



Skywriter...



April 2015



To me, the Pietyenpol has always been the Ultimate Ultralight. It's a simple to build plane from plans, all wood for the amateur builder, powered by a multitude of simple and inexpensive engines, has a beautiful, classic look and has good flight manners!

What more could you want in an ultralight (other than a canopy ☺)!

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

Ken Beanlands, Thank You.

By this time, I am sure that you all heard about Ken's decisions to stop flying and building new airplanes as well as stepping down as an editor for CRUFC Skywriter. You all know the reasons behind Ken's respectful decisions: the unfortunate mid-air collision that he suffered on February 1st as well as other issues he described in the March Skywriter.

The aftermath of the air collision left Ken's Christavia MK 1, C-GREN, damaged beyond possible restoration, in addition to seriously injuring Ken's left leg. The Christavia's very solid and well-built cage structure no doubt, saved Ken's life. Ken's left leg is recovering and we all wish him to start jumping on both legs sooner than later.

My untold story with Ken started with the first Skywriter I received on December 2013. It was my first time heard about Ken. When I found the ad "Beanlands Aviation Ltd., Portable Aircraft Maintenance Shop", I thought about the phrase "Portable Aircraft Maintenance Shop" and said "this guy is smart". To fly where your clients are, hits a few birds with one stone: you fly, you provide your customer with convenient service where they are, and you advertise your business by yourself when presented at your clients place (Ed. note: I didn't "fly" to the customer sites very often... I couldn't find a trailer hitch that would fit the Christavia ☺. Granted, I now have a picture in my mind of DC-3's hauling gliders full of troops in WWII... I'm sure I could have rigged something similar up with Chrissy!). I put Ken's name on my list of people to know.

Ken's sense of humor is unmistakably presented in every discussion. He didn't lose it even during his mishap. In commenting on his crash after the air collision, he said he was "naked and a blind in Edmonton" because of his missing glasses and cut

up clothes.

During all interactions with Ken, I found he always gives his detailed, candid opinion on any question you ask him. In a few cases when I did ask him about his opinion he was very thorough, logical in his way of thinking as well presenting the other opinions related to the subject matter.

Ken; I will miss your e-mail reminder, prompting me to write the "From the Cockpit" column week before the Skywriter publication due date. I got into the habit of waiting for the reminder before I start writing it.

Over the last ten years, Ken has put more time and effort into the club than many of our members. Therefore the CRUFC officers are pleased to present Ken a lifetime membership for his devotion and tireless contribution to the club activities. In addition, a certificate of appreciation will be presented to Ken for his contribution and accomplishment as an editor of the Skywriter.



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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

Story by Ken Beanlands

Photos courtesy of Bashaw RCMP

Update on Ken

I know, I know... I said that the March issue would be my last. Fortunately, Norm Vienneau has agreed to be the new Skywriter Editor. However, Norman was still down south so I decided to help out and do one last issue (my 122nd issue!).

First, I'll give you a quick update on my biggest project... healing! I've made great progress over the past month. I've actually gone from having absolutely no weight on the left leg at all, to full weight bearing! I started back to work on two crutches after a five weeks hiatus. After week six, I was allowed to start putting weight on the knee. I was tentative for the first few days until the next physio appointment. Jeff the Punisher, aka Jeff the physiotherapist, quickly made me demonstrate just how much weight the knee could really support. By the end of the session, I had taken my first hoppity steps without the crutches. However, I did continue to use the crutches for the next week or so; first two then one.

By week seven, I had abandoned the crutches altogether! I was still limping, but feeling minimal pain. Sure, every now and again I get a rather disconcerting "pop" from the knee, but I've been told that this is the new normal. I'm still using the brace (ankle to crotch) for the next month or so, but will be fitted with a high tech smaller brace as soon as the swelling has gone down enough in the knee to get a stable casting of the joint. I'll likely be using the small brace as a walking aid for the next year, and as a stabilizer for any sort of sport I do indefinitely.

