# Skywriter

# OCT2016


***Andy's IKEA***
***A good Sweedish Plane***

## *Next Meeting Wednesday OCT12th 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

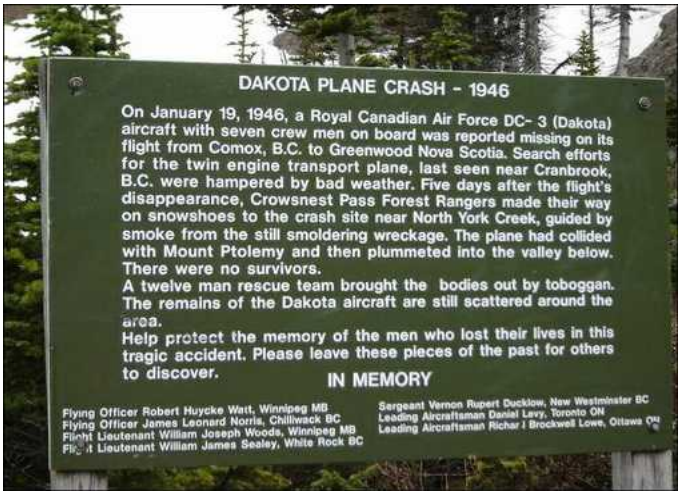
Ed D'Antoni


Presidents Message Oct 2016

Since I don't like writing about myself in this column it is difficult coming up with a Presidents Message. Members get enough of me at meetings and don't need more about me in the newsletter. I am trying to get more member participation in meetings and the "Skywriter" newsletter. Thus the "Circuit Courtesy" question in last months column.

It generated a good discussion from members that are non-verbal at most meetings. A CRUFC generated list of local Airports was attached to last month's newsletter. It is badly in need of updating. If you are aware of new fields that could be added, please forward them to our newsletter email address.

On January 19, 1946 an RCAF Dakota left Comox BC for Greenwood NS. It Crashed into Mt Ptolemy south of Coleman Alberta killing all 7 crewmembers on board. Details can be read on the attached Photo.




On Friday Oct 16, Norm and Judy Vienneau, Jim and Marg Corner, Arnim Haase, Andy Gustafson, Carl Forman, Bonnie and I headed out to the crash site. We met at Tim Horton's Coleman and headed to the roadway leading to the trailhead. Since I was familiar with the area I led the convoy of three cars. Shortly before reaching the trail entrance I looked back to find no one following. I made a U-turn to the original starting point to find no one so I phoned my ex-friend Norm. There was no "Hello." Just the words "Obviously You Do Not Understand the First Rule of Leading a Convoy." After that I checked my mirror every time I turned a corner. We easily located the Trailhead and found the trail not just for Quad's but a fairly good road. For a map I had printed the Google Earth photo of the route and gave it to Arnim. He was the obvious choice as he is an avid hiker and decades ago escaped from Communist occupied East Germany by hiking over the mountains between

**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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East Germany and Yugoslavia. Part of his plan included not carrying but memorizing maps for his trek across the mountains. We drove a few miles and at a fork in the road, Andy's words of wisdom were "In Sweden when we see a fork in the road take it." By consensus we went left, which was south. When it was no longer possible to drive we started the hike. It was a perfect day, sun shining, temperature +15C the trail dry and clear. After some time it became obvious we were not on the correct trail. Arnim took a few side trips and concluded we should head back to the Fork in the Road.

At our cars we had lunch and listened to a few flying and hiking stories. Norm and crew headed off on the proper road and everyone else headed home. We now know the correct trail and weather permitting we will try it again. Although we did not reach our destination it was a great outing. Attached is a photo of the hikers and another of the Site Memorial.

Questions:

Assuming one's airspeed indictor is absolutely correct, flying west locally at 5500 feet and 100 mph, Temperature 18C, what is your actual airspeed? Are you at the correct altitude?

For Discussion --VFR cruising altitudes! Should we follow mandated altitudes when below the minimum altitude for which they apply? Have you ever encountered opposing traffic when below the mandated AGL altitude?

