



Skywriter



December 2015



*I suppose you believed that story about the Reindeer.
Now you know Santa gets around in a SeaRay.*

*And I heard him exclaim as he flew out of site
MERRY CHRISTMAS TO ALL
And to all a good night*

Next Meeting Wednesday Dec 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.

From the Cockpit

By *Bashar Hussien*

Two Years of Fun

In December 2013, I was elected to be the president of CRUFC, and this month we are meeting to elect the new president, treasure and secretary. It was two years of fun, knowing new people and learning a lot. Our club was a game changer in my life. In the past I knew two places, home and work and I spent more than half of my day at work. But with me joining the club I had a new purpose of my life. It is taking part aviation and promoting flying among aviation enthusiast. However the main engagement factor I can look to and count on is the "from the cockpit" article that I had to write monthly for our Sky Writer. It was very interesting to go back and review what ideas and call for action that I put on paper and in front of your eyes. Therefore I decided to summarize the past two years of call for action that I had in From the Cockpit.

February 2014: was calling the club member to act and support the club activities

"We have to step up our game. We have to stand up, all of us, and bring up the CRUFC back to become the best in Western Canada and then in Canada. I hereby call on all of the members to step up their game, to come up with suggestions and ideas in what we need to do to make the club better and stronger. Make the club functions informative and joyful. We need you to stand up and point to the person that you feel he is the best in making the club better. I hope that each one of you is pointing out to himself... yes himself, because we cannot achieve our goals without your engagement."

March 2014: Bring women to flying

"In 1910, the women represented about 3% of the pilot population at that time. One hundred

years later, women still only constitute about 6% of the pilot population in most western countries. Piloting is an activity anybody can do and can excel at if desired. But why is it that only 6% of the pilot population is female! It supposed to be 50%. Should we face it and declare that, for the last one hundred years, aviation has been standing on one leg only?"

"In order of supporting and encouraging women's into aviation, let's challenge the status quo and the false assumptions. Let's reach out and genuinely invite women to join the challenging and rewarding world of aviation, not as an accessory but as a desired partner. Let us bring the whole family to the aviation, make the airports more welcoming places, put them in the left seat and give them introductory ride, let them get the

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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feel for the control, lighting the spark for flying and most importantly stop 19th century thinking, and live in the 21st century.”

May 2014: Buddy Pilot ... What an Interesting Idea!

One of the major factor that impacts general aviation (including recreational), is the aircraft price. The price of new aircraft since 1950 has escalated at a rate that far out-paced the rate of inflation, making aircraft ownership less affordable over time. That is not good news, when the price out- paces inflation; less percentage of the general population will afford aircraft. Aging pilot community, in my humble opinion is the major hurdle to recreational flying, young people are less interested in flying compared to other recreational activities, and therefore less and less young people are joining the pilot community. The main reason for that beside the cost issue is the lack of awareness and lack of access. The lack of awareness to the privilege, the pilots have, in using the vertical dimension, and seeing the world from above. The lack of access to the tools, access to the aircraft, and the knowledge of piloting, access to the training are significantly and negatively impacting the number of recreational pilots.”

“Attracting people to piloting can be enhanced by introducing a buddy system, or call it “Buddy Pilot”. A Buddy Pilot is a pilot who becomes a buddy to a non-pilot in order of bringing him to the pilot community. A Buddy Pilot will provide his buddy an occasional access to his aircraft and take him in flying tour or fly-in. The Buddy Pilot goal is to transition the unaware person to a potential pilot and then hand him over to a training school. The purpose of the buddy system is noble and I believe it is worth further discussion.”

July 2014: Bring youth to flying

“Is the myth that youth of ages 18 to 28 are not interested in flying as a hobby correct? I think that we, the general aviation community, need to work on increasing the youth awareness about the safety aspects of the flying, provide them with opportunity to access the planes or at least reduce their burden to do so and set a raw model follow.”

January 2015: Another call for members to act

“Despite of all our efforts to expand the size of our club, we are still lagging on the effort to bring in new members. In addition, we see that we are slipping in maintaining the club membership and member engagement. I would like to reinforce that we are open to listening and working on new ideas to increase the current member engagement to sustain the size of the club if not increase it.”

March 2015: We need ultralight instructors

“We need more ultralight instructors to bring ultralight pilots to the sky. It is that simple. Two months into 2015, our membership declined from 64 members last year to only 42 members, representing 33% reduction in the membership. We believe that the membership decline is due to two reasons, first is the lack of new members joining the club and second is our current members departing the club or not paying their dues.”

