo by Stu Simpson

Reminder!!!

Like me, many of you probably received your new aviation license booklets about five years ago. What you may have forgotten is that the new booklets have a 5 year expiry date and require 90 days for renewal (although I recently got mine in about 30 days).

Please take a moment to check your license and ensure it's still VALID!!!

There is no fee required to renew your license booklet

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

Flying in Christmas time.

The snow covered our fields, the city of Calgary and its suburban area wearing its white coat. We pilots are adapting to white runways, taxiways with snowdrifts and freezing hangars. We hope that "next week" the temperature will be above zero so we may be able to warm up our beloved airplanes and fly them for a few touch-and-goes or visit other airfields.

With winter fully flanged, the ones who are still flying need to remember the basics of winter flying, and the others who fly with skis should not forget the practice of fly high, medium and low passes over their landing strips before committing to land. The snowdrifts represent a real danger to the ski equipped planes.

Today I found the following humor called "Pilot in Heaven" in Aviation Humor website:

A minister dies and is waiting in line at the Pearly Gates. Ahead of him is a guy who's dressed in sunglasses, a loud shirt, leather jacket, and jeans.

Saint Peter addresses this guy, "Who are you, so that I may know whether or not to admit you to the Kingdom of Heaven?" The guy replies, "I'm Joey Shasta, retired pilot, of Pittsburg, PA."

Saint Peter consults his list. He smiles and says to the pilot, "Take this silken robe and golden staff and enter the Kingdom." The pilot goes into Heaven with his robe and staff.

Next it's the minister's turn. He stands erect and booms out, "I am Joseph Snow, pastor of Saint Mary's for the last 43 years." Saint Peter consults his list. He says to the minister, "Take this cotton robe and wooden staff and enter the Kingdom."

"Just a minute," says the minister. "That man was a pilot and he gets a silken robe and golden staff. How can this be?"

"Up here, we work by results," says Saint Peter. "While you preached, people slept; while he flew, people prayed."

Wish you all a merry Christmas and a safe and happy winter flying.



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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CAVU Dreams

By Ken Beanlands

Merry Christmas everyone! I'm sure by now, everyone has sent their wish list to Santa and is eagerly awaiting the thrill of unwrapping that new tool, plan set or even a new kit plane (I sent Dad a new kit floatplane for Christmas... OK, it was a LEGO kitplane ☺).

If you're like me, you've dog-eared the Aircraft Spruce and Aircraft Tool & Supply catalogs and circled the appropriate items; then left them in strategic locations around the house where they are sure to be found. Sometimes, it's useful to "accidentally" cc. certain loved ones when sending e-mail to a buddy (aka. Wingman) with the particulars of a desired part, tool or other aviation item, being sure to include the part number and exact web page to order from.

To be serious though, the only thing I really want for Christmas is some spare time to spend building the Buttercup and flying Chrissy. The past couple of years have been pretty tough on my spare time and I just never seem to have the opportunity to do the things I love.

I'm now three weeks into the new teaching position at SAIT (about 1297 weeks to go before retirement, but who's counting ☺) and I'm really loving it. I have one major job to complete with Beanlands Aviation Ltd. (which I should finish this week) and I can pull the plug on the business. Then, I should have the spare time I'm craving!

I'm getting really excited to dig back into the Buttercup project. I'm even looking ahead to the next project; but then again, who isn't. Even Stu Simpson, who has proclaimed on numerous occasions that he won't build another plane, keeps taking on plane projects. The Cav is now sporting new wheels, brakes and axles and even had wheel pants on (briefly). I think Stu is looking for even more power (RRR RRR RRR) with talk of going with an O-320!

Of course, I've been keeping tabs on Troy Branch's latest project and feel nothing but SHAME! There's no excuse for not having the Buttercup flying when I see the progress that he's made in just a few short months. He's already got the plane at the airport and has been taxiing it around the field. The last update I heard is that he's waiting on the MD-RA to approve the Just Aircraft SuperSTOL and issue the Special Certificate of Airworthiness. I hear that he plans to fly it like he STOL it ☺ (I crack me up!).

