



Skywriter...



NOV2016



*View from Jim Corner's KitFox
Another Kitfox*

Next Meeting Wednesday Nov 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.

President's Message

By Ed D'Antoni

President's Message

Ed D'Antoni



Presidents Message Nov 2016

After discussion with a number of members we have reached consensus on a new meeting format. Meetings will start with introduction of new members followed by the feature presentation followed by a break. The former attempt of getting members to participate in "Confession Session" and "Recent Flights" will be eliminated. After the Break, ten minutes will be allotted to "Lessons Learned" and Interesting Flights. If you would like to provide input please contact me during the break or preferably by phone or email prior to the meeting. Following that we will have a 20 minute technical session with time for Questions and answers.

An extra CRUFC meeting is being held at the Aerospace Museum Tuesday January 31, 2017. The speaker will be Astronaut Robert Thirsk. Parts of the arrangements are that we host 100 Air Cadets. Space limitations dictate that we can only accommodate the Air Cadets and CRUFC Members.

Annual Memberships renewals are due December 31, 2016. We will be selling memberships at the November meeting. Attached to the newsletter is a membership form. Please complete and bring it to the meeting.

Last Month's meeting started off with a good discussion on the difference between indicated airspeed and true airspeed at altitude. Basically true airspeed is approximately indicated airspeed plus 2% per 1000 ft ASL.

Bashar Hussein did a PowerPoint presentation on circuit entry at Non-Tower Airports. His objective was to use situation awareness as a training aid. The circuits were animated over Google Earth photos of the Indus Field. Circuit procedures at non-towered airports are significantly different from those with Mandatory Frequencies (MF), Control towers or Airport Radio. Some of the audience were unaware of these differences. In retrospect we realize that we should have started with a simple presentation on proper circuit procedures at non-towered airports. Some slides intentionally showed incorrect procedures to demonstrate common circuit errors. I, like a number of the audience were not aware of the intent and much confusion arose. I overreacted and called an end to the presentation. At the start of next months meeting Carl Forman will give his short presentation of basic rules of entry at non-towered airports. November and Decembers agendas

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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have been set, however we will try and find time at a future meeting to revisit situation awareness at non-towered airports. At the October meeting Norm Vienneau asked about Minimum Altitudes and Distances. Attached is a page from the current Aircraft Information Manual (AIM) quoting **Canadian Air Regulations (CARs) Sections 602.14 and 602.15 Minimum Altitudes and Distances** these sections were repealed in 2003. Surprisingly the new regulation **CARS 602.12** were released October 20, 2016. The **Old** Regulations stated: no person shall operate an aircraft (a) over a built-up area or over an open-air assembly of persons at an altitude that is not lower than (1) for aeroplanes, **1,000 feet above** the highest obstacle located within a horizontal distance of 2,000 feet from the aeroplane. The **new** Regulation **CARS 602.12** state: no person shall operate an aircraft over a built-up area or over an open-air assembly of persons if the built-up area or open-air assembly of persons is within a horizontal distance of 2,000 feet. (Words: "1,000 feet above the highest obstacle" have been removed)

This month's Skywriter is full of information and not much in the way of pictures. We have a submission from Wayne Winters to help explain the procedures required for Winter's Air Park. There is a Membership form attached that President Ed requests you print out and take to the meeting with your funds for membership renewal. The form can be used to build our directory. (Yes we are still trying to get a directory for the membership.) This is something that will help and benefit all members so please fill it out and bring to the meeting. Also included in this month's newsletter is the self paced study material from TC. This will be reviewed at the meeting to help you with your recency requirements.



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To the Editor:

We are developing a new web site, and some info. is on it. If someone wants to check out a circuit diagram go to waynewinters.ca then Indus Airport and then click on "Traffic Patterns."

Indus Winters Airport

We have a very busy little airport. Most of our patrons fly in almost all weather & frequently, therefore we need to make sure everyone is on the same page as to airport procedures.

First and foremost Transport Canada rules and regulations must be adhered to, but in the Spirit of Safety Transport allows individual airdromes to set some of their own rules. Our circuit altitude of "1000 ft. and 500 ft." has disappeared from the Flight Supplement and we will get it back in again. We are a "prior permission" airport so we let outsiders know. (By the way CRUFC Members do not need prior permission). — With the exception of Bozo's and A-holes, of which I currently know of none in the Club, except for one old sore head!

