



# Skywriter...

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**April 2016**



*Wade Miller's KitFox on take-off from Kirkby's  
Photo courtesy Stu Simpson*

***Next Meeting Wednesday Apr13 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.

# President's Message

By Ed D'Antoni

## President's Message.

The directors of COPA will be meeting in Calgary this week and asked if they could attend our monthly club meeting to make a short presentation. They have also invited the other local COPA Flights. This is an excellent opportunity to meet pilots from other clubs in the area.

Elsewhere in the newsletter is an article of Andy Gustafsson's handling of a difficult in flight situation. Andy did an excellent job of the article. In very few words he gave a detailed presentation of every event as it occurred, the actions taken and results. Thanks Andy. As our newsletter editor has said many times we need a greater number of members submitting newsletter article and photos. Other than our monthly meetings our club has not had a member event for 3 years. Time permitting perhaps we could discuss this at our April Meeting.



President Ed

## 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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## Late Winter Mountain Flight

by Stu Simpson

On March 20th club members made the first of at least two forays into the Rockies that month. The weather was really good with very light wind and a high thin cirrus layer. It was pretty exciting for me because even though I've done lots of mountain flying, I've never done so in the winter. Since it was the second last day of that season, I thought I'd give it a try.

Katerina Zima would be my wing man (wing woman?) in her red Piper Pacer. She's a professional pilot who hangars at Kirkby's. Sitting in my right seat was Humam Tumami, a new club member in the throes of learning to fly. This would be a really good exposure for him to see what the CRUFC can do and some of the airplanes we fly.

After leaving Kirkby Field, Kat and I skirted the south end of Calgary and Springbank's Class C airspace, then followed Highway 1 from Scott Lake Hill. We turned to track Highway 93 at Castle Junction. Even though we'd have appreciated some more sunshine, the mountain scenery remained spectacular.

There was a total of 8 pilots and six airplanes that made the journey that day; Troy Branch and Guy Bourgeois in Troy's RV-10, Gary Abel and Darren Scarlett in their respective RV-7s, Jim Corner in his Kitfox 5, Kat in her Pacer, and me and Humam in my trusty Cavalier.

After throwing in some gas at Invermere, we walked a few hundred meters to a restaurant for a tasty bite of lunch. Then, Kat, Jim, and Humam and I took off in sequence for the flight home. The other guys were going over the top while we were quite happily following the highways again.

Jim left us at Banff and flew the Minnewanka route for a more direct shot back to Airdrie.

Kat and I decided to see if Calgary Terminal Control would permit us to fly direct from Scott Lake Hill to Kirkby's.

The controller was very accommodating and we sailed directly over Springbank and the heart of Calgary in a nice echelon formation. Humam snapped some nice shots over Calgary before we were cleared to descend and switch over to Kirkby's frequency. Just as we began our decent a few miles south of YYC's runway 35R, we watched an Air Canada 787 turn onto its base leg a few miles away to the southeast.

We ended the day at Kirkby's with a nice, smooth landing so Humam didn't ask for his money back. We had a great time flying to the mountains, pushing some personal boundaries and gaining some more terrific flying experience and memories.

### Photos Captions and Credits



Invermere 1: Kat Zima's Pacer in flight. Warren Arnholtz snapped this lucky shot while walking in Fish Creek Park.





Invermere 2: Humam snaps a selfie while Gary Abel oversees Stu refueling the Cavalier. By Humam Tumami



Invermere 5: Troy's shot of Invermere airport on his climb out toward home at High River. By Troy Branch