The last session with the physiotherapist was this week. Now that I'm full weight bearing, he has come up with a new regime of torture to try and strengthen the atrophied leg muscles. My muscles have never been so sore! However, it is working as I seem to be getting stronger all the time. One other major step forward was getting permission to finally drive again. It was two months to the day since I had last driven. This single act has really done a lot to get us back to normal. Renee doesn't have to drive me to and from work and we can both go back to our regular hours! What a huge freedom!

The big purge has begun in earnest now. We started with the basement followed closely by the hangar. There are three piles now: the keep pile, the garage sale pile and the toss pile. The garage sale is looking like it will have a LOT of aviation parts, components,

raw materials, tools and so on. To make room, we scrapped the Buttercup fuselage (now nothing more than a pile of scrap tubing) although I did keep the tail intact which may become a piece of modern art ☺.

I've been told by the boss that once the purge is completed, I can start construction on the new kitplane I just purchased. It's a J-3 Cub replica. I've even purchased the radio and engine! Of course, it's only 1/5.5 scale with a 76" span. Although I used to fly RC lots when I was in my teens and early 20's, this is my first R/C model kit in decades. Notice I said kit... no stinking ARF (almost ready to fly), RTF (ready to fly), foam or electric planes for me! I'm strictly old school! In fact, if the flying season wasn't already so close, I would have built from scratch! Granted, I may relent on the electrics at some point, but I build what I fly ☺. To be honest, I was amazed at just how much the R/C model industry has changed in the past 25 years; especially in the radio and electric motor technologies. By the way, the engine is a 4-stroke... I don't even trust 2-strokes in MODEL airplanes☺!

Amateur, and Not-So-Amateur Sleuthing!



A couple of weeks ago, Stu Simpson dropped by for a visit. It was shortly after getting the 132 crash site pictures from the Bashaw RCMP. Something that Glenn had said directly after the accident didn't ring true. He had mentioned that the left landing gear leg was damaged so he had surmised that the plane must have touched down upright or had somehow tumbled. Having been hyper-aware during the entire

descent, I knew that this wasn't the case. However, when reviewing the pictures, sure enough the rear tube on the gear leg was bent and the fabric torn (see Photo 1). I showed this to Stu, and like a dog on a bone, he dug in to determine the cause of the damage! First, given that the way fabric was frayed and the paint was cracked on the free piece of fabric, Stu determined that the damage was done at altitude during the collision. The fabric was flapping like a flag all the way to the ground. But we knew that Glenn's plane came in from above and the right. So how did the LEFT gear leg get damaged?

It took a while but finally Stu came up with a theory. Only the lower left longeron was attached after the crash, the rest of the structure was cut by Glenn's prop. The force of the impact pivoted the entire tail section of my plane, against the slipstream, so that the left stabilizer tip contacted the rear landing gear leg. After looking through all the pictures, we did find one that shows the left stabilizer tip sporting a small dent and fresh blue paint that matched the gear leg (see photo 2). Mystery #1 solved.



The other mystery that had troubled me since the crash was how my seatback broke off. When I dropped out of the plane I noticed that the pilot's seatback was gone. I also had a bunch of cuts on my scalp that I initially thought came from the broken skylight, but it was not damaged in a manner that would have caused the cuts. During the fall, I had the distinct memory of my right cheek being forced against a hard plastic surface, which I always assumed was the skylight. However, that meant that I would have been forced about a foot above the seat, stretching the seatbelt and my head would have had

to clear the steel tube cross bars at the top of the cabin.

After some thought, I came up with an alternative theory that fits. The impact with the ground was not in the right direction to have caused excessive force on the seatback. The plane actually impacted the ground on the prop and top of the windscreen. From the marks on the ground, it actually hit with little or no forward velocity, but slid to the left about 80'-100'.

