



Skywriter



May 2016



*The Lil Buzzard on final at Linden. Perfect Early morning Sun in the Background.
Photo by Royal Stewart*

NEXT MEETING May 11th, 2016 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.

Presidents Message

By Ed D'antoni

We have had excellent flying weather during the last month with a number of activity reports circulating via emails and You Tube Videos. Of note was last Saturday mornings fly in to the Red Deer forestry strip. Norm Vienneau organized the event and arranged to have smokies Barbequed for all that attended. Glenn Bishel departed early and reported back that Red Deer Forestry was fogged in. A new destination of Sundre was arranged in the air with everyone showing up. More about the event is in the Editors column. Saturday morning May 7, Norm and I flew out to Dave Bolton's strip to meet with Dave about staging a similar event. The runway is just above and east of the Cu Nim glider site. Dave's strip is situated on a beautiful bluff in the foothills west of Turner Valley; he owns and flies a Kolb, Hiperlite, Quicky and an AirBike. He was amenable to us using his site so we arranged another Smokie fly in for next Saturday May 14. Although the CRUFC maps and data sheets show Bolton's frequency as 123.2 for safety it is best to announce your intentions on the Cu Nim Glider frequency of 123.4. Dave's strip is 19 miles SW of Indus. A heading of 220 will get you there. Coordinates are 50 degrees 43.9'N, 114 degrees 8.7'W.



President Ed

After meeting with and taking Dave for a short flight in the SportStar Norm and I flew south for a couple of hours enjoying the spectacular scenery along the Rockies. Attached is a photo of Andy Gustafson's latest instrument panel modification. It is a Tablet mount that covers his artificial horizon and heading indicator. He uses the android tablet to display FltPlanGo. His Tablet is identical to the one the club gave as a raffle prize to members that paid their 2016 memberships before Dec 31 last year.

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
Skywriter is the official newsletter of the Calgary Recreational and Ultralight Flying Club – COPA Flight 114, published 12 times per year

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I can't hear there's too much static in my radio.

Ever notice the simpler things get the more complicated it becomes. Recently I have helped three different flyers with radio problems.

One of the things I learned in the service industry, people seldom know what the problem is. One friend complained about unbearable static in his radio since it was installed. He flew his plane back from southern Ontario after purchasing it and when his radio failed in Thunder Bay he had a new one installed by a qualified avionics shop. The shop told him that the mic sensitivity had to be lowered but they did not have the service manual to know which "jumper" had to be adjusted. Being me I decided to dig in and see if I could help. First a ride in the plane and it was clear that the static he was complaining about was the intercom function on the radio going live. The intercom on his radio has mic sensitivity settings available on the start up screen, by pressing certain buttons while turning the radio on. Checking the setting I found it set to mid and adjusted it to low. This means the sensitivity of the mic is lower so the intercom channel does not open as easily. The new setting made his static miraculously disappear. It was not static but rather the opening of the vox circuit for the intercom that was filling his headset with noise.

Which brings me to the most important point in this discussion. When you have an issue try to be sure what the issue really is. If you tell the technician working on a problem that the static is unbearable he may start chasing ways to improve reception including chokes, filters, better ground planes for the antenna, etc and never really get to the issue you have which may be a vox setting that is too sensitive. Try to isolate what your problem really is before you ask for help in getting something fixed.

Another flyer had the same complaint with a similar radio and of course this was now an easy fix. Experience is a great teacher. Still another flyer had radio issues so severe he stayed away from the Red Deer area for fear of not being heard and not be able to hear the tower transmissions. Going through the settings from start to finish quickly gave him a great functioning radio that allowed him the peace of mind to fly most anywhere.

I personally had a problem with my radio in the Buzzard when I first got the plane. I could not transmit much more than about 3 to 5 miles, to my flying friends, using a handheld with an external antenna. The tower at Red Deer always heard me so I did not think much of it. I thought maybe my radio was bad so I picked up a new icom handheld and it got worse. I started checking the antenna and discovered that the one that came with the plane was a UHF tuned antenna rather than a VHF antenna. A friend had a ELT 121.5 antenna laying around and offered it to me. I switched out antennas and can now transmit 25 to 30miles and receive 50 to 80 miles. Good enough for the flying I do.

So remember you may be able to get that radio working better. Just make sure you know what the real issue is before you try to fix it.



Typical cockpit with GPS, Android Pad, and portable radio Lots of source for static but that is a discussion for another time.