“Last year I thought that we had lots of options to reach out and attract new members, but eventually I faced a very basic problem in the lack of ultralight instructors. Even if we were able to convince and attract new members to join the club, they eventually need to practice flying. They need two basic things, an airplane and a license. They can fly a friend airplane, buy a share in one or possibly rent one, but without obtaining their ultralight license to fly,

they are only passengers.”

“It all boiled down to the fact that new members mean new pilots. This, in turn, means training is needed and instructors to provide the training. In Calgary, we have few instructors but need more. The lack of ultralight instructors is severely impacting the flying enthusiast to achieve their dreams and we have to work together to find solutions and bring more flying enthusiast to the sky.”

June 2015:

“I am calling on all of you to start the campaign to protect our freedom of flying, I would like to keep the feeling of the proudness that I am a Canadian and I have the freedom to fly, and I with my fellow pilot friends will protect this freedom to fly.”

I wish you all a Merry Christmas and a safe and happy winter flying season.

Bashar



Bashar from the Cockpit

Notes from the Editor

November continued to give us some great flying opportunities. The weatherman has officially called the weather we are having a heat wave. Something about 5 days in a row with temperatures 5 degrees above average. And the air has been smooth. I got some playing in the air east of Three Hills in what has become one of my favorite flying playgrounds. The Red Deer River badlands area. Thursday Dec3 was also a great day for a flight to Red Deer. Jim Corner and I took a ride, he in his KitFox and I in my Buzzard to visit fellow club member Bert Lougheed for lunch at the Circuit Café. The ride up was smooth as could be but we had a head wind and only averaged about 50mph. Jim usually cruises better than 110 but was off my wing and kept me company. One the way back I was hoping to see that 30 mph tailwind and see a groundspeed of 110 but alas the aviation winds were not to be and we only saw 85mph on the return trip.

Saturday was another great day for flying and Brian Byl and I went to Three Hills in his 195 for a quick visit. We were there before we knew it. With a bit of a tailwind we showed 160Knots on the ground. Coming home to Carstairs was a tad slower at 100Knots. Fun!!!!!!

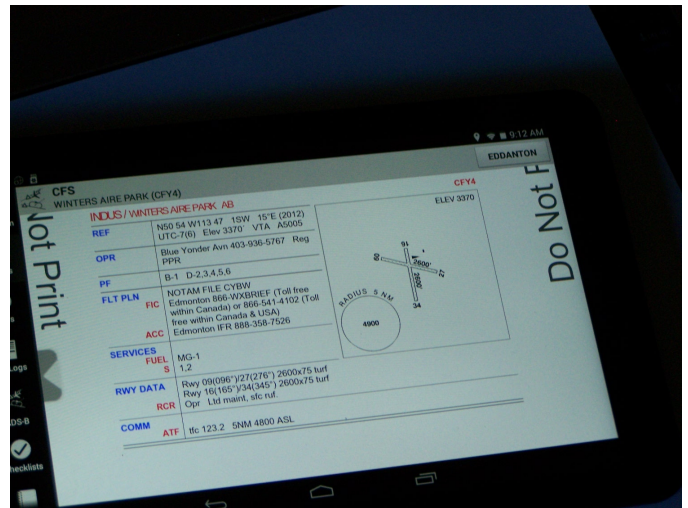
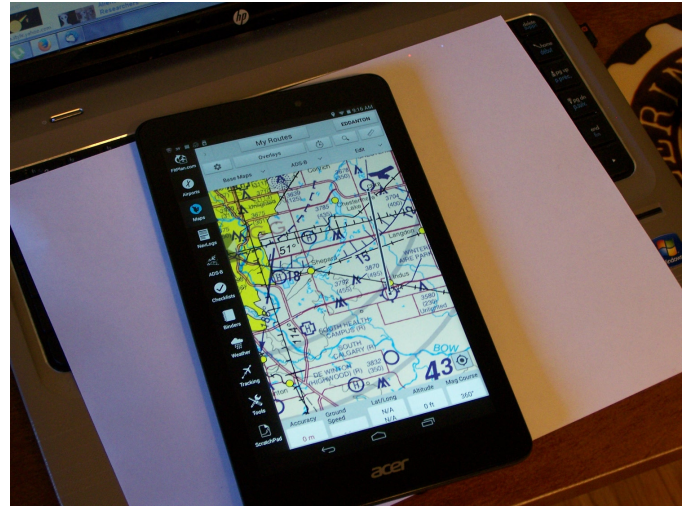
Merry Christmas & Happy New Year