President Ed

## Notes from the Editor

A few years ago during my time as club president we started a What's your story type column. I remember an interesting story from Bert Hoskins about him picking up his Merlin C-IPIX and the adventures he had bringing it back home to Alberta. (I remember because I was on the CRUFC website and reread the article)


I also remember Bob Kirkby's article about his entry into the world of Ultralight aviation.

These stories made for good interesting reading and we learned more about our fellow members.

PLEASE submit an article about your flying story. Include a few photos and let's get to know each other a little better.

Thanks Norm

# Risk Management: It's a Personal Thing
## By Stu Simpson

What are you willing to risk? It's a question at the heart of everything we do as pilots. Obviously, we're willing to take a few risks or we wouldn't be flying at all. Fact is that flying is a gazillion times safer than many other activities. It's also a fact that it can be terribly unforgiving of errors or carelessness compared to other hobbies.

Flying is perhaps unique in that we pilots have a tremendous amount of control over choosing the risks we face, Compare it to driving where there are so many others in close proximity that can, and do, cause us great danger on a regular basis. Pilots can avert risk, for example, by staying on the ground in bad weather, or avoiding flights for which we or our planes are not equipped.

Each of us forms our own risk matrix. We'll look at a goal we want to achieve, decide what options exist to achieve it, and normally choose the safest, most efficient way to do so. Or, we'll decide that all the available options present too much risk, too high a chance of losing too much, and we'll avoid the activity all together.

We can actually calculate some risks pretty accurately. In fact, there are entire industries built on doing just that, the insurance business being one of them. Some risks, though, can't be computed with a calculator. Some risks we assess on an intensely personal and subjective level, and after the assessment we usually decide to stay well within our risk management comfort zone. Everyone of us does this.

I'll give you an aeronautical example. I'm terrified of flying over water. I'm not a good swimmer, I don't float worth a damn in fresh water and I don't like being cold. In 2013 I flew my Cavalier, which I'd owned less than a year, to Oshkosh. Our route took my wingmen and I through northern Minnesota. We departed on one leg from the airport at Brainerd Lakes and turned southeast for our next stop.

This leg travelled directly over a lake that's about 18 miles wide, less than nine minutes travel time in the Cavalier. I had a good reliable engine in my Cavalier, good weather and no real excuses, but I wouldn't fly over that lake. I went around the north end of it, instead.

By contrast, one of my wingmen was flying a plane that was fairly new to him, but with an engine of unknown total time and overall condition. The logs had been lost somewhere along the way, and it was burning a lot of oil, too. But he didn't have any trouble heading out over the lake. I very much envied him for that confidence in his engine.

Was he being foolhardy in taking that chance? I don't think so. He was simply much more sure of his engine. He's also a vastly more experienced pilot than me and felt that the engine would give lots of warning before something catastrophic occurred.

His risk assessment was completely different than mine. He was willing to take the chance that I wasn't. The outcome, for all that it mattered, is that my detour cost me about ten minutes more flying time; something I was willing to accept to stay in my risk management comfort zone.

Two years later I found myself sitting in the Cav a few feet away from Bob Kirkby's Cherokee over the Great Salt Lake in Utah. That stretch of our route was about 20 minutes of flying over water where I was almost certain to be swimming should the unthinkable happen.

So why fly over the Great Salt Lake and not a northern Minnesota one? First, I float well in salt water, and that lake is really salty. Second, we were under flight following from Salt Lake terminal control, and thus, much closer to emergency response if needed. And third, I simply had more confidence in my engine and airplane with a couple more years experience flying it. This was a leg that was within my risk

management comfort zone, though right on the edge of it.

I do a lot of flying in the Rocky Mountains of Alberta and BC. A lot of pilots fear mountain flying, feeling that it's far too risky. They worry about the desolation, the lack of emergency landing places, or too much turbulence. I understand those fears because I share them myself. The Rocks can be desolate in places. They are high. They're jagged, massive, intimidating, and sometimes turbulent.