Best hint for better radio transmissions. Put the microphone as close to your lips as you can and talk in a normal voice. Yelling into the mic will tend to distort your transmissions, and having the microphone not touching your mouth will encourage picking up cabin noise.

Norm V

Flight to the Red Deer Forestry Strip

The Red Deer Forestry strip is a destination I have enjoyed a couple of times and I hoped that I could share this adventure with other club members.

<https://www.youtube.com/watch?v=3Fmt5ckZJ7I>

The thought of having a Smokie Barbeque was just too good to pass up so I put a call out to the club that we would try to have a SmokieFest at Red Deer Forestry on the 30th of April. The weather looked good and we decided to head out. The forecast that I was checking called for cloudy skies but nothing that should affect our flight. I headed out to Carstairs at 6am to try to be the first plane in so I could set up the Barbeque and I was airborne about 7am with my flying buddy Royal off my wing.

The air was wonderful smooth and we cruised calmly to the strip. The closer we got though the more the clouds seem to descend. Finally at about 5 miles from Red Deer Forestry we decided it was best to divert to Sundre.



As we landed at Sundre we heard Bob fly over calling Sundre traffic that he was preceding to Red Deer Forestry. We called to let him know we had landed and Sundre and thought he would do the same. (Bob was the only pilot to make it to the strip in his 701 but I am not sure he was happy about that.)



We got the word out to other pilots that we were going to have the Barbeque at Sundre instead of the Red Deer Forestry and we were joined on the ground by eight other aircraft. (We did take off and do circuits in our quest to reach Bob but we were unsuccessful in our communication to him.) Bob did finally fly back to Sundre to join us for the Barbeque but had to follow the river back as the clouds had dropped even lower.



In all we had ten planes on the ground. Jim in his Kifox V with Ken, Glen in the BishCaddy, Peter and Kevin from Indus in their Rans and Merlin, Andy in his Merlin, Bob in his 701 and Sheldon in a Challenger, Royal in his Savage Cub and I in my Buzzard, and we were joined by Thomas Thomas in his Dehavind Beaver with his granddaughter on board.

It was a great turnout for a SmokieFest that was sort of impromptu.



We are planning another SmokieFest for Sat May 14th at Dave Bolton's.



President Ed giving Dave a ride or a bribe to allow us to use his strip for our next Smokie Fest. This is a morning event. More details at the meeting Wednesday



Light Sport Aviation, Inc. is pleased to announce its intention to provide a Cross-Country Flying Course for those who want to spread their wings and fly farther from home.

This course is geared toward ultralight, recreational and private pilots who are eager to learn or rusty on cross-country flying, as well as those who'd simply like a refresher on how to fly their planes on longer trips. The course will give them the tools to fly their plane farther with safety, skill and confidence.

If you want to fly to another city for lunch, to another province for fun, or across the continent through Canada and the United States, the Light Sport Aviation Inc. Cross-Country Flying Course is for you.

Topics include:

- Choosing a Destination
- Flight Planning
- Basic Navigation and Nav Resources
- Airspace and Airports
- Radio Use and Practices
- Weather and Weather Resources
- Fuel Planning

- Group Flying
- Ground Crew
- Mountain Flying
- Flying in the US
- Emergency Procedures
- Human Factors

Stu Simpson will be the main instructor for the course and Stu brings a wealth of 30 years and 2000 hours of flying and cross-country experience in ultralight, homebuilt and conventional aircraft.

Our plan is to the run the course for two full days (tentative plan is May 28th and 29th 2016), this call is to guage the interest of our pilot community to participate in the course and to understand what size of venue we need to have to accommodate all the participants.

The course fee is CA\$150.00. The course is currently planned for 15 attendees, but if there is sufficient interest, Light Sport Aviation Inc. will make room for more.

In case you are interested in attending the course please respond to this e-mail. We will provide the people who are interested in attending the course with further details in the coming weeks.

Bashar Hussien

Light Sport Aviation Inc.

Because of the interest shown in Light Sport Aviation's upcoming Cross-Country Flying Course, we've now confirmed the venue for the course.

The location is:

The Lake Bonavista Community Centre

1401 Acadia Drive SE, Calgary, AB

The dates are Saturday, May 28th, and Sunday, May 29th, beginning at 8:30 a.m. and running until 4:30 p.m. both days.

For our guests coming from outside of Calgary, there are three hotels nearby;

- The Holiday Inn Express, South Calgary, at 12025 Lake Fraser Drive SE, [403-225-3000](tel:403-225-3000)

- The Wingate Hotel South Calgary, at 400 Midpark Way SE, [403-770-9073](tel:403-770-9073)

- The Super 8 Motel Shawnessy Calgary, at 60 Shawville Road SE, [403-254-8878](tel:403-254-8878)

There are other hotels further north along Macleod Trail, but these three are the closest.