Rule #1 We do not want Pilots in our airspace that do not have a "**Heads up Attitude.**" If intentions are broadcast via a radio — assume no one heard them nor is listening. Our airspace must be treated as NORDO airspace. (We do encourage the radio broadcast but

Rule #2 Conventional a/c do circuits at 1,000 ft. AGL — Ultralights 500 ft. at AGL. (we are sending more notices to the Flight Supplement people). All of our circuits are **Left Hand.**

Rule #3 All aircraft must approach the airport and fly over centre field at an altitude above their designated Circuit altitude. Expect to see other a/c at their required circuit altitude of either 500 or 1000 feet. Lets not get hung up on semantics. If you are smart enough to fly you should be smart enough to figure this one out!

Rule #4 Unless it is obvious that there are other aircraft in a circuit (this is where it becomes extremely important that every pilot fly a rectangular circuit — no ovals or wandering circuits) an arriving aircraft must fly over centre field and check for traffic in the air as well as on the ground.

Rule #5 Once the active runway is selected (based on traffic first and then the wind sock) make a Left turn (over the airport) to head for what will be downwind for the active runway. Depending on where you are, this left turn may even be 270 degrees or so unless your heading is already mostly toward the down wind leg. In that case a minor correction should be made and then head for approximately the mid-way point of down wind to join preferably at 90 degrees. This gives a good opportunity for a starboard visual check to make sure you are not going to cut someone off.

Rule #6 If you are doing the **ultralight circuit (500 ft.)**, after the mid-field check, make sure you enter downwind at 90 degrees and at the 500 foot altitude. If you are doing the **conventional circuit (1000 ft.)** you could join downwind at 1000 feet, or you may want to maintain your extra altitude and loose it on FINAL approach (this gives more pilot comfort in the case of an engine failure or if you are the least bit nervous).

Rule #7 Unless it is an emergency do not, do not, do not descend to circuit altitude on the down wind leg and on the base leg — except for the last 1/4 of base, just before turning final. Final approach is the place to loose a little (not a lot) of extra altitude as needed. Another starboard check, before turning final, is a must so as not to cut off or descend on someone else who may be making the "BAD PILOTING MISTAKE" of doing a straight in approach (unless it is an emergency).

"We are all in this together"

2017 CRUFC Membership Application

This form will be used to compile a club directory. The Directory will only contain items you would like shown. Please put a check mark in the box adjacent to what you would like included.

- Name _____
- Address _____
- Phone Number _____ - _____ - _____
- Email Address _____

- Comments (Type of flying you are interested in, history of your flying interests, aircraft built, owned, helped restore etc.

As a comments example: I started with model aircraft as a child, progressed to Radio control and am now taking Ultralight Flying Lessons. My dream is to own or co-own something like a Kitfox or Challenger or Rans aircraft.

- I give permission for the club to add and publish checked items to the membership list

Signature _____

Date _____

2016 Flight Crew Recency Requirements Self-Paced Study Program

Refer to paragraph 421.05(2)(d) of the *Canadian Aviation Regulations* (CARs) standard. Completion of this questionnaire satisfies the 24-month recurrent training program requirements of CAR 401.05(2)(a). It is to be retained by the pilot.

All pilots are to answer questions 1 to 30. In addition, aeroplane and ultralight aeroplane pilots are to answer questions 31 to 33; helicopter pilots are to answer questions 34 and 35; glider pilots are to answer questions 36 and 37; gyroplane pilots are to answer questions 38 and 39; and balloon pilots are to answer questions 40 and 41.

References are listed at the end of each question. Many answers may be found in the *Transport Canada Aeronautical Information Manual* (TC AIM). Some of the material is now found in the *AIP Canada* (ICAO). Amendments to these publications may result in changes to answers and/or references. The TC AIM is available online at

<https://www.tc.gc.ca/eng/civilaviation/publications/tp14371-menu-3092.htm>

AIP Canada (ICAO) is available online at <http://www.navcanada.ca/EN/products-and-services/Pages/AIP.aspx>.

1) When an aerodrome is listed in the *Canada Flight Supplement* (CFS) or *Canada Water Aerodrome Supplement* (CWAS) as “PPR”, what does this mean?

_____ (Ref: TC AIM-AGA 2.2)

2) At aerodromes certified as airports, a dry, Transport Canada (TC) standard wind direction indicator will react to a wind speed of 10 kt with an angle of ____° below horizontal.