So why fly there? There are as many different reasons as there are pilots. For me, it's because my folks live in Castlegar, deep in the mountains of southern BC. I won't get to see them much if I don't fly to see them. Since I can be there in about two hours, have lunch with them and still be home for supper, it becomes a pretty appealing flight for me.

There are plenty of other good reasons for mountain flying, of course, and the mind-blowing scenery is just one of them. Mountain flying is challenging and opens up the left half of the compass for us if we head that way.

So, is flying in the Rockies riskier than over the prairies or the bush? I think so. But I also think the risk is eminently manageable. I'll explain.

In all honesty, our airplane engines are incredibly reliable. Lycoming, Continental, or Rotax - it doesn't matter; the odds of a properly maintained motor quitting are low. Sadly, some folks think that reliable means infallible. I think otherwise.

When I fly in the mountains I'm continually planning for my engine to fail. It's a product of all my years flying two-stroke powered airplanes. I suppose it's that fear habit that keeps me away from water, too.

In the Rocks, I'm always looking for a place to put the Cav if the engine quits.

Any pilot I've spoken to about this has agreed it's a good idea. But lots of them have also said so with the loud but unspoken attitude that such thinking is wholly unnecessary, that I'm being over-cautious. Some have even said openly that the engine's not going to quit. I hope they're right, and so far, so good, but I'm not willing to bet everything on it.

So how do I manage mountain flying risks? I do so in several ways. First, I manage the operational risk. I ensure my airplane is well maintained. I perform regular and thorough inspections, repairs and service. I listen to my engine and airframe and investigate anything that seems anomalous. Thus, I've got great confidence in the Cav. Obviously, this translates to safer flying all the time.

I then manage what I call the emergency risk. I file a flight plan, and I stick to it. I don't deviate without notifying Flight Service via an RCO. Sometimes I'll fly with a wingman. We have emergency procedures in place and we rely on each other. I have a functioning ELT, though I won't rely on it much. I also have a SPOT locator that is up to date and working well.

Here's a debatable point. Some mountain flying experts maintain that you should only fly in the mountains with as much fuel as you need to complete your mission, plus a small reserve. Others say to carry as much fuel as you can safely lift. I like the latter approach since it gives me options and buys me time. The Cav's performance allows it, and I stay out of areas where I will suddenly need all that performance.

Next, I manage the route risk. I choose carefully where I fly in the mountains, basically just following roads or staying within easy gliding distance to them. It's startling how much open terrain, and how many airports exist in the southern Rockies, especially near major roadways or population centres. There are logging roads, of course, and just plain old back roads. The places with the fewest roads are national and provincial parks. Fortunately, the parks I've flown through have at least one major road traversing them.

Having said that, there are times where I've been outside of gliding distance to a road.

Before I make that choice I assess how long I'll be flying outside of road accessibility. Invariably, the answer is mere minutes, such as five minutes or less. I deem that to be acceptable as part of my personal risk management strategy.

But in general, if I can't glide to a road, there's an excellent chance I'm not going there.

Here's why. I spent my career in emergency response, and I've flown search and rescue in the past. If I go down in the mountains my training and experience tells me that if I am on a road, or in an easily road-accessible spot, my chances of survival and rescue rise exponentially. That's because emergency responders can get to me easily.

Some guys think that if they go down in the mountains rescuers will simply send a helicopter. Maybe, but not likely. There simply may not be a helicopter available, nor a properly trained helicopter rescue crew. If it's dark those guys are staying on the ground. If the weather is bad, same thing. But if you're on or near a road, darkness doesn't matter as much, nor does bad weather. Ground vehicles and first responders can reach you so much more easily. Cell phone coverage is usually better near major roads in the mountains, too.

And here's something else I consider. If I go down in the mountains, I want to make things as safe as possible for any rescuers who are coming to my aid. I don't want them to have to fly or hike into a box canyon, or to try and snag me from a dangerous glacier or a steep slope prone to slides or dangerous weather. CASARA, RCAF and other SAR personnel already risk enough for others. I refuse to make their jobs more dangerous.