Brian Byl's 195 on the ramp at Three Hills

Last Chance to Pay

Remember this meeting is your last chance to pay your annual CRUFC membership and get your name entered in the draw for the 8.1" Android tablet loaded with FltPlanGo, AV Weather, Glass Panel and other aviation software. All paid up member names will be included in the draw. You DO NOT have to be present to win. FltPlanGo allows you to access for free, all Canadian and US VFR Charts and airport information. Attached are a few pictures of the mapping and flight supplement. The line on the Map is a flight path from Indus to Kirkby Field. The Flt Instrument Panel pictures were taken on a flight from Stefanich Field to Linden in Andy Gustafson's Merlin. From left to right; Speed, Artificial Horizon with Heading Indication of 21 degrees below then Altitude. Right of the Altitude is a bar that shows descending at 200 ft/min. The bottom line always displays the distance to the nearest airport listed in the Canadian Flight Supplement (CFS). The other instrument application is Aero Panel. Tapping on any instrument turns it into Full Screen. The last photo is of the flight supplement page for Indus.



Continental Drifter

The windshield fogged slightly, but it would soon clear as the Cavalier's cockpit warmed in the morning sun. I set the mixture, cracked the throttle and turned the key. The Cav's engine caught on the third or fourth blade and chugged into its typical steady hum.

A few minutes later we were up and climbing, reaching greedily for the sky. We were off on another air adventure that would take us places where we'd never been before. I wondered what sights we'd see, what weather we'd encounter and if we'd have any troubles on this trip.



Cross-country flying in the Cavalier is among the most enjoyable and satisfying time I've spent in my life. The Cav has allowed me to range farther across this continent than I could have done with any other plane I've owned. I love its speed, its maneuverability and the load it can carry.

I've learned that it's somehow important to me to explore far away places in my own plane, and the Cavalier allows me to do that. I get a sense of accomplishment, a sense of having journeyed over great distances to places far beyond. It takes skill and daring to leave the comfortable nest of home and the local flying area to chase horizons, to reach for far off destinations.

I've come to terms with the drifter in me, the part of my personality that constantly seeks out new places to see, new experiences to absorb.

I suppose, too, that the Cav is partly to blame; it's become my enabler.

Because of the Cavalier I've seen the vast expanse of Wyoming, where on its windswept plateaus little seems to grow and even less seems to live. I've seen the Indianapolis Speedway from 6000 feet up. I've crossed the Ohio River and seen the cooling towers of its nuclear power plants. I've flown out over the Great Salt Lake and hoped the butterflies in my stomach would help keep us aloft if something went wrong.

The Cav has flown me to within a few miles of the Atlantic, the Pacific and the border of Mexico. I've scraped between peaks in the Canadian Rockies and seen the mists of Tennessee's Smoky Mountains. I've traversed the Saskatchewan prairie and thought it'd never end. Riding on the Cavalier's wings I've gone to cities and towns and landscapes I'd have otherwise never reached.

My plane has allowed me to see how the land changes across this continent and how people interact with it. Up there, I've wondered what brought folks to live in places down below. And I've wondered why they stayed. Sometimes it's obvious, sometimes it's not.



The Cav's left seat has given a bird's-eye view of, and a razor sharp contrast to, vehicles on the roads and highways. I've fantasized about where a semi is headed, and wondered where a motor-home is from. I've seen groups of motorcyclists and known they understand what the Cav and I are doing because they're doing it, too.

The southwestern deserts have revealed themselves to me up there on my perch. The stark and sandy desolation, the parched and jagged mountains ablaze with shocking reds and ominous blacks and browns, have all left indelible impressions that made me want more. I've marveled at thunderstorms there and watched fighter jets race through the nearby sky.

And after all of that, after hundreds and thousands of miles in the sky, after all the mountains and deserts and cities have passed beneath us, the Cav always carries me home. It brings me back to that little patch of grass from which we launch each time the far horizon beckons.

I love the cross-country trips I make in my Cavalier. I adore watching the world unfold one mile at a time, the view constantly changing, the wonders never ceasing. The Cav has helped me indulge and accept my wanderlust, to recognize it as an agreeable and pleasant part of my character that I can't suppress, and really don't want to. The Cavalier is the airplane that has finally allowed me be a continental drifter.