(Ref: TC AIM-AGA 5.9)

3) In the air navigation system, only _____ and _____ have 121.5 MHz capability, and this emergency frequency is only monitored during these facilities' hours of operation. (Ref: TC AIM-COM 1.12.2)

4) Currently, global positioning system (GPS) horizontal and vertical positions are accurate to ___ m and ___ m, respectively, 95% of the time.

(Ref: TC AIM-COM 5.2)

5) The pilot briefing service is provided by _____.

(Ref: TC AIM-MET 1.1.3)

6) According to the PIREP below, where was the reporting aircraft?

UACN10 CYKA 161752

VR

UA /OV CYDC 320012 /TM 1751 /FL105 /TP C182 /SK 060BKN100 /RM SCT

TCU EMBD

_____ (Ref: TC AIM-MET 2.1.1)

7) On a graphic area forecast (GFA), what does a stippled area enclosed by a solid green line symbolize?

(Ref: TC AIM-MET 4.11)

8) What is the purpose of an AIRMET?

(Ref: TC AIM-MET 5.1)

9) Based on the aerodrome forecast (TAF) below, what is the lowest forecast ceiling for CYOW?

**TAF CYOW 241741Z 2418/2518 06015G25KT 3/4SM -SN BLSN VV008
TEMPO 2418/2420 3SM -SNPL BR OVC010 PROB30 2418/2420 2SM
-FZRA -PL BR
FM242000 07020G30KT 5SM -FZRA -PL BR OVC010 TEMPO 2420/2504 1SM
FZRA BR OVC004 PROB30 2421/2504 1SM +FZRA BR
FM250400 07022G32KT 2SM -RA BR OVC005
FM250800 08012G22KT 1SM -SHRA BR OVC003
FM251100 09010KT 1/2SM -DZ FG VV002
FM251500 28012KT P6SM -SHSN BKN015
RMK NXT FCST BY 242100Z=**

_____ (Ref: TC AIM-MET 7.4 and MET 8.3(k))

10) Based on the TAF above, what is the forecast visibility for CYOW at 2100Z?

_____ (Ref: TC AIM-MET 7.4)

11) Based on the TAF above, when can you expect visual flight rules (VFR) weather conditions in the CYOW control zone?

_____ (Ref: TC AIM-MET 7.4)

12) In a TAF, "TEMPO" is only used when the modified forecast condition is expected to last less than _____ in each instance, and if expected to recur, the total period of the modified condition will not cover more than _____ of the total forecast period. (Ref: TC AIM-MET 7.4)

13) What is the reported visibility in the SPECI below?

**SPECI CYMO 232021Z AUTO 07004KT 1 3/4SM -SN BKN011 BKN016
OVC023 M05/M06 A3006 RMK VIS VRB 3/4-3 SLP181=**

_____ (Ref: TC AIM-MET 8.3 and MET 8.5.4)

14) In a METAR, is the wind direction given in degrees true or magnetic? _____

(Ref: TC AIM-MET 8.3)

15) For an airport listed in the CFS as "UNICOM (AU)", what can the Approach UNICOM (AU) operator provide? (Ref: TC AIM-RAC 1.2.1)

16) Cruising altitudes appropriate to aircraft track shall apply when VFR aircraft are operated at more than _____ ft above ground level (AGL).

(Ref: TC AIM-RAC 2.3.1)

17) Low-level airways are controlled low-level airspace extending upward from _____ ft AGL up to, but not including, 18 000 ft above sea level (ASL).

(Ref: TC AIM-RAC 2.7.1)

18) In uncontrolled airspace below 1 000 ft AGL, the minimum day VFR flight visibility is _____, and the minimum distance from cloud is _____.

(Ref: TC AIM-RAC Figure 2.8 and CAR 602.115)

19) Except where the flight is conducted within _____ NM of the departure aerodrome, no pilot-in-command shall operate an aircraft in VFR flight unless _____ has been filed.

_____ (Ref: TC AIM-RAC 3.6.1)

20) What radio transmission is mandatory after takeoff from an uncontrolled aerodrome within an aerodrome traffic frequency (ATF) area?

_____ (Ref: TC AIM-RAC 4.5.7)

21) Aeronautical Information Circulars (AICs) provide advance notice of major changes to legislation, regulation, procedures or purely administrative matters where the text is not a part of the _____ or

_____. (Ref: TC AIM-MAP 2.3)

22) When does your aviation document booklet (ADB) expire? _____
(Ref: TC AIM-LRA 1.2)

23) The flight crew recency requirements address three time periods. To exercise the privileges of your permit, licence or rating you must meet the _____ and _____ requirements. Additionally, to carry passengers you must also meet the _____ requirements. (Ref: TC AIM-LRA 1.12, CAR 401.05)

24) All known objects ___ ft or more AGL are depicted on visual navigation charts. However, because there is only limited knowledge over the erection of manmade objects, there can be _____.