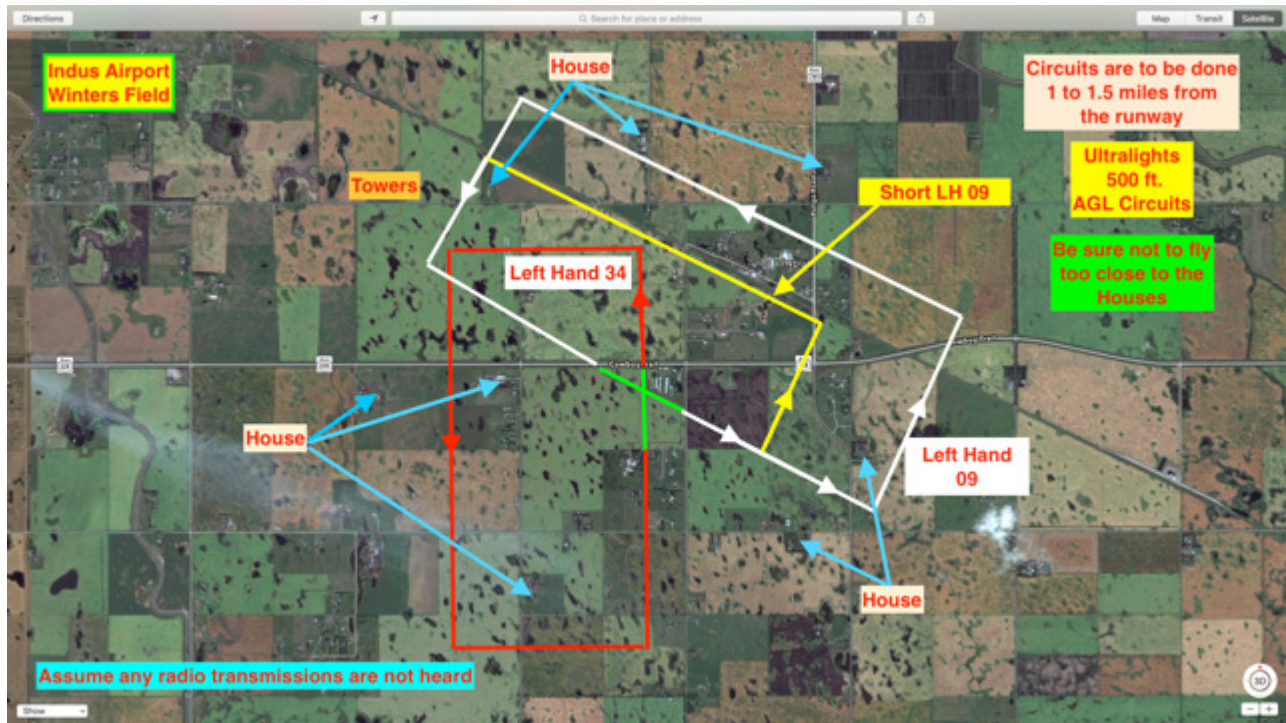
Invermere 6: The Cav flies through the Bow Valley near Banff. By Katerina Zima



Invermere 7: Downtown Calgary from the Cav. By Humam Tumami

Invermere 3 & Invermere 4: Gary Abel climbs out over the Rocks east of Invermere headed home. By Gary Abel





I recently got a note from Wayne Winters and a reminder to all about patterns and procedures for Indus. Here are Wayne's comments.

The reason for the posting this is to clarify what the typical patterns are around our airport. We have been very fortunate with only a few neighbour complaints over the years and one of the reasons for pointing out the houses is to try and be pro-active.

We have a lot of traffic some days and want to make sure that everybody is on the same page. I am still an advocate of not relying on the radio in any way (although it is good airmanship to use them) and being visually alert instead, as in the ultralight traffic patterns at Lakeland and Oshkosh. We used to do many of our patterns tighter, but with the advent of faster airplanes the shorter circuits do not give the pilot much time to really look around at what is happening. We want to encourage everyone, before turning final, to do a good long look to make sure someone else is not on an extended final. We also like to have everyone fly over the centre of the airport (windsock) slightly above the circuit altitude they are going to use (500' for UI's and 1000' for conventional) to get a good look at who else may be in a circuit. The exception would be if there are already other aircraft in an obvious down wind traffic pattern, then the arriving a/c could just go and join down wind — using accepted down wind joining techniques.

We welcome other pilots to visit us and are happy to have them arrive and join in the hilarity that ensues on the week-ends. Where else can one go and have their landings and take offs so freely evaluated?