By
Stu Simpson



Ever the prolific builder Troy is starting the color coat on his Carbon Cub. My KitFox is still naked. Guess I better get moving. He is using Stewarts system and reports it is great.



Free On-Line Flight Planning, Part 3

by Stu Simpson

Fltplan.com

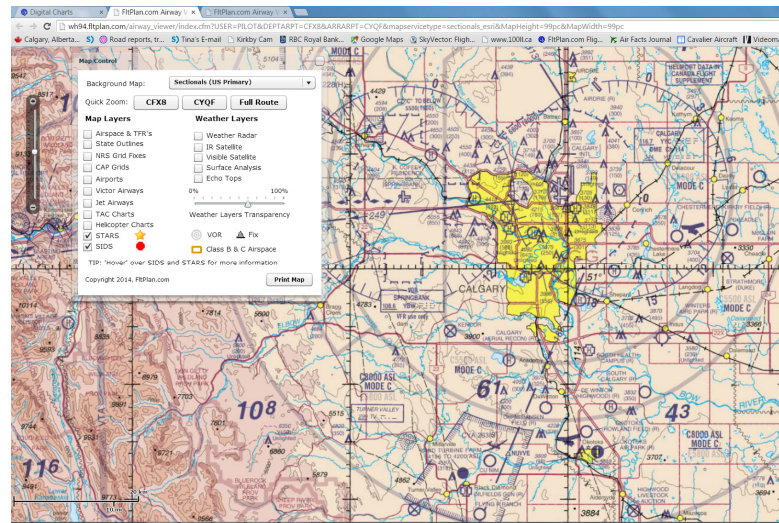
Our next on-line flight planner is Fltplan.com. This one is thankfully geared very much toward Canadian users, yet it's lacking in so many crucial features.

I use only two aspects of Fltplan.com; the digitized Canadian maps, and Canada Flight Supplement data.

Let's start with the maps. To reach them select Digital Charts from the site's left side menu. A new window opens offering a number of different map type selections including IFR charts and VFR charts, situated in the lower left. I only use the VFR charts.

Enter either a start point, or start and destination points by airport identifier codes. In fact, you can't show the maps from here unless you enter at least one airport code.

What appears next is a little confusing at first. Another new window opens up featuring a large map control window overlaying all the Canadian and US maps stitched together and zoomed way, way out. You can close if you prefer, but you can now zoom in to display the portion of the map you want to see.



Some notes about the maps. Compared to SkyVector's Canadian maps, Fltplan.com's are excellent. What they appear to be, though, are the Canadian and US paper charts simply digitally scanned and stitched together. This gives fuzzy resolution unless you're zoomed in to nearly maximum where detail and resolution become much sharper, but where the broader is lost. By contrast, SkyVector uses purely digital hi-res maps.

Still, this service is free and I sincerely appreciate the fact that there are any Canadian charts on-line at all.

One major drawback of Fltplan.com is that I have been unable to actually use it for any actual route planning. Try as I may, and I've used both Chrome and Internet Explorer 10 and 11, I can not get a course line to appear between two waypoints. This is to say nothing of building a multi-leg route. Thus, I can't offer any insight into how this feature works, simply because as far my experience goes, it doesn't.

The map control window offers some good features. You can overlay weather information like radar and satellite info, and you can turn VTA charts on or off. When US and Canadian maps overlap, you can choose which one you want to view. You can also turn on airspace and TFR boundaries, though this only works for US locations.

Let's return to the main menu and select the 'Airports & FBOs' button. This moves you to a page where you can search for information on airports in Canada or the US. You can enter either the ICAO code or the name of the field and then select it from an option window.

But there's a catch. It seems that if the airport only has turf runways it's probably not going to show up on Fltplan.com. It might be there, but it's not likely. For instance, Chestermere-Kirkby is there, but Olds-Netook is not. Nor is Bashaw or a bunch of other grass fields that I searched, all of which are in the CFS.

If Fltplan.com can link to the airport you requested there's good stuff that comes up including basic airport info, fuel prices, weather and an overhead satellite shot. Clicking on the weather button brings up METARs and TAFs if applicable, and NOTAMS for the field and the surrounding area. You can even click through to the VNC view of the field.

The most important item for me is the link to the Canada Flight Supplement data. Clicking there brings up a PDF of the airport's current CFS entry. It is printable, but there's a warning on the page saying DO NOT PRINT. I reckon it's Nav Canada protecting its copyright.