(Ref: TC AIM-AIR 2.4)

25) By _____ ft ASL the partial pressure of oxygen is low enough that all pilots will experience mild hypoxia and some will become symptomatic.

(Ref: TC AIM-AIR 3.2.1)

For questions 26 to 29 refer to *AIP Canada (ICAO)*, available on NAV CANADA's Web site at <http://www.navcanada.ca/EN/products-and-services/Pages/AIP.aspx>.

26) *AIP Canada (ICAO)* GEN 1.5.1 describes survival in sparsely settled areas of Canada. According to Table 1.5.1—Survival Equipment, pencil pyrotechnics used for signalling will not go above _____ in winter.

(Ref: *AIP Canada (ICAO)* GEN 1.5.1)

27) For aeronautical charts covering the less densely populated areas, the topographic base maps are reviewed every _____ years and the aeronautical overlays are reviewed every _____ years.

(Ref: *AIP Canada (ICAO)* GEN 3.2.2)

28) New or revised information which is required to be depicted on VFR Navigation Charts (VNCs) is advertised by _____ until such time as it can be published in the _____ section of the CFS.

(Ref: *AIP Canada (ICAO)* GEN 3.2.2)

29) Go to the NAV CANADA Web site and familiarize yourself with the AICs and *AIP Canada (ICAO)* Supplements available at

<http://www.navcanada.ca/EN/products-and-services/Pages/AIP-current.aspx>.

Record the most recent AIC number here: _____

30) What is the date of the most current VNC for your area? _____

(*AIP Canada (ICAO)* GEN 3.2.5; <http://www.navcanada.ca/EN/products-and-services/Pages/aeronautical-information-products-charts-VFR-navigationalcharts.aspx>)

Aeroplane

31) At uncontrolled aerodromes not within a mandatory frequency (MF) area or when no MF procedures are in effect, aircraft should approach the traffic circuit _____.

Alternatively, once the pilot has ascertained without any doubt that there will be no conflict with other traffic entering the circuit or traffic established within the circuit, the pilot may join the circuit _____.

(Ref: TC AIM-RAC 4.5.2)

32) In the case of an engine failure at 3 000 ft AGL, what is the gliding speed and nowind range of the aeroplane that you typically fly? _____ indicated air speed (IAS); _____ (Refer to aircraft manuals)

33) For the aeroplane that you typically fly, what is the proper sequence of actions for a go-around procedure?

_____ (Refer to aircraft manuals)

Helicopter

34) Refer to the article entitled "Take Five: Snow Landing and Take-off Techniques for Helicopters" in *Aviation Safety Letter* [TP 185], 1/2008.

When conducting takeoffs in conditions conducive to re-circulating snow, _____ to get the snow blowing while

(Ref: *Aviation Safety Letter* [TP 185] 1/2008)

35) Visit the Transportation Safety Board of Canada (TSB) Web site at <http://www.tsb.gc.ca/eng/rapports-reports/aviation/>.

TSB Aviation Investigation Report A95A0040 says that contributing to the accident was the pilot's decision to conduct a portion of the flight over the river at low altitude without having first

_____ for obstructions.

Glider

36) In a level 50° banked turn, the g load will be ____ and the stall speed will increase by ____ %. (Use glider references)

37) If, when prepared for launch, one of the ground crew shouts "STOP" and raises both hands above their head, the glider pilot must _____.

(Use glider references)

Gyroplane

38) If you experience an engine failure during the initial climb, what should you do first?

_____. (Use gyroplane references)

39) When descending in autorotation, if the rotor RPM decreases, what action other than rounding out your descent would increase your rotor RPM?

_____. (Use gyroplane references)

Balloon

40) If your balloon contacts a tree and is moving free of it, what should you do to reduce the risk of adverse consequences?

_____. (Use balloon references)

41) If frost develops at a propane tank valve stem, what should you suspect is the cause?

_____. (Use balloon references)

Date completed _____ Pilot _____

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Contact: Kelly Brouwer
403-846-8756
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SuperFox, Savage Cub, & Cessna 195 at Ram Falls Strip.