However, realizing the force at which the planes initially hit (the tail being pushed around) it made sense that this is when the seatback separated. The seat was one repurposed from a Piper PA-38 Tomahawk. However, aircraft seats are not designed with rear end collision and whiplash protection in mind. They seldom come with headrests and are designed to be lightweight. The design is usually focused more on protecting the occupants from a downward impact. In fact, because there were no headrests to protect my neck from whiplash, it's lucky that the seatback DID fail (Have I mentioned just HOW LUCKY I was after the collision? ☺).

With the high negative G force, the seatback would have been thrown to the top of the cabin where my cheek came to rest on the plastic backing of the seat. The lower part of the seat had jagged steel and aluminum bits that could easily have caused the cuts to the scalp and would have given enough time for the blood to be distributed all around the cabin like we saw. One of the photos actually shows the seatback in this position after the crash. Mystery #2 solved.

Personally, I found this quite interesting. Understanding the dynamics of what happened and playing crash investigator was both enlightening and oddly therapeutic! One interesting side note: I mentioned before that Chrissy would not fly again after the crash. Well, part of her DID fly again on the day of the crash. The 3/4" steel tube that formed the right stabilizer tip became embedded in the fuselage of Glenn's plane. It was wedged in so tight between the gear and fuselage that he had to loosen off the gear let to get it out!

I see from Bashar's column that I am being bestowed with a lifetime club membership. I am very pleased by the honour and only hope that I have been able to provide the club with an informative and entertaining monthly read over the past 10 years. I had VERY big shoes to fill when Bob Kirkby turned the newsletter over to me and I'm sure Norm will continue the tradition.

Well folks, that's all for me. I won't be at the meeting this month, but I do wish you CAVU Dreams!

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FOR SALE

Lycoming O-320-D3G, 160 hp engine, 0 SMOH, Certified engine overhauled in 2001 by Signature engines. All accessories except magnetos and alternator. Dynafocal mounts, includes exhaust system. \$12,000 OBO. please contact Ken Beanlands at (403)295-2079 or kbeanlan@telus.net (03/15)



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FLYING EVENTS

April 24th, Online – COPA's VIP Aviation Insurance underwriter **ALG Canada** are inviting COPA members, non-members and all pilots to join a live webinar on Unmanned Aerial Vehicles and what pilots should expect. The webinar will be held on April 24 at 1 p.m., Eastern. For full details see <http://www.multibriefs.com/briefs/COPA/eFlight-webinar.pdf>

April 25th, Edmonton, AB – COPA Flight 176 Edmonton Rust Remover will be held at the Alberta Aviation Museum, 11410 Kingsway Ave NW, Edmonton, AB. Registration/coffee and muffins 8:00 – 9:00. Speakers, 9:00 – 15:00. Lunch will be provided. \$30 advance (before April 17), \$40 at the door. See our website for registration information www.copaedmonton.ca or contact Janis @ treasurer@copaedmonton.ca.

May 3rd, Red Deer, AB (YQF) – COPA Flight 92 and the Red Deer Flying Club will hold their annual Fly-In / Drive-In pancake breakfast from 8:00 to 11:30. It will be held at the Sky Wings facility. For additional information: Bert at 403-350-5511 or reddeerflyingclub.org.

May 9th, Medicine Hat, AB (YXH) – COPA Flight 171 is hosting a Fly-in Breakfast will be held at the hangar from 8 am until 11am. Contact Russel Koch at 403-502-5082.

May 10th, Sundre, AB (CFN7) – Sundre Flying Club COPA Flight 146 Annual Mothers Day Breakfast served from 8AM till noon at the Sundre Airport N51 48 29 W114 40 51. For more information, contact Bruce Goodwin at 403-638-3215 or kitfox4@cciwireless.ca.

May 17th, Westlock Airport (CES4) – St. Albert Flying Club Fun Fly and BBQ, COPA Flight 61. Rain date Monday, May 18th. Pilot briefing 9AM in terminal building. For information: email: stabfc@gmail.com. Join us for a fun flying event and BBQ.