We are looking forward to getting our new club house up and operational and having many visitors.

## Precautionary Landing Andy Gustufson

This little stick-on detector is an important item that can tell you if you should declare an emergency or assess the situation.

This day I was coming back from west of High River on one of my local flights. I had visited a friend for coffee and was on my way back to my home field just west of Delacour. About 10 miles SE of Ben Stefanic's Field I noticed a subtle change in of how the engine sounded. I tried different power settings but the sound grew louder and louder. After powering back to lessen the possibility of further damage I switched the GPS to nearest airport, which was Kirkby Field, 6 miles away. The engine was strong but the sound was getting louder. I could now smell engine exhaust and so I looked down to the newly replaced carbon monoxide detector on my panel. It was changing to dark green. CAUTION. I opened all the fresh air vents and thought, "exhaust system problem". It was a relief to know that engine failure was probably not imminent, however I still had to deal with fumes and be wary of the possibility of heat damage under the cowl. I was now within reach of Ben's airfield. Although almost 2 miles further than Kirkby's I knew that at Ben's I would have access to tools and equipment to hopefully do enough repairs to get me safely to my home field, about 5 miles north. Approaching Ben's a little east of Kirkby Field I heard an aircraft announcing "ready to roll on 34". I asked him to wait until I was out of his way, because of my engine problems, which he of course agreed to. My approach and landing at Ben's was uneventful.

At Ben's I found a crack in the left front exhaust pipe. Ben had heard me coming in and he showed up to see what was up. Together we put a sleeve around the crack and with clamps secured I could make it to my home field. I have to replace the old with a new pipe and I'm in business again.

I now know why the crack developed. Where the 160° elbow comes out of the cylinder and joins the straight pipe going to the muffler, is where the crack happened. The elbow joint to the straight pipe was not lined up properly and at that point the full force of the exhaust flame was over time literally burning a hole, weakening the pipe. It was paper thin. All the other exhaust pipes are lined up properly and when tapped with a wrench, gives a clear and healthy ringing sound, telling me that they are sound. The elbows are made of heavier gauge pipe and therefore stands up to the heat that blasts out from the cylinder.

This appeared in my Inbox April 1,2016



After much work I finally have approval for STC 10406102. Now you can have 120 VAC available at your aircraft when parked on the field at fly-ins, etc. Great for plugging in your music source, the required Margarita blenders or charging your iPads!



We mounted a 12VDC to 120VAC inverter behind the baggage compartment and the receptacle aft of the baggage door. So far no problems with battery life as the current draw is minimal. The covers are weather tight and I haven't experienced any door flutter. The inverter weighs 2.3 pounds.

This STC is available to all C190/195 Club members at no cost. For further information call or email!

## Practice Practice Practice

When was the last time you went and practiced landings? Have you ever spent the day doing touch and goes? I have a friend that upon receiving his pilot's license spent the next couple of months doing circuits, landings and takeoffs. His practice included crosswind landings, three point stall landings, wheel landings, any and every thing that would help him to get to know his new plane better.

I remember when I started flying, going to Hillman's field where I hangered at the time and just doing circuits to try and get my new skills honed. I didn't look at it as practice; I just thought it was fun. Of course at the time I could not figure out how to get the plane to land smoothly but I kept trying and it finally came. I think that is the way most of us start and progress as recreational pilots. But if you have been flying for some time, when was the last time you went out and took the time to just practice landings.

Many say, that any landing you can walk away from is a good landing, one you can use the plane again is a great one. Not really a great way to judge your skills. Recently a pilot crashed a taildragger in the BC interior. The story is a cross wind gust caught the plane on touch down and pushed it off the runway. I was not there and this is not meant to judge but I wonder if he wished he had taken more time for practice.

Do you know the numbers for your plane and check to see how close you are on downwind, base, approach, short final and touchdown? The better you know your plane and numbers the better you will be able to handle any emergency that may arise.

Another thought, do you know how your plane performs with the motor off.

