



# Skywriter



**Jan 2017**



***Next Meeting Wednesday Jan 11 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



The December meeting was very enlightening. Alan Dixon did an excellent presentation of his Hatz Biplane construction and first flight. His exuberance and presentation style resulted in an entertaining event. Alan hopes to get his biplane as many events and fly in breakfasts as possible in 2017. Carl Forman's Flight Planning technical session followed the break. The lecture presented the basics of flight plans and flight itinerary's, how they are filed, advantages and drawbacks. Part of the presentation was a live Flight Plan filing which demonstrated the ease of online filing. The presentation and discussions were a learning experience for all. The February technical session will be an in depth flight planning session by Bob Kirkby.

Rules for Private registered and Non-registered airports came into effect January 1, 2017. These rules do not necessarily apply to existing airstrips. It is important for owners of non-registered strips to document their existence prior to January 1. A form produced by COPA is attached. Completing and sending this form to COPA and Transport Canada will be of help should a dispute of original existence ever arise. Historical photographs are available on Google Earth. Printing and attaching a Google Earth photo is an excellent documentation method. As an example, High definition photo's of Chestermere Stefanic's unregistered field are available as far back as 2002.

The main event for the January 11 meeting is the showing of the movie "One Six Right." *One Six Right* depicts local airports through the life, history and struggle of Southern California's Van Nuys Airport. The film contains aerial sequences and stories told by pilots, air traffic controllers, historians and flight enthusiasts. It uncovers the history of the airport where Amelia broke a world speed record over its runways, and where Marilyn Monroe was discovered in WWII. Following the break we will finalise details of Colin Thirsk's presentation. There will be 120 Air Cadets in attendance. We have limited space therefore only current Members will be able to attend. Unfortunately "Guests" cannot be accommodated.

**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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# Staying Hydrated On Long Flights

Pilot Tips from PilotWorkshop.com

Featuring Doug Stewart

## Question:

"I know dehydration can be a problem when flying at altitude for long periods. Should I drink water during long flights?"

## Response:

"I make it a point about 40 minutes before the end of the flight, when I'm going to have to shoot an approach, to drink a bottle of water and eat some kind of energy food.

I'm not a medical expert, but I do know that one of the symptoms of dehydration is irritability. Another is the inability to make decisions and to become disoriented.

If we're flying high - and a lot of people think IFR flying just means slogging along in the clouds. Quite often it isn't. It's flying along in bright blue sky, bright sun. You're above the tops. So you've been sitting up there in this bright sunshine up at altitude, which certainly contributes to dehydrating.

If it's a long flight, perhaps your last meal wasn't even a meal, but something that you grabbed out of the snack machine at the airport. So you've had your pack of sugar loaded crackers or cookies, you've been dehydrated by your environment, and now you're no longer able to make those good decisions, hard decisions, that need to be made.

I always recommend for everyone and it's because I do it myself - about 40 minutes prior to having to shoot the approach, I drink some water and eat some kind of energy food - not sugar - but some kind of an energy bar,

something like that. It will really have you much better prepared for flying an approach at the end of a long, hard flight."

## Brian's 2 Cents:

On a longer flight I always have a water bottle or two on board and take a drink every 15 minutes or so to maintain hydration (so far I've never had a PEE emergency) I also have fruit (usually a couple of apples or bananas) and energy bars to munch on.

Shortly before descent and landing I move my arms, legs and butt around and do some slight stretching to get the blood flowing and make sure nothing has gone numb. It also helps sharpen the mind after sitting still for a period of time.

Thanks to Brian Byl for the submission of this article. If you have similar information please obtain the writers permission for a reprint.

Editor Norm



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## The Flight Itinerary

At the December club meeting Carl Forman provided an excellent presentation on the ways to prepare Flight Plans and Flight Itineraries and all the associated data that goes into them.

Since most of the pilots in our club typically fly relatively short distances I expect most rely on Flight Itineraries filed not with Nav Canada but with friends or relatives to cover themselves and their passengers in the event of an aircraft accident requiring rescue and possibly medical attention. At the February club meeting I will be giving a follow-up presentation on how the system works and the value of Flight Plans/Itineraries which hopefully will help you make an informed decision on how you can ensure you and your passenger(s) are rescued should that ever be necessary.

In preparation it would be useful to read the following Transportation Safety Board Advisory which appeared in a 2005 Aviation Safety Letter from Transport.