Lunch can be had just a few blocks away at the Lake Bonavista Promenade mall, which features a Subway, Brewster's Brew Pub, Little Caesar's Pizza, a Chinese restaurant and a Vietnamese restaurant.

Students are requested to bring a Calgary VFR Navigation Chart if you have one, as well as a copy of the Canada Flight Supplement.

A plotter will come in handy for the navigation exercise, as well as some sort of E6B flight calculator, either a whiz wheel, a CX-2 calculator, or an app on your mobile device.

For any further information please contact Bashar Hussien [403-612-4255](tel:403-612-4255) info@lightsportaviation.ca

Please make your cheque of CA\$150+GST payable to Light Sport Aviation Inc. and they are due by May 28th 2016.

Bashar Hussien

Light Sport Aviation Inc.

Travel Tool Kit

As owners of a 1951 Cessna 195 my wife Margaret and I have made several trips to various parts of Canada and the USA. With any aircraft of this vintage there are problems that can manifest themselves while away from home base. Based upon the many years of ownership by long time International Cessna 195 Club members, a list of essentials for a Travel Tool Kit has been compiled which hopefully can solve most problems that can occur while traveling away from your home airport.

In the past year a lot of new members have joined the International Cessna 195 Club and become owners/caretakers of these magnificent aircraft. As they learn more about owning and maintaining these airplanes and their operation, it becomes apparent that they are an extremely comfortable travel machine - maybe not for 'time travel' but certainly a way to experience a mode of transport of a bygone era.

On the International Cessna 195 Club Hangar Talk forum there have been numerous discussions about what one should include in a Travel Tool Kit so I thought I would try to consolidate some of the ideas and thoughts. There is a general consensus on the items that seem to be on everyone's necessary list and then there are the extra, nice to have items. Here's what I gleaned from everyone's comments.....



Necessary Items (after years of experience by experienced/old members)

- *Engine mount bullet – mine is mounted on firewall
- Set of wrenches – thru 7/8"
- Adjustable wrench – good to 1 1/4"
- 1/4" ratchet with wobble extensions
- 1/4" socket set – thru 9/16"
- 3/8" drive 7/8" spark plug socket/w external 7/8" hex (to accept 7/8" wrench)
- 3/8" ratchet
- Ratchet screwdriver with interchangeable tips
- #2 Phillips screwdriver
- Set of slotted screwdrivers
- Set of small Phillips and slotted screwdrivers
- Duck-bill pliers
- Needle nose pliers
- Diagonal pliers – Good pair - Snap-on is highly recommended
- Vise grip pliers – small and medium
- *Medium Channel-Lock pliers – good for push rod tubes
- Lock wire pliers
- Set of jeweller's files
- Set of feeler gauges – ignition and regular
- 2 Ignition wrenches – 15/64"
- *2 awls for cowling installation
- Small Allen wrench set

Tire gauge

*Tire valve extension for tailwheel

Flashlight – I have three in the plane – flight bag, seat-back pocket, tool kit

2 new spark plugs

*2 new engine mount bolts c/w nuts, washers

Electrical tape

Lock wire – 0.032"

Small/medium extendable inspection mirrors

Telescoping magnet

Misc small bolts, screws, etc

Nice to have items

*Spare carbon brush for battery ignition timer

*Spare rotor

3/8" socket set – thru 9/16"

Dzus fastener screwdriver – I have another in the seat back pocket

Z-bend wrenches – good for tightening fuel sending units, etc

Hack saw

Medium ball peen hammer

Snap ring pliers

Jeweler's loupe

9-10" tapered punch

Scribe with 90° end

Spare Adel clamps

Wire crimper/stripper

Spare exhaust, intake and rocker cover gaskets

*Rocker valve wrench

Ruler, mechanical pencil, calculator

Wire brush

Tin of cotter pins

Some 14-16 gauge wire, crimp terminals

#8 and #10 PK screws

Nut driver set

*Spare parts for ADC filter

Section of scat hose

Electronic angle gauge – Iphone should work too



I have packed most of the listed items in an old tackle box which weighs about 18 pounds.