There is a mobile app of Fltplan.com called Fltplan.go. I've little experience with it, having only watched Carl Forman demonstrate it for me on his iPad Mini. It appears to be a simply terrific flight planning and navigation app, and seems to have all the features that its web based sire lacks. I've asked Carl to compose a review of the app, so hopefully we'll have that forthcoming soon.

www.100ll.ca

Our last flight planning aid for review is 100ll.ca, as in 100LL the fuel.

This is basically Canada Flight Supplement data on-line, with two differences. One, there are no airport diagrams, just an overhead shot from Google Maps, which is both good and bad. Obviously, having an actual picture of the place you're going is really helpful. But when you arrive you may need to know more about the field, things like taxiways, aprons and FBOs. The second difference is that fuel prices are included on this site.

100ll.ca has one exceptionally cool feature. At the top of the page enter your home airport, in my case it's CFX8. I enter that and then click on 'List' just to the right. What appears is the list of airports in the CFS in alphabetical order, and their distance in statute miles from CFX8. Like any pilot I know almost instantly how long it takes to fly my plane a given distance. So before I've really started planning at all, this tool has given me a ton of information, and I haven't even looked at a map yet! As I said, a very cool feature.

From the 'List' page you can easily find any Canadian airport you want. If you're like me and don't care to drag the page up and down trying to sort the alphabet, just use a Windows shortcut. Hold the CTRL and F keys together which activates the Windows page search function. Enter the airport name or code you're seeking and it highlights immediately. Click on the field's hyperlink and you're there.

Once you've brought up the airport you want, all the regular CFS data displays. If the operator or any fuel vendor on the field has registered the fuel prices with 100ll.ca they will appear, too (including mogas if it's available), as well as the last date the price was updated. Note that the lat/long set is highlighted as a hyperlink. Clicking on it brings you immediately to the full page Google Maps shot of the airport.

Something I'd like to see attached to all of the flight planning services I've mentioned are VFR Terminal Procedures Charts or VTFCs that

appear in the CFS. They provide essential information on how to approach and depart certain airports. Knowing those procedures is part of complete and professional planning.

As I mentioned, I find it best to use a combination of all of the services. I might use 100ll.ca to instantly find out how far a spot is from Kirkby Field. In seconds, I'll map out the route in detail on SkyVector, but get CFS data, mainly airport diagrams, from Fltplan.com. I'll use Google Earth if I'm trying to see what a certain route looks like through the mountains at a given altitude, and Google Maps if I'm looking for non-aviation services, like accommodations, food or car rentals on the ground.

It might seem complicated, but it's actually really efficient. Plus, I don't use all of these sites all the times I fly, but I use at least one of them every time. And again, not a single paper map do I unfold.

That's our round-up of free on-line flight planning help. If you have any insight on these services, ways to use them better, or other resources to tell us about, please share that knowledge with us by contacting the editor.



WE NEED YOU

Its that time of year when we start looking for volunteers to volunteer for the board for
CRUFC

Get involved in your club and help make a difference in Light Sport Aviation

Don't wait for someone to approach you check with one of the current executive to see how you can help.

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. \$23,000. For more information, contact Ken Taylor at 403-863-2157 or ktaylor2157@gmail.com (02/15)

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)

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

Indoor Hangar Space available to be shared at Springbank Airport – complete with heat, electrical and water - Bathroom, Kitchen, Wifi, Alarm system and digital video recording. Email: [email abellamario@gmail.com](mailto:abellamario@gmail.com) or call at Mario [403 354-8967](tel:403-354-8967) for more details

Suzuki 1.3 litre 4cyl auto engine with gearbox for aircraft use. Call 587-225-3944 and talk to Norm for more information Email normrtdt@gmail.com

70 X38 Richter Propeller for a Rotax 912 pusher. Wood prop in excellent shape from a 80hp SeaRay. Offers? Call Bert Lougheed at 403-350-5511

FLYING EVENTS

Please note the Olds/Didsbury flying club and the Three Hills flying club usually serve donuts and coffee on Saturday mornings with each taking alternate weekends. Dennis Fox from Three Hills has more information on this.

The members of the Iron Creek Flying Club wish to invite you to Fly In For Coffee, Cookies & Visit Saturday, December 19th, from 9 a.m - Noon

****Mark your calendar for the third Saturday of every month, to fly to CEK6 for coffee****

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