



Skywriter...

July 2015



The Buzzard is nestled safely between two Cubs at Linden

Next Meeting Wednesday Sept 9th at the AeroSpace Museum

Monthly Newsletter of the Calgary Recreational & Ultralight Flying Club – COPA Flight 114
Our Mission: To promote safety and camaraderie amongst aviation enthusiasts.

Kirkby Chestermere Annual FlyIn Breakfast



Mark the Date on your Calendar

July 11

From 8:30 to 11:00

Chestermere-Kirkby Field

From the Cockpit

By Bashar Hussien

On my March “from the cockpit” Lack of Ultralight Instructor, I planed to obtain my Ultralight instructor license and contacted Wayne for the purpose of scheduling my training. I can report that I completed my five-hour air training, and finished reading the ground school material for instructional technique.

Wayne was able to coordinate with the examiner for my flight test and before that, I was supposed to write Transport Canada (TC) instructional technique exam called FITEN. Which started my journey with TC somewhat confusing system. In order to schedule for the exam I called two Calgary schools and both advised me that they are not authorized to administer the exam! I then called TC free number to figure out the next step. On my first call, the TC person was very friendly but not helpful, his advise was that TC doesn't administer any exam and I have to contact the flying schools. I told him that I contacted two of them and both advised that they are not authorized to administer the exam. He didn't get my point and kept saying that TC transferred the exams to the school. I asked him to provide the school name that is authorized to administer the exam. He unequivocally denied providing any names because TC staffs are not allowed to advertise any school name!! I asked him if he can provide me with all the schools names in Calgary who are authorized to administer the exam and his response was check the Yellow Pages. Well thanks for the unhelpful advise, because I am certain that the Yellow Pages

doesn't specify the exams that the schools are authorized to administer!

My journey continued and I decided to visit the schools and ask the responsible person to contact TC and check if they are able to administer the FITEN exam. They did and got the answer that they are not authorized either! Then my next move was to visit TC office in the airport to personally meet someone and discuss my case. So I did. Upon arrival to the office, I found a note on the door stating that all meetings will be conduct by pre-appointment, they provided 888 xxxxx number to contact! Thanks TC, but I will not go back and call the 888 number. I rang the door bill and spoke with very friendly voice from the office. Once I told her few words about my confusion, she came and opened the door and let me in. Thanks God, I am able to speak with a person face to face. With few words the lead recognized the hassle that I am facing and told me to wait for her to make a phone call. In few minutes she returned, apologized for the confusion and advised that TC office in Calgary does administer the FITEN test. Yahoo; I booked the test date and time and hoped to report next month that I passed the test.

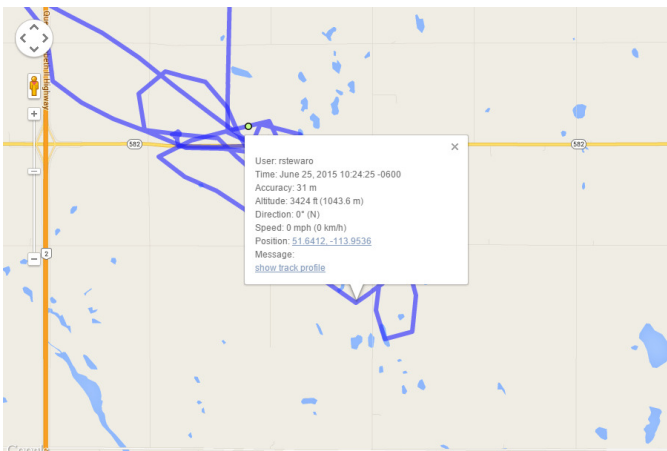
Despite that I consider myself a technology savvy, but I have never been a fan of call centers, it does take the human interaction from its context and turn us to a machine interacting with other machine via a pre-determined questions. So TC please allow some walk-ins in your offices at least for the people who are confused in dealing with your sophisticated systems.

Notes From the Editor

It is amazing the friends we make through aviation. Think about some of the connections you have made and I am sure you have some similar stories

As a member of the executive I receive emails from various people wishing to learn more about ultralights and what is necessary to learn to fly, get a license and so on. This is how I met my flying partner and this turned into more contacts that I now call friends. I still remember the first time we met at the Didsbury overpass and then giving him the tour of the Bishell Field. After a bit of groundwork I helped him find a place to hangar in Didsbury.