If you originally started with ultralights you may have shut of the motor at altitude and then flown your ride to touchdown without the help of the motor. I don't think this is a recommended practice if you are flying a quick sport plane but if you are flying a two stroke you may want to consider this as a practice technique.

When was the last time you did a check ride with an instructor? If you have had your license for a number of years you may have let some bad habits creep in that you are unaware of. This can happen to any of us and we sometimes become complacent about flying because we fly so much. If you can't find an instructor maybe take a fellow club member for a ride and allow comments. In fact tell the fellow pilots you want comments that may help you improve. Remember to stay safe it may take more than hop in the plane and go.

Take some time and go out and practice.



Stu and Brian on the ground for growlies at Mosliegh

## A Golden Air Adventure

By Bob Kirkby

Having organized a successful group fly-out to Invermere, BC on Saturday, March 19<sup>th</sup> Stu Simpson receive some regretful comments from several members who wished they had been able to go along but couldn't. Noting their disappointment and enthusiasm Stu sent out an email the following Thursday suggesting another group fly-out to Golden, BC for Saturday, March 27<sup>th</sup>. The uptake was amazing and Friday evening another email arrived stating the trip was a go with 9+ aircraft expected to participate.



The weather Saturday morning turned out to be great, but not perfect, for mountain flying. A 15kt wind from the NW across the mountain tops was expected to product some bumps in the valleys with a few up and down drafts, but nothing too threatening. I was going to take my Cherokee on the adventure but Carl Forman offered me a ride in his RV9 so I opted for that. I've flown through the mountains a hundred times but never in the right seat so I was looking forward to having the time to gaze at the terrific scenery and experience flight in the RV9.

At approximately 1100 Saturday 12 aircraft started out for Golden. Here is the roster:  
From Chestermere-Kirkby Field: Barry Davis in his Zenair 600, Carl Forman and myself in

Carl's RV-9, Randy and Susan Fehr in their Cherokee 180, Stu Simpson in his Cavalier, Arnim Haase in his Zenair 250

From High River: Troy Branch and family in their RV-10, Doug Eaglesham and Brent Crowhurst in Doug's Mooney, Guy Bourgoeis and Nick Mason in Guy's RV-7A

From Carstairs-Bishell: Glen Bishell in his Bush Caddy, Bashar Hussien and a friend in Bashar's CH-750

From Indus: Pieter Terblanche and Kevin Cline in Pieter's Rans S-10

From Airdrie: Gerry MacDonald and Barry Wood in their Cessna 182



We had a great cross section of aircraft types as well as representation from five different recreational air fields in the area.

Carl and I were the first to arrive at Golden and over the next hour we watched as others arrived, one by one. This was Arnim's first mountain flight so Stu hung back with him for moral support and they arrived last.





Upon arrival Stu had messages on his phone that Glen and Bashar had turned around at Banff having encountered uncomfortable sink rates in the downdrafts coming through the Minnewanka gap. Shortly after he received another message that Pieter had turned around near Exshaw for similar reasons. These were good choices. One should not continue into conditions one is uncomfortable flying in. As a guideline, if I'm flying the valleys I set a limit for myself of 20kt winds at 9000ft. Anything over that means flying in the valleys will be very bumpy with lots of up and down drafts.



After all had arrived we walked a mile and a half into town and found a nice place for a leisurely lunch. Guy Bourgeois and Nick Mason didn't have enough time for lunch so they left for home as we started our trek into town. Lunch and the company were great but the walk back to the airport burned enough calories that I was hungry again!

One by one we departed Golden around 3:45 and had a bumpy ride back with 15-20kt winds from the NW. Depending on which valley we were in winds varied from a quartering tailwind to a quartering headwind. The flight was good and of course the scenery was spectacular. Carl and I arrived home about 5:00pm.



This had been a great day of fun flying and comradery. I think everyone had a great time and is looking forward to the next group fly-out. Thank you Stu for organizing this little air adventure.



**Light Sport Aviation Inc is fully functional and this is the first group of student starting their flying lessons after completing the ground school. The boys are looking very happy around the airplane**

# FOR SALE



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# 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.



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