I, on the other hand, have no progress to report this month, although I did get in a short flight yesterday morning. With news that the runway was cleared and the winds were calm, I headed out for a short flight before heading to Okotoks to finish that last BAL project plane. All I can say is that I LOVE winter flying!!

As I arrived back at the field, Glenn Bishell and Mike Sweere were just getting geared up to head out themselves and meet up with Stu Simpson. It sounds like they also had a great afternoon of flying.

Of course, with all this winter flying going on (and it isn't even technically winter yet), I just thought I'd spend a little time talking about winter flying precautions. I won't dwell too much on the condition of the aircraft, obviously they should always be in peak shape whenever you fly. I will mention a couple of points though.

First, be sure to provide an adequate amount of pre-heating. You can usually find instructions and limits for preheating in your engine operating handbook. If you decide to use a gas style heater, be very careful. More than one aircraft has been burned to the ground with their use. The safest way is with the use of an electric preheater, like the ones supplied by Tanis. Of course, that also requires electricity in the hanger.

The second thing to watch out for in the winter is tire pressure. Every fall, when the temperatures drop below 0°C, I notice a large drop in tire pressure (6-8 PSI on a 21 PSI tire). Underinflated tires tend to wear much quicker, roll a lot slower and may not be noticeable to the naked eye. They should be checked at the beginning of your day of flying.

Another thing to be concerned about is your clothes. You should always wear clothing appropriate with hiking in the current weather conditions. My yardstick is to wear clothing that I could survive a night outdoors in. It's not just enough to have the clothing in the plane, it should also be worn. If you're injured in an accident, you may not be able to dig around through the wreckage looking for your parka!

Finally, be sure that you have an appropriate survival kit on board the plane. It should have equipment adequate for you and your passengers for 3-4 days. Remember, not only could it save your life, it may also save you from a Transport Canada infraction... survival kits are required to be on board your plane appropriate to the terrain and climatic conditions!

I hope everyone has a safe and fun Christmas and I look forward to seeing you all Wednesday night!

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SuperSTOL Update

Story & Photos by Troy Branch

The SuperSTOL has been finished for about a month now. I have had to put my patient hat on as it has been a terribly long wait for Transport Canada to get the delegation papers signed for the MDRA inspectors in Alberta. For the past month, no MDRA inspectors in the Prairie North Region were current for doing any inspections. I will keep my opinions to myself regarding my thoughts on this whole situation ☺. The good news is that I got word that the papers went out Monday. So hopefully next week I will have the flight authority, but I am not holding my breath.

The SuperSTOL has a Rotax 914 with an 84x41 Catto prop. It produces 115hp and will hold 100hp all the way to 16,000ft. It weighs 897 lbs. On dry pave, it starts to slide at 5000rpm with the wheels locked up (Ed note: maybe he needs bigger tires!). Taxi tests showed a very well handling airplane on the ground. The tail comes up very fast and it tracks extremely well. It has a full swivel tail wheel, nice to know that



it behaved fine with no linkages. It should be a lot of fun to fly.

On the panel I have a Garmin G3X, GTR 200 radio, GTX 327 transponder. They all talk to each other so it makes transponder and frequency changes a breeze. All lights are led and it is set up for night flying.

I am still trying to decide what shock pressure to use. I had to set up a nitrogen bottle for filling the shocks. The wheels have about 18" of travel. I may put a little bit more pressure in after I fly it. Shocks are at about 350 psi and the wheels are a 7psi. The plane is going to be so easy to land I hope my flying does not get sloppy ☺.

The engine installation seems solid and is working well. Just a little tightening of a couple of hose clamps on the rad hoses and one oil line to stop a little oil leak.

So that sums up where I am at. I just hope the mail gets to all the inspectors at a reasonable pace. I REALLY want to fly this plane!

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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)

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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 →