May 30th, Estevan, SK (CYEN) – COPA Flight 3, the Estevan Flying Club (EFC) and the President of the Saskatchewan Flying Farmers (SFF) are hosting a Fly-In Brunch 10:00 to 13:00. This is to celebrate 60 years of SFF as well as the EFC and COPA Flight 3 Annual Fly-In. For more information, please contact Doug Reetz at 306-421-1421 or email c2000@sasktel.net.

May 24th, Barrhead, AB (CEP3) – Barrhead Johnson Airport Annual Fly / Drive-In Breakfast. Served from 0800 until 1100. All you can eat \$8. Children 8yrs. and under free. Com 123.2, AWAAS 122.55, Runway 07/25, Asphalt 3500x 100', great aircraft parking asphalt / grass. Fuel 100LL available /cash or cheque only. Golf course adjacent to runway. For more information or T times in advance, please call 780-674-3053.

May 30th, St. Paul, AB (CEW3) – Come join us for our Annual Fly-In (or Drive-In) Breakfast from 08:00 to 11:00 at St. Paul Airport N53°59.62' W111°22.68. For more information, contact Tyler at 780-808-7094.

June 6th, Drayton Valley, AB (CER3) – COPA Flight 186 Fly-In Breakfast. For more information, please contact Guy Christie at 780-542-1073 or gcpegasus@gmail.com.

June 13th, Vegreville, AB (CEV3) – COPA Flight 191 Annual Fly-in Breakfast from 8:00 a.m. until noon. Everyone welcome! Fuel and oil available. Rain date Sunday, June 14th. For more information please contact Ed Lesfrud at lefsrud@telusplanet.net.

June 18th – 20th, Winnipeg, MB – COPA Annual General Meeting. As the annual meetings have shifted away from a grand convention style, a host of activities are planned in connection with the COPA business session. Participants will be able to take part in a progressive fly-out dinner.

Tours are being arranged to visit Nav Canada's Area Control Centre, CYAV Tower, Canadian Propeller, AeroRecip, the Western Canada Aviation Museum, the Museum for Human Rights and the Polar Bear Exhibit at the Winnipeg Zoo.

So mark your calendars for June 2015, arrive June 18, take in some tours and come to the "Meet and Greet" Barbecue on June 19, participate in the COPA business, have a great lunch and continue to tour or

fly to different airports on Saturday afternoon. <http://www.copawinnipeg2015.ca/> for further information.

June 21st, Morinville, AB (CMN6) – Join 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: email: stabfc@gmail.com.

July 9th – 11th, Arlington, WA – Arlington's annual Fly-In. For more information, please see <http://www.arlingtonflyin.org/>.

July 19th, Vulcan, AB (CFX6) – The Vulcan Flying Club and Lions Club invite you to our 40th Annual Fly-In Pancake Breakfast -- flying, driving, walking breakfast available 0800-1100. Vulcan Airport N50 23 53 W113 16 56.

July 20th – 26th, Oshkosh, WI (KOSH) – EAA Airventure 2015. EAA's annual convention. Contact Bashar if you wish to join a group flight Oshkosh.

August 9th, Westlock, AB (CES4) – COPA Flight 139 (Westlock Flying Club) will be hosting our Annual Fly-In / Drive-In Breakfast from 07:00 - 11:00. Come and join us! Admission is \$8 per person, or \$20 for a family of 4. For more information, please visit our web site at westlockflyingclub.com, or contact Dan at dan@syz.com or 780-961-2213.

August 15th, Claresholm, AB (CEJ4) – Fly-In Breakfast 8Am to 11AM at Claresholm Industrial Airport. Contact Murray Frame 403-625-3782, Jin Pedersen 403-625-3651 or email frameaviation@hotmail.com for more information

September 27th, High River, AB (CEN4) – Please join COPA Flight 81 for breakfast, also take in the Balloon Festival and River City Classic Car Club Show and Shine. Co-ordinates Latitude (N) 50 32 01 Longitude (W) 113 50 34. For more information, please email Jim Bleaney at j-sbleaney@shaw.ca. →