I'm pretty picky about <u>when</u> I fly the mountains. The weather has to be pretty good, with higher clouds and low winds. I never push the daylight, either. I've only flown in the mountains once in winter conditions, which was actually during mid-spring. Forestry roads and other backwoods roads are usually snowed in during winter months. Like most planes, mine is white and would be near impossible to see against the snow. With my survival gear I carry a can of fluorescent orange paint and a large reflector to help me be more easily spotted.

I guess I break risk management down into two distinct phases; the preventative phase and the response phase. I avoid problems in the first place with proper maintenance and by staying knowledgeable about all aspects of the Cav and how to operate it. I prepare well for each flight, whether it's for a 20 minute trip to Linden, or to the east coast of the US. I set limits for weather, terrain and season, and I make safe decisions. I stay within my limits and the Cav's.

I also plan for my response to an emergency and how to steer the odds in my favour. That means planning how to best react if the prevention stuff doesn't work. My airplane may not survive, but I'm going to.

I urge you to build your own risk management matrix. Decide what your limits are and be comfortable with them. If you want to push the limits, do so legally and safely. Get some extra help from knowledgeable peers, or seek additional training.

What works best for me is to nibble away at increasing risk, rather than taking large bites. Thus, my comfort level grows more steadily. I might also find I don't want to go any further with a given activity, such as flying over water or more desolate mountain ranges. I'll be quite happy to fly around some mountains, instead of over them. And if I get a little more flying time because of it, I'll be happy with that, too. After all, I do this for fun.

*Stu Simpson*

CRUFC Meeting Agenda

For years our meetings have started with introduction of new members, followed by confession session, projects then recent flights. Then a break followed by a guest speaker. We have not been very successful in getting speakers. For November I have tentatively booked the builder of a recently completed 10-year Heartz biplane project. However we need a variety of members to either come forward as speakers or provide speaker leads. Confession Session and Project discussions have dropped off significantly. Since Ultralight's have become faster and larger flying great distances in seldom a newsworthy item I can see why discussion of Recent Flights is no longer topical. Stu Simpson's newsletter article on places to fly in Alberta was excellent and pretty well covered most interesting places to fly. I am therefore suggesting we add "technical" as another topic. Typical topics could be Carburetor Icing, Circuits, flying altitudes, flying around, over and under cloud etc. We would need a moderator for each topic. Suggested topics would be much appreciated. Volunteering to be a moderator for a topic would be even more appreciated.

## Saturday October 15

CEK6 – Flagstaff Regional – formerly Killam-Sedgewick
Coffee and BBQ
10:00 - 13:00
Contact
Doug
(780) 608-5413

CEZ3-Edmonton Cooking Lake Airport
Coffee
12:00-13:30

Thanks to Stu Simpson for the article on risk management and Brian Byl for his report on Oskosh 2016.
If you have an article please submit and include pictures.

Brian also submitted the airport diagram for Sully's flight to the Hudson. Enjoy


One of the latest adventures of SuperFox can be seen https://youtu.be/sAOWirYmqvs
Video of flying the Red Deer River

# Oshkosh 2016

Brian Byl

"**Hey, what are those guys doing?"**
Russ and I saw the three aircraft come in from the right at about the same time.
"I don't know" was his reply.
We both watched in disbelief as they tried to join the 'conga line' of aircraft over the railway tracks between Ripon and Fiske. It looked like two pulled in front of Mike Larson as he suddenly pushed the nose of his airplane down. The third one turned behind Mike and headed directly towards us, passing just over our heads as I pushed the nose down. That was close! And it happened so fast it really didn't sink in as to what actually happened.

Mike decided to abort this approach and do a circuit around the lake to settle down and try again.
Our second attempt to land at EAA Airventure 2016 was much smoother and less nerve-wracking! I followed Mike in and we landed on 18R and turned off right into Interstate 195 – Row 85. Much better than last year landing on 36R and taxiing all the way back watching the oil temps and cylinder head temps red-line! We were here.

This was Russ's first time to Oshkosh and he had no idea what to expect. He certainly got his thrills during our arrival!
We set up camp and then got down to the serious business of greeting old friends and watching all the arrivals. It was going to be a great week.