Bob Kirkby



## Re-printed from Transport Canada Aviation Safety Letter 2/2005

### Delayed Search and Rescue Response

*An Aviation Safety Advisory from the  
Transportation Safety Board of Canada (TSB)*

On August 26, 2004, a privately registered Piper Cherokee PA-28-235 aircraft crashed near Lake Manitoba Narrows, Man., during a night VFR flight in adverse weather conditions, and the pilot sustained fatal injuries. The pilot had filed a flight itinerary with a friend at his destination. When the pilot became overdue, the friend did not know what to do, and took no action to initiate search and rescue (SAR). The investigation (A04C0162) is ongoing.

The pilot had filed flight plans with NAV CANADA for the first two legs of his trip from Olds-Didsbury, Alta., to Kindersley, Sask., and Yorkton, Sask. At Yorkton, he filed a flight itinerary with his friend at his final destination, Gimli, Man., for the remainder of his trip from Yorkton to Gimli. The pilot diverted to Roblin, Man., while en route, and phoned his friend from Roblin to advise of the diversion and of his intention to continue onward to Gimli. The friend had no aviation experience, was unaware of the flight itinerary SAR notification requirements, and was not briefed by the pilot regarding the notification requirements.

The accident was witnessed by drivers on an adjacent highway who immediately contacted emergency response services, which in turn contacted the Trenton rescue co-ordination centre (RCC). However, had the accident occurred in a more remote location without witnesses and the pilot survived, it is likely that SAR response would have been delayed because the pilot's friend did not know what action was required when the aircraft became overdue. A review of TSB investigations from 1989 to 2004 revealed six other occurrences in

which SAR response was or could have been delayed because the flight itinerary responsible person was inadequately briefed. In occurrence A89O0058, the pilot had told his wife he would be returning the same night, but no action was taken when the aircraft became overdue.

In occurrence A90W0091, the pilot had filed a flight itinerary with a relative, but the flight itinerary was so vague that it was ineffective for SAR purposes. In occurrence A91P0265, the pilot had filed a flight itinerary with his wife, and later advised his son of a revision to the flight itinerary; SAR notification occurred one day later than it should have. In occurrence A92P0212, the pilot filed a flight itinerary with his son; SAR notification occurred one day later than it should have.

In each of these occurrences, the pilots did not ensure that the person with whom the flight itinerary was filed clearly understood the SAR notification requirements. The results were that SAR response was delayed or did not occur. The TSB has not issued any previous safety communications regarding this safety deficiency.

Procedures are in place to activate SAR response for overdue aircraft. *Canadian Aviation Regulation (CAR) 602.73(2)* requires pilots to file a flight plan or flight itinerary for VFR flights conducted more than 25 NM from the departure aerodrome. A flight itinerary may be filed with a responsible person who has agreed with the person filing the flight itinerary to ensure that air traffic services (ATS) or an RCC are notified within a time specified by the pilot, or within 24 hr after the last reported estimated time of arrival (ETA), that the aircraft is overdue.

Regulations regarding flight itineraries place the onus to notify SAR of an overdue aircraft on persons who have agreed to take specific action, but who may not fully understand their obligations. Failure of a pilot to properly brief the flight itinerary responsible person regarding

SAR notification requirements creates a risk that SAR response will be delayed in the event the aircraft becomes overdue. Such delay could result in fatalities due to lack of timely evacuation and medical care in otherwise survivable accidents.

Transport Canada may wish to consider action to improve awareness among pilots of the need to ensure the flight itinerary responsible persons understand their obligations concerning SAR notification.