Since our first meeting Royal and I have become Flying buddies and have ventured to the Red Deer Forestry Strip, the Clearwater strip, Ram River Falls and flights to the Red Deer River Valley near the Tollman Bridge. There are times when we venture out on our own but we use a product from Greenalp.com called real time GPS tracker. This is a free app for android phones that works very well to track pilot flights. It gives information such as altitude, ground speed and time when you point your cursor on the track. We send the links of the flights to our wives when we fly together, and send a link of the flights we are doing to each other when one of us has to stay on the ground.



As you can see Royal likes to do lots of circuits and practice take offs and landings. Again the program is Real Time GPS Tracker and is free. Two downsides to the program is 1. it is only available on the android platform, hence the reason my wife is sporting my iphone, and if you are out of cell service then

the track system does not relay your coordinates. For most of the flying that an ultralighter does it fills the bill nicely but be aware it is not a true replacement for a spot system.

As Royal and I blazed new trails in the sky (at least new to us) I would do videos of our adventures and post some for friends to see. One of the viewers is a good friend of Royal's by the name of Paul. I still remember Paul visiting two summers ago and getting such a charge out of flying with Royal and I and experiencing the low and slow. It was like his eyes were opened to a whole new style of flight. Paul has a Cirrus and flies from Winnipeg, to Arizona, to Florida, to wherever he feels like going. But the flights in the Savage Cub were kinda magical and special. I did not know it at the time but he had just ordered a Carbon Cub while at Sun and Fun. Paul got to work and had his test flight this past January in the beautiful Arizona sky. He has since flown to Sun & Fun, the Lake Mede flyin, on to the Johnson Creek flyin in Idaho and recently flew here to Alberta

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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to fly with Royal and I. Unfortunately I had company and only got to fly the one day with Paul and Royal. We did the easy trip to the Red Deer River Valley with breakfast at Linden. I am sad to say I missed the trip to Ram Falls and the west country. However fellow member Bob McCully did catch Royal and Paul at the Clearwater Strip and flew to Red Deer with them for lunch.

Paul is flying up a storm with his new Carbon Cub and absolutely loves it. I remember sending Paul a link to one video and he sent a reply back ("You Guys are my Heros") I did not realize how much it meant to Paul in terms of motivation to see our videos. Paul's plane and Royal's plane graces the covers of this months newsletter. You can see the Carbon Cub with 180HP is quite a bit larger than the Savage Cub with the 100HP Rotax. Then there is the lil Buzzard sitting quietly in the background. The 65 horses in Rotax does a remarkable job but both would quickly leave me behind. Glad they call me a friend and wait for me. So the story got a little rambly but the point is I know someone in the Phoenix area that has taken me for a desert tour in his Carbon Cub that I call a friend and a flying buddy here that I call a friend that I would never had met if not for being involved with the CRUFC executive. Incidentally as it turns out Royal and I both spent our youth playing in Rock n Roll bands and we have spent many an hour playing guitar and singing. All

these experiences I would have missed out on if I had sat on my hands when I joined the club instead of becoming active in the executive. Thanks for letting me be a part of this group. I hope you find the same satisfaction in your flying quests.
Norm

Oh and when you fly with the cool guys in the Cubs the girls all chase you. Look at the beauties we had pose for us when we stopped in Linden.



These ladies were wonderful and giggled like school girls when we said we would be happy to have them pose in front of the Cubs

I got this note from Paul after sending him a proof on this article.

The community or fraternity of pilots is a close one. As you said, friendships are formed easy. Plus the quality of fellow aviators just as people and individuals is a notch above. And no one is too hung up on themselves. In the last 2 months I have met and flown with some of the best backcountry pilots in the mid west US. Joe "Pops" Dory and Ladd Klinglesmith are two of the most prominent. They've both been invited to Oshkosh as part of a very elite group of backcountry pilots to compete in a STOL demonstration at the airshow. Other guys like MountianMatt and RanchPilot are super BC pilots and are widely known on Youtube for their flying videos. And these guys are all what I would describe as good friends now. It's an awesome adventure with some excellent relationships along the way. Great to have some flying time with you Norm. Looking forward to the next time.

The Rocky Mountain House Airshow

July 22nd, starts at 1700.

We need airplane knowledgeable volunteers to help on the "hot line" as we call it. This is for movement of aircraft and may involve handling them as well. Plus we'll be responsible in keeping people on the right side of the close off aircraft areas.

You will receive food/beverage, t-shirt and have passes for the volunteer only show the evening before the show and BBQ.