I couldn't wait for the Martin Mars and the Snowbirds. Of course, there were a couple of other acts that I wanted to see but the Mars was #1 on my list.

Monday morning dawned bright and early with several aircraft taking off at 06:00 and the 07:00 wake-up announcements – some things you can do without. I had a Type Club Coalition meeting first thing so I couldn't dawdle. The meeting was very informative and had attendees from the NTSB, FAA, EAA and numerous Type Clubs. Several clubs presented discussion papers on accident research and statistics pertaining to their aircraft and owners and the efforts they are doing to mitigate and reduce accidents.
The Cessna 195 club has a training syllabus which is available to all members to use for transition training along with a list of qualified instructors for our aircraft.
After the meeting I wandered down to the South Forty which apparently has a Fond du Lac zip code. I was very tired and thirsty by the time I made it back to the airplane!
On Tuesday evening after the airshow the second annual Flight Line BBQ was held and was very well attended.
The rest of the week I wandered up and down the flight-line, checked out all the vendors in the Exhibit Hangars, Fly Market and Boeing Centennial Plaza. You need to be like the Energizer Bunny as you keep going and going!
Each afternoon it was time to settle down and relax sitting around the airplanes watching the airshow.

The Martin Mars made several flights and showed how effective it can be dropping a 7,000 gallon load of water on a forest fire. What an impressive sight.
The Snowbirds returned to Oshkosh after a 30 year absence. What a graceful, awe-inspiring performance. Flying aircraft that are older than most of the pilots the skill level they

demonstrate is amazing. The transition from formation to formation looks effortless. They are truly one of the best demonstration teams in the world!

This year we had five rows in Interstate 195 which were filled by Monday afternoon. A couple of others were parked a few rows away. A total of forty 195's showed up along with a few new owners. It was great to see them welcomed to the group.

After a week we were ready to head home. Wheels up at 09:30 Saturday morning got us into Devils Lake 4.5 hours later for fuel and Custom's notification. On our way by Fargo we were asked to check on an aircraft squawking an emergency near Detroit Lakes. We tried to contact him but no response. We then flew over Detroit Lakes Airport and saw him landing safely. We never did find out what happened.

After clearing Customs in Regina and checking the weather we saw a huge line of thunderstorms stretching over 350 miles directly across our route. They were also reporting hail up to baseball size!

After a very brief discussion we decided to accept the Regina Flying Club's offer to hangar MLB and stay the night. After a few cold beers, great steak and a soft comfortable bed we made it home Sunday afternoon. After 2275 nm, 280 USG of 100LL and 19 hours airtime, my second Oshkosh Airventure was over. What a week, what a great time! I can't wait for next year!

Canadian Ultralinght plane purchased and now manufactured by Zenair. Do you know what it's called.

A row of 9 Spartan Excutives 7W Probably all the flying examples left. A total of 34 were built.

# 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. Throttle quadrant. Custom seats. 15 USG fuel tank. Heater. Always hangared. $19,900. 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 normrdt@gmail.com**

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

**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**

**Cuby II with Rotax 582 for sale $12000.00**
**195 hrs on Rotax 582**
**Approximately 500 on airframe**
**Oil Injected - no mixing**
**2 x 10 gallon tanks**
**85 MPH Cruise**
**Icom A5 radio**
**Intercom and headset**
**Ballistic parachute cost $4200.00 US never mounted in any aircraft available for $2000.00**
**Call Gary Abel** 403-801-3117
garyabel@shaw.ca

**Hanger at Springbank for sale. ½ share of 66'Wide x 40'Deep x 16'High, with 50' x 14' bifold doors, south opening. Insulated, gas roughed in. $100,000. Call Cam at 403-970-5394.**


**CESSNA 120X REBUILD/PART-OUT $5000 OBO**

**Owner maintained 1946 Cessna 120X, Canadian Registration, logbooks complete and intact. Had an unfortunate incident on a grass landing strip in July. Dialed 0.002 on the engine when dialed in on October 3, 2016. Always hangared. Please feel free to call to arrange a time to see the airplane at the Rocky Mountain House Airport.**