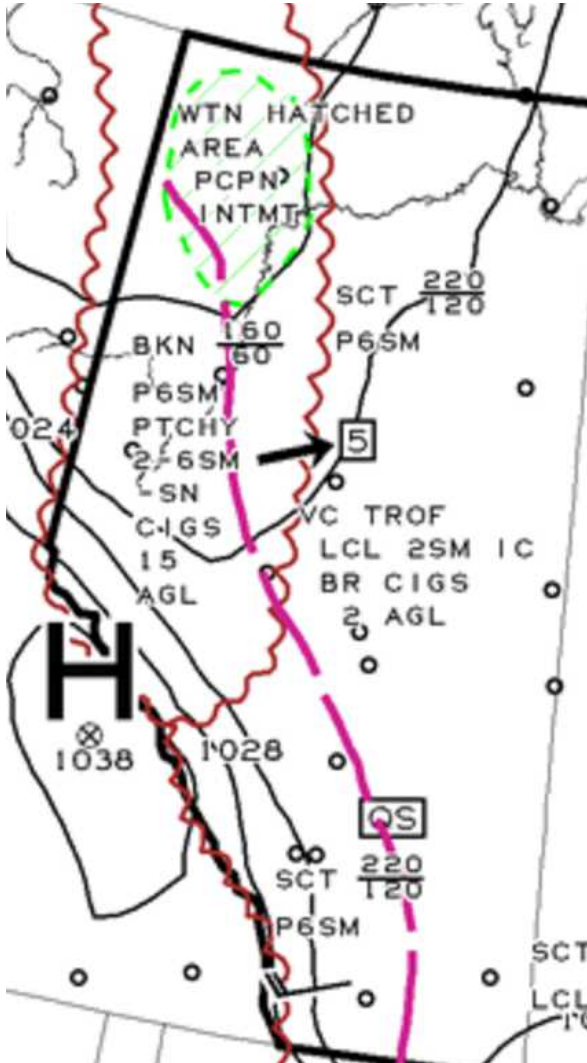


# CRUFC Skywriter Pop Quiz

Welcome to the Skywriter's newest feature where we quiz you on your knowledge of things aeronautical. Please bring any questions you have about the quizzes or the answers to the next CRUFC meeting so all members can share in the learning.

## GFA Quiz

a.



Use the GFA segment above to answer the following questions

1. What is the most prominent weather feature that bisects Alberta north to south? Describe it's movement, if any.
2. In central Alberta north of Edmonton, translate the notes that are shown south of NE pointing arrow.
3. What wind speeds, and from what direction, can be expected in the Lethbridge area?
4. Translate the notes shown north and west of the NE pointing arrow.

Thanks to Stu Simpson for doing these quick quizzes. More will follow as a monthly feature in the newsletter. Check next month for the answers to these quizzes or check with Stu at the meeting to learn the answers.

Editor Norm

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So now you know I was checking to see if you read your newsletter to the end. Here are the answers to this months quiz. More quizzes next month.

### GFA quiz answers:

1. A trough bisects the province. It's northern end is forecast to move eastward at about 5 knots. The southern end is forecast to be quasi stationary, moving at less than 5 knots.
2. In the vicinity of the trough, localized conditions of 2 statute miles visibility in ice crystals and mist, with cloud ceilings of 200' above ground level.
3. Wind speeds of 20 - 24 knots from the southwest.
4. Broken clouds from 6000' to 16,000', prevailing visibility of 6 statute miles or more, patchy areas of visibility 2 to 6 statute miles in light snow with ceilings of 1500' above ground level.



This aerodrome has been in existence since: Year \_\_\_\_\_ Month \_\_\_\_\_

2. Owner Name: \_\_\_\_\_

Address: \_\_\_\_\_ City/Municipality/County \_\_\_\_\_

Province: \_\_\_\_\_

Email: \_\_\_\_\_

Postal Code \_\_\_\_\_

Telephone Number: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

The Purpose of the aerodrome is: Recreational \_\_\_ Private Business \_\_\_ Aerial spraying \_\_\_

Gliders E Ultra-lights E Other (p/s specify): \_\_\_\_\_

**The details relating to this aerodrome are:**

4. Name or identification of aerodrome (if available): \_\_\_\_\_

5. Location of aerodrome (city/municipality/county): \_\_\_\_\_

6. GPS coordinates: Longitude Latitude \_\_\_\_\_

7. Elevation (ft ASL): \_\_\_\_\_

8. Operator name (if different from owner or same): \_\_\_\_\_

9. Services: \_\_\_\_\_

10. Aerodrome data (runway lengths, circuit rematus): \_\_\_\_\_

11. Winter maintenance: yes \_\_\_ No winter maintenance \_\_\_

12. Lighting: \_\_\_\_\_

13. Communications (frequency used): \_\_\_\_\_

14. Comments: \_\_\_\_\_

This information is user-submitted and has not been verified for accuracy by COPA, or anyone else. COPA does not accept any responsibility for this user-submitted information.

PLEASE include some photographs (preferably with dates) to substantiate its year of existence