I know the show is a Wednesday but if your retired and want some more flying excitement, come on over. You can camp on-site (I believe but will double check) and there are lots of motels/hotels in town and the rates are down due to the lack oil field workers.

**Call me if you have any questions
Guy [780-542-1073](tel:780-542-1073)**



The Flight to Key West

After 5 nights in Clearwater we loaded up the plane to fly farther south to Key West. The plan was to fly the coast line all the way down, over the Everglades and on to the Keys. It was a wonderful flight. We climbed out to 5500ft to get out of the heat and worked our way down the coast. We stayed over the water for the most part as all the clouds were building inland. It made for some wonderful colours. The water was so many shades of blue. We soon approached the Everglades and decided to deviate a bit to stay with in glide of the one road we could see. The interesting part was that much of the everglades looked dry and grassy. Not what I was expecting. It wasn't long and were heading south again for the blue water. The everglades soon turned into shallow blue water of the Florida Bay. There was Islands everywhere. We connected with the highway to Key West just east of Marathon. We had gotten below the clouds once over the ocean for better scenery. It is a beautiful place. The only real obstacle is the 14000ft cable tethering the radar balloon. Stay south of that and you are golden. We soon got clearance through the Airbase and was on with Key west tower. On final there was a 737 then a Stearman and a Lear waiting to go. Every airplane you can think of was flying in the area. We taxied in and got a cab to the Hotel. It was a great 2 hrs flight and was great to be as far from home in the RV10 than we ever have before!



After five nights in Key West, we turned the plane around to start our way north. We only planned to go as far as Crystal River because there was a huge storm skirting Alabama, north Florida, and Georgia.

We climbed out of Key West in a right hand turn to get above the scattered clouds and to give time to get clearance through the airbase. Once cleared we were on our way out of the heat. It was amazing how hot it was on the taxi for

departure. We were sweating buckets! It was so nice to get above the clouds into cooler air. We cruised along over the scattered clouds in smooth air watching all the islands go by.

It wasn't long and we were over the Everglades. Not much to see from the air. The desolate area soon changed as we neared Tampa. We received clearance through the Bravo and kept on direct to Crystal River. We also overflew Sun N Fun to at least say we were there! Several day too early at that.

Once over Crystal River, we circled the area to get our bearings as we had swam with the Manatees the week before. That was a wonderful experience for the whole family, especially when they hug you and you think it is your son! The wind was strong out of the south and I did my best to save a wide drifting turn to final. Not the best landing in the tough 90 degree cross wind conditions, but we had arrived.

The plan was to spend one night and see if the weather would improve. One night turned into two. That was fine because we went kayaking to see if we could find some crocodiles! None were to be found and I was thankful for that. We did see some more manatees though. Being stuck in Florida was not a bad deal at all. When the main storm hit, the trees were really bent over and the rain was falling sideways. I was glad I used all my gust locks before leaving the airport.

The plan was to make as many miles as we could to get home in a reasonable amount of time. We were quite clear that there was to be no complaining. First leg was direct to Millington just north of Memphis. 540NM. We had brought food for the day, so stopping was just be for fuel and a quick snack. That leg was close to four hours as we had such a strong head wind all the way. The ride was mostly smooth until landing.

Next leg was direct to Omaha. 460NM. This leg had strong head winds again and lots of bumps. At least it was a bit shorter distance wise. I motored along in the bumps while most everyone else slept. My headset really started to become annoying. I had the Zulu 2's on. Lucking my wife had her Halos on, so I stole the Bose A20's. It was night and day comparison.

Seven hours with the Zulu's on was enough and the Bose made for a fresh new start. Much less clamping pressure and much quieter. They are the winner in my book.

We planned our overnight in Millard which was very close to hotels. They treated us well and we got to the hotel in time for supper. We relaxed for the evening in the pool.

Almost forgot the best part of our arrival! Remember I mentioned we had snacks for the day? Our son, Gavin, had way too many snacks and started complaining about a sore stomach. So bad that he said he needed to be sick. Perfect. Three mile final and puking is about to commence in the cabin! My wife grabbed the quilt her mom made and quickly put it in front of Gavin. I will tell you one thing, isolate is the best thing ever in an airplane! Our daughter ripped off her headset and plugged her nose.

She had no interest in hearing or smelling it! I still pulled off a decent landing in the bumpy strong cross wind with a puking passenger! I did my best to get off the runway to park quickly because our daughter was now shouting that she really needed to get out. She could not handle the smell and said it was going to make her sick. I got the plane shut down and everyone out. Welcome to Ohamha!