**Contact: Kelly Brouwer**
**403-846-8756**
**kjbrouwe@gmail.com**

**Ben Stefanic's aircraft for Sale or Trade up or down for High Wing such as Kitfox, Avid or Rans, no auto conversions, two strokes or Jabiru engines.**
**Best offer over $20,000. Alon (Ercoup built by Mooney) 1966, 3300 hrs TT, 1600 hrs. C-90 engine $29,000 in refurbishing in 2014. Modern King radio and transponder. Aircraft on owner maintenance since 2014.**


**Best offer over $10,000. 1962 Rallye 1400hrs since new. Continental 0-200 built by Rolls Royce. Modern Transponder and King Radio. A zero time 0-300, engine, cowl, engine mount and all accessories available for $5000.00. This engine would upgrade the Rallye 880 to a Model 885. Engine is not available separately for this price.**
**Contact Ed D'Antoni iitestthings@gmail.com**

# KLGA/LGA
## LA GUARDIA

JEPPESEN
AUG 2010 (No.1)

# NEW YORK, NY
## HUDSON MIRACLE APCH

| D-ATIS Arrival | NEW YORK Approach (R) | LA GUARDIA Tower | Ground | Emergency |
|---|---|---|---|---|
| 125.95 | 120.8 | 118.7 | 121.7 | 121.5 |

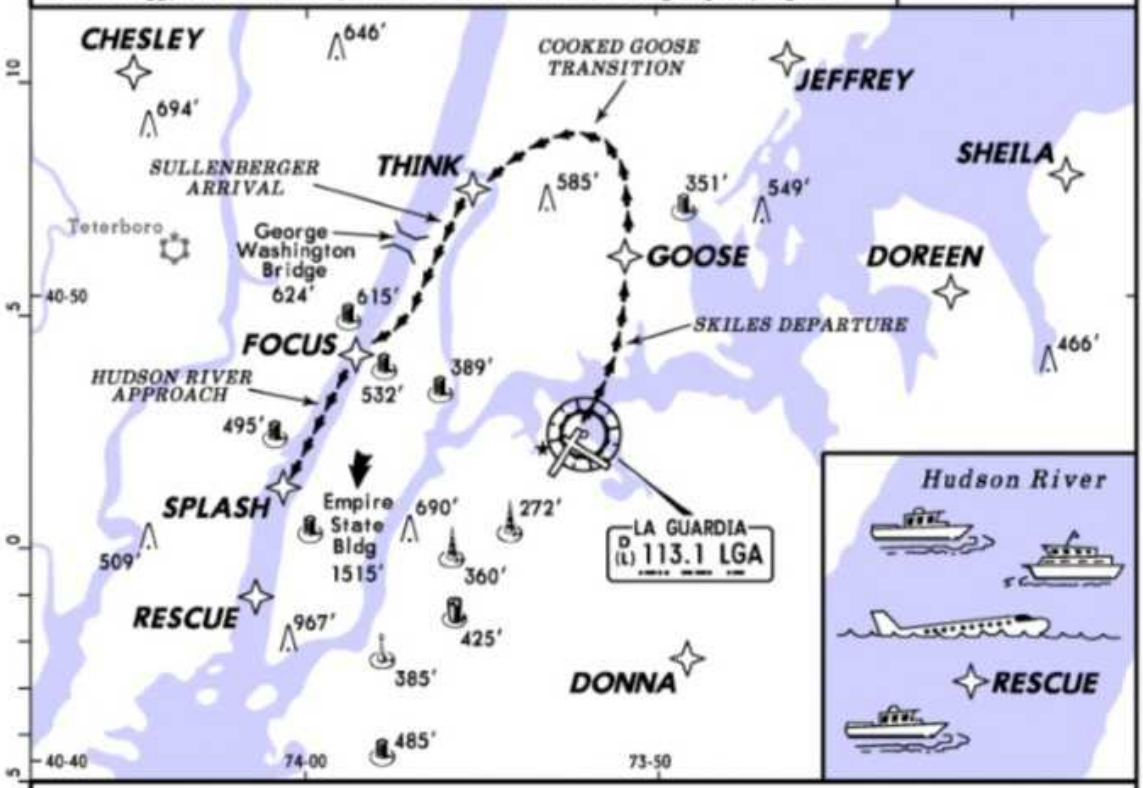
| VFR ONLY | Final Apch Crs | Minimum Alt | MDA(H) | Apt Elev 22' |
|---|---|---|---|---|
| | HUDSON RIVER | FOCUS (All You Can Get) | 0' (You're Committed) | TDZE WET |