Other items that could be useful on a cross-country excursion:

*Cowl gap cover/bra - prevents water incursion into ignition system

Windshield cover - prevents water incursion into cockpit/radios

Tie-downs and chocks

Control surface locks

*Spare tail wheel tube and tire

*Strut inflator – CO2 cartridge and hose

*Hair dryer - for wet ignition systems when your bra blows off

*A short hose to extend the hair dryer would also be useful



Strut Inflator

Items I carry in my flight bag

Spare batteries for headsets, handheld radio

Flashlight
Dzus fastener screwdriver
Bottle opener with cork-screw
Multi-tool – Leatherman or similar

Of course a lot of this stuff is specific to the Cessna 195 (marked with *) and most of you will not have ignition or distributor moisture problems. I think the contents of your travel kit can be changed to suit your aircraft.

While your useful load may be compromised if you carry all this stuff around with you it sure is nice to be able to solve a problem when it occurs during your travels. I have enough room in the 195 that I normally always carry the kit but for local flying you could probably leave it in the hangar.

I have only had to use my kit once so far – our ignition and radios got soaked while in Harbour Springs, Michigan and my wife's hair dryer got a workout. I pulled the intercom and radio out, dried them off with an air hose and the hairdryer. The distributor took another 3 hours before it was dry enough for a smooth running engine!

FLYING EVENTS

If you're looking for a fun filled weekend of aviation in June, look no further than Cooking Lake June 10 – 11th!

Fly in on Friday and spend the night camping under your wing trading stories with fellow pilots. If you're planning on camping can you please let me know so we have an idea how many people to expect.

Saturday morning kicks off with the 5th annual COPA Flight 176 Rust Remover. Register at www.copaedmonton.ca

Registration at 8:30, rust remover 9 – 1pm.

Spend the afternoon kicking tires, visiting vendor booths and viewing displays commemorating the history of the airport. The Cadets will be BBQ'ing from 11-5pm. And of course there will be a BIG Birthday Cake!!

Get your tickets for the evening dinner and dance emceed by Danny Hooper. www.cookinglakeairport.com

Speakers at the dinner include Rosella Bjornsen and Bernard Gervais.

There are some fantastic once in a lifetime items up for auction at the live auction as well as silent auction items. Proceeds from the auctions go to Alberta Aviation Council and Copa Flight 176.

I've attached a poster for the event and ask that you distribute it far and wide!

If you have any questions, please shoot me an email!

And of course if you have any items you would like to donate to the auction or are interested in helping out at the events, please let me know.

Janis Maxfield

Thanks in advance!!

FOR SALE

FLYING EVENTS



2005 Challenger II, AULA, 220 TTSN, Rotax 503, DCDI. Full instrument panel incl. vert. compass, ball, ASI, AI, VSI, tach, EGT, CHT, fuel, voltage. Throttle quadrant. Custom seats. 15 USG fuel tank. Heater. Always hangared. \$22,000. For more information, contact Ken Taylor at 403-863-2157 or ktaylor2157@gmail.com (02/15)

Leburg crank triggered electronic ignition for four cylinder engines. Will work on any four cylinder engine. Comes with Ford Visteon coil, trigger wheel, electronics and manual. Dwell curve built into the electronics. Easy installation. \$ 700.00 invested. Asking \$300.00. Tim Vader, 403 620-3848, vadert@shaw.ca

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

New type Chinook 582 all yellow. Turn key. A-1 condition. Radios helmets included. \$18,000. Dave Dedul 1-403-823-2214.

For Sale: Wag-Aero engine assembly and storage stand with castors, \$200 obo. 11 qts of AeroShell 15W50 AD oil available for \$6.00 per qt. Please contact Ken Beanlands, kbeanlan@telus.net or (403)921-2079

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: emailabellamario@gmail.com or call at Mario 403 354-8967 for more details

May 22,2016 Westlock FlyIn BBQ

May 29 Barhead FlyIn Breakfast

JUNE 12, 2016 - INNISFAIL FLYING CLUB FLY IN BREAKFAST

June 4 Lacombe FlyIn Breakfast

June 11 Cooking Lake 90th Anniversary

June 12 Vegrevill FlyIn Breakfast

June 18, 2016 --- 20th annual fly in breakfast at Carstairs Bishell. Free 8:00 – 11:00 Prize for shortest and longest flights as well as youngest and oldest pilots.

July 9, 2016 Kirkby Chestemere Fly In Breakfast Saturday 0830 to 1200 July 17 Vulcan FlyIn Breakfast

July 17 Vulcan FlyIn Breakfast

Please Note some of these dates were aquired from a Copa flight website. It would be best to confirm the event before departure.