Troy Branch

Our Trip to Forestburg to meet Sven Bernard
A trip report by Bob McCully

"Saturday July 4, 2015. Rob Jaap and I met at the hangar at Innisfail bright and early. Plane fueled up, flight itinerary started with my "Responsible Person" otherwise known as "The Wife" with wheels up time about 7 am ish. With Rob at the controls but flying from the Right seat we headed Northeast towards Stettler. Sun was in our eyes and while I remembered to wear a hat, Rob remembered that his hat was still in his truck. He did have his shades on but he still did a lot of squinting.

Radio traffic was quite sparse on the way up, but that was okay, we were just enjoying the view. We did notice some light haze to the Northwest, "probably forest fire smoke" we thought, but it did not affect us. That would happen on the way home.

Our route took us south of Stettler, then we swung north from Halkirk, then into Forestburg (CEF6). A radio call was made and a reply back warned us of two Powered parachutes in the vicinity that were NORDO.

We crossed midfield and back into a righthand circuit for runway 28 paved (10/28), elev.2334 ft, length 2950 ft so there was plenty of room to let the 701 rollout (really gotta change those brake pads one day soon!).

Sven was there to direct us and after shut down he gave us the lowdown on what was happening. Sven Bernard is a Swiss ex-paratrooper, somewhat retired who has taken over control of the field. I am not sure if that means he has bought it or is leasing it. He is slowly working towards making the field a flyin destination for all things that fly, including powered 'chutes, trikes, ultralights, microlights and also certified craft.



He has Premium fuel on site and hopes to soon have Avgas as well. While there is no food services on site at present, Sven did offer us a car to take into town for breakfast if we wanted. The town site of Forestburg is within sight of the field; about a 2-3 km hike along the hiway. We ended up just hanging at the field. Rob did practice inflating then controlling the flying

wing that the powered 'chute guys use. Apparently part of the training is being able to control your wing on the ground sans harness and motor. It is a lot harder than one would think but Rob got it easily using Sven's wing, much to Sven's dismay as he has spent a few days getting to where Rob got it in a half hour.



Another service Sven wants to advertise is a washbay for your plane. He says he has seen enough dirty planes come in to justify it! The club house is small but comfortable with washrooms and seating. There is also a working wall payphone that can be used if needed.



Sven also had on display a number of motorbikes that he has built/modified and maybe for sale for the right price. There were also a few antiquish cars for sale as well.



Overall it was definitely worth the trip there to see what Sven had and what he has planned. Nice to see individuals that are promoting recreational sport flying. We would have liked to stay longer; Rob wanted to continue showing off to Sven on how easily he could control his wing but the wind was starting to come up and getting gusty. We bought 25 liters of Premium and off we flew. Remember that light haze mentioned earlier? As we flew out and headed for home we were both surprised by the low visibility from all the smoke. We stayed low to keep sight of the ground and we called a Pirep to report to all 126.70 traffic the situation. The smoke was intense enough to make my eyes water but Rob was at the controls and he seemed to fair better than me so all was ok. I worked the radio instead but the visibility improved the further we went to the southwest. We made it back to Innisfail with no further issues and another Xcountry trip in the log books. Trip out was 1.8 hrs on the Hobb's meter and 1.9 hrs back. We plan on redoing the trip again to check on Sven's progress in making his dream's come true.

Sven Bernard can be contacted by phone: 1 780 881 5678. email at sven@cef6.ca. Website is www.cef6.ca

Bob McCully

FOR SALE



2005 Challenger II, AULA, 220 TTSN, Rotax 503, DCDI. Full instrument panel incl. vert. compass, ball, ASI, AI, VSI, tach, EGT, CHT, fuel, voltage, GPS, radio, intercom. Throttle quadrant. Custom seats. 15 USG fuel tank. Heater. Always hangared. \$24,000. For more information, contact Ken Taylor at 403-863-2157 or ktaylor2157@gmail.com (02/15)

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FLYING EVENTS

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

July 11 Chestermere Kirby FlyIn Breakfast 8:30 to 11:00 at the Chestermere Kirby field Contact Bob Kirby for more info.

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, Jim 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. →



Andy Gustafsson was out flying over the Strathmore area and snapped this photo.



Looks like a new plane in the club. Next month the full story on the finish of GUXQ
No other information available at press time