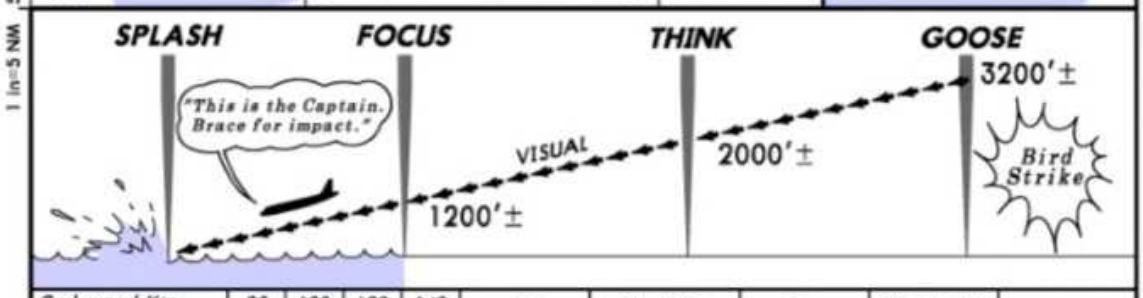
**MISSED APCH:** None (ONLY ONE CHANCE). NOTE: After water landing, oversee evacuation of ALL SOULS from airplane. Float via HUDSON RIVER to RESCUE point. Once everyone is SAFE aboard rescue boats, secure passenger list and double check cabin. Captain is last to exit. Give THANKS.

1. **SAAAR PROCEDURE:** Special Aircrew, Airmanship, and Ability Required.
2. Duration of flight from Take-Off to Splashdown approximately 5 minutes.
3. Save soggy shoes and wet jacket. Donate to the EAA Young Eagles program.

**US AIRWAYS**
Flight 1549
January 15, 2009
Airbus A-320

150 Passengers
+ 5 Crew
155 Survivors




| Gnd speed-Kts | 90 | 100 | 120 | 140 |
|---|---|---|---|---|
| VERTICAL ANGLE | Best You Can Get | | | |
| THINK to SPLASH | Comes Way too Soon | | | |

| All | Float On | To | Check All | Give |
|---|---|---|---|---|
| SOULS OK? | HUDSON RIVER | RESCUE Point | SAFE On Boats | THANKS |

STRAIGHT-IN LANDING HUDSON RIVER
1 ETOPS APPROACH
MDA(H) 0' (You're Committed)

A B C D — VFR Conditions Only

US AIRWAYS FLIGHT 1549 CREW

| Flight Deck | Cabin Crew |
|---|---|
| Captain CHESLEY SULLENBERGER, III<br>United States Air Force Academy(1973)<br>US Airways(PSA Airlines)(1980)<br>35 Years Experience<br>Total Flight Hours 19,663 | Flight Attendant SHEILA DAIL<br>US Airways(Piedmont Airlines)(1980)<br>28 Years Experience |
| First Officer JEFFREY SKILES<br>US Airways(USAir)(1986)<br>22 Years Experience<br>Total Flight Hours 15,643 | Flight Attendant DONNA DENT<br>US Airways(Piedmont Airlines)(1982)<br>26 Years Experience |
| | Flight Attendant DOREEN WELSH<br>US Airways(Allegheny Airlines)(1970)<br>38 Years Experience |

1 ETOPS: Engines Turning or People Swimming.

*CHANGES:* Presented with Pride and Gratitude from your Friends at Jeppesen!



Oct 2